



Meeting Date: May 9, 2022
Meeting Time: 6:00 P.M.
Meeting Location: City Hall, 118 Hillsboro Avenue

ORDINANCE COMMITTEE AGENDA

Committee Members

Kent Scheffel, Chairman
Mike Pierceall
David Gerber

Tim Harr
Andrea Miracle
Ashley Niebur Sharp

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- I. CALL TO ORDER**
 - II. PUBLIC COMMENT**
 - III. APPROVAL OF MINUTES**
 - A. Approval of the minutes from the April 11, 2022 Meeting
 - IV. STAFF PRESENTATION AND COMMITTEE DISCUSSION**
 - A. Addition of Section 1248.02.31 – Electric Vehicle Charging Stations
 - B. Amendment to Ordinance 6708-09-2021 – Short Term Rentals
 - C. Amendment to Section 1252.02 – Selected Definitions
 - V. NEW BUSINESS**
 - VI. OLD BUSINESS – I-55 Development Code**
 - VII. ADJOURNMENT**

If prospective attendees require an interpreter or other access accommodation, please contact the Edwardsville City Clerk's office at 618-692-7500 no later than 48 hours prior to the commencement of the meeting to arrange the accommodations.

ORDINANCE SUB-COMMITTEE
EDWARDSVILLE PLAN COMMISSION
April 11, 2022
6:00 PM

Approved: _____

Date: _____

I. CALL TO ORDER

PRESENT

Kent Scheffel, Chair
 David Gerber (*Arrived Late*)
 Mike Pierceall
 Tim Harr
 Andrea Miracle
 Mike Boline
 Emily Calderon, Staff
 Breana Buncher, Staff
 Tammy Kehrer, Staff

ABSENT

Ashley Niebur Sharp

A meeting of the Plan Commission's Ordinance Sub-Committee was held on Monday, April 11, 2022, and the following proposed ordinance amendments were discussed:

II. PUBLIC COMMENT: None

III. APPROVAL OF MINUTES

- A. Approval of the minutes from the March 14, 2022 meeting.

MOTION: Pierceall SECONDED: Harr

ROLL CALL: 3 Ayes, 0 Nays, 1 Abstain (Miracle)

IV. STAFF PRESENTATION AND COMMITTEE DISCUSSION

- A. Amendment to Section 1248.02.16 – Compost Piles; Public/Private

Currently, the zoning ordinance states it needs be 10 feet from a principal or accessory structure and 15 feet from any property line. The proposed language allows compost piles to be placed closer to property lines. They have put some perimeters on this with the compost bin system being only 5 feet in height and a maximum of 125 cubic feet. There is a provision for compost piles on large lots. If there is a lot larger than 10 acres, you can have a compost pile that can actually be very large. You would get one compost bin per 10,000 square feet in lot area. Some language was added requiring them to be not less than 3 feet from a rear property line or a side property line and not within 20 feet of any home patio, pool, or similar structure on the adjacent property.

Tim Harr and Mike Pierceall stated they believe this will be difficult to enforce.

Tim Harr stated if this ordinance is not addressing a specific problem, then is the purpose to encourage people. He said that seems like over-regulation.

Mike Boline said the only time the City would get involved is if there is a dispute between neighbors.

Andrea Miracle stated it would be an HOA issue in some neighborhoods.

Mike Pierceall said staff needs to be lenient when it comes to structural containment.

Kent Scheffel would like to see the setback requirement 10 feet instead of 3 feet.

David Gerber suggested calling it a compost system for clarity.

MOTION: Approve with recommendations as follows: referring to the collection system as a compost system, changing the setback from 3 feet to 10 feet, and removing egg shells as permitted ingredients (Harr) Seconded: Gerber

VOICE ROLL CALL: 5 Ayes, 0 Nays, 0 Abstain

B. Addition of Section 1248.02.31 – Electric Vehicle Charging Stations

Several comments and questions have been received about this. There is no ordinance regulating them at this point. The level 2 and level 3 charging stations would be allowed in any commercial parking lot. This ordinance will add a little bit more to that.

Kent Scheffel asked why Level 1 electric vehicle stations are not permitted in the Conservation District. He feels that people that would be visiting that area would also likely be driving electric cars. Emily Calderon said that could be added.

Tim Harr asked if this is specifically for new commercial lots. Emily Calderon stated the requirement to put the charging stations in would be for new commercial lots or industrial.

Mike Boline asked where it had to be installed at residences. Emily Calderon said a Level 1 charger could be mounted inside or outside of a structure.

Mike Boline asked if a car parked in right-of-way could be charged electrically. Emily Calderon stated they could not.

Mike Pierceall stated he would not support a required number of charging stations at this time.

Committee came to a consensus that the Number Required section should be removed.

Andrea Miracle feels that a required number will be coming in the future and believes they need to think about that.

MOTION: Table (Gerber) SECONDED: Harr

VOICE ROLL CALL: 5 Ayes, 0 Nays, 0 Abstain

- C. Amendment to Ordinance 6708-09-2021 – Short Term Rentals – Type B short-term rentals are being eliminated completely in the residential zoning district. Emily Calderon presented a map that showed that. Committee discussed the map and the boundaries as they were presented and suggested alternatives that may be better.

This would be allowed within the MU-1 District and it's also being proposed to be allowed in the historic LeClaire District.

Mike Boline asked if an overlay versus a buffer is more difficult to manage or maintain as part of the review process. Emily Calderon stated if a residence goes from residential to a B-1 property, that would change the buffer. She doesn't anticipate that to happen very much.

Tim Harr asked if air bnb's were part of the rental inspection program. Emily Calderon said they are not. David Gerber believes they should be a part of that program.

Emily Calderon stated the other thing this ordinance would do is put a bed and breakfast establishment back in as a home occupation and boarding house is being removed from selected definitions.

Staff will revise the map according to Committee's suggestions.

MOTION: Table (Gerber) SECONDED: Pierceall

VOICE ROLL CALL: 5 Ayes, 0 Nays, 0 Abstain

- D. Amendment to Section 1252.02 – Selected Definitions

- V. **NEW BUSINESS:** None

- VI. **OLD BUSINESS:** I-55 Code Update – Revised code is being worked on and should be out soon.

Mike Pierceall asked about the status of the housing study. Emily Calderon said there was a kickoff meeting with the I-5 group. She said they are in the process of putting together a steering committee. She thought the meeting would take place the third week of May.

Tim Harr asked about the transportation plan. Emily Calderon presented a list of plans from 1989 forward. The Oates long range transportation plan was done in 1999 with an update in 2001. The current Comp Plan did include several of the items from the 2006 I-55 corridor transportation and growth management plan. Those items are included in the transportation section of our current Comp Plan.

- VII. **ADJOURNMENT**

Meeting adjourned by Mr. Scheffel.

Amend Section 1252.02 Selected Definitions to add the following:

Electric Vehicle Charging Stations. An electric vehicle charging station is a public or private parking space(s) that is (are) served by battery charging equipment with the purpose of transferring electric energy to a battery or other energy storage device in an electric vehicle.

Add Section 1248.02.31 - Electric Vehicle Charging Stations

(a) *Designation of electric vehicle charging stations.* Electric vehicle charging stations shall be differentiated as follows:

- (1) Level 1 is considered slow charging and operates on a fifteen to twenty amp breaker on a one hundred twenty volt AC circuit. Level 1 chargers are mounted inside or outside of a structure and are used for charging for the homeowners' personal vehicles only.
- (2) Level 2 is considered medium charging and operated on a forty to one hundred amp breaker on a two hundred eight or two hundred forty volt AC circuit.
- (3) Level 3 is considered fast or rapid charging and operated on a sixty amp or higher breaker on a four hundred eighty volt or higher three phase circuit with special grounding equipment. Level 3 stations are typically referred to rapid charging stations and typically use DC power and industrial grade electrical outlets that allow for faster recharging of electric vehicles.

(b) *Locations Permitted.*

(1) Level 1 and Level 2 electric vehicle charging stations are permitted in all zoning districts, except the Conservation District. In residential zoning districts, Level 1 and Level 2 chargers shall be installed for personal use only, accessory to the to the principal residential use. Parking lots for the purpose of electric vehicle charging stations are not permitted in residentially zoned area.

(1)(2) ~~Level 2 and~~ Level 3 electric vehicle charging stations are permitted in all mixed use, commercial, and industrial districts.

~~(c) *Number Required.* Electric vehicle charging stations located within parking lots or garages may be included in the calculation of the total number of parking spaces required by ordinance.~~

~~(1) In every mixed use and commercial district, _____ of the total parking spaces must be equipped with either Level 2 or Level 3 charging stations at the time the parking lot is installed.~~

~~(2) In every industrial district, _____ percent of the parking for employees must be equipped with either Level 2 or Level 3 charging stations at the time the parking lot is installed.~~

(~~dc~~) *Standards for electric vehicle charging stations.* Electric vehicle charging stations utilizing parking stalls located in a public or private parking lot or public or private parking garage shall comply with the following standards. Due to rapidly changing technology and anticipated changes to charging stations, batteries, and electric vehicles, the City Planner and Public Works Director may authorize variations from this section, so long as the requirements of sub-section (b) *Locations Permitted* ~~are met and sub-section (c) *Number Required* comply with the requirements described herein.~~

- (1) Electric Vehicle Charging Only. Except when located in conjunction with single-family residences, electric vehicle charging stations shall be reserved for parking and charging of electric vehicles only. No person shall stop, stand, or park any vehicle in areas designated for electric vehicle charging for any purpose except charging of an electric vehicle.
- (2) Signage. Each electric vehicle charging station shall be posted with signage indicating the space is only for electric vehicle charging purposes. Signage shall include items contained in subsection ~~F(6)~~ of this section. All signage, including any wayfinding signage associated with charging stations, shall comply with Section 94-42(b).
- (3) Accessibility. When electric vehicle charging stations are provided, accessible charging stations must be provided as follows. In addition to these standards, all state and federal requirements shall apply.
 - a. For every 50 (or portion thereof) charging stations provided, 1 accessible charging station shall be provided.
 - b. Accessible charging stations shall be located in proximity to the buildings or facility entrances and shall be connected to a barrier-free accessible route of travel.
 - c. All accessible charging stations shall meet the requirements of standard ADA parking spaces. Bollards, wheel stops, or curbs shall be used to protect the charging station, but must not obstruct use of the station.
- (4) Lighting. Lighting shall be provided in accordance with typical parking lot lighting, regulated by Section 1250.10.
- (5) Equipment. Equipment for electric vehicle charging stations shall comply with the following standards:
 - a. Charging station outlets and connector shall be no less than thirty-six inches or no higher than forty-eight inches from the top of the surface where mounted and shall contain a retraction device or a place to hang cords and connectors above the ground surface.
 - b. Equipment shall be protected by wheel stops or bollards.

- (6) Notification. The following information shall be posted at all electric vehicle charging stations:
- a. Voltage and amperage levels;
 - b. Hour of operations, time limits, and tow-away provisions
 - c. Safety information;
 - d. Contact information for reporting equipment malfunction or other problems.

EXHIBIT A

Section 1248.02.31- SHORT-TERM RENTALS

PURPOSE & APPLICABILITY

It is the intent and purpose of this section to establish regulations regarding short-term rentals in order to safeguard the peace, safety, and general welfare of neighborhoods within the City of Edwardsville. This section intends to minimize negative secondary affects related to short-term rentals including excessive noise, disorderly conduct, and illegal parking. Such short-term rental shall comply with all requirements of the City and State building, fire, safety, and occupancy codes and limits as well as all regulations provided in this section and all other city codes.

(a) GENERAL PROVISIONS

The owner of any short-term rental shall be required to apply for and obtain a short-term rental license and business registration annually from the city before renting or advertising the availability of the short-term rental unit.

- (1) Any short-term rental shall be for a period of less than ninety (90) days in a calendar year to any particular group.
- (2) All short-term rental units must be rented on a daily basis.
- (3) All short-term rental properties must provide off-street parking on the premises in the approved driveway or garage.
- (4) The owner shall post the current short-term rental permit number on or in any advertisement appearing in any written publication or any website that promotes the availability or existence of a short-term rental unit.
- (5) Short-Term Rental licensee shall be required to keep financial records for at least three (3) years.
- (6) Short-Term Rental units shall be subject to and shall comply with all requirements of the city and state building, fire, safety, and occupancy codes and limits.
- (7) Any short-term rental shall be subject to the hotel and motel tax and associated requirements of Chapter 106 Article 12 Municipal Hotel/Motel Tax of the Codified Ordinances of the City of Edwardsville.
- (8) This ordinance shall not apply to lease-backs for real estate transactions.

(b) TYPE A SHORT TERM-RENTAL - OWNER OCCUPIED REQUIREMENTS

- (1) "Type A" Short-Term Rentals are permitted in "B-1A", "B-1B", "B-1C", and "MU-1" Districts, and in "R-1", "R-EL", and "R-2" Districts.
- (2) The owner of the dwelling shall maintain the short-term rental as their permanent residence and shall reside on the premises at the time that short-term rental guests are present.
- (3) No more than one unit in any dwelling may be rented at the same time as a short-term rental unit.
- (4) Only one group of patrons in a 24-hour period shall be allowed in a "Type A" short-term rental unit.
- (5) Not more than thirty (30) "Type A" short-term rental units shall be permitted within city limits.

(c) TYPE B SHORT-TERM RENTAL - NON-OWNER OCCUPIED REQUIREMENTS

- (1) The owner of the dwelling is not present on-site during the short-term rental.
- (2) "Type B" Short-Term Rentals are permitted in "B-1A", "B-1B", "B-1C", and "MU-1" Districts. "Type B" Short-Term Rentals shall also be permitted within the LeClaire Historic District and any property which is located wholly or partially within 250' of any "B-1" District. and shall only be permitted by Special Use Permit in "R-1", "R-EL", and "R-2" and "NR" Districts.
- (3) Only one group of patrons in a 24-hour period shall be allowed in a "Type B" short-term rental unit.
- (4) Not more than thirty (30) "Type B" Short-Term Rental units shall be permitted within city limits.

(d) BED & BREAKFAST

- (1) A bed and breakfast is permitted by special use permit only in the "B-1A", "B-1B", "B-1C", "MU-1", "R-1", "R-EL", and "R-2" Districts.
- (2) A bed and breakfast shall meet the following regulations:
 - i. The property shall be owner-occupied and the owner shall be the operator of the establishment.

- ii. The maximum length of stay for any guest for any consecutive period of time shall be seven (7) days.
- iii. The maximum number of bedrooms for a bed and breakfast use shall not exceed five (5).
- iv. No cooking facilities shall be permitted in any of the rented rooms.
- v. Meals may be served to overnight guests only.
- vi. Signs shall meet the requirements of Section 94.42.
- vii. All bed and breakfast establishments shall meet all applicable Municipal, County, and State requirements.

(e) ENFORCEMENT

- (1) A short-term rental unit license application shall be denied if the owner has a short-term rental unit license revoked within the past 12 months for the same or other short-term rental unit. If the short-term rental license is revoked twice, no short-term rental license shall subsequently be issued for such owner or such short-term rental unit property.
- (2) In "Type-B" Short-Term rentals where the owner is not present, upon any notification that any transient, occupant or guest of the short term rental unit property has created unreasonable noise or disturbances, engaged in disorderly conduct or committed violation of any applicable law, rule or regulations pertaining to the use and occupancy of the short term rental unit property, the owner shall respond in a timely and appropriate manner to immediately halt or prevent reoccurrence of such conduct. Failure of the owner to respond to such calls or complaints regarding the condition, operation or conduct of the occupants and/or guests of a short term rental unit in a timely and appropriate manner shall be grounds for revocation of the short term rental license and shall subject the owner to all administrative, legal and equitable remedies available to the city.
- (3) Must comply with Chapter 74 Article 2 Peace Disturbance of the Codified Ordinances of the City of Edwardsville.

Exhibit B

1248.02.7 Home occupations.

- (a) A home occupation is an accessory use by the occupant(s) of a dwelling unit in which goods are produced or traded, or services are rendered as an economic enterprise. Such uses shall be clearly incidental or subordinate to the residential use of the dwelling.
- (b) Permitted home occupations. Such occupations shall have no visible exterior indication of business related activities occurring on the premises provided the number of client visits complies with subsection (n) herein.
- (c) Restricted home occupations. A restricted home occupation is an occupation that has patrons, students or business related individuals visiting the premises. Such uses require a special use permit, and may include the following:
 - (1) Music teacher;
 - (2) Tutoring or home instruction;
 - (3) Dressmaker, seamstress, tailor service;
 - (4) ~~Bed and breakfast establishment; and~~
 - (54) Other similar uses, as determined by the director of planning and zoning.
- (d) Prohibited home occupations. The following are prohibited in residential districts:
 - (1) Beauty and barber shops;
 - (2) Dog grooming and kennels;
 - (3) Retail or wholesale shops;
 - (4) Small engine shops;
 - (5) Automobile repair;
 - (6) Taxi or limousine services;
 - (7) Delivery service;
 - (8) Clinics, doctor, dentist offices;
 - (9) Restaurants;
 - (10) Animal hospitals;
 - (11) Dress shops;
 - (12) Millinery shops;
 - (13) Tea rooms;
 - (14) Other uses, as determined by the director of planning and zoning.
- (e) Home occupations do not include yard or garage sales and are permitted as an accessory use only when all of the following criteria are met:

- (1) *Area of use:* Home occupations shall be entirely located and contained within the residence and shall not be located in garages or other accessory structures on the lot. No visible evidence of the business shall be apparent from the street or surrounding lots or areas.
 - (2) *Percentage of floor area:* A home occupation shall use no more than 20 percent of the total dwelling unit floor area.
- (f) The home occupation shall be conducted only by family members residing on the premises with assistance from no more than one non-family member not residing on the premises. Regardless of the number of home occupations on site, there shall be no more than one non-resident employed on the premises.
 - (g) Commercial sales, exchange of goods or other items constituting a sale between the operator of the home occupation and members of the general public visiting the premises shall not be permitted on the premises of the home occupation. Sale of merchandise through internet or mail order catalog are permitted providing the general public are not physically visiting the residence of the individual offering the merchandise for sale for the sales transaction. Members of the general public shall not include persons in the home by prior individualized invitation.
 - (h) Repairs or leasing of items shall not be a permitted use of a home occupation.
 - (i) Deliveries by semi-tractor/trailer trucks are prohibited.
 - (j) No parking in the public right-of-way shall occur as a result of the home occupation.
 - (k) The appearance of a dwelling as a residence shall not be altered to the extent that attention is drawn to the structure as a commercial or business operation. Alterations as to the building area, or any other exterior change should not cause the structure to change the residential character nor should it detract from the residential character of the neighborhood.
 - (l) Home occupation shall not create excessive noise, dust, dirt, glare, heat, smoke, odors, vibration or bright lighting which would be over and above that of a single residential building. The activity shall not generate any solid waste or sewage discharge that exceeds the volume or type normally associated with residential use in the neighborhood. Production of toxic substances, dumping or outside storage shall not be permitted on the lot site. Interference with radio, television or computer systems transmissions shall not be permitted.
 - (m) No exterior storage of merchandise or equipment.
 - (n) A home occupation may attract patrons, students or any business related individuals only between the hours of 6:00 a.m. and 9:00 p.m. At any time during the day or evening, the parking standards in this chapter shall apply to the activity generated by the home occupation. A home occupation shall also not generate more than six business related visitations per day which shall constitute six arrivals and six departures by vehicles. These standards shall not be construed so as to prohibit occasional group gatherings, recitals, or demonstrations. However, such gatherings shall not occur more frequently than once per month and must be held within the visitations hours specified in this chapter.
 - (o) No signage or other forms of advertising pertaining to the home occupation may be placed or painted onto the exterior of the residence or in the yard of a residence.
 - (p) The home occupation does not involve any illegal activity.

Exhibit C

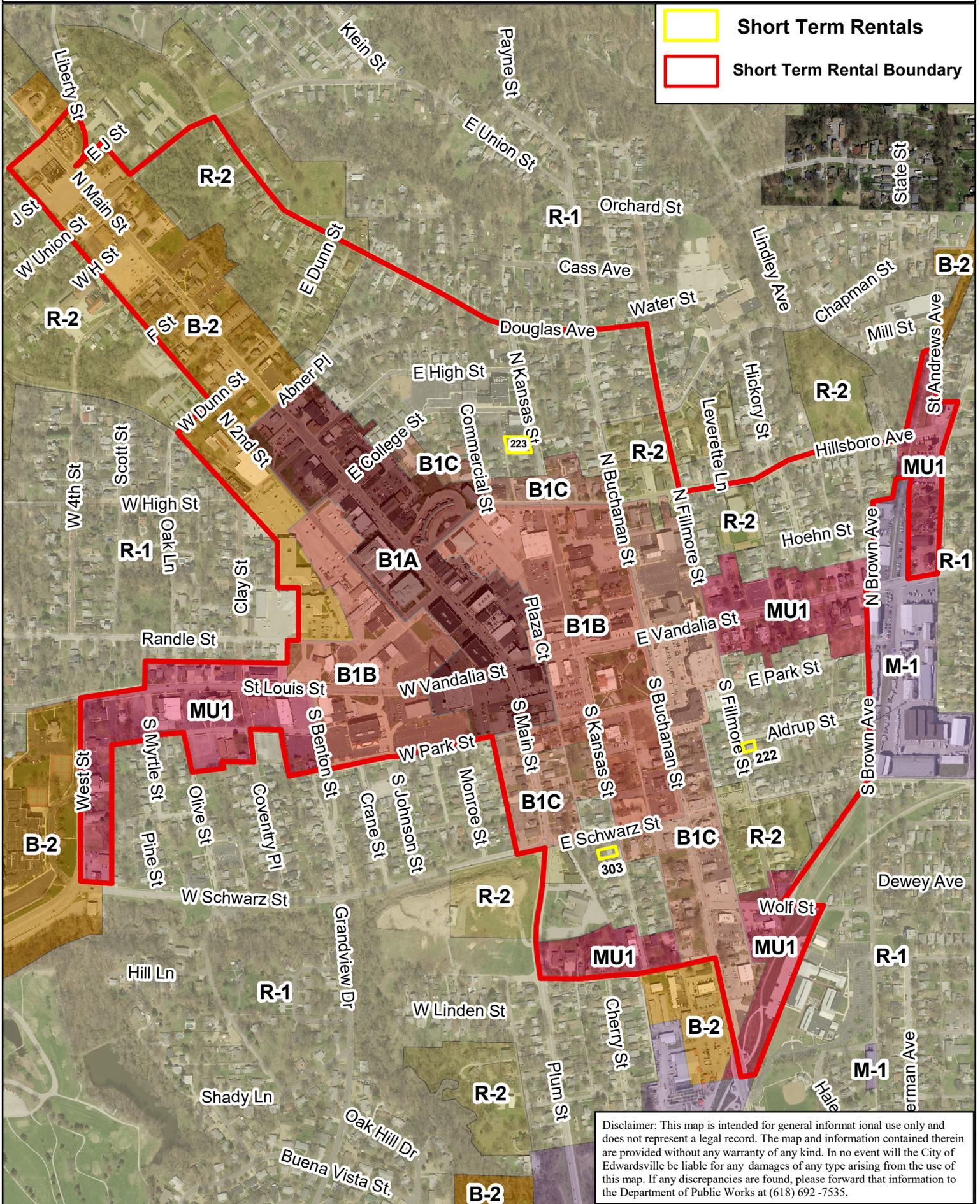
SECTION 1252.02 – SELECTED DEFINITIONS

~~Boarding house: A residential building or portion thereof, other than a motel or hotel, containing lodging rooms for accommodation of not more than ten persons who are not members of the keeper's family, and where lodging or meals or both are provided by pre-arrangement and for definite periods, but not on an overnight or per-meal basis to the transient public. See also Tourist homes.~~

Short Term Rentals

 Short Term Rentals

 Short Term Rental Boundary



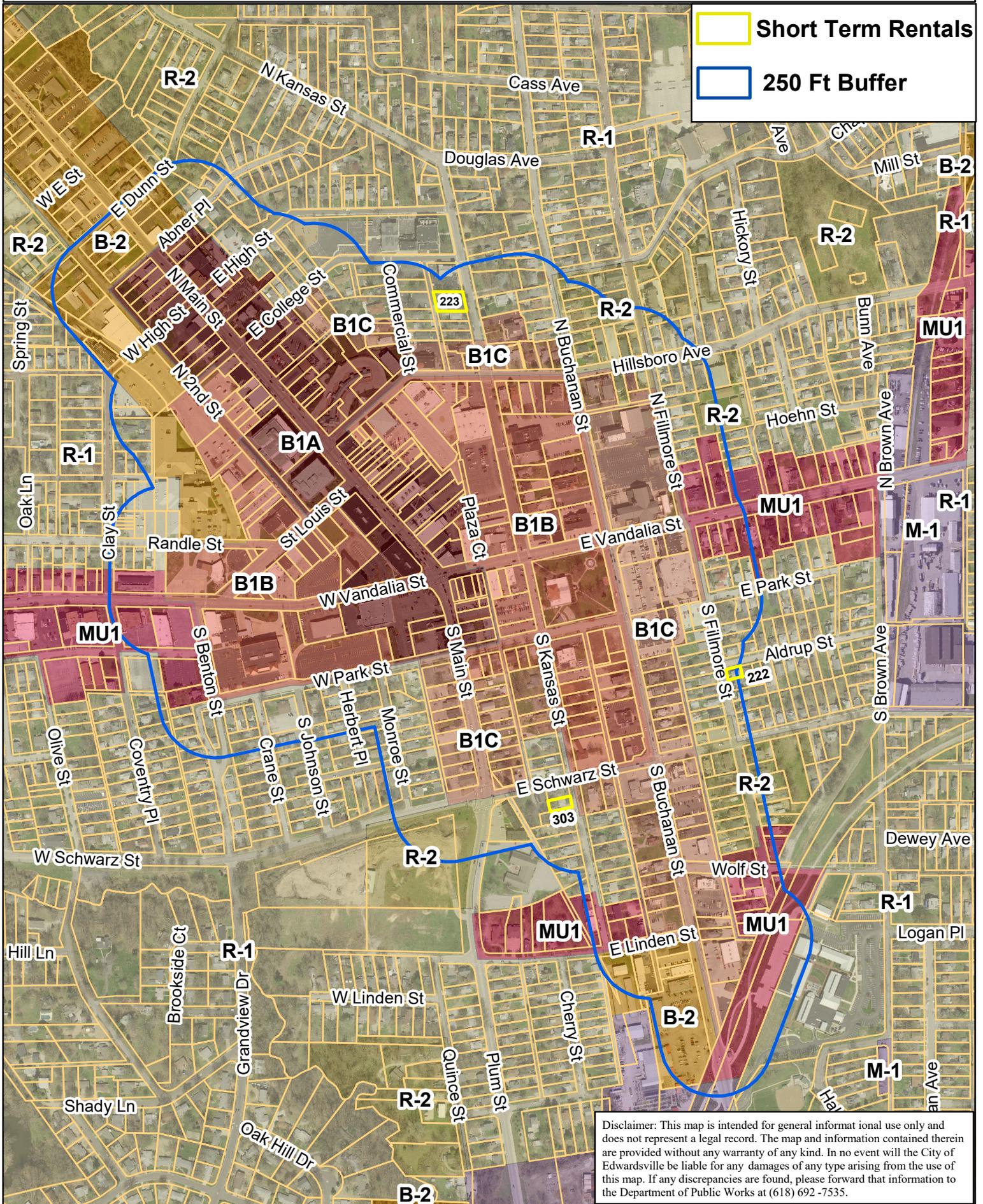
Disclaimer: This map is intended for general informational use only and does not represent a legal record. The map and information contained herein are provided without any warranty of any kind. In no event will the City of Edwardsville be liable for any damages of any type arising from the use of this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

Short Term Rentals



Short Term Rentals

250 Ft Buffer



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Edwardsville Zoning Ordinance Update

Appendix 1: I-55 Corridor Zoning District

1. **Purpose:** The City of Edwardsville I-55 Corridor Zoning District represents the City's commitment to residents' quality of life, sustainability, and smart growth by adhering to the following principles: ~~it will advance this responsibility by working toward the following objectives for that area:~~
 - A. **Citizen and Community Connection:** Balance the needs of residents, developers, civic leaders and landowners by ensuring all participate in ongoing planning and development of the District. Maintain the quality and character of development in the I-55 District as first envisioned with Glen Carbon and Madison County.
 - B. **Economic Development:** Generate a sustainable and resilient economy for the I-55 District (in support of the entire City) through regulations that achieve desired outcomes in a creative and flexible manner.
 - C. **Development Form:** Promote compact, pedestrian-friendly and mixed-use neighborhoods, with many activities of daily life available within walking distance. The intensity of development should support transit in commercial areas and residential areas located near main roads.
 - D. **Urban Design:** Reinforce community design that results in interesting, human-scaled places, generates feelings of safety and comfort for all. Private spaces and public areas (streets, open spaces, community facilities) Development should connect people with places and each other.
 - E. **Architectural Character:** Design new developments that respond to the local traditions of residential and commercial architecture, so they ~~create a character that while result in~~ unique places that, maintain Edwardsville's character, is clearly part of Edwardsville.
 - F. **Environmental Design:** Build ~~environmentally sensitive~~ mixed-use developments that are compact, accessible to other areas, and support walkability. Incorporate stormwater management systems that apply natural best management practices (BMPs) to increase permeability and reduce the need for impermeable stormwater management infrastructure.
2. **Applicability:** The I-55 Corridor Zoning District shall apply to areas as indicated on the City of Edwardsville Zoning map.
3. **Subdistricts:** In order to meet the intent of the City of Edwardsville Comprehensive Plan and address the various development considerations of the District, the I-55 Corridor Zoning District is further designated into five subdistricts as described below and shown in Figure 1 below.

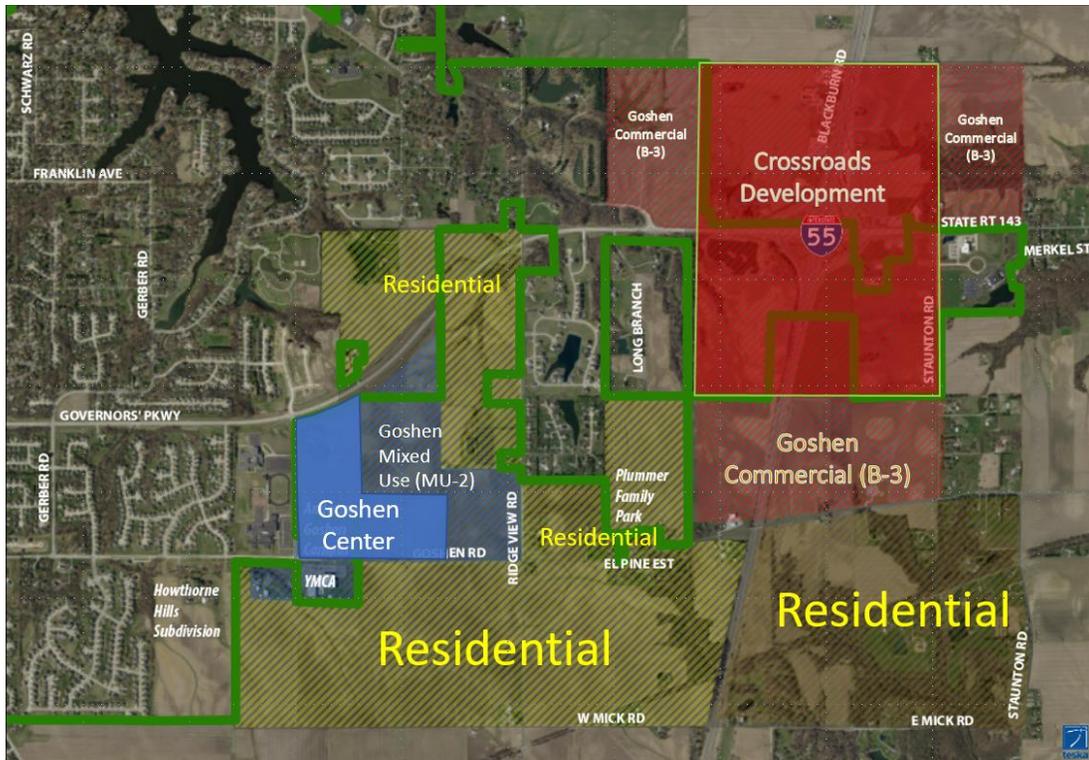


Figure 1: I-55 Zoning Subdistricts

- A. **Residential:** This subdistrict is characterized by a variety of residential uses and housing types moderate to low density single family residential uses developed as neighborhoods. Townhome neighborhoods are ~~also~~ appropriate within this district. The neighborhoods are easily traveled by car, bicycle or walking to adjacent neighborhoods, recreation areas, community uses, and commercial areas. The area may include community and cultural uses and is connected to local and regional passive and active open space and recreation trails.



- B. ***Regional Goshen Commercial***: The regional commercial subdistrict is a predominantly office and employment area, and may include commercial and civic functions; the area services Edwardsville and the surrounding region. The district will have an interconnected roadway network that disperses traffic and provides convenient routes for pedestrians and bicyclists as well as being well connected to passive and active open space and recreation trails.



- C. ***Gateway Crossroads Development***. The subdistrict takes its character from being most closely located to the I-55/ State Rt. 143 Interchange. Development in the area reflects the types of office, commercial, medical, and unique uses that locate close to interchanges to draw on their regional access and high visibility. As this area is a gateway to Edwardsville, it is to be characterized by development in keeping with the City's Design Guidelines, consideration of I-55 District development standards, and evaluated through City review processes.



- D. **Goshen Mixed Use-Commercial:** A mixed-use area that is primarily pedestrian, but accommodates vehicular use. It has a **more dense, n-urban** character and is a unique, attractive, and memorable destination for visitors and residents. The subdistrict has an inter-connected network that provides convenient routes for pedestrians and bicyclists, connecting to passive and active open space and recreation trails. The development pattern encourages vertical mixed use buildings that include retail, office, and residential uses in the same structure. Other uses appropriate for the subdistrict include civic functions, senior housing, cultural/religious facilities, and entertainment activities.



- E. **Goshen Town Center**: The Town Center subdistrict is the focal point of the I-55 Corridor area and has a primary commercial and office focus. The area is highly pedestrian in character with visitors and residents getting to and around the subdistrict easily on foot or bike. Connections to existing and planned trails to support this easy access are an important element of the area. If driving to the district, the goal is to park a vehicle once for multiple stops in the district. The subdistrict provides dining, retail, personal service, and workplace opportunities for residents and includes small retail, walkable streets, office, medical, etc. Mixed use development that includes residential living is encouraged in the area.

To create a consistent character and scale in Town Center, all new development will be considered by the City as a Planned Unit Development and required to be a minimum of 15 acres in size. Further, to support a compact and successful commercial-mixed-use development the City will consider new developments adjacent to existing developments to be more appropriate and in keep with development standards. Similarly, ~~the objective of a compact and successful~~ the success of this subdistrict will be advanced by depends on compact development not have the area be too large for a market to support the scale and type of desired uses, as well as the walkable urban form. Therefore, the City expects as that after sufficient area has been developed to establish a strong sense of place and reflect market demand, the balance of undeveloped area could be rezoned to Mixed Use Commercial.



4. **Other Applicable Ordinances.** All new development or subdivision proposals shall adhere to all sections of the I-55 Development Code. Items not specifically addressed in the I-55 Development Code shall adhere to the regulation of the City of Edwardsville City Code, including but not limited to the following:
- A. **Design Guidelines:** Appendix A
 - B. **Buildings and Building Regulations:** Chapter 18.
 - C. **Flood prevention ordinances.** 1242.06: Floodplain
 - D. **Land Subdivision Code:** Appendix A – Division 1.
 - E. **Landscaping and Screening:** Appendix B – Chapter 1228.
 - F. **Lighting Controls:** Section 1250.10.
 - G. **Off-Street Parking and Loading:** Section 1250.13
 - H. **Sign:** Chapter 94
 - I. **Soil Erosion and Sediment Control:** Appendix A – Division 2.
 - J. **Stormwater Control:** Appendix A – Division 3.
 - K. **Streets and Sidewalks:** Chapter 102
 - L. **Subdivision Design and Improvement Standards:** Appendix A – Article 5.
 - M. **Zoning definitions, procedures and standards:** Appendix B.
5. **Additional Parking Requirements:** In addition to Off-Street Parking and Loading requirements in Section 1250.13 of the City Code, the following parking regulations shall apply in all I-55 Subdistricts except residential:
- A. **Cross-Access Between Adjacent Lots.** Where parking lots for separate uses are adjacent to one another and the opportunity for connected cross-access exists, such access is encouraged. Cross-access should be done in a logical manner that results in safe and efficient circulation between adjacent parking areas.
 - B. **Shared Parking**
 - 1) Description. Shared parking is an arrangement whereby two (2) or more owners of non-residential properties or uses with different peak-hour parking demands use the same off-street parking spaces to satisfy their off-street parking requirements.
 - 2) General. The Zoning Administrator may approve shared Parking Areas, subject to the following standards:
 - a) Eligible Uses. Shared parking is allowed among land uses that can evidence differing operations, peak parking demand times, or specific circumstances that facilitate successful shared parking.
 - b) Ineligible Uses. Accessible parking spaces (for persons with disabilities) may not be shared and must be located on-site.
 - c) Location. Shared parking spaces shall be located within 750 feet of the primary entrance of all uses served, unless shuttle bus service is provided to the parking lot.
 - d) Shared Parking. Applicants wishing to use shared parking as a means of satisfying parking requirements shall submit an analysis to the Zoning Administrator that clearly demonstrates the feasibility of shared parking. It shall address, at minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing parking spaces. Applications for shared parking shall be submitted by or authorized by the property owner.

- e) Agreement. Applicants must provide a shared parking agreement in a form approved by the City attorney and executed by the parties establishing the shared parking spaces and the City of Edwardsville. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Should the agreement cease to be in force, or should the intensity of a business that is party to the agreement increase, parking must be provided as otherwise required within this Article. Shared parking agreements shall be recorded with Madison County Recorder's Office for all properties involved in the agreement.
- f) Shared Parking Within Shopping Centers. Cumulative parking requirements for mixed-use occupancies may be reduced where it can be determined that the peak requirement of the several occupancies occurs at different times during the day. For a shared parking arrangement, the Zoning Administrator may make an administrative adjustment that reduces the off-street parking requirements for each participating commercial property. To approve such an administrative adjustment, the Zoning Administrator shall find:
 - i) The collective parking area is located within 750 feet walking distance of each of the uses, as measured from the entrance of each use to the nearest parking space in the collective parking area.
 - ii) Convenient, safe, accessible and visible pedestrian connections are located between the facilities and all of the shared properties.
 - iii) A shared parking study shows that the commercial properties do not have the same hours of operation.
 - iv) Applicant provide a shared parking agreement in a form approved by the City attorney or lease rider between the parties sharing parking spaces.

C. **Bicycle Parking**

- 1) All nonresidential developments which provide automobile parking facilities shall provide bicycle parking facilities (bike racks) at a ratio of at least one (1) bicycle parking space for every ten (10) automobile parking spaces.
- 2) Multi-family developments shall provide interior bicycle parking facilities for building residents at a ratio of at least one (1) bicycle parking space for every three (3) dwelling units. Such bicycle parking facilities must be provided near the building entrance accessible to the street. Multi-family developments shall also provide bicycle parking facilities for visitors/public at a ratio of at least one (1) bicycle parking space for every twenty (20) automobile parking spaces provided.
- 3) No development, except a one- or two-family development, shall have fewer than three (3) bicycle parking spaces nor be required to exceed a maximum of ten (10) such spaces.
- 4) Bicycle parking facilities for nonresidential developments ~~and bicycle parking facilities provided for the visitors and/or public~~ shall be located ~~within the parkway/street furniture zone~~ a maximum distance of fifty (50) feet from the building entrance, or shall be located at least as close as the closest automobile space. Said bicycle parking shall not impede pedestrian traffic.
- 5) Each bicycle parking facility shall include a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user supplied lock.

D. **Land Banked Future Parking**

- 1) Land Banking Future Parking. The City Council may grant relief from City parking requirements to allow banking of up to twenty-five (25) percent of the required parking spaces, provided that:

- a) Sufficient evidence shall be provided by the applicant that supports the reduced parking needs.
 - b) The area proposed for land banking of parking spaces shall be an area suitable for parking at a future time.
 - c) Landscaping of the land-banked area shall be in full compliance of the zoning regulations and, at a minimum, landscaped with turf grass. As a result of site plan review, additional landscaping of the land-banked area may be required.
 - d) The land banking area will not be used for any other use. The land banked Parking Area cannot be used to fulfill other landscaping, greenspace, or stormwater detention/retention requirements within this ordinance.
- 2) As part of the site plan review process, the applicant shall show the area to be banked on the site plan and marked as "Land-Banked Future Parking."
 - 3) The Zoning Administrator at their sole discretion, on the basis of increased parking demand for the use, or provided parking proving to be inadequate, may require the conversion of all or part of the land-banked area to off-street parking spaces. The owner may convert the land-banked area to parking prior to City notification, subject to all required permits.

6. Lot and Bulk Standards:

	TABLE 1: I-55 Corridor Zoning District: Bulk Standards					
	Town Gateway Center (TGC)	Goshen Mixed Use Commercial (GMUC)	Regional Goshen Commercial (GRC)	Gateway Development Crossroads Commercial (CCGD)	Residential: Single-Fam.	Residential: Townhome
Minimum PUD Development Size	15 Acres ¹	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>
Minimum Lot Area	10,000 sf	15,000 sf	15,000 sf	15,000 sf	7,500 sf	4,000 sf per dwelling
Minimum Lot Width at front yard line (ft.)	100 feet	100 feet	100 feet	100 feet	75 feet	60 feet
Minimum Lot Depth (ft.)	100 feet	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>
<u>Minimum Building Width (% of Block Face)</u>	85% / 75% 66% of block face ⁴	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>
Front Yard Building Setback (ft.)	0' max (build to prop. line)	<u>Min. 50 feet</u> ⁵	<u>Min. 50 feet</u>	<u>Min. 50 feet</u>	<u>Min. 25 feet</u>	<u>Min. 25 feet</u>
Minimum Side Yard Setback (ft.)	0 ²	25 feet	25 feet	25 feet	10 feet	10 feet
Min. Rear Yard	30 feet ³	25 feet	25 feet	25 feet	30 feet	30 feet
Maximum Lot Building Coverage	NA	50%	50%	50%	30%	40%
Maximum Building Height	35 Feet 40	40 Feet	45 feet	55 feet	40 feet	40 feet
Maximum Res. Density (du/acre)	50 du/ac	50 du/ac	<u>Not Applicable</u>	<u>Not Applicable</u>	<u>Not Applicable</u>	10 du/ac
Max FAR	0.5	2.0	2.0	2.0	<u>Not Applicable</u>	<u>Not Applicable</u>

¹ In order to ensure thorough and complete development of the area, PUDs considered in the Goshen Center TC subdistrict shall be a minimum of 15 acres. Smaller zoning lots are allowed within the development area to accommodate for ownership and phased development. All development in the Goshen Center TC subdistrict shall be considered for approval by the City in the form of Planned Unit Development.

² Interior side yard setbacks shall be zero (0) feet, except when side building pedestrian access is provided between an adjacent building. In such case, the interior side yard facade shall be setback a minimum of ten (10) feet and a maximum of twenty (20) feet from the existing adjacent building facade.

³ Parking is allowed in the rear yard. Blocks are to be designed around internal circulation to the rear of the buildings as indicated in Figure 2.

⁴ Building frontages shall be a minimum of 85% of the block face on Primary Streets and a minimum of ~~66~~75% of the block face on Secondary Streets. Gaps between buildings shall be designated for specific uses including but not limited to: Pedestrian walkway, public art, outdoor dining, seating area, architectural elements (Trellises, landscaping, archways, etc.)

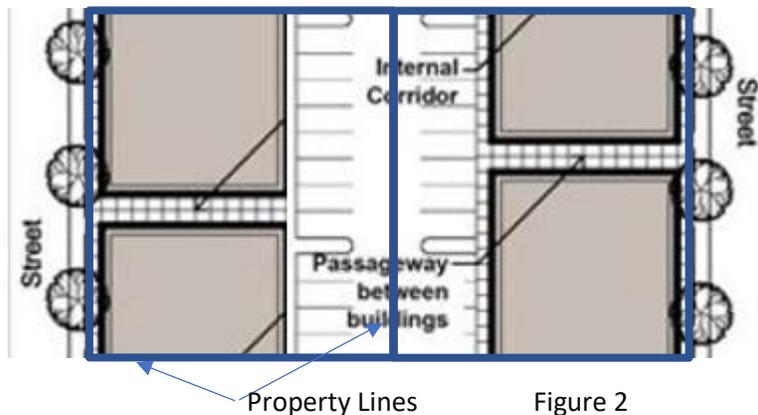


Figure 2

⁵ A parking setback of ~~25~~ feet shall be observed in the Goshen Mixed Use ~~Commercial~~ subdistrict for the purpose of providing a landscaping buffer.

7. **Design Standards:** In addition to the bulk standards defined in Section 6 above, Design Standards are established for character forming elements required of each new development in Town Center, Mixed Use Commercial, Zone, 2, and Gateway Development subdistricts of the I-55 District. These design elements create a level of design quality and consistent character that is in keeping with the City's Comprehensive Plan and community development practices and policies. These elements are required in the I-55 subdistricts as indicated below and may be varied as part of the Planned Unit Development process where a development outcome of similar intent and quality is evidenced and provided as part of that process.

A. Design Standards for all I-55 Subdistricts:

- 1) Accessory Structure Design Standards
 - a) Trash disposal facilities shall be located to the rear properties and shall be screened by a trash enclosure as specified in Chapter 98 – Solid Waste, of the City Code. However, in the I-55 subdistricts, no wood, vinyl, or chain link with slats may be used in the construction of dumpster enclosures.

- b) Max height of any accessory structure is 15'.
- 2) Transitional Buffer Yard: When a lot is abutting a residential use, the abutting setback shall match that of the abutting residential district. Parking shall not be allowed in transitional buffer yards. Additional requirements shall be as specified in Section 1228.08 - Transitional Buffer Yard Requirement and Landscaping, of the City Code.
- 3) Landscaping and Screening: In addition to any landscaping requirements specified in this Section (Appendix 1), additional landscaping requirements as specified in Section 1228 Landscaping and Screening of the City Code shall apply. Where there is a conflict between the regulations of this Section and Section 1228, the more restrictive requirement shall apply.
- 4) Rights of Way and Roadway Configurations: Each road constructed in the I-55 Corridor District shall meet the right of way width and roadway cross-section standards as determined by the Director of Public Works. Such determination shall be as specified in the I-55 Corridor Transportation Plan (and depicted at the end of this Section in Figure 5) as either the Main Street, Parkway, Avenue, Commercial Street 1, Commercial Street 2, ~~or Alley configuration~~. The Director of Public Works may refine the standards for each of these roadway configurations as required to meet current City standards and specification, or to reflect unique site conditions.

B. Town-Goshen Center Design Standards

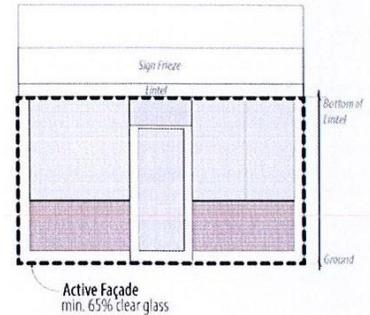
- 1) Roadways in this subdistrict shall be designated as either "Primary" or "Secondary" Roads described in Section 12 for the purposes of defining bulk, design, and use standards. Primary roads shall be those carrying more traffic and serving as main access to and through roads in this district. Secondary roads shall be all other roads. Primary Roads in this district shall include: Gusewelle Road, Ridge View Road, Goshen Road, Governors' Parkway, and District Drive. Other roads may be designed by the Zoning Administrator as Primary Roads based on the criteria listed in this Section and how the roadway will function. Right of way and cross section of all roadways shall be determined by the Director of Public Works.
- 2) No residential uses are allowed on the first floor, but are permitted on the second and third floors.
- 3) Location of Parking:
 - a) No off-street parking established after the effective date of this ordinance shall be permitted within 50 feet of the right of way of a Primary Road. In addition, no parking may be located between the principal building and the right of way.
 - b) Off street parking shall not be accessed from a Primary Road.
 - c) Parking is permitted in the rear yard only.
 - d) Parking may be allowed in a side yard for properties fronting on a Secondary Road (but may not represent more than 33% of the block frontage).
 - e) Cross access easements and shared parking agreements shall be provided for as part of all off street parking facilities.
 - f) All off street parking shall be designed with a clearly marked and safe path from the parking area to a building entrance or a sidewalk / path leading to a building entrance.
- 4) Landscaping: Any off street parking along, abutting, or visible from a Secondary Road shall have a 100% screen with a 3 foot hedge along the Secondary Road, such

landscaping shall not be counted toward required landscaping point totals per Chapter 1228: Landscaping and Screening.

- 5) Drive Thrus: Drive thrus are not permitted as a principal or special use in Town Center.
- 6) Use area: No use located in the Town Center subdistrict shall occupy more than 10,000 square feet of floor area in any building(s) or structure(s) without obtaining a Special Use.
- 7) Corner lots:
 - a) Principal structures on all corner lots shall be built to the property line on both street frontages.
 - b) Vision triangle shall be observed for all corner lots.
- 8) Building Orientation
 - a) The primary entrance of any Principal Structure shall be oriented to the front property line and lead directly to the public sidewalk.
 - b) Secondary entry to Principal Structures is permitted and encouraged to provide access from parking areas.
 - c) In cases where a Principal Structure abuts more than one street, and one of those streets is a Primary Road, the primary entrance of any Principal Structure shall be oriented to the Primary Road.
 - d) Passageways between buildings are allowed to reach fronts of the buildings and must be at least 10' in width but not more than 20' unless designated for outdoor dining or gather spaces, in which case permanent architectural features such as trellises, public art, or seating areas are required to be incorporated into the area.
 - e) Public Facing Facades: Walls that face streets, parking lots and/or connecting pedestrian walkways must not have a blank, uninterrupted length of greater than 40 feet (40') without including a change in texture or masonry pattern, windows or other equivalent elements that subdivide the wall into human scale proportions.
- 9) Building design and location.
 - a) Building massing: Building designs shall have characteristics illustrating a base, middle and top.
 - b) Relationship to adjacent buildings: Building elements shall, to the extent possible, be used to align with and complement such elements on adjacent buildings. This may include location and size of windows, building stories, columns, awnings, roof details, and other structural and architectural elements.
 - c) Building stories: The stories of a building interior shall be discernable from the exterior of the structure and convey logically proportioned upper floors by use of design elements such as: orientation or spacing of windows, use of moldings, windowsills, lintels, brick detailing, or stringcourses, or application of other architectural elements. These design elements shall create a comfortable pedestrian scale at the ground floor of the building as reflected in signage, seating areas, window size, etc.
 - d) Horizontal building elements: Horizontal building elements are encouraged to create visual interest in a building. Cornices or awnings are examples of such elements that may be used to accomplish this objective.
 - e) Vertical building elements: The use of architectural elements is required to create visual interest, breaks in horizontal areas, and articulation in the building. This may be provided by design elements such as the orientation or spacing of

windows, trim located on the building, columns, or application of other architectural features.

- f) Active facades: Ground floor facades visible from a public sidewalk shall include a minimum of 65 percent clear glass.
- g) Mechanical equipment: Mechanical and utility equipment located on building rooftops or on the ground shall be located or screened so as not to be readily visible by pedestrians on adjacent sidewalks or from a distance.
- h) Service functions: Buildings should be sited so that portions of the building designed for service uses, such as loading docks and dumpster enclosures, are not readily visible from the street or sidewalk.



10) Standards for Road / ROW configuration:

- a) Minimum block length 200'. Maximum block length 400'
- b) Minimum areas set aside for a civic green = 40,000 sf
- c) On street parking is required on Primary and Secondary streets as either parallel or angle parking.
- d) Sample block layout is shown in Figure 3 below.
- e) Sample orientations of varying land uses are shown in Figure 4 below.

11) Civic Green: Town Center development shall have Civic Green, ~~which is anticipated to be part of a future development phase of the subdistrict.~~ A Civic Green is an open space consisting of lawn and informally framed by trees and shrubs, typically furnished with paths, benches, and open shelters. These spaces are intended for a moderate amount of foot traffic. The green may be framed by abutting streets or structures.

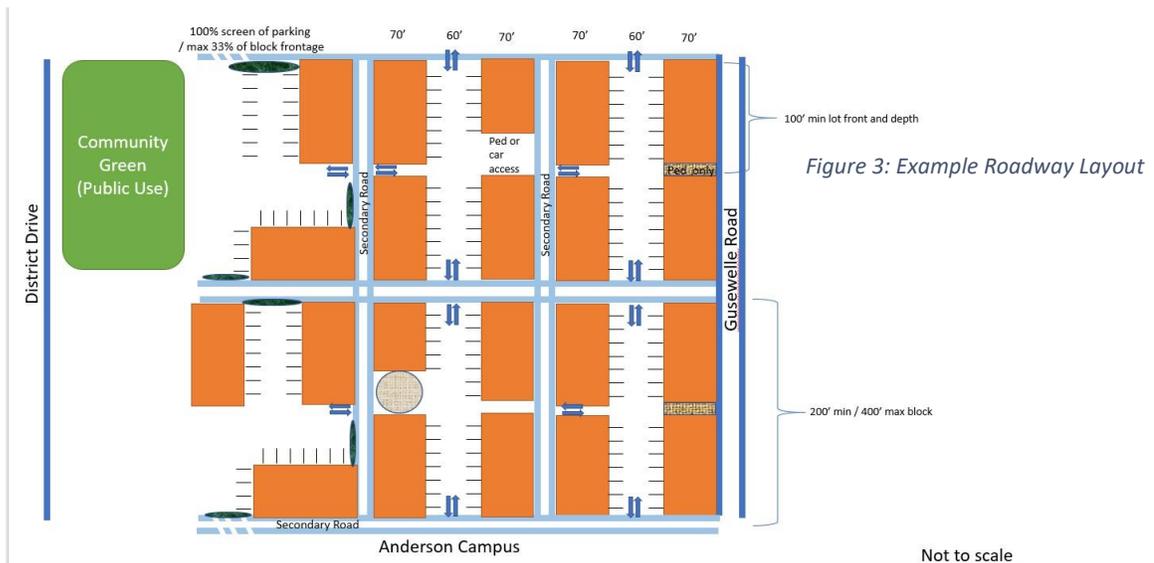


Figure 4: Example Land Use Orientations*



Images: Google Maps

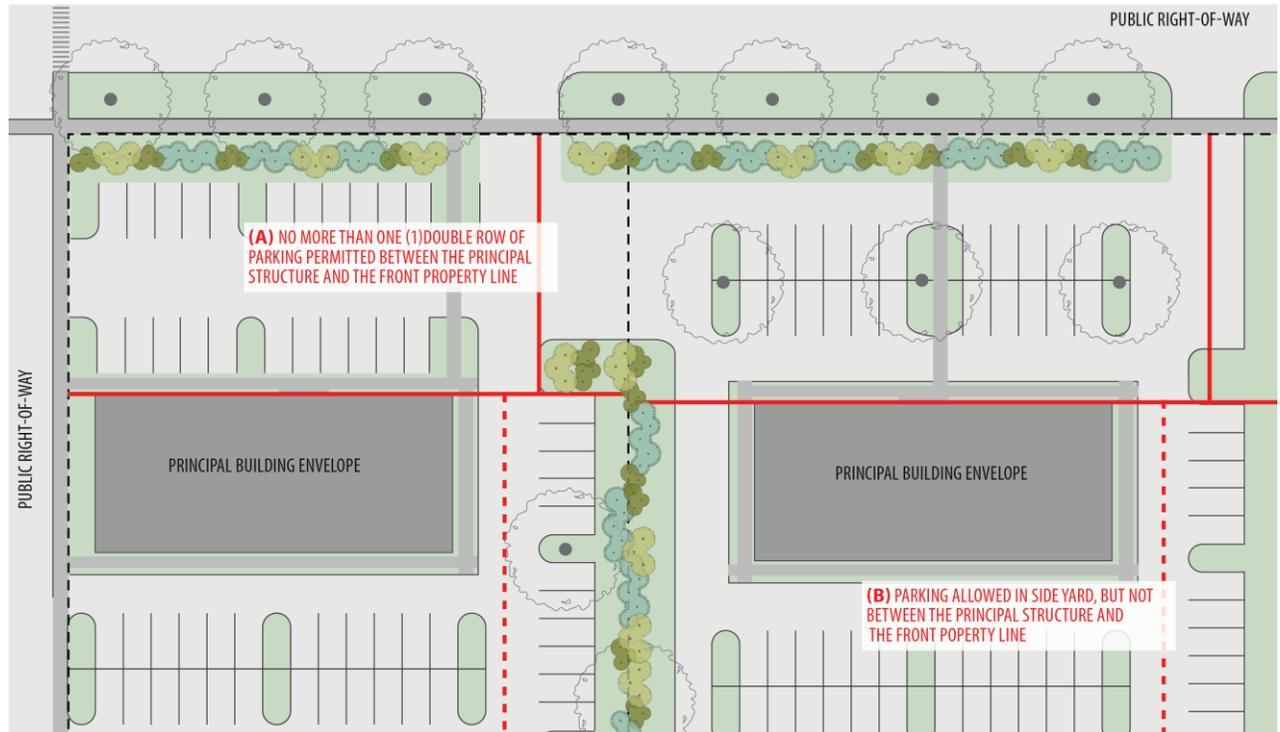
*Images are meant to show examples of orientation of commercial uses to residential uses, or open space uses. Images are not meant to convey bulk regulations, architectural features, or parking requirements regulated by this Code.

C. Goshen *Mixed Use* ~~Commercial~~ Design Standards

1) Location of Parking:

- No more than a double row of off-street parking shall be permitted between the principal structure and the front property line.
- Parking may be allowed in the side yard, but not between the front line of the principal structure (extended) and the Front Property Line.
- Parking is allowed in the rear yard.

Figure 5: Parking Example



- Cross access easements and shared parking agreements shall be provided for as part of all off street parking facilities.
 - All off street parking shall be designed with a clearly marked and safe path from the parking area to a building entrance or a sidewalk / path leading to a building entrance or additional retail frontage.
- #### 2) Landscaping:
- Foundation planting shall be required for all principal structures.
 - For the purposes of the I-55 Zoning District, foundation planting shall be defined as: An area of sod, low ground covering plants, flowering plants, and or shrubs abutting and designed to blend into the foundation of building areas visible to the public (generally the front and side of the buildings).
 - Any off-street parking along, abutting, or visible from the public right of way shall have a 100% screen with a 3-foot hedge, such landscaping shall not be counted toward required landscaping point totals per Chapter 1228: Landscaping and Screening.
- #### 3) Drive Thrus:
- Drive thrus are permitted as a special use in Goshen Mixed Use ~~Commercial~~ District. Landscape screening shall be provided on all sides of a drive through lane that abut a street.
- #### 4) Corner Lots:
- Vision triangle shall be observed for all corner lots.
- #### 5) Building Orientation:
- Primary building entrance(s) shall be oriented to the front property line and ROW.
 - Passageways between buildings are allowed but must be at least 10' but not more than 20'.

- 6) Public Facing Facades: Walls that face streets, parking lots and/or connecting pedestrian walkways must not have a blank, uninterrupted length of greater than 20 feet (20') without including two or more of the following: change in plan, change in texture or masonry pattern, windows or other equivalent elements that subdivide the wall into human scale proportions.

8. Design Guidelines: Citywide Design Guidelines (Appendix A of Appendix B of the City Code) shall be applied in the review process for any development in the I-55 District. Those standards are augmented by additional design guidelines shown below, which are reflective of unique characteristics of certain subdistricts. The design guidelines presented in this subsection are not specifically required to be incorporated into a development. Where appropriate for the site, structure and design, the building elements identified here are presented as options for how Citywide Design Guidelines may be met in the I-55 District.

- A. **Intent:** Building frontage elements in this Section should be considered by developers, property owners and designer to be incorporated into design of buildings in the Town Center and Mixed-Use Commercial Subdistricts. When applied, they should be in context of existing structures or consistent with an overall design plan for multiple buildings.
- B. **Applicability:** Use of these design elements will be considered by the Plan Commission and City Council regarding Planned Unit Developments and Special Uses. If no such zoning process is required, these elements will be considered through the Site Plan Review process.
- C. **Building Frontage Types Appropriate in the ~~Town~~Goshen Center and Pedestrian Oriented areas of Goshen Mixed-Use ~~Commercial~~ Subdistricts.**
 - 1) Awnings and canopies: A canopy is a cantilevered structure, often retractable, made of canvas or similar material. The covering protects pedestrians from the elements and should enhance the appearance of a building façade.



- 2) Bay windows: Bay windows add character, variety, and physical depth to buildings. When bay windows are included forward of the build-to line by no more than two feet (2'), when authorized by the Zoning Administrator.



- 3) Storefront: A storefront should be oriented toward pedestrian areas with the entrance at sidewalk grade and easy to identify. The storefront should be transparent so merchandise and activities in the store can be seen. An overhang, canopy, shading element, or awning that encroaches over the sidewalk can be used to enhance the storefront.



- 4) Outdoor Café: An outdoor café accommodates outdoor seating for restaurants and cafés. Where possible, outdoor cafés should be located on private property. All outdoor café areas must meet the requirements of Chapter 22, Article 5, “Outdoor Dining on Sidewalk.”, but may be allowed on public right-of-way as authorized by the City.

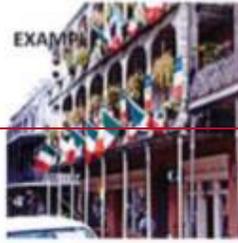


D. Building Frontages Considered Appropriate in Pedestrian Oriented areas of the Mixed-Use Commercial Subdistrict. The architectural elements noted in this Subsection D are not compatible or appropriate with all architectural styles or forms of development. The elements described below should only be applied in situations where they are in keeping with the architectural and visitor use objectives of the development. The City will apply this consideration as it evaluates whether City Wide Architectural Guideline requirements are met.

- 1) Balconies: Balconies may or may not have roofs, but are open, outdoor, non-air-conditioned parts of the buildings. On corners, balconies may wrap around the side of the building facing the side streets. Balconies that occur in front of the build-to-line shall not extend past the curb line.



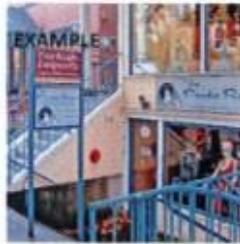
- ~~2) Colonnades: The main façade of the retail building is at the frontage line and the colonnade element overlaps the sidewalk and encroaches into the public right-of-way. The building entry should be at the same grade as the sidewalk. A colonnade may be one or two stories. Colonnades can enhance fronts of commercial structures and must ensure safe access and passage by pedestrians.~~



- ~~3) Arcades: Arcades are façades with an attached colonnade that is covered by upper floors with habitable space. This type is suitable for retail use, but only when the sidewalk is fully absorbed within the arcade and safe access and passage for pedestrians is addressed.~~



- 2) Terrace and light court: This architectural design is where the façade is set back from the property line by an elevated terrace or sunken light court. This buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafés as the eye of the sitter is level with that of the standing passerby.



- E. **~~Gateway Development~~Crossroads Commercial:** In addition to Citywide design guidelines, development in the Gateway Development subdistrict should integrate the following considerations:
- 1) Encourage a sense of arrival through the placement of significant buildings and attractive architectural facades.
 - 2) Highlight City entry points at the interchange and buildings sited near there with character creating features like intensive landscaping, public art, water features, etc.
 - 3) Improve visual aesthetic of roadways using landscaping and streetscape amenities (gateway and wayfinding signage, lighting, pedestrian paths), planted medians, and landscaped setback areas.
 - 4) Edwardsville gateway signs with complementary landscaping should be located in the area.

9. Land Uses: Permitted and Special Uses permitted by subdistrict are shown in Table 2.

Table 2: I-55 Corridor Zoning District Land Uses					
	<u>GoshenTown</u> Center	<u>Goshen</u> Mixed Use <u>Commercial</u>	<u>Regional</u> <u>Goshen</u> Commercial	<u>Gateway</u> Development <u>Crossroads</u> <u>Commercial</u>	Residential
Single Family Dwelling					P
Townhome Dwelling		S			S
Multiple Family Above <u>Commercial</u> First Floor	P	<u>SP</u>			
Automobile Service Station		S	S	<u>SP</u>	
Car Dealership			S	S	
Community / Government Use	S	S	S	S	S
Cultural / Religious Institution	S	S	S		S
Elementary / High School					S
Fuel Centers			S	S	
Hospital			S	S	
Hotel / Motel		P	P	P	
Indoor Entertainment	S	S	S	S	
Medical Clinics <u>such as</u> <u>urgent cares</u>			S		
Medical / Dental Office	S	S	S		
Office	P	P	P	P	
Outdoor Recreation			S		
Parking Lot	S	S	S	S	
Professional / Technical School			S		
Personal / Financial Services	P	P	P		
Public Transit Facility	S	S	S	S	S
Research and Development			P	P	
Restaurants	P	P	P	P	
Retail Sales	P	P	P	P	
Senior Housing		S			S
Uses with Accessory Drive Thru		S	S	<u>S</u>	

10. **Standards for Residential Subdivisions:** Any development within the I-55 District that includes a subdivision of property shall be subject to the City of Edwardsville Land Development Code. In addition, such developments shall be subject the requirements of this I-55 Zoning district and the following standards:
- A. Paths: Paths serving both pedestrians and bicyclists shall be provided as part of new subdivisions. ~~Where possible, separate paths for each may be provided.~~
 - B. Connectivity / Paths: Pedestrian and bicyclist paths provided as part of subdivisions shall make safe and convenient connections to the Town Center, adjacent neighborhoods, nearby business areas, nearby regional trails, and other destinations as may be identified by the City. Where the potential for future connections from the proposed development may exist, accommodations such as stubbed paths, trailheads, etc. shall be provided by the Subdivider.
 - C. Connectivity – Vehicles: The road system developed as part of a subdivision shall provide safe and convenient connections to existing and planned roadways on adjacent properties and in the I -55 District generally. In addition, cul de sacs are discouraged and should be considered only when unique topography or existing land conditions (such as wetlands) make connections impractical.
11. **Supplemental Regulations:** Uses listed below, whether permitted or special uses in the I-55 Corridor District, shall meet the follow additional requirements:
- A. Hotels
 - 1) The height of hotels located in the Gateway subdistrict may be up to five stories, so long as they do not exceed an overall height of ~~66~~75 feet.
 - 2) Hotels permitting guests to have dogs shall provide a designated dog walking area on the site. Such area shall be away from primary entrances and provide materials and facilities for disposal of dog waste.
 - 3) Hotels located adjacent to residential uses shall confirm to Transitional buffer yard requirement and landscaping standards per Section 1228-08 of the City Code
 - 4) Hotels located within 1,000 feet of complementary uses or amenities (restaurants, coffee shops, recreation areas, trails, etc.) shall provide clear and safe pedestrian connections to such uses, or to sidewalks or other pedestrian connections that access such uses.
 - B. Fuel Centers
 - 1) Fuel pumps shall be set back at least twenty (20) feet from the right-of-way line or from any residential property line, and at least eighty-five (85) feet from any school, hospital, church, or other place of public assembly.
 - 2) No aspect of gas station operations may incorporate any part of a public right of way in its design or operation.
 - 3) No repair functions as accessory or principal uses shall be allowed.
 - 4) Any inoperable vehicles stored on the site shall be located there for no more than three days.
 - 5) Outdoor storage and display of merchandise associated with the use is permitted, but may not exceed a total area of one hundred (100) square feet and must be set back a minimum of twenty (20) feet from any property line.
 - 6) No accessory personal service may be allowed as part of a fuel center. Such accessory personal services shall be defined to include, but not be limited to showers, barbers, laundry facilities available to customers and sleeping facilities.
 - 7) Overnight parking of trucks or other motor vehicles shall not be allowed.

- 8) A landscape perimeter of no less than fifteen feet (15') shall be provided along the front property line and include sod, low ground covering plants, flowering plants, and or shrubs.

12. Transportation

A. A variety of street cross sections are permitted in the I-55 Corridor. Generally, the following alignments are planned for:

1. North-south roadway connecting Governors' Parkway to Goshen Road [between District Drive and Ridgeview Road](#)
 - a. Main Street Cross section is appropriate for this primary thoroughfare
2. East-west roadway connecting District Drive and Ridgeview Road
 - a. Main Street Cross section is appropriate for this primary thoroughfare
3. A Southern extension of Raymond Road to Governors' Parkway is planned. This roadway shall intersect with the norther extent of the north-south road described in item A.
4. The north-south and east-west roadways, [as described in 1 and 2 above](#), shall intersect and/or flank the Community Green.

B. The cross-sections provided in Figure _____ are permitted as follows: The Public Works Director shall determine the appropriate roadway cross sections during plan review.

1. Within and adjacent to the Goshen Center District, the following cross sections are permitted:

- a. Main Street
- b. Parkway
- c. Commercial 1

2. Within and adjacent to the Goshen Mixed Use District, the following cross sections are permitted:

- a. Main Street
- b. Commercial 1
- c. Commercial 2

3. Within and adjacent to the Goshen Commercial District, the following cross sections are permitted:

- a. Main Street
- b. Commercial 1
- c. Commercial 2
- d. Avenue

4. Within and adjacent to the Crossroads Commercial District, the following cross sections are permitted

- a. Main Street
- b. Parkway
- c. Commercial 1
- d. Commercial 2
- e. Avenue

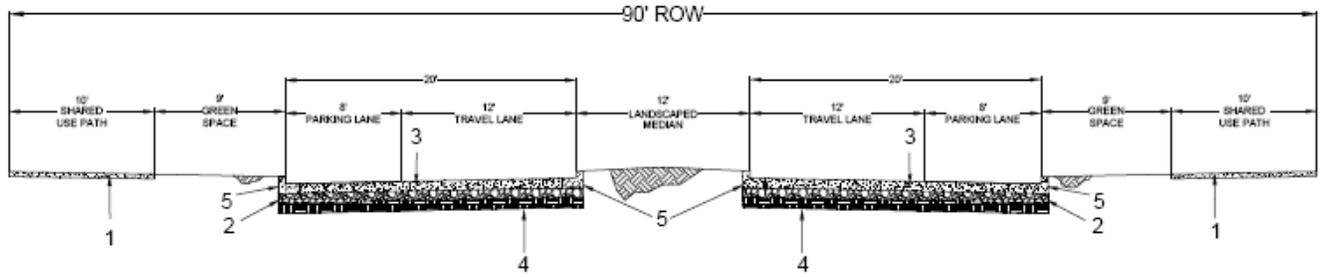
5. Within and adjacent to the Residential District, the following cross sections are permitted

- a. Main Street
- b. Commercial 1
- c. Commercial 2
- d. Avenue

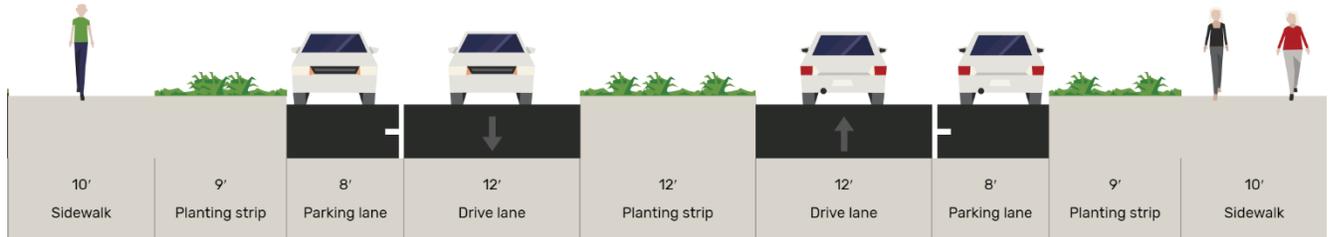
Figure [56](#): Roadway Cross Sections

1. Main Street

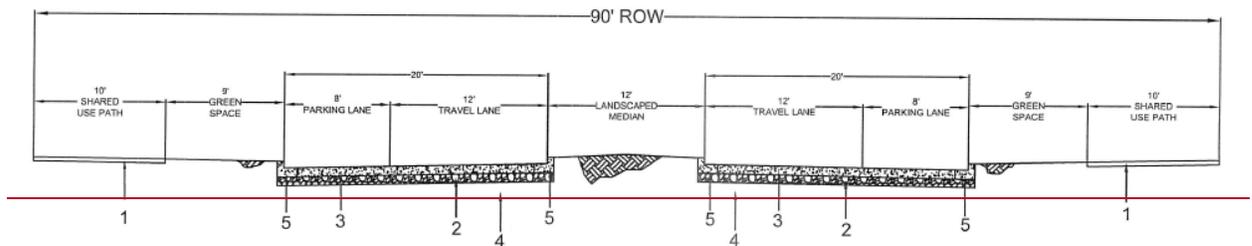
Main Street



- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.12

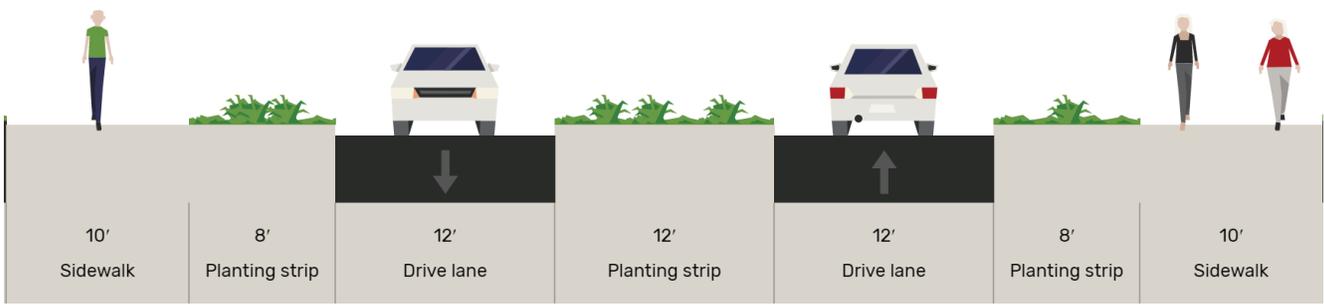
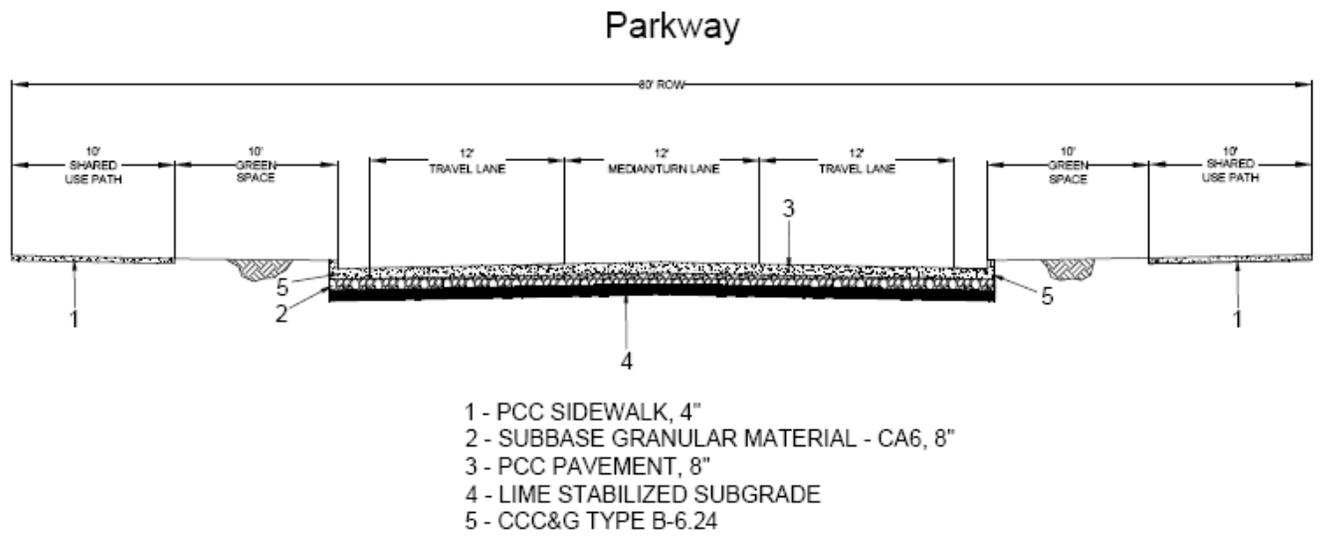


- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12

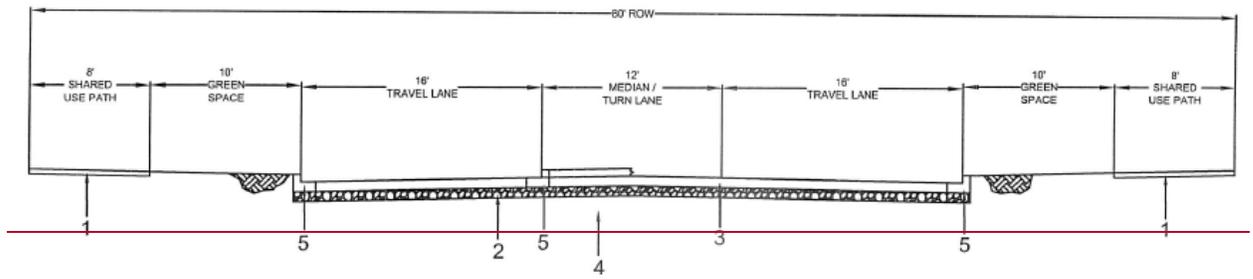


- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - COMPACTED SUBGRADE
- 5 - CCC&G TYPE B-6.12

2. Parkway



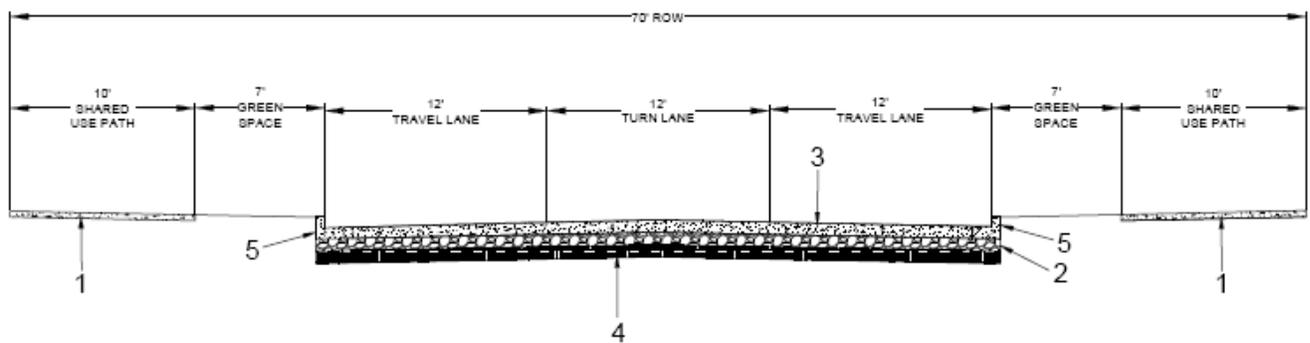
- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.24



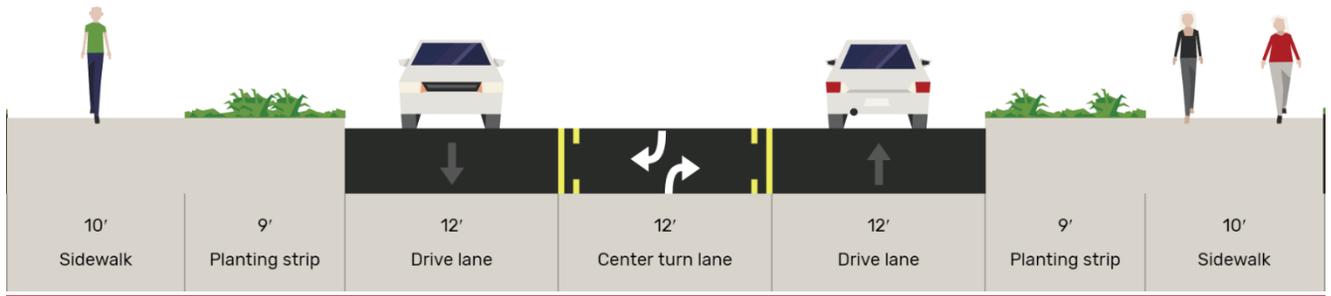
- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - COMPACTED SUBGRADE
- 5 - CCC&G TYPE B-6.12

2. 3. Avenue

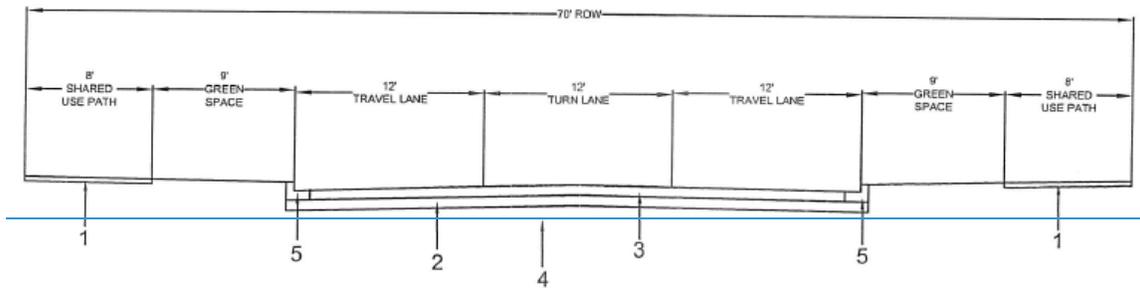
Avenue



- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.12



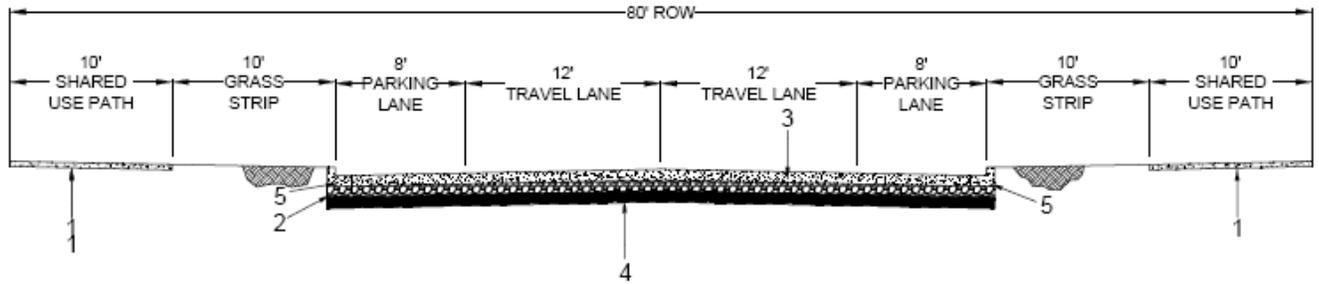
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- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12



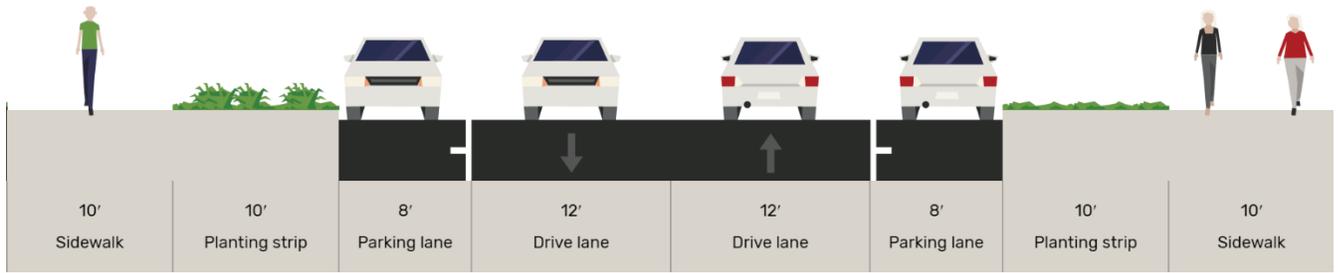
- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - COMPACTED SUBGRADE
- 5 - CCC&G TYPE B-6.12

4. Commercial Street 1

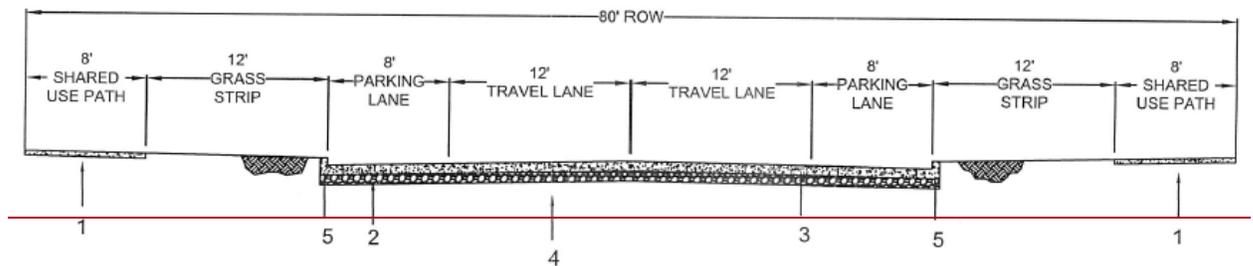
Commercial Street 1



- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.12



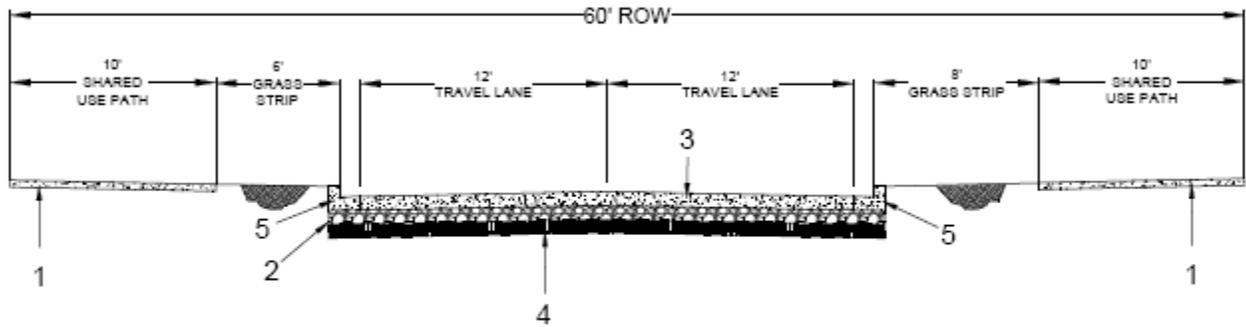
- [1. PCC Sidewalk, 4"](#)
- [2. Compacted subgrade](#)
- [3. Subbase granular material – CA6, 8"](#)
- [4. PCC Pavement, 8"](#)
- [5. CCC&G Type B-6.12](#)



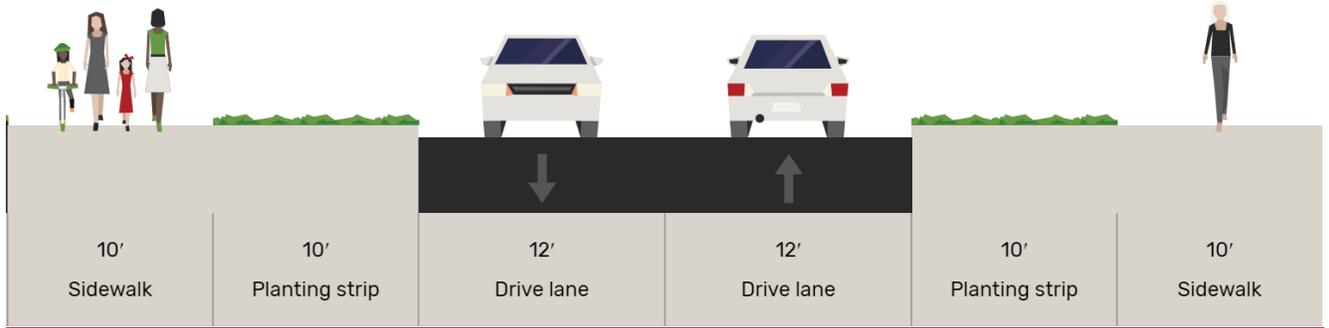
- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - COMPACTED SUBGRADE
- 5 - CCC&G TYPE B-6.12

5. Commercial Street 2

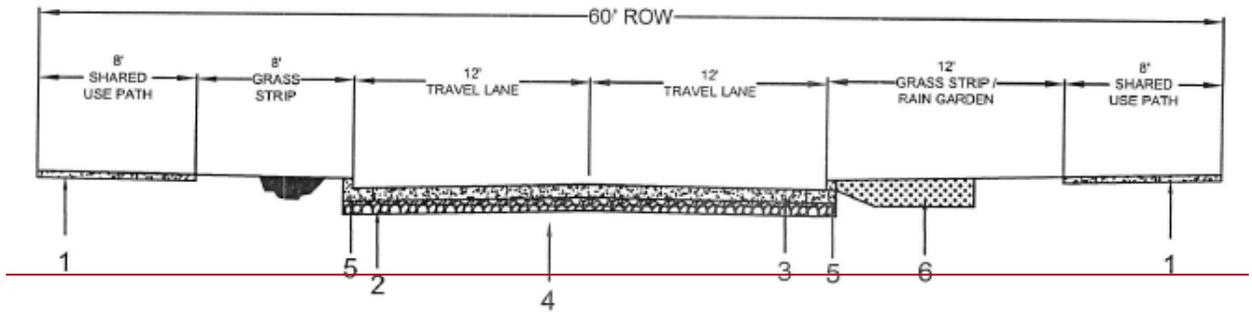
Commercial Street 2



- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.12



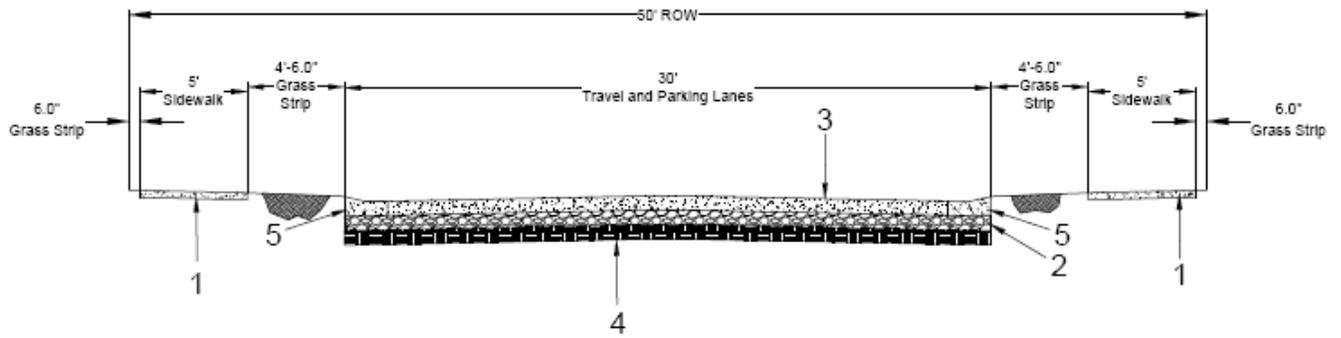
- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12



- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - COMPACTED SUBGRADE
- 5 - CCC&G TYPE B-6.12
- 6 - OPTIONAL RAIN GARDEN

6. Alley Residential

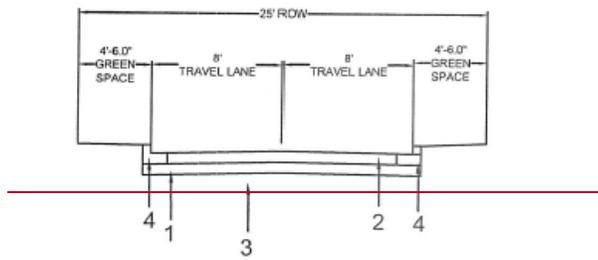
Residential Street



- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 7"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE MOUNTABLE



- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12



- 1 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 2 - PCC PAVEMENT, 8"
- 3 - COMPACTED SUBGRADE
- 4 - CCC&G TYPE B-6.12

Edwardsville Zoning Ordinance Update

Appendix 1: I-55 Corridor Zoning District

1. **Purpose:** The City of Edwardsville I-55 Corridor Zoning District represents the City's commitment to residents' quality of life, sustainability, and smart growth by adhering to the following principles:
 - A. ***Citizen and Community Connection:*** Balance the needs of residents, developers, civic leaders and landowners by ensuring all participate in ongoing planning and development of the District. Maintain the quality and character of development in the I-55 District as first envisioned with Glen Carbon and Madison County.
 - B. ***Economic Development:*** Generate a sustainable and resilient economy for the I-55 District (in support of the entire City) through regulations that achieve desired outcomes in a creative and flexible manner.
 - C. ***Development Form:*** Promote compact, pedestrian-friendly and mixed-use neighborhoods, with many activities of daily life available within walking distance. The intensity of development should support transit in commercial areas and residential areas located near main roads.
 - D. ***Urban Design:*** Reinforce community design that results in interesting, human-scaled places. Development should connect people with places and each other.
 - E. ***Architectural Character:*** Design new developments that respond to the local traditions of residential and commercial architecture, so they result in unique places that maintain Edwardsville's character.
 - F. ***Environmental Design:*** Build mixed-use developments that are compact, accessible to other areas, and support walkability. Incorporate stormwater management systems that apply natural best management practices (BMPs) to increase permeability and reduce the need for impermeable stormwater management infrastructure.
2. **Applicability:** The I-55 Corridor Zoning District shall apply to areas as indicated on the City of Edwardsville Zoning map.
3. **Subdistricts:** In order to meet the intent of the City of Edwardsville Comprehensive Plan and address the various development considerations of the District, the I-55 Corridor Zoning District is further designated into five subdistricts as described below and shown in Figure 1 below.

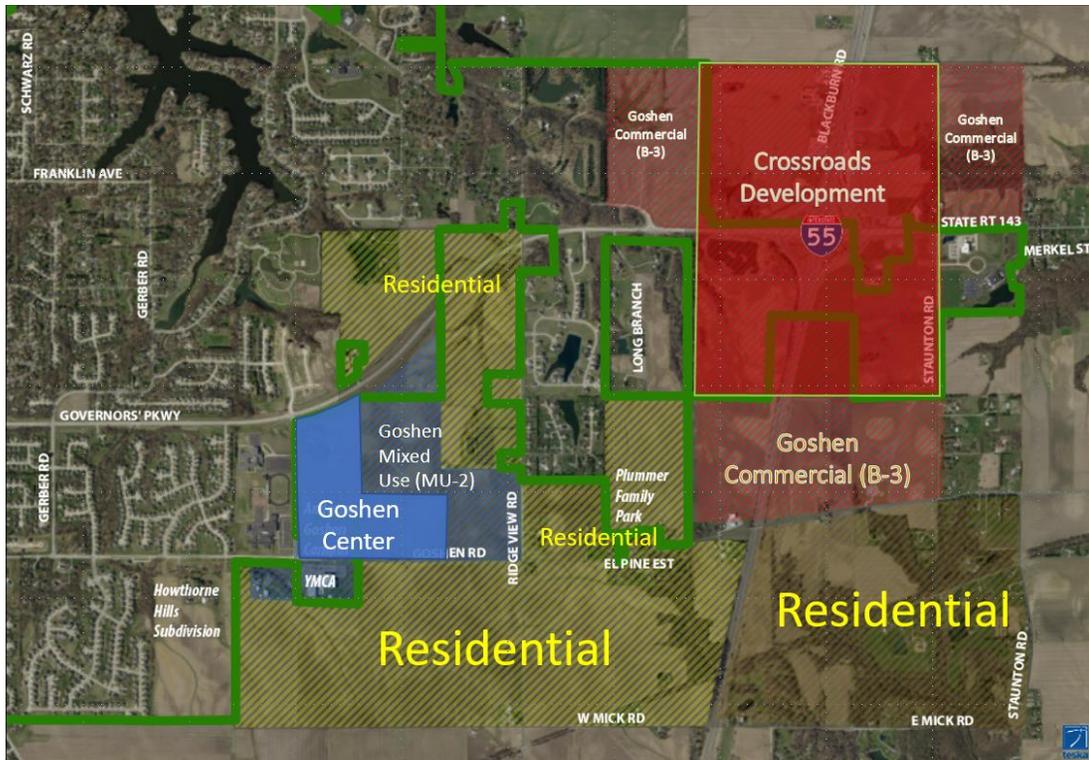


Figure 1: I-55 Zoning Subdistricts

- A. **Residential:** This subdistrict is characterized by a variety of residential uses and housing types developed as neighborhoods. Townhome neighborhoods are appropriate within this district. The neighborhoods are easily traveled by car, bicycle or walking to adjacent neighborhoods, recreation areas, community uses, and commercial areas. The area may include community and cultural uses and is connected to local and regional passive and active open space and recreation trails.



- B. **Goshen Commercial:** The regional commercial subdistrict is a predominantly office and employment area, and may include commercial and civic functions; the area services Edwardsville and the surrounding region. The district will have an interconnected roadway network that disperses traffic and provides convenient routes for pedestrians and bicyclists as well as being well connected to passive and active open space and recreation trails.



- C. **Crossroads Development.** The subdistrict takes its character from being most closely located to the I-55/ State Rt. 143 Interchange. Development in the area reflects the types of office, commercial, medical, and unique uses that locate close to interchanges to draw on their regional access and high visibility. As this area is a gateway to Edwardsville, it is to be characterized by development in keeping with the City's Design Guidelines, consideration of I-55 District development standards, and evaluated through City review processes.



- D. **Goshen Mixed Use:** A mixed-use area that is primarily pedestrian, but accommodates vehicular use. It has a more dense, urban character and is a unique, attractive, and memorable destination for visitors and residents. The subdistrict has an inter-connected network that provides convenient routes for pedestrians and bicyclists, connecting to passive and active open space and recreation trails. The development pattern encourages vertical mixed use buildings that include retail, office, and residential uses in the same structure. Other uses appropriate for the subdistrict include civic functions, senior housing, cultural/religious facilities, and entertainment activities.



- E. **Goshen Center.** The Town Center subdistrict is the focal point of the I-55 Corridor area and has a primary commercial and office focus. The area is highly pedestrian in character with visitors and residents getting to and around the subdistrict easily on foot or bike. Connections to existing and planned trails to support this easy access are an important element of the area. If driving to the district, the goal is to park a vehicle once for multiple stops in the district. The subdistrict provides dining, retail, personal service, and workplace opportunities for residents and includes small retail, walkable streets, office, medical, etc. Mixed use development that includes residential living is encouraged in the area.

To create a consistent character and scale in Town Center, all new development will be considered by the City as a Planned Unit Development and required to be a minimum of 15 acres in size. Further, to support a compact and successful mixed-use development the City will consider new developments adjacent to existing developments to be more appropriate and in keep with development standards. Similarly, the success of this subdistrict depends on compact development to support the scale and type of desired uses, as well as the walkable urban form. Therefore, the City expects that after sufficient area has been developed to establish a strong sense of place and reflect market demand, the balance of undeveloped area could be rezoned to Mixed Use Commercial.



4. **Other Applicable Ordinances.** All new development or subdivision proposals shall adhere to all sections of the I-55 Development Code. Items not specifically addressed in the I-55 Development Code shall adhere to the regulation of the City of Edwardsville City Code, including but not limited to the following:
- A. **Design Guidelines:** Appendix A
 - B. **Buildings and Building Regulations:** Chapter 18.
 - C. **Flood prevention ordinances.** 1242.06: Floodplain
 - D. **Land Subdivision Code:** Appendix A – Division 1.
 - E. **Landscaping and Screening:** Appendix B – Chapter 1228.
 - F. **Lighting Controls:** Section 1250.10.
 - G. **Off-Street Parking and Loading:** Section 1250.13
 - H. **Sign:** Chapter 94
 - I. **Soil Erosion and Sediment Control:** Appendix A – Division 2.
 - J. **Stormwater Control:** Appendix A – Division 3.
 - K. **Streets and Sidewalks:** Chapter 102
 - L. **Subdivision Design and Improvement Standards:** Appendix A – Article 5.
 - M. **Zoning definitions, procedures and standards:** Appendix B.
5. **Additional Parking Requirements:** In addition to Off-Street Parking and Loading requirements in Section 1250.13 of the City Code, the following parking regulations shall apply in all I-55 Subdistricts except residential:
- A. **Cross-Access Between Adjacent Lots.** Where parking lots for separate uses are adjacent to one another and the opportunity for connected cross-access exists, such access is encouraged. Cross-access should be done in a logical manner that results in safe and efficient circulation between adjacent parking areas.
 - B. **Shared Parking**
 - 1) Description. Shared parking is an arrangement whereby two (2) or more owners of non-residential properties or uses with different peak-hour parking demands use the same off-street parking spaces to satisfy their off-street parking requirements.
 - 2) General. The Zoning Administrator may approve shared Parking Areas, subject to the following standards:
 - a) Eligible Uses. Shared parking is allowed among land uses that can evidence differing operations, peak parking demand times, or specific circumstances that facilitate successful shared parking.
 - b) Ineligible Uses. Accessible parking spaces (for persons with disabilities) may not be shared and must be located on-site.
 - c) Location. Shared parking spaces shall be located within 750 feet of the primary entrance of all uses served, unless shuttle bus service is provided to the parking lot.
 - d) Shared Parking. Applicants wishing to use shared parking as a means of satisfying parking requirements shall submit an analysis to the Zoning Administrator that clearly demonstrates the feasibility of shared parking. It shall address, at minimum, the size and type of the proposed development, the composition of tenants, the anticipated rate of parking turnover and the anticipated peak parking and traffic loads for all uses that will be sharing parking spaces. Applications for shared parking shall be submitted by or authorized by the property owner.

- e) Agreement. Applicants must provide a shared parking agreement in a form approved by the City attorney and executed by the parties establishing the shared parking spaces and the City of Edwardsville. Shared parking privileges will continue in effect only as long as the agreement, binding on all parties, remains in force. Should the agreement cease to be in force, or should the intensity of a business that is party to the agreement increase, parking must be provided as otherwise required within this Article. Shared parking agreements shall be recorded with Madison County Recorder's Office for all properties involved in the agreement.
- f) Shared Parking Within Shopping Centers. Cumulative parking requirements for mixed-use occupancies may be reduced where it can be determined that the peak requirement of the several occupancies occurs at different times during the day. For a shared parking arrangement, the Zoning Administrator may make an administrative adjustment that reduces the off-street parking requirements for each participating commercial property. To approve such an administrative adjustment, the Zoning Administrator shall find:
 - i) The collective parking area is located within 750 feet walking distance of each of the uses, as measured from the entrance of each use to the nearest parking space in the collective parking area.
 - ii) Convenient, safe, accessible and visible pedestrian connections are located between the facilities and all of the shared properties.
 - iii) A shared parking study shows that the commercial properties do not have the same hours of operation.
 - iv) Applicant provide a shared parking agreement in a form approved by the City attorney or lease rider between the parties sharing parking spaces.

C. *Bicycle Parking*

- 1) All nonresidential developments which provide automobile parking facilities shall provide bicycle parking facilities (bike racks) at a ratio of at least one (1) bicycle parking space for every ten (10) automobile parking spaces.
- 2) Multi-family developments shall provide interior bicycle parking facilities for building residents at a ratio of at least one (1) bicycle parking space for every three (3) dwelling units. Such bicycle parking facilities must be provided near the building entrance accessible to the street. Multi-family developments shall also provide bicycle parking facilities for visitors/public at a ratio of at least one (1) bicycle parking space for every twenty (20) automobile parking spaces provided.
- 3) No development, except a one- or two-family development, shall have fewer than three (3) bicycle parking spaces nor be required to exceed a maximum of ten (10) such spaces.
- 4) Bicycle parking facilities for nonresidential developments shall be located a maximum distance of fifty (50) feet from the building entrance, or shall be located at least as close as the closest automobile space. Said bicycle parking shall not impede pedestrian traffic.
- 5) Each bicycle parking facility shall include a metal anchor sufficient to secure the bicycle frame when used in conjunction with a user supplied lock.

D. *Land Banked Future Parking*

- 1) Land Banking Future Parking. The City Council may grant relief from City parking requirements to allow banking of up to twenty-five (25) percent of the required parking spaces, provided that:

- a) Sufficient evidence shall be provided by the applicant that supports the reduced parking needs.
 - b) The area proposed for land banking of parking spaces shall be an area suitable for parking at a future time.
 - c) Landscaping of the land-banked area shall be in full compliance of the zoning regulations and, at a minimum, landscaped with turf grass. As a result of site plan review, additional landscaping of the land-banked area may be required.
 - d) The land banking area will not be used for any other use. The land banked Parking Area cannot be used to fulfill other landscaping, greenspace, or stormwater detention/retention requirements within this ordinance.
- 2) As part of the site plan review process, the applicant shall show the area to be banked on the site plan and marked as "Land-Banked Future Parking."
 - 3) The Zoning Administrator at their sole discretion, on the basis of increased parking demand for the use, or provided parking proving to be inadequate, may require the conversion of all or part of the land-banked area to off-street parking spaces. The owner may convert the land-banked area to parking prior to City notification, subject to all required permits.

6. Lot and Bulk Standards:

	TABLE 1: I-55 Corridor Zoning District: Bulk Standards					
	Gateway Center (GC)	Goshen Mixed Use (GMU-)	Goshen Commercial (GC)	Crossroads Commercial (CC)	Residential: Single-Fam.	Residential: Townhome
Minimum PUD Development Size	15 Acres ¹	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Minimum Lot Area	10,000 sf	15,000 sf	15,000 sf	15,000 sf	7,500 sf	4,000 sf per dwelling
Minimum Lot Width at front yard line (ft.)	100 feet	100 feet	100 feet	100 feet	75 feet	60 feet
Minimum Lot Depth (ft.)	100 feet	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Minimum Building Width (% of Block Face)	85% / 75% of block face ⁴	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Front Yard Building Setback (ft.)	0' max (build to prop. line)	Min. 50 feet ⁵	Min. 50 feet	Min. 50 feet	Min. 25 feet	Min. 25 feet
Minimum Side Yard Setback (ft.)	0 ²	25 feet	25 feet	25 feet	10 feet	10 feet
Min. Rear Yard	30 feet ³	25 feet	25 feet	25 feet	30 feet	30 feet
Maximum Lot Building Coverage	NA	50%	50%	50%	30%	40%
Maximum Building Height	Feet 40	40 Feet	45 feet	55 feet	40 feet	40 feet
Maximum Res. Density (du/acre)	50 du/ac	50 du/ac	Not Applicable	Not Applicable	Not Applicable	10 du/ac
Max FAR	0.5	2.0	2.0	2.0	Not Applicable	Not Applicable

¹ In order to ensure thorough and complete development of the area, PUDs considered in the Goshen Center subdistrict shall be a minimum of 15 acres. Smaller zoning lots are allowed within the development area to accommodate for ownership and phased development. All development in the Goshen Center subdistrict shall be considered for approval by the City in the form of Planned Unit Development.

² Interior side yard setbacks shall be zero (0) feet, except when side building pedestrian access is provided between an adjacent building. In such case, the interior side yard facade shall be setback a minimum of ten (10) feet and a maximum of twenty (20) feet from the existing adjacent building facade.

³ Parking is allowed in the rear yard. Blocks are to be designed around internal circulation to the rear of the buildings as indicated in Figure 2.

⁴ Building frontages shall be a minimum of 85% of the block face on Primary Streets and a minimum of 75% of the block face on Secondary Streets. Gaps between buildings shall be designated for specific uses including but not limited to: Pedestrian walkway, public art, outdoor dining, seating area, architectural elements (Trellises, landscaping, archways, etc.)

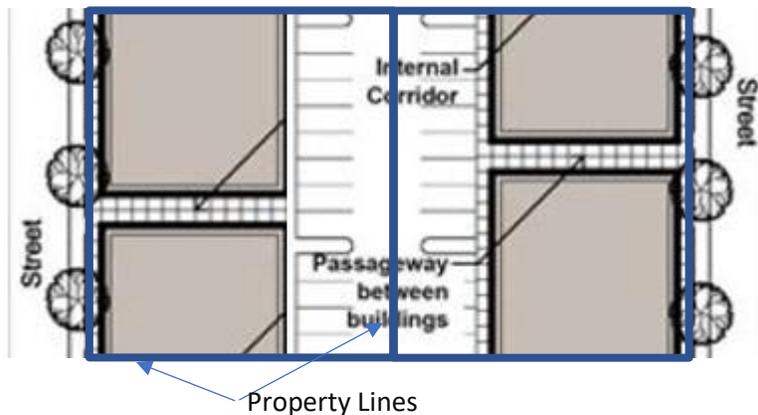


Figure 2

⁵ A parking setback of 5 feet shall be observed in the Goshen Mixed Use subdistrict for the purpose of providing a landscaping buffer.

7. **Design Standards:** In addition to the bulk standards defined in Section 6 above, Design Standards are established for character forming elements required of each new development in Town Center, Mixed Use Commercial, Zone, 2, and Gateway Development subdistricts of the I-55 District. These design elements create a level of design quality and consistent character that is in keeping with the City's Comprehensive Plan and community development practices and policies. These elements are required in the I-55 subdistricts as indicated below and may be varied as part of the Planned Unit Development process where a development outcome of similar intent and quality is evidenced and provided as part of that process.

A. Design Standards for all I-55 Subdistricts:

- 1) Accessory Structure Design Standards
 - a) Trash disposal facilities shall be located to the rear properties and shall be screened by a trash enclosure as specified in Chapter 98 – Solid Waste, of the City Code. However, in the I-55 subdistricts, no wood, vinyl, or chain link with slats may be used in the construction of dumpster enclosures.

- b) Max height of any accessory structure is 15'.
- 2) Transitional Buffer Yard: When a lot is abutting a residential use, the abutting setback shall match that of the abutting residential district. Parking shall not be allowed in transitional buffer yards. Additional requirements shall be as specified in Section 1228.08 - Transitional Buffer Yard Requirement and Landscaping, of the City Code.
- 3) Landscaping and Screening: In addition to any landscaping requirements specified in this Section (Appendix 1), additional landscaping requirements as specified in Section 1228 Landscaping and Screening of the City Code shall apply. Where there is a conflict between the regulations of this Section and Section 1228, the more restrictive requirement shall apply.
- 4) Rights of Way and Roadway Configurations: Each road constructed in the I-55 Corridor District shall meet the right of way width and roadway cross-section standards as determined by the Director of Public Works. Such determination shall be as specified in the I-55 Corridor Transportation Plan (and depicted at the end of this Section in Figure 5) as either the Main Street, Parkway, Avenue, Commercial Street 1, Commercial Street 2. The Director of Public Works may refine the standards for each of these roadway configurations as required to meet current City standards and specification, or to reflect unique site conditions.

B. Goshen Center Design Standards

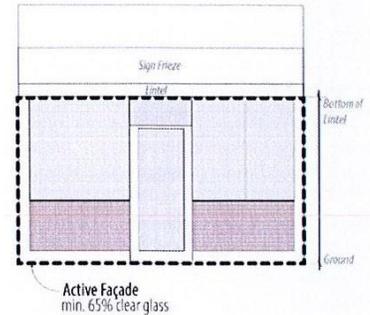
- 1) Roadways in this subdistrict shall be designated as described in Section 12 for the purposes of defining bulk, design, and use standards. Primary roads shall be those carrying more traffic and serving as main access to and through roads in this district. Secondary roads shall be all other roads. Primary Roads in this district shall include: Gusewelle Road, Ridge View Road, Goshen Road, Governors' Parkway, and District Drive. Other roads may be designed by the Zoning Administrator as Primary Roads based on the criteria listed in this Section and how the roadway will function. Right of way and cross section of all roadways shall be determined by the Director of Public Works.
- 2) No residential uses are allowed on the first floor, but are permitted on the second and third floors.
- 3) Location of Parking:
 - a) No off-street parking established after the effective date of this ordinance shall be permitted within 50 feet of the right of way of a Primary Road. In addition, no parking may be located between the principal building and the right of way.
 - b) Off street parking shall not be accessed from a Primary Road.
 - c) Parking is permitted in the rear yard only.
 - d) Parking may be allowed in a side yard for properties fronting on a Secondary Road (but may not represent more than 33% of the block frontage).
 - e) Cross access easements and shared parking agreements shall be provided for as part of all off street parking facilities.
 - f) All off street parking shall be designed with a clearly marked and safe path from the parking area to a building entrance or a sidewalk / path leading to a building entrance.
- 4) Landscaping: Any off street parking along, abutting, or visible from a Secondary Road shall have a 100% screen with a 3 foot hedge along the Secondary Road, such

landscaping shall not be counted toward required landscaping point totals per Chapter 1228: Landscaping and Screening.

- 5) Drive Thrus: Drive thrus are not permitted as a principal or special use in Town Center.
- 6) Use area: No use located in the Town Center subdistrict shall occupy more than 10,000 square feet of floor area in any building(s) or structure(s) without obtaining a Special Use.
- 7) Corner lots:
 - a) Principal structures on all corner lots shall be built to the property line on both street frontages.
 - b) Vision triangle shall be observed for all corner lots.
- 8) Building Orientation
 - a) The primary entrance of any Principal Structure shall be oriented to the front property line and lead directly to the public sidewalk.
 - b) Secondary entry to Principal Structures is permitted and encouraged to provide access from parking areas.
 - c) In cases where a Principal Structure abuts more than one street, and one of those streets is a Primary Road, the primary entrance of any Principal Structure shall be oriented to the Primary Road.
 - d) Passageways between buildings are allowed to reach fronts of the buildings and must be at least 10' in width but not more than 20' unless designated for outdoor dining or gather spaces, in which case permanent architectural features such as trellises, public art, or seating areas are required to be incorporated into the area.
 - e) Public Facing Facades: Walls that face streets, parking lots and/or connecting pedestrian walkways must not have a blank, uninterrupted length of greater than 40 feet (40') without including a change in texture or masonry pattern, windows or other equivalent elements that subdivide the wall into human scale proportions.
- 9) Building design and location.
 - a) Building massing: Building designs shall have characteristics illustrating a base, middle and top.
 - b) Relationship to adjacent buildings: Building elements shall, to the extent possible, be used to align with and complement such elements on adjacent buildings. This may include location and size of windows, building stories, columns, awnings, roof details, and other structural and architectural elements.
 - c) Building stories: The stories of a building interior shall be discernable from the exterior of the structure and convey logically proportioned upper floors by use of design elements such as: orientation or spacing of windows, use of moldings, windowsills, lintels, brick detailing, or stringcourses, or application of other architectural elements. These design elements shall create a comfortable pedestrian scale at the ground floor of the building as reflected in signage, seating areas, window size, etc.
 - d) Horizontal building elements: Horizontal building elements are encouraged to create visual interest in a building. Cornices or awnings are examples of such elements that may be used to accomplish this objective.
 - e) Vertical building elements: The use of architectural elements is required to create visual interest, breaks in horizontal areas, and articulation in the building. This may be provided by design elements such as the orientation or spacing of

windows, trim located on the building, columns, or application of other architectural features.

- f) Active facades: Ground floor facades visible from a public sidewalk shall include a minimum of 65 percent clear glass.
- g) Mechanical equipment: Mechanical and utility equipment located on building rooftops or on the ground shall be located or screened so as not to be readily visible by pedestrians on adjacent sidewalks or from a distance.
- h) Service functions: Buildings should be sited so that portions of the building designed for service uses, such as loading docks and dumpster enclosures, are not readily visible from the street or sidewalk.



10) Standards for Road / ROW configuration:

- a) Minimum block length 200'. Maximum block length 400'
- b) Minimum areas set aside for a civic green = 40,000 sf
- c) On street parking is required on Primary and Secondary streets as either parallel or angle parking.
- d) Sample block layout is shown in Figure 3 below.
- e) Sample orientations of varying land uses are shown in Figure 4 below.

11) Civic Green: Town Center development shall have Civic Green. A Civic Green is an open space consisting of lawn and informally framed by trees and shrubs, typically furnished with paths, benches, and open shelters. These spaces are intended for a moderate amount of foot traffic. The green may be framed by abutting streets or structures.

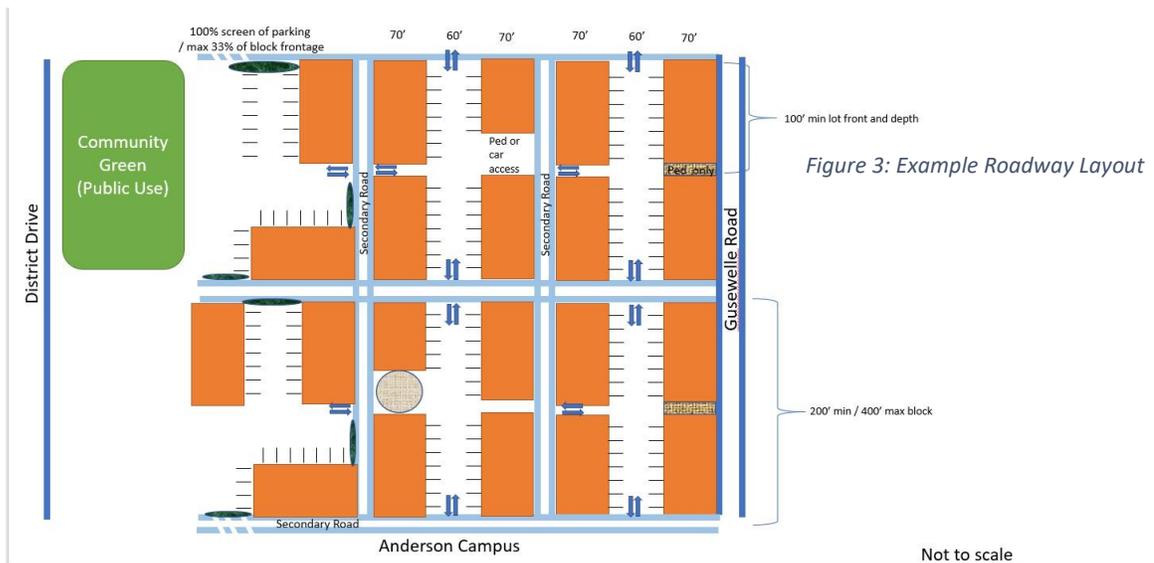


Figure 4: Example Land Use Orientations*



Images: Google Maps

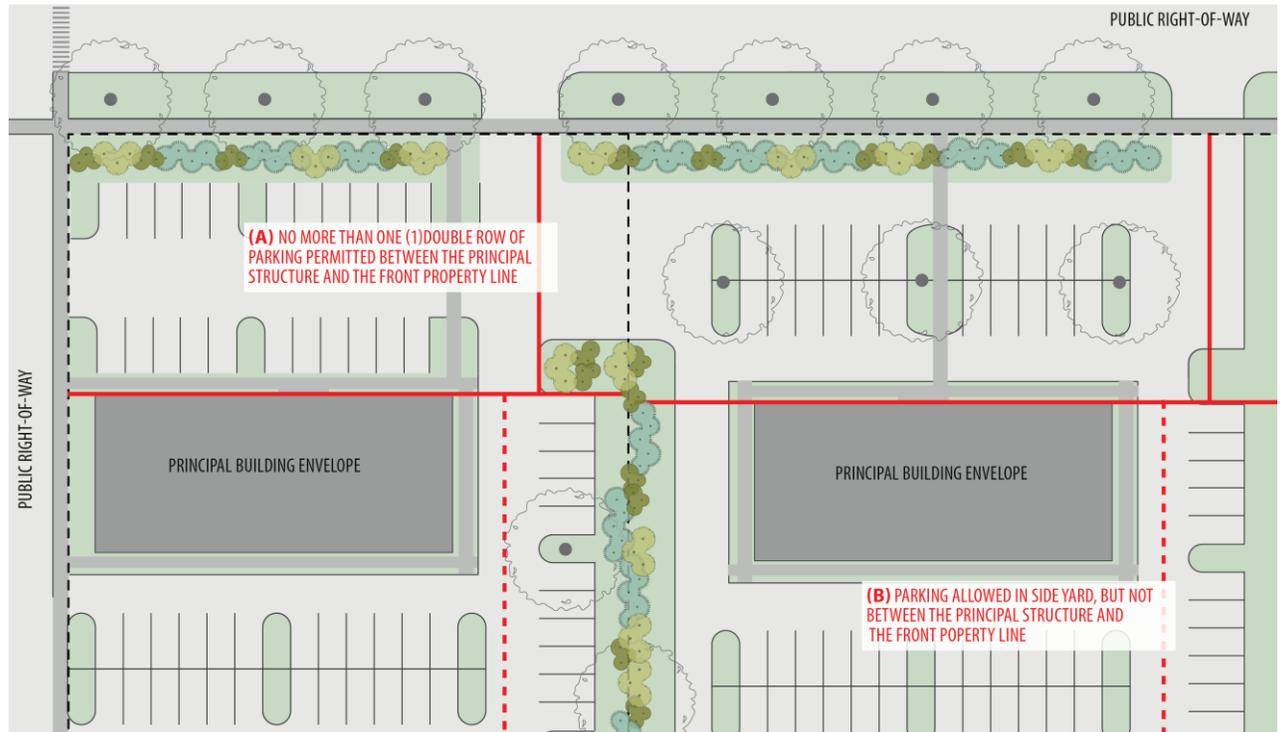
*Images are meant to show examples of orientation of commercial uses to residential uses, or open space uses. Images are not meant to convey bulk regulations, architectural features, or parking requirements regulated by this Code.

C. Goshen *Mixed Use Design Standards*

1) Location of Parking:

- a) No more than a double row of off-street parking shall be permitted between the principal structure and the front property line.
- b) Parking may be allowed in the side yard, but not between the front line of the principal structure (extended) and the Front Property Line.
- c) Parking is allowed in the rear yard.

Figure 5: Parking Example



- d) Cross access easements and shared parking agreements shall be provided for as part of all off street parking facilities.
 - e) All off street parking shall be designed with a clearly marked and safe path from the parking area to a building entrance or a sidewalk / path leading to a building entrance or additional retail frontage.
- #### 2) Landscaping:
- a) Foundation planting shall be required for all principal structures.
 - b) For the purposes of the I-55 Zoning District, foundation planting shall be defined as: An area of sod, low ground covering plants, flowering plants, and or shrubs abutting and designed to blend into the foundation of building areas visible to the public (generally the front and side of the buildings).
 - c) Any off-street parking along, abutting, or visible from the public right of way shall have a 100% screen with a 3-foot hedge, such landscaping shall not be counted toward required landscaping point totals per Chapter 1228: Landscaping and Screening.
- #### 3) Drive Thrus:
- Drive thrus are permitted as a special use in Goshen Mixed Use District. Landscape screening shall be provided on all sides of a drive through lane that abut a street.
- #### 4) Corner Lots:
- Vision triangle shall be observed for all corner lots.
- #### 5) Building Orientation:
- a) Primary building entrance(s) shall be oriented to the front property line and ROW.
 - b) Passageways between buildings are allowed but must be at least 10' but not more than 20'.

- 6) Public Facing Facades: Walls that face streets, parking lots and/or connecting pedestrian walkways must not have a blank, uninterrupted length of greater than 20 feet (20') without including two or more of the following: change in plan, change in texture or masonry pattern, windows or other equivalent elements that subdivide the wall into human scale proportions.

8. Design Guidelines: Citywide Design Guidelines (Appendix A of Appendix B of the City Code) shall be applied in the review process for any development in the I-55 District. Those standards are augmented by additional design guidelines shown below, which are reflective of unique characteristics of certain subdistricts. The design guidelines presented in this subsection are not specifically required to be incorporated into a development. Where appropriate for the site, structure and design, the building elements identified here are presented as options for how Citywide Design Guidelines may be met in the I-55 District.

- A. **Intent:** Building frontage elements in this Section should be considered by developers, property owners and designer to be incorporated into design of buildings in the Town Center and Mixed-Use Commercial Subdistricts. When applied, they should be in context of existing structures or consistent with an overall design plan for multiple buildings.
- B. **Applicability:** Use of these design elements will be considered by the Plan Commission and City Council regarding Planned Unit Developments and Special Uses. If no such zoning process is required, these elements will be considered through the Site Plan Review process.
- C. **Building Frontage Types Appropriate in the Goshen Center and Pedestrian Oriented areas of Goshen Mixed-Use Subdistricts.**
 - 1) Awnings and canopies: A canopy is a cantilevered structure, often retractable, made of canvas or similar material. The covering protects pedestrians from the elements and should enhance the appearance of a building façade.



- 2) Bay windows: Bay windows add character, variety, and physical depth to buildings. When bay windows are included forward of the build-to line by no more than two feet (2'), when authorized by the Zoning Administrator.



- 3) Storefront: A storefront should be oriented toward pedestrian areas with the entrance at sidewalk grade and easy to identify. The storefront should be transparent so merchandise and activities in the store can be seen. An overhang, canopy, shading element, or awning that encroaches over the sidewalk can be used to enhance the storefront.



- 4) Outdoor Café: An outdoor café accommodates outdoor seating for restaurants and cafés. Where possible, outdoor cafés should be located on private property. All outdoor café areas must meet the requirements of Chapter 22, Article 5, “Outdoor Dining on Sidewalk.”

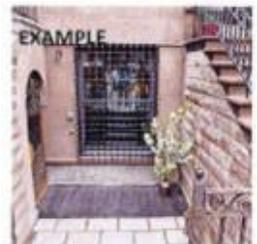


D. **Building Frontages Considered Appropriate in Pedestrian Oriented areas of the Mixed-Use Commercial Subdistrict.** The architectural elements noted in this Subsection D are not compatible or appropriate with all architectural styles or forms of development. The elements described below should only be applied in situations where they are in keeping with the architectural and visitor use objectives of the development. The City will apply this consideration as it evaluates whether City Wide Architectural Guideline requirements are met.

- 1) Balconies: Balconies may or may not have roofs, but are open, outdoor, non-air-conditioned parts of the buildings. On corners, balconies may wrap around the side of the building facing the side streets. Balconies that occur in front of the build-to-line shall not extend past the curb line.



- 2) Terrace and light court: This architectural design is where the façade is set back from the property line by an elevated terrace or sunken light court. This buffers residential use from urban sidewalks and removes the private yard from public encroachment. The terrace is suitable for conversion to outdoor cafés as the eye of the sitter is level with that of the standing passerby.



E. **Crossroads Commercial:** In addition to Citywide design guidelines, development in the Gateway Development subdistrict should integrate the following considerations:

- 1) Encourage a sense of arrival through the placement of significant buildings and attractive architectural facades.
- 2) Highlight City entry points at the interchange and buildings sited near there with character creating features like intensive landscaping, public art, water features, etc.
- 3) Improve visual aesthetic of roadways using landscaping and streetscape amenities (gateway and wayfinding signage, lighting, pedestrian paths), planted medians, and landscaped setback areas.
- 4) Edwardsville gateway signs with complementary landscaping should be located in the area.

9. Land Uses: Permitted and Special Uses permitted by subdistrict are shown in Table 2.

Table 2: I-55 Corridor Zoning District Land Uses					
	Goshen Center	Goshen Mixed Use	Goshen Commercial	Crossroads Commercial	Residential
Single Family Dwelling					P
Townhome Dwelling		S			S
Multiple Family Above Commercial First Floor	P	P			
Automobile Service Station		S	S	P	
Car Dealership			S	S	
Community / Government Use	S	S	S	S	S
Cultural / Religious Institution	S	S	S		S
Elementary / High School					S
Fuel Centers			S	S	
Hospital			S	S	
Hotel / Motel		P	P	P	
Indoor Entertainment	S	S	S	S	
Medical Clinics such as urgent cares			S		
Medical / Dental Office	S	S	S		
Office	P	P	P	P	
Outdoor Recreation			S		
Parking Lot	S	S	S	S	
Professional / Technical School			S		
Personal / Financial Services	P	P	P		
Public Transit Facility	S	S	S	S	S
Research and Development			P	P	
Restaurants	P	P	P	P	
Retail Sales	P	P	P	P	
Senior Housing		S			S
Uses with Accessory Drive Thru		S	S	S	

10. **Standards for Residential Subdivisions:** Any development within the I-55 District that includes a subdivision of property shall be subject to the City of Edwardsville Land Development Code. In addition, such developments shall be subject the requirements of this I-55 Zoning district and the following standards:
- A. Paths: Paths serving both pedestrians and bicyclists shall be provided as part of new subdivisions.
 - B. Connectivity / Paths: Pedestrian and bicyclist paths provided as part of subdivisions shall make safe and convenient connections to the Town Center, adjacent neighborhoods, nearby business areas, nearby regional trails, and other destinations as may be identified by the City. Where the potential for future connections from the proposed development may exist, accommodations such as stubbed paths, trailheads, etc. shall be provided by the Subdivider.
 - C. Connectivity – Vehicles: The road system developed as part of a subdivision shall provide safe and convenient connections to existing and planned roadways on adjacent properties and in the I -55 District generally. In addition, cul de sacs are discouraged and should be considered only when unique topography or existing land conditions (such as wetlands) make connections impractical.
11. **Supplemental Regulations:** Uses listed below, whether permitted or special uses in the I-55 Corridor District, shall meet the follow additional requirements:
- A. Hotels
 - 1) The height of hotels located in the Gateway subdistrict may be up to five stories, so long as they do not exceed an overall height of 75 feet.
 - 2) Hotels permitting guests to have dogs shall provide a designated dog walking area on the site. Such area shall be away from primary entrances and provide materials and facilities for disposal of dog waste.
 - 3) Hotels located adjacent to residential uses shall confirm to Transitional buffer yard requirement and landscaping standards per Section 1228-08 of the City Code
 - 4) Hotels located within 1,000 feet of complementary uses or amenities (restaurants, coffee shops, recreation areas, trails, etc.) shall provide clear and safe pedestrian connections to such uses, or to sidewalks or other pedestrian connections that access such uses.
 - B. Fuel Centers
 - 1) Fuel pumps shall be set back at least twenty (20) feet from the right-of-way line or from any residential property line, and at least eighty-five (85) feet from any school, hospital, church, or other place of public assembly.
 - 2) No aspect of gas station operations may incorporate any part of a public right of way in its design or operation.
 - 3) No repair functions as accessory or principal uses shall be allowed.
 - 4) Any inoperable vehicles stored on the site shall be located there for no more than three days.
 - 5) Outdoor storage and display of merchandise associated with the use is permitted, but may not exceed a total area of one hundred (100) square feet and must be set back a minimum of twenty (20) feet from any property line.
 - 6) No accessory personal service may be allowed as part of a fuel center. Such accessory personal services shall be defined to include, but not be limited to showers, barbers, laundry facilities available to customers and sleeping facilities.
 - 7) Overnight parking of trucks or other motor vehicles shall not be allowed.

- 8) A landscape perimeter of no less than fifteen feet (15') shall be provided along the front property line and include sod, low ground covering plants, flowering plants, and or shrubs.

12. Transportation

A. A variety of street cross sections are permitted in the I-55 Corridor. Generally, the following alignments are planned for:

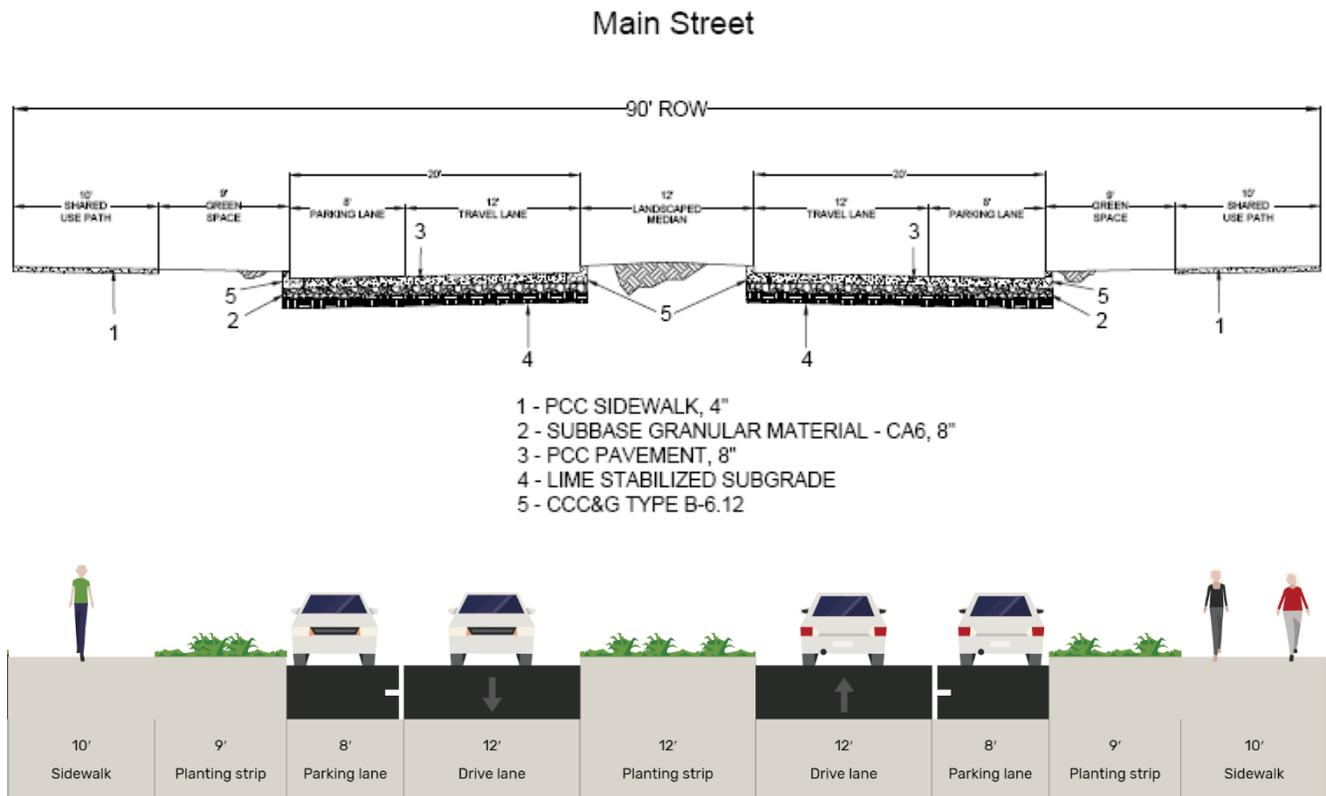
1. North-south roadway connecting Governors' Parkway to Goshen Road between District Drive and Ridgeview Road
 - a. Main Street Cross section is appropriate for this primary thoroughfare
2. East-west roadway connecting District Drive and Ridgeview Road
 - a. Main Street Cross section is appropriate for this primary thoroughfare
3. A Southern extension of Raymond Road to Governors' Parkway is planned. This roadway shall intersect with the norther extent of the north-south road described in item A.
4. The north-south and east-west roadways, as described in 1 and 2 above, shall intersect and/or flank the Community Green.

B. The cross-sections provided in Figure ____ are permitted as follows. The Public Works Director shall determine the appropriate roadway cross sections during plan review.

1. Within and adjacent to the Goshen Center District, the following cross sections are permitted:
 - a. Main Street
 - b. Parkway
 - c. Commercial 1
2. Within and adjacent to the Goshen Mixed Use District, the following cross sections are permitted:
 - a. Main Street
 - b. Commercial 1
 - c. Commercial 2
3. Within and adjacent to the Goshen Commercial District, the following cross sections are permitted:
 - a. Main Street
 - b. Commercial 1
 - c. Commercial 2
 - d. Avenue
4. Within and adjacent to the Crossroads Commercial District, the following cross sections are permitted
 - a. Main Street
 - b. Parkway
 - c. Commercial 1
 - d. Commercial 2
 - e. Avenue
5. Within and adjacent to the Residential District, the following cross sections are permitted
 - a. Main Street
 - b. Commercial 1
 - c. Commercial 2
 - d. Avenue

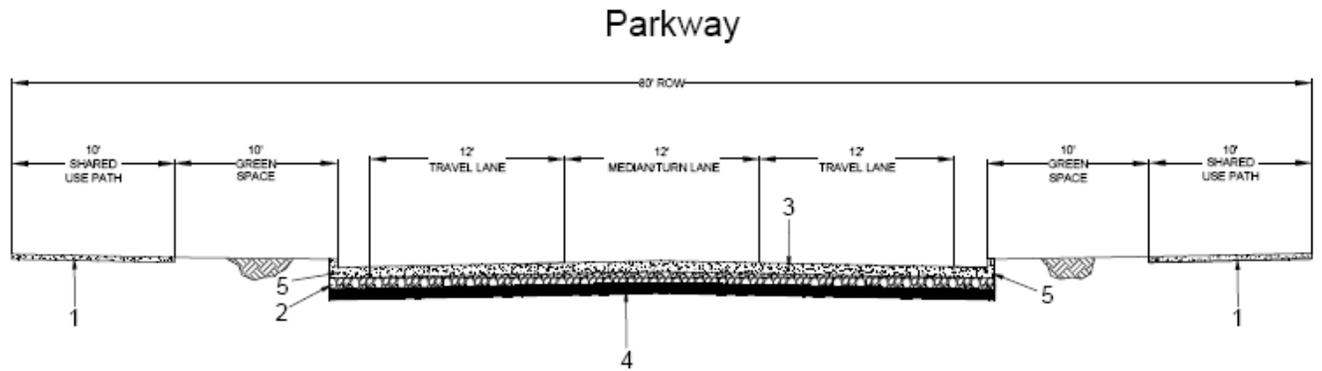
Figure 6: Roadway Cross Sections

1. Main Street

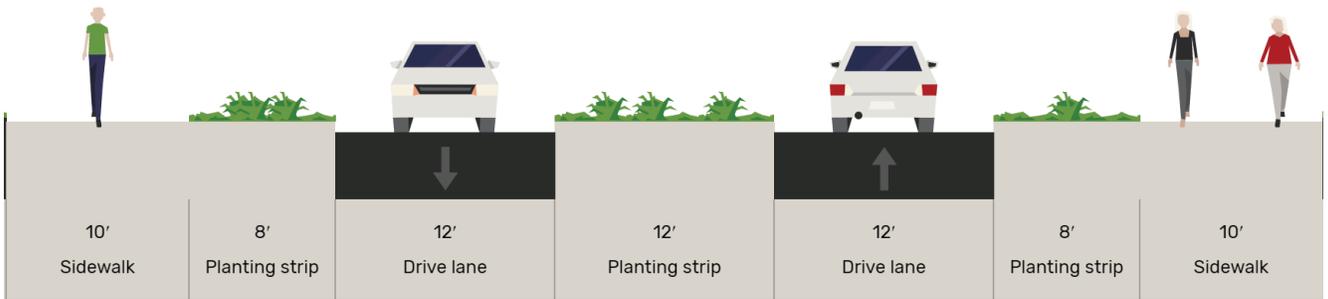


1. PCC Sidewalk, 4"
2. Compacted subgrade
3. Subbase granular material – CA6, 8"
4. PCC Pavement, 8"
5. CCC&G Type B-6.12

2. Parkway



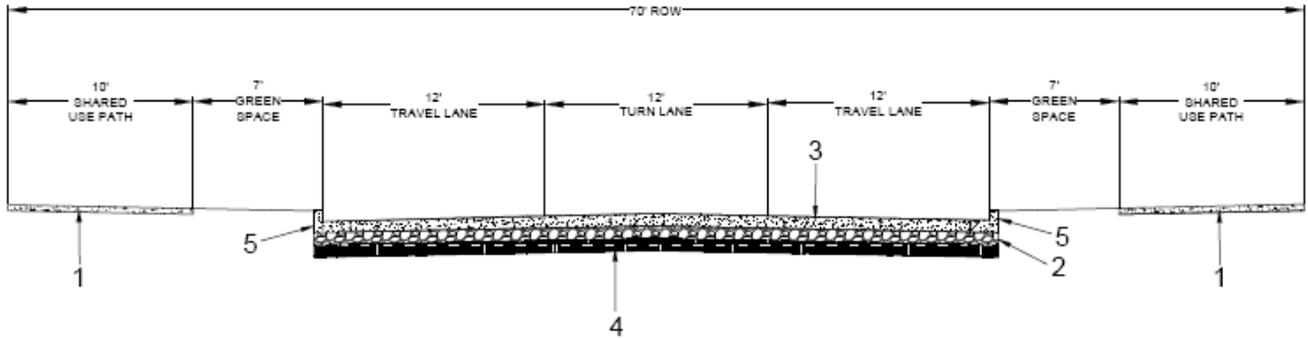
- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.24



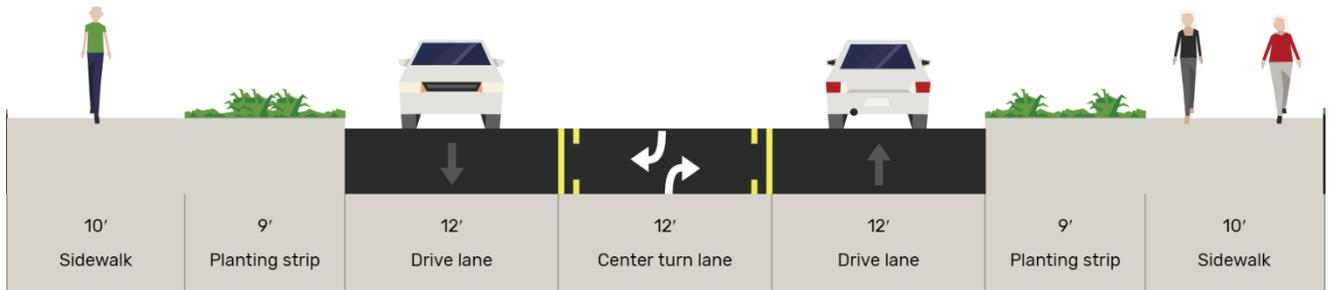
- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.24

3. Avenue

Avenue



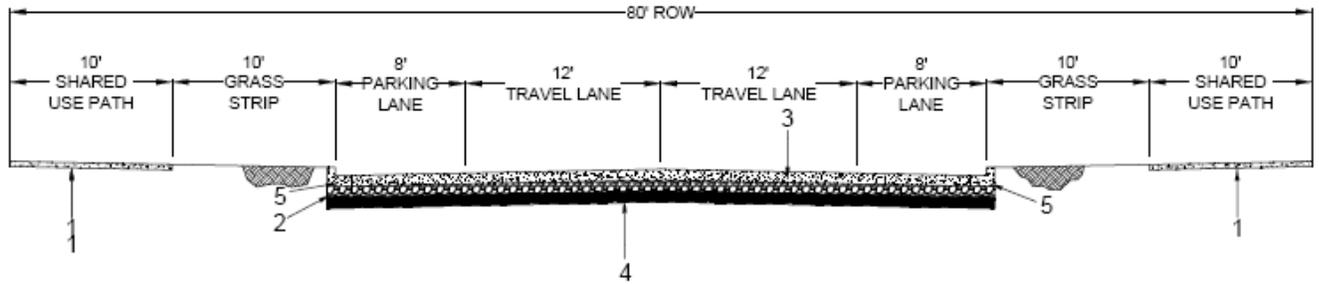
- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.12



- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12

4. Commercial Street 1

Commercial Street 1



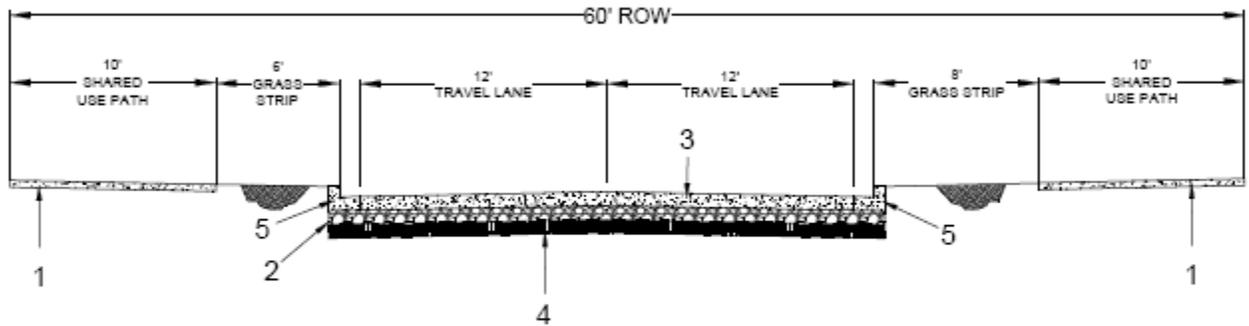
- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.12



- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12

5. Commercial Street 2

Commercial Street 2



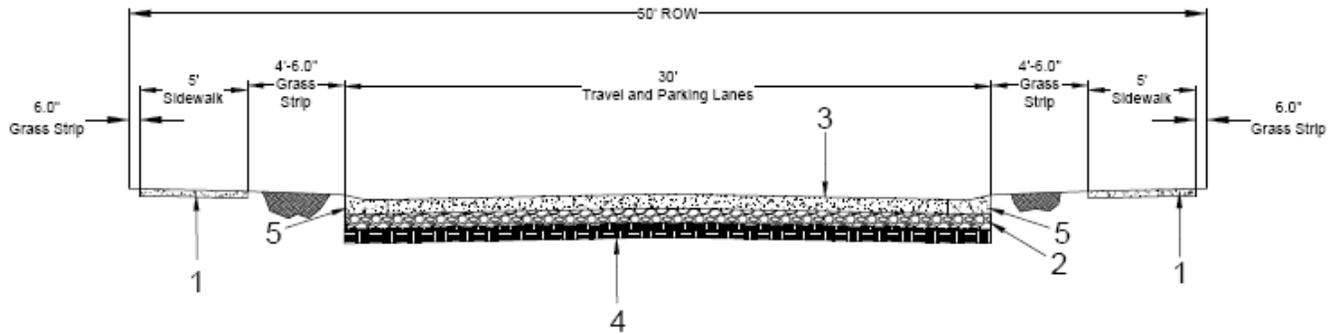
- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 8"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE B-6.12



- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12

6. Residential

Residential Street



- 1 - PCC SIDEWALK, 4"
- 2 - SUBBASE GRANULAR MATERIAL - CA6, 8"
- 3 - PCC PAVEMENT, 7"
- 4 - LIME STABILIZED SUBGRADE
- 5 - CCC&G TYPE MOUNTABLE



- 1. PCC Sidewalk, 4"
- 2. Compacted subgrade
- 3. Subbase granular material – CA6, 8"
- 4. PCC Pavement, 8"
- 5. CCC&G Type B-6.12