

Memo

To: Edwardsville Plan Commission

From: Scott Hanson, AICP – City Planner

Date: August 13, 2015

RE: Adjustments to the I-55 Corridor Plan since the July 20, 2015 Public Hearing

Here is an update on recommended changes, additions and deletions to the I-55 Corridor Regulatory Plan since the 7/20/15 Plan Commission meeting:

1) **Street Cross Sections.** Changes were needed to Section 6 relating to street cross sections to better suit what is most likely to be constructed in terms of future roadways. For example, the “Parkway” thoroughfare comprised of 140 feet of right-of-way width is not necessary for the I-55 Plan at this time. In short, many street cross sections in the I-55 Regulatory Code are unlikely to ever be used. Staff from Glen Carbon, Madison County and Edwardsville met to pare the street cross sections from 16 to 8.

Staff is also proposing a new cross-section that was determined to be needed for “Local Collector” streets. Several variations of this street type are proposed, including one with a landscape island, one with a 10-foot multi-use path, and a third which shows an on street bike path/route in both directions. Cross sections will be shown on the Powerpoint at the 8/17/15 meeting.

2) **Civic Spaces/ Greenspace.** Article 3 of the Regulatory Code addresses “Civic Space” (aka “parkland” or “active greenspace”). See pages 3-56 to 3-63. The Home Builders Association asked staff to take a look at the Code’s provisions relating to Civic Space. After additional review, staff has concluded that, while the proposed design of Civic Spaces in the Code provides a good foundation upon which parkland can strive to be designed, the dedication of “active greenspace” in the Corridor might be addressed more effectively:

a) Article 3, page 3-61 states that the combined size of all Civic Space Lots in each Development District must be at least five percent (5%) of the total acreage of those districts, unless there is a comparable amount of civic space within one quarter (1/4) mile walking distance. Using the Neighborhood Residential District as an example, there are 2,310 acres in this district (which includes large areas in both Edwardsville and Glen Carbon). 5% of 2,310 acres is 115.5 acres. As part of its “A Better Place to Play” initiative (www.betterplacetoplay.com), the city is working on plans to construct a state-of-the-art sports park within the I-55 Corridor to help meet the growing demand for field space. If this park is 75 acres and placed in the Neighborhood Residential area, 65% of the “Neighborhood Residential” Civic Space requirements will have been met by this large park. This would leave only 40.5 acres of parkland in the Neighborhood Residential area to be distributed throughout the remaining 2,235 acres of the Neighborhood Residential District.

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The “one large park” approach, while offering some economic efficiencies, will also require most recreational users to drive an automobile to the park itself. This is contradictory to one of the main principles of the I-55 Corridor area: Creating a community where major destinations (schools, commercial areas, park space) are within a 10 minute walk for the average citizen.

b) Expanding on the paragraph above, once the 115.5 acres of Civic Space is met, the current language suggests that active greenspace/civic space levels are effectively “capped.” That is, after 115.5 acres, all Civic Space/active greenspace is either voluntarily provided/donated OR will be the responsibility of the municipality to purchase/acquire. With Edwardsville presently in need of and actively seeking MORE active greenspace/civic space of ALL sizes and targeted demographics, language in the I-55 Regulatory Code which “caps” the provision of Civic Space is not a prudent policy.

c) The “one large park” concept may also mean that one community’s taxpayers may bear the full cost of developing and maintaining that parkspace.

In short, it is recommended that the I-55 Regulatory Plan remove the language on the provision of 5% Civic Space within each district. Instead, each community will individually consider its current policy regarding Active Greenspace dedications. For Edwardsville, this will be done city-wide, not just within the I-55 Corridor Plan area. Once completed, a revised city code on the provision of Active and Passive Greenspace will be a more effective way to implement the “Standards for Civic Spaces” requirements as compared to current I-55 Code provisions.

3) **Building exteriors** – At the July 2015 Plan Commission meeting, staff was asked to provide information about building exterior materials for existing single family homes in the vicinity of the I-55 Corridor Area. The following is a summary of the Covenants and Restrictions for six subdivisions built since 2000:

Arbor Lake – Brick /Brick Veneer/EIFS, stone (natural or cement) on 50% of entire exterior wall surface of 1st floor of one story home. Alternatively, one can cover 100% of front and one side. 2-story or 1.5 story homes adhere to the same requirements and alternative. Also, any frontage that faces a street must cover 100% to the top of the first floor.

Ebbets Field Phase 1, 2 and 3 - 50% of first floor for 2 story homes (front, two sides and rear). Alternatively, the entire front and the entirety on one side of the house can be 100% brick. Ranch homes: 100% brick plus 100% brick of one side. (Lap side gauge is specifically called at .42 to .44 or better).

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Governors Way: 50% of first floor for 2 story homes, ranch homes 100% brick plus 1 side. Sides of two story homes also 50% brick or, alternatively, 100% of entire front.

Hearthstone Phase 1: 25% Brick/Brick Veneer/Stone for lots 1-62. Additionally, lots with side or rear frontage on a public road must have 25% of same.

Hearthstone Phase 2: 50% Brick/Brick Veneer/Stone for lots 63-89, 25% for all other lots with frontage on a public street.

Vicksburg: 50% stone or brick or brick veneer.

4) **Cul-De-Sacs** – The policy for cul-de-sacs in the I-55 Corridor Regulatory Plan continues to evolve. Initially, they were discouraged altogether. Then, only under certain circumstances (e.g. terrain or floodplain related issues). After further review, staff believes that clearer direction is necessary and better rules can be achieved. While cul-de-sac regulations **do** need to be revised city-wide (and staff has some ideas on how this can be accomplished), the I-55 Plan **should** have language in the Regulatory Code that that reflects an appropriate ratio of “stub street connections to cul de sacs.” Following adoption of the I-55 Plan Regulatory Code, staff will work on making whatever I-55 Corridor Policy is adopted to match the requirements for the rest of the city. This change will be reviewed by the Plan Commission.