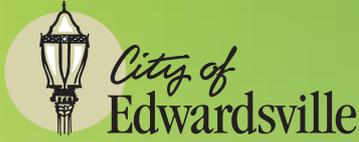




# Comprehensive Plan

CITY OF EDWARDSVILLE | FEBRUARY 5, 2010





**Mayor**

Gary Niebur

**City Council**

Tom Butts

Janet Haroian

Barb Jurgena-Stamer

Jeanette Mallon

Richard Rezabek

John Twombly

Richard Walker

**City Clerk**

Dennis McCracken

**City Treasurer**

Rich Hampton



[www.cityofedwardsville.com](http://www.cityofedwardsville.com)  
618.692.7535



**Plan Commission**

Herb Von Hoven, *Chair*

George Edwards

Jeff Lantz

Paul Pitts

Benjamin Powell

Dave Stoecklin

Greg Coffey

Vince Kutzera

Craig Louer

Cindy Pizzini

Beth Schlueter

Gene Vanek

**Comprehensive Plan Review Committee**

Gary Niebur, *Mayor*

Tom Butts, *City Council Ward 2*

Janet Haroian, *City Council Ward 3*

John Twombly, *City Council Ward 5*

Ben Dickmann, *City Administrator*

Susanne Nelson, *Zoning Board of Appeals*

Vince Kutzera, *Plan Commission/Zoning Board Appeals*

James Bedell, *Police Chief*

Jeff Berkbigler, *City Counselor*

Scott Hanson, *City Planner*

Timothy P. Harr, *Public Works Director*

Cheryl Porter, *Assistant City Planner*

Eric Williams, P.E., *City Engineer*

Bob Pfeiffer, *Parks and Recreation Director*

Brian Wilson, *Fire Chief*

**Comprehensive Plan prepared by City of Edwardsville,  
Public Works - Planning and Zoning Staff**

Timothy P. Harr, *Public Works Director*

Scott Hanson, *AICP, City Planner*

Cheryl Porter, *AICP, Assistant City Planner*

Brian Collin, *GIS Technician*

Eric Williams, P.E., *City Engineer*

Ray Lai, *AICP, Former City Planner*

*Design: Sherrie Hickman, Creative Options Graphic Design, Inc.*

*Photography: Many thanks to Lt. Scott Evers, Police Department, and Sherrie Hickman for providing the photography found throughout the 2010 Comprehensive Plan.*

“The Comprehensive Plan provides a vision for the future and is intended to serve as an advisory guide for more effective and informed decision-making.”



## Contents

|   |    |  |             |
|---|----|--|-------------|
| Vision Statement                                  | 1  | <b>Appendix A – Policy Alternatives</b>        |             |
| Introduction                                      | 3  | Establishing an “Agricultural Zoning District” | 65          |
| <b>Section 1</b>                                  |    | Creating a Development Standards Program       | 66          |
| Community Profile                                 | 7  | Form-Based Zoning Codes                        | 68          |
| Land Use Element                                  | 12 | Living in Place Initiative                     | 71          |
| Water and Sewer Resources                         | 20 | Creating a Design Review Board                 | 73          |
| Transportation Element                            | 26 | LEED-certified Buildings and Developments      | 73          |
| Historic Preservation Element                     | 29 | <b>Appendix B</b>                              |             |
| <b>Section 2</b>                                  |    | Glossary of Terms                              | 74          |
| 2025 Employment, Population and Land Use Forecast | 37 | <b>Appendix C</b>                              |             |
| 2025 Employment Forecast                          | 39 | Historic Maps                                  | 76          |
| <b>Section 3</b>                                  |    | <b>Appendix D</b>                              |             |
| Land Use and Compatibility                        |    | Maps   | Back Pocket |
| Introduction                                      | 44 | Existing Land Use                              |             |
| Neighborhood Districts                            | 45 | Zoning District                                |             |
| Commercial Districts                              | 51 | Transportation                                 |             |
| Employment Districts                              | 53 | Physical Environment                           |             |
| Downtown District                                 | 55 | Park Facilities                                |             |
| Open Space/Greenbelt District                     | 58 | Facilities Planning Area                       |             |
| Parks   | 60 | Undermined (Coal Mine) Areas                   |             |
| Special Interest Land Use Planning Areas          | 61 | Future Land Use                                |             |
| Comprehensive Plan Implementation Goals           | 63 | Downtown Historic District Boundaries          |             |
|   |    | Leclaire Historic District Boundaries          |             |
|   |    | St. Louis Street Historic District Boundaries  |             |



“This is a community that has high development and zoning standards, believes in good planning, and supports actions to ensure the community's long term viability and quality. This is a community of people that supports those high standards...because we want Edwardsville to be a special place, not just another place.”

Mayor Gary Niebur • State of the City Address • May 5, 2009

## Vision Statement

The City of Edwardsville is renowned for its **exceptional quality of life** that derives from the following fundamental attributes:

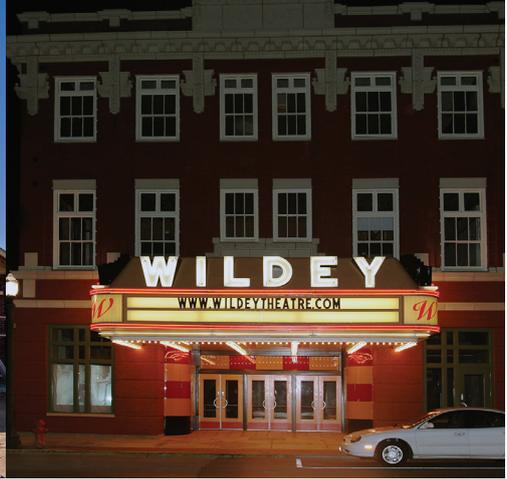
- **Livability:** Our healthy neighborhoods, outstanding public facilities and services, and active community life make Edwardsville an exceptional place to live and raise a family.
- **Community Character:** We wisely manage growth to preserve natural and historic resources, maintain green space throughout the community, and revitalize older neighborhoods and commercial areas while accommodating quality new development.
- **Shared Direction:** As partners in the prosperity of the region, we work together with neighboring communities and institutions and balance our multiple roles as a premier residential community and as a complementary regional center of economic, cultural, and educational activity.

In this Vision of the Future, we define our quality of life by the following valued **characteristics of community:**

### Livability

- Our **livable neighborhoods** offer a range of lifestyle and housing choices in urban, suburban, and rural settings.
- Pedestrian-friendly, interconnected, mixed-use **development patterns** provide citizens with convenient access to services and facilities and encourage walking, biking, and use of public transportation as alternatives to automobile trips.
- A safe, functionally efficient, and well-maintained **transportation system** provides choices for citizens through interconnected roadways, sidewalks, bike lanes, multi-use trails, and public transportation options.
- The **community facilities** and services offered by the City and other providers, such as accessible parks and recreational programs, outstanding public schools, and public safety services that help maintain our reputation as one of the safest communities in America, are an integral part of our exceptional quality of life.
- Our active **community life** – culture and entertainment, sports and recreation, programs for people of all ages, and other activities, events, and places for people to gather – provides opportunities for all citizens to participate and enjoy shared experiences.
- We are an **inclusive community** that provides opportunities for citizens of diverse cultural, racial, and economic backgrounds to participate in our high quality of life.





### Community Character

- Vibrant older neighborhoods and the commercial areas serving them are revitalized and attract continuing investment.
- We protect and preserve valued open spaces and natural and scenic resources throughout the community.
- We respect our history and heritage by encouraging preservation of historic resources and by remembering and interpreting Edwardsville's history for future generations.
- We maintain a clean, healthy environment by dedicating resources to protect against noise, light, air, and water pollution.
- We set high standards for the quality of development and redevelopment to complement our established community character.
- The visual character of the City is enhanced by landscaping, protection of woodlands and tree canopy, and careful attention to the design of roadways, scenic corridors, and public places.

### Shared Direction

- The City takes a leadership role in promoting intergovernmental cooperation and in pursuing partnership initiatives to address issues shared with our neighboring communities.
- Our healthy, diverse economy provides a strong tax base and good job opportunities, contributing to the retention of our talented youth and attracting others to live, work, and invest in our community.
- In carefully managing growth, we balance the benefits of economic development to citizens with the need to maintain livability and preserve community character.
- The City, together with other governmental and educational institutions, works to address issues of common concern, such as retaining young people in the community, strengthening our neighborhoods and diversifying the local economy.
- City government exercises leadership, responds to the concerns of citizens, and challenges them to become positively involved in community affairs.





## Introduction

The City of Edwardsville experienced steady population growth over the last fifteen years. There are many attributes that continue to attract people and businesses to the City. These attributes include excellent neighborhoods and schools; quick access to interstate highways; abundant shopping and entertainment opportunities; and a favorable business climate.

The challenge for the future will be to efficiently accommodate continued growth while sustaining the community's high quality of life and preserving the charm of our older established neighborhoods. In recognition of this challenge, the City has been and continues to be actively engaged in the long range planning process that led to the update of this comprehensive plan.

The Comprehensive Plan provides a vision for the future and is intended to serve as an advisory guide for more effective and informed decision-making. It provides a framework for making decisions regarding public improvement projects and private development proposals that may require City Council actions involving annexations, zoning and/or capital improvements.

The plan is not intended to be a rigid framework outlining future development. In order to increase its effectiveness, the plan is designed to be flexible, generalized in nature, and intended for periodic review and update.

The primary functions of the City Comprehensive Plan can be summarized as follows:

1. To provide a statement of public policy regarding the guidance and control of desirable physical development within the City.
2. To provide the City Council with developmental policy guidelines to assist with decision making on specific development issues and on future public expenditures.

3. To establish the framework for coordinated action between local units of government and state and federal units of government.
4. To provide administrative continuity through successive City government administrations.

The Comprehensive Plan is broken into three parts:

- **Section One** Provides details on specific elements of the plan including transportation, land use, water and sewer resources, historic preservation and the community as a whole. Within these elements are objectives and goals which have been set to guide policy makers as they consider the future of each of these important development considerations.
- **Section Two** Provides forecasts for the city of Edwardsville in the areas of Employment and Population Growth as well as Land Use projections which come as a result of these projections through the Year 2025.
- **Section Three** This section is an extension of the concepts considered in Section One. This section takes a unique approach however in that it provides guidelines as to how each of the Elements in Section One will become more compatible with each other and how transitions will take place between one land use and another; For example, one section explores the transition from shopping areas to residential areas. Emphasis in particular is on how Edwardsville's future 2025 workforce and residents will travel to and from work and school, how they socialize, play, shop, spend time in their homes, and spend time in the outdoors. Section Three is included based on the belief that land uses do not exist independently of each other but that they are reliant on each other in order to be successful. How this process takes place is one that needs to be monitored and tended. Section Three of the Comprehensive Plan provides guidelines as to how Edwardsville will achieve this goal.

## Planning in the City of Edwardsville

Planning related activities began in 1957 when Edwardsville adopted its first zoning ordinance. A few years later in 1961, a Comprehensive Plan was prepared by Kincaid and Associates, Inc. of Chicago, Illinois. The subdivision ordinance was adopted on November 5, 1963, with a revised zoning ordinance adopted in February 1965. The most recent full revision to the Comprehensive Plan was completed by the Southwestern Illinois Planning Commission (SIMAPC) in August 1999. Providing assistance and information on planning, zoning and resource management to residents and developers is a major function of the Department of Public Works.

The following Conceptual Land Use Strategies for the City of Edwardsville served as basic policy guides to the City Staff and Plan Commission in working towards an updated Comprehensive Plan:

1. For the purpose of comprehensive planning, the City of Edwardsville is comprised of various land use strategy areas or "districts": Neighborhood Districts, Commercial Districts, Employment Districts, Downtown District, and the Open Space/ Greenbelt District.
2. To help insure compatibility, enhance walkability and define transitions between Districts, different intensities and types of development are appropriate for each area.
3. A strong relationship must exist between land use and transportation planning.
4. Balanced development is essential through high quality development code requirements.
5. Open space protection and watershed management are critical elements of land use planning.

The Comprehensive Plan goes beyond conventional land use planning, addressing the issues of quality of life, stringent development controls, watershed management, open space preservation, and environmental protection.

The Comprehensive Plan is also comprised of five distinct elements which are identified and examined within this document. These Elements are Land Use; Water & Sewer Resources; Open Spaces/Parks & Recreation; Historical Preservation; and Transportation. The establishment of Goals, Objectives and Policies for each Element is intended to provide a means to evaluate existing conditions; to shape future plans; and to provide guidelines for future development proposals.

## Plan Goals

The development of goals begins with values, which are translated into objectives, from which policies aimed at achieving the established goals are generated. The range of policies that can and should be adopted is limited by the values themselves. This factor suggests which policies can work and which cannot. In many cases, while a certain policy would work, the more powerful desires of society will not permit it to work. In essence then, these values, goals, objectives, and policies constitute a body of development factors; they define the future development of a planning area. A distinction needs to be drawn among these development factors:

- **Values:** Values are widely shared concepts of what is good. Value-oriented planning is concerned with achieving a high standard of excellence for the Edwardsville community.
- **Goals** Goals are generalized statements of what are considered to be ideal conditions relative to a particular community issue. They are an expression of values and provide direction towards an ideal condition to be sought. Goals are not measurable end products, but reflect the desires of a community to maintain and improve the quality of life.
- **Objectives** Objectives are more specific and provide the means to measure progress in achieving stated goals. They are specific statements of purpose that serve as a guide for public policy and require action.
- **Policies** A framework within which to make decisions and take actions to achieve objectives that realize future goals. Policies are to be fully considered and evaluated when allocating resources, making public improvements, directing growth, and receiving development proposals.

## City-Wide Planning Goals

The attainment of the goals of the City of Edwardsville Comprehensive Plan is a long-term process. As the City of Edwardsville grows and develops, the values, goals, objectives and policies of its citizens and elected officials will evolve. The plan should be reviewed regularly for appropriateness of the vision. If most of the City's goals have been accomplished or determined inappropriate, the plan is in need of updating.





Although they are general in nature, the following seventeen goals can be achieved through the more specific objectives and policies that have been identified for the City in the planning element sections of the plan. These goals are:

1. **Quality of Life** Preservation of the hometown atmosphere characterized by an attractive, pleasant, safe, healthy and sustainable environment that assures a high quality of life for the residents of Edwardsville.
2. **Employment** Promote the growth and development of the local employment base to diversify the area's economy.
3. **Housing/Residential Development** A variety of housing types and price ranges should be available within Edwardsville while maintaining a high quality of the housing stock to meet the needs of all income levels and age groups.
4. **Commercial Development** Promote different levels of commercial opportunities and services that the City's strategic location on two interstates (I-270 and I-55), five state highways (Routes 111, 143, 157, 159, and 255) and other major arterial/collector roadways offers while maintaining high development standards.
5. **Industrial Development** To attract and maintain a high quality of low-intensity industrial development, (primarily distribution and warehousing in nature) located within the American Bottoms, and research and technology facilities at SIUE.
6. **Central Business District** Promote the retention and revitalization of the community's business core which serves as the focal point and provides abundant opportunities for social, cultural, governmental, and economic interactions.



7. **Historic Preservation** Honor and preserve all local historic and cultural resources that contribute to the unique character of the City of Edwardsville, the third oldest City in Illinois.
8. **Natural Resources** All development decisions shall consider the conservation, and wise use of our air, soil, water resources and the natural environment of the City of Edwardsville.
9. **Open Space/Parks and Recreation** Provide park and recreational facilities in sufficient quantity, quality and variety to effectively serve all ages of the residents of the City.
10. **Transportation** Plan for and continue to provide safe, efficient transportation systems compatible with adjacent land use.
11. **Utilities/Municipal Services** Plan for and provide quality municipal facilities and services adequate for the needs of the entire community including residential, commercial, and industrial uses and consistent with projected growth.
12. **Public Safety** As the City expands and its population and business base grows, this will require additional public safety resources such as law enforcement and fire protection personnel, equipment, and buildings. In order to maintain our expected level of high quality service in these areas this will require a commitment for additional resources.
13. **Development Initiatives** Promote the wise use of the Enterprise Zones, Tax Increment Finance Districts (TIF) and other economic development incentives to expand the City's tax base.
14. **Municipal/County/State Cooperative Planning** Work closely with local school district, the neighboring communities, and Madison County to achieve a shared regional vision maintaining a high quality of life.
15. **Planning Area Jurisdiction/Urban Sprawl** Use "smart growth" concepts to minimize suburban sprawl development patterns.
16. **Citizen Participation** Encourage citizen participation in planning the physical development of the City of Edwardsville.
17. **Green Buildings & Neighborhoods** Encourage the construction of LEED (Leadership in Energy & Environmental Design) certified buildings and neighborhoods and the implementation of innovative green building technologies and continued support of Cool Cities initiative.
18. **Knowledge-Based Business Development** Besides being a campus location for Southern Illinois University and Lewis and Clark Community College, Edwardsville is the County Seat for Madison County, making it the hub of county government-related activity. These characteristics, along with ample developable land, an excellent public school system and proximity to major highways make it an ideal location for knowledge-based business opportunities. The City will continue to explore opportunities to promote and recruit knowledge-based development within the corporate limits, particularly within the I-55 Corridor Plan project area on the City's eastern boundary.



*This chapter provides an overview of the physical characteristics, environmental characteristics, and services of the City of Edwardsville.*



## Community Profile

### Geographic Setting

The City of Edwardsville is situated in the southwest part of Madison County, and is the county seat. Madison County is located in the middle of the United States along the Mississippi River in southwestern Illinois with St. Louis, Missouri, immediately to the west. Madison County is also bordered by Jersey, Macoupin and Montgomery Counties to the north; by Bond, and Clinton Counties to the east with St. Clair County along its southern border.

Edwardsville is a part of the St. Louis Standard Metropolitan Statistical Area (SMSA), located approximately 15 miles northeast of downtown St. Louis, and 20 miles east of St. Louis Lambert International Airport.

### A Brief History of Edwardsville

Edwardsville has a rich history. It is known for its political orientation, economic base, and for its growing population. It is one of many key communities in the Metro East region that is not only growing in size and area, but in quality as well. As Edwardsville develops, policies have been enacted to attract only quality growth in Edwardsville. One must first understand Edwardsville's history before truly understanding how and why Edwardsville is the way it is today.

Thomas Kirkpatrick, his two brothers, and a clan of the Gillhams, founded Edwardsville in approximately 1805. Kirkpatrick purchased a 100-acre land warrant from Pierre Lejoy, who received the warrant by enrolling in the U.S. Militia in 1790. In 1809, Illinois and Indiana became two separate territories and Ninian Edwards became the first Territorial Governor of Illinois. He designated Thomas Kirkpatrick's house as the county seat. Because of Edwards and Kirkpatrick's working relationship, Kirkpatrick platted a town on his land and named it Edwardsville in 1816. After serving as the Territorial Governor, Edwards served as a U.S. Senator from 1818 to 1826 and serving as the third

governor of the State of Illinois from 1826-1830. These events established Edwardsville as a politically-oriented town. As such, four more Illinois Governors were from Edwardsville: John Reynolds, Thomas Ford, Edward Coles, and Charles Deneen.

Following the political nature of Edwardsville, both Abraham Lincoln and Stephen Douglas visited Edwardsville in September 1858, prior to the famous Lincoln-Douglas debate in Alton and Jonesboro, Illinois. Their presence and speaking ability gave Edwardsville residents another reason to become politically active.

In 1850, the State of Illinois had a population of 851,470. This population not only made for a good political base, but for a good economic base as well. Ninety-two percent (92%) of the population in 1850 were farmers. Edwardsville followed in this trend. Because of the many railroad lines that passed through town, Edwardsville became a market center. It was known for bituminous coal mining and agriculture.

Edwardsville continued to grow tremendously through the 20th Century. Although the community experienced the economic bust of the Great Depression, it quickly rebounded with the development of new grade schools and Southern Illinois University.



Southern Illinois University  
at Edwardsville

## Edwardsville Today

In 2000, Edwardsville's official population was 21,491. After the completion of a partial special census in 2007 the population was confirmed at 25,073. Annexations have brought an industrial base to the community that was previously known as a bedroom community. Commercial development has contributed to making Edwardsville a destination for neighboring communities and provides a stable tax base. The quality of life in Edwardsville and small town atmosphere - with large city conveniences will continue to carry Edwardsville into the future.

Edwardsville is in the midst of an era of very high potential for growth. The County's location within the metropolitan area, its healthy industrial base, its extensive transportation system and undeveloped or vacant land has provided Edwardsville with all the necessary attributes for a prosperous future.

The Edwardsville area has many employment opportunities, excellent transportation facilities, shopping and service facilities as well as a close proximity to St. Louis.

Among the larger employers in Edwardsville are Southern Illinois University Edwardsville, Madison County, Edwardsville Community School District #7, The Bank of Edwardsville, Hortica Insurance, Dierbergs Market, Schnucks Market, Hershey Food Midwest Distribution Center, and the YMCA. Many residents are employed at the steel mills in Granite City, the oil refineries in Alton and Wood River, and other industries in the St. Louis area.

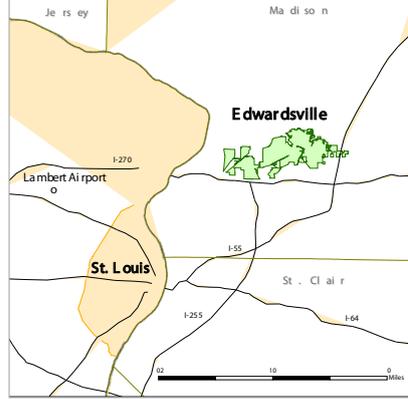
Edwardsville has an Aldermanic form of government. Officials serving the community include the Mayor, seven Aldermen, City Clerk, City Treasurer, and City Administrator.

## Physical Geography

Edwardsville has an extremely wide variety of topographic features. The City is situated on a broad, upland ridge known as the Salem Plateau. The central portion of the community is relatively flat and the surrounding terrain is irregular with many ravines.

The major features are the upland till plains and bluffs and the alluvial Mississippi River Valley (known as the American Bottoms).

The first area consists of terraces and foot slopes adjacent to bluffs. The uplands are loess-covered glacial till plains. The thickest loess deposits, 40 to 80 feet thick, are on the bluffs.



Edwardsville City Hall



Governor Edward Cole Monument on Rt 157



The Park at Plum Creek Planned Unit Development



Lakeview Commerce Park Logistics Center



New home construction

It includes colluvial foot slopes between the bluffs and the floor of the valley. The terrace, known as the Poag Terrace, is relatively elevated with moderately steep escarpments.

The bluffs are as high as 650 feet above sea level. They extend in a north-south alignment. On the American Bottoms, the swales are as low as 400 feet and the ridges are about 425 feet above sea level.

The American Bottoms area, a portion of which was recently annexed to the community, is a flat floodplain of the Mississippi River which extends from Alton on the north to the Kaskaskia River on the south. The American Bottoms area is protected from flooding by an extensive levee system.

Storm water in the main part of the City flows to the south and west. The Cahokia Creek empties directly into the Mississippi River.

### Climate

Edwardsville lies within Illinois' west-southwest climatological region and has a continental climate with marked seasonal shifts in temperature. There are four distinct seasons that offer variety and generally do not pose any limitations for development or adversely impact the local quality of life. Summers are warm and humid, spring and autumn are mild, and winters are cold with small snowfall accumulations.

Annual average temperature is 55 F. Temperatures in January range from an average low of 19 F to a high of 36 F and in July from an average low of 69 F to an average high of 89 F. Annual precipitation averages 36 inches with a mean relative humidity of 82 percent at 6:00 a.m. and 64 percent at 6:00 p.m. Mean annual snowfall is 16 inches. The freeze-free season averages 182 days, with the last freeze occurring in late March and the first freeze occurring in mid November. During the year, the sun shines an average of 60 percent of possible hours. Prevailing winds average 11 miles per hour.

### Flood Plains

Flood hazard areas have been identified by the Federal Emergency Management Agency (FEMA) to assist in developing sound flood plain management measures. The 100-year flood has been adopted as the base flood for purposes of instituting such measures. The area of the 100-year flood plains has a one percent chance of being flooded in any given year.

Development within the American Bottoms has been successful due to extensive planning and engineered storm water management. The Gateway Commerce Center and Lakeview Commerce Park are two examples of well designed developments within the flood plain and the corporate limits of the City of Edwardsville.

### Mineral Resources & Undermining

Mineral resources - sand, gravel, oil, gas, limestone and dolomite - have historically played an important role in the City's development and economic growth. After removal of the mineral resources, sites must be properly reclaimed. Please see the Appendix of the Comprehensive Plan for a map which shows the Undermined Areas of the City.

### Vegetation

The vegetation of Edwardsville belongs to the oak-hickory ecosystem, a forest system that once covered large areas in Illinois. This vegetation pattern was influenced by the climate soils, and geologic features of the region. Before settlement of Edwardsville by the first Europeans in the 1780s forest cover was predominant. The region was home to a diverse mix of plant species ranging from hardwood trees to wetlands and prairie plants.

Hardwood trees of the uplands are predominantly oak, and hickory, with various understory trees. Trees of the Bottoms forest areas are predominantly cottonwood, sycamore, silver maple, willow, box elder and ash. The forested areas are shown in the Appendix.





### Wildlife

The forests, bottom lands and prairies that covered Edwardsville prior to extensive settlement provided numerous wildlife habitats. Food, protection, shelter, and nesting materials were available in abundance for a variety of wild species. As settlement progressed, forests were reduced to woodlots and prairies cultivated for farming. During early settlement times, when the vegetative pattern was changing and foreign species introduced, the number of habitats actually increased. This was partially due to the "edge effect" - the area where two habitats abut or intersperse. As agriculture became the predominant land use, fewer habitats were available as prairie, woodland, and wetland areas declined.

The most common animals in Edwardsville today are those that have adapted to these remaining edges and disturbed natural communities. This phenomenon has been repeated throughout Illinois. These include raccoon, red fox, white-tailed deer, coyote, eastern cottontail rabbit, striped skunk, and gray and fox squirrel. Adaptable bird species include cardinal, robin, black birds, and sparrows.

The inclusion of environmental consideration, including plants and wildlife, must become an element of local policy and decision-making if Edwardsville's quality of life is to be maintained. Consideration of open space, forest preservation and wetlands are policy considerations for subsequent planning efforts and implementation within the Parks Master Plan.



### Law Enforcement

In 2009, the Police Department has a staff of 62 employees consisting of 42 sworn police personnel, 3 community service officers, 8 Telecommunicators, 4 administrative staff personnel and 5 school crossing guards.

The department is community service base organization providing traditional police services such as traffic and law enforcement services. The department employs a permanent beat officer philosophy to create a bond between the community and the department in order to meet our mission statement "It is the mission of the Edwardsville Police Department in cooperation with our community to protect life, property and enhance the quality of life of all our citizens."

The department operates and maintains a 911 emergency center answering all emergency phone calls and dispatching the proper police and fire personnel to calls. In 2008, the department received over 6,500 emergency 911 calls for assistance.

The department also has a presence in our school system in a cooperative partnership with Edwardsville Community Unit District 7. We provide five school resource officers in all of our middle school and our two high school campuses. The department continues to instruct in our grade school and middle school our Drug Abuse Resistance Education Program and in 2008, over 1200 students received this instruction.

The Police/Fire Commission Board governs Edwardsville's Police and Fire Departments.

### Fire Protection

Edwardsville Fire Company #1 was founded in 1874. All of the early fire fighting equipment was pulled to fires by the firefighters and then powered by their muscles.

Horse drawn apparatus replaced human powered equipment when the Fire Department purchased its' first horse-drawn pumper at the 1904 St. Louis World's Fair. The first motor driven fire trucks were purchased in the 1920's.



Today, the Edwardsville Fire Department is equipped with the most modern apparatus available and serves the City of Edwardsville, including SIUE, with 25-full-time positions and 15 volunteer firemen.

County-wide Mutual-Aid Agreements between Edwardsville and neighboring communities ensure cooperation between those departments providing greater fire protection in the event of a large fire or other disaster. When the resources of Edwardsville's department are exceeded, the Mutual-Aid provides resources and personnel from neighboring fire districts to meet the demand.

As development occurs in the far eastern reaches of Edwardsville and within the I-55 Corridor area, fire protection will be needed. Options to accomplish this include:

- Relocating existing Fire Station #2 to a point further south and east from its current location
- Selecting property and planning for the construction of what will be the fourth fire station.

### EMS & Paramedic Services

In 1974, the ambulance service was added to the fire department's duties. The use of the ambulance has profoundly changed the delivery of medical care.

At one time, the emphasis of the ambulance rested on the speed with which the patient could be transported to the nearest hospital. Thanks to the generous endowment by the late Mrs. Ella Tunnel and other patrons in the community, the ambulance service was upgraded to the paramedic level in 1983.

Currently, all firefighters are licensed paramedics. They are equipped and technically trained personnel to in effect bring an emergency room to an accident scene or into a home.

### Emergency Management

The Federal Emergency Management Agency (FEMA) is responsible for establishing policies and programs for emergency management at the federal, state, county and municipal levels. This responsibility includes the management of national procedures for the full range of disasters, whether natural or technological, or national security crisis. The most likely disasters that may affect the region are tornadoes, earthquakes, hazardous material incidents and some flooding.

In Madison County, the Madison County Emergency Management Agency (EMA) was established to prevent, minimize, repair and alleviate injury or damage resulting from natural or man-made distress. To achieve this task, the Madison County EMA has developed an emergency operation plan that charges several agencies with performing specific duties during an emergency. These agencies include the Madison County Sheriff's Office; Madison County Supervisor of Assessments; Madison County Highway Department; American Red Cross; and the local hospital association.

Currently, all firefighters are licensed paramedics. They are equipped and technically trained personnel to in effect bring an emergency room to an accident scene or into a home.



*The purpose of this chapter is to identify, describe and discuss various primary land use issues. Primary considerations when designating future land uses and recommending plan implementation measures are also outlined.*

## Land Use Element

### Residential Development Element

#### Objectives

1. To utilize “smart growth” concepts for new and infill residential development that promotes efficient use of land, streets, utilities and other resources in the City.
2. To protect, improve or redevelop residential areas to conserve and upgrade the residential housing stock.
3. To provide neighborhoods that are safe, free from environmental and public health hazards, and buffered from incompatible land uses.
4. To ensure orderly development for residential land uses and densities consistent with City plans, compatible with surrounding uses, and the ability to provide services, including the school system, utilities, and other non-residential land uses.
5. To encourage a variety of housing types of high quality design and materials to meet the needs of different age groups, family sizes and incomes.
6. To promote residential and neighborhood developments that are pedestrian-friendly, encourage physical activities, and meet energy efficiency design standards.

#### Focus

With the exception of the approximately 2,600-acre Southern Illinois University Edwardsville (SIUE) campus and the light industrial areas in the American Bottoms, residential property is the predominant land use in the City of Edwardsville. Of the total land area, residential uses occupy approximately ¼ of the city. The housing stock is Edwardsville’s important asset, with single-family detached housing being the dominant housing type. Multiple-family housing is also an important residential land use, primarily in garden apartment and townhome styles. Several villa type (duplexes) developments have been approved in recent years.

There has been a national trend toward larger homes, larger lots and smaller family size. The result is that more land is being used less intensively, causing the decentralization of our community, a loss of the sense of community, underutilized utilities and general sprawl to occur. Housing and neighborhoods are keys to the community’s overall quality of life and its future locally. The number, the size of houses being built, and the lot sizes are increasing for the typical single-family unit. At the same time, there is a continuing trend toward smaller household size.

It is one of Edwardsville’s goals to provide a variety of housing opportunities for different age groups, family sizes, and incomes. Housing should be provided in a manner that creates a sense of neighborhood and community, rather than contribute to conventional urban sprawl.

This element examines:

- Household Size
- Housing Stock
- Residential Character
- Residential “Smart Growth” Characteristics.

#### Household Size

The average household size in Illinois has increased slightly from 2.58 persons in 1990 to 2.60 persons per owner-occupied unit, versus a slight decline from 2.08 persons to 2.06 persons per renter-occupied unit for the same time period. The average household size in Edwardsville was 2.43 persons in 1990, compared to 2.44 persons in 2000, thus a minimal change.

#### Housing Stock

According to the 2000 Census, the City reported having a total of 8,331 housing units. This represented a 36 percent increase in housing units since 1990. Of the total occupied housing units, over 70% were owner-occupied while almost 30% were renter-occupied. With the annexation of the majority of SIUE campus shortly after the 2000 Census, four residence halls (Woodland Hall, Prairie Hall, Bluff Hall, Evergreen Hall) and the Cougar Village Apartments with a combined total housing capacity of approximately 3,500 students became a part of the City.

Residential growth continues since the beginning of the 21<sup>st</sup> century, particularly towards the eastern section of the city. Most new homes constructed in the City of Edwardsville are single-family homes.

Between 2000 and 2007, a total of 1,273 residential unit building permits were issued, including 928 for single-family units and 345 for multiple-family units. The peak

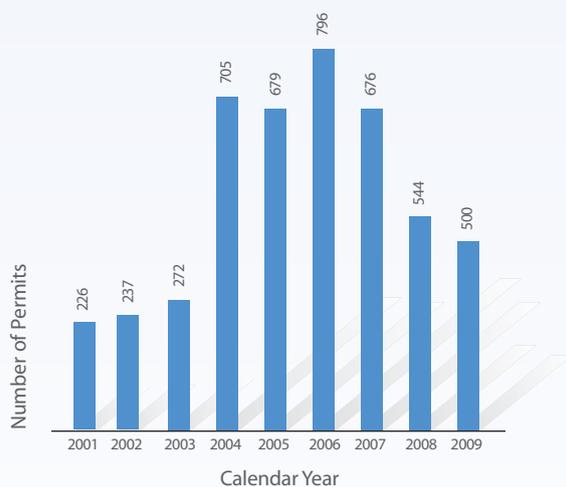
was in 2004 for single-family residential construction when 144 building permits were issued. The high for multiple-family residential construction came in 2002 with 19 units approved.

The national trend has seen a housing market slowdown in recent years; Edwardsville has been no exception. (See Tables 1 and 2). The number of permits issued for new residential units has dropped below 100 for 2006 (78), 2007 (73), and 2008 (41); Preliminary numbers through mid-October indicate that this trend will continue in 2009. However, the amount of building addition and remodeling activity jumped sharply in 2006 and 2007, and stayed strong in 2008, reflecting the desire for reinvestment in the existing housing stock by the residents in an uncertain market economy. 627 permits were issued for addition/remodeling in 2006, with 546 permits in 2007, and 441 in 2008, accounting for a combined dollar value of over \$11 million over this 3 year period.

## Residential Character

As Edwardsville grows, the City will continue to be challenged to provide housing in a manner that creates a sense of community, rather than contribute to conventional suburban sprawl. New development that fits harmoniously into the town fabric will help reinforce the local sense of place.

Residential character - the appearance and feeling of a residential neighborhood, whether it is an older, neighborhood or an apartment complex - helps to create a sense of community as people take pride in their residence and neighborhood. Good residential character is neighborhood-oriented, pedestrian friendly, with good connectivity, and is integrated with the natural environment.



■ **Table 1:** Total number of ALL building permits issued (commercial and residential, one permit per building).

## Residential “Smart Growth”

### Characteristics

Edwardsville has experienced a lot of residential growth in the last decade. However, growth along with quality is also important. To set the framework for land development and redevelopment, we must focus on practices that are environmentally sound, economically vital and encourage livable communities - i.e. smart growth. Its characteristics include:

- Development which is economically viable, sustainable, and which takes into account the preservation of open space and natural resources.
- There is certainty and predictability to the development process.
- Projects that enhance the economy, the community and the environment get expedited approval.
- Existing infrastructure is maintained and enhanced but expanded in a cost-effective manner when appropriate to serve existing and new residents.
- Redevelopment is actively pursued, including infill residential development.
- Land planning and urban design create a sense of community and ensure the ease of movement and safety of residents.



■ **Table 2:** Annual total dollar value of ALL construction (commercial and residential).

- Traditional central business districts and urban neighborhoods are recognized as being important to the economic health of the region.
- Mixed-use development incorporating residential and non-residential uses of different types and scales in strategic locations with appropriate density that encourages shared parking, walkability, connectivity, and efficient provision of infrastructure.

### Policies

1. Amend the Land Development Code and the Zoning Ordinance to include ‘smart growth’ principles and “planned district” zoning that promote appropriate and efficient use of the existing and future infrastructure of the community.
2. Maintain an open housing market throughout the entire City that provides discrimination free housing.
3. Require residential development be consistent with the ability of the City to provide adequate services.
4. Require that residential development preserve our natural features, such as, vegetation, wildlife, waterways, wetlands, topography and scenic vistas.
5. Promote Land Development Code and Zoning Ordinance regulations that facilitate housing development, rehabilitation, and construction.
6. Require new residential developments be pedestrian and bicycle friendly in our neighborhoods.
7. Promote infill development and the maintenance and upkeep of older residential neighborhoods through the requirement of minimum property maintenance standards and code enforcement within the City.
8. The City should rework its residential design standards within the Land Development Code and the Zoning Ordinance to allow streets that are narrower, pedestrian-friendly, traffic calming, and that generate less rainfall runoff, yet providing adequate access for emergency vehicles.
9. Provide all City Departments with sufficient resources and personnel to promote quality residential development.
10. Institute policies that make residential growth self-supporting through annexation contributions, development fees and practices.

11. In order to maintain the high quality of residential structures, the City should adopt a housing inspection program and the use of occupancy permits for residential use, particularly for rental housing.
12. Encourage the use of attractive designs and lasting building materials in housing construction and rehabilitation, especially those in older, established neighborhood.
13. Preservation of historic buildings in accordance with the standards within the Historic Preservation Element of this document.

## Commercial Development Element

### Objectives

1. Focus on sustainable development practices, including the “smart growth” practice of developing concentrated commercial nodes over continuous strip commercial development.
2. To provide new employment opportunities by retaining and stimulating the expansion of existing commercial uses.
3. Encourage the redevelopment and improvement of older commercial districts and structures, especially in the Downtown District where urban services are readily available.
4. To encourage all commercial and mixed-use developments to be compatible with and complementary to surrounding land uses, safe, attractive and of a high quality.
5. Encourage the use of attractive designs and durable building materials for buildings within the commercial districts.





## Focus

Commercial development provides jobs, tax revenue, and sources of goods and services for the City's expanding population.

This element examines:

- The Commercial Economy of the City of Edwardsville
- Commercial Development
- Commercial Smart Growth Characteristics

## Commercial Economy of the City of Edwardsville

The City of Edwardsville has a strong and stable economy, due to expanding commercial and residential bases. However, the City should capitalize on the commercial potential of the underutilized and underdeveloped locations adjoining several high traffic areas, especially in proximity to I-55 and IL Route 255 interchanges.

## Commercial Development

The majority of commercial development in the City of Edwardsville is found within the Central Business District and along the commercial corridors of Troy Road/South Buchanan Street; IL Rt. 143, Rt. 157, and Rt. 159; and Interstate 55 (near the intersection with IL Rt. 143).

There are four types of commercial developments and uses in the City, fulfilling different functions and needs:

- Major Arterial Commercial
- Traditional Central Business District
- Crossroad Commercial Uses at Selected Intersections
- Interstate Oriented Commercial Uses

## Major Arterial Commercial

Major Arterial Commercial is an important commercial land use in the City of Edwardsville. They are comprised of areas along sections of the corridors of IL Rt. 143, IL Rt. 157, IL Rt. 159/Plum Street north to downtown, and Troy Road/South Buchanan Street. Commercial land uses along major arterials provide a variety of goods and services and

represent a number of recent major commercial developments/redevelopments in the City of Edwardsville. Their location is a result of proximity to sewer and water, residential population and well-traveled and improved transportation routes.

**IL Rt. 143 Commercial Corridor** The IL Rt. 143 Corridor (east of downtown) contains mixture of older residential uses interspersed with limited scale commercial uses, transitioning to institutional and suburban residential uses toward I-55. Several large, commercially zoned tracts are yet to be developed.

**IL Rt. 157 Commercial Corridor** The widening of IL Rt. 157, between the edge of downtown and I-270, from two lanes to five lanes was completed in 2007. Commercial uses along this 5-lane corridor are varied, including primarily offices, business parks, restaurants, retail plazas, motels and strip commercial development. A number of these commercial uses have been developed in the last few years e.g. RLP Business Park East, University Pointe I & II, Country Club View I & II office buildings; while several are under construction e.g. Country Club Plaza office park, office/bank building (at University Drive). A few commercial subdivisions and projects have been approved but are yet to be developed, for instance, Club Center -East.

**South Buchanan Street / Troy Road Commercial Corridor** With the completion of the South Main Street extension southward to become Plum Street a few years ago, the designation of IL Rt. 159 was shifted over from the South Buchanan Street/ Troy Road corridor to Plum Street. Nevertheless, this north/south corridor continues to consist of predominantly commercial uses and services, with the exception of the area near the LeClaire historic residential neighborhood. At prominent intersections, including those in the Central Business District, Governors' Parkway, and Goshen Road, redevelopment projects are either under way or have taken place in recent years.

For instance, Park Plaza, a mixed-use (commercial/residential) project is being developed on two of the corners of the South Buchanan Street/East Vandalia Street intersection. One of the corners (northwest corner) was previously

occupied by a service station, while the other (southeast corner) was underutilized with a former restaurant. These buildings were razed and additions being constructed to an existing building complex containing a pharmacy/retail store and a restaurant.

In 2006, Harvard Square was developed with a multi-tenant strip commercial center and a bank. This redevelopment project is located across from a community scale shopping center, Edwardsville Crossing.

The northern forty (40) acre portion (formerly occupied by the Madison County Nursing Home Facility) of this 58-acre shopping center are within the corporate limits of the City of Edwardsville and anchored by a premier regional supermarket and several national chain retail stores and restaurants. Bounded by Troy Road on the East and Plum Street (IL Rt. 159) on the west, as well as traversed by the east-west Governors' Parkway, Edwardsville Crossing is a new, major venue for shopping and commercial services for residents of Edwardsville and communities nearby. With the opening of the first building (grocery store) that took place only in late 2006, complete build-out could be imminent with only three out-parcels yet to be developed to date.

**Plum Street / IL Rt. 159 Commercial Corridor** This 2-lane corridor is not heavily developed commercially and change to this development pattern is not anticipated. Existing commercial uses are limited to its northern end (near Schwarz Street and Vandalia Street), middle section (Park at Plum Creek development near the intersection at Franklin Avenue) and its southern end (near intersections with Governor's Parkway and Center Grove Road). Several large parcels at the southern end (across Plum Street from Edwardsville Crossing and the Kerasote Theater), currently zoned commercial for the most part, are potential sites for major commercial development.

## Traditional Central Business District

The downtown core of any community is indispensable to the economy and vitality of that community. Edwardsville's Central Business District is centered around the convergence of 3 state highways: IL Rt. 157, IL Rt. 143 (Vandalia Street) and IL Rt. 159 (Main Street). The downtown center contains older structures with historical significance and architectural integrity as well as newer buildings as a result of redevelopment efforts. Downtown uses include a mix of governmental offices (Madison County Administration Building/Court House Complex/Annex Building; Edwardsville City Hall), small businesses, shops, professional offices, commercial services, churches, financial institutions, Post Office, public library and park space, restaurants, and residential units (some on second floor). Downtown is surrounded by a group of older residential neighborhoods, with a few recent multi-family developments which have occurred in scattered locations.

To enhance the vibrancy, attractiveness and economic health of downtown, the City has taken a number of measures such as the establishment of three Tax Increment Finance (TIF) Districts (1988, 1997, and 2008) in the downtown area, establishment of the sidewalk dining permit program, sidewalk sales display permit program, commercial building facade improvement program, streetscape improvements, etc.

## Crossroad Commercial

Crossroad commercial uses are designated at selected intersections in order to provide basic conveniences for automobile travelers and residents in nearby neighborhoods. The overall function of crossroad commercial land use is to provide automobile-oriented and neighborhood conveniences, such as gas stations, motels, banking services, dry cleaners and restaurants in an efficient and aesthetically pleasing manner. Development at such intersections should be limited in size and scope of services. Design guidelines, including building size, on-site parking and circulation, setbacks, signage, and landscape requirements are important measures to achieving attractive crossroad commercial intersections.



## Interstate/Highway-Oriented Commercial Uses

**Interstate 55 Commercial Corridor** In February 2006, via Ordinance 5648-2-06, Edwardsville City Council approved the adoption of the I-55 Corridor Transportation and Growth Management Plan (I-55 Corridor Plan) and the incorporation of the Corridor Plan as part of the City's Comprehensive Plan. Initiated in 2003 and resulted from a collaborative planning process, the I-55 Corridor Plan is a long range intergovernmental land use and transportation plan between Madison County, City of Edwardsville and Village of Glen Carbon for cohesive development of a 30 square mile-area along Interstate 55 from the fringe of a rapidly urbanizing area east of the City and Village in Madison County.

A variety of future land use types have been designated conceptually for properties within the planning area. Specifically, immediate properties along both sides of I-55 (between Mick Road and Strassen Road) are planned primarily for knowledge-based corporate office campuses to be complemented by retail uses and mixed use neighborhood/ village centers in different locations that would include walkable development providing high density housing products and neighborhood businesses.

This area has the most potential for attracting large-scale businesses due to the prominent regional access it offers. Such regional access opens up a larger market area for prospective businesses. This is a prominent area that Edwardsville should be marketing for major prospective developments.

**IL Route 255 Commercial Corridor** While no commercial uses are presently located along the stretch of IL Rt. 255 within the corporate limits of Edwardsville, particularly in the Gateway Commerce Center, the properties near the two interchanges at Gateway Commerce Center Drive and New Poag Road would offer high visibility and easy accessibility, suitable for highway-oriented businesses or high-intensity commercial uses that are compatible with or complement to the industrial uses.

**IL Route 111 Commercial Corridor** Those properties along IL Rt. 111, within the city's corporate limits, currently don't contain any commercial uses. While these properties are either developed with distribution warehouses and light industrial uses, or currently vacant, the southwest corner of the IL Rt. 111 and New Poag Road intersection is not developed yet and would be conducive to commercial uses that would support the light industrial uses nearby and travelers on this highway.

## Commercial Smart Growth Characteristics:

Smart growth characteristics for commercial development occur when:

- Commercial development that is sustainable, economically viable and preserves open space and natural resources.
- Existing infrastructure is maintained but expanded when appropriate to serve existing and new commercial developments.
- Redevelopment is actively pursued, including infill commercial development.
- Land planning and urban design that create a sense of community and ensure the ease of traffic movement and connection, and safety of residents.
- Traditional downtowns and urban mixed-use, walkable neighborhoods and centers are recognized as being important to the economic health of the area.

## Policies:

1. Promote commercial developments that positively affect the image of the city, provide employment opportunities, and offer retail and service options to residents.
2. Amend the Zoning Ordinance and the Land Development Code to include "smart growth" principles and "planned district" zoning, particularly to commercial development practices that promote efficient use of the existing and future public infrastructure.
3. Cooperate with the Illinois Department of Transportation, the Chamber of Commerce, The Alliance of Edwardsville and Glen Carbon, and other economic organizations and local agencies and leaders to foster appropriate planned growth and expansion of existing and new commercial activity at appropriate locations within the major commercial corridors.
4. Identify and remove barriers that discourage commercial development and redevelopment.
5. Require quality design standards, particularly with respect to road access, setbacks, landscaping, lighting, signage, and aesthetics for new and redeveloped commercial uses, including buffering and/or screening the neighboring residential uses.
6. Require that commercial developments preserve and enhance natural features such as vegetation, waterways, wetlands, topography, and scenic vistas.
7. Preserve and revitalize the downtown business district by maximizing the mixed residential/commercial use of the existing and new structures whenever possible, provision of financial incentives and complementing the architectural character with additions and new structures.



8. Prioritize public infrastructure investments and target planning resources for downtown and the commercial corridors and mixed use centers as appropriate.
9. Support business retention and recruitment for commercial and mixed-use locations.
10. Actively pursue implementation of the adopted I-55 Corridor Plan.
11. Encourage selected well-defined commercial "nodes" along arterials not classified as "major arterial commercial sites."
12. Preserve the high aesthetic quality and public safety interests when considering signage standards along the I-55 corridor, state highways and major arterials while recognizing individual uses' need for identity and visibility.
13. Provide a hierarchy of well-planned regional, community, and neighborhood commercial areas in clearly defined boundaries to avoid uncontrolled expansion of the commercial area.

6. To encourage compatible commercial uses that complement and support industrial uses to be located at appropriate locations in proximity to the industrial developments.
7. To provide adequate infrastructure to support existing and new development in a cost-effective manner.

### Focus

Rapidly advancing technologies and global competition are changing the traditional work place. One result is a shift in employment sectors from traditional manufacturing to service industries, while home-based businesses are on the rise. As the City of Edwardsville is challenged with an evolving workplace, the City will need to ensure that adequate transportation, housing, public services and infrastructure are available to meet these future employment and industry needs.

This element will examine:

- The Industrial Environment
- Existing Industrial Location
- Industrial Development

## Industrial Development Element

### Objectives

1. To attract and maintain high quality "high tech"/modern logistics facilities and warehousing type low-intensity industrial development within the IL Rt. 255 and IL Rt. 111 corridors in a planned manner.
2. To facilitate the retention and expansion of employment opportunities resulting from the existing and new industrial base.
3. To encourage the use of innovative financing techniques and economic incentive programs for industrial development.
4. To promote redevelopment of older industrial sites and buildings.
5. To ensure that new or rehabilitated industrial development is compatible with surrounding land uses.

### The Industrial Environment

Economic data indicate that the number of manufacturing jobs has declined with service, research and development businesses replacing manufacturing jobs. As the industrial sector of the national industrial economy becomes more globally competitive, the City of Edwardsville industrial environment will likely follow this trend. With its extensive transportation system, Edwardsville has favorable factors for industrial development that is transportation-dependent e.g. distribution warehouses.

To maintain competitiveness, industry will continually look for new technologies and processes which will in turn require workers to continually update their skill level. To meet the needs of industry and residents in the future, the City of Edwardsville in conjunction with other educational institutions e.g. Lewis and Clark Community College, should encourage (1) continuing education programs that provide a well-trained work force, (2) expand the existing job base within the City, and (3) achieve a land use pattern that balances housing and jobs.

### Existing Industrial Locations

Older industrial locations are scattered along a former north/south railroad track (now converted to trails) that traverses the middle of the city. They include small businesses, small office/warehouses, lumber yard, brick yard, and construction material manufacturing and processing sites.

The most prominent, large-scale industrial base is now found in the western most section of the city (in the American Bottoms area), consisting of two developing business parks for warehousing and distribution. The 2,300-acre Gateway Commerce Center (GCC), the bulk of which is in the corporate limits of Edwardsville, is at the convergence of IL Rt. 255 and Interstate 270 with existing development only limited to the area between IL Rt. 255 and west of IL Rt. 111. A new interchange at the intersection of IL Rt. 255 and the County Ditch was built a few years ago with financing made available in part through the establishment of a Tax Increment Financing District in 2003 encompassing the interchange area and some of its immediate properties. This interchange has greatly enhanced the accessibility and movement for truck traffic in/out of the GCC. The portion of GCC east of IL RT 255 remains undeveloped at this time, but may be accessible from this interchange and Chain of Rocks Road.

Lakeview Commerce Center (LCC), situated on the southwest quadrant of IL Rt. 111 and New Poag Road, is an industrial park planned for eight warehouse/distribution buildings, totaling 6.5 million square feet on up to 600 acres at build-out, excluding an electrical company built in 2004 as the first building. To date, two of the said eight buildings have been built. A majority of Lakeview Commerce Center was annexed into the city in 2004, with a recent annexation approved in 2007 for the remaining portion.

The western section of Gateway Commerce Center (west of IL Rt. 255) and the entire Lakeview Commerce Center are situated within the North Gateway Commerce Center Enterprise Zone, originally approved in 1997 with subsequent expansions as recent as January 2010.

Research and technology parks built in conjunction with universities are proven to be perfect locations for high technology companies and research and development facilities, University Park is a 330-acre portion of the 2,660-acre campus of Southern Illinois University Edwardsville (SIUE) that has been designated as a research and technology park. Approximately 155 acres of the Park are improved with utilities such as power, water, sewer, and telecommunication facilities. Tenants range from National Corn-to-Ethanol Research Center, professional offices, and Edwardsville/Glen Carbon Chamber of Commerce to university-related facilities e.g. School of Pharmacy and University of Illinois Cooperative Extension Service. The American Red Cross recently announced the construction of a 170,000 square foot, state-of-the art, centralized blood manufacturing and testing facility on a 15- acre site within University Park. The targeted completion date of the new facility is late 2011. Acreage is still available in University Park for long-term leases.

### Industrial Development

It is important that communities strive for a good mix of housing and job creation with appropriate buffers in between, so that community character is maintained.

Industrial development is an extremely competitive sector and these typically well-paying jobs are coveted by virtually all local governments. The City of Edwardsville's location as part of a regional transportation network (highways, roads, air, and railroads); close proximity to downtown St. Louis; ample supply of large, relatively gentle industrial properties; skilled work force; and quality of life; among other factors, offer competitive advantages to prospective industries.

The City of Edwardsville should continue to encourage industrial development in the areas where transportation and municipal services are available. This development includes growth of existing industries and attraction of appropriate developments to maximize the benefits of existing infrastructure.





*The purpose of this Chapter is to identify, describe and discuss issues pertaining to water and wastewater management.*

## Water and Sewer Resources Elements

### Policies

1. Encourage the full development of low-intensity, quality industrial/commercial parks in the American Bottoms, where industrial development advantages exist, such as State Enterprise Zone economic incentives; easy access to highways; rail and air transportation service; and proximity to skilled workforce.
2. Cooperate with Madison County, Illinois Department of Commerce and Economic Opportunities, The Alliance of Edwardsville and Glen Carbon, Edwardsville/Glen Carbon Chamber of Commerce, the St. Louis Regional Chamber and Growth Association, utility companies, and others regarding the marketing and development of industrial areas of the City.
3. Focus economic development efforts on “high-tech” distribution/warehousing, office-warehouses, and business park opportunities with compatible and complementary commercial uses for industrial areas in the western portion of the City.
4. Support technology transfer and training programs that are generated at Southern Illinois University Edwardsville (SIUE) and Lewis & Clark Community College (LCCC); and utilize the resources of those facilities at University Park in SIUE to attract industry.
5. Extension of infrastructure e.g. roads and utilities to undeveloped industrial areas east of IL-255 is encouraged to increase the supply of industrial land ready for development and employment opportunities to meet future demands.
6. Redevelop older industrial areas that are now or have been economically important to the City.
7. Encourage higher-intensity commercial uses that are compatible with the industrial uses and/or serving the traveling public near the highway interchanges.
8. To promote a mix of smaller scale low intensity office/warehouses, research & development uses as well as compatible/complementary commercial uses for the industrial area east of IL Rt. 255.

### Objectives

1. To recognize that a major component of the natural environment is an interacting system of land and water resources.
2. To protect and enhance the quantity and quality of potable ground water and potable surface water supplies for current and future generations.
3. To protect and improve the surface water quality and beneficial uses of ponds, lakes, rivers, streams, and wetlands.
4. To reduce point source discharges of pollutants into lakes, rivers, and streams.
5. To reduce non-point source discharges of pollutants into ponds, lakes, rivers and streams.
6. Through watershed planning, foster a better understanding of our finite and irreplaceable water resources and how they are affected by changes in the natural environment and land development activities.

### Focus

Public utilities are a vital element in the development and maintenance of a community. These services are often taken for granted, until the facility fails. Water problems are especially critical on the fringes of urban areas where reliance on private wells or waste disposal systems can create future problems. Edwardsville must accommodate the accelerated growth and maintain high water quality and sufficient water quantity as well as wastewater capacity throughout the City.

Watershed planning is the most effective means of addressing City-wide water quality issues because it is a holistic approach that encompasses (1) minimizing impervious surfaces, (2) utilizing best management practices, and (3) cooperative governmental planning for the management of streams, lakes, wetlands, flood plains, storm water, and wastewater throughout the entire watershed.

This element examines:

- Goals of the 208 Water Quality Management Plan;
- Water Resources;
- Water Supply;
- Water Resources Management;
- Wastewater Management; and
- Watersheds.

### Goals of the 208 Water Quality Management Plan for the Region

In 1972 Congress approved the Clean Water Act, which set very high water quality goals for the nation. The Clean Water Act requires that plans for restoring and maintaining water quality be prepared at the area-wide level. In compliance with that mandate; the 2008 Area-wide Water Quality Management Plan was endorsed by the City of Edwardsville and adopted in 1979 by the Southwestern Illinois Planning Commission. The Clean Water Act describes several point and non-point sources of pollution that should be addressed in water quality management. These points are as follows:

#### Point Sources

- Conventional wastewater treatment plants;
- Combined sewer overflows;
- Industrial plants;
- Illegal septic pumpage dumping;
- Yard waste dumping;
- Mining operations;
- Landfills; and
- Livestock runoff.

#### Non-Point Sources

- Construction site soil erosion;
- Agricultural soil erosion;
- Agricultural chemical runoff;
- Lawn chemical runoff;
- Impervious surface runoff, including oils, grease, gasoline spills, tire wear, de-icing salts, etc., from roadways, driveways and parking lots; and
- Acid rain from air pollution.

The 208 Plan recommends to local governments the following strategies to control both point and non-point sources of pollution:

1. Restoration and maintenance of the chemical, physical, and biological integrity of the region's water.
2. Elimination of all pollutant discharges into the region's waterways.
3. Water quality that provides for the protection and propagation of fish, shellfish, and wildlife and provides for human recreation, wherever attainable.

### Water Resources

The hydrological cycle is the movement of water from the oceans to the atmosphere and land, then back to the oceans. It is complex and interrelated system essential to life on earth. The hydrologic cycle has the remarkable ability to maintain clean, stable water quality and can remove or convert limited quantities of pollutants.

The two major components of the City of Edwardsville's water resources are surface water and ground water aquifers.

Surface water is the direct result of rainfall or the result of ground water being exposed at the earth's surface. Surface water take the form of streams, rivers, wetlands, lakes, and ponds. Cahokia Creek and Dunlap and Cougar lakes are Edwardsville's primary water features. The City of Edwardsville's surface water resources lie within the drainage basins of the Mississippi River.

Ground water aquifers are zones below the earth's surface that contain water in the voids present in soil and rock. Most ground water aquifers are recharged from surface water that percolate down from the earth's surface or from streams, rivers, wetlands, lakes, and ponds. Ground water aquifers are interconnected openings large enough to store and supply water readily to wells and springs.

Surface water and ground water aquifers have undergone significant changes since early settlement times. Intensive farming and industrial activities were responsible for altering many of the City's creeks and wetlands. Settlers cut down wood lots, plowed under most of the native prairie, drained the majority of wetlands, and dredged creek channels. Runoff from farm fields eroded topsoil into the streams and river.

In recent years, the quality of the City of Edwardsville's surface water resources has improved. The City has made progress in the treatment of wastewater and elimination of combined sewer overflows. The City has also taken care to ensure that surface water is kept clean and remains stable as suburban development continues, and treated wastewater will continue to meet all standards before discharge.

### Water Supply

The most important use of our water resources is providing potable water for human consumption. The three chief sources of potable water in the region are reservoirs, ground water, and Mississippi River water. Ground water is tapped by private and public wells from aquifer zones.

Edwardsville's municipally owned water utility dates back to 1898 and is one of the oldest in Madison County. Edwardsville depends primarily on water from deep-water wells located near the water treatment plant.

The plant softens, removes iron and chlorinates the water. The City supplies bulk water to the Village of Glen Carbon, Southern Illinois University Edwardsville, and the Northeast Central Public Water District, as well as to the Edwardsville residents.

In 1996 the City expanded and upgraded the water treatment plant in order to accommodate anticipated 15-year growth. The \$3.6 million expansion increased the number of deep-water wells to seven. Current treatment design capacity equals 7.8 million gallons per day (gpd). The community's water treatment plant has a storage capacity of 2.6 million gpd. Average daily consumption is 3.9 million gpd.

The installation of one-million gallon above ground water storage tank was completed in January 2010. This tank increases storage capacity and water distribution quality. The City has entered into a long term lease with Southern Illinois University Edwardsville for water resources.

### Water Resources Management

Many of Edwardsville's water resources reach beyond City boundaries. Hence federal, state and regional coordination is needed for effective water resource management in Edwardsville and across the region. At the local level, Edwardsville and its neighbors need to continue to strengthen implementation measures to protect and manage the quality of its water resources, especially the shallow aquifers in the American Bottoms. Below are water resource protection guidelines for groundwater and surface water.

#### Groundwater

- Proper handling and disposal of chemicals and fertilizers;
- Proper installation and maintenance of private sewage disposal facilities;
- Lining of landfills and proper treatment of leachate;
- Sealing of abandoned wells;
- Use of water conservation plumbing fixtures and repair of plumbing leaks; and
- Use of native plants in the landscape.

#### Surface Water

- Soil erosion and sediment control on construction sites;
- Conservation tillage and proper application of chemicals and fertilizers for agriculture production;
- Best management practices for new site development; and
- River, stream, and wetland buffer strips.

### Ground and Surface Water

- Reduce air pollution from fossil fuels that create acid rain;
- Reuse and recycle wastewater;
- Wetland protection and recreation; and
- Appropriate planning and management of wastewater discharges from new development

Along with these water resource protection guidelines, wetland and floodplain management are key functions to managing water resources effectively.

### Wetland Management

Wetlands are a sensitive environmental resource, integral to the hydrologic cycle. Wetlands are ecosystems periodically inundated by water. There are several types of wetlands, differentiated by duration of water inundation, soils, topography, and plant species. Although limited in area, wetland types found in the City of Edwardsville are wet prairie, marsh, fen, bog, swamp, and riverine wetlands.

There are many ecological functions of wetlands including

- Protect the quality of surface water by slowing the erosive forces of moving water;
- Reduce flood peaks by providing a natural means of flood control, pollution filtering, and storm damage protection, thereby protecting against the loss of life and property;
- Improve water quality by intercepting and reducing water-borne sediments, excess nutrients, heavy metals, and other pollutants; and
- Provide habitat protection for many threatened and endangered species of plants and animals.

Beyond the ecological functions, wetlands also provide many uses and benefits to communities including: (1) provide temporary floodwater and runoff storage; (2) protect water quality by absorbing floodwater contaminants; (3) provide important wildlife habitat through food, water, cover, nesting, and breeding grounds; (4) shape urban form by serving as logical boundaries to development and by buffering incompatible land use; (5) provide educational and passive recreational opportunities; and (6) enhance the natural beauty of the area.

Wetland management entails protection, enhancement and sometimes wetland mitigation banking. It is necessary that the City wetlands be protected and enhanced because of their role in water resource management.

## Floodplain Management

A flood plain is an area of low-lying, flat ground on either side of a river, stream, pond, or lake subject to periodic inundation by flooding. Flood plains perform important drainage and hydrologic functions. After heavy rains, snow melt, or ice jams, rivers and streams may overflow their banks causing considerable damage. Any loss of flood plains will cause increased flooding and damage, especially upstream.

In addition to drainage, flood plains also (1) control pollution by settling out sediment from slow moving water in flood storage areas; (2) provide wildlife habitat; (3) provide passive recreation areas for hiking, bicycling, and cross country skiing and active recreation areas such as playing fields; (4) shape urban form; and (5) enhance scenic beauty.

Federal and state agencies provide only minimum regulations for new developments in flood plains. The Federal Emergency Management Agency (FEMA) requires only that new structures in flood plains be elevated to the level of the 100-year flood; this regulation is enforced in coordination with the Illinois Department of Natural Resources, Office of Water Resources.

Beyond FEMA's requirement, The City of Edwardsville regulates the location of development within the floodplain through its own Floodplain Ordinance. The floodway is the area of a flood plain that conveys flood flows, as opposed to the flood fringe portion of the flood plain which simply stores floodwater. Any construction in the flood fringe requires the creation of one and one-half times the volume of the flood fringe storage lost. It is important that floodplains be protected from development because of the potential for loss of life, economic loss, and environmental damage.

## Wastewater Management

Proper wastewater treatment is vital to public health and water quality. The City operates its own secondary sewage treatment plant, located in the American Bottoms, west of the City. The wastewater treatment plant, an activated sludge plant built in 1984 and upgraded in 1996, was again updated in 2001. Because of the \$9.3 million project, the wastewater treatment plant currently has a maximum design flow of 9.3 million gallons per day.

The previous sewage treatment plant was abandoned, but a pump station was constructed at the site to pump sewage approximately four miles to the new plant. A force main carries the effluent to the Mississippi River. A surge basin was also constructed at the former site. This basin functions to equalize flow by temporarily storing surge flows caused by remaining inflow and infiltration into the sewer system. This

was intended as a short-term solution for wastewater treatment. SIUE operates a separate independent facility.

Beyond these upgrades, the City has also recently completed the West Interceptor Sewer system and the Regional Lift Station. These two projects greatly increased the efficiency and overall benefit of wastewater management throughout Edwardsville.

Private sewage disposal systems, commonly referred to as septic systems, are a familiar type of wastewater treatment used in the fringe sewer service areas of Edwardsville. These systems occur in areas that have been developed under the traditional development concept of rural subdivisions (lots of one acre or greater) and smaller lot subdivisions adjoining municipalities, perhaps annexed since construction. The Madison County Building, Zoning and Environmental Department regulate these systems.

To facilitate effective wastewater planning and to protect water quality, facility planning areas (FPAs) have been established in Illinois with the authorization of the Federal Clean Water Act. For each FPA, a management agency (a municipality, City, township or sanitary district) is required to develop a facility plan that documents existing and projected land use, population, and wastewater service needs. Facility Planning Areas play a role in influencing the direction and extent of future development in the City. Access to sewer service can influence where land developments can occur.

Presently, the Illinois Environmental Protection Agency (IEPA) evaluates requests for amended FPA boundaries or expanded treatment plants based on cost-effectiveness and water quality impacts. Applications in this region to amend an FPA are first made to the Southwestern Illinois Planning Commission (SIMAPC) which has established detailed criteria for FPA expansions. SIMAPC then makes a recommendation to the IEPA.

## Watersheds

A watershed is the geographic area from which surface water runoff drains off the land and into a receiving body of water. It is important to recognize that all human activities on the land within a watershed ultimately will have an effect on the water resources of that watershed. This highlights the need to manage our land and water resources in a comprehensive, coordinated manner through watershed planning. Watershed planning is the integration of land use, infrastructure, and water resources throughout an entire watershed.

Watershed boundaries rarely correspond to local government boundaries. As a result, coordination and cooperation among local and regional governments, state government, and the private sector are essential for effective watershed management. If one community pollutes or mismanages

its storm water, flooding and water quality problems can occur in spite of the cooperative and responsible efforts of other governments. Cooperative watershed planning can effectively solve problems and manage the land and water resources within a watershed.

Effective watershed management is often politically unpopular and requires the cooperation of numerous governmental jurisdictions and agencies. In 2003, Madison County and its communities created a Co-Permittee Group to join forces in complying with the National Pollutant Discharge Elimination System (NPDES) for Municipalities Separate Storm Sewer (MS4) Phase II requirements which went into effect on April 14, 2003. These requirements are designed to reduce the discharge of pollutants, protect water quality and satisfy the appropriate water quality requirements of the Clean Water Act.

In order to comply with the NPDES for MS4 Phase II requirements, permittees must ensure that all minimum control measures have been implemented by March of 2008. These minimum control measures are:

- Public education and outreach on storm sewer impacts;
- Public participation and involvement;
- Illicit discharge detection and elimination;
- Construction site storm water runoff control;
- Post-construction storm water management in new developments or re-developments; and
- Pollution prevention and good housekeeping for municipalities.

The City of Edwardsville has met and exceeded the minimum control measures required. The City, with Madison County's Co-Permittee Group, plans to continue to work toward being as effective as possible in managing storm water runoff.

### Watershed Planning

- Promotes an ecosystem-based approach to environmental and land use planning at the watershed level.
- Gives government agencies, land developers, and agricultural operators specific water protection guidelines.
- Shifts water resource planning to a proactive approach that stresses protection and enhancement of the environment, rather than remediation of existing problems.
- Places emphasis on protection of the form and function of the natural environment.

Watershed planning is the most effective means of addressing City-wide water quality issues. The key components of watershed planning in the City of Edwardsville are minimizing impervious surfaces (roads, driveways, parking lots) in new developments; utilizing best management

practices - effective techniques commonly accepted and promoted by resource management agencies; and cooperative planning between various units of local government.

The Watershed Nature Center, a nature preserve within the City of Edwardsville, was founded to preserve and restore local ecosystems. As part of the Cahokia Creek watershed, the Watershed Nature Center is comprised of over forty acres of wetlands, prairies, and upland and lowland forests.

### Imperviousness

Imperviousness represents the imprint of development on a watershed. Impervious surfaces include rooftops, roads, driveways, sidewalks, and parking lots. The amount of impervious surface in a watershed directly affects the quantity and quality of runoff, in turn impacting water resources within the entire watershed.

Because it can be measured, imperviousness provides a unifying theme for watershed protection that can be used by planners, engineers, landscape architects, scientists, local officials, and concerned citizens.

Imperviousness affects water resources in at least four ways.

1. Water quality. Pollutant loads in streams and rivers are directly related to imperviousness. During storms, accumulated pollutants are quickly washed off and rapidly delivered to aquatic systems. Runoff from developed areas, often contaminated with oils, grease, gasoline spills, tire wear, de-icing salts, etc., has a negative effect on all water resources within a watershed.
2. The shape of streams. Confronted by flooding that is more severe and more frequent, stream channels respond by widening their banks and deepening their beds. This triggers a cycle of bank erosion and habitat degradation.
3. Stream warming. Impervious surfaces absorb and reflect heat, increasing local air and ground temperatures. Higher air and ground temperatures result in higher water temperatures, often adversely affecting aquatic habitat.
4. Aquatic biodiversity in streams has been shown to become poor as the shape and temperature of streams change in response to increased impervious areas. When imperviousness exceeds ten to fifteen percent, streams have shown a sharply lower diversity of species.

Using innovative site design methods such as open space design can significantly minimize the percentage of impervious surface in a watershed. Such design methods include:

1. Clustering buildings to decrease road and parking lot surface;

*Using innovative site design methods such as open space design can significantly minimize the percentage of impervious surface in a watershed.*



2. Reducing building setbacks to lessen the length of driveways and entry walks; and
3. Providing density bonuses. To encourage the use of a penetrable surface for driveways would lessen the amount of impervious surface for the community.

### **Best Management Practices**

Best management practices (BMPs) are a second key component of watershed planning for City of Edwardsville. The goal of best management practices is to minimize the adverse impacts of development and to maximize the protection and enhancement of water resources.

#### **An effective BMP system:**

- Protects open space adjacent to waterways.
- Requires buffer strips along streams and wetlands.
- Stabilizes banks through structural or preferably vegetative means.
- Protects native plant species.
- Controls nutrient loading from both new development and agricultural land uses.
- Minimizes pollutants and pesticides from both new development and agricultural land uses.

The first step in the design of a BMP system that protects watersheds is the selection of an appropriate and achievable watershed target. Target is a term that refers to the level of stream quality within a watershed that will exist when all development is completed. Although there are a number of possible watershed targets, the Illinois Biological Stream Characterization (BSC) rating system provides a quantifiable measure of water quality. The target for all the City of Edwardsville streams should be a Class B (good) rating or better.

### **Cooperative Planning**

Because watershed boundaries often overlap governmental boundaries, cooperation between various units of government is the third key component to effective watershed planning and the achievement of good water quality.

## **Water and Sewer Resources Element**

### **Policies**

1. Promote the extension of sewer and water utilities in a manner that reflects “smart growth” practices that are cost effective for the community.
2. Enforce a comprehensive set of City-wide water resources management regulations which preserve and protect watersheds, stream banks, flood plains, wetlands, and ground water recharge areas.
3. Preserve and improve the water quality of the City of Edwardsville in order to maximize the potential for wildlife habitat, recreational, and other uses.
4. Manage wastewater treatment in an effective and environmentally sound manner conducive to public health, including the encouragement of wastewater recycling and reuse systems with land application to eliminate point discharge of wastewater into creeks.
5. Protect and preserve wetlands as an essential component of the hydrological system and wildlife habitat.
6. Promote and encourage the use of design techniques, best management practices, and other methods to ensure that imperviousness within developing watersheds is minimized.
7. Protect ground water, a source of potable water in the City of Edwardsville, and encourage water conservation programs.
8. Promote a Land Development Code and Zoning Ordinance that supports environmentally sound and responsible best-practice methods of water use and control, on-site detention/retention, and stormwater discharge into storm sewers, streams, rivers, ponds, lakes and other bodies of water.
9. Promote a Land Development Code establishing guidelines on the use of building methods encouraging developers to minimize the creation of impervious surface areas and/or finds a means by which storm water can either be retained on site or adapted to a passive storm-water retention technique (e.g. parking lots with permeable pavement features).

*The Transportation element seeks to plan for future transportation facilities, making flexible multi-modal connections within Edwardsville and to the Greater St. Louis Metropolitan region as a whole.*



## Transportation Element

### Objectives

1. To provide safe, efficient transportation facilities linking the City of Edwardsville with the region and the nation.
2. To coordinate transportation planning with county and state officials so that the transportation network can accommodate the travel needs and is compatible with surrounding land uses.
3. To maintain and improve the environment and air quality of the City while providing transportation services to the existing and growing areas.
4. Promote the extension of MetroLink to the community, as well as, the region.
5. To encourage the effective preservation of existing and potential right-of-ways for future transportation systems.
6. To reduce traffic by encouraging the use of alternative transportation modes such as the MCT fixed-route bus service, carpooling, vanpooling, walking or bicycling.
7. To create "Complete Streets" which are designed to enable safe travel for pedestrians, bicyclists, public transit users, and persons with disabilities as well as motorists.
8. To provide accessible sidewalks for all individuals regardless of their abilities, by adhering to the Americans with Disabilities Act guidelines for sidewalks, curb-cuts and placement of street furniture and utilities.

### Chapter Focus

Over many decades the City of Edwardsville has developed its transportation system, including local roads and highways, and interstate highways. Present growth has and future growth in the City will directly impact this system. Balancing new development with transportation improvements is the primary means of achieving mobility while also protecting the local environment and community character.

Edwardsville has an extensive transportation network for all modes, and an excellent location, 15 miles northeast of downtown St. Louis. Adjacent to three interstate highways,

one of the nation's busiest airports, Lambert-St. Louis International, the nation's second busiest rail center in St. Louis, and a duty-free inland port, TriCity Port, the area is ideally situated for regional, national and international access or distribution. The Madison County Transit (MCT) bus system provides service in Edwardsville and Glen Carbon and throughout Madison County as well as Express service to Downtown St. Louis and the MetroLink light rail system in St. Clair County. Nearby MidAmerica Airport also provides aviation transportation for Southwestern Illinois.

### This planning element will examine:

- The Transportation and Land Use Relationship;
- Edwardsville Transportation Planning;
- Edwardsville Transportation Plan Recommendations; and
- Edwardsville Bicycle and Pedestrian Routes.

### The Transportation and Land use Relationship

Land use and transportation have a direct relationship with each having a significant impact on the other. Likely future transportation needs can be identified by simulating traffic and transit demand generated by anticipated future land use patterns. The key factors relating land use and transportation involve where people live in relation to their work, shopping, and services, and how they get there.



### Factors Contributing to the Automobile Orientation in Edwardsville

- Suburban land use patterns require the use of cars because most people live some distance from work and services.
- More people per household work.
- Many destinations are not currently accessible by public transportation.
- People often combine trips, for example, perform errands on the way home from work, which is more convenient by auto than by public transit.
- Automobiles and gasoline are accessible.

The first factor - where people live, work, and shop - is a land use concern. The primary residential land use pattern in the City of Edwardsville is the single-family home located at a distance from work and services. These single-family homes produce more vehicle trips than any other residential land use. Residents must rely primarily on their cars to get to work, shopping, and services because public transit serves neither their homes nor many of their destinations.

The second factor in the transportation and land use relationship - how people travel - can be summed up by the term "single occupant vehicle." The 2005-2007 American Community Survey confirms that the most common mode of travel is one car/one occupant; 85.1% of workers within Madison County over the age of 16 drove to work alone.

Transportation networks tie a community together and link it to the outside world. Local streets and roads should provide safe, reliable access to work, schools, shopping, and residences. The livelihood of a community also depends on how goods and services are imported and exported. The location and size of a community will often affect the modes of transportation available for traveling long distances. For example, in the past 30 years, proximity to an interstate highway has brought growth to many cities and towns, Edwardsville included.

Transportation networks to the outside world are important to the economic growth of a community in providing needed access to markets and goods and services not found in the community. Roads in and out of Edwardsville are the main mode of transportation.

While portions of Edwardsville are very automobile-oriented, it is appropriate to consider ways in which residents could reduce their dependence on automobiles as the primary source of transportation and promote the use of alternative modes. Public transportation, carpooling, walking and bicycling promote sustainability by reducing traffic congestion, improving air quality and decreasing the need for additional roadways.

### Edwardsville Transportation Planning

An adequate road system is essential for a reasonable flow of traffic and accessibility to all parts of Edwardsville. The general purpose of transportation planning is:

- To move people and goods with minimum interference to residents and commercial activities;
- To enable residents to move safely and easily from one part of the community to another;
- To develop a street system that leads into the regional interstate system;
- To develop a local street system that provides adequate internal circulation;
- To develop a street system that will encourage the separation of through and local traffic;
- To minimize pedestrian-vehicular conflict points; and
- To improve existing street conditions.
- To promote sustainability through the use of alternative transportation modes such as transit, walking or bicycling.
- To create streets and sidewalks which are accessible to all individuals, regardless of their abilities.

There are four types of roads and streets in and around the City of Edwardsville, each of which has a different function:

- Local streets provide access to neighborhood property and linkages to street types below (average daily traffic below 1,000) ;
- Collectors conduct traffic from local streets to arterials (average daily traffic of 700-8,500);
- Arterials carry high traffic volumes in and out of a community (average daily traffic of 7,500 to 20,000+); and
- Interstate highways carry high traffic volumes unimpeded through a region.

### Local and Collector Streets

Local and collector streets usually comprise the majority of the circulation system of any given community. Aside from providing access to property, local streets also serve as an easement for many types of utilities, provide temporary parking space, and separate land development providing light and air. The majority of the streets are classified as local.

Collector streets gather vehicles from local streets and conduct the traffic to main sections of the community. In Edwardsville, the collectors are Madison/Sheridan/Springer, Esic Drive, Schwarz Street, Franklin Avenue, Hillsboro Avenue, Union Avenue, Buchanan Street, Troy Road, Center Grove Road, Goshen Road, New Poag Road, St. Louis Street, Gerber Road, and Ridge View Road.

## Arterials

Edwardsville's first arterials are an extension of our state highway system, IL Routes 143, 157 & 159, and Governors' Parkway in a radiating pattern from the central City. This is typical of a self-sustaining community with the downtown as the heart of the community.

## Interstate Highways

I-55/70 carries traffic generally east/west through the region, though in the broader sense, I-55 runs north/south Chicago to New Orleans, and I-70 goes to the east coast at Baltimore with the western terminus in the State of Utah. IL-255 was recently extended to Fosterburg Road near Alton, IL. Completion of the remainder of IL-255 to Godfrey, IL is expected by 2014. I-270 runs through the Village of Glen Carbon just at the southern edge of the City and carries traffic east/west to north St. Louis and St. Charles County, Missouri.

## Mass Transit

The Madison County Transit District (MCT) provides fixed-route bus service in Edwardsville with connections to the MetroLink light rail system in St. Louis and St. Clair County. Although separate service entities, MCT provides transit linkages to the Bi-State Development Agency System which serves the St. Louis Metropolitan Area with over one hundred bus routes as well as the MetroLink light rail system. MCT services provide direct connections from Alton-Wood River, Collinsville-Maryville, Highland-Troy, and Granite City-Madison-Venice and MetroLink station in East St. Louis.

The MCT District currently operates a state-of-the-art Transit Station in Downtown Edwardsville, adjacent to City Hall and the Madison County Complex. MCT is also constructing a multi-modal bike & bus transportation facility on Buchanan Street near Lewis & Clark Community College that will feature a lighted bike/pedestrian tunnel, bus pull-offs, brick shelters, a comfort station and paved parking areas for as many as 114 vehicles. The site is located on a number of MCT bus routes and is at the midway point of the 13-mile MCT Nickel Plate Trail.

The MCT transit schedule has been expanded to include several routes leading to other locales within Madison County and also to St. Louis. Connections via MCT are also available to and from Southern Illinois University Edwardsville.

Curb-to-curb transportation is also available through the Agency for Community Transit (ACT) Runabout program, which provides service for registered elderly and disabled residents at a nominal fare. The Main Street Community Center also offers curb-to-curb transportation for elderly, disabled and low income residents for a donation.

## Recently Completed Improvements

Significant transportation improvements have been made throughout the City within recent history. The following is a summary of such:

1. The relocation and designation of a new marked IL Route 159 from Vandalia Street to Center Grove Road.
2. Widening of Troy Road (former IL Route 159) between Harvard Drive and I-270 to five lanes.
3. Widening of IL Route 157 between Schwarz Street and I-270 to five lanes.
4. Completion of Governors' Parkway (formerly know as South Bypass) between IL Route 157 and Troy Road.
5. Widening of Goshen Road between Gerber Road and District Drive
6. Widening of Gerber Road between Goshen Road and Bennington Drive.
7. New Interchange at IL-255 and Gateway Commerce Center Drive.
8. Center Grove Road Extension
9. Franklin Avenue Extension
10. Completion of the Schoolhouse and Watershed Nature Bike Trails by Madison County Transit
11. Signalization of Goshen / Old Troy Road Intersection.

Projects currently under construction or planned with secured funding are as follows:

1. Gerber Road between Bennington Drive and Franklin Avenue.
2. Ridgeview Road between IL Route 143 and Goshen Road.

## Edwardsville Vehicular Transportation Plan Recommendations

1. Widen Goshen Road from District Drive to Ridgeview Road to residential collector standards.
2. Widen Goshen Road from Ridgeview Road to Staunton Road to minor arterial standards.
3. Reconstruct and extend Raymond Road between IL Rte 143 and Governors' Parkway
4. Build new two-lane connector between Raymond Road and Glik Park
5. Localized transportation planning in accordance with the I-55 Corridor Plan
6. Extend Century Drive to Rottingham Court
7. Extension of Gateway Commerce Center Drive to Sand Road
8. Build connector road between Gateway Commerce Center Drive and Chain of Rocks Road

*Goal: To enhance all local historic and cultural resources which contribute to the unique character of the City of Edwardsville.*



## Historic Preservation Element

### Transportation Element

#### Policies:

1. Implement land use based transportation planning in cooperation with local and regional agencies.
2. Plan and support the extension of MCT services and MetroLink services through the region including a future MetroLink stop within the Edwardsville city limits.
3. Plan and develop on-road bike paths in conjunction with new or existing road construction, particularly along arterial and collector streets.
4. Plan and implement safe and convenient facilities for bicyclists and pedestrians to serve as daily transportation, as well as, for recreation. This includes the construction of dedicated bike/pedestrian path trail facilities as well as identified on-road shared facilities.
5. Develop a Multi-Use Bicycle Trail Master Plan. Plan will coordinate with the MCT Trail system to show current and planned future off-street trail paths suitable for all pedestrian and bicycle users and on-street routes designated for bicycle riders of all skill levels.
6. Coordinate joint projects with the Illinois Department of Transportation, Madison County Highway Department, and the local units of Township Government.
7. Promote a Land Development Code and a Zoning Ordinance which provides for multi-faceted travel modes and facilities for those which use alternate modes of travel.
8. Support a Complete Streets initiative through changes in the street standard requirements and development code. To that end, streets should be designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities should be able to safely move along and across a complete street.

### Objectives

To protect and maintain historic landmarks which contribute to the charm and attractiveness of the City of Edwardsville.

1. To safeguard the City's historic and cultural heritage by designation of certain properties and structures as Landmarks and Historic Districts.
2. To encourage preservation, restoration and rehabilitation of properties and structures - helping to prevent deterioration and blight.
3. To coordinate local preservation efforts with state and federal agencies and organizations.
4. To encourage economic development and desirable property values through historic preservation.
5. To provide educational opportunities regarding the value of the community's historical and architectural landmarks.

### Focus

Edwardsville is proud of its heritage as the third oldest city and one of the most historic communities in Illinois. Edwardsville's role in the history of Madison County and Illinois is a source of great pride to the community. The historic character of the City is an attraction to many residents. It is also important to note that historical tourism is one of the largest industries statewide, and through continued preservation efforts Edwardsville strives to maintain its place as an historic tourism destination.

The Central Business District contains many of Edwardsville's historical commercial buildings. The adjoining neighborhoods are filled with an abundance of historic residences. Over the years as the Edwardsville community has grown and changed, historic buildings have been threatened and sometimes lost. Continued and adaptive use of potentially threatened sites is vital to retaining the important visual characteristics that make Edwardsville an attractive, unique locale.



This element examines:

- Historic Preservation Character
- Historic Preservation Resources
- Edwardsville's Historic Districts

### Historic Preservation Character

The preservation of Edwardsville's historic past is accomplished through integrated planning, continued and adaptive use of existing sites, providing information and resources for maintaining older buildings, and public education and awareness of preservation issues and solutions.

An important part of historic resource protection is to demonstrate how existing buildings can continue to meet the demands of contemporary life. This can be accomplished through sensitive rehabilitation and by construction of additions that complement the scale and character of the building and neighborhood. Adaptive solutions for upgrading structural, mechanical, electrical and plumbing systems are available for commercial and residential buildings.

Careful planning with regard to zoning and land use issues can increase the availability of existing buildings to meet changing uses and demands. Continued and regular maintenance is crucial to protecting the integrity and future use of historic buildings and homes. Building neglect reinforces public perception that old buildings are of little value.

Successful efforts in historic preservation require citizen support. Public education is important to safeguard Edwardsville's historic resources. The City, through continued legislative support, strives to preserve its historic environment.

### Historic Preservation Resources

The Historic Preservation Commission has advanced preservation efforts within the community for nearly three decades. The goal of Edwardsville's historic preservation program is to preserve the unique character of our city and to protect its valuable historic resources. The components of the Historic Preservation Ordinance and the Edwardsville Register of Historic Places are tools utilized by the Historic Preservation Commission to address preservation issues facing the community. The historic preservation program addresses a variety of issues, including the preservation and redevelopment of historic resources and landscape, to assure new development compliments adjacent historic neighborhoods, architectural style and other features.

### Edwardsville Streetscape Plan

The City developed a Downtown Streetscape Plan that created a design vision for the Central Business District which encompassed the uniqueness of its historic qualities, and recognized that downtown is the heart of the community. The plan unified downtown and highlighted its historic qualities, while encouraging complementary new development. Through the installation of new period street lighting, the relocation of overhead utility lines underground, the planting of trees, and the placement of benches the Central Business District was refreshed.

The Downtown streetscape enhancement plan marked the beginning of a revitalization effort of the Central Business District. It served as a catalyst to encourage building owners and merchants to reinvest in their properties with facade renovation and continued structural maintenance.

The success of the Downtown Streetscape continues through a multiple phase expansion to adjoining thoroughfares entering the community.





### Edwardsville Local Landmarks

The City of Edwardsville Register of Historic Places is the official list of community landmarks, including resources recognized for their historical, architectural, or archaeological significance. Resources generally fifty years of age or older, having local, state, or national significance are eligible for recognition and are protected from demolition or damaging alterations through the development review process.

There are forty-six (46) local landmarks of which seven (7) are on the National Register of Historic Places. The City is a designated Certified Local Government by the Illinois Historic Preservation Agency. *[See table on page 53 for a complete list of landmarks as of February 2010.]*

### Edwardsville Historic Route 66

Beginning in Chicago, Route 66 passed through Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California before ending at the Pacific Ocean near Los Angeles. The route was over 2,400 miles in length. Nearly one-eighth of the highway, or 300 miles, was in Illinois. The highway created a culture of its own and was celebrated in songs, in books, and in movies.

Originally called The Pontiac Trail, the road was built in 1918. It connected Chicago to Springfield to St. Louis. The narrow lanes were only eight to nine feet wide, with many segments paved with brick. In 1926, the state and federal governments created Route 66 by patching together a network of existing state and local roads. Through most of the country, Route 66 was a two-lane unpaved track. In Illinois, however, the state marked the route on existing paved highway State Route 4, making it the first state to have “slab all the way”.

In Edwardsville “Old Route 66” can be found along IL Route 157. Bridges of Route 66 were typically short and plain, devoid of all ornamentation except for concrete railings. The northern portion of IL State Route 157, as it passes through and leaves Edwardsville remains recognizable as “Old Route 66” due to its specific characteristics.

### Edwardsville’s Historic District

#### Leclaire Historic District

On February 12, 1890, the proprietor of one of the largest plumbing goods manufacturers in the United States came to Edwardsville. The N. O. Nelson Manufacturing Company of St. Louis was searching for a place to locate its plant and establish a model community. Nelson chose a tract of 150 acres of “rich, high, gently rolling land” to the south of town. The Clover Leaf Railroad abutted the property. A pond suitable for recreation as well as a water supply for the boilers was located halfway along the eastern boundary.

Ground was broken for the factory buildings on May 12, 1890. In his dedication speech, Nelson named the future village Leclaire, in honor of the French capitalist who pioneered the concept of partnership with employees through profit sharing and cooperative ownership. Leclaire was not to be an ordinary factory town. It was established as an alternative to overcrowded and unhealthy cities such as St. Louis. Leclaire was in fact a true experiment in cooperative management. Nelson intended to “incorporate into the business as much of the social and liberal and broad gauged elements as it would bear.”

Leclaire’s factory buildings, designed by notable St. Louis architect A. E. Cameron, were well lit and well-ventilated one-story brick structures. Each was equipped with fire sprinklers, steam heat, electric fans and electric lights. Large semi-circular windows opened to allow fresh air and natural light to flow in. The streets were curvilinear to avoid a checkerboard pattern and with an emphasis on landscaping. Visiting Leclaire in 1894 Nellie Bly, the famous New York World reporter described the factories as “ideal perfection of buildings for man to labor in.”

A company supported school system followed. Nelson believed “the hand, the head and the heart must be educated together.” Education began with kindergarten, followed by regular courses supplemented with vocational training. The Leclaire Academy, built in 1895, still stands today and again echoes with the laughter and voices of children as the Edwardsville Children’s Museum.

Julius Pitzman, an engineer and surveyor, who worked on Forest Park in St. Louis, designed the residential district. Large, 15,000 square foot lots were set on tree-lined, curvilinear streets that merged into a single road leading to the factory complex. The factories were set apart from the residential area by a hedge of Osage orange trees. A steam-heated greenhouse run by the company provided residents free plants and flowers for their yards. Nelson believed that possession of a comfortable home contributed greatly to the contentment and welfare of the working man.

By 1934 Leclaire faced the expensive problem of replacement of the water and sewer system. Company officials decided the time had come for annexation to Edwardsville. The City assumed responsibility for Leclaire Park and the School Board took ownership of the kindergarten. The last of the Leclaire factories closed in 1948, and the property was sold.

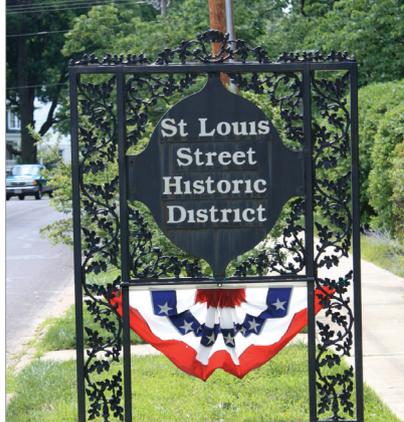
The community was in danger of losing the N.O. Nelson Factory structure which had been named one of the 10 most endangered historic places in the state by the Landmarks Preservation Council of Illinois. However, the site was acquired by Lewis and Clark Community College for restoration. The restoration and renovation of the former manufacturing campus into a community college campus is a community destination once again. The finishing touches such as a redesigned entrance to the campus from Buchanan Street and a sign identifying the campus are nearing completion. The campus offers multi-purpose uses for the high school and SIU as well as Lewis & Clark Community College students in addition to meeting/reception/banquet facilities for public use.

### St. Louis Street Historic District

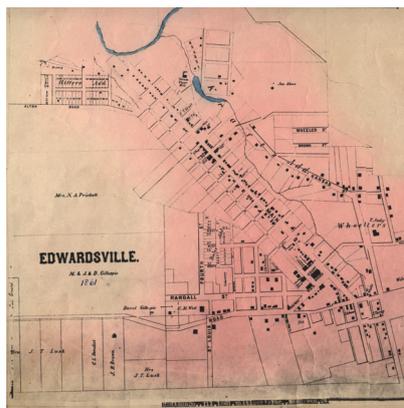
The grand homes and majestic trees that line St. Louis Street contradict the original humble beginnings of a dirt lane. Records indicate that log cabins were the first structures to appear along the road that became the city's most fashionable street. The houses were designed by nationally, as well as locally, significant architects.<sup>2</sup>

It is believed that St. Louis Street began as a service road for farms to connect not only to the community, but also with the American Bottoms. It was also an important link to Wiggins Ferry, an early river connection between the Illinois Territory and St. Louis.

The history of St. Louis Street and the architectural styles of the houses reflect the history of Illinois as well as the nation. Vernacular farm houses replaced the log cabins. Imposing two-story Victorian structures followed with the building boom of the 1880s and included styles such as Italianate, Queen Anne and Chateausque. After 1900, the street saw bungalows, classical revivals, and the Prairie School Style of architecture. The automobile opened up the western end to new homes on smaller lots.<sup>2</sup>



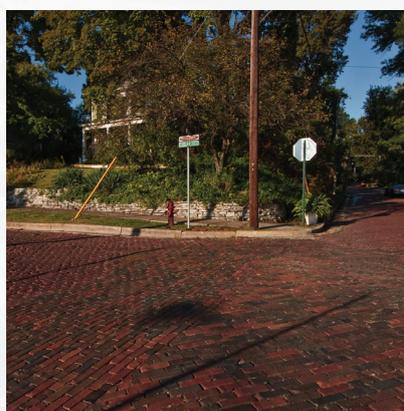
■ St. Louis Street Historic District



■ Historic Edwardsville Map



■ Nelson Factory



■ Brick Street Landmark District



■ Historic St. Louis Street Home

Benjamin  
Stephenson House



Children's  
Museum



Historic  
Main Street



Madison County  
History Museum



Historic  
Wildey Theater



### Historic Preservation Commission.

#### Brick Street Landmark District

Brick streets were introduced to Edwardsville, as in other cities across the Midwest, to provide a solution to difficult movement and filthy conditions. Originally Edwardsville had twelve (12) miles of brick streets. However, with the introduction of cement, over 10 miles of brick was covered over with the "progressive new material" resulting in only 1.4 miles of brick streets remaining.

The brick street paving program for Edwardsville began in May of 1902 under the leadership of Mayor H. P. Hotz. With the formation of a board of local improvements its members included the mayor, superintendent of streets, and the streets and alley committee. The brick paving was paid for by special assessments upon the contiguous property owners. The first streets to be paved were Main, High Street to Vandalia, Vandalia from Main to Buchanan, and the downtown area of St. Louis Street. The actual paving began around 1903, which was also around the same year that the Banner Brick Company, located just south of St. Louis Street and Steinmeyer Addition, was built. Banner bricks were used in many of Edwardsville's streets.

This effort met with success, and at the first meeting of the new city council in 1907 Mayor Hotz stated, "Our fondest expectations have been realized, the mud of nearly a century has been overcome and our traffic is no longer at the mercy of the weather. The rise in real estate benefited and the money expended has proven the best public investment ever made in this city."

An article appearing in *Historic Illinois*, December 1991 suggests "the strongest argument for restoring a brick street is the ambience it lends to the area. Brick streets compliment older homes and contribute to the character of historic districts. Nothing can evoke the images of days past like a drive down a brick street, your wheels clattering on the brick, with trees bending over the road, and lovely historic homes gliding past your window. A brick street helps to remind people that a place is historic, not just old."

Within the last ten years, the City of Edwardsville, with the assistance of the State of Illinois, has completed several brick street rehabilitation projects. The streets included in these projects were North Fillmore Street, Commercial Street, West Fourth Street and Clay Street.

The designation of a landmark district for our remaining brick streets ensures that proper street repairs are required within the district in order to maintain their integrity.

<sup>2</sup> A National Historic District, *Historic Tour of St. Louis Street, Edwardsville Economic Development Commission and Edwardsville*

## Downtown Historic District

The integrity of the Downtown Historic District is above average, consisting of buildings that are a vital part of the historical development, heritage and culture of our community since the first settlement in 1805. When the district was established in 2005, there were 164 buildings in the Downtown Historic District of which 65 are considered contributing buildings built between 1805 and 1915.

Commercial brick buildings were constructed in the 1860's around the present Madison County Courthouse. The buildings were constructed with various architectural styles including Italianate, Classical, step down false front and a number of Second Empire structures. Buildings with decorative cornices, brick detailing, terra cotta and limestone trim were plentiful. The buildings were used as livery stables, lumber yards, furniture stores, undertaking establishments, drug, jewelry, clothing and hardware stores. The area known as "Upper Edwardsville" grew into a thriving community with architecture that reflected the heritage and culture of the citizens.

Each street within the Downtown Historic District contains one or more buildings that have been the home or place of business for individuals who contributed to the development of Edwardsville and Madison County. Many of the buildings were the work of a builder or architect whose work influenced the development of Edwardsville, such as Spillman, Theuer, Wheeler, Keller and the Trares brothers.

## Historic Preservation Element

### Policies

1. Identify, preserve, protect, enhance, and encourage the continued utilization and the rehabilitation of such areas, properties, structures, sites, and objects having a special historical, community, architectural, or aesthetic interest or value to the City of Edwardsville and its citizens;
2. Safeguard the City of Edwardsville's historic and cultural heritage, as embodied and reflected in such areas, properties, structures, sites, and objects determined eligible for designation by ordinance as Landmarks and Historic Districts;
3. Protect and enhance the attractiveness of the City of Edwardsville to homeowners, home buyers, tourists, visitors, businesses, and shoppers, and thereby supporting and promoting business, commerce, industry, and tourism, and providing economic benefit to the City Edwardsville;
4. Foster and encourage preservation, restoration, and rehabilitation of areas, properties, structures, sites, and objects, including entire districts and neighborhoods, and thereby preventing future blight and deterioration;
5. Encourage orderly and efficient development that recognizes the special value to the City of Edwardsville regarding the protection of areas, properties, structures, sites, and objects as Landmarks and Districts;
6. Continue the preparation of surveys and studies of Edwardsville's historical and architectural resources and maintaining and updating a register of areas, properties, structures, sites, and objects that may be worthy of landmark designation; and encourage public participation in identifying and preserving historical and architectural resources through public hearings on proposed designations, applications for changes to historic structures, applications for economic hardships and special merit applications.
7. Foster the education, pleasure, and welfare of the people of Edwardsville through the designation of Landmarks and Districts.



## Edwardsville Register of Historic Places

|     | Landmark   | Built     | Local Designation | National Designation |
|-----|--|-----------|-------------------|----------------------|
| 1.  | Leclaire Historic District<br>(Roughly bound by MCT Nickel Plate Bike trail [formerly railroad tracks] and Wolf, Hadley and Madison Streets) |           | Yes 1/80          | Yes 08/08/79         |
| 2.  | Berlemann House<br>115 South Main Street   | 1865      | Yes 5/80          | Yes 03/27/80         |
| 3.  | Benjamin Stephenson House<br>409 South Buchanan Street   | 1820      | Yes 7/80          | Yes 05/31/80         |
| 4.  | American Woman's League Chapter House<br>515 West High Street  | 1909      | Yes 5/91          | Yes 11/18/80         |
| 5.  | St. Louis Historic District<br>(Includes most of 603 -1306 St. Louis Street)   |           | Yes 3/96          | Yes 05/09/80         |
| 6.  | Madison County History Museum<br>John Weir Home<br>715 North Main Street   | 1836      | Yes 8/85          | Yes 05/09/83         |
| 7.  | Madison County Centennial Monument<br>(Centennial Memorial Monument)<br>Edwardsville City Park   | 1912      | Yes 7/85          | No                   |
| 8.  | Willey Theater<br>252 North Main Street  | 1909      | Yes 7/86          | No                   |
| 9.  | Columbus Attendance Center<br>315 North Kansas Street  | 1886      | Yes 7/86          | No                   |
| 10. | Mateer Funeral Home<br>"Prickett House"<br>210 North Kansas Street   | 1854      | Yes 8/87          | No                   |
| 11. | Chapman House<br>234 Leverett Lane (razed in 1998)   | 1857      | Yes 9/90          | No                   |
| 12. | Colonial Agency 1863<br>Gabriel Oestrich House<br>1501 North Main Street   |           | Yes 3/91          | No                   |
| 13. | Narodni Sin (Czech National Hall)<br>(Lodge Svobodny Rolnick #26)<br>209-211 E. Vandalia Street  | 1906      | Yes 3/91          | Yes 11/02            |
| 14. | Judge Wm. Tyler Brown House<br>104 Springer Avenue   | 1854      | Yes 5/91          | No                   |
| 15. | Wabash Hotel<br>1101 North Main Street   | 1839 – 40 | Yes 12/91         | No                   |
| 16. | Madison County Courthouse<br>155 Main Street   | 1915      | Yes 12/91         | No                   |
| 17. | "Log Cabin" House<br>1712 North Main Street  | 1805      | Yes 4/92          | No                   |
| 18. | Lusk Memorial Cemetery<br>Randle Street  | 1818      | Yes 6/92          | No                   |
| 19. | Old Post Office<br>130 Hillsboro Avenue  | 1913      | Yes 7/92          | No                   |
| 20. | Klingel House<br>1801 North Main Street  | 1859      | Yes 7/92          | No                   |
| 21. | Immanuel Methodist Church<br>800 North Main Street   | 1882      | Yes 5/93          | No                   |
| 22. | Happy House<br>722 Hillsboro Road  | 1879-80   | Yes 5/93          | No                   |
| 23. | Edwardsville Public Library<br>112 South Kansas Street   | 1906      | Yes 5/93          | No                   |
| 24. | Farmers Mill Warehouse<br>207 West High Street   | 1895      | Yes 5/93          | No                   |

|     |   |            |                              |    |
|-----|---|------------|------------------------------|----|
| 25. | Brick Street Landmark District<br>• West High St. from Second St. to West Fourth St.<br>• Clay St. from St. Louis St. to West High St.<br>• West Fourth St. from Randle St. to North Main St.<br>• Commercial St.<br>• North Fillmore St. from E. Vandalia St. to Orchard St. | 1902       | Yes 12/93                    | No |
| 26. | The Hoffmann House<br>128 St. Andrews Street  | 1872       | Yes 3/94                     | No |
| 27. | The Koenig-Deal House<br>100 East "O" Street  | 1866       | Yes 3/94                     | No |
| 28. | The Krafft House<br>1310 N. Main Street   | 1830       | Yes 3/94                     | No |
| 29. | The Keller House<br>327 Clay Street   | 1883       | Yes 3/94                     | No |
| 30. | The Klingel-Balke House<br>400 W. Park Street   | 1857       | Yes 3/94                     | No |
| 31. | Grandma Littleton/Giese House<br>331 N. Buchanan Street   | 1893       | Yes 1/96                     | No |
| 32. | Ballard Cemetery<br>Outlot A, Parkview Ridge<br>Center Grove Road, Edwardsville   | 1847       | Yes 1/96                     | No |
| 33. | Site of Abraham Lincoln's Speech<br>September 11, 1858<br>(Madison County Courthouse)<br>155 N. Main Street   | 1858       | Yes 7/97                     | No |
| 34. | Site of Pogue Store<br>1201 N. Main Street  | 1819       | Yes 7/97                     | No |
| 35. | Coles Monument<br>Rt. 157 at Lewis Road   | 1929       | Yes 8/98                     | No |
| 36. | John Sebastian Trares Building<br>222-224-226 North Main Street   | 1885       | Yes 3/99                     | No |
| 37. | Nickel Plate Station<br>410 Leclair Avenue<br>(Status removed 2005)   | 1883       | Yes 3/99                     | No |
| 38. | Bohm Building<br>100 Main Street  | 1910       | Yes 6/99                     | No |
| 39. | Lincoln School<br>1210 North Main Street  | 1911       | Yes 6/99                     | No |
| 40. | Madison County Poor Farm<br>333 S. Main Street  | circa 1861 | Yes 12/00<br>(razed in 2009) | No |
| 41. | Dippold House<br>923 Grand Avenue   | 1895       | Yes 10/03                    | No |
| 42. | Downtown Historic District<br>101-1801 North Main; 112-120 South Main;<br>100-110 E. Vandalia; 112-2190 Hillsboro;<br>100 E. "O" Street   |            | Yes 11/05                    | No |
| 43. | Lustron House<br>1320 Grand Avenue  | 1949       | Yes 11/07                    | No |
| 44. | SIUE Religious Center Dome  | 1971       | Yes 8/08                     | No |
| 45. | Catalog House Of George F. Barber & Co.<br>(Former Residence Of Ryderus C. &<br>Emily Peters Springer Gillham) 112 Springer Ave.  | 1891       | Yes 6/09                     | No |
| 46. | E. Breese Glass House<br>647 Hillsboro  | Mid 1870s  | Yes 6/09                     | No |
| 47. | The Boeschenstein (Levi) House<br>230 North Kansas  | 1906       | Yes                          | No |
| 48. | The Bardelmeier House<br>118 South Main Street  | circa 1882 | Yes                          | No |

## Section 2

“Between 1990 and 2000, the population grew at an average annual rate of 3.96%.”



## Population, Economic Development and Land Use Forecast

### Part 1 - 2025 Population Forecast

Forecasting population growth for Edwardsville for the year 2020 and beyond was based on several sources, including historic local housing demographic data from the 1990 and 2000 Census and the 2007 Special Census as well City-based projections completed in 2007 on anticipated water demand needs for the City through the year 2020.

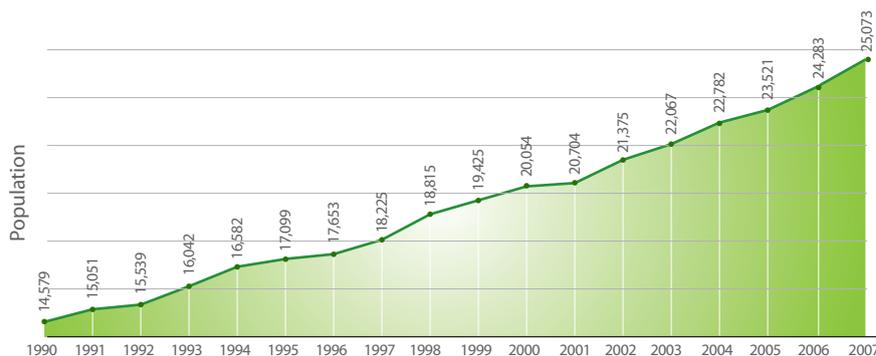
In 1990, the population of Edwardsville was 14,579 (1990 U.S. Census - see Table 1). Between 1990 and 2000, the population grew at an average annual rate of 3.96%. As a result, by 2000 Edwardsville's population had risen by 6,912 people to 21,491.

The nearly 4% annual population growth rate for Edwardsville is among the fastest in Illinois during this period. In contrast, the state of Illinois as a whole during this same period grew at an annual rate of approximately 0.86% annually. The growth rate can partially be explained by annexation of Southern Illinois University-Edwardsville into the corporate limits and the provision of on-campus student housing at SIUE, the City's land annexation policy, and infrastructure improvements to the transportation grid and water and sewer plant operations which allowed for development of

previously vacant land. While Edwardsville can be expected to be among the faster-growing communities in Illinois and the Metro-St. Louis area between now and the year 2030, it is rather unlikely that the City will experience the sustained annual growth rate seen during the 1990's in the foreseeable future. Nevertheless, the potential for this to take place has been considered in Table 2.

In 2007, a Special Census was commissioned and the resulting population count of 25,073 and population increase of 3,582 is considered official by the State of Illinois and the U.S. Census Bureau. During these seven years, Edwardsville experienced an average annual population increase rate of about 2.23%. During this period, Edwardsville experienced the effects of steady growth to major employers in the local area, strong land development in residential, commercial (development of the Edwardsville Crossing Shopping Center) and industrial uses (Gateway Commerce Center) and continued growth at Southern Illinois University in both students and staff such as professors and educators who chose to make Edwardsville their home.

Table 1 • Edwardsville Population 1990-2007



Source: 1990 and 2000 U.S. Census; 2007 Special Census

Annual Growth Rates for Edwardsville from 1990-2000 and from 2000-2007 are as follows:

| City of Edwardsville | Annual Growth Rate |
|----------------------|--------------------|
| 1990-2000            | 3.96%              |
| 2000-2007            | 2.23%              |

While the local economy continues to deal with the effects of the recent downturn that began in December 2007, once recovery begins in full, a 2.23% annual population growth rate is likely on the “high end” of what Edwardsville will experience over the next 15 years. Such a rate would put the Edwardsville’s population at 37,292. In contrast, the most recent U.S. Census Bureau estimates (April 2009) indicate that the state of Illinois has experienced a population growth rate of 0.43% annually from 2000 to 2008.

In order to further test whether historic trends are in keeping with what City staff believes is taking place today, the City’s Public Works Department conducted an in-house study in 2007 (Water Demand Projection Study, 2007) to project the anticipated water needs of its Edwardsville-based customers through 2025. The study considered three population growth trends results based on an estimated number of new homes built annually and assumed 3.50 persons per household. The “low” population projection assumed 300 new homes per 5-year period while the “medium” and “high” population projections assumed 750 and 900 new homes per 5-year interval, respectively.

As Table 2 shows, Edwardsville would experience an annual population growth rate of approximately .80% on the “low” population projection to 2.15% annually on the high population projection. The city’s population based on the range these numbers provide was between 28,940 to 36,770 by the year 2025.

While 1.50% would be roughly the middle of the high and low projections above, staff believes that an annual growth rate of 1.70% is a reasonable projection given the development potential of the surrounding area such as the I-55 Corridor Study Area and undeveloped land between the newly-constructed Governor’s Parkway corridor and Illinois Highway 143. This percentage would result in an Edwardsville population of 33,961 in 2025, an increase of 8,888 people over the next 15 years.

## Part 2 – 2025 Economic Development Forecast

Planning for economic development in Edwardsville is important because it responds to the needs of employers and employees in our community. Therefore, it is the intent of the Economic Development portion of the Comprehensive Plan to provide an overview of the local economy and use this data as a basis for presenting strategies the City of Edwardsville will use in order to promote economic health.

### What is Economic Development?

The term “economic development” most often refers to efforts to accommodate and stimulate economic growth and preserve existing jobs. Economic development comes with the expansion, relocation, or retention of existing firms, creation of new firms, and attraction of firms from outside the local area. Local governments want economic development because it translates into tax revenue and produces growth through the multiplier effect of jobs creation.

Economic development is also the means to pay for a community’s various infrastructure and service needs and add to a community’s quality of life through a strong economic base to support schools, parks, and cultural venues.

Economic development also includes job education and training, labor force development, and development financing (e.g. tax increment financing, industrial development bonds, low interest loans, and revolving loan funds), tax policy, and public services to businesses. Communities often seek out the participation and creation of organizations such as chambers of commerce, community development corporations, business incubators, and specialized private-public partnerships that market a community’s benefits and resources and participate in development projects.

Source: Pages 35-43, “Planning 1-2-3: A Step-by-Step Workbook to Writing a Comprehensive Plan in Illinois,” 2006.

Table 2 • Projected Edwardsville Population 2008-2025



“...the City of Edwardsville has dedicated much time and resources to planning for the success of many long-term economic development projects over the past ten years.”



## City of Edwardsville 2025 Employment Forecast

In forecasting employment growth for Edwardsville until the year 2025, use was made of the State of Illinois Department of Employment Security (IDES) employment projections from 2006 to 2016 as well as U.S. Census Bureau employment data estimates for the three year period of 2005-2007.

It should be noted that this forecast assumes that historical trends of the past will continue to hold true into the future. This is important to understand, particularly given that the City of Edwardsville has dedicated much time and resources to planning for the success of many long-term

economic development projects over the past ten years. It is the City's hope that initiatives such as the I-55 Corridor Study will result in the type of economic development which exceeds the projections included here.

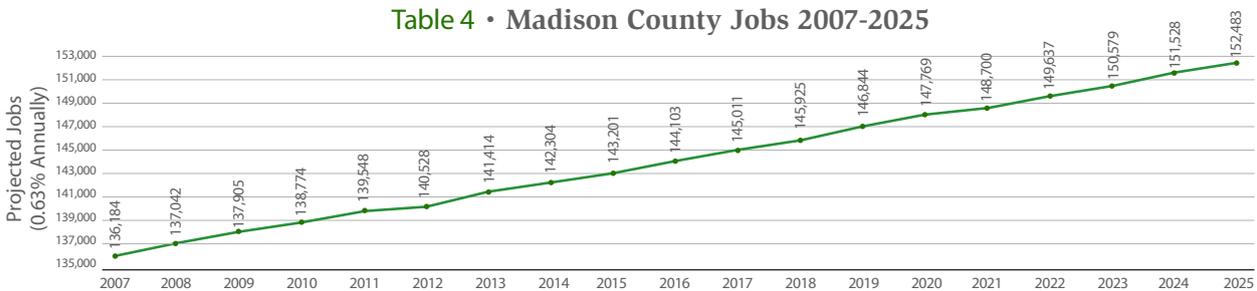
In 2000, U.S. Census Bureau stated that Edwardsville's Labor Force (population 16 years and over) was 11,796 while Madison County's showed a total Labor Force of 130,809. At that time, Edwardsville comprised approximately 9% of the Madison County Labor Force.

Table 3 • Labor Force

| Labor Force (16 and older) | Madison County | Edwardsville | Edwardsville % of County Total |
|----------------------------|----------------|--------------|--------------------------------|
| 2000                       | 130,809        | 11,796       | 9.02%                          |
| 2005-2007                  | 136,184        | 13,367       | 9.82%                          |

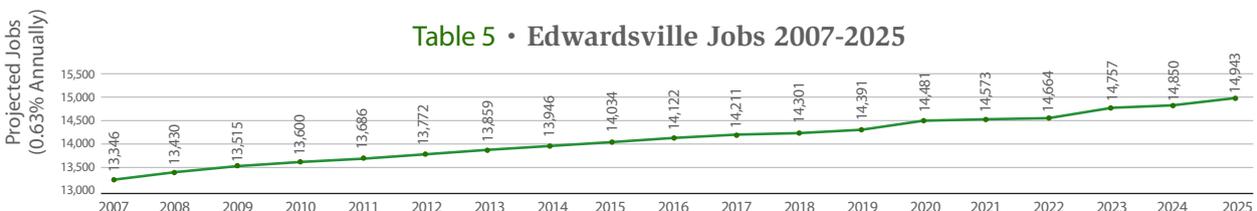
Source: U.S. Census Bureau (2000) and American Community Survey 2005-2007

Table 4 • Madison County Jobs 2007-2025



Source: IDES Projected Job Growth 2006-2016

Table 5 • Edwardsville Jobs 2007-2025



In the three year period from 2005-2007, the American Community Survey conducted by the U.S. Census Bureau estimated that there are 136,184 jobs in Madison County, 13,367 (or 9.8%) of which are in Edwardsville. Madison County's Labor Force annual growth rate during this period was approximately 0.58%. Edwardsville's Labor Force annual growth rate during this same period was 1.8%

In 2006, the Illinois Department of Employment Security forecasted a Madison County annual job growth of 0.63% for the years 2006 to 2016. If this job growth rate is extended to 2025, the result would be 152,482 jobs in Madison County, of which 14,943 would be in Edwardsville (assuming 9.82% of jobs in Madison County were in Edwardsville). See Table 6 and 7 below.

As noted in the historic trends however, Edwardsville's job growth rate had significantly outpaced that of Madison County from 2000-2007. Given this and the fact that Edwardsville's population growth trends have been considerably faster compared to the state of Illinois and Madison County during the 1990 and 2000 Census cycles (see 2025 Population Forecast discussion in Table 2 on page 38), it is reasonable to assume that the Edwardsville Labor Force will grow at a faster pace than the 0.63% rate projected for the County. While it may be optimistic to assume an annual Labor Force growth rate of 1.8% as experienced from 2000-2007, a more moderate annual rate of 1.3% is reasonable. If the 1.3% annual growth rate is extended to 2025, this would result in a total Labor Force of 16,863 in Edwardsville by the end of this 15 year period, an increase of 4,637 jobs. See Table 6 below.

**Table 6 • Edwardsville Jobs 2007-2025**

Real Job Growth Rate of 1.8% 2000-2007 • Projected Growth Rate of 1.3% 2007-2025



**Table 7 • Edwardsville Civil Labor Force 2005-2007**

The 2005-2007 American Community Survey provides 3-Year estimates of the Civilian Labor Force (factfinder.census.gov). The numbers for Edwardsville are as follows:

| Employment Type  | No. of Jobs   | Percent     |
|--|---------------|-------------|
| Agriculture, forestry, fishing & hunting & mining                                    | 0             | 0.0%        |
| Construction   | 358           | 2.8%        |
| Manufacturing  | 1,147         | 9.1%        |
| Wholesale trade  | 380           | 3.0%        |
| Retail trade   | 1,578         | 12.5%       |
| Transportation and warehousing, and utilities  | 425           | 3.4%        |
| Information  | 236           | 1.9%        |
| Finance & insurance, & real estate & rental & leasing                                | 911           | 7.2%        |
| Professional, scientific, & management, & administrative & waste management services | 1,377         | 10.9%       |
| Educational services, & health care & social assistance                              | 3,136         | 24.9%       |
| Arts, entertainment, & recreation, & accommodation, & food services                  | 2,102         | 16.7%       |
| Other except public administration   | 404           | 3.2%        |
| Public administration  | 552           | 4.4%        |
| <b>Totals</b>  | <b>12,606</b> | <b>100%</b> |

**Table 8 • Projected Jobs in Edwardsville by Employment Type - 2025**

As it is not the intent of the Comprehensive Plan to predict growth within individual Employment Type categories, it will be assumed that the 0.63% and 1.3% annual job growth rates discussed above will be across ALL job types/classifications. This results in the following:

| <b>Employment Type:</b>  | <b>Total # of Jobs at 0.63%</b> | <b>Total # of Jobs at 1.3%</b> |
|--|---------------------------------|--------------------------------|
| Agriculture, forestry, fishing & hunting & mining:                                   | 0                               | 0                              |
| Construction:  | 401                             | 452                            |
| Manufacturing  | 1,284                           | 1,447                          |
| Wholesale trade  | 425                             | 479                            |
| Retail trade   | 1,766                           | 1,991                          |
| Transportation and warehousing, and utilities  | 475                             | 536                            |
| Information  | 264                             | 298                            |
| Finance & insurance, & real estate & rental & leasing                                | 1,020                           | 1,149                          |
| Professional, scientific, & management, & administrative & waste management services | 1,541                           | 1,737                          |
| Educational services, & health care & social assistance                              | 3,511                           | 3,957                          |
| Arts, entertainment, & recreation, & accommodation, & food services                  | 2,353                           | 2,652                          |
| Other except public administration   | 452                             | 510                            |
| Public administration  | 618                             | 696                            |
| <b>Totals</b>  | <b>14,115*</b>                  | <b>15,905*</b>                 |

*\*Note: Projections differ slightly from those indicated in the previous table on page 40 as Census info did not account for an "Unclassified" Employment Type category. "Unclassified" Employment Types would account for 828 and 958 additional jobs in the 0.63% and 1.30% projections, respectively.*

In sum, the numbers above can be used to predict the amount of land which will be needed in order to accommodate the 0.63% and 1.3% job growth rate from 2007 to 2025. Land use needs are described in the following Land Use Forecast section

### Part 3 - 2025 Land Use Forecast

#### Residential Uses

Based on the population and employment projections above and assuming 2.42 persons per household (U.S. Census estimates 2005-2007 for Edwardsville, IL), it is projected that between 1,515 (assuming a population growth rate of 0.8% annually) and 4,611 (assuming 2.15% annual population growth rate) housing units will be needed in the Edwardsville area between 2007 and 2025. As noted in Section 2, part 1, staff's opinion is that a 1.70% annual population growth rate is a reasonable projection through 2025.

Assuming a 1.70% annual population growth rate to accommodate a 2025 population of 33,961, 3,147 additional housing units will be needed. This projection assumes a 10% vacancy rate, and an average of 2.42 persons per household.

Of these housing units, 2,148 (65%) will be single-family homes, 661 (20%) will be duplex units, and 496 (15%) will be multi-family "apartment" units. In general terms for single family homes, a range from 1-6 units per acre could be expected, with three units per acre the typical density. Duplexes gener-

ally average about 4-10 units per acre (0.15 acres/unit average) and medium density "apartments" average 7-20 units per acre (.09 units per acre average).

Land requirements for the 3,305 total projected housing units are estimated to require 852 acres or 1.33 square miles of land. 709 acres would be necessary for new single family development, 98 acres needed for duplex dwelling units and multi-family units, which include townhouses, condominiums, and single and multi-story apartments would required roughly 45 acres.

Other than "local residential" roads which directly serve the housing units, these acreage projections do not include land needed for "community infrastructure" such as fire and police stations, parks and recreations facilities, public utility support infrastructure such as sanitary sewer lift stations and stormwater detention basins, libraries, schools and arterial-type streets. These community infrastructure uses may increase the total acreage to support residential needs by 10 to 20% depending on how efficient these land uses are. For example, if community outdoor recreational facilities (e.g. pedestrian/bicycle trails, soccer and baseball

fields, etc) can be co-located within stormwater control areas, acreage consumption may be reduced.

It also does not include acreage for commercial or industrial uses which supply the economic engine for those who live and/or work in the community. Projected acreage needs for commercial and industrial uses are discussed below.

### Commercial and Industrial Uses

Estimated acreage requirements for new employment in Edwardsville will vary by the type of classification. For purposes of estimating the acreage necessary to accommodate new employment, the above employment types are combined and assigned to either office, industrial, or commercial categories. Industrial uses (2,161 new jobs) include manufacturing, construction, transport & utilities, agriculture, and mining. "Office" uses (6,955 new jobs) include finance, insurance, real estate and government. "Commercial" uses (4,998 new jobs) include both commercial and service activities.

As a general rule of thumb, office uses are estimated to have on average 29 employees per acre, industrial uses 18 employees/acre, and commercial uses 20 employees/acre. This results in the following:

| Estimated Acreage for New Development thru 2025 |              |               |
|---|--------------|---------------|
| Land Use  | Acres        | % of Total    |
| Residential                                     | 852          | 58.3%         |
| Office  | 240          | 16.4%         |
| Commercial                                      | 250          | 17.1%         |
| Industrial                                      | 120          | 8.2%          |
| <b>Total</b>                                    | <b>1,462</b> | <b>100.0%</b> |



To accommodate the projected additional employees in the Edwardsville area by 2025, it is estimated that a total of approximately 610 acres (0.95 square miles) will be needed. This includes 120 acres for industrial, 240 acres for office, and 250 acres for commercial.

As noted above, the acreage projections do not include land needed for "community infrastructure" such as fire and police stations, public utility support infrastructure such as sanitary sewer lift stations and stormwater detention basins, and arterial streets. These community infrastructure uses may increase the total acreage to support commercial and industrial needs by 10-15% depending on how efficient these land uses are. While not as easy to find compared to residential uses, there are opportunities for land efficiencies in commercial and industrial parcels however; Shared parking lot arrangements, accommodations for mass transit facilities, and sub-terrain/sub-parking lot stormwater detention basins are just a few examples of how "land savings" can reduce the overall acreage needs for these types of uses.

| 2025 POP (est.) | Annual POP Growth Rate | Unit Vacancy Rate | Persons/Household | Housing Units Needed |
|-----------------|------------------------|-------------------|-------------------|----------------------|
| 33,961          | 1.70%                  | 10%               | 2.42              | 3,305                |

| Housing Type   | Single Family Units | Single Family "Duplex Units | Multi-Family Units |
|--|---------------------|-----------------------------|--------------------|
| % of Future housing stock                                | 65%                 | 20%                         | 15%                |
| Units/Acre (typical)                                     | 1 to 6 units/acre   | 4 to 10 units/acre          | 7 or more/acre     |
| Units needed (based on need for 3,305 new units to 2025) | 2,148               | 661                         | 496                |
| Acres by housing type                                    | 709                 | 98                          | 45                 |

### Strategic Economic Development Action Plan

As the above Economic Profile reveals, Edwardsville has a strong economic development base but must build upon a strategy that moves it forward in an increasingly competitive development environment. If the Economic Development Action Plan is to be effective, municipal leaders and stakeholders must agree on the available opportunities, the market value assigned to those opportunities, and how successful economic development activities can be measured.

While a more pointed economic development study is needed, it is observed that the following is already true:

- While its location near undeveloped land in the northeast quadrant of the St. Louis Metropolitan Area means that there are excellent opportunities for future development within areas such as the I-55 Corridor Study Area to the City's east and the Gateway Commerce Center to the west, future development of these areas will require both a vision and prioritization of developable land. Effective use of municipal zoning and other regulations to guide development will be critical. Additionally, there will be increased emphasis on supporting successful existing properties and redeveloping "tired properties" (in concert with the private sector) utilizing reasonable oversight and incentives.
- Edwardsville legitimately has very high standards for development and redevelopment. As large tracts of undeveloped land begins to come before elected officials with construction plans, there may be instances when additional incentives may be necessary to achieve these standards. Utilized in this manner, incentives "raise the bar" by investing in higher quality materials and site design than the developer otherwise would use. Although the appropriate incentive to kick start a project is only discovered during partnership negotiations, frequently used tools include Tax Increment Financing, sales tax rebates, Special Service Areas, fee relief, density bonuses, and municipal infrastructure development.
- Consumers routinely seek retail goods and services from a wide variety of commercial outlets e.g. convenience stores (gas stations/fast food/highway-oriented commercial), neighborhood commercial (i.e. grocery, local stores within 5-7 minute walking distance), community and regional commercial (Dierbergs/Schnucks/Target/Shop-n-Save shopping centers), and unique (downtown, Park at Plum Creek). Providing viable options at each platform addresses shopper desires and balances retail dynamics and further expansion of this variety is anticipated and encouraged.
- The opportunities to both live and work in Edwardsville reflect the highly desirable nature of our community. This asset should be used as a key to a successful economic development strategy.
- Strong building and zoning code enforcement and, in the Downtown, a well communicated parking supply plan should be part of ongoing implementation and stakeholder communication.
- While taking into account the community concerns about the impact on school finance (e.g. higher density per acre housing may have a greater impact on local schools compared to current land-use typologies), residential development must be an option for mixed-use projects because it creates value, provides for a more sustainable community, and reduces reliance on single-occupant automobiles.
- The City should consider the means by which it retains its employers. An effective business retention program can produce notable results and should be implemented as part of the Economic Development Action Plan.
- It is anticipated that future industrial development opportunities will be primarily on the west side of the community and related to the maintenance and expansion of the existing business base plus opportunities created by Gateway Center /Lakeview development initiatives.
- As part of implementing an Action Plan, the Economic Development should
  - further define the City of Edwardsville's role in encouraging job retention, growth and economic prosperity
  - Assess our City's strengths and weaknesses for attracting and retaining business and industry.
  - Relate the local government's initiatives to the competitive economic advantages of its surrounding region; and
  - Coordinate local economic development initiatives with state and regional initiatives.



## Section 3

*This section presents guidelines to insure a defined transition between residential, commercial, industrial and open space land uses, while insuring that physical land characteristics do not become barriers to access and connectivity.*



## Land Use and Compatibility

### Introduction

Edwardsville is a city comprised of a wide variety unique and special districts and neighborhoods. The purpose of this section on Land Use and Compatibility is to emphasize that each of Edwardsville's neighborhoods and districts need strong guidelines which ensure future renovation, rebuilding and development are context sensitive to the adjoining uses. This will insure that Edwardsville remains a city with diverse housing choices, commercial land uses, employment opportunities and open space/recreational facilities.

All land uses within the City of Edwardsville have differing requirements for access, sewer, water, and public services such as police and fire protection. The location and distribution of land uses, whether residential, commercial, industrial or open space/green space relate to the degree of infrastructure required to support the individual use.

The Comprehensive Plan for Edwardsville advocates the use of land use planning as a tool to better insure that the fundamental relationship between infrastructure and land use is well thought out and fully considers the impacts development (or lack of development) will have on surrounding uses. With that in mind, the Comprehensive Plan introduces the concept of land use compatibility to promote a mix of uses instead of focusing on the separation of uses.

Land use within the area may be reduced to four basic activities; residential, commercial, industrial, and open space. These basic land use activities form the core of the land use districts developed for the Comprehensive Plan. Within these four categories the intensity of the land use activity may vary greatly. The challenge of creating new land use districts for the Plan was providing for a mix of complementary uses within each district while insuring that the intensity of the use does not adversely affect the surrounding area. For each land use district in the Plan, compatibility guidelines have been developed to address planning situations which if left unattended would likely have a negative outcome.

### Land Use Compatibility

The Comprehensive Plan defines a compatible land use as one that relates to and supports activities within a district including a design that has a scale and character to blend with and complement the other uses. Likewise, compatibility applies to uses next to each other within a district. Each land use district in the Plan contains a set of compatibility guidelines which deals with these specifics.

The compatibility guidelines are intended to make certain that any nonresidential or residential development does not detract from the value or marketability of the adjacent property, or diminish the use and enjoyment of the property. Additionally, the compatibility guidelines address the appropriateness of a use based upon the impact on existing and future infrastructure capacity. The following outlines the basic elements of compatibility:

1. Use: supports and complements other uses in district.
2. Location: appropriateness based upon infrastructure and proximity to other uses.
3. Intensity: as measured by square footage, floor to area ratio, dwelling units/acre, height, traffic and area.
4. Design: lot size, setbacks, sidewalks, and street width.
5. Amenity: landscaping, tree preservation and grading.

The Comprehensive Plan provides general guidelines from which a determination of compatibility may be reasonably based. The district compatibility guidelines are intended to be applied when considering land use changes, evaluating requests for rezoning, and to assist with site plan design and review.



## Neighborhood Districts

### Land Use Districts

Given the emphasis on compatibility within the Plan, the five land use districts each have a set of principles and policies that apply to the predominant land uses of the district and the characteristics which make them compatible. Each land use district is defined in the pages which follow. In brief, land use districts can be generally defined as follows:

**Neighborhood District** A broad mix of residential uses which also supports a limited number of nonresidential uses that provide services to the neighborhood residents.

**Commercial District** The Commercial District contains a variety of citywide and regional retail uses, as well as offices, businesses, personal services and high density multi-family dwellings as supporting uses within the district. Most of the retail uses in this district depend on auto access to and from major roadways to support and sustain their business activity.

**Employment District** Employment Districts are locations for basic employment uses, including offices, corporate headquarters, manufacturing, warehouses, and research parks. The district contains significant concentrations of employment within the City and includes supporting uses such as multi-family residential, convenience retail, day care facilities, and restaurants.

**Downtown** Edwardsville's Downtown is intended to be the focal point of the city, serving not just as the government center of both the city and county, but the nexus of economic, cultural, recreational and historic resources and activities as well. This single district is an area of mixed uses and is built at a pedestrian scale.

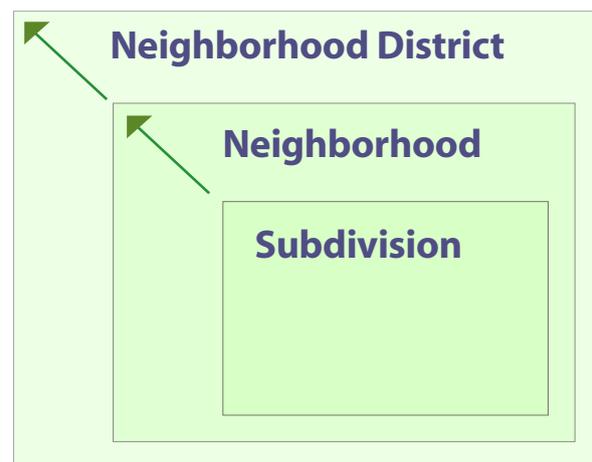
**Open Space/Greenbelt** The Open Space/Greenbelt district is designed to provide for the recreational and aesthetic needs of the residents of Edwardsville. It is also intended to protect sensitive areas, such as flood plains and hilly terrain and to preserve prime natural areas. Uses included in this district are public and private parks; other open spaces, golf courses, and greenbelts.

### What is the Neighborhood District?

A mix of residential uses which also supports a limited number of nonresidential uses that provide services to the neighborhood residents.

### Defining Neighborhood Districts

The Neighborhood District is made up of individual neighborhoods.



Neighborhood Districts should be both liveable and walkable. Liveable implies that a neighborhood is safe, with a focused center and easy access by various means of travel to schools, shopping, and services. Walkable implies that an individual neighborhood area can be walked across in about 10 minutes, with a choice of routes to everyday destinations. Walk-ability of neighborhoods not only also implies that they are also bike-able for residents, but that even households that don't walk have shorter trips and more nearby choices.

Size is a defining feature of a neighborhood and is typically based on a comfortable distance for walking from the center of the neighborhood to its edge; that suggests an area of 40 to 160 acres. The model for a typical Neighborhood District in the developing areas of Edwardsville would

cover 160 acres and would be approximately ½ mile across. The size of the Neighborhood District may be significantly larger or smaller than the typical neighborhood model, depending upon roadways and terrain that define the edges.

Boundaries for the Neighborhood District and the neighborhoods within would include features such as major roadways that create barriers to traffic and natural features such as creeks or lakes which create distinct edges.

In the developed areas of Edwardsville, the boundary for the Neighborhood District and the neighborhoods within may be defined by the transition from predominantly residential areas to commercial and office uses.

### Neighborhood Policies

1. Neighborhood streets and sidewalks are the networks that connect subdivisions to form Neighborhood Districts and should not be used to form barriers between one area and another. Streets with sidewalks should connect residential subdivisions.
2. Promote the inclusion of focal points and amenities within subdivisions.
3. Encourage a diversity of housing types to promote affordable housing.
4. Protect existing neighborhoods from the intrusion of incompatible land uses and assure that all new residential development maintains a consistent quality of housing standards and provision of neighborhood amenities.
5. Support the creation of sub-area plans for established residential areas of the City in order to better insure that these areas retain their unique character and do not become susceptible to incompatible land uses. Among the policy options that sub-area plans may advocate include the creation of urban conservation overlay zoning districts which, through input from property owners, could be tailored to help protect established neighborhoods.
6. Encourage the use of non-continuous streets to avoid speeding and cut-through traffic in subdivisions and neighborhoods. Long, uninterrupted local streets are discouraged.
7. Promote a choice of neighborhood for both home owners and renters by encouraging a mix of housing unit types. Appropriate housing types include:
  - Single-family houses - large and small lot
  - Duplexes
  - Townhouses (single-family attached)
  - Multi-family housing
  - Dwelling units above commercial or office uses in Neighborhood Commons areas.

8. To promote walk-ability/bike-ability and convenience within neighborhoods, street connections between neighborhoods and subdivision is encouraged. Cul-de-sac streets are only appropriate in areas with difficult topography or when used to minimize the environmental impacts on floodplains and wetlands. Developers should be prepared to justify their use of cul-de-sacs only in these instances.
9. Pedestrian/bicycle connectors should be provided if block lengths in a subdivision or neighborhood are greater than 800 feet. Pedestrian easements or trail right-of-way should provide access to parks and trails from adjacent subdivisions.
10. A wide variety of housing types that support the choice of school and allow people to live close to work should be provided.
11. The Neighborhood District should provide for ready access to neighborhood services, day care, health care, dry cleaning, and shopping (see Neighborhood Commons discussion below).
12. Provide for the use of flexible development regulations to balance overall dwelling unit/acre density, achieve a mix of dwelling unit types, and to preserve open space and tree cover. This may be achieved through planned zoning districts, overlay districts, or form-based zoning codes.

### Neighborhood Uses/Densities

The following residential and nonresidential uses are compatible within the Neighborhood District:

1. Single Family Detached
2. Single Family Attached
3. Duplexes
4. Garden apartments
5. Private parks, greenbelts, and trails
6. Public space
7. Recreation facility
8. Schools and other community facilities
9. Church, mosque, synagogue
10. Neighborhood Common
11. Neighborhood Marketplace
12. Planned Unit Developements





### Neighborhood Compatibility Guidelines

The following compatibility guidelines should apply to the planning and development of residential uses within the Neighborhood District:

1. All development within the Neighborhood District will be compatible with the provisions of any applicable watershed and development resolutions adopted by the City Council.
2. The back lot line for new single-family detached subdivisions should only abut other single family lots, unless separated from other uses by a street or natural feature such as a greenbelt, ravine, or undisturbed groups of trees that provide a significant buffer. Large lots with sufficient depth to provide an adequate rear yard buffer may be acceptable.
3. In the developing areas, new subdivisions planned for duplexes with three (3) or more bedrooms should be developed as a Planned Unit Development with a shared centralized parking area.
4. All residential uses, except single-family detached dwellings, may be located within Neighborhood Commons (see Neighborhood Commons section below).
5. Mixing duplex units on a block with single-family detached dwellings is discouraged, unless part of a Planned Unit Development (PUD).
6. Residents should be able to access the center from a collector or local street without having to travel on an arterial street
7. The Neighborhood District should be pedestrian-oriented and offer compatible features for bicycle-oriented travel (e.g. 6 foot sidewalks along collector streets within subdivisions or on-street bike paths)
8. The Neighborhood District should contain an appropriate mix of uses; retail, office, and residential. See "Neighborhood Commons" below as to how commercial uses may be incorporated into Neighborhood Districts.

9. The Neighborhood District should provide a central feature or gathering place for the public (See "Neighborhood Commons" below)

### Neighborhood Amenities

Neighborhoods should be planned to include amenities and focal points. An amenity may be any design which exceeds the minimum(s) required by the subdivision regulations, zoning ordinance, or street design standards that provides a defining character for an area and/or offers the opportunity for the inclusion of a community facility within the development. Possible amenities may include:

- Private or public parks
- Divided roadway with street trees,
- Landscaped roundabouts at four-way intersections
- Additional width of green space between sidewalk and curb
- Trails, greenspace, or connections to these facilities
- Cul-de-sacs offering pedestrian connections
- Special street treatments
- Reserved church, school or park sites
- Street trees
- Athletic fields, community garden space, walking trails or other areas of active open space

These amenities provide a defining character for an area and offer opportunities for community facilities to be included in the neighborhood. Small subdivisions and developments will not need to provide a park or other amenity but should comply with the city's passive and active greenspace requirements.

## Neighborhood Common

The Neighborhood Common is intended to serve as a central unifying element within a Neighborhood District. Its purpose is to serve as a focal point for neighborhood interaction and provide an amenity to the residents. Designed around a park or public space, the Neighborhood Common may include additional features such as a school or church, along with a limited number of small office and retail uses which serve the residents.

To allow for short, walkable trips, the Neighborhood Common should ideally be located in the center of the neighborhood. Other locations may be appropriate, such as the edge of the neighborhood, if it can be demonstrated that the alternate site better serves the residents. A Neighborhood Common is not to be located on arterial streets or at their intersections with other streets and is not intended to serve as a commercial area for the community as a whole, but instead for the immediate surrounding area (within a normal walking distance).

The inclusion of a Neighborhood Common is elective. The design should allow for a mix of uses and densities separate from single family homes yet integrated into the neighborhood. The design of the Neighborhood Common is flexible enough to support many of the attributes of a traditional neighborhood design. Therefore, it is appropriate that Neighborhood Common areas be within Planned Unit Development overlay districts.

A Neighborhood Common may vary in size from two to seven acres in size, based upon the typical neighborhood model, or from one to four percent of the total neighborhood area. Public parks and schools designed into the Neighborhood Common are exempted from the acreage and percentages guidelines. In larger neighborhoods, more than one Neighborhood Common may be appropriate.

Land use and activities for the Neighborhood Common include some of the following:

- a. Park or public space (public or private)
- b. Recreation facility
- c. School
- d. Children's or adult day care
- e. Church, mosque, synagogue
- f. Small professional offices and clinics
- g. Neighborhood market
- h. Other small businesses
- i. Attached single family or multi-family residential

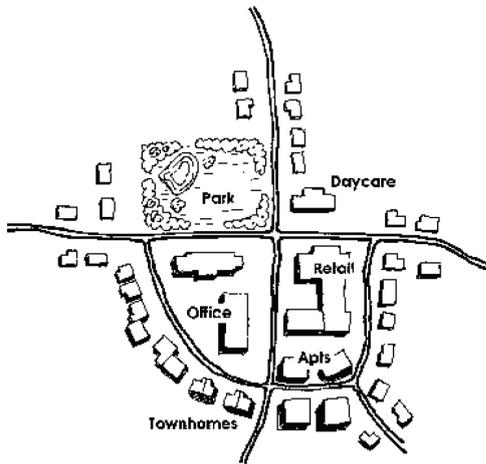
Ideally, each Neighborhood District would include a Neighborhood Common that provides a park or a public space that serves as a year-round gathering place and focal point. The park or public space may be either public or private.

The public space may be a square, plaza, pavilion, or other outdoor space accessible to all residents. If nonresidential uses are included, the park and/or public space should be an integral element of the Neighborhood Common, located in an attractive setting, highly visible and easily observed from public streets.

The following compatibility guidelines, in addition to those for the Neighborhood District, should apply to the planning and development of a Neighborhood Common:

1. Neighborhood Commons should not significantly alter the character of the adjoining neighborhood. As such, it should not attract additional traffic from outside the neighborhood(s) served, or create the demand for additional commercial zoning.
2. Planned Unit Development overlay zoning for office and retail uses is appropriate. The site plan should show detailed building locations, all required parking, landscaping, sign locations, and public space as well as a list of uses and any architectural controls being imposed.
3. Total land area for non-residential uses should not exceed 25% of the Neighborhood Common.
4. Maximum percentage of impervious cover is seventy percent for nonresidential uses;
5. Cut or fill for grading beyond the building footprint or for a parking area should be compatible with any nearby residential lots and, when completed, blend to match the surrounding topography.
6. When feasible, a landscaping strip should be included along the foundation of all buildings in areas not paved for delivery vehicle access or direct pedestrian access to an entrance/exit.
7. The total nonresidential building square footage and the approved uses for the PUD site plan should generate no more than 1,000 Average Daily Trips for all the combined uses.
8. Total building square footage for nonresidential uses should be no more than thirty percent of the lot or building site.
9. Nonresidential buildings should provide space for multiple tenants and uses.
10. A total of thirty percent open space is desirable for the Neighborhood Common overall.
11. Floodplain and/or other unbuildable areas included as part of the park or public space should support the overall design of the Neighborhood Common.
12. All nonresidential uses should have limited signage requirements and attract no more than a limited amount of traffic from outside the neighborhood.

## Neighborhood Common Prototype



### *Neighborhood Common; With 2 Acre Park, Day-care, Small Offices, Retail and Apartments for total*

In general, the Neighborhood Common is intended as a central unifying element within a neighborhood. The Neighborhood Common provides for a mix of nonresidential uses and housing types separate from single family homes yet integrated into the neighborhood.

## Neighborhood Marketplace

At specific locations along arterial streets, a Neighborhood Marketplace with retail uses serving several neighborhoods and higher density residential uses may be appropriate, if developed at a scale compatible to the surrounding area. A Neighborhood Marketplace should be centrally located within the residential areas to be served by the retail uses, preferably at the intersection of arterial streets that are neighborhood boundaries. Neighborhood Marketplaces should be separated by at least two miles and are intended to serve the immediate population within the Neighborhood District. A primary goal of the Neighborhood Marketplace is to provide for short trip distances and multi-modal means of access to the site.

The Neighborhood Marketplace provides for the sale of day-to-day needs and should be built around a primary tenant. The Neighborhood Marketplace should contain a mix of retail and office uses. Ideally, the primary tenant would be a small to mid-sized grocery store (<75,000 sq feet of retail space). Other services may include small office uses, sit-down restaurants, specialty retail uses and service station/car wash, along with high density multi-family residential.

Neighborhood Marketplaces are most appropriately located at the intersection of two arterial streets. No single development should exceed the 100,000 square foot guideline for nonresidential uses. High density multi-family housing and other housing types may be included as an element of the Neighborhood Marketplace.

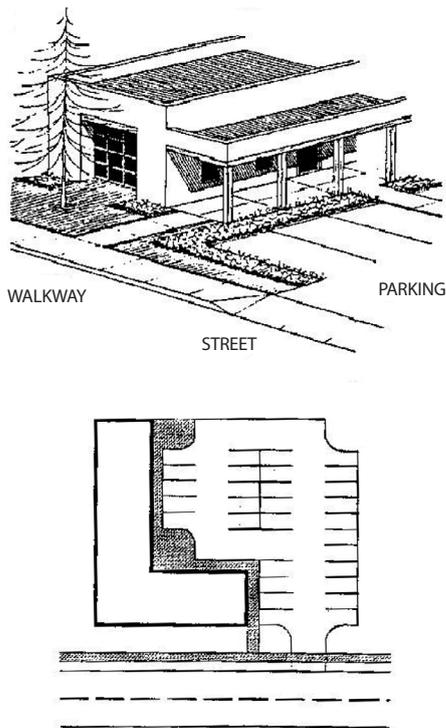
## Neighborhood Marketplace Compatibility Guidelines

The location of Neighborhood Marketplace within the neighborhood district necessitates a scale and style of development which will insure compatibility within the neighborhood setting. The following compatibility guidelines, along with those for the Neighborhood District, should be applied to the planning and development of a Neighborhood Marketplace:

1. Planned Unit Development overlay zoning should be used for all mixed-use office/retail/medium to high-density residential uses;
2. A single Development Plan should apply to the entire site in order to provide for a unifying feature of the development;
3. Sufficient street frontage for the Neighborhood Marketplace should be provided so that appropriate spacing exists for driveways on to an arterial street, especially if access to the arterial will be by driveway. Driveways should be designed to serve all uses within the development. Joint use driveways and cross easements are encouraged;
4. Controlled access onto arterial streets should occur. Driveways should be appropriately spaced based upon accepted traffic engineering standards. Driveways should not be located within the operational area of an existing or future signalized intersection;
5. All street locations should be appropriately spaced from any arterial intersection based upon accepted traffic engineering standards. Driveways and streets should not be located within the operational area of an existing or future signalized intersection;
6. Access should be provided through a system of internal streets or parking aisles;
7. Pedestrian and bicycle access from the pedestrian/bicycle systems to and from the Neighborhood Marketplace should be provided in a safe and convenient manner. Access may come from the sidewalk system along the arterial(s) as well as dedicated ped/bike pathways.



8. Buildings are encouraged to be located so that a percentage of the building front(s) is directly adjacent to the street and provide a pedestrian-oriented site design;



The above illustrations shows examples of the preferred street orientation of buildings. Buildings are placed near the street for easy access for pedestrians while parking lots are placed to the side or rear of the building. These building layouts provide pedestrian friendly site designs, buildings sited near street for convenient pedestrian access and a street corridor which is perceived as being narrower, thereby reducing traffic speeds.

9. Access to all parking areas for individual buildings should be provided from an internal system for traffic circulation;
10. The maximum percent of impervious cover should be no more than seventy percent for any tract or lot;
11. Cut or fill for grading beyond the building footprint or for a parking area should be compatible with any nearby residential lots; and when completed, blend to match the surrounding topography;
12. Pedestrian connectivity through parking lots should be integrated into the overall design of the Neighborhood Marketplace and connect all businesses within the development;
13. A reduction in the number of required parking spaces may be appropriate when the development has a centralized parking area shared by all uses. Additional landscaped area in lieu of parking is encouraged;
14. The landscaping should be specifically designed to integrate and relate to the surrounding residential environment. The quality of the landscaping should highlight and enhance the development and the residential area it serves;
15. When feasible, a landscaping strip should be included along the foundation of all buildings in areas not paved for delivery vehicle access or direct pedestrian access to an entrance/exit.



*The boundary for a commercial district may be defined by the transition from predominantly commercial and office uses to residential areas.*



## Commercial District

### What is a Commercial District?

The Commercial District contains a variety of citywide and regional retail uses, as well as offices, businesses, personal services and high density multi-family dwellings as supporting uses within the district. Most of the retail uses in this district depend on auto access to and from major roadways to support and sustain their business activity.

### Defining Commercial Districts

The Commercial District may be functionally defined by the area that has proximity and access to and from major roadways such as arterials, expressways, and freeways. Commercial Districts are typically located at the intersections of arterial streets to form a commercial center or along a major roadway forming a commercial corridor.

Boundaries for the Commercial District would include features such as highways, arterial and collector streets and geographic features such as creeks or lakes that create distinct edges. In the developed areas of Edwardsville, the boundary for a Commercial District may be defined by the transition from predominantly commercial and office uses to residential areas. Office and high density multi-family residences should be included as part of high intensity mixed use developments, or in areas within the District with limited exposure and access to major roadways. Office use may be appropriate as a transition between commercial uses within the district when next to the Neighborhood District.

### Commercial District Principles

To ensure commercial development that is compatible with the adjacent land uses, appropriate to the traffic flow pattern and access available, and will be supported by existing or planned infrastructure.

### Commercial District Policies

1. Provide for large multi-tenant commercial centers with internal traffic circulation at appropriate locations at the intersections of arterial streets and at interchanges with limited access roadways.
2. Development in commercial districts will be encouraged to locate buildings so that a percentage of the building front(s) is directly adjacent to the street and provide a pedestrian-oriented site design.
3. Support the transition of existing, auto-oriented strip commercial areas to compact and connected mixed uses with pedestrian connections between businesses and neighborhoods.
4. Encourage new multi-tenant strip commercial centers of sufficient size to accommodate convenience and specialty retail, fast food restaurants, and auto oriented businesses.
5. Large retail establishments should be located in either the Neighborhood Marketplace district or in planned multi-tenant community or regional scale shopping centers. Large retail developments should provide pedestrian, bicycle and transit access, and any necessary off-site traffic improvements needed to serve the development.
6. Encourage planned commercial developments that provide the individual entrepreneur the opportunity to develop a private business on an individual basis as both owner and occupant.
7. Encourage connections between commercial developments by providing for shared access, shared parking, and shared signage.
8. Support sub-area plans for the redevelopment of older commercial corridors.
9. Commercial districts should be accessible to transit riders, pedestrians, and bicyclists and accommodate bus shelters/transfer facilities, where appropriate.

### Compatible Uses and Densities

Commercial Districts should be developed in such a way as to protect and use the large public investment in the streets, highways, and support infrastructure. Commercial traffic should not produce a burden on the street network that significantly reduces the carrying capacity of the roadways. Likewise, a higher density for all development within the district would concentrate high intensity business activities and promote the efficient development of areas served by existing infrastructure.

Along arterial roadways, shopping centers that group individual businesses into attractive and organized developments should be the models. The development of individual businesses on a single lot with inadequate arterial frontage is not appropriate, unless driveway access onto the arterial is shared with adjacent uses, or all access to and from the site is provided by a local or collector street. All land uses, public and private, with the exception of some residential uses, may be appropriate to be located within this district.

### Commercial District Uses and Densities

There are uses that by the nature and scale of the commercial activity should generally be located only within the Commercial District. These uses include:

- a. Non-grocery retail businesses > 40,000 square feet
- b. Shopping Center/ Strip Mall > 70,000 square feet
- c. Fast food restaurants
- d. Auto sales and repair services
- e. Motels

### Commercial District Compatibility Guidelines

The following compatibility guidelines should apply to the planning and development of all uses within a Commercial District:

1. All development within the Commercial District will be compatible with the provisions of any applicable watershed and development resolutions adopted by the City Council.
2. The side or back lot lines for all commercial uses should not abut any residential lot, except high density multi-family, unless separated by a natural feature such as a greenbelt, ravine, or undisturbed groups of trees that provide a significant buffer. Large lots with sufficient depth to provide an adequate rear yard buffer may be acceptable.
3. No residential uses, with the exception of high density multi-family dwellings, should be located within a

Commercial District. Existing single family residences and duplexes should be considered transitional uses in the Commercial District.

4. Lots or tracts with arterial frontage should provide shared access across the lot lines including joint-use driveways. Shared access should be encouraged along arterial streets.
5. All commercial and office uses next to Neighborhood Districts and Open Space/Greenbelts should be within a Planned Unit Development overlay district.
6. Commercial and office uses larger than a half acre (0.50 acre) adjacent to or within 500 feet of the Downtown district should be within a Planned Unit Development overlay district.
7. Sufficient street frontage should be provided so that appropriate spacing exists for driveways on to an arterial street, especially if access to the arterial will be by driveway. Driveways should be designed to serve all uses within the development. Joint use driveways and cross easements are encouraged;
8. Within a commercial district, a system of internal streets or parking aisles is desirable to provide access and connectivity between uses without relying upon the arterial street;
9. Controlled access onto arterial streets. Driveways should be appropriately spaced based upon accepted traffic engineering standards, with no more than two driveways per lot. Driveways should not be located within the operational area of an intersection which is signalized or will require signalization at a future date;
10. All street locations should be appropriately spaced from any arterial intersection based upon accepted traffic engineering standards. Streets should not be located within the operational area of an existing or future signalized intersection;
11. Developments with driveways onto arterials that would meet warrants for signalization are not compatible, and should be served by a public street;
12. The amount of cut or fill for grading a building pad or parking area should be minimized and when completed, blend with the surrounding topography. Filling in the 100 year floodplain within the Commercial District and next to Neighborhood and Open Space/ Greenbelt Districts should be compatible with any nearby residential lots and not adversely affect adopted greenbelts.

*In the developed areas of Edwardsville, the boundary for an Employment District may be defined by the transition from predominantly office or industrial uses to residential areas.*



## Employment District

### What is an Employment District?

Employment Districts are locations for basic employment uses, including offices, corporate headquarters, manufacturing, warehouses, and research parks. The district contains significant concentrations of employment within the City and includes supporting uses such as multi-family residential, convenience retail, day care facilities, and restaurants.

### Defining Employment Districts

The Employment District is functionally defined as a workplace destination, typically in an area that has proximity and access to and from major roadways such as arterials, expressways, and freeways. Employment Districts may be located at the intersections of arterial streets, but are characteristically found along major roadways or a rail facility to create an employment corridor.

Boundaries for the Employment District would include features such as highways, arterial and collector streets and geographic features such as creeks or lakes that create distinct edges. In the developed areas of Edwardsville, the boundary for an Employment District may be defined by the transition from predominantly office or industrial uses to residential areas.

High density multi-family residences should be included as part of mixed use developments, or in areas within the Employment District with limited exposure and access to major roadways. Office uses may be appropriate as a transition between industrial uses within the district when next to the Neighborhood District.

### Employment District Principles

To locate major employers in the community in areas with appropriate transportation infrastructure, access to arterial streets, and will be supported by existing or planned improvements.

### Employment District Policies

1. Keep employment districts concentrated in highway and rail transportation corridors with centralized sewer service.
2. Encourage a mix of supporting uses within the employment district such as restaurants, convenience retail, child care, hotel/motel, services, and housing.
3. Office campus-like environments are appropriate in areas along highway corridors and interchanges. Office uses are suitable as a transition from neighborhoods to other higher intensity land uses. The characteristics that distinguish office uses from other uses are:
  - Relatively high numbers of employees per acre.
  - Significant weekday AM and PM peak hour traffic.
  - Typically business hours occur during daylight hours on weekdays.
  - May require large paved surface parking lots with lights for employee parking.
  - Traffic attracted all day long.
4. Employment districts should be accessible to transit riders, pedestrians, and bicyclists and accommodate bus shelters/transfer facilities, where appropriate.
5. Industrial uses are appropriate in areas of the community that do not have high public visibility and areas along highway and rail corridors. Characteristics that distinguish industrial uses from office uses are:
  - Fewer employees per acre than an office of the same size and few visitors.
  - May produce significant weekday AM and PM peak hour traffic.
  - Emphasis on commercial truck and rail access.
  - May require large paved areas for employee parking, outdoor work and storage.
  - Building and site improvements are typically simple and functional.
  - May operate 24 hours a day with three shifts.
6. Supporting uses in employment districts should be located within walking distance of major employment concentrations.

### Employment District Compatible Uses and Densities

Within the Employment District, most of the permitted land uses are of a similar scale and intensity. However, there are industrial uses that have special requirements which, if not planned, may be incompatible with other district land uses.

Industrial uses that have outdoor storage should be located in isolated areas which will not interfere with existing development. These uses may require large tracts of up to 100 acres, highway access for heavy trucks, and/or railway access. The industrial truck traffic should not conflict with commercial and residential traffic, or rely primarily on roadways designed to serve these non-industrial uses.

Employment Districts should be developed in such a way as to protect and use the large public investment in the streets, highways, and support infrastructure. Traffic generated within the district should not produce a burden on the street network that reduces the carrying capacity of the roadways. Along arterial roadways, office and industrial parks/subdivisions that group individual businesses into attractive and organized developments should be the models.

Pedestrian and bicycle access to and from uses within the Employment District should be provided in a safe and convenient manner from the sidewalk along the arterial(s) or via bicycle/pedestrian trail system. Buildings are encouraged to be located so that a percentage of the building front(s) is directly adjacent to the street and provide a pedestrian-oriented site design. All land uses, public and private, with the exception of some residential uses, may be appropriate to be located within this district.

### Employment District Uses and Densities

There are uses that by the nature and scale of the commercial activity should generally be located only within the Employment District. These uses include:

1. All unplanned industrial development
2. Manufacturing
3. Single tenant and general office developments > 40,000 square feet
4. Tractor and farm equipment sales
5. Machine shops and industrial service facilities
6. Truck and rail shipping facilities

### Employment District Compatibility Guidelines

The following compatibility guidelines should apply to the planning and development of all uses within an Employment District:

1. All development within the Employment District will be compatible with the provisions of any applicable watershed and development resolutions adopted by the City Council.
2. The side or back lot lines for all office, commercial and industrial uses should not abut any residential lot, except high density multifamily, unless separated by a natural feature such as a greenbelt, ravine, or undisturbed group of trees that provide a significant buffer. Large lots with sufficient depth to provide an adequate rear yard buffer may be acceptable.
3. No residential uses, with the exception of high density multi-family dwellings, should be located within an Employment District. Existing single family residences and duplexes should be considered transitional uses in the Employment District.
4. All office, commercial and industrial uses within the Employment District which are immediately adjacent to Neighborhood Districts, Open Space/ Greenbelts should be within a Planned Unit Development overlay district;
5. Sufficient street frontage should be provided so that appropriate spacing exists for driveways on to an arterial street, especially if access to the arterial will be by driveway. Driveways should be designed to serve all uses within the development. Joint use driveways and cross easements are encouraged;
6. All street locations should be appropriately spaced from any arterial intersection based upon accepted traffic engineering standards. Streets should not be located within the operational area of an existing or future signalized intersection;
7. Controlled access onto arterial streets. Driveways should be appropriately spaced based upon accepted traffic engineering standards, with no more than two driveways per lot. Driveways should not be located within the operational area of an existing or future signalized intersection;
8. The amount of cut or fill for grading a building pad or parking area should be minimized and when completed, blend with the surrounding topography. Filling in the 100 year floodplain and adjacent to Neighborhood and Open Space/Greenbelt Districts should be compatible with any nearby residential lots and not adversely affect adopted greenbelts.
9. Industrial uses with outdoor storage, rock quarries, and mines should not be located next to the Neighborhood District.



*The boundary for the Downtown District may be defined by areas containing a variety of uses that transition into predominantly owner-occupied single family residential uses.*



## Downtown District

### What is the Downtown District?

The Downtown District is intended to be the focal point of the city, serving not just as the government center of both the city and county, but the nexus of economic, cultural, recreational and historic resources and activities as well. This single district is an area of mixed uses and is built at a pedestrian scale.

A major feature of the Downtown District is its pedestrian scale street environment. Densities are higher here than in other areas, and there is no off-street parking requirement. It includes wide sidewalks, and curb extensions at intersections to facilitate walking. On-street parking throughout the area narrows the streets and tends to slow traffic speeds. Most existing commercial and office buildings are built flush to the front property line, to take advantage of pedestrian traffic on the adjacent sidewalk. New and redeveloped properties should continue that design practice to maintain the pedestrian nature of the district. Street reconstruction projects and traffic signalization also need to be done with pedestrians in mind.

The Downtown District is also intended to be an attractive place for bicyclists, as it is within easy bicycling distance of central area residential neighborhoods. Bicycle parking areas need to be provided in both on-street and off-street locations.

It is important to maximize the opportunities for people to live in the Downtown District.

Residential uses allow people to live within walking distance of all the services and opportunities in the Downtown District. These residents are potential customers for all of the commercial and services located in the central area, but often will not require parking spaces to access these opportunities. The presence of a large number of residents in the Downtown enlivens the area and leads to a wider variety of uses, especially in the evenings when restaurants and entertainment venues are frequented. The presence of people in the area on a 24-hour basis also contributes to a safer street environment and subsequently less crime.

As part of the ideal to maximize the efficient use of land within the Downtown District, the City of Edwardsville should consider the potential benefits of providing off-street parking in a multi-level parking garage facility. Surface lots currently comprise nearly 30% of our Downtown District area. New surface parking lots should be discouraged, and the number of existing surface lots should be gradually reduced. The presence of surface parking lots takes up valuable land that could be accommodating uses that would produce property tax revenue and improve the attractiveness and walkability of area.

### Defining the Downtown District

The boundary for the Downtown District may be defined by areas containing a variety of uses that transition into predominantly owner-occupied single family residential uses.

### Downtown District Principles

The Downtown District provides the governmental, economic, cultural, recreational and historic core of the community and will provide a mix of retail, office, and multi-family residential uses in a highly pedestrian-oriented, street focused environment.

### Downtown District Policies

1. Within the pedestrian core, drive-through facilities are generally discouraged but may be appropriate as an accessory use to banks and financial institutions, if it can be demonstrated that the design and operation of the facility is compatible with the pedestrian environment.
2. Uses that generate high levels of pedestrian traffic should be encouraged on the street-level. Residential uses should be considered as part of a mix of uses within a building when feasible.
3. Multi-family residential uses above commercial uses will be encouraged in order to increase the number of pedestrian-friendly residential uses in the Downtown District.

4. The Downtown District will continue to be the focus of governmental administration and service functions, cultural activities and historic preservation efforts.
5. A transition of land use intensities should be encouraged to buffer Neighborhood Districts next to the Downtown District. The transitional uses should be of an appropriate scale and intensity as to not interfere or adversely affect the residential character of the neighborhoods and should relate to and support the neighborhood.
6. Streets and public spaces within the City Center should be designed to enhance pedestrian and bicycle activity.
7. The Madison County Transit system should maintain the central transfer bus facility located in the Downtown District.
8. Continued enhancement of bicycle parking will be included as part of street designs in the Downtown District.
9. New parking in the Downtown District should be provided in parking structures. Surface parking lots should be discouraged and existing surface parking lots should be gradually eliminated in favor of commercial and residential structures and infill development. Parking structures should have considerations made for the inclusion of retail uses on the street level, place driveways to avoid pedestrian and traffic conflicts, and be designed to be compatible with adjacent buildings.
10. The economic contributions by high school and college-aged students and young adults are an important consideration within the Downtown District. Strategies to make the Downtown more interesting and inviting by providing appropriate social establishments is a goal for the City of Edwardsville.
11. A focused effort to maintain and enhance public art within the Downtown District will further define the Downtown District's identity and highlights its unique character. Edwardsville will continue to develop and support public art to help create interest and add excitement to downtown public spaces.
12. As it continues to grow and become an important and successful weekend activity during the growing season months, Edwardsville should consider a permanent location for the Goshen Market in the Downtown District.
13. The historic neighborhoods which surround Edwardsville's Downtown District consist primarily of mature single family detached homes which provide an opportunity to create a desirable, stable, and affordable residential base within walking distance of downtown. The integrity and appeal of these neighborhoods needs to be preserved and strengthened.
14. To complement adjoining Downtown District neighborhoods and provide needed goods and services to local residents, small-scale office and retail uses and neighborhood-serving stores are encouraged. Their design and architectural form must, however, respect the residential character of the surrounding neighborhood.
15. Historic and architectural resources are plentiful throughout the Downtown District. One of the many benefits associated with downtown Edwardsville's rich history is its many landmark buildings. The style, materials and character of the city's historic treasures must be respected. To do this, both redevelopment and new development projects should be designed in ways that are complementary with existing building forms and materials. Retention of older structures of historical and/or architectural prominence should be protected. The City will continue to count on the expertise of its Historic Preservation Commission to guide and make recommendations in achieving this important objective.  
  
Additionally, policies which discourage development patterns such as shallow commercial lots, rear-loaded service areas, and parking lots that back up to residential areas and older buildings will be adopted to improve the pedestrian-friendly nature and enhance the aesthetics of the Downtown District.
16. The City will adopt a policy which will address the B-1 zoned areas of downtown in which former single family homes are transitioning to professional offices. This policy will clearly outline 1.) whether these uses bring needed services to downtown workers and residents while retaining the quality and character that these structures or, 2.) whether the loss of walkable residential uses in the downtown area is counter-productive to the overall effort of increasing residential housing opportunities while increasing the amount of paved Downtown District surface parking areas.
17. The City will consider the adoption of a "form-based" zoning district that reflects the current character of the Downtown District. Unlike conventional zoning that focuses on separating land uses, form-based regulations focus on building form as it relates to the

streetscape and adjacent uses. A mix of land uses is permitted based upon the context of the building form. Compatibility of uses is achieved through design and orientation, instead of strict land use separation. The City may consider expanding the concept of adopting a form-based zoning code for the entire municipality.

18. In conjunction with the policies outlined in the Parks Master Plan, the City will pursue opportunities to encourage the establishment of small public parks or other gathering spaces suitable in the Downtown District. These may be pocket parks, (e.g., Ninian Edwards Plaza at St. Louis Street and W. Vandalia) or public plazas and the like. Such places may include benches, fountains, and other features that make for an attractive social gathering place.

### Downtown District Compatible Uses and Densities

The Downtown District should be developed and maintained in a way to protect the pedestrian-orientation of the district and to preserve the high-density nature of the downtown and other components that make up this area. The following uses are compatible with the Downtown District:

1. Banks and financial institutions
2. Colleges and universities
3. High density multi-family residential
4. Government offices
5. Retail sales and offices
6. Churches, synagogues, and mosques
7. Hotels
8. Museums, galleries, and performing arts facilities
9. Theaters and night clubs
10. Restaurants
11. Outdoor events such as the Goshen Market

### Downtown District Compatibility Guidelines

1. All development within the Downtown District will be compatible with the provisions of any applicable watershed and development resolutions adopted by the City Council.
2. New public street projects should be designed to slow vehicle traffic speeds. Many existing streets in the district are narrow, having been built prior to the time when motor vehicles were the principal mode of transportation. This pattern should be maintained. Maintaining narrower traffic lanes, providing raised crosswalks, and constructing curb extensions are examples of designs that can keep vehicle traffic at appropriate speeds for an area with heavy pedestrian concentrations.
3. In areas with high levels of pedestrian activity, commercial and office buildings should be built with their orientation to the street to maximize pedestrian access and to support the established building pattern.
4. Surface parking lots are not generally compatible uses in this district. Further, placing such parking facilities next to the Neighborhood District boundary is discouraged. Surface parking prevents the land it occupies from being used to contribute to the high-density and mixed use nature of the area.

*The Downtown District provides the governmental, economic, cultural, recreational and historic core of the community and will provide a mix of retail, office, and multi-family residential uses in a highly pedestrian-oriented, street focused environment.*



*Open Space/Greenbelt district would include the edge of the 100-year flood plain, major or local streets, and edges of subdivisions next to greenbelts.*



## Open Space/Greenbelt

### What is the Open Space/Greenbelt District?

The Open Space and Greenbelt District is designed to provide for the recreational and aesthetic needs of the residents of the community. It is also intended to protect sensitive areas, such as flood plains and hilly terrain from development, and to preserve prime natural areas. Included in this district are public and private parks; other open spaces; and greenbelts.

### Defining the Open Space Greenbelt District

Boundaries for the Open Space/Greenbelt District would include such things as the edge of the 100-year flood plain, and major or local streets. It also could be defined by the edges of subdivisions next to the greenbelts, such as the boundaries of lots on the bulbs of cul-de-sacs.

This district is also intended to include major City and other regional parks and recreational centers. Examples include City parks such as City Park, Hoppe Park, Watershed Nature Center, Glik Park, and Edwardsville Township Park.

### Open Space/Greenbelt Principles

To provide park land, open space, and greenbelts to meet the recreational and aesthetic needs of Edwardsville's citizens, to ensure the preservation of the area's natural beauty, significant wildlife and plant habitats, and to maintain creek water quality.

### Open Space/Greenbelt Policies

1. Insure that bicycle and pedestrian access is provided to and from parks, open spaces, greenbelts and surrounding neighborhoods.
2. Insure that small parks or outdoor spaces are located within walking distance of all residents. The design and location of parks and outdoor spaces should relate to the street and sidewalk system to create a focal point for the residents and should not be merely undevelopable open space in drainage areas or flood plains.

3. Provide for major community recreational facilities.
4. Preserve trees and vegetation along stream flood plains.
5. Encourage an inventory of the ecology, biology, and geology of the Edwardsville area in order to better provide guidance and recommendations to interested parties when development or redevelopment of land takes place. This inventory, in part, will be achieved through the use of aerial spectral photography as well as through interaction with the State of Illinois and staff at area colleges and universities such as Southern Illinois University Edwardsville.
6. Encourage a joint City/County/Township cooperative arrangement for the development of parks, greenspace and recreational facilities within the area. Similar efforts will be made with Madison County Transit in relation to the area's bicycle trails.
7. The city will adopt a City-wide Greenbelt Corridor Plan. This plan will provide the means of preserving greenspace while simultaneously providing corridors and linkages between subdivisions and the MCT Bicycle Trail facilities. Once such a Plan has been adopted, the City's development regulations will be amended in order to facilitate the dedication of greenspace conservation easements, greenspace access easements, and greenspace trail easements when property is subdivided in adopted greenbelt corridors.

### Open Space/Greenbelt Compatible Uses and Densities

Open spaces and greenbelt areas can serve a variety of functions. Greenbelts can function as the boundary between neighborhoods by buffering residential neighborhoods from non-residential zoning, such as commercial areas. Greenbelts serve to prevent the development of flood-prone lands and the costs and problems resulting from such activity, and preserving the trees and open lands in such areas.

Greenbelts are primarily located along major creek corridors within the Edwardsville area, encompassing the flood plain and the creek itself. The Greenbelt Plan adopted by the City Council includes the corridors of following principal creeks:

- Burroughs Branch
- Cahokia Creek / Cahokia Diversion Canal
- County Ditch
- Delaplaine Branch
- Gordon's Branch
- Judy's Branch
- Little Mooney Creek
- Mill Creek
- Mooney Creek
- Silver Creek
- Sugar Creek

The greenbelt system has potential for both recreational and transportation benefits with the addition of pedestrian/bicycle trails in the corridors. An interconnected trail system directly from Edwardsville's neighborhoods and subdivisions which link with the Madison County Transit trail system provides the opportunity for walking and bicycling connections across the Metro area. Such a system allows for connections between major recreational facilities (e.g., Watershed Nature Center and Edwardsville Township Park). It provides access across major barriers to pedestrian and bicycle travel, such as major roadways and waterways. Residents may use these trails for work, school and pleasure trips. Pedestrian and bicycle access from adjacent districts, especially neighborhoods, is important if open space/greenbelt districts are to be used to their full advantage.

Areas of the greenbelt threatened by development should be identified and considered for acquisition by the City. Greenbelt sections that are suitable for bicycle and pedestrian trails should be identified and a trail plan should be considered by the City Council.

### Open Space/Greenbelt Uses/Densities

There are uses that by the nature and scale of the activity that should generally be located only within the Open Space/Greenbelt District. These uses include:

1. Public or private parks: Park facilities are natural uses within the open space/greenbelt district. Both major community parks and neighborhood parks are compatible uses. Recreational facilities based around a lake would be included as well.
2. Playing fields for organized sports: Such playing fields are often part of park facilities, more typically in major community facilities such as Hoppe Park. They also are frequently found in conjunction with parks next to schools, which would usually be located within neigh-

borhood districts. Major facilities, with parking for hundreds of vehicles, such as a high school or university stadium or fairground are generally not compatible within this district. These uses are too intensive to be located in an Open Space/Greenbelt district.

3. Pedestrian/bicycle trails: Additional trails would also be desirable to encourage and allow wider use of alternative transportation modes across the entire Metro area. These would provide for recreation use, as well as promoting walking and bicycling.
4. Nature preserves: Like parks, nature preserves, whether publicly or privately owned, are natural uses for this district.
5. Golf courses and driving ranges: Golf courses and the associated facilities as well as driving ranges are appropriate for this district.
6. Community Centers and Private Meeting Facilities: This would include community recreation centers and other private meeting facilities such as alumni centers, and community organizations.
7. Storm water facilities
8. Agricultural uses, including crops and grazing livestock. This would include typical row crop plantings in creek bottoms, and the grazing of livestock on pasture or crop stubble.

### Open Space/Greenbelt Compatibility Guidelines

The following compatibility guidelines should apply to the planning and construction of all uses within an Open Space/Greenbelt District:

1. All development within the Open Space/Greenbelt District will be compatible with the provisions of any applicable watershed and development resolutions adopted by the City Council.
2. In sections of the district that are part of the greenbelt, the greenbelt corridor should have a width of 100' or wider, unless that portion of the naturally occurring flood plain is less than 100' in width.
3. Cut and fill should not be allowed within the naturally occurring floodplain in stream corridors designated as part of the City greenbelt. The only exemptions would be for planned street projects, such as connections or extensions that are part of the City's transportation plan, or for the construction of pedestrian/bicycle trail projects.
4. Pedestrian and bicycle accesses should be allowed to provide connections from the Open Space/ Greenbelt district to adjacent subdivisions, whether residential or non-residential. These accesses should be a maximum of 10' wide and constructed of either permeable gravel surface or asphalt or concrete, and should tie into sidewalks or other pedestrian facilities in the subdivision.



*The Parks and Recreation Master Plan is an equal and complementary plan to this Comprehensive Plan document. The two plans work in conjunction to enable residents to readily access Edwardsville's recreational facilities.*

## Parks

5. Buildings and parking lots, except recreational structures and parking associated with park facilities, should not be located within an Open Space/Greenbelt District.
6. In those corridors that now contain pedestrian/bicycle trails, pedestrian accesses should be provided to adjacent neighborhoods. Such accesses may be public rights-of-way and make connections to public sidewalks or streets, or they may be either public or private easements. For private easements, the accesses should be maintained by the homeowners' association of the subdivision.
7. All greenbelt trail projects should maintain compatibility with any existing residences next to the trail through such means as landscape buffering and screening, berms, and other natural buffers. Trail projects will be developed with routes compatible to existing subdivisions, such as crossing the creek corridor when possible to avoid individual residences.
8. Future subdivision developments next to the greenbelt corridors with existing or planned trails should be encouraged to provide pedestrian/bicycle access to those trails. The right-of-way for these connections should be dedicated as part of the platting process, or the necessary easements shown on the final plat for the respective subdivisions.

The City of Edwardsville has adopted a Parks Master Plan that establishes policies for City-wide parkland needs. The text of the Parks Master Plan includes a brief history of how Edwardsville's parks and recreational facilities came to be. In addition, it takes a straightforward view of how, over the years, the City has been challenged in providing neighborhood parkland (parks within walking distance (one-half mile or less) of all residents) and community-wide parkland (parkland greater than 5 acres in size which provides for a wider range of passive and active recreational opportunities) and what it can do in order to increase its ratio of recommended parkland facilities/acreage on a per resident basis.

To facilitate the future implementation of neighborhood and community parks as outlined in the Parks Master Plan, representatives from Parks and Recreation should be involved early in the development process so potential park sites can be identified.

As recommended in the Parks Master Plan, a systematic approach for park location and park land acquisition should be developed. Options include:

1. A permanent fund for park land acquisition;
2. Credits to developers for private parks or open space within developments.
3. Seek qualitative parcels and land donations for parks of interesting character and best
4. use for the community to develop new parks and green infrastructure.
5. Review opportunities to use federal, state, local and private funding programs to expand park facilities.

Finally, it should be noted that the Parks and Recreation Master Plan is considered to be an equal and complementary plan to this Comprehensive Plan document. Every attempt has been made to ensure that the goals and initiative expressed in both plans are fully compatible and not contradictory. To this end, it is strongly held that these two plans will work in conjunction to enable Edwardsville residents to readily access their community's recreational facilities by a wide choice of transportation methods and, once there, allow them to fully participate in the types of physical activities of their choosing.





## Special Interest Land Use Planning Areas

In preparing a Future Land Use Plan for the City of Edwardsville's Comprehensive Plan, a number of land parcels were highlighted (appearing in orange on the Future Land Use Map in Appendix D) and identified as "Areas of Special Interest." These diverse properties are viewed by the City of Edwardsville to be particularly unique in that they offer opportunities to enhance the quality of life for Edwardsville's citizens in unique ways.

*NOTE: Parcels below were NOT identified based on availability from respective land owners. In addition, as of this writing no discussion or consultation has occurred with the owners of the properties noted below; they were strictly evaluated for the purposes of identifying \*possible\* future land uses should they become available over the next 10-20 years.*

**American Bottom (unincorporated area)** Located on the west side of Edwardsville, north of Interstate 270 and on both side of Il Route 255, the unincorporated areas of the American Bottoms within the Edwardsville planning boundary (1.5 miles) are unique for a variety of reasons including: 1.) This area has been one where a great deal of warehouse storage and trucking industry uses have developed over the past 10 to 15 years. The Comprehensive Plan anticipates that this trend will continue for the foreseeable future and may continue to expand as a key area of employment; 2) This area is within a designated 100-year floodplain which is protected by the Chain of Rocks Levee and the Wood River Lower Levee. As of this writing, the Federal Emergency Management Agency is reviewing the adequacy of these levees in order to ensure that they continue to protect this floodplain area. Additional requirements related to protecting buildings constructed within this area may be imminent; 3) Portions of the American Bottoms area are in or near a Tax Increment Financing district (TIF) and an Enterprise Zone.

**American Legion Golf Course** This golf course located off IL Route 157 south of Schwarz Street is an important open space area within Edwardsville. The MCT-maintained Goshen Trail is adjacent to the southern boundary of this property. The main entrance to the site is approximately 2.5 miles from the main campus area of Southern Illinois University- Edwardsville.

**Northeast and northwest corners of the intersection of New Poag Road and N. University Drive** New Poag Road is a major east-west arterial street located in the northwest corner of the City of Edwardsville. While largely undeveloped at this time, N. University Drive serves as a major access point to the northern portions of Southern Illinois University Edwardsville. Generally speaking, this intersection holds the potential to be a major commercial intersection. An Employment District or Commercial District would be appropriate at this location. A Neighborhood Marketplace is also a possibility if residential development takes place in this unincorporated portion of Madison County. Depending on the level of mixed uses, this area is a candidate for infrastructure investment that can support sustainable development.

**Driving Range at 3449 Old Troy Rd** This area of roughly 12 acres is comprised of two parcels with frontage on Old Troy Road, a collector street. To the immediate south is the MCT Nickel Plate Trail and the south half of the parcel may offer a unique opportunity for trail access for bikers and walkers. The two parcels would also be considered a "transitional" area from the commercial uses to the west.

**333 S. Main** This roughly 9 acre tract is the former location of the Madison County Shelter Care facility, which was demolished in 2009. The site has street access to S. Main Street and Schwarz Street. While there has been speculation that there are grave sites on the property, the residentially zoned tract offers a unique opportunity for a variety of different uses close to the Downtown District.

**6469 and 6366 Center Grove Rd** This roughly 55 acre site with an industrial zoning classification is the location of an important manufacturer of concrete (Keller Construction) and pre-cast concrete products (Kienstra) for the area. While brownfield or grayfield issues would need to be evaluated, its central location, size, access to two major thoroughfares and proximity to Southern Illinois University Edwardsville offers a wide variety of potential mixed-use uses, such as parkland, multi-family housing and a light-rail station terminal, should one be extended into Madison

County in the future. Depending on the level of mixed uses, this area is a candidate for infrastructure investment that can support sustainable development.

**1210 N. Main** This approximately 1.50 acre parcel presently contains the historic Lincoln School, a locally designated historic property. Built in 1911 as a public education facility for black children, the original building remains intact today. While in need of significant repair, the building, if adaptively re-used, has a great deal of potential as an anchor for the N. Main Street commercial district as a means of attracting business activity to the Downtown District. There is also high potential for the building to be used as a “business incubator.” It is only 0.25 miles from the MCT Watershed Trail head.

**N. Main Street TIF District** Adopted by City Council in 2008, the North Main Street Tax Increment Financing District is roughly bounded by College Street to the south and Old Alton Edwardsville Road to the north. The North Main Street corridor is an important entry point into the city. A top priority for the use of TIF funds is to enhance the visual appearance of this area, much like earlier TIF Districts enhanced the appearance of Downtown since the 1990’s. The southern portion of the TIF is generally commercial as part of the northern end of Edwardsville’s Downtown area. Going north along the North Main Street corridor, the land uses transition between a mix of commercial and residential (both single and multi-family). This area also contains a considerable number of historic properties, some dating to the early 1800’s, so special consideration will need to be given as to how the character of this corridor is maintained as TIF dollars become available for improvements to the area. The City should consider conducting a design charrette for this area during the early stages of the North Main Street TIF district.

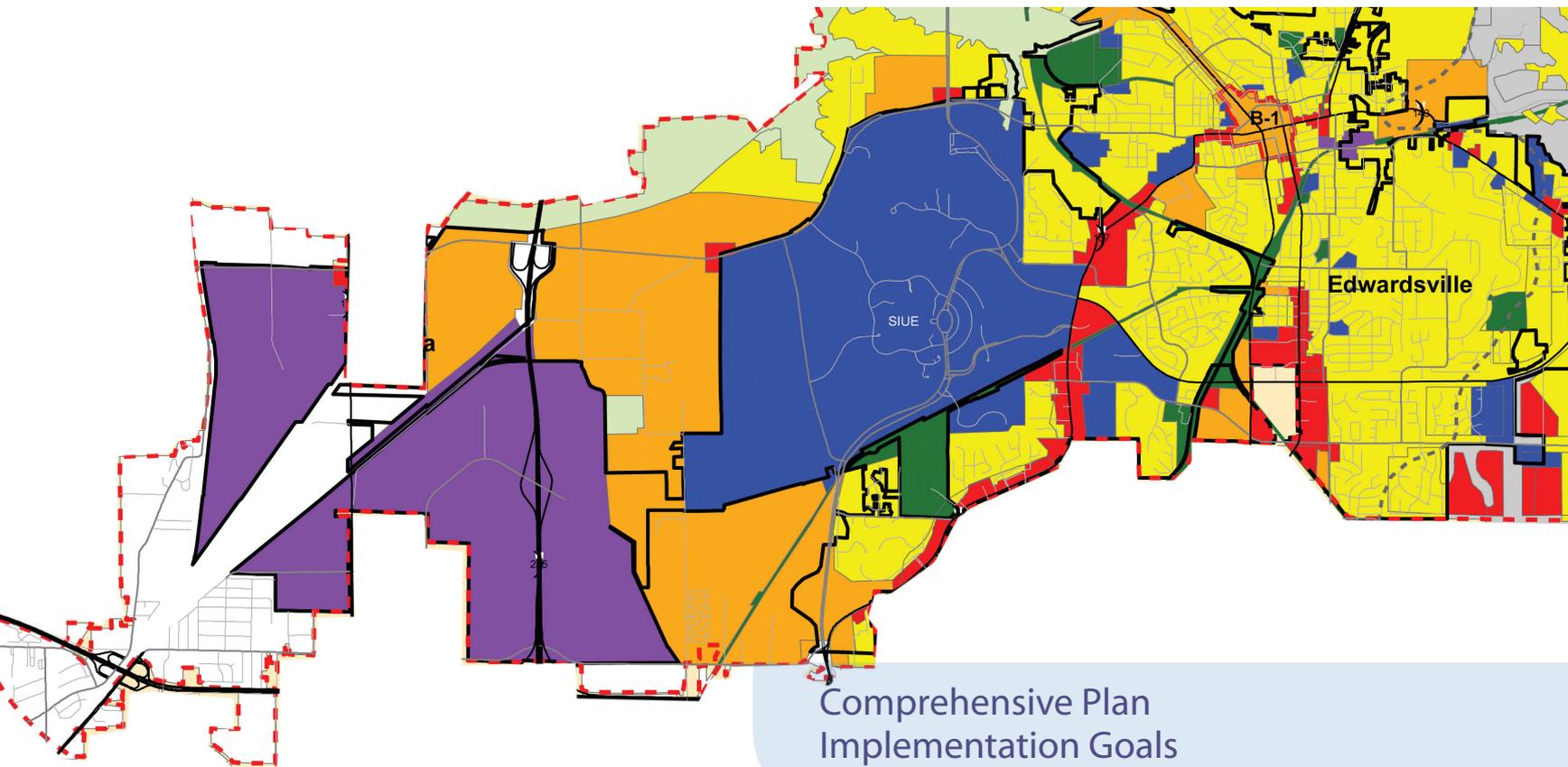
**“Residential to commercial” transition areas within the B-1 areas of Downtown** The areas referred to here are specifically identified as 1) The west side of Fillmore from E. Park to Hillsboro; 2) The east and west sides of Kansas Street from Schwarz to Hillsboro; 3) S. Main from Schwarz to E. Vandalia; 4) Park Street from Grandview to Fillmore; 5) N. 2<sup>nd</sup> Street from St. Louis Street to Abner; 5) Randle Street from Clay to St. Louis Street; 6) Schwarz from Main Street to Buchanan. These six areas can be generally characterized as residential structures intermixed with former residential structures which have begun to transition to goods and services-related businesses such as dental and medical offices, general offices including finance companies, engineering and law firms, local services such as barber shops and photography, and general retail sales. As these six areas are zoned B-1, there is no requirement for

the provision of off-street parking. However, most of these businesses provide on-site parking for their customers nonetheless. Moving forward, it is recommended that the City adopt better guidelines as to how this area is expected to develop over the next 20 years. A determination needs to be made as to whether it is appropriate for more residential structures make the conversion to commercial uses. Additionally, city policy makers should decide if the existing structures can and should be demolished in order to allow for larger commercial uses (e.g. demolishing multiple structures and combining existing lots). In short, a policy should be adopted that states what the City’s viewpoint is on residential-to-commercial conversions in this area and whether a protective zoning overlay be adopted to ensure that the character of these streets remains intact.

**Northwest and southwest corners of Plum St. and Governors’ Parkway** This property, which is owned by Madison County, is presently zoned multiple family residential and contains approximately 16 acres. It is transected by Governor’s Parkway. Immediately to the east is the Edwardsville Crossing shopping center. Immediately west is the MCT Goshen Trail. A major trail intersection, which provides access to the Nickel Plate and Nature trails, is located at the northern tip of this property. It is ideally suited for mixed commercial/medium density residential development. Southern Illinois University Edwardsville is approximately 1.25 miles to the west. Depending on the level of mixed uses, this area is a candidate for infrastructure investment that can support sustainable development.

**Northwest corner of the intersection of IL Route 143 and Schwarz Street and the northeast corner of the intersection of IL Route 143 and Pin Oak Road** This 133 acre forested property is owned by the Richards Brick Company, which has been in operation since 1890’s.

**Industrially zoned area bounded by 1st Avenue/Bryant Avenue/2nd Avenue/Troy Road** This M-1 zoned area surrounded by residential and commercial property is comprised of roughly 13 acres. Industrial zoning in this location came as a result of intersecting railway lines which has since been turned into pedestrian trails or right-of-way for the Plum Street/IL Route 159. While some industrial-related activity still takes place in this area, planning staff have observed that many of the uses in this area are transitioning back to commercial or residential uses. This area offers an opportunity for mixed-use residential development in the future, with an emphasis on multi-family housing, due to its proximity to shopping, major roadways and the MCT bicycle trails. Depending on the level of mixed uses, this area is a candidate for infrastructure investment that can support sustainable development.



## Comprehensive Plan Implementation Goals

**South University Drive/Chain of Rocks Road/Interstate 270 area** This mostly commercial-zoned area comprised of approximately 25 acres roughly a quarter-mile from the IL State Route 157 interchange with Interstate 270 is a key “gateway” to the City of Edwardsville and Southern Illinois University Edwardsville. Terrain in the vicinity may make development difficult. Access to these tracts would need to be carefully managed due to terrain issues and any development would need to insure that stormwater management and landscape screening issues were addressed. Special consideration should also be given to encouraging low-profile rooftops and minimizing driveway curb cuts in order to better retain the character of this area.

### Land Use and Compatibility - Summary

As the description at the outset of this section stated, Edwardsville is a city comprised of a wide variety of unique and special districts and neighborhoods. A key goal of the Comprehensive Plan is to insure that each of Edwardsville’s neighborhoods and districts are provided with strong compatibility guidelines which ensure future renovation, rebuilding and development is context sensitive to the adjoining uses. The logical next step beyond stating this goal in the Comprehensive Plan is to explore opportunities to incorporate a context-sensitive form based code into the Zoning Ordinance. A finely crafted regulatory code would take Edwardsville beyond the guidelines stated above and create an ordinance that will help insure that Edwardsville becomes the city envisioned by this Comprehensive Plan document.

The following Implementation Plan is established for the City of Edwardsville’s Comprehensive Plan:

#### Zero to 3 years:

- Conduct a comprehensive review of the City’s zoning ordinances. Review will include how the Zoning Code could be reorganized for ease of use as well as consideration given to creating new zoning classifications, such as a “planned commercial” zoning district, an “agricultural” zoning district (See Appendix A - page 65) and a R-2 Two-Family dwelling district designation. Analysis will also take place as to whether the adoption of a City-wide, context-sensitive Form Based zoning code should take place (see Appendix A - page 68).
- Revise the PUD zoning requirements.
- Having already adopted Phases 1 and 2, adopt any future phases of the I-55 Corridor Plan in order to insure that it is fully implemented.
- Review existing Land Development Code and Subdivision Regulations to determine whether development requirements should be amended. Review will include an analysis of the impacts of requiring new subdivisions make pedestrian and bicycle linkages between subdivisions and/or to the MCT trail system.



- Develop a Council-adopted Multi-Use Bicycle and Pedestrian Trail Master Plan with the assistance of a Bicycle and Pedestrian Commission (to be appointed by the Mayor) and Madison County Transit. Plan will coordinate with the MCT Trail System to show current and planned future off-street trail paths suitable for all pedestrian and bicycle users and on-street routes designated for bicycle riders of all skill levels. The end result will be an interconnected trail system directly from Edwardsville's neighborhoods and subdivisions linked with the Madison County Transit trail system which provides the opportunity for walking and bicycling connections across the Metro area.
- Establish a permanent fund for park land acquisition in order to provide a means by which the 2009 Parks and Recreation Master Plan can be better implemented.
- Based on the guidelines of the Parks and Recreation Master Plan which establishes goals for "acres of parkland per resident", systematically seek parcels and land donations of interesting character and best use for the community to develop new parks and green infrastructure.
- Revise the sidewalk inventory plan which shows current sidewalk locations and highlights where sidewalk linkages should be made along arterial and collector street corridors and to the MCT trail system.

The City will continue to keep its sidewalk inventory list up-to-date and, from this list, sidewalk repairs and new installations will be prepared and prioritized. Once completed and as budgets allow, older side-

walks will continue to be repaired, newer sidewalks where they do not currently exist will be installed based on the priority ranking and consideration will be given to providing rest areas along high-use pedestrian paths, trails and sidewalks.

- Conduct an affordable housing study.
- Conduct a design charrette for the North Main Street TIF district.
- Develop a Strategic Economic Development Action Plan
- Adopt a downtown parking master plan and begin process of bringing interested parties together in order to determine a location and develop a downtown parking structure.

#### 4-7 years:

- Land assembly for a new downtown parking structure complete.
- Implement the Multi-Use Bicycle and Pedestrian Trail Master Plan based on recommendations of the Bike and Pedestrian Commission and the City Council.
- Implement sidewalk improvement plan based on recommendations of the Bike and Pedestrian Commission and the City Council.
- Implement the recommendations of the affordable housing study.
- Implement the outcomes of the North Main Street TIF District design charrette.
- Begin process of making a final determination of an interchange location for the I-55 corridor north of the 270 interchange/south of IL 143 interchange.

#### 8-10 years:

- New downtown parking structure with first floor commercial uses completed.
- North Main Street Tax Increment Financing District has resulted in achieving enhanced entry to downtown Edwardsville along North Main Street, from Vandalia to Old Alton Road/Illinois Route 159.
- Construction begins on new interchange along the I-55 corridor north of the 270 interchange/south of IL 143 interchange as a result of efforts during years 4-7.

## Appendix A Policy Alternatives

|  |    |
|--|----|
| Establishing an “Agricultural Zoning District” in Edwardsville | 65 |
| Creating a Development Standard Program                        | 66 |
| Form-Based Zoning Codes  | 68 |
| Living in Place Initiative                                     | 71 |
| Creating a Design Review Board                                 | 72 |
| LEED-certified Buildings and Developments                      | 73 |

### Establishing an “Agricultural Zoning District” in Edwardsville

#### What is the Agricultural District?

The City of Edwardsville is reviewing a policy alternative of adding an “Agricultural District” to our land use and zoning codes. The purpose of an Agricultural District would be to provide for a variety of compatible farm-based activities such as crops, grazing of animals, orchards, trees or forest lands, and any other use pertaining to farming or agricultural research. The Agricultural District would also serve as a means of protecting sensitive areas, such as flood plains and hilly terrain, from development, and to preserve prime farmland areas should the property owner decide to request this zoning designation.

#### Defining the Agricultural District

Unlike many of the other districts outlined in the Comprehensive Plan, boundaries for the Agricultural District may be more challenging to define as they require large tracts of land often used in a wide variety of ways, whether for animal grazing or raising crops. These uses may change depending on the time of year and may change annually based on recommended agricultural practices such as crop rotation. Additionally, agricultural uses offer a wide variety of positive and negative externalities and limitations. Among potentially incompatible uses with urbanized land which may routinely and should rightfully take place on agricultural land include chemical fertilization, crop pestilence spraying and animal feeding operations.

#### Agricultural District Principles

To provide agricultural land which meets the needs of both the occupant/land user of the agriculturally-oriented property and the neighbors adjoining this property in order to ensure the preservation of the area’s rich agricultural history.

#### Agricultural District Compatible Uses and Densities

Agricultural uses can serve a variety of functions, from open space needs to the provision of locally grown produce and livestock. Agricultural land can also function as the boundary between neighborhoods by buffering residential neighborhoods from non-residential zoning, such as commercial areas. However, in order to insure that residents have a level of assurance that agricultural land will not be rezoned or redeveloped in a way incompatible with adjacent uses, the City needs to develop a policy whereby the development of agricultural land is limited so that redeveloped property meets the needs of all adjoining property owners.

#### Agricultural Compatibility Guidelines

All single-family residential uses would be compatible within the Agricultural District. So as to insure that agricultural uses can reasonably operate on land so designated, side and rear yard setbacks should be greater than required in other residential zoning districts. A 25-foot side and rear yard would be typical in an agriculturally-zoned land use district.

In addition to the dwelling unit, agricultural uses should also allow all the types of structures normally associated with agriculture, including storage bins, barns, sheds, tool



## Creating a Development Standards Program

houses, garages, and any other use or facility ancillary to farming or open land. A second dwelling unit on lots of two and five tenths (2.5) acres or more should be allowed. Greenhouses and plant nurseries for wholesaling only should be allowed. However, manufactured homes should not be allowed on property within the Agricultural District.

Agricultural District minimum lot sizes should be sufficient to allow for crops, grazing animals, orchards, trees or forest lands, and any other use pertaining to farming or agricultural research. 2.5 acres should be the minimum acreage on non-residential lots.

### Policy Guideline for future Agricultural District

The City of Edwardsville should establish an Agricultural District policy which states that, when land is annexed into the City of Edwardsville and the petitioner wishes to have his/her land within the Agricultural District, the City and the petitioner will sign a mutually agreed upon contract. This contract will establish an overlay zoning designation over the agriculturally-zoned land. This overlay district will clearly lay out how the property could be used if it was ever rezoned, the maximum allowable density (if residentially zoned) or average daily trips (ADTs) allow (if commercially or industrially zoned) and what types of public utilities such as the extension of water and sanitary sewer services will be extended to the subject tract should such a rezoning take place. In effect, the Agricultural District within the City limits could become a "land bank" where adjoining neighbors would know the maximum limits of what could take place on the agriculturally zoned property.

The City of Edwardsville is committed to attracting and attaining high quality residential and commercial development in our Neighborhood, Employment and Commercial Districts. One goal of the Comprehensive Plan is to explore ways by which this can be achieved.

A policy option some communities striving for the same objective have implemented is a Development Standards Program (DSP). The objective of a Development Standards Program is to help insure that development is unique, sustainable, and provides for a sense of "place." In so doing, the DSP establishes a set of "points for performance" standards, essentially giving development proposals points for including certain features or amenities in the project's plan. Developments are required to comply with the Development Standards Program before becoming eligible for preliminary plat approval.

Proposals receive points by meeting the developer's choice of the conditions identified in the table below. Some conditions are worth more points because they add more to the quality of life than others.

The DSP below has been implemented in Madison County, Georgia. One requirement on this list is mandatory: Both preliminary and final plats must contain a table listing the standards that will be incorporated into the project. Projects must receive 180 points to be eligible for approval.

An alternative to Madison County, Georgia's "minimum points" DSP would be to adopt a "bonus" program where developers would receive incentives such as density increases based upon the amenities provided. Other alternatives exist as well, including the LEED 2009 for Neighborhood Development Rating System which uses a point-rated system similar in concept to the one outlined below (More at: <http://www.usgbc.org/ShowFile.aspx?DocumentID=6406>) (See page 73 for more on LEED ND Standards.)

Whether or not a DSP is adopted by Edwardsville's City Council, the criteria below are interesting to consider as these are the types of amenities that many citizens seek in their neighborhoods.

## Development Standard Point Value

### Mandatory

1. Development proposal meets all requirements of the City's Subdivision Regulations, Zoning Ordinance, Erosion and Sedimentation Control Ordinance and Stormwater Ordinance – *50 points*

### Landscape/ Site

2. Development is a conservation subdivision (clustered housing on a portion of the site while keeping other portions of the site undeveloped in order to preserve natural features) – *70 points*
3. Development blocked from view of road in all seasons by berms, evergreens, or equivalent landscaping - *20 points*
- 4a. Development establishes new tree cover on parcel (See attached tree list, coverage definition, and procedural requirements). Trees must be planted in topsoil and mulched. This option is primarily intended for land that was recently in pasture, or for other reasons is essentially devoid of trees. 10 points for every 5% of the parent parcel that is planted with new trees. Proposals can receive a maximum of 50 points for this item. *10-50 points*
- 4b. Development maintains parcel's existing tree cover. 10 points for every 10% of original tree cover that is left standing, starting with a minimum of 60%. For example, if 60% of the existing tree cover is left standing, the proposal will receive 10 points. If 70% of the original tree cover is left standing, the proposal will receive 20 points, if 80% is left standing, the proposal will receive 30 points, if 90% will receive 40 points, and anything over 90% will receive 50 points. (This option may only be used for parcels with at least 50% of the parcel originally covered by trees). *10 – 50 points.*
5. Development contains a mix of land uses (preferably integrated mixed uses, which might include commercial space at street level and residential space above, or the creation of a small shopping district). - *30 points.*
6. Development bordered by pre-existing residential property (20 points for every 10% of the property that is bordered by pre-existing high or medium density residential property) – *20-100 points.*
7. All lots in development have sodded front yards with sprinklers equipped with rain sensors, or are Xeriscaped. – *20 points*
8. All lots in development, including front and back yards, are sodded and watered by sprinklers equipped with rain sensors, or are Xeriscaped. – *30 points*
9. Development is built with street trees along lot frontages – *10 points*

## Building/ Infrastructure

10. Development is built to LEED (Leadership in Energy and Environmental Design Green Building Rating System, developed by the U.S. Green Building Council (USGBC)) for homes standards - *70 points*
11. Houses are built to International Energy Conservation Code (IECC) 2000 or to Earth Craft House standards ([www.earthcrafthouse.com](http://www.earthcrafthouse.com)) – *50 points*
12. Houses are built using brick or cement-fiber (Hardiplank, etc...) siding – *50 points*
13. Houses built on crawl spaces or basements – *30 points*
14. Development is built with houses oriented to take advantage of passive solar heat – *10 points*
15. Development is built with street and house lights that project light downward rather than upward - *10 points*
16. Houses built with covered front porches – *10 points*
17. Houses built with covered back porches - *10 points*
18. Subdivision built with all utility cables underground – *20 points*
19. Subdivision built with a range of house sizes, with 10-40% below 1400 sq. ft, 10-50% between 1500 and 2400 sq. ft., and 10-40% above 2400 sq. ft – *40 points*
20. Houses built with detached garages at rear of house, or with attached garages with entry at rear of building – *30 points*

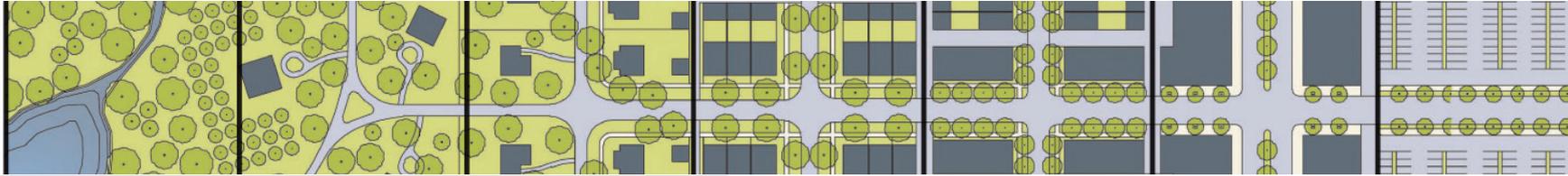
## Recreation

21. Development includes a level, sodded, open area large enough for a small football/ soccer or athletic field (min. 50 yards x 100 yards, could be a park with additional landscaping, picnic tables, etc to complement open area) - *30 points*
22. Development is built with sidewalks – *20 points*
23. Development includes a basketball court, jungle gym or other small recreational facility - *10 points*
24. Development includes walking trails through wooded or undeveloped areas – *20 points*

## Other

25. Builder/developer proposed and constructs/implements other alternative amenities 0-100 points

*\* The purpose of creating option 4a is to give the developer credit for establishing new areas. Clear cutting to create a parcel devoid of trees will not allow anyone to take advantage of 4 a.*



## Form-Based Zoning Codes

As of the writing of this document, the City of Edwardsville's zoning ordinance code is a "use-based" code which emphasizes what activities can take place on property rather a "form-based" code which focuses on the physical form of structures. Staff research has revealed that Edwardsville has had a use-based zoning code since about 1957. While significant changes have occurred in the subsequent 50 years, such as the adoption of Planned Unit Development (PUD) overlay districts, the basic elements of the 1957 zoning ordinance are still intact.

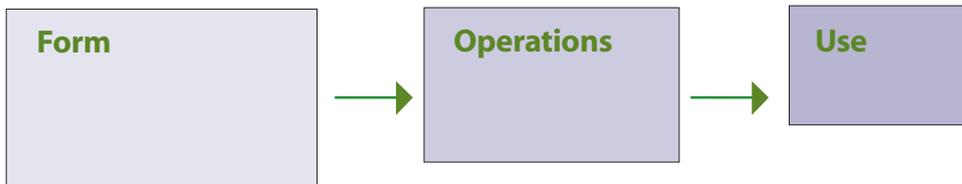
This is not unusual; the vast majority of zoning ordinances used by municipalities and counties throughout the United States use a "use-based" zoning code. In addition, while it has shortcomings in its "one size fits all" approach, use-based zoning codes have also proven to be effective in producing predictable results. As a result, adjacent property owners may not always be satisfied with the appearance of what gets built on a particular parcel, they at least know what activities can take place on that parcel and therefore can predict "externalities" such as traffic generation, noise, maximum building scale, light spillover, as so forth.

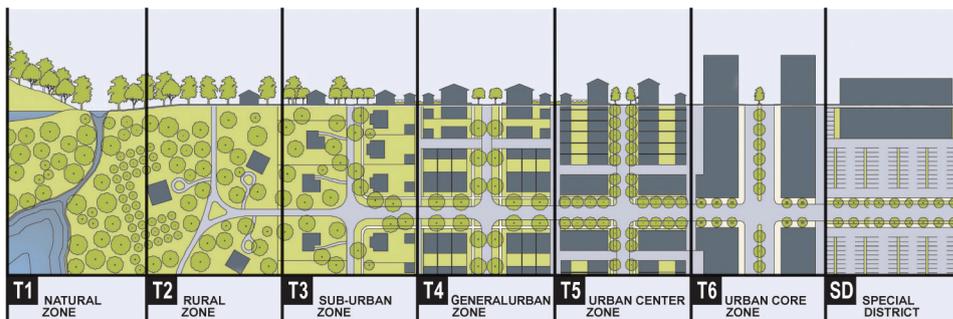
Now, as the City adopts a new Comprehensive Plan while simultaneously plans for the I-55 Corridor Study area on the east side of the city, discussions have begun about how to incorporate what will necessarily be a form-based zoning code approach within the I-55 Corridor Area with use-based zoning across the rest of the city. Key policy questions need to be answered: Will the City of Edwardsville have a form-based zoning code only within the I-55 Corridor? Or should the zoning code for the remainder of the city be amended in order to begin the transition to a form-based zoning code? Either way, the impacts of these changes will need to be taken into account including staff-training needs on the new zoning code, impacts on developers and property owners, The City will also need to decide in what ways the I-55 Corridor Study Area zoning codes will differ from the "established" areas of the City

### Traditional Zoning - Focused on "Use"



### Form-Based Codes - More Focus on "Form"





Form-based Codes

Source: Duany Plater-Zyberk and Company dpz.com

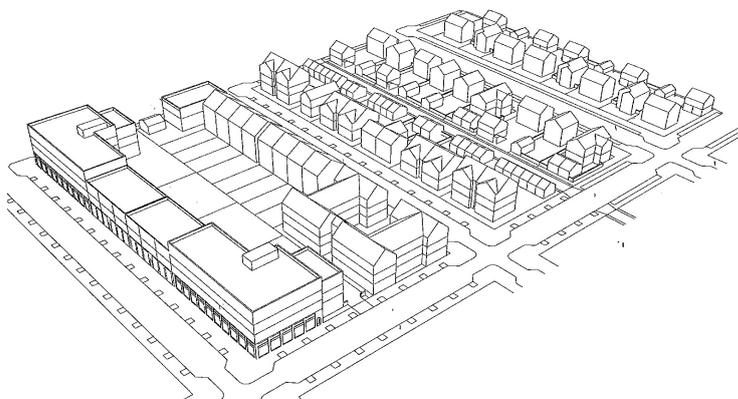
### Background

First appearing as a true alternative to use-based codes in 1982, form-based codes are a relatively new response to the modern challenges of the early 21<sup>st</sup> Century urban landscape. As traditional “grid” street layouts have given way to wide arterial roadways and residential cul-de-sacs and compact, walkable, mixed-use urbanism has ceded to big-box “lifestyle center” retail and large single-family residential subdivisions, many local governments have begun to seek a planning tool to which provides the regulatory means to achieve development objectives with greater certainty.

Form-based codes address the relationship between building facades and the points where the public interacts with these facades, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The regulations and standards in form-based codes are

usually presented in both diagrams and words, and are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types. This is in contrast to use-based zoning’s focus on the segregation of land uses, and the control of development intensity through abstract and uncoordinated parameters (e.g., floor area ratios, dwelling units per acre, setbacks, parking ratios) to the neglect of an integrated built form.

Not to be confused with design guidelines or general statements of policy, form-based codes are regulatory, not advisory. As regulations they possess police power; violators of the regulations can be cited, and their invocation or retraction must go through a legislative process. As such, the community plays a more forceful role in shaping its physical future.



Example of how a form-based code can specify different building types for each face of a block. By contrast, conventional zoning often assigns a single use/density category for an entire block or group of blocks

Source: Duany Plater-Zyberk and Company dpz.com

### Form-based codes commonly include the following elements:

- **Regulating Plan.** A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.
- **Public Space Standards.** Specifications for the elements within the public realm (*e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.*).
- **Building Form Standards.** Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- **Administration.** A clearly defined application and project review process.
- **Definitions.** A glossary to ensure the precise use of technical terms.

The types of buildings that make for a lively main street are different from the types of buildings that make for a quiet residential street. **Building Form Standards** are sets of enforceable design regulations for controlling building types and how they impact the public realm. These Standards are mapped to streets on a **Regulating Plan**. Building Form Standards can control such things as: the alignment of buildings to the street; how close buildings are to sidewalks; the visibility and accessibility of building entrances; minimum and maximum buildings heights; minimum or maximum lot frontage coverage; minimum and maximum amounts of window coverage on facades; physical elements required on buildings (*e.g. stoops, porches, types of permitted balconies*); and the general usage of floors (*e.g. office, residential, or retail*). These regulations are less concerned with architectural styles and designs than in how buildings shape public spaces. If there is a desire to regulate the quality of architecture—for example to preserve the historic appearance of a neighborhood—then **Architectural Standards** (*see below*) should be drafted in addition to Building Form Standards.

- **Public Space Standards** control the physical form of squares, parks, the public right-of-way of streets, and other public spaces. Public spaces are typically under the control of public works, parks, and highway departments. Streets, being the most common public spaces in a community, are the most frequently regulated. Public Space Standards for streets are typically described with dimensioned cross-sections and/or plan views showing travel lane widths, sidewalk widths, street tree and street lamp placement, locations

of transit lanes, and the placement of architecture. Plan view diagrams may also be included showing spacing of street trees and lamps, and the radii of the curves of street corners.

### Form-based codes also sometime include:

- **Architectural Standards.** Regulations controlling external architectural materials and quality.
- **Landscaping Standards.** Regulations controlling landscape design and plant materials on private property as they impact public spaces (*e.g. regulations about parking lot screening and shading, maintaining sight lines, insuring unobstructed pedestrian movements, etc.*).
- **Signage Standards.** Regulations controlling allowable signage sizes, materials, illumination, and placement.
- **Environmental Resource Standards.** Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- **Annotation.** Text and illustrations explaining the intentions of specific code provisions

### Eight Advantages to Form-Based Codes

(Source: Form-Based Codes Institute)

1. Because they are prescriptive (they state what you want), rather than proscriptive (what you don't want), form-based codes (FBCs) can achieve a more predictable physical result. The elements controlled by FBCs are those that are most important to the shaping of a high quality built environment.
2. FBCs encourage public participation because they allow citizens to see what will happen where—leading to a higher comfort level about greater density, for instance.
3. Because they can regulate development at the scale of an individual building or lot, FBCs encourage independent development by multiple property owners. This obviates the need for large land assemblies and the mega-projects that are frequently proposed for such parcels.
4. The built results of FBCs often reflect a diversity of architecture, materials, uses, and ownership that can only come from the actions of many independent players operating within a communally agreed-upon vision and legal framework.
5. FBCs work well in established communities because they effectively define and codify a neighborhood's existing "DNA." Vernacular building types can be easily replicated, promoting infill that is compatible with surrounding structures.

6. Non-professionals find FBCs easier to use than conventional zoning documents because they are much shorter, more concise, and organized for visual access and readability. This feature makes it easier for non-planners to determine whether compliance has been achieved.
7. FBCs obviate the need for design guidelines, which are difficult to apply consistently, offer too much room for subjective interpretation, and can be difficult to enforce. They also require less oversight by discretionary review bodies, fostering a less politicized planning process that could deliver huge savings in time and money and reduce the risk of takings challenges.
8. FBCs may prove to be more enforceable than design guidelines. The stated purpose of FBCs is the shaping of a high quality public realm, a presumed public good that promotes healthy civic interaction. For that reason, compliance with the codes can be enforced, not on the basis of aesthetics but because a failure to comply would diminish the good that is sought. While enforceability of development regulations has not been a problem in new growth areas controlled by private covenants, such matters can be problematic in already-urbanized areas due to legal conflicts with first amendment rights.

In sum, Edwardsville's zoning code needs to be updated, re-written and re-organized. As this process takes place, there is an opportunity to simultaneously review changes which have taken place in the State of Illinois such as zoning-enabling legislation and important zoning case studies in the Illinois Courts. In addition, there are also opportunities to review whether the existing zoning code has resulted in context-sensitive development admired by Edwardsville's citizens (LeClaire Historic District, St. Louis Street Historic District, etc.) as well as inconsistencies within the existing zoning code. The final step in the review process is to consider ways in which the early 21<sup>st</sup>-Century evolution of the best practices of zoning has become more responsive to place-making and whether new zoning techniques, such form-based codes, should be adopted by Edwardsville.

*(Note: Unless otherwise noted, "Background" section source: Wikipedia.org)*



## Living in Place Initiative

In September 2009, the Edwardsville Main Street Community Center, in conjunction with the Area Agency on Aging of Southwestern Illinois, participated in the "Building Livable Communities" project. The project was a state-wide initiative of the Illinois Association of Area Agencies on Aging aimed at assessing whether a given community is a desirable place within which to age and what needs to take place to order to achieve such desirability. Members of the Steering Committee conducted 33 interviews with key informants in the areas of Health and Human Services, Land Use, Housing, Transportation, Public Safety, Workforce/Economic Development, Recreation, Lifelong Education, Civic Engagement, and Emergency Preparedness.

While space limits the ability to include all of the recommendations of the "Building Livable Communities" report (full report available here: [www.mainstcc.org/blcedw.pdf](http://www.mainstcc.org/blcedw.pdf)), it should be noted that the Comprehensive Plan directly or indirectly touches all of these topics. Key among the report recommendations is the following:

### Land Use:

- The report recommends that the Building Codes be modified to allow for more "Live in Place" residents. This objective can be achieved by encouraging developments which adhere to universal design standards in new construction (see below) and developing housing modification programs in Edwardsville's current housing stock.
- Though sidewalks are plentiful, a sidewalk inventory should be completed which details all sidewalk conditions and obstructions. The report found that walkways generally lack rest areas, and some older areas of Edwardsville lack sidewalks. The Comprehensive Plan addresses this recommendation in its Implementation Goals; The City will continue to keep its sidewalk inventory list up-to-date and, from this list, sidewalk repairs and new installations will be prepared and prioritized. Once completed and as budgets allow, older sidewalks will continue to be repaired, newer

sidewalks where they do not currently exist will be installed based on the priority ranking and consideration will be given to providing rest areas along high-use pedestrian paths, trails and sidewalks.

### Housing:

- The report states that affordable housing is limited in Edwardsville. In order to gain a better understanding of this concern, the City of Edwardsville will conduct an affordable housing study to determine what an “affordable” range is and then adopt policies based on the recommendations of this study.
- The report finds that there is a need for additional supportive assisted living facilities in Edwardsville (i.e. facilities that provide for lower income residents). In addition, the need for additional, affordable rehabilitation and care centers which include special care units for Alzheimer’s patients was cited.

The City of Edwardsville is committed to providing a wide array of housing types for all demographics and incomes. Among these are housing types which incorporate universal design features into floor plans and product specifications.

“Universal design” is a general terms which describes a broad-spectrum solution that produces buildings, products and environments that are usable and effective for everyone, not just people with disabilities. As applicable to development within our community, a universal design building would feature the following:

- Step-free entrance (*a gradual, level grade; no conspicuous ramps*)
- Doors wide enough for a wheelchair or walker (*36-inch minimum*)
- Wider hallways (*46-inch minimum*)
- Lever handles on doors and faucets
- Various heights of kitchen counters
- Full extension drawers and shelves in kitchen base cabinets
- Cooktops set into a counter with open knee space
- Side hinged microwave and oven doors at countertop height
- Side-by-side refrigerator
- Sliding casement or awning windows
- An elevator to the basement and/or second floor (*or the option to install at a later date by “stacking” closet locations*)
- Lower rocker-style light switches (*36” above the floor*)
- Higher electrical outlets (*25” above the floor*)

- Large bathroom with decorative grab bars
- Wood, non-slip tile and dense weave, low pile (*less than 1/2”*) carpet floors
- Large bathtubs with plenty of grab bars
- Curbless roll-in showers with plenty of grab bars
- Slide bar for shower head
- Hand-held, flexible shower fixture
- 17”- to 19”-high toilet seat
- Adjustable hanging closet rods and shelves
- Front loading washer and dryer
- Open knee space under all sinks

## Creating a Design Review Board

During discussions on the compatibility guidelines adopted as part of this document, the concept of creating a “Design Review Board” was discussed. Generally speaking, a Design Review Board (DRB) is comprised of design professionals who would be appointed by the City Council. DRB members would provide advice on whether new development projects were compatible with surrounding uses, determine whether new projects meet the criteria outlined in Comprehensive Plan for each District and advise the Council on most exterior designs or changes to existing buildings. Applications would also be evaluated based on the design policies and criteria established by the Zoning Ordinance, with the goal of having new projects harmonize with the natural environment and surrounding area. The DRB Board would have an advisory role, with final permit decisions made by the Planning Commission or City Council, depending on the complexity of the project.



## Leadership in Energy and Environmental Design (LEED) Certified Building and Neighborhood Development

As Edwardsville's population continues to grow, efficient and effective use of land will continue to remain a key consideration in the years ahead. Case in point, as noted in Section 2 of this Plan (p.63), Edwardsville is projected to need an additional 1,462 acres of land or nearly 2.5 square miles to support residential, commercial and industrial land uses between 2007 and 2025.

As noted in the publication "LEED 2009 for Neighborhood Development Rating System," (<http://www.usgbc.org/ShowFile.aspx?DocumentID=6406>, p. xi) "The way we grow—especially how and where we grow—will have a profound effect on us.

Land use and neighborhood design patterns create a particular physical reality and compel behaviors that have a significant effect on the environmental performance of a given place...By placing residences and jobs proximate to each other, thoughtful neighborhood planning and development can limit automobile trips and the associated greenhouse gas emissions. Mixed-use development and walkable streets encourage walking, bicycling, and public transportation for daily errands and commuting. Environmentally responsible buildings and infrastructure are an important component of any green neighborhood, further reducing greenhouse gas emissions by decreasing energy consumption. Green buildings and infrastructure also lessen negative consequences for water resources, air quality, and natural resource consumption."

In order to realize many of the goals found in the 2010 Comprehensive Plan, the City of Edwardsville will consider adopting a framework which embraces the concepts found in the Green Building Rating System and the LEED 2009 for Neighborhood Development Rating System and tailoring them to fit our unique community circumstances. While it is not the intent to require all buildings and developments to strictly adhere to this framework, LEED or otherwise, many of the recommendations found in these documents are ones which, when applied consistently, may result in more effective use of land with a reduced reliance on automobiles, enhanced energy efficiency and greater sustainability.

Whether the City adopts the LEED framework or takes another similar approach, it should be noted that effective implementation of these concepts requires participation from three key groups: Land owners/developers of vacant property, the City of Edwardsville and the eventual end-user of the fully-developed lot. While the adoption of new land use and building regulations is one alternative, many local governments which have already adopted LEED incentive programs have found it appropriate to also provide incentives including tax credits, tax breaks, density bonuses, reduced fees, priority or expedited permitting, free or reduced-cost technical assistance, grants and low-interest loans. More information is available at: [www.usgbc.org](http://www.usgbc.org)



## Appendix B - Glossary of Terms

**Affordable Housing** – The HUD definition of “affordable housing” is housing where the occupant is paying no more than 30 percent of gross income for gross housing costs, including utilities.

**Aquifer** – A water-bearing porous soil or rock strata capable of yielding a significant amount of groundwater to wells or springs.

**Aquifer Recharge Areas** – Areas in which water reaches the zone of saturation by surface infiltration. These areas are hydro-geologically susceptible to contamination and contamination loading potential including, but not limited to, such areas as sole water source aquifer recharge areas, special protection groundwater management areas, wellhead protection areas, and other areas with a critical recharging effect on aquifers used for potable water.

**Arterial** – A major street thoroughfare used mainly for through traffic rather than access to adjacent property. Arterials generally have greater traffic carrying capacity than collector or local streets and are designed for continuously moving traffic.

**Bicycle network** - A continuous network consisting of any combination of physically designated in-street bicycle lanes at least 5 feet wide, off-street bicycle paths or trails at least 8 feet wide for a two-way path and at least 5 feet wide for a one-way path, and/or streets designed for a target speed of 25 miles per hour or slower.

**Buffer** – An area on a property or site, generally adjacent to and parallel with the property line, either consisting of natural vegetation or created through the use of trees, shrubs, fences, and/or berms, designed to limit the view of and/or sound from the site to adjacent properties.

**Capital Facilities** – As a general definition, structures, improvements, pieces of equipment, or other major assets, including land, that have a useful life of at least 10 years. Capital facilities are provided by and for public purposes and services. For the purposes of the Capital Facilities chapter, capital facilities are surface water facilities, parks and open space facilities, transportation facilities, government offices,

law enforcement facilities, public school facilities, water facilities, sewer facilities, and fire and rescue facilities.

**Capital Improvement Program (CIP)** – A multi-year plan for future capital expenditures that identifies each capital project, including anticipated time of completion, and allocates existing funds and known revenue sources. The CIP is updated and adopted annually as part of the city budget.

**Cluster development** – A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, or preservation of environmentally sensitive areas.

**Comprehensive Plan** – A document or series of documents prepared by a professional planning staff, reviewed by the planning commission and approved by the council that sets forth broad guidelines and policies for the future development of a community. Such plan should be the result of public input, study, and analysis of existing physical, economic, environmental, and social conditions, and a projection of what the future conditions are likely to be.

**Cul-de-sac** - A street segment that terminates without intersecting another street segment.

**Density** – How the activity of land use is gauged frequently expressed as a measure of the number of families, persons, housing units, jobs, or building per unit of land on a “per acre” basis.

**Development Footprint** - The total land area of a project site covered by buildings, streets, parking areas, and other typically impermeable surfaces constructed as part of the project.

**Development Regulations** – Any controls placed on the development or use of land by a city including but not limited to zoning and subdivision ordinances and environmental regulations.

**Development Standard** – In respect to any development, fixed requirements, or standards imposed by regulation or ordinance. A setback is an example of a development standard.

**Geographic Information System (GIS)** – A computerized system used to map and access geographic information that is contained in a database.

**Growth management** – Tools and techniques for implementing coordinated planning and growth.

**Historic Building** - A building or structure listed as a historic structure or building or structure or as a contributing building or structure in a designated local or national historic district, due to its historic, architectural, engineering, archeological, or cultural significance. The building or structure must be designated as historic by the local Historic Preservation Commission, be listed in a state register of historic places, be listed in the National Register of Historic Places, or have been determined eligible for listing in the National Register.

**Historic District** - A group of buildings, structures, objects, and sites, of varying sizes, that have been designated as historically and architecturally significant and categorized as either contributing or noncontributing.

**Intensity** – Any ratio that assesses the level of activity of land use – most typically a floor-area ratio, the ratio of total floor area of the use to the total area of the lot/parcel.

**Land Capacity** – Land capacity is a measure of a jurisdiction’s ability to accommodate targeted or forecasted household and job growth, based on its land supply and development potential under current or planned zoning.

**Land Use** – A term used to indicate the utilization of a piece of land. The term may be used for either the way in which the land is being used or may be used.

**Leadership in Energy and Environmental Design (LEED)** – LEED-certified buildings and developments are those which meet the standards for environmentally sustainable construction as developed by the U.S. Green Building Council (USGBC).

**Level of Service (LOS)** – A measure of a public facility or service’s operational characteristics used to gauge its performance.

**Mixed Use Development** – The development of a tract of land, building, or structure with a variety of complementary and integrated uses such as, but not limited to, residential, office, retail, manufacturing, or entertainment in a compact urban form.

**New Urbanism** – Design concepts that use traditional neighborhood and transit-oriented features to lay out neighborhoods and communities.

**Pedestrian Friendly** – Development designs that encourage walking by providing site amenities for pedestrians. Pedestrian friendly environments reduce auto dependence and may encourage use of public transportation.

**Pedestrian Oriented** – Businesses whose signs, advertising, window displays, and entryways are oriented toward pedestrian traffic. Pedestrian oriented businesses may include restaurants, retail shops, personal service businesses, travel services, banks (except drive-through windows), and similar establishments.

**Planned District** – A planning technique which provides for increased flexibility for the property owner in exchange for a higher quality development for the community. Usually used for larger parcels, planned districts are characterized by a focus on overall project design rather than lot-by-lot zoning, setbacks, and placement. Innovative building types, setbacks and locations, open space, enhanced landscaping, and recreation facilities are often included.

**Planned Unit Development (PUD)** – Zoning for phasing relatively large developments, which usually allows several uses and flexibility in designing a site to make the best use of the property.

**Policy** – An agreed upon course of action adopted and pursued by decision makers for achieving one or several goals and objectives, which are used to guide the formulation of regulations and programs.

**Public Facilities** – Any use of land or physical structures, whether publicly or privately owned, for transportation, utilities, communication, or the benefit of the general public, including streets, schools, libraries, fire and police stations, municipal and county buildings, powerhouses, recreational centers, parks, and cemeteries.

**Public Services** – A variety of services such as fire protection and suppression, law enforcement, public health, recreation, environmental protection, etc., available to the public and provided by government, substantially funded by government, contracted for or by government, or provided by private entities subject to public service obligation.

**Right-of-Way** – Land dedicated or conveyed to the public or a unit of government, the primary purpose of which is the movement of vehicles and/or pedestrians and providing for access to adjacent parcels, with the secondary purpose of providing space for utility lines and appurtenances and other devices and facilities benefiting the public.

**Smart growth** – Broad principles or goals for guiding community development toward quality growth, such as emphasizing infill and redevelopment, protecting natural resources, and linking transportation and land use.

**Standard planning and zoning** – Traditional or conventional planning and zoning, in use primarily since the 1930's, that separates uses such as residential, retail and commercial from one another and does not emphasize infill, protection of natural resources, or linkages between transportation and land use.

**Streetscape** – A term in urban design that defines and describes the character and quality of a street by the amount and type of features and furnishings abutting it. Such features and furnishings may include trees and other landscaping, benches, lighting, trash receptacles, bollards, curbing, walls, different paving types, signage, kiosks, trellises, art objects, bus stops, and typical utility equipment and appurtenances

**Strip Commercial** – Commercial or retail uses, usually one-story high and one lot deep, that front on a major street.

**Sustainable development** – Development that enhances people's well-being within the environment's capacity, meeting the needs of the present without compromising the ability of future generations to meet their needs. Main features of sustainable development are compact, walkable neighborhoods that feature housing located within walking or biking distance of services and jobs.

**Traditional neighborhood development** – Neighborhood designs that

include features typical of pre-1940's development, such as mixed-uses, pedestrian-friendly streets and homes with front porches.

**Traffic calming** - Measures that reduce the negative effects of motor vehicle use and improve conditions for non-motorized street users. Traffic calming may include physical impediments (speed humps, roundabouts, bulb-outs, chicanes), driver education, police enforcement, or a combination of these techniques.

**Transit-oriented development** - Development focused around transit stations that is designed to improve transit use and neighborhood walkability.

**Urban Conservation (U-C) Overlay Zoning District** – A zoning designation which would enable a designated area to require additional zoning requirements and provisions beyond the zoning and land development requirements for areas outside the U-C zone. U-C zoning can be effective in insuring that neighborhood character and integrity is maintained by focusing attention on the maintenance of the physical environment, the enhancement of physical, social and economic resources and the accommodation of desirable change.

**Walk Distance** - The distance that a pedestrian must travel between origins and destinations without obstruction, in a safe and comfortable environment on a continuous network of sidewalks, all-weather-surface footpaths, crosswalks, or equivalent pedestrian facilities.

**Watershed** – The land area that directly drains to a common stream, river or lake.

**Vernacular (when relating to architecture)** - Methods of construction which use locally available resources and traditions to address local needs.

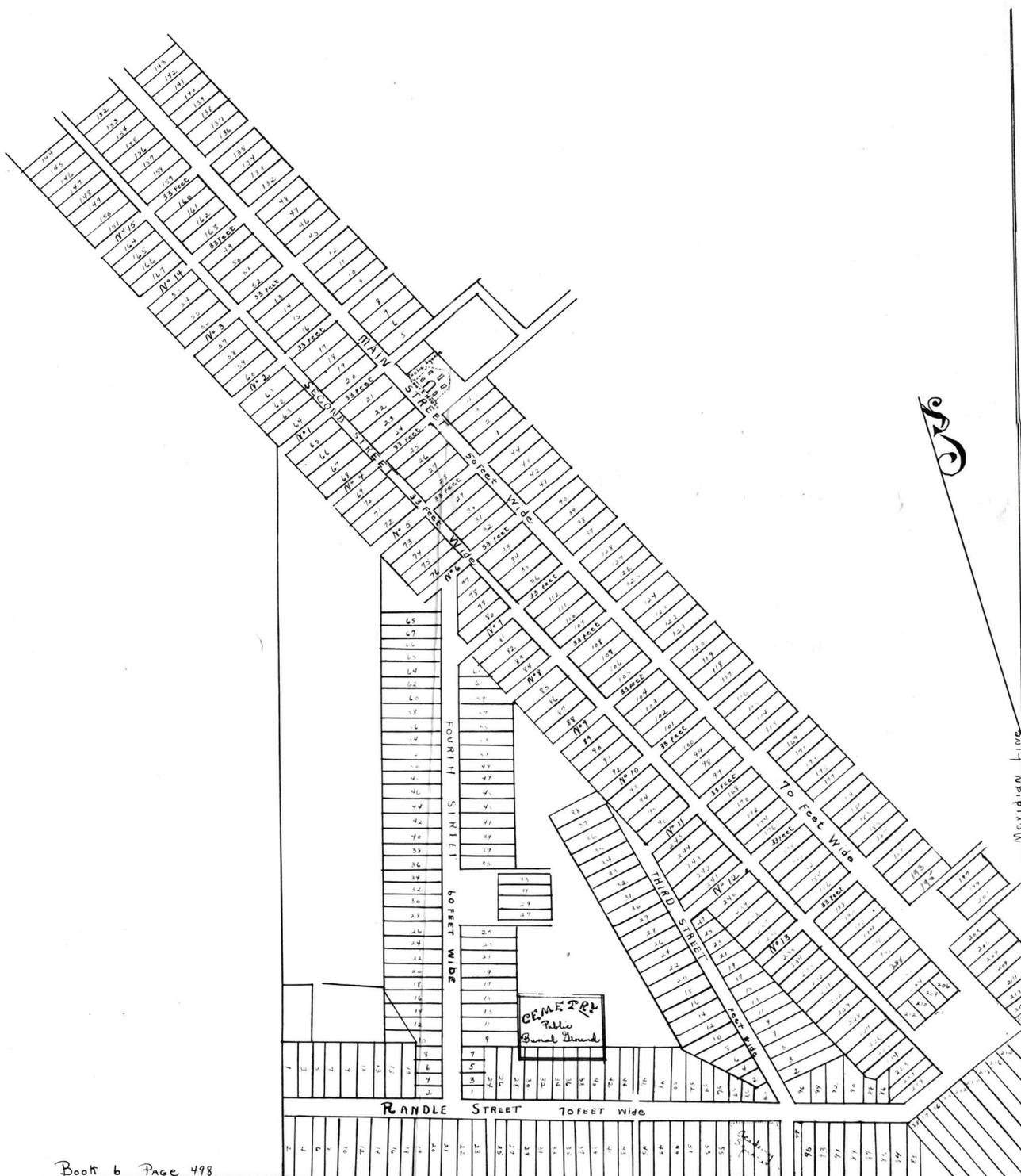
**Zoning or Zoning District** – A specifically delineated area or district in a municipality within which generally uniform regulations or requirements govern the use, size, and development of land and buildings.

**Zoning Map** – The series of maps adopted by the city, and designated the official zoning map of the city, showing the geographical location of use zones within the municipal boundaries.

# Appendix C - Historic Maps

## PLAT OF EDWARDSVILLE

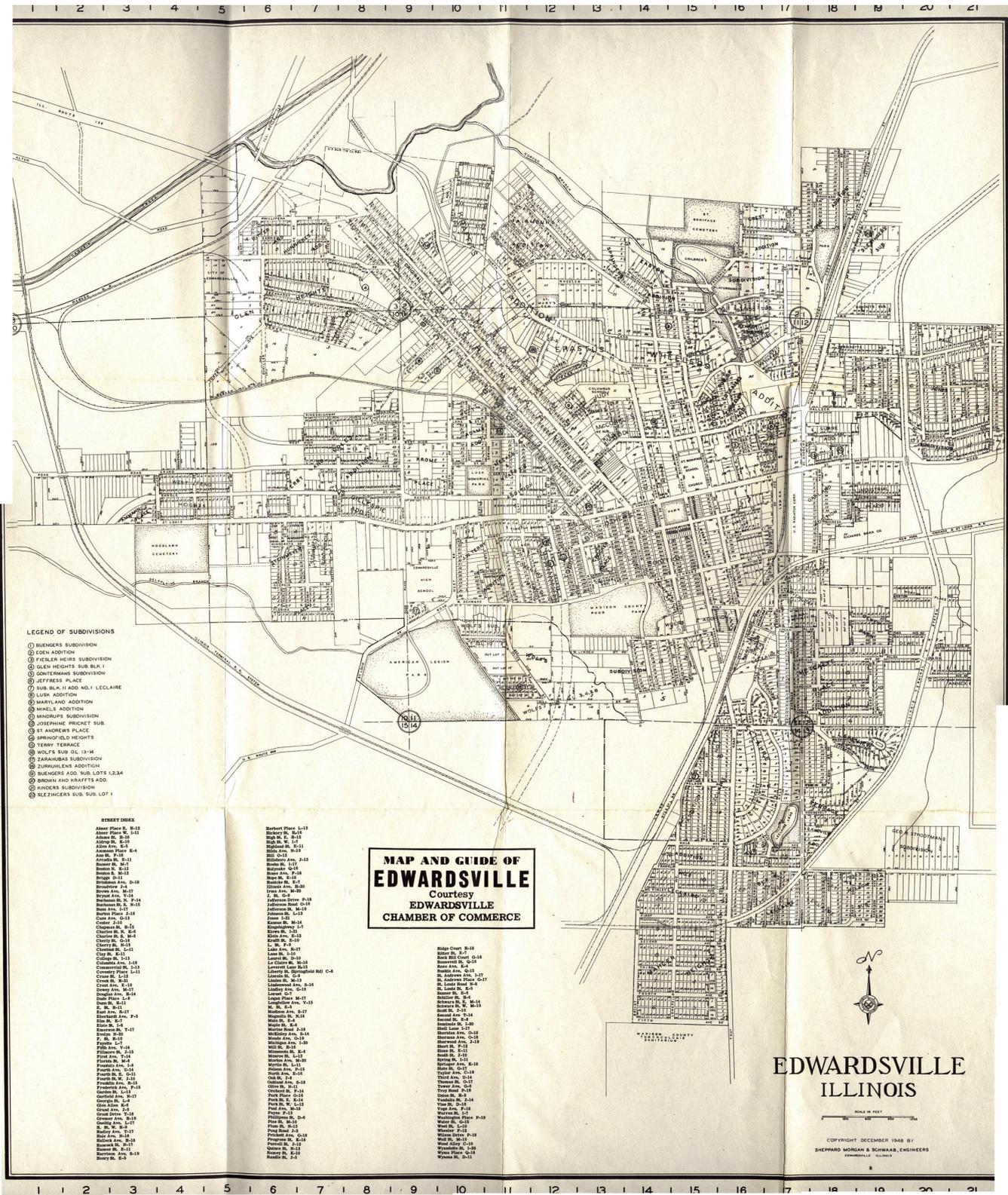
Thomas Lippincott J.P.



■ 1825 - First plat of City of Edwardsville, recorded December 29, 1825. James Mason, proprietor; Thomas Lippincott, Justice of the Peace. Note the Lusk Cemetery as "Public Burial Ground" at corner of 4th Street and Randle.



■ 1861 - Next available map of City of Edwardsville. Courthouse is shown at its present location, having moved from where the Lincoln School is now located. Edwardsville has grown to include "Greenville St.," now Vandalia Street and Kansas Street. Note steam flour mill in NW corner of map.



- LEGEND OF SUBDIVISIONS**
- ① BURGERS SUBDIVISION
  - ② CORN ADDITION
  - ③ FIELER HEIRS SUBDIVISION
  - ④ GLEN HEIGHTS SUB. BLK 1
  - ⑤ GOSTERMAN'S SUBDIVISION
  - ⑥ JEFFRESS PLACE
  - ⑦ SUB. BLK. 11 ADD. WOL. LECLAIRE
  - ⑧ LUSH ADDITION
  - ⑨ MARYLAND ADDITION
  - ⑩ MICKLE ADDITION
  - ⑪ MINDRUP'S SUBDIVISION
  - ⑫ JOSEPHINE BRICKET SUB.
  - ⑬ ST. ANDREW'S PLACE
  - ⑭ SPRINGFIELD HEIGHTS
  - ⑮ TERRY TERRACE
  - ⑯ WOLF'S SUB. DL. 13-14
  - ⑰ ZAMANSKI'S SUBDIVISION
  - ⑱ ZURRUKLENS ADDITION
  - ⑲ BIRCHGROVE ADD. SUB. LOTS 1,2,3,4
  - ⑳ BROWN AND KRAFFTS ADD.
  - ㉑ RHINDERS SUBDIVISION
  - ㉒ RIZZINGERS SUB. SUB. LOT 1

- STREET INDEX**
- Abner Place E. B-12
  - Abner Place W. B-12
  - Adams St. B-12
  - Adams St. B-13
  - Adams St. B-14
  - Adams St. B-15
  - Adams St. B-16
  - Adams St. B-17
  - Adams St. B-18
  - Adams St. B-19
  - Adams St. B-20
  - Adams St. B-21
  - Adams St. B-22
  - Adams St. B-23
  - Adams St. B-24
  - Adams St. B-25
  - Adams St. B-26
  - Adams St. B-27
  - Adams St. B-28
  - Adams St. B-29
  - Adams St. B-30
  - Adams St. B-31
  - Adams St. B-32
  - Adams St. B-33
  - Adams St. B-34
  - Adams St. B-35
  - Adams St. B-36
  - Adams St. B-37
  - Adams St. B-38
  - Adams St. B-39
  - Adams St. B-40
  - Adams St. B-41
  - Adams St. B-42
  - Adams St. B-43
  - Adams St. B-44
  - Adams St. B-45
  - Adams St. B-46
  - Adams St. B-47
  - Adams St. B-48
  - Adams St. B-49
  - Adams St. B-50
  - Adams St. B-51
  - Adams St. B-52
  - Adams St. B-53
  - Adams St. B-54
  - Adams St. B-55
  - Adams St. B-56
  - Adams St. B-57
  - Adams St. B-58
  - Adams St. B-59
  - Adams St. B-60
  - Adams St. B-61
  - Adams St. B-62
  - Adams St. B-63
  - Adams St. B-64
  - Adams St. B-65
  - Adams St. B-66
  - Adams St. B-67
  - Adams St. B-68
  - Adams St. B-69
  - Adams St. B-70
  - Adams St. B-71
  - Adams St. B-72
  - Adams St. B-73
  - Adams St. B-74
  - Adams St. B-75
  - Adams St. B-76
  - Adams St. B-77
  - Adams St. B-78
  - Adams St. B-79
  - Adams St. B-80
  - Adams St. B-81
  - Adams St. B-82
  - Adams St. B-83
  - Adams St. B-84
  - Adams St. B-85
  - Adams St. B-86
  - Adams St. B-87
  - Adams St. B-88
  - Adams St. B-89
  - Adams St. B-90
  - Adams St. B-91
  - Adams St. B-92
  - Adams St. B-93
  - Adams St. B-94
  - Adams St. B-95
  - Adams St. B-96
  - Adams St. B-97
  - Adams St. B-98
  - Adams St. B-99
  - Adams St. B-100

**MAP AND GUIDE OF EDWARDSVILLE**  
 Courtesy  
**EDWARDSVILLE CHAMBER OF COMMERCE**

- Ridge Court B-18
- Ridge Court B-19
- Ridge Court B-20
- Ridge Court B-21
- Ridge Court B-22
- Ridge Court B-23
- Ridge Court B-24
- Ridge Court B-25
- Ridge Court B-26
- Ridge Court B-27
- Ridge Court B-28
- Ridge Court B-29
- Ridge Court B-30
- Ridge Court B-31
- Ridge Court B-32
- Ridge Court B-33
- Ridge Court B-34
- Ridge Court B-35
- Ridge Court B-36
- Ridge Court B-37
- Ridge Court B-38
- Ridge Court B-39
- Ridge Court B-40
- Ridge Court B-41
- Ridge Court B-42
- Ridge Court B-43
- Ridge Court B-44
- Ridge Court B-45
- Ridge Court B-46
- Ridge Court B-47
- Ridge Court B-48
- Ridge Court B-49
- Ridge Court B-50
- Ridge Court B-51
- Ridge Court B-52
- Ridge Court B-53
- Ridge Court B-54
- Ridge Court B-55
- Ridge Court B-56
- Ridge Court B-57
- Ridge Court B-58
- Ridge Court B-59
- Ridge Court B-60
- Ridge Court B-61
- Ridge Court B-62
- Ridge Court B-63
- Ridge Court B-64
- Ridge Court B-65
- Ridge Court B-66
- Ridge Court B-67
- Ridge Court B-68
- Ridge Court B-69
- Ridge Court B-70
- Ridge Court B-71
- Ridge Court B-72
- Ridge Court B-73
- Ridge Court B-74
- Ridge Court B-75
- Ridge Court B-76
- Ridge Court B-77
- Ridge Court B-78
- Ridge Court B-79
- Ridge Court B-80
- Ridge Court B-81
- Ridge Court B-82
- Ridge Court B-83
- Ridge Court B-84
- Ridge Court B-85
- Ridge Court B-86
- Ridge Court B-87
- Ridge Court B-88
- Ridge Court B-89
- Ridge Court B-90
- Ridge Court B-91
- Ridge Court B-92
- Ridge Court B-93
- Ridge Court B-94
- Ridge Court B-95
- Ridge Court B-96
- Ridge Court B-97
- Ridge Court B-98
- Ridge Court B-99
- Ridge Court B-100

**EDWARDSVILLE ILLINOIS**

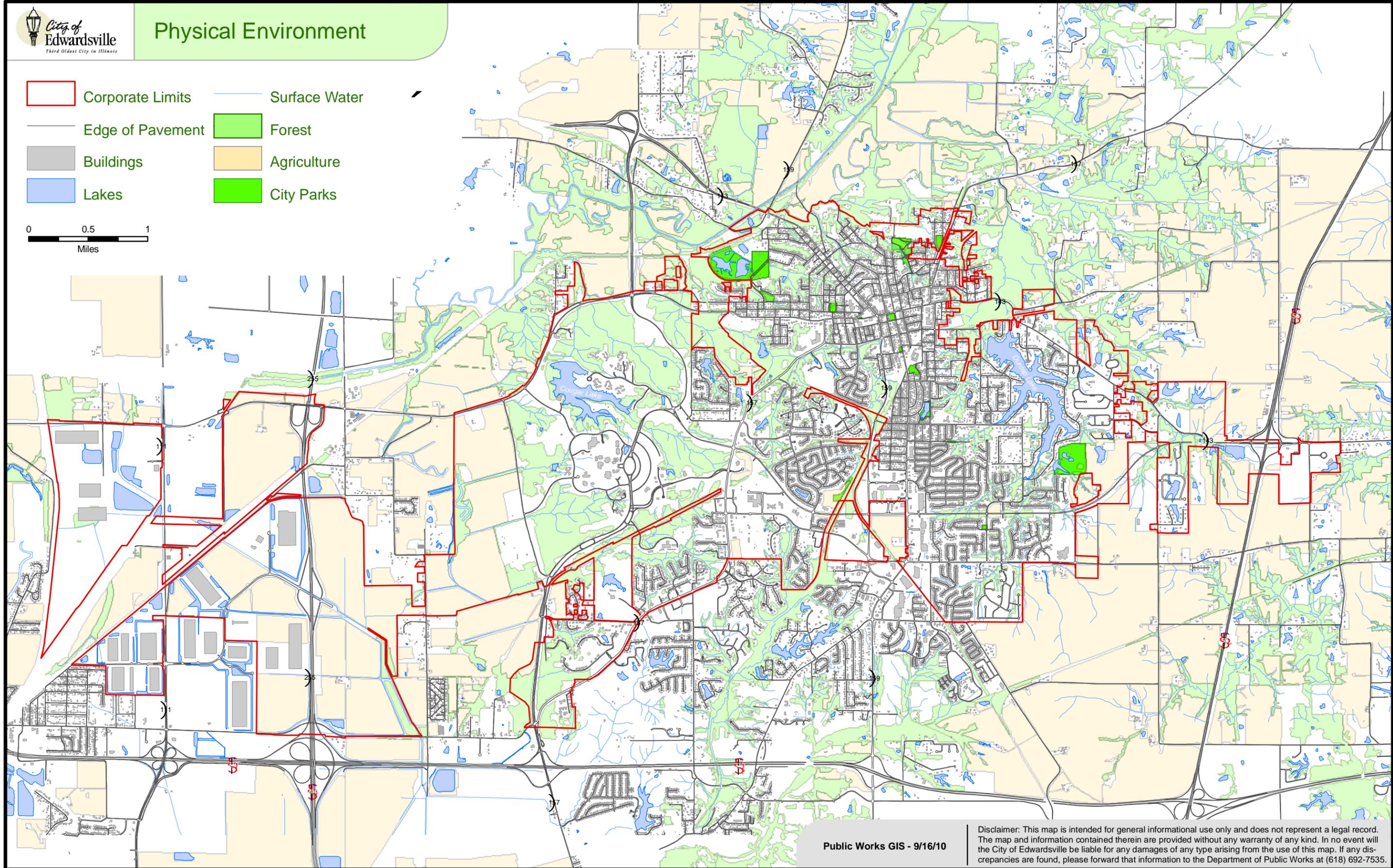
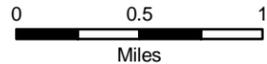
MADE IN GREAT BRITAIN  
 SHEPPARD MORAN & SCHWAB, ENGINEERS  
 LONDON, ENGLAND

■ 1948 - Detailed map of post - WWII Edwardsville. While some features have changed, many others are still well known landmarks in 2010, such as LeClaire Lake, Richards Brick Co., City Park, and American Legion Park.



# Physical Environment

- |   |                  |   |               |
|---|------------------|---|---------------|
|  | Corporate Limits |  | Surface Water |
|  | Edge of Pavement |  | Forest        |
|  | Buildings        |  | Agriculture   |
|  | Lakes            |  | City Parks    |





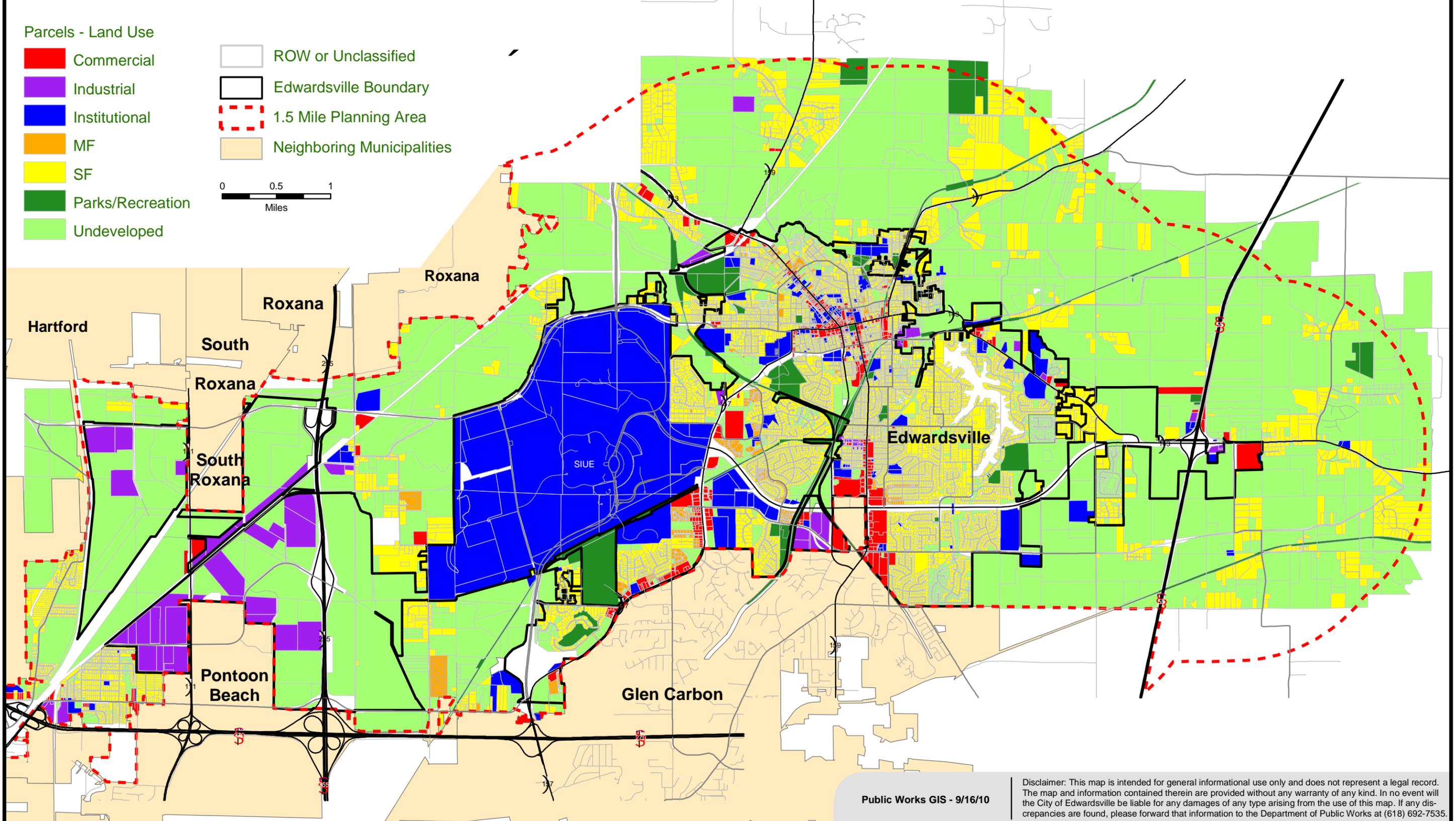
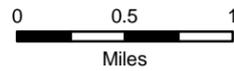
# Existing Land Use

Note: 1.5 Mile Planning Area has been adjusted based on neighboring municipal boundaries and boundary agreements.

### Parcels - Land Use

- Commercial
- Industrial
- Institutional
- MF
- SF
- Parks/Recreation
- Undeveloped

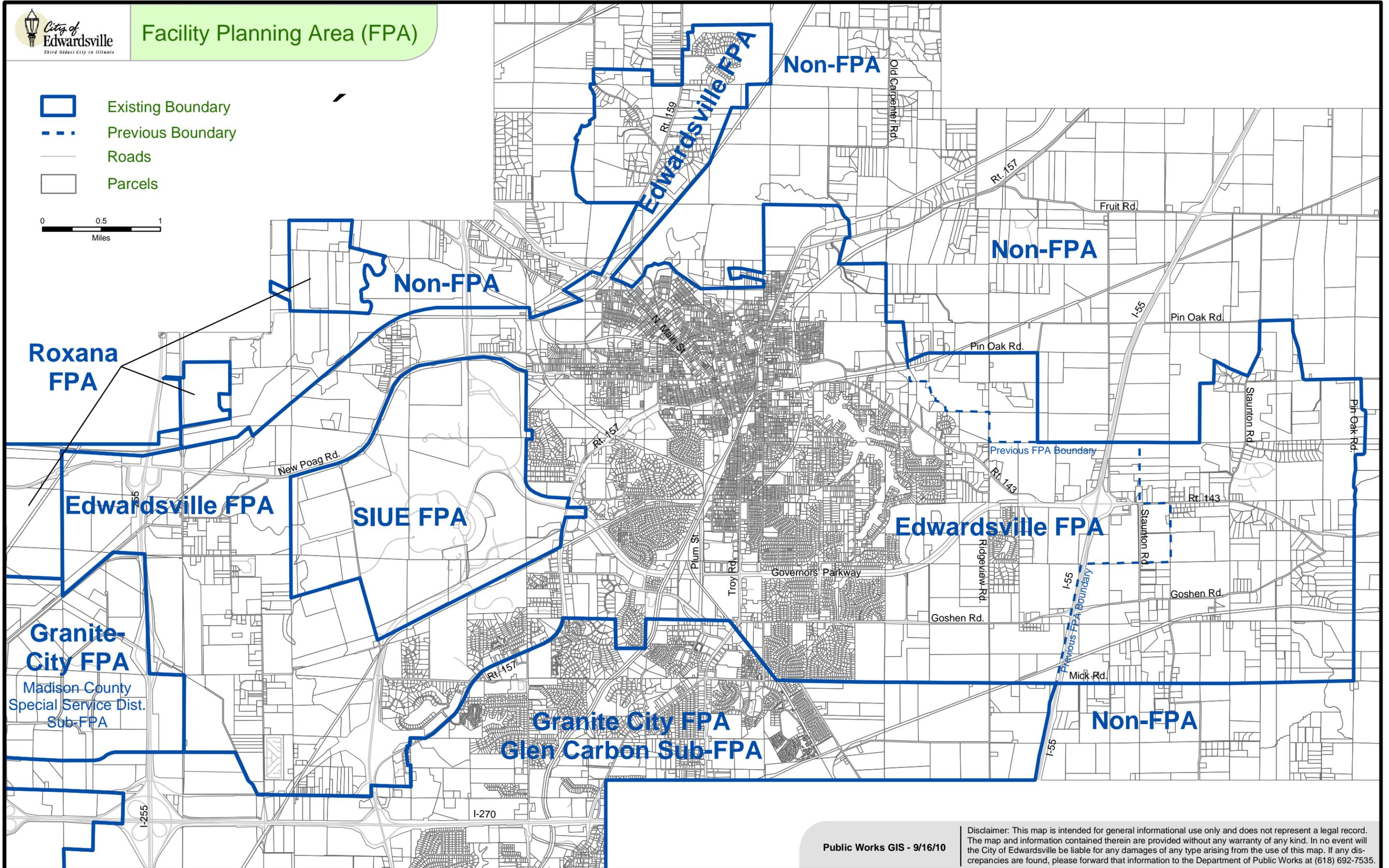
- ROW or Unclassified
- Edwardsville Boundary
- 1.5 Mile Planning Area
- Neighboring Municipalities





# Facility Planning Area (FPA)

- Existing Boundary
- Previous Boundary
- Roads
- Parcels





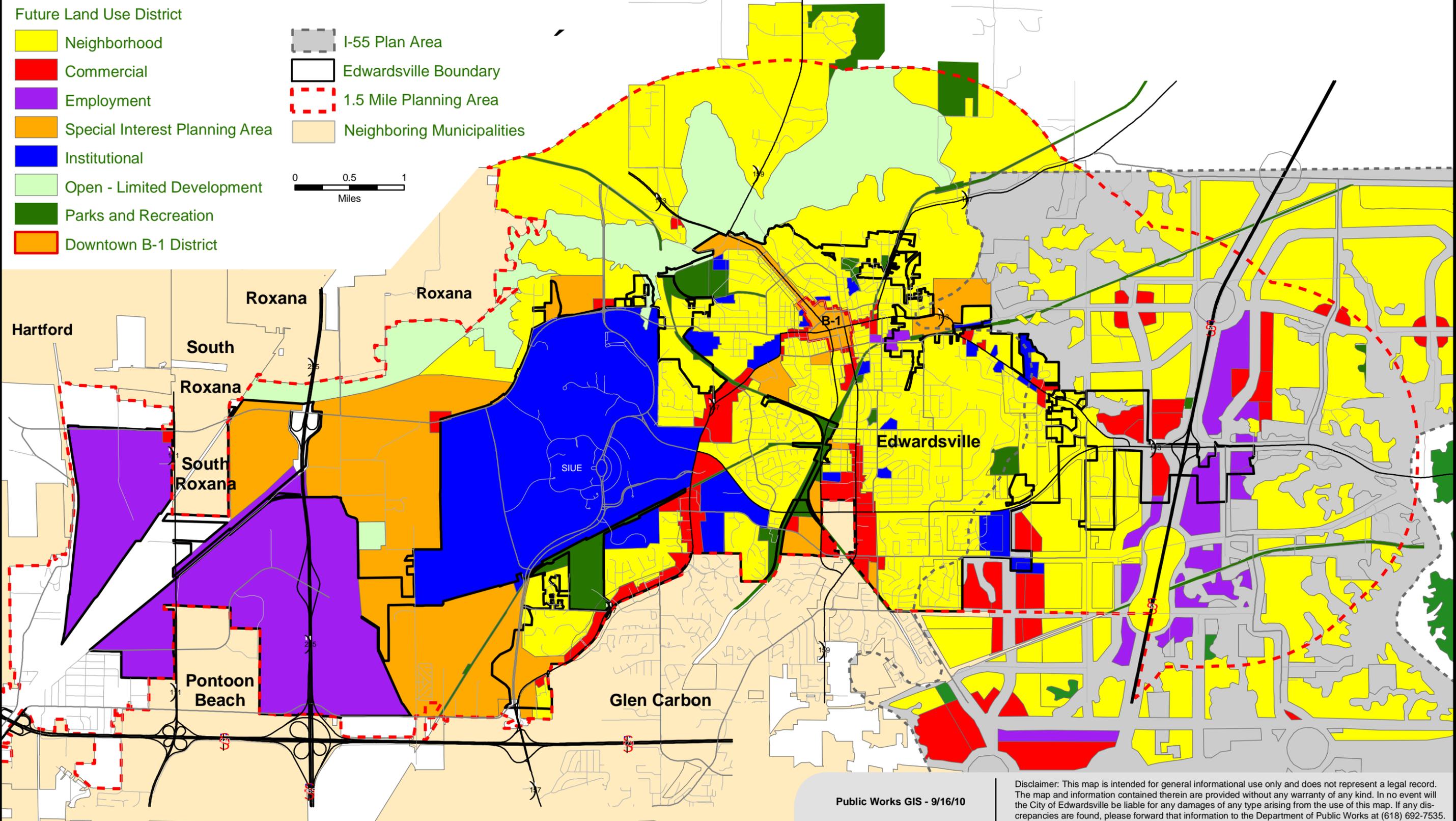
# Future Land Use

Note: 1.5 Mile Planning Area has been adjusted based on neighboring municipal boundaries and boundary agreements.

### Future Land Use District

- Neighborhood
- Commercial
- Employment
- Special Interest Planning Area
- Institutional
- Open - Limited Development
- Parks and Recreation
- Downtown B-1 District

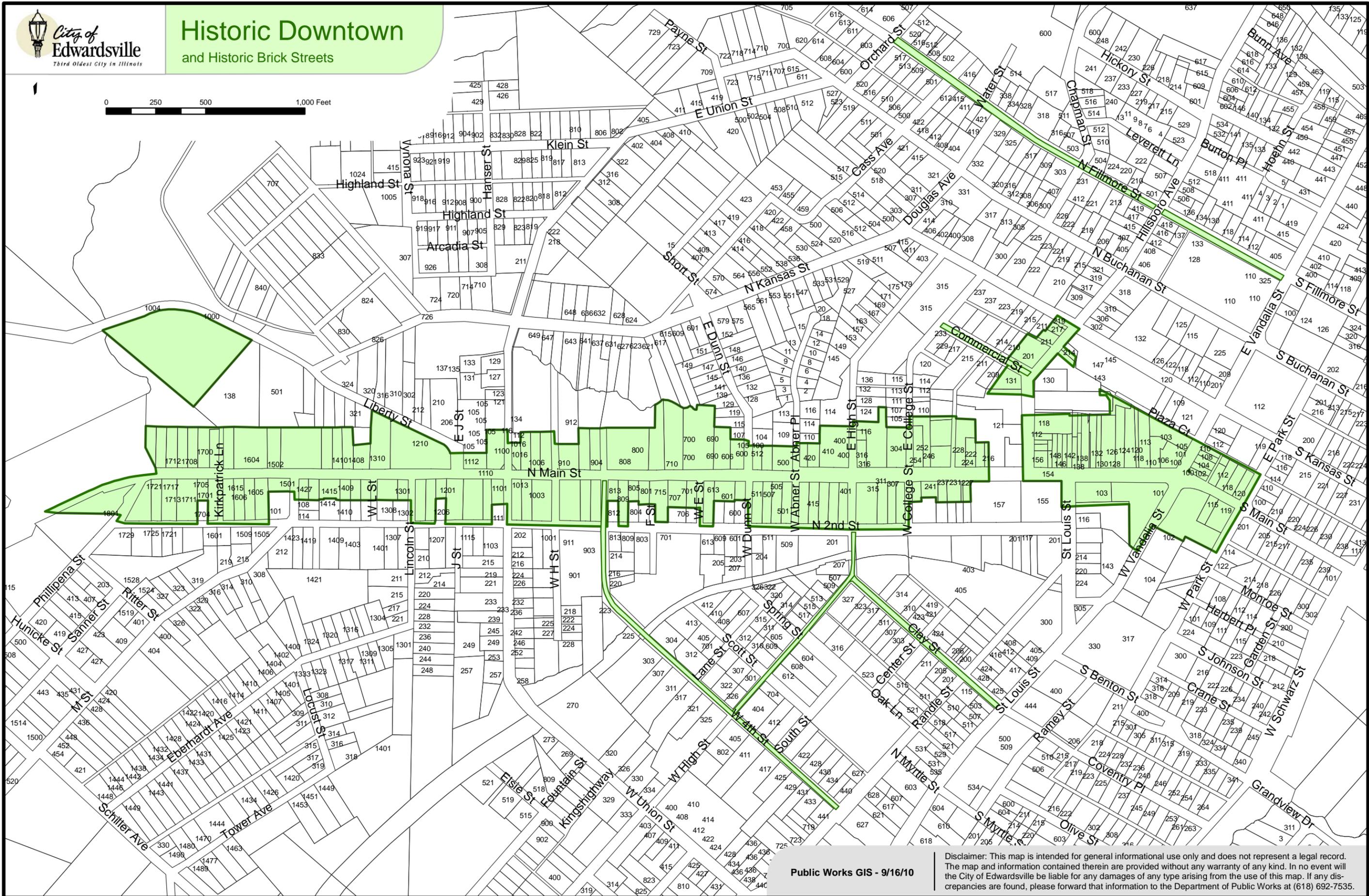
- I-55 Plan Area
- Edwardsville Boundary
- 1.5 Mile Planning Area
- Neighboring Municipalities



Disclaimer: This map is intended for general informational use only and does not represent a legal record. The map and information contained therein are provided without any warranty of any kind. In no event will the City of Edwardsville be liable for any damages of any type arising from the use of this map. If any discrepancies are found, please forward that information to the Department of Public Works at (618) 692-7535.



# Historic Downtown and Historic Brick Streets



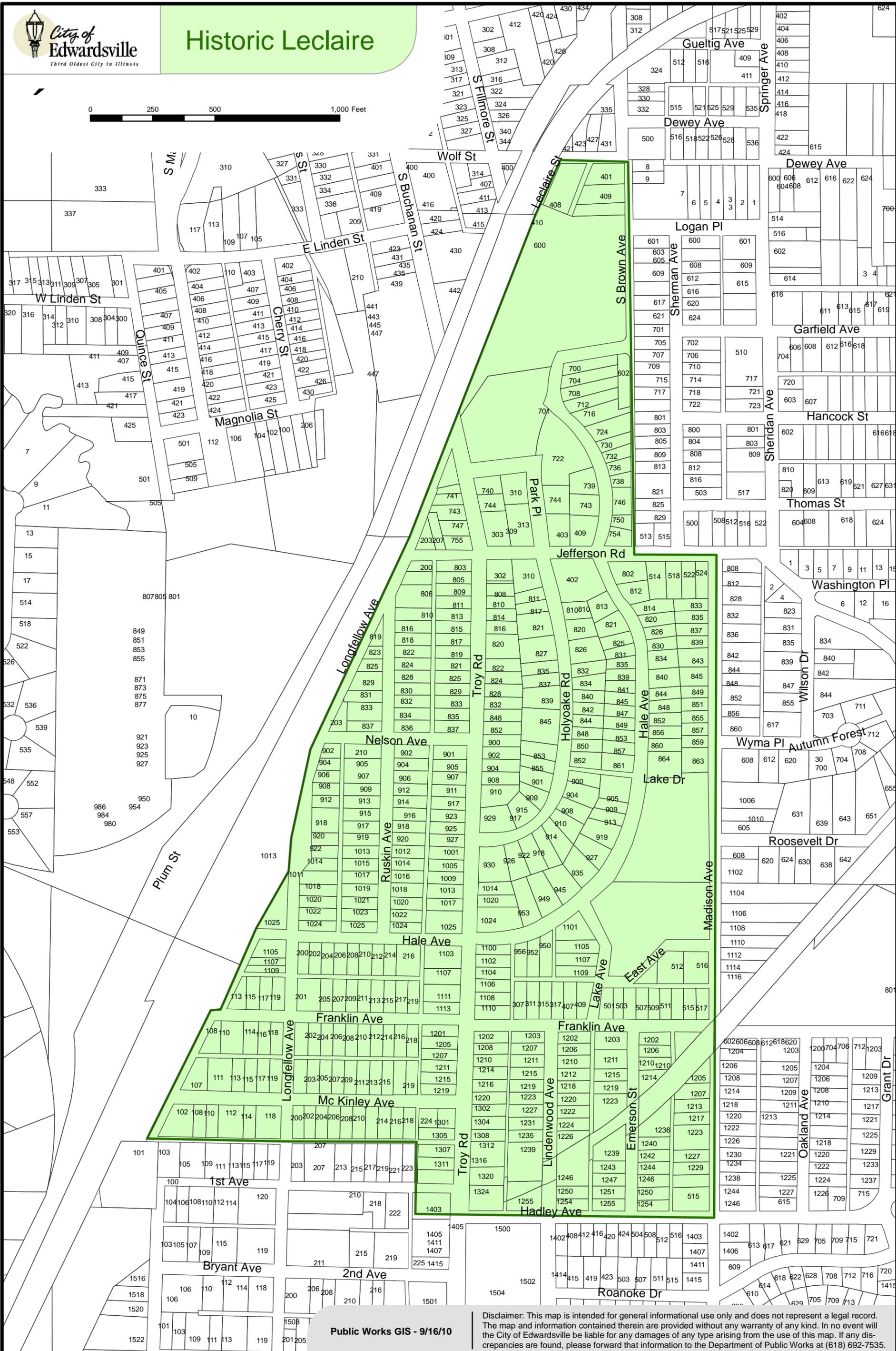
Public Works GIS - 9/16/10

Disclaimer: This map is intended for general informational use only and does not represent a legal record. The map and information contained therein are provided without any warranty of any kind. In no event will the City of Edwardsville be liable for any damages of any type arising from the use of this map. If any discrepancies are found, please forward that information to the Department of Public Works at (618) 692-7535.



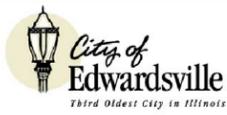
# Historic Leclaire

0 250 500 1,000 Feet

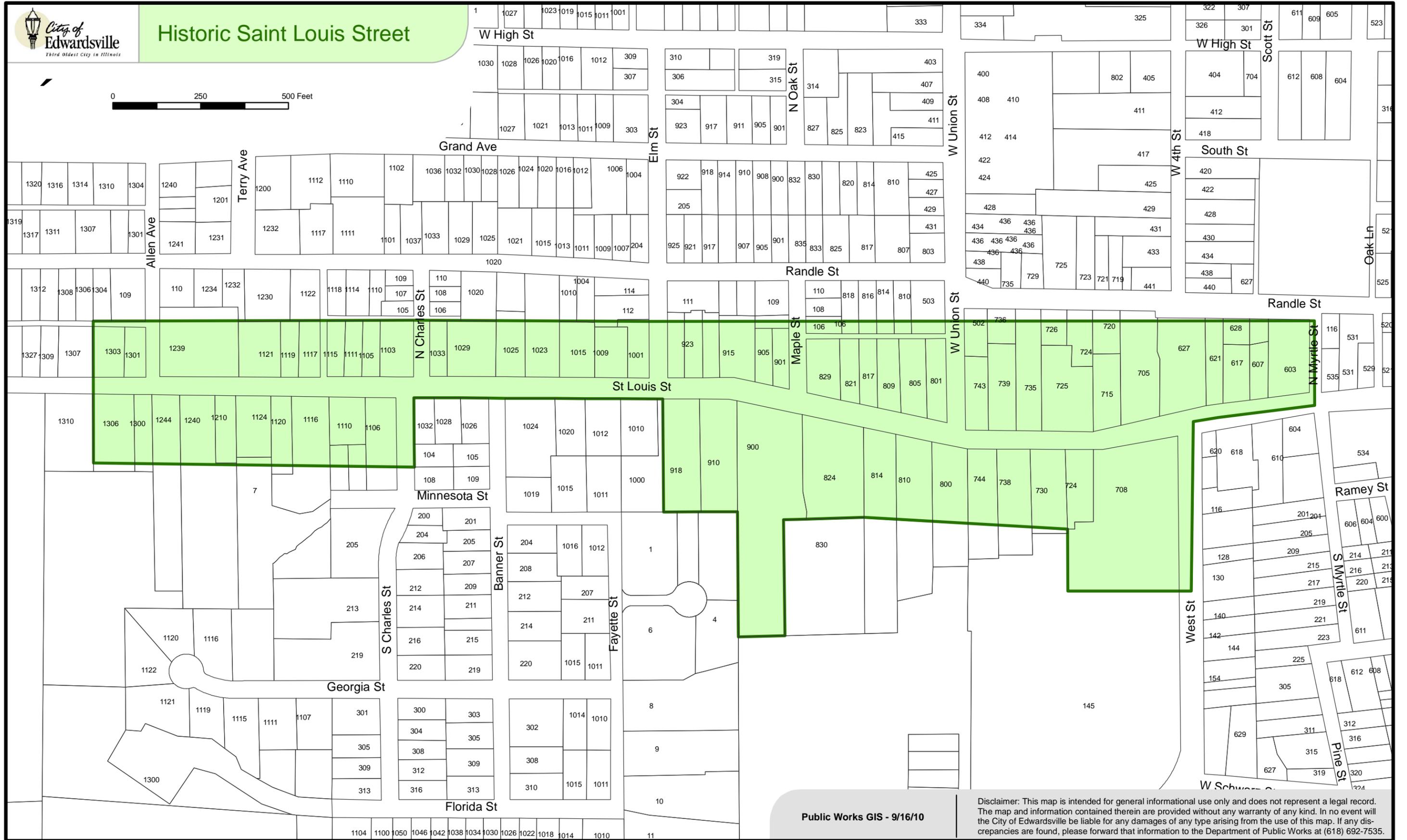
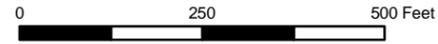


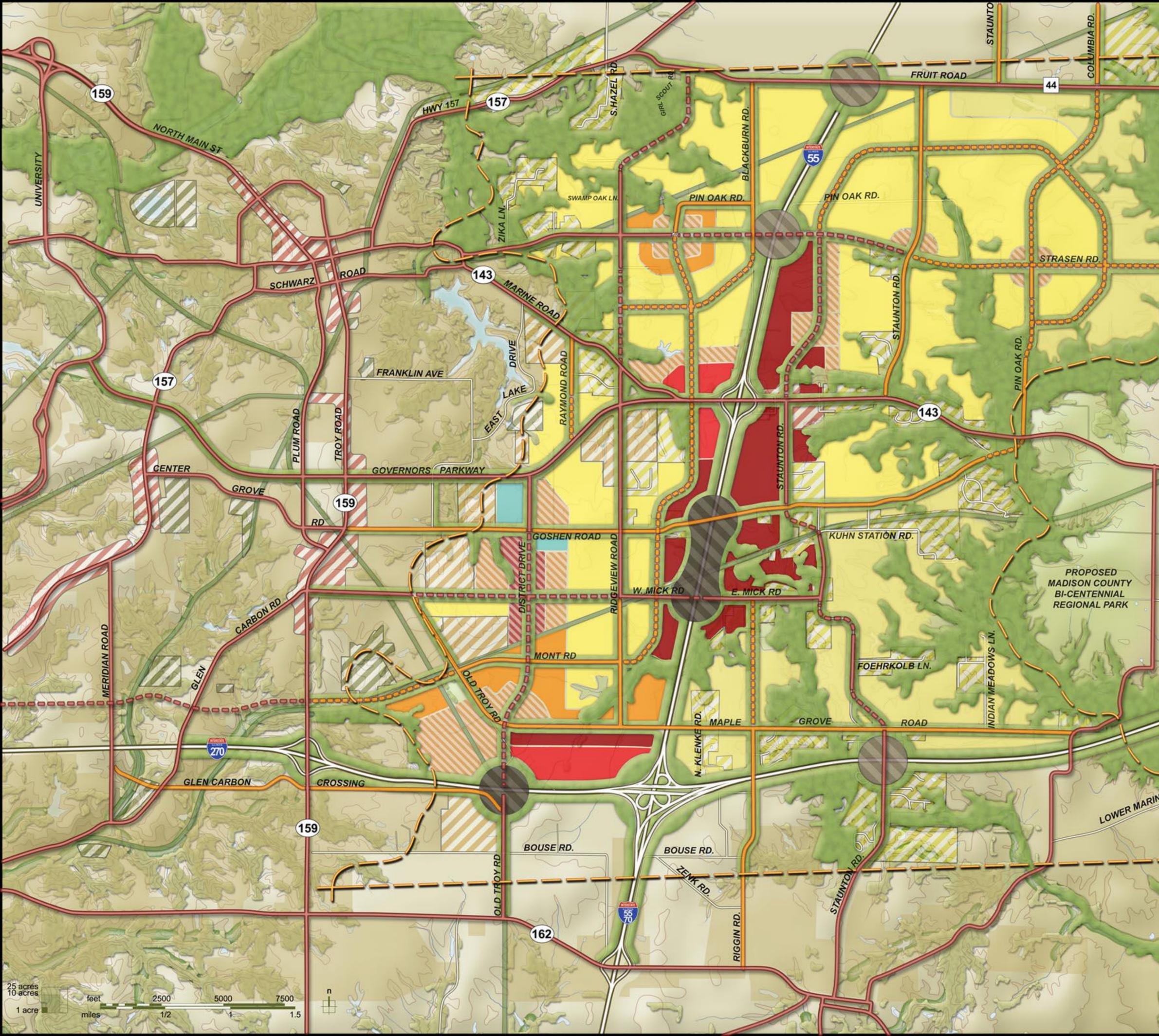
Public Works GIS - 9/16/10

Disclaimer: This map is intended for general informational use only and does not represent a legal record. The map and information contained therein are provided without any warranty of any kind. In no event will the City of Edwardsville be liable for any damages of any type arising from the use of this map. If any discrepancies are found, please forward that information to the Department of Public Works at (618) 692-7535.



# Historic Saint Louis Street





**ROADWAYS**  
**INTERSTATE** Access restricted roadway designed to carry vehicles between urban centers and through metropolitan regions and counties. These roadways are designed for mobility with no provision made for direct access to adjacent land uses.

**EXISTING INTERSTATE**

**ARTERIAL** Limited access roadway designed to carry vehicles entering and leaving, or traveling through urban areas. Roadways are designed primarily for mobility with little provision made for direct access to adjacent land uses.

**ARTERIAL IN AN EXISTING RIGHT OF WAY (ROW)**

**ARTERIAL IN A PROPOSED RIGHT OF WAY (ROW)**

**COLLECTOR** Controlled access roadway designed to provide local circulation for adjacent developments and neighborhoods. Roadways are designed primarily for circulation with provision made for direct access to significant adjacent land uses such as subdivisions and shopping centers.

**COLLECTOR IN AN EXISTING RIGHT OF WAY (ROW)**

**COLLECTOR IN A PROPOSED RIGHT OF WAY (ROW)**

**INTERCHANGES**

**PROPOSED INTERCHANGE FOR IMMEDIATE NEED**

**PROPOSED INTERCHANGE FOR LONG TERM NEED (15-25 YEARS)**

**COMMERCIAL DEVELOPMENT**

**RETAIL** Planned commercial retail developments, regional and local markets, various uses and building sizes.

**OFFICE** Planned commercial office campus with high proportion of land set aside for landscape buffers, open space and public-accessible recreation trails.

**MIXED USE DEVELOPMENT**

**TOWN CENTER / MAIN STREET** Planned development providing mixed land uses (vertical and horizontal). The walkable development will provide shopping, dining, service, and various multi-family housing products.

**NEIGHBORHOOD CENTER** Planned walkable development providing various high density housing products and neighborhood commercial businesses.

**RESIDENTIAL DEVELOPMENT**

**LOW DENSITY** Single Family Residential, typically on larger lots and in contemporary vehicular-oriented neighborhood patterns. (2-4 Units per Acre)

**MEDIUM DENSITY** Single Family Residential, typically on smaller lots and in traditional pedestrian-oriented neighborhood patterns. (4-10 Units per Acre)

**HIGH DENSITY** Multi-family and Single Residential, urban orientation and development patterns. (Greater than 10 Units per Acre)

**PUBLIC DEVELOPMENT**

**PARKS** Public open space maintained for active and passive recreation. Parks may include cultural facilities and venues.

**GREENWAYS / PERSEVE** Open space corridors with public access for community facilities, parks and neighborhoods. Larger tracts maintained for environmental conservation, stormwater management, and flood control.

**CIVIC / INSTITUTIONAL** Development containing uses such as public schools, libraries, higher education institutions, and community centers.

**CURRENT DEVELOPMENT**

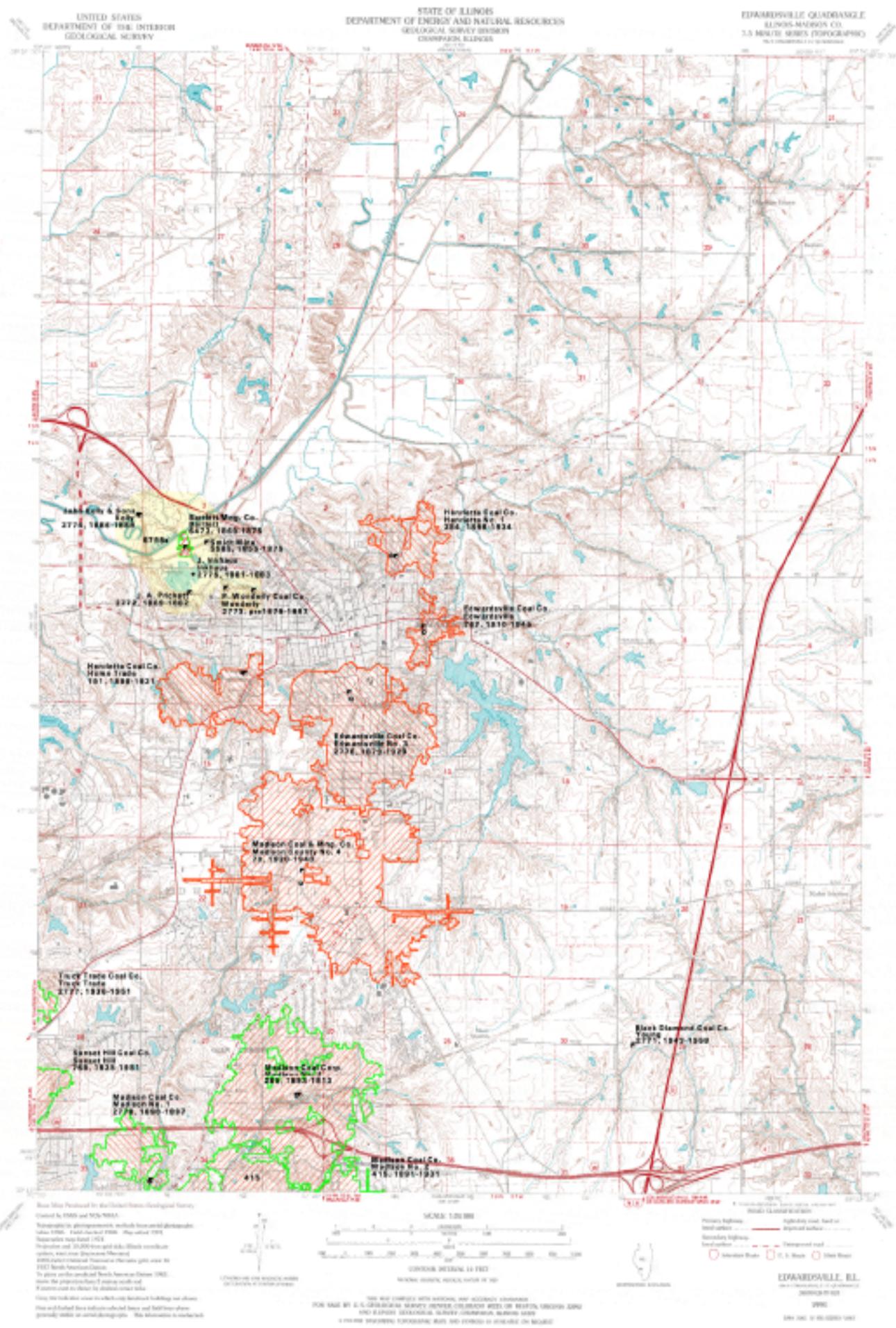
**PROPOSED** Residential development on construction and/or active in the approval process

**EXISTING RESIDENTIAL** Subdivisions or small parcels (5-10 acres)

**EXISTING COMMERCIAL** Retail/office parcels with various business types

**EXISTING GREEN SPACES / PARKS** Municipal parks and green spaces





# COAL MINES IN ILLINOIS EDWARDSVILLE QUADRANGLE MADISON COUNTY, ILLINOIS

This map supplements the Coal Mines Directory for the Edwardsville Quadrangle. Consult the directory for a complete explanation of the information shown on this map.

- MINING METHOD**
- Room & pillar (RP)
  - Room & pillar - basic (RPB)
  - Modified room & pillar (MRP)
  - Room & pillar panel (RPP)
  - Blind room & pillar (BRP)
  - Checkerboard room & pillar (CRP)
  - High extraction room (HR)
  - Longwall (LW)
  - Underground mine, method unknown
  - General area of mining
  - Surface mine

- SOURCE OF MINE OUTLINES**
- Final mine map
  - Not a final map
  - Undated map
  - Incomplete map
  - Secondary source map

- TIPPLE, SHAFT, SLOPE, DRIFT LOCATIONS**
- Strip mine tippie; active - abandoned
  - Mine shaft; active - abandoned
  - Mine slope; active - abandoned
  - Mine drift; active - abandoned
  - Air shaft
  - Uncertain location
  - Uncertain type of opening

- MINE ANNOTATION**
- Company
  - Mine Name
  - ISGS Index No., Years of Operation



**DISCLAIMER**  
These data were compiled and digitized from the best source maps available. Locations of some features may be offset by 500 feet or more due to errors in the original source maps, the compilation process, digitizing, or a combination of these factors. Documentation of the source materials used is contained in the directory that accompanies this map. It is the user's responsibility to read this documentation and understand the limitations of the data. Though efforts have been made to compile these data accurately, the Illinois State Geological Survey does not guarantee the validity or the accuracy of these data.

The image of the U.S.G.S. Edwardsville quadrangle used as a base map was projected from the original UTM to Lambert Conformable Conic.



Illinois State Geological Survey  
615 E. Peabody Drive  
Champaign, IL 61820

Mine outlines compiled by Melony E. Barrett  
June 22, 2001  
Revised May 5, 2003

# Parks & Recreation

## City Parks

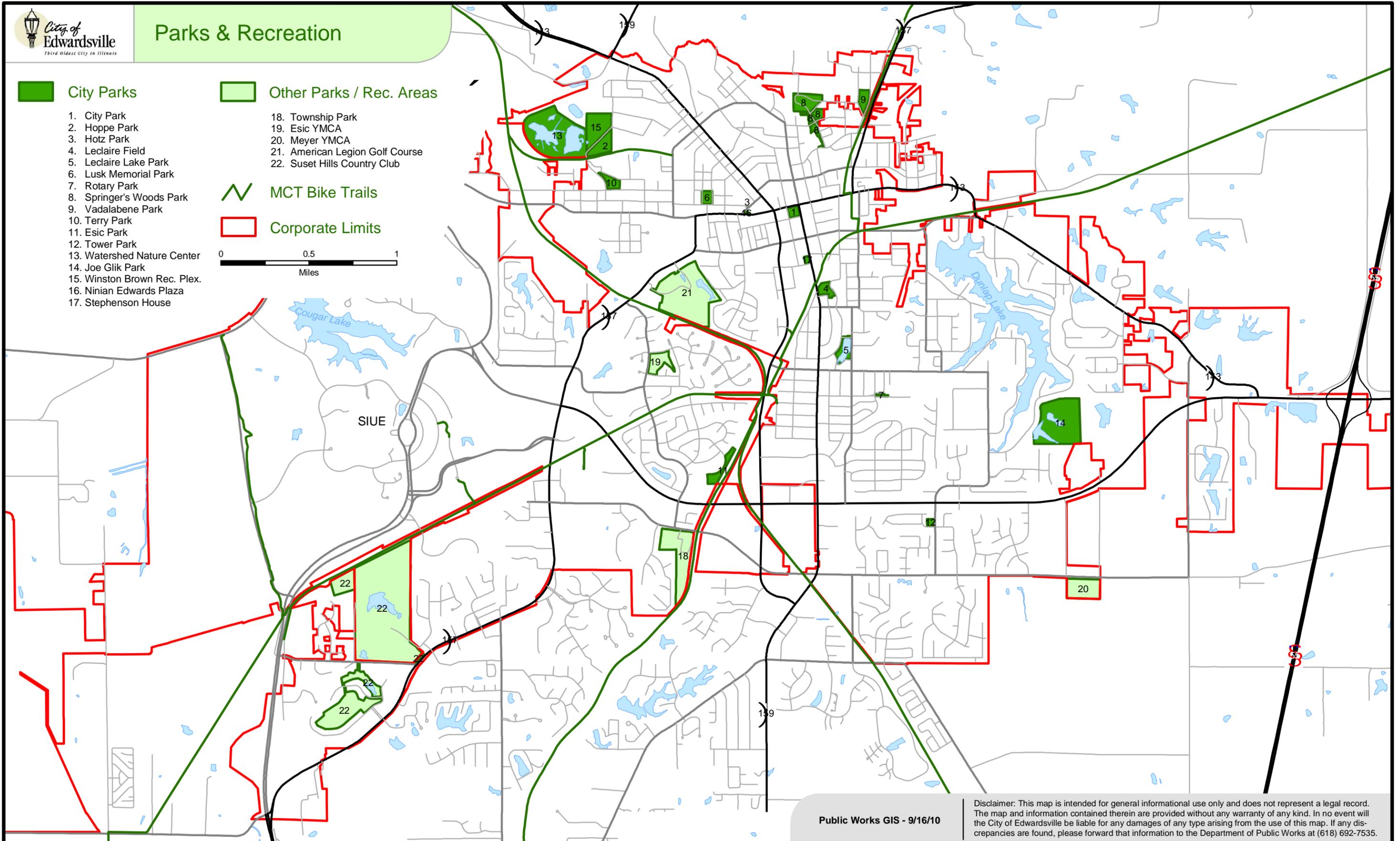
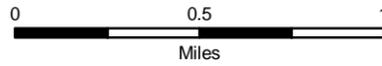
1. City Park
2. Hoppe Park
3. Hotz Park
4. Leclaire Field
5. Leclaire Lake Park
6. Lusk Memorial Park
7. Rotary Park
8. Springer's Woods Park
9. Vadalabene Park
10. Terry Park
11. Esic Park
12. Tower Park
13. Watershed Nature Center
14. Joe Glik Park
15. Winston Brown Rec. Plex.
16. Ninian Edwards Plaza
17. Stephenson House

## Other Parks / Rec. Areas

18. Township Park
19. Esic YMCA
20. Meyer YMCA
21. American Legion Golf Course
22. Suset Hills Country Club

## MCT Bike Trails

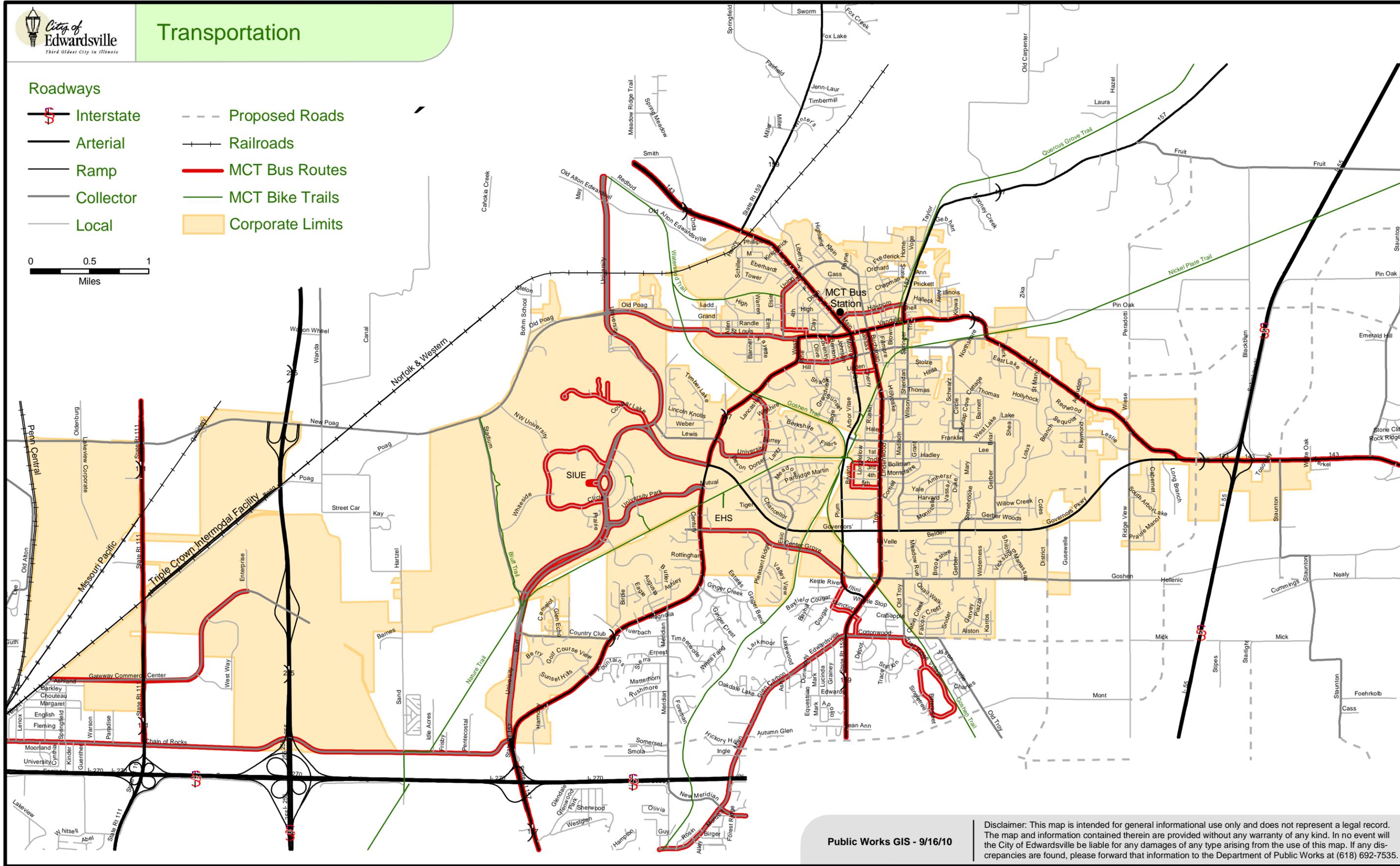
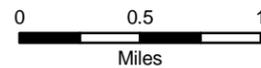
## Corporate Limits



# Transportation

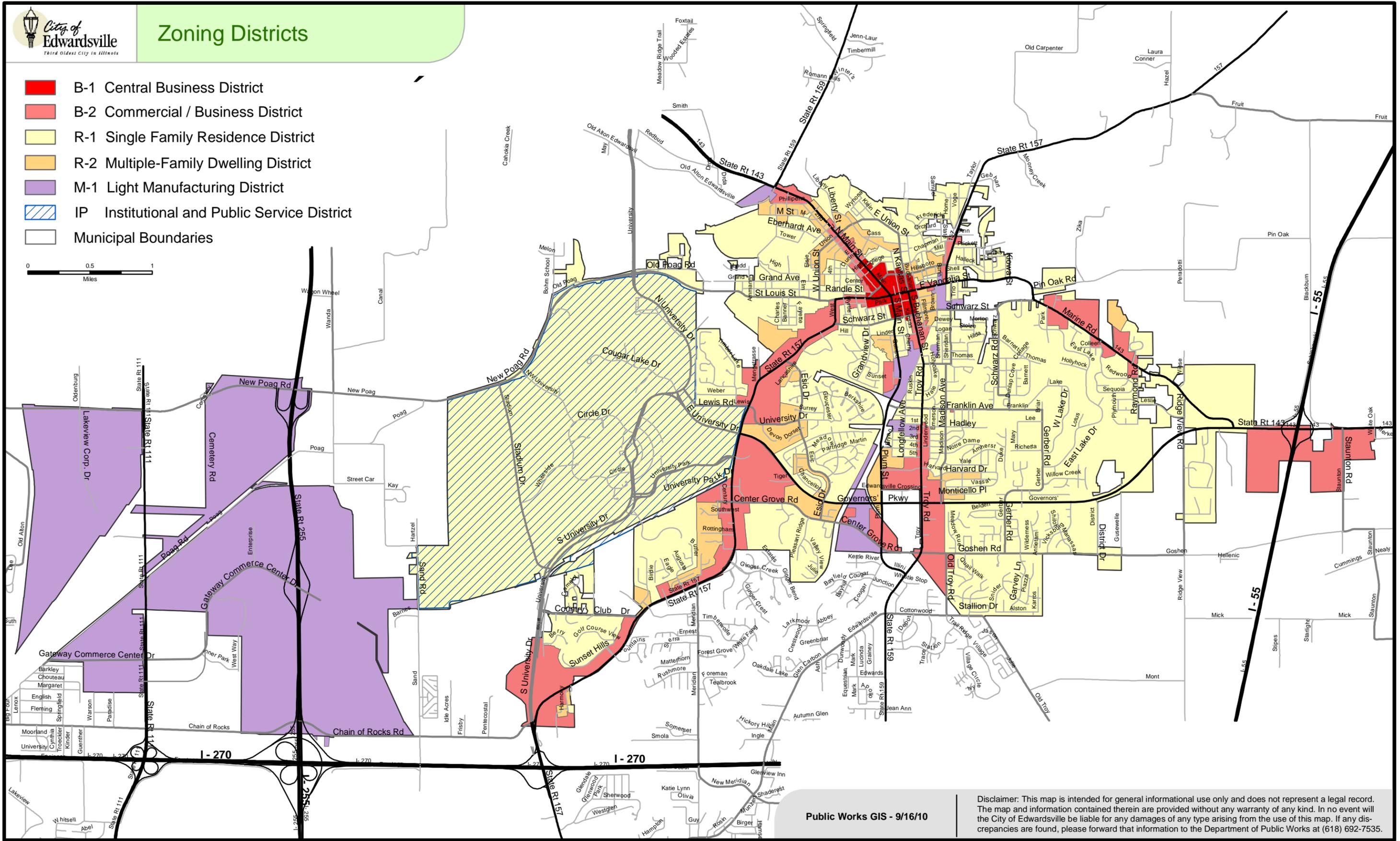
## Roadways

-  Interstate
-  Arterial
-  Ramp
-  Collector
-  Local
-  Proposed Roads
-  Railroads
-  MCT Bus Routes
-  MCT Bike Trails
-  Corporate Limits



# Zoning Districts

- B-1 Central Business District
- B-2 Commercial / Business District
- R-1 Single Family Residence District
- R-2 Multiple-Family Dwelling District
- M-1 Light Manufacturing District
- IP Institutional and Public Service District
- Municipal Boundaries



Disclaimer: This map is intended for general informational use only and does not represent a legal record. The map and information contained therein are provided without any warranty of any kind. In no event will the City of Edwardsville be liable for any damages of any type arising from the use of this map. If any discrepancies are found, please forward that information to the Department of Public Works at (618) 692-7535.