

A map of Madison County, Tennessee, showing the I-55 corridor. The map features a grid of roads including Meridian Road, Center, Grove, Plum Road, Troy Road, Franklin Ave, East Lake Drive, Governors Parkway, Busewelle Rd, Goshen Road, Ridgeview Road, W. Mick Rd, Glen Carbon Rd, Glen Carbon Rd, and N. Klenke Rd. Major highways 157, 159, and 210 are also shown. The text 'Madison County I-55 Corridor: 6.0 Land Use Concepts' is overlaid on the map.

Madison County I-55 Corridor:
6.0 Land Use Concepts

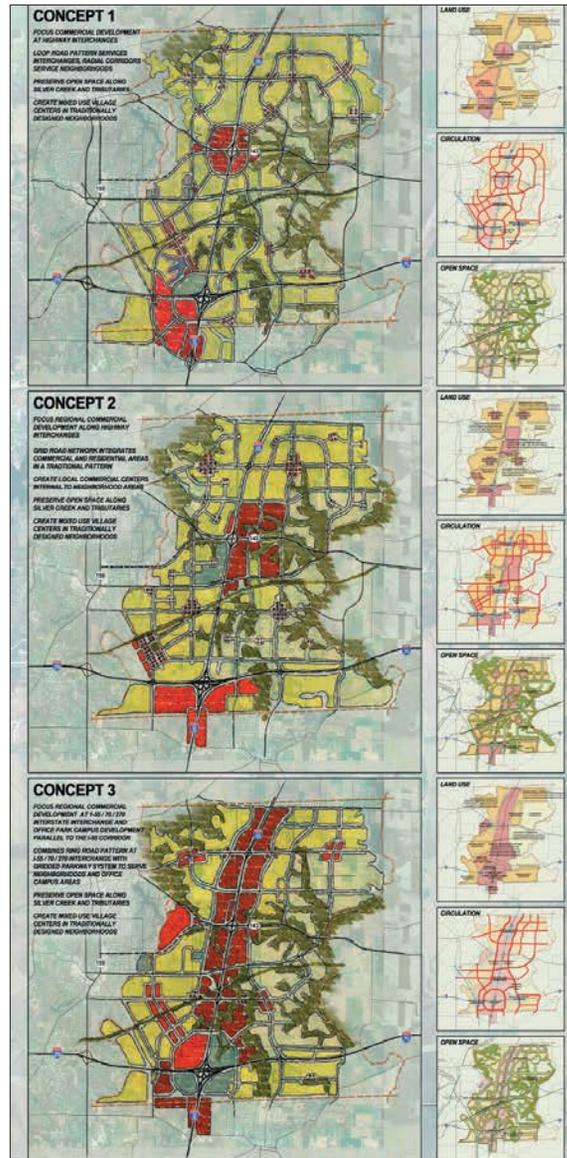
Madison County i55 Corridor

6.1 Introduction

From the beginning of the planning process there has been a universal desire to involve Edwardsville and Glen Carbon residents in making decisions that affect the future use of their community.

Various open houses, interviews and meetings served as interactive forums for the planning team and the Project Management Team to include Madison County citizens, political leaders and the business community in the development of three land use concept alternatives. Each of these alternatives combines different land use strategies to create a distinct concept to address corridor goals in a specific manner.

The process included revising these alternatives based on area residents' comments. After each revision, the planning team evaluated each concept against its capacity to achieve goals for the corridor. As anticipated, each concept responded to the project goals in different ways. Additional resident input contributed to a preferred concept that was enriched to become the final land use plan.



Land Use Concepts



Public Participation Session

Madison County i55 Corridor

6.2 Concept Alternative One

Strategy: Concept Alternative One focuses on the strategic locational advantages provided by the visibility, traffic volume and access of Interstate highway interchanges.

Land Use. The land use pattern created for Alternative One is based on establishing two major commercial nodes at highway interchanges. The primary node is centered on the I-55/70/270 interchange and would provide large areas for regional commercial and institutional uses, in the form of shopping centers, a hospital, and possibly office parks or corporate campuses. Secondary nodes would occur at the I-270/Old Troy Road interchange and at the I-55/IL-143 interchange. These may be mixes of vehicle-oriented retail centers and office complexes. This alternative also programs a town

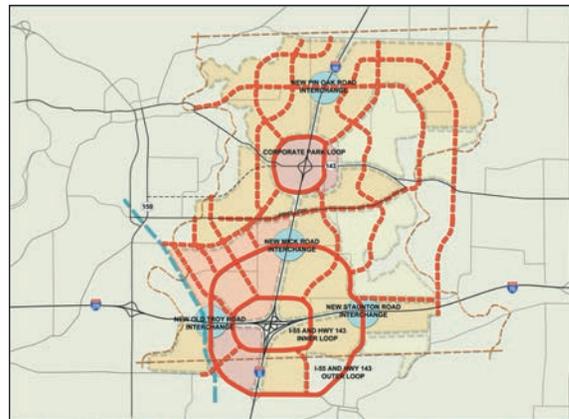
center at the center of a large mixed use zone along a southward extension of District Drive, with services, retail, office, and institutional activities that cater to the Edwardsville-Glen Carbon community. Medium to lower density residential, in a style consistent with other contemporary residential developments in Madison County dominate the rest of the study area.

Open Space. Protecting the area’s riparian corridors is a high priority for all three alternatives. The large Silver Creek flood zone, its adjacent tributaries, and their steep ridges and valleys are preserved, as is the Sugar Creek branch of Cahokia Creek. Additional open space recommendations for Alternative One include a major new community park associated with the higher density mixed use town center as well as the establishment of wide parkway and boulevard corridors along area arterials and collector rights-of-way.

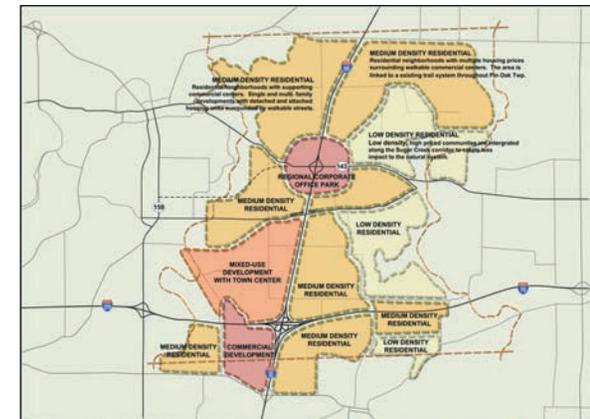
Circulation. Providing sufficient access to the major commercial nodes from the Interstate highways in this alternative requires the use of ring roads that allow large volumes of vehicles, as well as necessary queuing distances to and from highway exit ramps. This pattern of arterial loop roads is serviced by collectors that radiate from the loops into peripheral residential areas. Alternative One recommends the creation of new interchanges at Mick Road and Pin Oak Road and interchange enhancements at IL-143 and Old Troy Road. Alternative One does not recommend frontage roads along I-55.



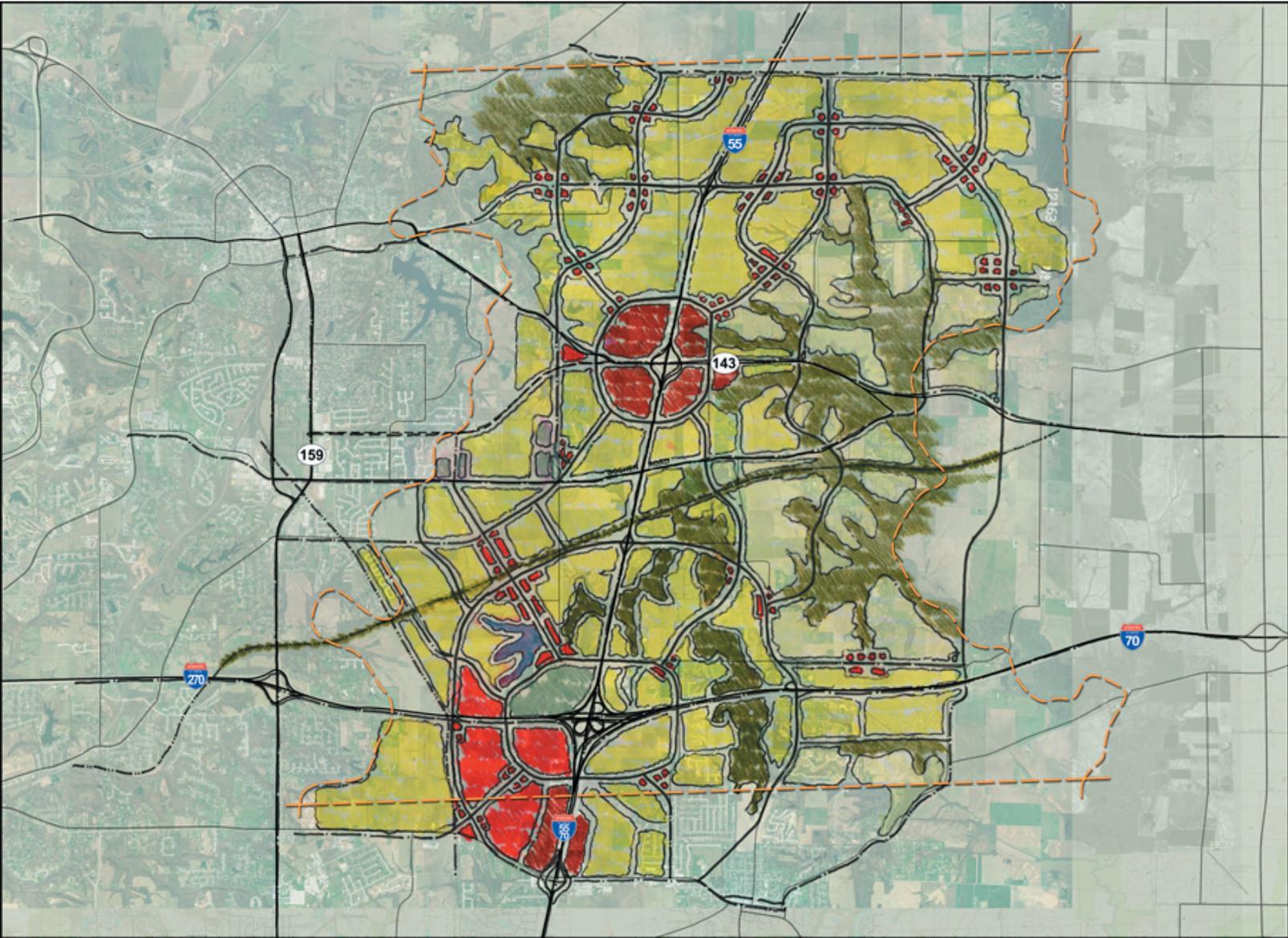
Alternative 1 - Open Space Diagram
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Alternative 1 - Circulation Diagram



Alternative 1 - Nodes Diagram



Alternative 1 - Land Use Concept Diagram

Madison County i55 Corridor

6.3 Concept Alternative Two

Strategy: Concept Alternative Two expands the commercial center at Pin Oak Corporate Park and creates a major town center near Old Troy Road.

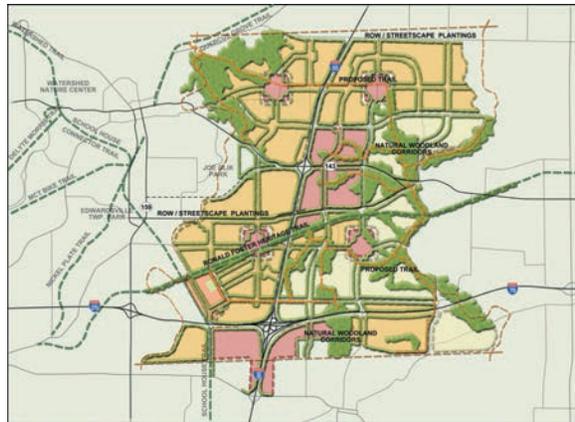
Land Use. The second concept alternative separates major zones of land use by the Interstate highways, creating four quadrants that can each be approached independently. The quadrant northwest of the I-55/70/270 Interchange is the largest and would contain the greatest variety of land uses. This alternative assumes the possibility of Madison County’s MetroLink extension in the I-55 corridor and prescribes a transit-oriented town center as the anchor of a large mixed use neighborhood. South of I-270, both quadrants could capitalize on interchange proximity to be developed as a distribution center, with light industry, assembly

and warehousing. East of I-55 the concept builds upon the success of Pin Oak Corporate Park with office parks and corporate campuses at the eastern half of the IL-143 interchange. Elsewhere, in the quadrants east and west of I-55, low to medium density housing would be developed similar to existing residential development patterns. However, compact neighborhood centers, planned according to principles of traditional neighborhood design and at moderately higher densities, would anchor residential areas at

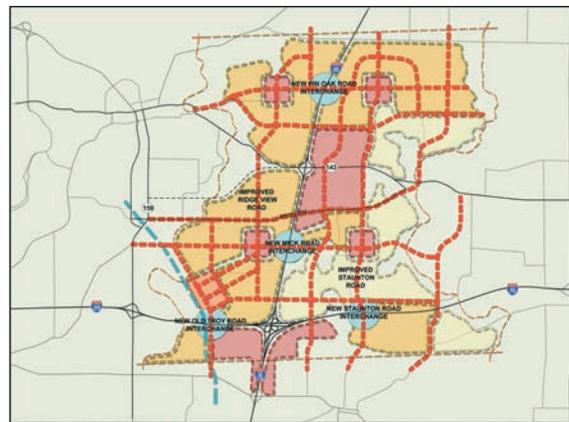
Open Space. Protecting the area’s riparian corridors is a high priority for all three alternatives. The large Silver Creek flood zone, its adjacent tributaries, and their steep ridges and valleys are preserved, as is the Sugar Creek branch of Cahokia Creek. The open space strategy for Alternative Two also includes creating small parks as anchors for neighborhood centers, and greenways linking them together. Wide

parkways and boulevard corridors along area arterials and collector rights-of-way provide additional open space linkages between neighborhoods and area parks.

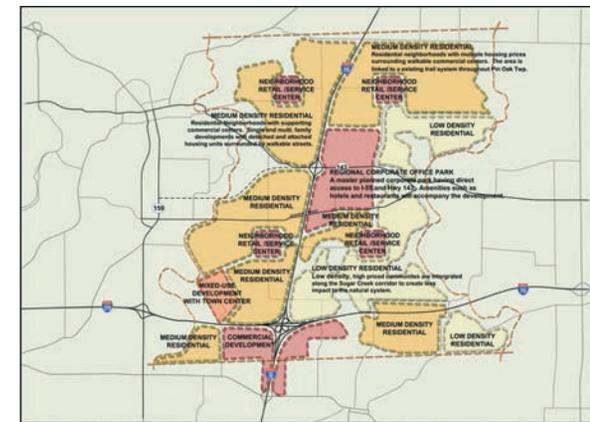
Circulation. The existing roadway grid in the I-55 corridor is the basis for most proposed arterials and collectors in Alternative Two, permitting cost-effective implementation that can be phased incrementally. Over time these roads would be upgraded to higher capacities, wider rights-of-way and landscape enhancements. Other new corridors would be constructed where necessary, continuing the essence of the grid and connecting neighborhood centers to commercial streets and highway access points. Alternative Two recommends the creation of new interchanges at Mick Road and Pin Oak Road and interchange enhancements at IL-143 and Old Troy Road. Alternative Two does not recommend frontage roads along I-55.



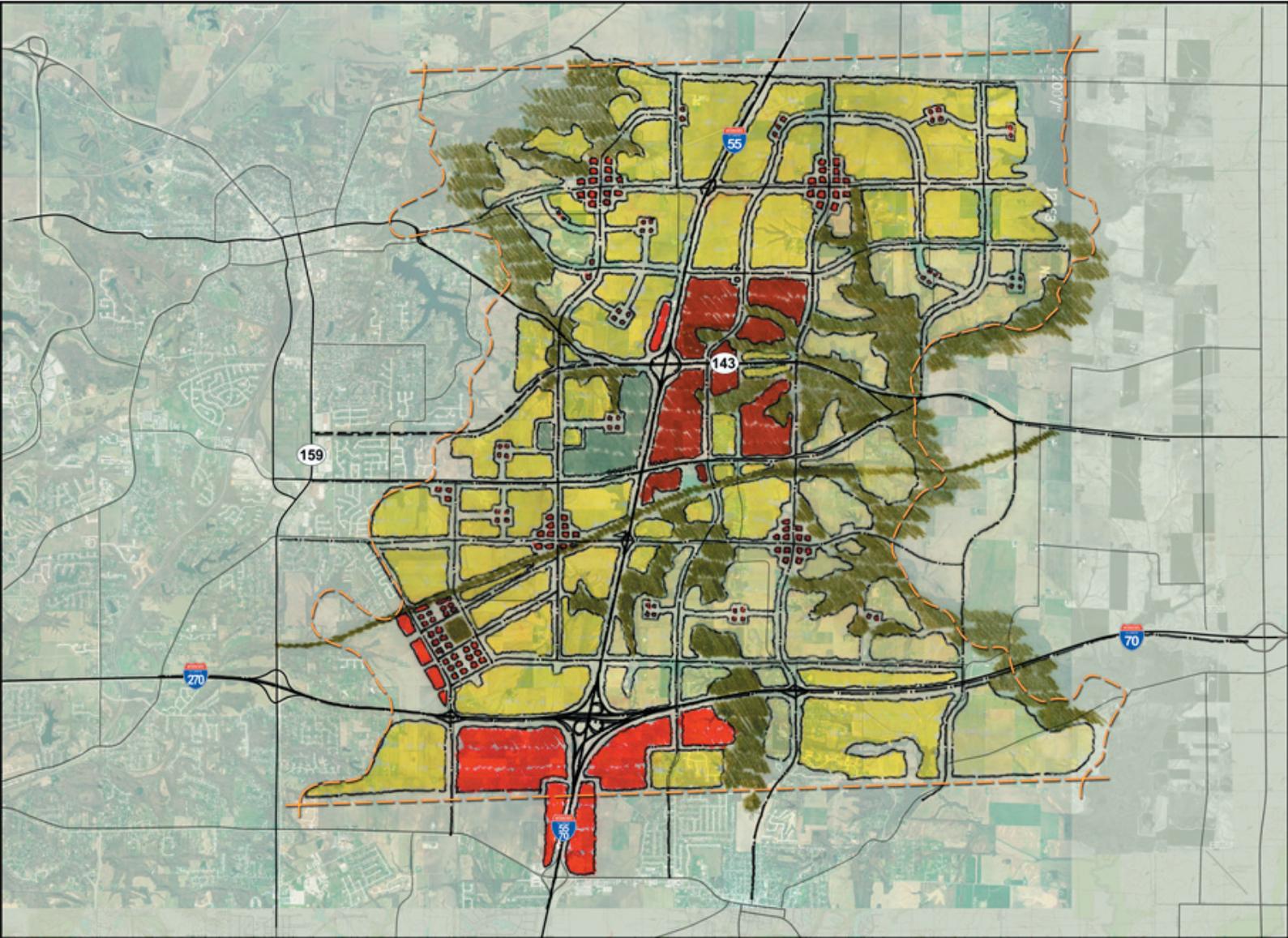
Alternative 2 - Open Space Diagram
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Alternative 2 - Circulation Diagram



Alternative 2 - Nodes Diagram



Alternative 2 - Land Use Concept Diagram

Madison County i55 Corridor

6.4 Concept Alternative Three

Strategy: Concept Alternative Three creates an impressive office corridor along I-55 and proposes the most ambitious assembly of traditional neighborhood designed communities in the St. Louis region.

Land Use. Concept Alternative Three presents a more aggressive land use strategy than the previous two. This concept attempts to establish a regional commercial hub, with office parks and corporate campuses. With lush landscaping and adequate setbacks from the Interstate, the corridor can retain the appearance of open space while establishing a prestigious address for businesses in Metro-east. Regional retail shopping, institutional uses and high density office complexes could anchor the southern end of the corridor. Alternative Three also takes an aggressive approach to the areas west and east of the

I-55 office corridor. Following national development trends, these areas are mixed use, medium and high density communities, planned according to principles of traditional neighborhood design. The Silver Creek valley would be buffered by very low density residential.

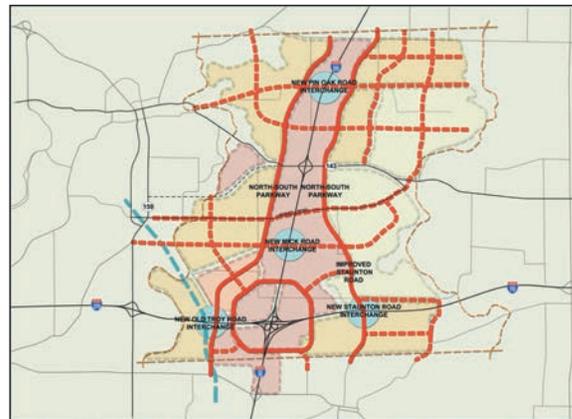
Open Space. The large Silver Creek flood zone, its adjacent tributaries, and their steep ridges and valleys are preserved, as is the Sugar Creek branch of Cahokia Creek. Alternative Three also projects an outward image of abundant open space. The commercial corridor along I-55 includes large areas of open space, both in the highway buffer and in the inclusion of lush landscaping in its office parks. Furthermore, Alternative Three also includes creating small parks as anchors for neighborhood centers, and greenways linking them together. Wide parkways and boulevard corridors along area arterials and collector rights-of-way provide additional open space

linkages between neighborhoods and are parks.

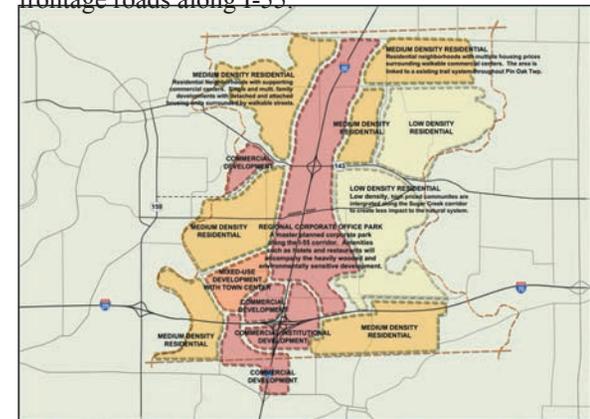
Circulation. With the aggressive land use and open space strategies for Alternative Three comes an equally bold circulation network. Although reutilizing the existing grid roadway network has inherent efficiencies, it does not ideally suit the land use strategy for Alternative Three, nor does it maximize the strategy’s potential property values. Two parkways, generally parallel to I-55, would serve the corridor’s office parks and corporate campuses while a loop system around the I-55/70/270 interchange would provide that valuable location highway access and internal circulation. Other collectors are generally in a grid pattern and are extensions of the existing roadway network. Alternative Three recommends the creation of new interchanges at Mick Road and Pin Oak Road and interchange enhancements at IL-143 and Old Troy Road. Alternative Three does not recommend frontage roads along I-55.



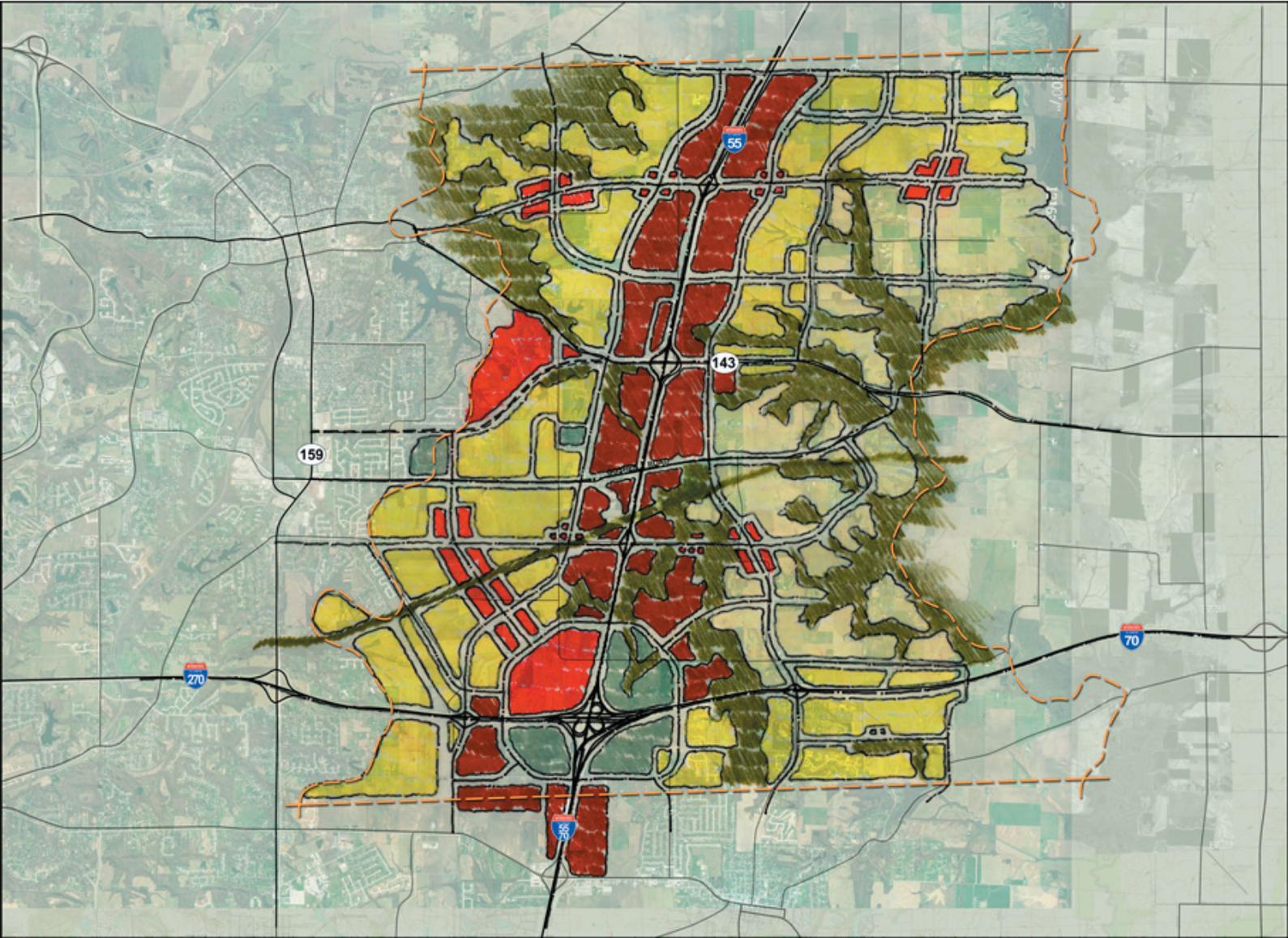
Alternative 3 - Open Space Diagram



Alternative 3 - Circulation Diagram



Alternative 3 - Nodes Diagram



Alternative 3 - Land Use Concept Diagram