

COMPREHENSIVE PLAN UPDATE

Village of Glen Carbon, Illinois

February 2008

Updated

March 2015

by:



Prepared by

PGAVURBANCONSULTING
St. Louis • Kansas City

Village of Glen Carbon, Illinois
Comprehensive Plan Update

Prepared for:
Village of Glen Carbon, Illinois

Prepared by:
PGAV Urban Consulting

February 2008

2015 Updates
Prepared by:

Juneau Associates, Inc., P.C.

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I. INTRODUCTION

The last Comprehensive Plan for the Village of Glen Carbon was completed in 2002. Since that time the Village has been the subject of considerable growth resulting from both new development and the expansion of its boundaries through annexation. Given the extent and rate of residential and commercial development that has been occurring both within and adjacent to its boundaries, it is appropriate to once again re-evaluate the City's planning goals, objectives and policies to ensure that they are consistent with current and future community needs. Furthermore, a 2004 Special Census for Glen Carbon revealed a 13% increase in total population between 2000 and 2004, a rather significant increase in a relatively short period of time. This rate of growth confirms the need to re-examine elements of the Village's 2002 Comprehensive Plan.

This paragraph revised. See Amendment* Page 1 of 21

This document presents an update to the Comprehensive Plan. It includes a review of demographic and housing trends; an updated inventory of existing land uses; and updated information on other development factors. The resulting Land Use and Major Street Plan reflects updated land use policies and community generated goals and objectives concerning the future of Glen Carbon and its environs.

Purpose of Planning and Zoning

In its broadest sense, the preparation of a comprehensive plan is a process that is intended for guiding and maintaining the orderly growth and development of a community. The goal of planning is the promotion of the public welfare through the application of sound planning principles, which reflect the basic social, cultural and economic values of the community. Urban planning is closely associated with helping decision makers in thinking systematically and in understanding broad public issues. Planning is a process for deciding appropriate future actions through a sequence of identification and evaluation of possible choices.

Over thirty years ago the Village of Glen Carbon recognized the value of planning as a means for achieving orderly growth and development. This is evidenced by the fact that the Village initiated a planning process and prepared comprehensive plans in 1974, 1982, 1996 and 2002. This current planning effort is specifically designed to update the 2002 plan and provide clear and current guidance to the Village to help realize its long-term goals. Dynamic, growing communities – such as Glen Carbon – should initiate a review of their current comprehensive plan at least every five years, or whenever there have been changes in growth and development that are of such significance that they could alter the communities' ability to provide the highest quality environment for its residents. For the

This paragraph revised. See Amendment* Page 1 of 21

Village of Glen Carbon, boundary changes, increasing demands for new development and external growth and development pressures all contribute to the need for this review of the 2002 Comprehensive Plan. The fundamental purpose of this review of the 2002 Comprehensive Plan is to ensure that its stated community goals and objectives continue to reflect the needs and desires of the citizens, planning and zoning commission and elected officials.

This paragraph revised. See Amendment* Page 1 of 21

In very general terms, the comprehensive plan sets the framework for guiding future development (e.g., the type, density and location of various land uses). The plan is a "policy" document that recommends the future physical make-up of a community. It is normally "comprehensive" in scope, whereby land use, major streets, parks and open space, etc. are integrated into a unified scheme.

Unlike the comprehensive plan – the "policy" document, zoning is the "legal" tool that a municipality uses to "regulate" land use. The Village is afforded this regulatory authority under 65 ILCS Division 13. Specifically, a zoning ordinance regulates items relating to the use of land, height and size of buildings, size of lots, size of yards (building setbacks), parking, etc. It establishes definitions, standards, and procedures for a municipality to review and approve specific land developments.

Note that a comprehensive plan and local "zoning ordinance", although related, are often confused as being one and the same. Exhibit I-1 on the following page provides a summary of the differences between these two urban development tools.

Exhibit I-1

SUMMARY OF PLANNING AND ZONING

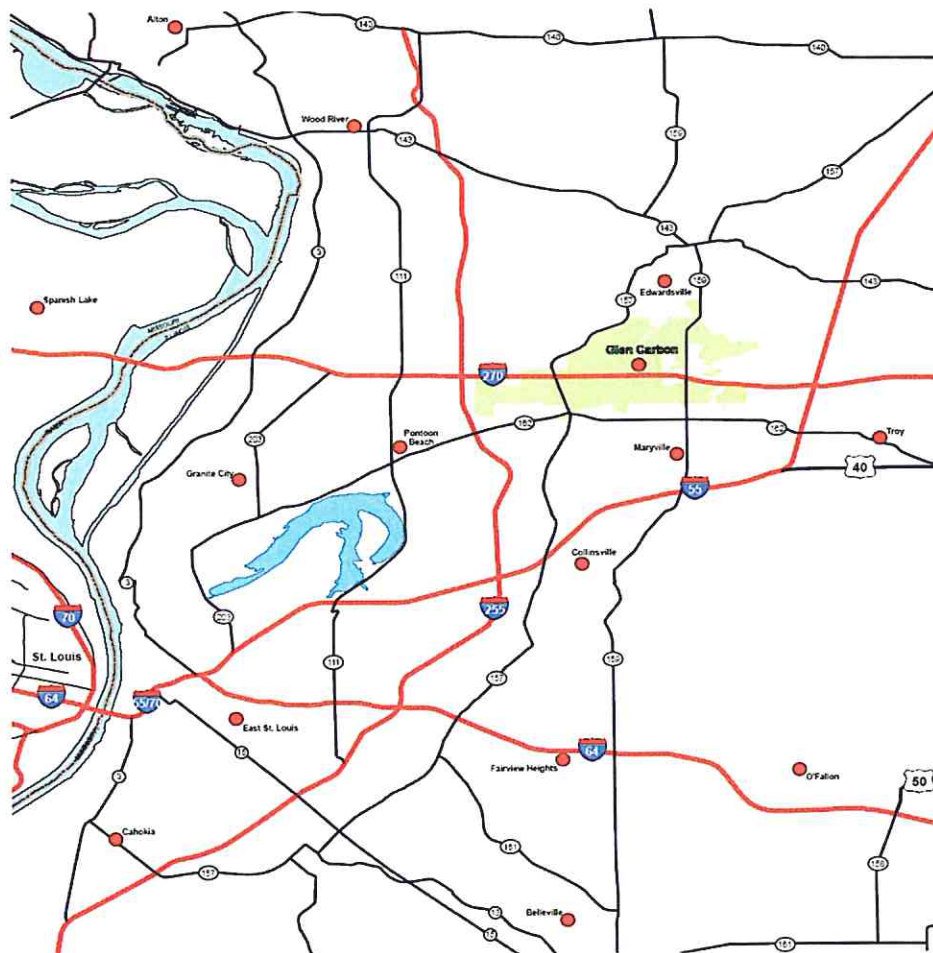
COMPREHENSIVE PLAN
<ol style="list-style-type: none">1. Serves as a guide for decisions concerning the community's physical development.2. Takes a comprehensive approach to a wide range of community development issues (e.g., land use, major streets, parks & open space, etc.)3. Designed to reflect community development goals and objectives.4. Recommends location and intensity of land uses, major street improvements, parks and open space, etc.5. Provides a rational basis for administering the zoning ordinance and other development regulations. <p style="text-align: center;"><i>The plan is a "POLICY" document</i></p>

ZONING ORDINANCE
<ol style="list-style-type: none">1. Is the legal tool for achieving community development goals & objectives established through the planning process.2. Regulates specific items relative to land development:<ol style="list-style-type: none">a. use of landb. height and size of buildingsc. size of lotsd. yards and other open spacee. buffers between incompatible land usesf. parking3. Establishes definitions, standards and procedures for reviewing and approving land development. <p style="text-align: center;"><i>The zoning ordinance is a "LEGAL" document</i></p>

Geographic Location

The Village of Glen Carbon is located approximately 20-miles northeast of downtown St. Louis in Madison County, Illinois. Communities that generally surround the Village include the City of Edwardsville to the north, the City of Pontoon Beach along the west, portions of the City of Maryville to the south, and the City of Troy to the southeast. In addition, much of surrounding area that directly abuts the Glen Carbon's boundaries consists of unincorporated portions of Madison County. The Village is bisected in an east – west direction by Interstate Highway 270 and is near the I-270 Interchanges with I-255/Illinois Route 255 on the west and I-55/I-70 on the east. **Map I-1, Village of Glen Carbon – Regional Location** illustrates the Village's place within the Metro-East Region.

Map I-1
Village of Glen Carbon – Regional Location



Planning Area

The Planning Area for this Comprehensive Plan Update encompasses the Village of Glen Carbon proper as well as portions of adjacent territory within the City's "Facilities Planning Area", an area extending 1½ miles beyond the Village limits. **Map I-2, Village Planning Area** which is found on the following page, clearly shows that if taken to its fullest extent, the 1½ mile boundary would extend well into other neighboring communities as well as large portions of Madison County that remain unincorporated. While the Village has no authority to plan for land within other municipalities, it can initiate planning for the unincorporated portions of Madison County.





Another factor influencing the Village's authority to plan beyond its corporate limits is the existence of boundary agreements that were entered into by the Village and a neighboring municipality. In this case, three such agreements are presently in place that restrict the Village's ability to plan beyond the limits imposed by those agreements. The municipalities that Glen Carbon has entered these agreements with are the Cities of Edwardsville, Maryville and Troy.

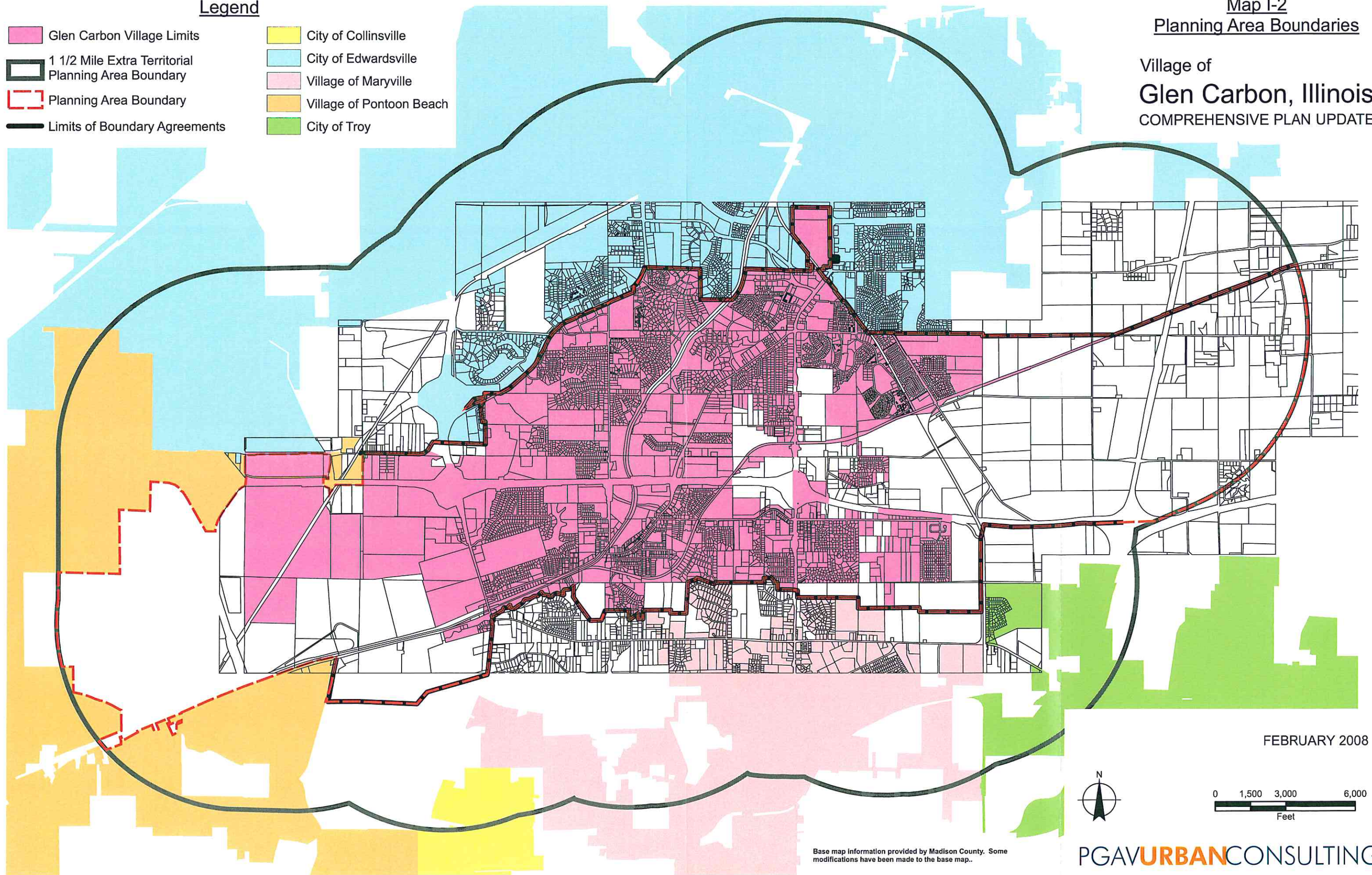
Map I-2 on the following page shows the location of the three major factors which together define the Planning Area for the Village of Glen Carbon; and again, they are: 1) the existing boundaries of neighboring municipalities, 2) existing boundary agreements, and 3) the current Village boundaries.

Map 1-2 also illustrates a phenomenon which is relatively common among Illinois municipalities but which is not necessarily a characteristic of good planning. And that is the practice of setting boundaries that result in unincorporated portions of the county being entirely surrounded by a municipality. Perhaps equally challenging, however, are the frequently irregular boundaries that are formed by local governing bodies. The consequences of these actions may include higher costs for the provision of services or even no or only limited services for residents of these areas that, on a map at least, appear to be left out or even abandoned by both the municipality and the county. To the extent possible, the Village should work to remedy these situations through annexation.

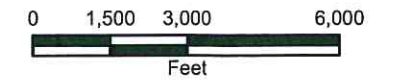
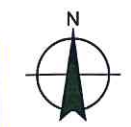
Village of
Glen Carbon, Illinois
COMPREHENSIVE PLAN UPDATE

Legend

-  Glen Carbon Village Limits
-  City of Collinsville
-  1 1/2 Mile Extra Territorial Planning Area Boundary
-  City of Edwardsville
-  Planning Area Boundary
-  Village of Maryville
-  Village of Pontoon Beach
-  Limits of Boundary Agreements
-  City of Troy



FEBRUARY 2008



Base map information provided by Madison County. Some modifications have been made to the base map.

II. SOCIOECONOMIC CONDITIONS

Introduction

A review of socioeconomic data for Glen carbon was performed by examining trends in various demographic characteristics over the preceding decade. U.S Bureau of the Census data from the 2004 special census, 2000 census, 1998 special census, 1994 special census, 1990 census, 1985, special census, 1980 census, and the Census building permit database were used to demonstrate the tremendous growth of Glen Carbon in recent years. Due to Glen Carbon's rapid growth since 1970, the Village paid for special censuses to be conducted in 1985, 1994, 1998, and 2004.

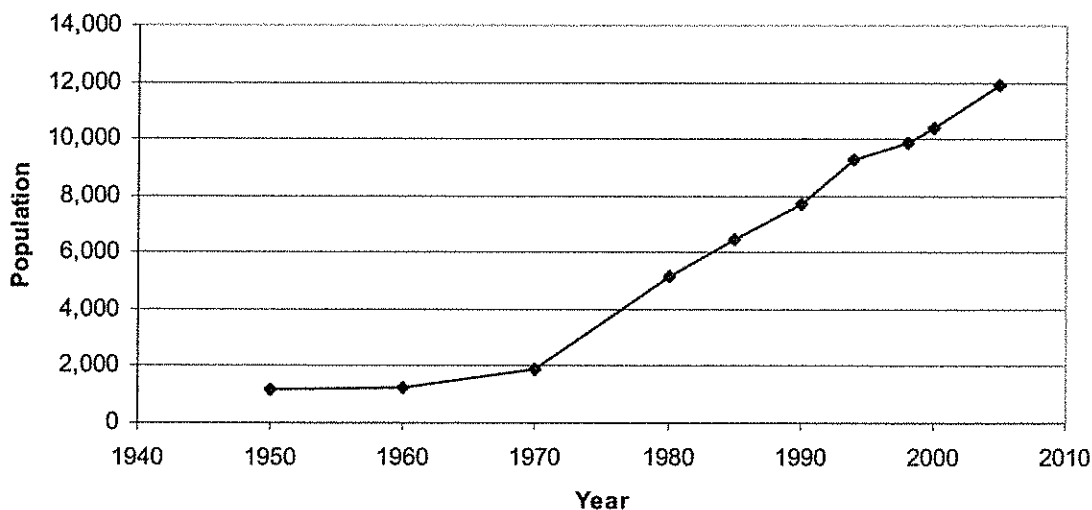
This paragraph revised.
See Amendment*
Page 2 of 21

Population

Glen Carbon's population has grown rapidly over the past 30 years, increasing from a 1970 census population of 1,897 to 10,425 in 2000. This 450 percent increase between 1970 and 2000 was one of the highest in the St. Louis Metro-East area. Glen Carbon's population growth between 1970 and 1980 alone was greater than the Village's population growth between 1900 and 1970. Historic population data is summarized in **Exhibit II-1**.

This paragraph revised.
See Amendment*
Page 2 of 21

Exhibit II-1
Historical Population Growth
Village of Glen Carbon



This graph revised.
See Amendment*
Page 2 of 21

Glen Carbon's growth between 1970 and 1990 was the result of annexation and construction of a large number of new dwelling units. The growth since 1990, however, has primarily been the result of new construction. The Village has attracted a large number of young families who have contributed to making the Village one of the better-educated and highest income areas in the Metro-East area. The Village's median housing value exceeds that of St. Louis County, offering an attractive alternative to families moving into the region from out of state or other metropolitan areas.

Age

A critical component of urban planning is not just a community's total population, but also the characteristics of that population. For example, a key element of park and recreation planning is the age distribution of the community's population. Population information by age group for Glen Carbon is included in **Exhibit II-2**.

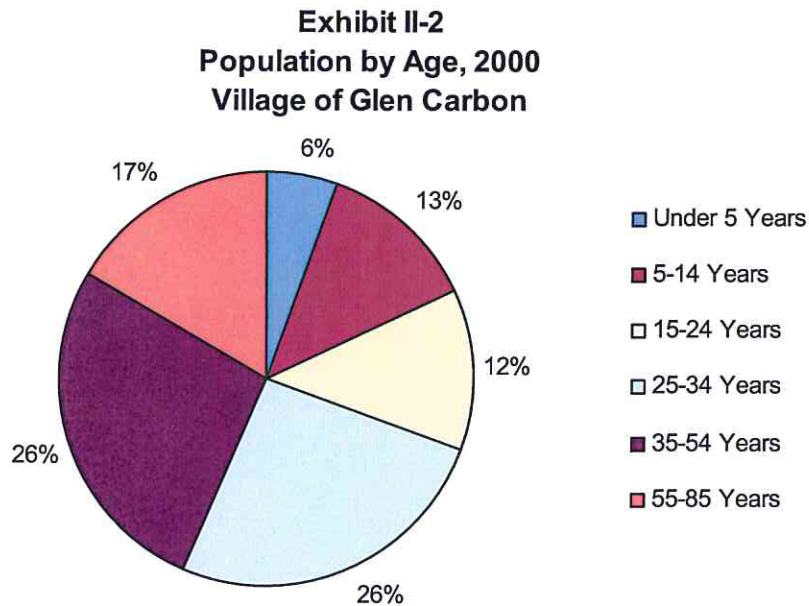


Exhibit II-2
revised.
See
Amendment*
Page 3 of 21

The median age of Glen Carbon's residents in 2000 was 35.6, which was lower than the median age in Madison County (36.9) but slightly higher than the median age for the State of Illinois (34.7).

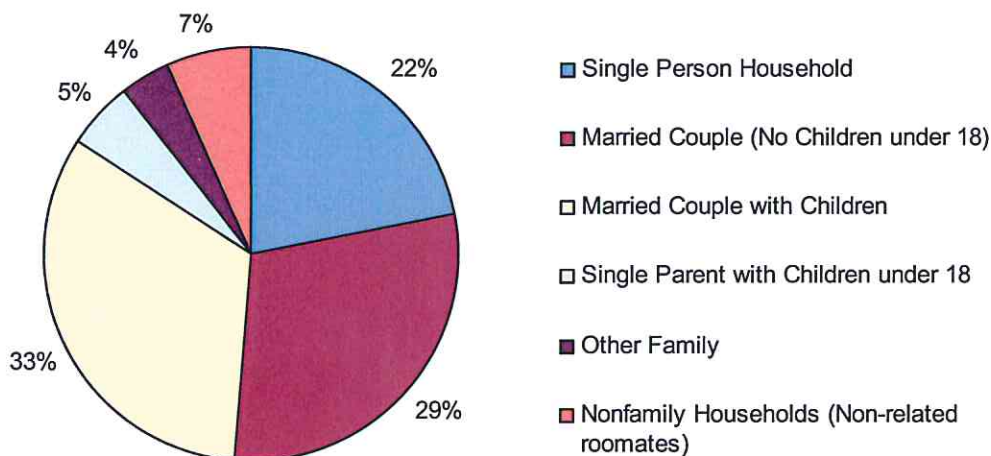
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See
Amendment*
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Household Composition and Size

There were 3,990 households in Glen Carbon in 2000. Household composition for Glen Carbon is shown in **Exhibit II-3**. The average household size in Glen Carbon is 2.57, slightly higher than the 2.48 average household size in Madison County.

This entire section revised. See Amendment* Page 4 of 21

Exhibit II-3
Household Composition, 2000
Village of Glen Carbon



The greatest proportion of households in Glen Carbon is married couples with children, followed by married couples without children. The household composition for Glen Carbon is consistent with that of the nation, although Glen Carbon has a higher percentage of married couples and a lower percentage of single parents.

Economic and Housing Characteristics

Glen Carbon is one of the highest income communities in the Metro-East. Glen Carbon has higher median household and per capita incomes and a lower percentage of individuals living below the poverty level. Glen Carbon has a significantly higher proportion of individuals with advanced degrees than either Madison County or the Metro East. In addition, the median home value in Glen Carbon is nearly double the median home value of Madison County and the Metro East. The economic and housing characteristics in the Village of Glen Carbon as compared to Madison County and the Metro East are summarized in the following table.

This paragraph revised. See Amendment* Page 4 of 21

**Table II-1
2000 Regional Economic Comparison
Village of Glen Carbon, IL**

	Village of Glen Carbon	Madison County	Metro East
2005 Population	11,932	364,309	619,030
Income			
2000 Median Household Income	\$55,841	\$41,541	\$41,374
2000 Per Capita Income	\$26,374	\$20,509	\$19,832
Individuals Below Poverty Level	5.8%	9.8%	10.9%
Education			
High School Graduate	90.4%	84.3%	82.5%
Associates Degree	7.1%	6.9%	3.6%
Bachelors Degree or Higher	42.5%	19.2%	18.7%
Housing			
Median Home Value	125,750	77,200	\$79,718
Median Contract Rent	494	383	\$288
Percent Occupied	95.8%	93.6%	93.1%
Percent Owner Occupied	74.2%	73.8%	66.8%
Single Family	80.9%	82.8%	76.6%
Multi-Family	16.0%	13.1%	31.7%
Mobile Home	3.3%	4.1%	6.4%

This entire Table II-1 is deleted and replaced with Table II-2. See Amendment* Page 5 of 21

Population Projections

The population of the Village is limited by the amount of land available for residential development and the density of development allowed by the Village. Currently there are 2,824 acres of undeveloped land in the Village. Of these 2,824 acres, 29%, (790 acres) is zoned residential. Assuming that 75% of this area could actually be developed (25% being occupied by streets, common ground or non-developable space) approximately 593 acres would be available for platting as residential lots. Using an average density of six units per acre, an estimated 3,550 new housing units could be constructed within the existing Village boundaries on land that is currently zoned for residential purposes. According to the 2000 Census the Village had an average of 2.57 persons per household. Using this information to calculate the potential population growth yields a maximum population increase of approximately 9,125 new residents (nearly a 76.5% increase over the 2005 estimate of 11,932, or a total population of 21,057).

This paragraph revised. See Amendment* Page 5 of 21

~~It is significant that in the past 25 years, Glen Carbon has added 265 people each year on average. Based on this rate, Glen Carbon would reach maximum population capacity in approximately 30 years.~~

This paragraph deleted entirely. See Amendment* Page 6 of 21

Other factors may play a role in the development and future population of the Village. If the City annexes additional land or changes the zoning code to allow for higher densities of development, the population capacity of Glen Carbon could increase significantly. Also regional factors could increase the rate of population increase. As St. Louis County and St. Charles approach development capacity, housing construction in the Metro East may increase in order to keep up with the demand for new housing. In this instance the Village would approach maximum population capacity much sooner.

This paragraph revised. See Amendment* Page 6 of 21

The following table and chart summarizes the population projections for the Village of Glen Carbon. Scenario A depicts population increases to year 2020 if the current land use policies stay the same and the rate of population increase stays steady. Scenario B depicts population increases if the current land use policies and Village boundaries stay the same, but the rate of housing construction increases by a factor of 2 starting in 2010. Clearly, if additional land is annexed or allowed densities change and housing construction increases, the Village population could increase significantly. The projections are estimates only and are subject to a variety of influencing factors and should only be used as a "guideline" for making policy decisions.

This paragraph revised. See Amendment* Page 6 of 21

~~It should be noted that recent population projections provided by The Alliance of Edwardsville & Glen Carbon projected the 2010 population for the village to be 12,626, as compared to the 13,257 shown in the table below. While the task of projecting population for an area that has seen rapid growth and expansion over the last 30 years is certainly anything but exact, it is interesting that two different approaches yield estimates that are reasonably close.~~

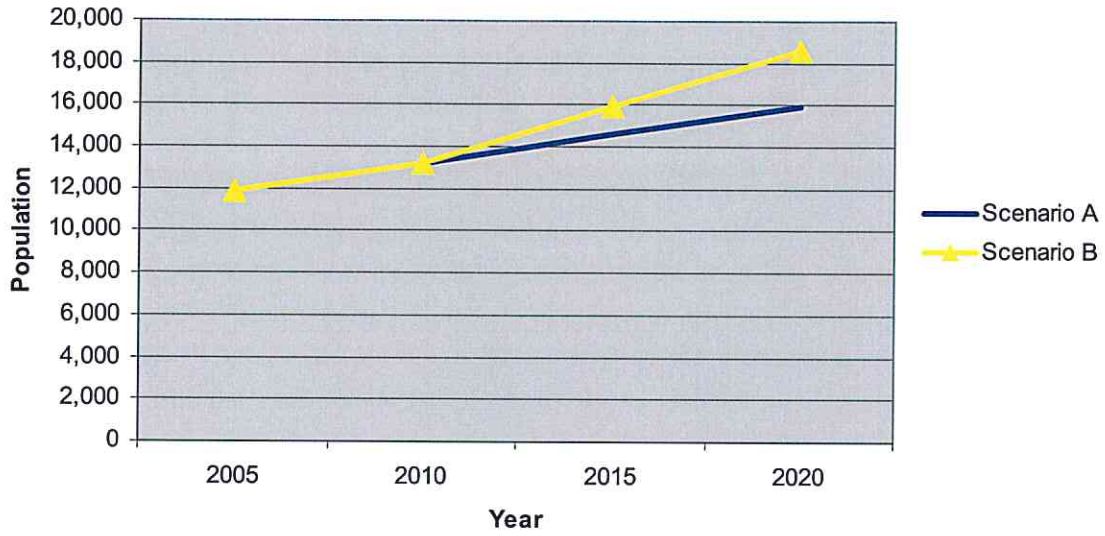
This paragraph deleted entirely. See Amendment* Page 6 of 21

**Table II-2
 Population Projections
 Village of Glen Carbon, IL**

Year	Scenario A	Scenario B
2005	11,932	11,932
2010	13,257	13,257
2015	14,582	15,907
2020	15,907	18,557

This entire Table II-2 is deleted and replaced with Table II-3. See Amendment* Pages 6 of 21 and 7 of 21

**Exhibit II-4
Population Projections
Village of Glen Carbon, IL**



This entire Exhibit II-4 is deleted and replaced with Exhibit II-3. See Amendment* Page 7 of 21

III. LAND USE & DEVELOPMENT FACTORS

Introduction

In preparing a land use plan, it is important first to evaluate how the land is currently being used in the Village. Significant trends in land use must be noted and the factors contributing to these trends must be taken into consideration when preparing the Future Land Use Plan. The following text provides an overview of existing land use, factors influencing development, and development trends both within the Village of Glen Carbon and the surrounding planning area. This analysis is intended to precede the preparation of the Future Land Use Plan which is provided in Chapter VI of this Plan. That Future Land use Plan and was developed based on a set of policy goals and objectives determined by the Village and they are provided in Chapter V.

Existing Land Use

The existing land use patterns within a developing community, to a large extent, set the stage for planning future development. For the comprehensive plan to be realistic and effective, careful consideration must be given to the existing, developed, uses of land. Existing development patterns should also be considered in ascertaining the suitability of undeveloped land for specific uses.

In July of 2006 a windshield survey was conducted to determine current land use for every parcel of land within the Planning Area. The results of this land use survey are presented quantitatively in **Table III-1 Existing Land Use – Glen Carbon Planning Area** and graphically on **Map III-1, Existing Land Use**. A detailed land use inventory can show how the Village has developed over time by comparing it to previous land use studies and plans.

REVISE MAP
Page 8 of 21

The land use inventory revealed that about 53% of the land within the Village of Glen Carbon is developed (approximately 3,270 acres). The remaining land, an estimated 2,889 acres, is classified as either agricultural, vacant or is a lake.

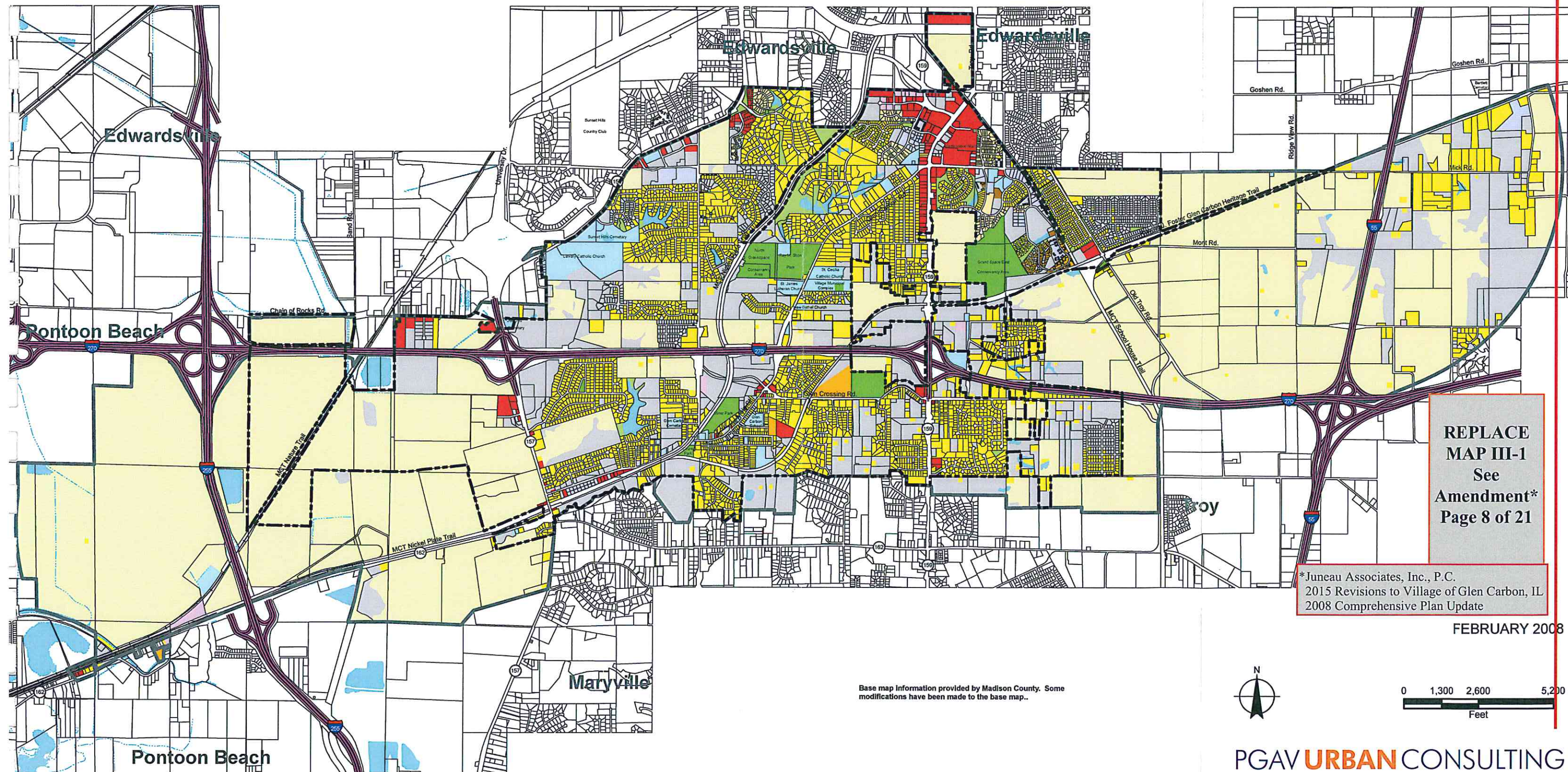
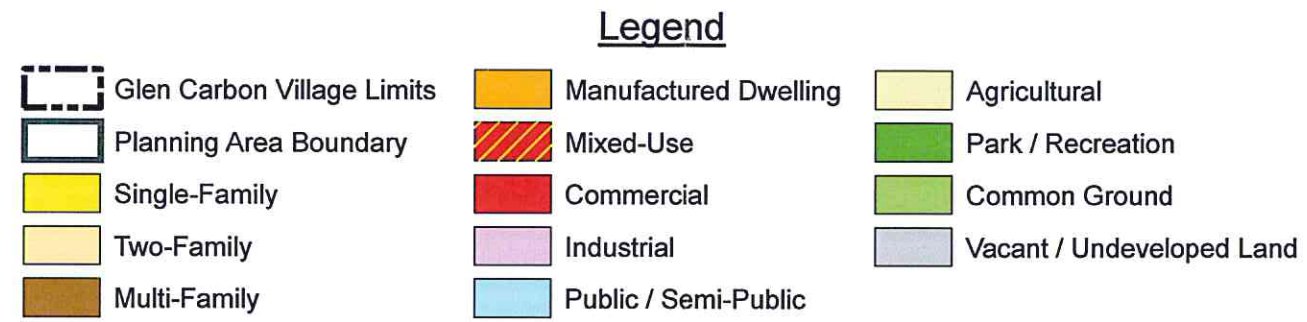
Of the developed land within the Village, about 52% is residential and, of that percentage, roughly 47% is developed as single-family residential. Interestingly, of the remaining 48% of the developed area, nearly 27% is developed as streets, highways and railroad right-of-ways. Also, recognizing that commercial and industrial development are generally considered as significant revenue generators within communities, it is particularly noteworthy that in the Village of Glen Carbon these uses comprise only about 7% of the total developed area. Public and semi-public space (schools, government buildings, cemeteries, churches, etc.) combine to account for nearly another 6% of the developed area and the remaining area (9%) is used for parks, recreation and common ground.

Table III-1
Existing Land Use ¹
Glen Carbon Planning Area
Glen Carbon, IL

Land Use Category	Village of Glen Carbon			Unincorporated Area ²			Total Planning Area (Acres)
	Acres	Percent of Total Area	Percent of Developed Area	Acres	Percent of Total Area	Percent of Developed Area	
Single-family Residential	1,521	24.7%	46.5%	321	5.2%	36.6%	1,843
Two-family Residential	69	1.1%	2.1%	-	0.0%	0.0%	69
Multi-family Residential	75	1.2%	2.3%	15	0.2%	1.7%	90
Manufactured Dwelling Residential	41	0.7%	1.3%	3	0.0%	0.3%	44
Mixed-Use	0	-	-	-	-	-	0
Subtotal	1,707	27.7%	52.2%	339	5.5%	38.5%	2,045
Commercial	205	3.3%	6.3%	5	0.1%	0.6%	210
Industrial	12	0.2%	0.4%	14	0.2%	1.6%	26
Public and Semi-Public	191	3.1%	5.8%	16	0.3%	1.8%	207
Parks and Recreation	187	3.0%	5.7%	-	0.0%	0.0%	187
Common Ground	95	1.5%	2.9%	-	0.0%	0.0%	95
Streets, Highways & Rail Rights-of-Way	875	14.2%	26.7%	505	8.2%	57.5%	1,380
Total Developed Area	3,271	53.1%	100.0%	879	14.3%	100.0%	4,150
Agricultural	1,521	24.7%		4,348	70.6%		5,869
Vacant (Undeveloped land, incl. vacant platted lots)	1,303	21.1%		888	14.1%		2,171
Lakes	65	1.1%		63	1.0%		128
TOTAL AREA	6,161	100.0%		6,158	100.0%		12,319

¹ Based on land use survey completed July 2006.

² Area beyond current Village limits.

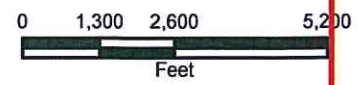


**REPLACE
MAP III-1
See
Amendment*
Page 8 of 21**

*Juneau Associates, Inc., P.C.
2015 Revisions to Village of Glen Carbon, IL
2008 Comprehensive Plan Update

FEBRUARY 2008

Base map information provided by Madison County. Some modifications have been made to the base map..



The unincorporated portion of the planning area is more sparsely developed. Only about 14% of this unincorporated area is developed and of that developed area approximately 58% is used for streets, highways and railroad right of ways and another 37% is used for single-family residential purposes. The remaining uses account for only about 5% of the developed portions of the unincorporated area.

Developed Areas

Residential



New Duplex Housing Units

As noted above, the Village of Glen Carbon is occupied primarily by single-family land uses and vacant/agricultural land. The percentage of vacant / agri-cultural land in the Village is decreasing and is being replaced by new single-family uses of a generally higher quality.



Glen Carbon Elementary School

The majority of the homes in the Village have been built within the last fifteen years. Residential development is typically suburban in character, with the exception of some older residential uses surrounding Main Street south of I-270. Although this area of Main Street is Glen Carbon's historic downtown, it is primarily residential in character with a few commercial enterprises. The Glen Carbon Elementary School and Village's public library are also located in this district. It is particularly noteworthy that residential uses in this area are among the earliest housing stock in the Village and are experiencing divestment. There are also numerous vacant lots fronting Main Street where residential or small commercial uses previously existed.

This paragraph revised. See Amendment* Page 8 of 21

Commercial

There are currently small neighborhood commercial districts composed of restaurants, grocery, and service-oriented businesses which serve the immediate residential population. The largest concentration of these commercial enterprises is the Cottonwood Mall located at the intersection of Glen Carbon Road and Route 159. An example of a new, smaller, specialty commercial facility is Miner Square at the intersection of Main Street and Glen Crossing Road.



Cottonwood Mall

With regard to Glen Carbon's historic downtown noted above, a 1995 Main Street Plan for the area sets forth a framework for the revitalization and conservation of the area through the elimination of negative physical, visual and economic influences, features that are often referred to as blighting factors. The objective was the creation of a sustainable mixed use commercial area. Although the plan outlined a redevelopment program for the area, it never really got off the ground.



Homes along Main Street in Old Town

Nevertheless, the notion of creating a viable mixed use district based on its historic character is a concept that should not be abandoned and is certainly worthy of further consideration. This area benefits from its proximity to the recreational facilities afforded by Miner Park, the Nickel Plate and R.J. Foster Heritage Trails, Glen Carbon Centennial Library, the Yanda Log Cabin, and the unique architectural flavor offered by some of the homes fronting on Main Street.

Industrial

Industrial uses in Glen Carbon occupy only about 12 acres, accounting for a mere 0.3% of the total developed area. As such, it is fair to say that with the exception of a handful of small light industrial operations, this type of land use activity is virtually non-existent in the Village of Glen Carbon.

Public / Semi-Public

Public and semi-public land use activities generally include schools, government buildings, cemeteries, churches, and other similar publicly supported functions. In Glen Carbon, these activities cover approximately 188 acres of land which accounts for nearly 6% of the total developed area within the Village. Currently, the Village appears to be well positioned in terms of its ability to serve a growing community. The Village Hall, Public Safety Building, Community Center/Senior Center and Library are all relatively new facilities and are attractive additions to its image of a progressive and well organized community.



Centennial Library

Other public and semi-public facilities operated by the Village include two fire stations which are strategically located in the northeast and southwest areas of the Village. From these locations, fire and other emergency apparatus can be quickly dispatched to any existing areas within the corporate boundaries of the Village as well as the remaining unincorporated portions of the total planning area. It should also be noted that the firehouse near the intersection of Glen Carbon Road and IL Route 159 is a relatively new, state-of-the-art facility.

Another public facility that is operated and maintained by the Village is the Glen Carbon Cemetery located near Center Street and West Guy. This is an activity that most communities have traditionally left to religious organizations or private enterprise.

Parks and Recreation

Park and recreation facilities are important components of a community's tool box for attracting new residents. Again, this is an area where the village of Glen Carbon appears to be doing well.

Green Space Categories and Inventory:

The village has established six categories to be utilized in maintaining an ongoing inventory of green space. For purposes of this plan and for other village purposes these categories are defined as follows:

Park Land – Park land consists of active green spaces with formal recreational facilities including ball fields, basketball courts, tennis courts, playgrounds, and soccer fields that are owned by the Village. Examples of this category are the Village hall recreational complex, Miner Park and Citizens Park. The Village has also recently acquired land for the future site of the Ray M. Schon Memorial Park. This site is on Glen Carbon Road, directly across from the Village Hall.



Site of future Village park

Delete this photo and photo caption. See Amendment* Page 9 of 21

This paragraph revised. See Amendment* Page 9 of 21

Glen Carbon currently has 4 parks totaling approximately 55 acres. This includes Miner Park (17 ac.), Citizens Park (3.4 ac.) and the Village Hall Park (1 ac.). Also include in this figure is the 32 acre Ray M. Schon Memorial Park which, at this time, remains in agricultural use.

This paragraph revised. See Amendment* Page 9 of 21

Open Space – This includes passive green spaces without formal recreational facilities that are owned by the Village. Two sites falling within this category are the Green Space North and Green Space East Conservancy Areas which together comprise approximately 108 acres.



MCT Nickel Plate Trail

Bike Paths – Bike paths are linear green spaces with an improved hard or gravel surface for the recreational use of bicyclists and pedestrians that are physically segregated from automobiles and roadways with motorized vehicles. The Village owns and maintains the Ronald J. Foster Glen Carbon Heritage Trail which is an eight mile limestone trail with two parking lots. In addition, the Village is fortunate to have three other bike trails traversing the Village that are owned by the Madison County Transit District. The specifics regarding each of these trails include:

1. Ronald J. Foster Glen Carbon Heritage Trail

Trail Length/Surface: 8-mile limestone trail with 2 parking lots

Location: Madison County in Glen Carbon, IL

Features: Bicyclists, joggers and walkers can enjoy the recreation offered by nearby Citizen and Miner Parks as well as Glen Carbon's historic Old Town.

Connections: MCT Goshen Trail, MCT Heritage Trail, MCT Nickel Plate Trail

2. MCT Nickel Plate Trail

Trail Length/Surface: 16.9-mile asphalt trail with 6 parking lots

Location: Madison County from Edwardsville to Pontoon Beach, IL

Features: A combination of woods and farmland, with access to parks, neighborhoods and historic districts in both Edwardsville and Glen Carbon.

Attractions: Edwardsville Township Park, Edwardsville Children's Museum, Miner Park in Glen Carbon.

Connections: Glen Carbon Heritage Trail, MCT Goshen Trail, MCT Quercus Grove Trail, MCT Schoolhouse Trail, MCT Nature Trail

3. MCT Schoolhouse Trail

Trail Length/Surface: 15.9-mile asphalt trail with 4 parking lots

Location: Madison County from Troy to Madison, IL

Features: Forests, fields, Horseshoe Lake State Park, Gateway Center, Splash City Water Park, Drost Park, Maryville YMCA offer a diverse array of scenic views and attractions.

Connections: Horseshoe Lake State Park, MCT Nature Trail, MCT Goshen Trail

4. MCT Nature Trail

Trail Length/Surface: 12.7-mile asphalt trail with 2 parking lots

Location: Madison County from Edwardsville to Granite City, IL

Features: Expect to see an abundance of wildlife on this wooded path which spans creeks and connects to neighborhoods, schools and parks from SIUE to Horseshoe Lake State Park.

Connections: MCT Schoolhouse Trail, MCT Nickel Plate Trail, MCT Bluff Trail, MCT Goshen Trail, Horseshoe Lake State Park

Subdivision Commons – There are approximately 92 acres of common grounds in the Village and about 65 acres that are devoted to lakes.

Conservation Reserve – The Green Space North and Green Space East Conservancy Areas which were previously described constitute two areas of undeveloped green space that have been set aside to be preserved as natural areas that, with the exception of trails, will remain undeveloped.

Other Green Space – A considerable amount of other green space exists within the village in the form of cemeteries, a golf course and undeveloped agricultural land.

Annexations

The Village is continuing to annex property beyond its boundaries but also has a number of annexation agreements with neighboring jurisdictions that limits the property that can be annexed into the Village. The boundaries of these annexation agreements are represented on the Planning Area Boundary. ~~In the past two years, the Village has annexed a total of 103 acres, the majority of which is located on the eastern limits of its corporate boundaries.~~

This sentence deleted. See Amendment*
Page 9 of 21

Development Factors

There are three primary and potentially limiting factors to development in Glen Carbon: the presence of underground mines, flooding, and the capacity of the transportation infrastructure. The geographic extent of these factors is displayed on **Map III-2, Development Factors Map**.

Large portions of Glen Carbon sit atop underground mines which have the potential for subsidence and damage to property. Although this is a limiting factor to the intensive use of many properties, it is still suitable for single-family residential development, provided property owners are covered under State of Illinois subsidence insurance.

Much of the agricultural land west of highway 157 lies within the 100-year flood plain of the Mississippi River. This makes the land totally unsuitable for development unless significant site grading and detention measures are undertaken, which increases the costs of development. Under no circumstances should new residential development occur within the 100 year flood plain.

Recent (2006) traffic counts indicate that the amount of traffic has not increased substantially since 1999 such that the existing transportation infrastructure would need to undergo significant improvements to accommodate additional residential development.

This paragraph revised. See Amendment*
Page 9 of 21

Other important factors that influence development decisions are the locations of such public amenities as parks and biking and walking trails. The locations of these public facilities are also shown on the Development Factors Map on the following page.

Development Trends

Residential

The most significant factor with regard to land use and development trends in Glen Carbon is the continued replacement of agricultural or vacant land with single family residential uses. Since the 2002 Comprehensive Plan two new residential subdivisions in excess of 100 units have been platted and at least partially built. These subdivisions are located on the eastern edge of the Village. Growth in single family land uses is anticipated to remain steady as the Village is continuing to annex additional agricultural land that will eventually be replaced with new single-family homes. Although some small residential growth can be anticipated on some vacant tracts of land in the center of the Village, new residential development will be concentrated on its eastern edge. This is largely due to the presence of the 100-year floodplain on the western edge of the Village and the fact that the land in the center of the Village is mostly built out.

This paragraph revised. See Amendment* Page 9 of 21 & 10 of 21

Commercial

Commercial development has expanded significantly in the past five years with the advent of new commercial and strip centers in the vicinity of Cottonwood Road and IL Route 159. This trend is likely to continue south on IL Route 159 to the I-270 interchange, and beyond. Most new commercial development along this roadway would probably involve development of what is now vacant or under developed land.

This paragraph revised. See Amendment* Page 10 of 21



New commercial development is also probable along the northern portions IL Route 159 to the Village limits. Also, as noted previously, new commercial development similar to the Miner Square at the intersection of Main Street and Glen Crossing Road, will continue to occur as infill neighborhood commercial centers in support of new residential development.

Also, pressure for commercial / office developments will continue at major highway intersections where sizable tracts of vacant or underdeveloped land are readily available.

Industrial

While industrial development has never been a mainstay of the Glen Carbon economic base (currently occupying approximately 12 acres or .2% of the area within the Village boundaries), it is likely that pressures for industrial development will occur in the future along the western limits of the Village in the vicinity of the I-255 / I-270 interchange. With the advent of Gateway Commerce Center in the north western quadrant of that interchange and the apparent interest of the City of Pontoon Beach to see expanded business development along their eastern limits, particularly in the vicinity of this major interstate interchange, pressure for industrial development would appear probable.

It is noteworthy that although pressure from external interests may be in the offing for industrial development in the vicinity of the I-255 / I-270 interchange and other prominent interchanges within the Village's planning area, the residents of Glen Carbon have been unwavering in their opposition to any expansion of this type of land use. The most recent of their expression of dissatisfaction with industrial land uses occurred during the planning workshop and planning open house which took place on March 29 and July 12, 2007, respectively.

This paragraph revised. See Amendment* Page 10 of 21

Zoning of Undeveloped Land

~~Table III-2: Zoning of Undeveloped Land by Current Zoning Classification and Map III-3, Zoning of Undeveloped Land clearly illustrate the acreage and location of undeveloped land by zoning classification for both the Village and unincorporated portions of the Glen Carbon Planning Area. This undeveloped land includes land currently used for agricultural purposes.~~

This paragraph deleted. See Amendment* Page 10 of 21

The Village of Glen Carbon has approximately 2,889 acres of undeveloped land in parcels of various sizes and scattered throughout the Village. Approximately 29% of this land (790 acres) is zoned for residential use and of that acreage, 718 acres are zoned for RS-10 Single Family Residential. Also, 325 acres, or 11% of the undeveloped area, is zoned for General Commercial use.

Beyond the Village limits, but within the Glen Carbon planning area, approximately 5,280 acres of land are available for development. Approximately 29% of this land (921 acres) is zoned for residential.

In conclusion, it is important to recognize the various zoning designations for the undeveloped land within the Planning Area. These designations represent the Village's and the County's legislative determination on the permitted uses of the land. The zoning of undeveloped land was considered in preparing the future land use plan for the Village.

~~Table III-2
 Undeveloped Land by Current Zoning Classification
 Glen Carbon Planning Area
 Village of Glen Carbon~~

Zoning District Classification	Acres	Percent
Village of Glen Carbon:		
RS-10 Single Family Residential	718	27%
RT Two Family Residential	4	0%
RM Multi Family Residential	68	2%
CN Neighborhood Commercial	3	0%
CM Main Street Commercial	13	0%
CG General Commercial	325	11%
OP Office Park	8	0%
IL Light Industrial	13	0%
A-1 Agricultural	1,576	55%
RS-10 Planned Single Family Residential	88	3%
RT Planned Two Family Residential	3	0%
RM Planned Multi Family Residential	60	2%
CG Planned General Commercial	7	0%
CN Planned Neighborhood Commercial	3	0%
Total Village of Glen Carbon	2,889	100%
Unincorporated Area (Balance of Planning Area)		
R-1 Single Family Residential	233	4%
R-2 Single Family Residential	164	3%
R-3 Single Family Residential	2	0%
B-2 General Business	7	0%
A Agricultural	4,847	93%
M-3 Heavy Manufacturing	26	0%
Total Unincorporated Area	5,279	100%
Total Planning Area	8,168	

Source: ~~Glen Carbon and Madison County Zoning Ordinances~~

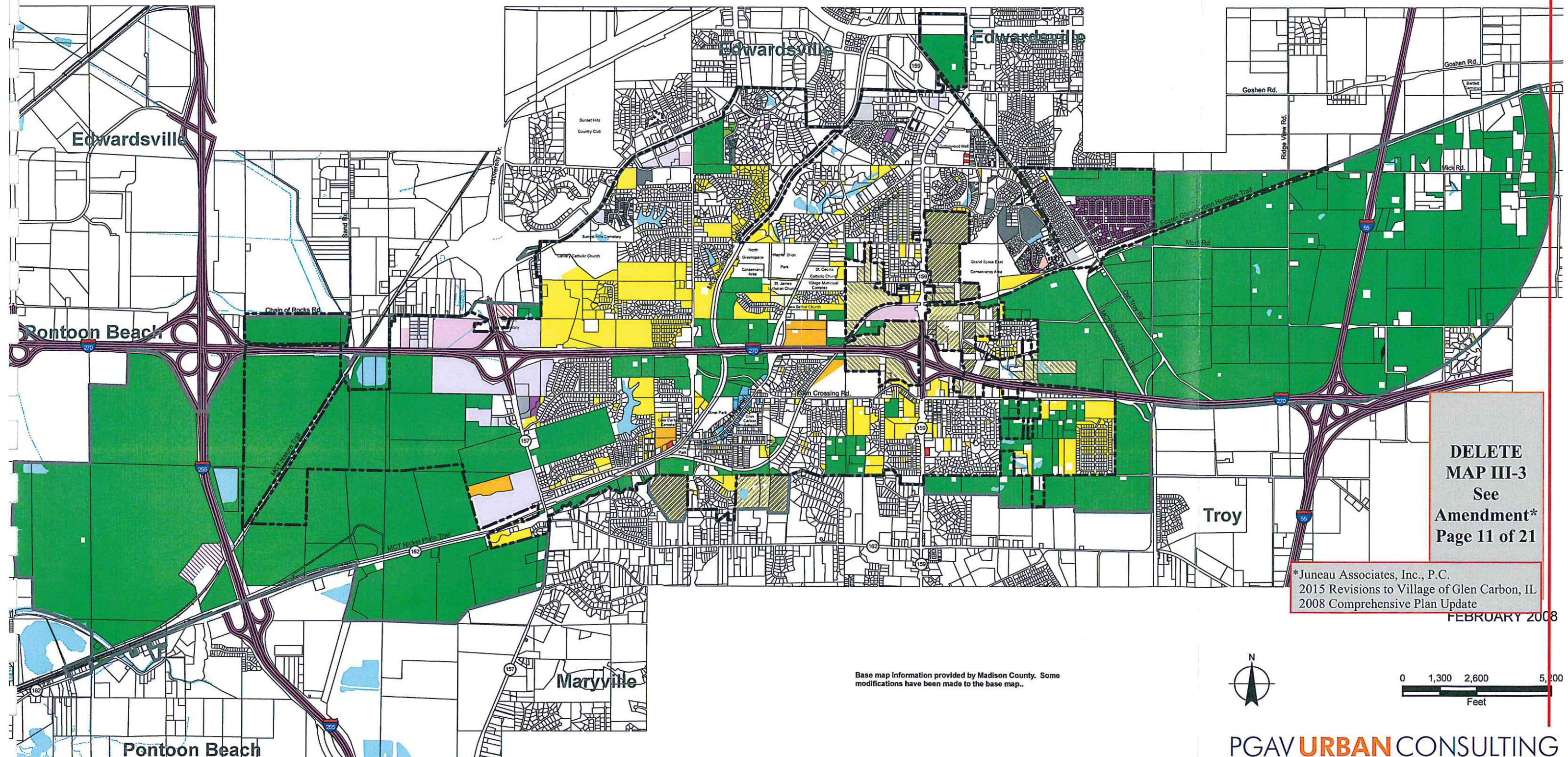
Delete Table
 III-2.
 See
 Amendment*
 Page 10 of 21

Village of
Glen Carbon, Illinois
COMPREHENSIVE PLAN UPDATE

Legend

VILLAGE ZONING DISTRICTS	
Planning Area Boundary	CG General Commercial
Glen Carbon Village Limits	OP Office Park
A-1 Agricultural	IL Light Industrial
RS-10 Single-Family Residential	RS-10 Planned Single-Family Residential
RT Two-Family Residential	RT Planned Two-Family Residential
RM Multiple-Family Residential	RM Planned Multiple-Family Residential
CN Neighborhood Commercial	CN Planned Neighborhood Commercial
CM Main Street Commercial	CG Planned General Commercial

COUNTY ZONING DISTRICTS	
A Agricultural	B-1 Limited Business District
R-1 Single-Family Dwelling (40,000 S.F. Min. Lot Size)	B-2 General Business District
R-2 Single-Family Dwelling (15,000 S.F. Min. Lot Size)	B-3 Highway Business District
R-3 Single-Family Dwelling (9,000 S.F. Min. Lot Size)	B-4 Wholesale Business District
R-4 Single-Family Dwelling (6,000 S.F. Min. Lot Size)	M-2 General Manufacturing
R-5 Multiple-Family Dwelling	M-3 Heavy Manufacturing

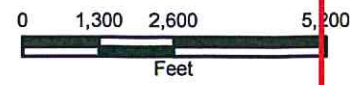


**DELETE
MAP III-3
See
Amendment*
Page 11 of 21**

*Juneau Associates, Inc., P.C.
2015 Revisions to Village of Glen Carbon, IL
2008 Comprehensive Plan Update

FEBRUARY 2008

Base map information provided by Madison County. Some modifications have been made to the base map.



Other Planning Influences

The Village of Glen Carbon, in conjunction with the City of Edwardsville, Madison County and TheAlliance of Edwardsville & Glen Carbon joined together to guide and prepare the Madison County I-55 Corridor Transportation and Growth Management Plan, a document that includes portions of all three participating jurisdictions. Ultimately, the plan that was prepared was formally adopted by all participants and it is now being implemented by those governmental entities and TheAlliance.

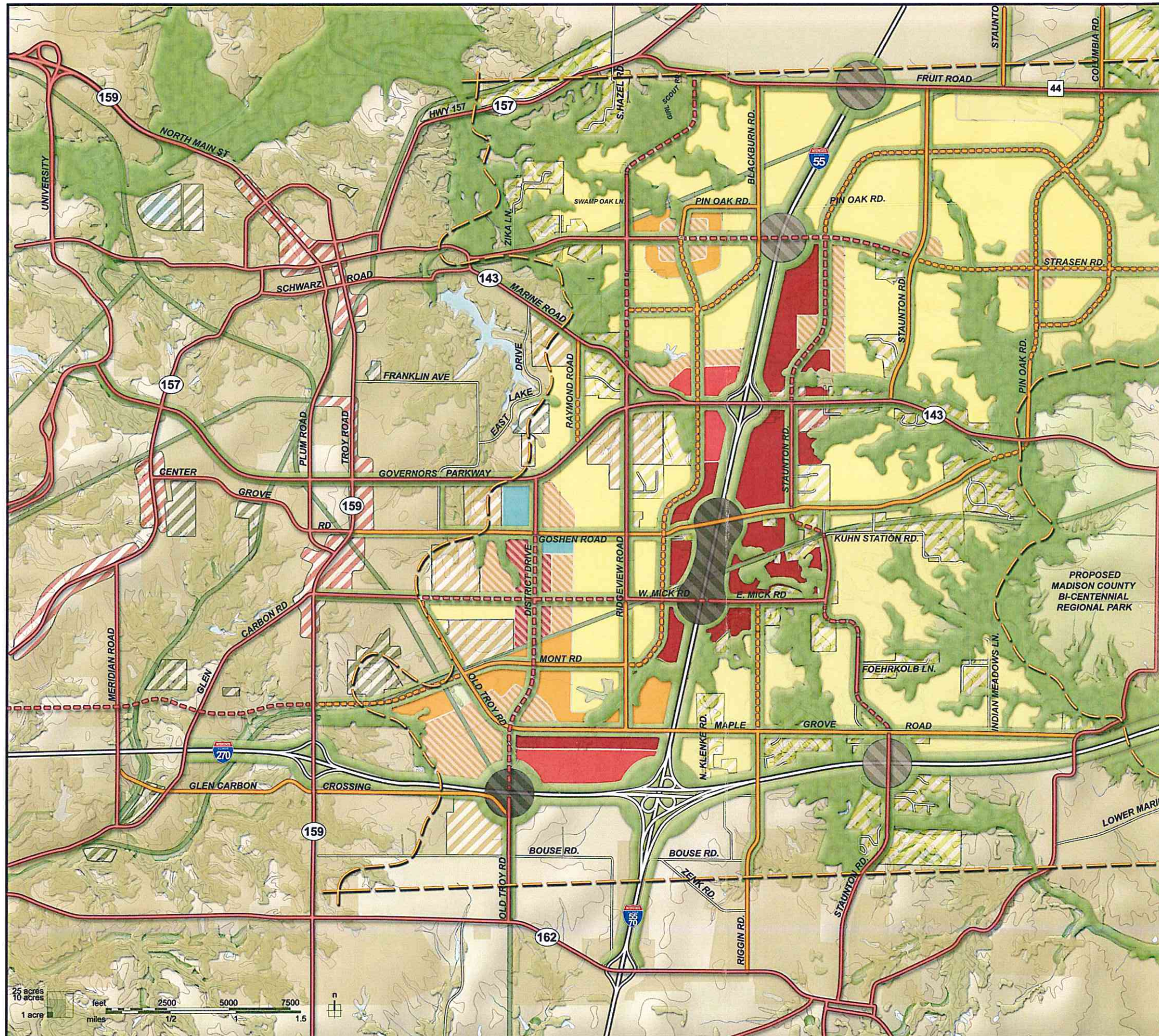
This paragraph revised. See Amendment* Page 11 of 21

~~With regard to the Village of Glen Carbon, the focus of this Plan is not within the corporate limits of the Village, rather it is in the unincorporated portion of the larger Planning Area where this plan will have its greatest impact.~~

These two paragraphs deleted. See Amendment* Page 11 of 21

~~**Map III – 4, Madison County I-55 Corridor: Transportation & Growth Management Plan** which is provided on the following page provides the land use and transportation concepts that have been adopted by the participants of this planning process. And it is that portion of the plan that falls within the Village of Glen Carbon Planning Area that will ultimately be incorporated into the Comprehensive Plan Update for the Village.~~

Map III-4
 Madison County I-55 Corridor:
 Transportation and Growth Management Plan



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

EXISTING INTERSTATE

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

ARTERIAL IN AN EXISTING RIGHT OF WAY (ROW)

ARTERIAL IN A PROPOSED RIGHT OF WAY (ROW)

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

COLLECTOR IN AN EXISTING RIGHT OF WAY (ROW)

COLLECTOR IN A PROPOSED RIGHT OF WAY (ROW)

INTERCHANGES

PROPOSED INTERCHANGE FOR IMMEDIATE NEED

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

COMMERCIAL DEVELOPMENT

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

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

MIXED USE DEVELOPMENT

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

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

RESIDENTIAL DEVELOPMENT

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

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

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

PUBLIC DEVELOPMENT

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

GREENWAY with public neighborhood conservation

CIVIC / INSTITUTIONAL such as public schools, libraries, higher educational institutions, and community centers.

CURRENT DEVELOPMENT

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

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

EXISTING COMMERCIAL Retail/office parcels with various business types

EXISTING GREEN SPACES / PARKS Municipal parks and green spaces

**REMOVE
 MAP III-4
 See
 Amendment*
 Page 11 of 21**

*Juneau Associates, Inc., P.C.
 2015 Revisions to Village of Glen Carbon, IL
 2008 Comprehensive Plan Update

IV. TRANSPORTATION

Introduction

This Chapter of the Comprehensive Plan is intended to provide an overview of the major components of the existing transportation/circulation system that services the Village of Glen Carbon. That system includes the Interstate and state highway systems, as well as county and municipal roads. This examination focuses on an identification of current problems, proposed solutions, and recommendations for resolution of those problems when specific solutions have not already been identified.

In addition to an analysis of existing roadway conditions, the Plan also looks at other modes of transportation that are currently available to residents and business of the Village. Those modes of transportation include mass transit, bicycle and pedestrian routes.

Each component of the transportation network identified above is examined in light of the specific goals and objectives that were identified during planning workshops and other community engagement sessions that were held for the purpose of updating the 2002 Comprehensive Plan. Where appropriate, specific recommendations are provided to coordinate and support the various plan recommendations.

This paragraph revised. See Amendment*
Page 12 of 21

Existing Roadway System

The Village of Glen Carbon is particularly well positioned relative to convenient access to the interstate and regional highway systems that serve east-central and southern Illinois. I-270, for example traverses the Village in an east-west direction and provides direct access to I-255 which is along the western limits of the Village. To the south of the Village, I-255 intersects U.S. 40/I-55/70 and I-64. Approximately 1 1/2 miles to the east of the Village, I-270 provides a direct connection to I-55/70 (See Map IV-1).

State highways serving the Village of Glen Carbon in a north-south direction include IL Routes 157 (along the western portion of the Village) and 159 which provides an alternative route for residents of the eastern portion of Glen Carbon. Finally, although IL Route 162 is approximately 1 1/4 miles south of and parallel to I-270, and is nearly 1/2 mile south of the Village limits, this is the only completely accessible east-west roadway serving the Village.

Map IV-1
Major Roadways
Village of Glen Carbon



Traffic Counts for the major roadways discussed in the previous paragraphs as well as other County and Village roads are provided in **Table IV-1, Comparison of Traffic Counts Along Selected Roadways: 1999 - 2006.**

Table IV-1
Comparison of Traffic Counts Along Selected Roadways
1999 – 2000

Roadway	Road Segment	Traffic Counts		Percent Change
		1999	2006	
I-270	West of IL Route 157	42,100	49,500	17.6
	IL Route 157 to IL Route 159	28,200	40,100	42.2
	East of IL Route 159	27,100	29,400	8.5
IL Route 162	IL Route 157 to Hillcrest Dr.	5,900	8,000	35.6
	Hillcrest Dr. to Santa Anita Dr.	5,600	7,800	39.3
	Santa Anita to IL Route 159	6,100	6,900	13.1
	East of IL Route 159 to Vadalabene Dr.	5,500	7,100	29.1
IL Route 157	Center Grove Rd. to Ginger Creek	16,500	20,100	21.8
	Ginger Creek to Meridian Rd.	19,900	19,700	(1.0)
	Meridian Rd. to Country Club	15,800	16,300	3.2
	Country Club to SIU South Access Rd.	14,700	15,200	3.4
	SIU South Access Rd. to I-270	24,900	24,500	(1.6)
	I-270 to Glenwood	11,400	12,700	11.4
	Glenwood to Main St.	11,800	12,500	5.9
	Main St. to IL Route 162	11,900	13,200	10.9
	South of IL Route 162	7,900	7,900	0
	IL Route 159	North of Center Grove Rd.	26,400	22,500
Center Grove Rd. to Junction		23,400	18,100	(22.7)
Junction to Cottonwood Rd.		21,600	19,800	(8.3)
Cottonwood Rd. to Edwards St.		19,500	20,700	6.2
Edwards St. to I-270		20,100	20,300	1.0
I-270 to Glen Crossing Rd.		16,300	14,700	(9.8)
	South of Glen Crossing Rd.	15,300	14,300	(6.5)

Source: Illinois Department of Transportation and Glen Carbon Comprehensive Plan, June 2002

This entire Table IV-1 is to be deleted and replaced with Table IV-1.

See Amendment* Pages 12 of 21 and 13 of 21

~~As demonstrated by Table IV-1, from 1999 to 2006 vehicular traffic has increased considerably along I-270 between IL Routes 157 and 159 (up 42.2% from 1999) and along IL Route 162 between IL Route 157 and Vadalabene Drive (up an average of approximately 29% for the same period). While the average daily traffic (ADT) has generally been increasing along most state and federal roadways servicing the Village, IL Route 159 has actually had a decrease in the amount of traffic using the roadway on any given day. That decrease, based on ADTs at various locations along the roadway, has averaged approximately 8.5% since 1999. This decrease may in part be due to the fact that the roadway has traditionally carried greater amounts of traffic than IL Route 157 and drivers may be looking for alternative and less congested routes through this area.~~

This paragraph deleted entirely. See Amendment* Page 14 of 21

In recognition of the fact that high or low daily traffic counts along municipal roadways (freeways, major and minor arterials, and collectors) can influence development patterns, the traffic counts shown in Table IV-1 are also provided on **Map III-2 – Development Factors**.

Traffic Safety

Traffic and pedestrian safety is always an item of concern to local safety and elected officials, as well as residents of the community. ~~In 2003, the Glen Carbon Police Department (GCPD) identified the growing traffic issue as a priority for the police department and initiated a comprehensive traffic safety education and enforcement program. The ultimate success of the program was demonstrated by the fact that it won state and national awards. The program was ultimately continued into 2004, a year that saw a ten percent reduction in traffic accidents and an increase in seatbelt usage from 84.5% at the start of the year to 92% by year end.~~

These sentences deleted. See Amendment* Page 14 of 21

Vehicular and pedestrian safety remains as high priority issues, particularly as the Village and surrounding communities continue to grow and expand. Today, however, the majority of accidents occurring within the Village are related to the inattention of drivers (for whatever reason) in and around construction areas. However, it should be recognized that while the rate of accidents at these locations may increase, it is generally of a temporary nature since the frequency of accidents quickly diminishes once construction projects are completed. Of course, as in any growing community, new development always necessitates infrastructure improvements that in turn result in a temporary increase in accidents at any given location.

~~Still another area of concern for potential traffic hazards is associated with the design of new subdivision roads. In some instances, the design of subdivision roads has been completed more with an eye toward aesthetics than to safety. Recognizing that while engineering for aesthetics has a place, the Village needs to put special emphasis on vehicular and pedestrian safety.~~

This paragraph deleted entirely. See Amendment* Page 14 of 21

Mass Transit

The Madison County Transit provides daily bus service throughout the County and the Village of Glen Carbon. Currently, Madison County Transit services the Village with three routes. These bus routes are:

1. **13 Troy – Glen Carbon, serving:**
Troy: Super Valu;
Maryville: Anderson Hospital;
Glen Carbon: Cottonwood Plaza
This route provides weekday service at one hour intervals.

2. **16 Edwardsville Shuttle, serving:**
Edwardsville: Edwardsville Station, May Building, Highway 159 Shopping Centers; SIUE;
Glen Carbon: Cottonwood Plaza
This route provides service which also operates with hourly intervals on school weekdays, non-school weekdays and weekends.

3. **16X Edwardsville – Glen Carbon Express, serving:**
Edwardsville: Edwardsville Station;
Glen Carbon: Cottonwood Plaza, Glen Carbon Park & Ride Lot;
Collinsville: Gateway Center;
Emerson Park MetroLink Station;
Downtown St. Louis
This route offers daily service at intervals which vary from roughly 15 to 30 minutes.

While the regular bus service provided by Madison County Transit is generally good in the more densely populated portions of the Village, it is virtually non-existent along the eastern and western portions of the Village and expanded Planning Area. Even in the heaviest populated areas, many residents are required to travel up to as much as two miles to get to the bus route. Once they arrive at the bus stop, finding appropriate parking, assuming they drive, could represent a bit of a problem.

Paratransit

For those residents of Madison County who have reached the age of 65 or who are disabled, bus transit within the County is a bit easier than for the typical rider since these residents can take advantage of the ACT Paratransit Service. This curb-to-curb service is available to registered County residents. All registered passengers may travel within Madison County without restriction for trip purpose. ADA registered passengers can travel beyond Madison County for scheduled medical appointments. And Non-ADA passengers may only travel to St. Louis or St. Clair County for medical appointments. Users of this program must call at least a day in advance for appointments and pay a minimal fee for the service provided.

Special Event Services

Madison County Transit offers special event services associated for the Muny Opera located in Forest Park in St. Louis and the Rams Football Games which are held at the Edward Jones Dome in Downtown St. Louis.

Bicyclists

Bicycling has clearly become an alternative mode of transportation throughout the metropolitan region and particularly in Madison County and the Village of Glen Carbon where there is an extensive network of bicycle routes. In recognition of this expanding transportation option, Madison County Transit has equipped all of its buses with bike racks to provide accessible connections between the MCT bikeway and bus systems. The availability of these bike racks make it possible for bicyclists to commute to work (the Metro system provides bike racks on some buses and bicycles are allowed on MetroLink) and/or expand their area of recreational coverage to the entire County and much of the St. Louis Metropolitan Region.

Today, there are seventeen biking and walking trails in the County, totaling more than 75 miles in length. Four of these trails are within the Village of Glen Carbon and together they extend over 50 miles (not all within the Village Planning Area). Those trails are:

1. **Ronald J. Foster Glen Carbon Heritage**
Trail Length/Surface: 8-mile limestone trail with 2 parking lots
2. **MCT Nickel Plate Trail**
Trail Length/Surface: 16.9-mile asphalt trail with 7 parking lots
3. **MCT Schoolhouse Trail**
Trail Length/Surface: 15.9-mile asphalt trail with 4 parking lots
4. **MCT Nature Trail**
Trail Length/Surface: 12.7-mile asphalt trail with 2 parking lots

Revise 1.
See
Amendment*
Page 14 of 21

Park and Ride Lots

In order to better serve those who drive to the local bus stop, Madison County Transit operates fourteen park and ride lots in Illinois, six of which are in the general vicinity of the Village and two of those are actually located within the Village boundaries. They are the:

1. Edwardsville IDOT Lot located near the intersection of I-270 and Route 157 – 80 spaces; and
2. Miner Park lot near South Main and Collinsville Street – 20 spaces.

Add section
"Bike Trail
Connectivity"
See
Amendment*
Page 14 of 21

Ridesharing

The park and ride lots are also available for use by participants in the Rideshare program operated by Ridefinders. The mission of Ridefinders is to provide a free match service to help commuters find other people wishing to carpool to work and to work with employers to offer incentives for ridesharing. The park and ride lots noted above are available for those wishing to participate in the program.

V. COMMUNITY GOALS AND OBJECTIVES

Introduction

The Village of Glen Carbon's Comprehensive Plan Update has been formulated to ensure the future and harmonious development of the Village. It is intended to be an expression of the Village interests, values and aspirations. ~~In that regard, the Village goals and objectives that are presented on the following pages are the result of broad community involvement program that was intended to provide all residents of the Village with the opportunity to establish the direction for the future of the Village.~~

This sentence deleted. See Amendment* Page 15 of 21

~~Community input is critical in the planning process and was specifically encouraged in the formulation of goals and objectives. This input must be obtained early in the planning process. In Glen Carbon this was accomplished through a workshop that was held on March 29, 2007. This workshop, sponsored by the Planning and Zoning Commission, provided all residents, business and/or property owners, institutions, Village officials, and other Village stakeholders the opportunity to participate in the planning process for this Comprehensive Plan.~~

This paragraph deleted entirely. See Amendment* Page 15 of 21

~~The end result of that workshop was a set of goals and objectives which were reviewed by the Planning and Zoning Commission and the Village Board as part of the planning review process. As part of that process, the goals and objectives set forth herein were also subject to public scrutiny through the public hearing process. Comments were considered and, where appropriate, incorporated into a revised set of goals and objectives that form the basis for this Comprehensive Plan.~~

This paragraph deleted entirely. See Amendment* Page 15 of 21

The order of listing set forth below does not infer priority or preference.

LAND USE (GENERAL)

Goal: *To provide a high quality of life by planning for industrial development, necessary commercial services, population growth, and housing and for the proper distribution, location and extent of land use by type and density, while considering the protection of natural resources.*

Objective: The pastoral setting of the Village should be maintained.

Objective: Land uses should be consistent with the existing and proposed transportation systems.

ISSUE: RESIDENTIAL DEVELOPMENT

Goal: *High quality neighborhoods and residential areas shall be encouraged that will provide a decent home and suitable living environment for all residents of the Village.*

Objective: Existing neighborhoods will be protected from the unnecessary intrusion of incompatible land uses.

Objective: Buffering shall be established between residential and non-residential land uses when new development occurs.

Objective: New subdivisions shall be designed consistent with adjacent land uses incorporating features which assure mutual compatibility.

Objective: Owners of any residential structures located over mined areas should be encouraged to purchase mine subsidence insurance.

Goal: *Future housing units shall be designed and developed to be compatible with the Village's character.*

Objective: New multi-family and group quarters projects will be developed in a manner compatible with the character of the community.

Objective: The Village shall continue to enforce its rental property maintenance code.

Objective: The Village shall investigate the merits of adopting and implementing a "for sale" property maintenance and occupancy code.

Objective: Mobile homes shall be limited to mobile home parks.

Add
"Objective"
here. See
Amendment*
Page 15 of 21

ISSUE: **COMMERCIAL DEVELOPMENT**

Goal: *The Village shall encourage the expansion and strengthening of existing commercial areas and the development of new identifiable business areas including neighborhood commercial areas. However, new commercial developments of all types shall include buffer areas of appropriate depth and materials when abutting residential properties.*

Objective: Commercial buildings should be more understated, avoiding big box shapes that do not blend in with the residential surroundings.

Objective: The conversion of residential dwellings and land to commercial uses will be allowed only in areas specifically designated as commercial on the land use plan map.

Objective: The conversion of commercial land to residential uses will be allowed only in areas specifically designated as residential on the land use plan map.

Add
"Objective"
here. See
Amendment*
Page 15 of 21

Objective: The development of retail and service facilities including restaurants and lodging facilities, which the Village is lacking, will be encouraged.

Objective: The use of interconnected parking areas between adjacent commercial developments may be required if necessary to facilitate safe traffic movements.

ISSUE: **OLD TOWN**

Goal: *Promote the revitalization and further development of the Old Town area. (Old Town is generally defined as an area bisected by Main Street and bounded on the north by Glen Crossing Road, on the west by the MCT Nickel Plate Trail and a line generally between Collinsville Avenue and Meridian Road, and on the south and east by the Ronald J. Foster Glen Carbon Heritage Bike Trail.)*

Objective: Old Town should be restored based on the historic theme of a company town.

Objective: Buildings in Old Town should be limited to two stories in height.

Objective: Main Street should be retained as a two-lane road through Old Town.

Objective: Additional off-street parking should be provided on or near Main Street in Old Town through use of Village-owned property and by new development providing off-street parking.

Objective: New development along Main Street in Old Town should provide at least one-half the number of off-street parking spaces that would be required in other parts of the Village either on-site or within 500 feet of their property.

Objective: Overhead wires along Main Street should be relocated underground.

Objective: Street lights along Main Street in Old Town should replicate the appearance of the lights that existed in the 1890's.

Objective: Lots with frontage on Main Street in Old Town should be developed for single-family residences, museums and cultural facilities, selected neighborhood commercial uses, and in limited cases for duplexes.

Objective: Lots in Old Town without frontage on Main Street should be developed for single-family uses, cultural facilities, churches, schools, and in limited cases for duplexes.

Add
"Objective"
here. See
Amendment*
Page 15 of 21

Objective: Selected neighborhood commercial uses in Old Town should be low-traffic generating and limited to offices, craft shops, antique shops, hair salons, small food stores, small pharmacies, bakeries, clothing stores, small restaurants, and similar uses.

Objective: Automotive service stations, drive-through businesses, and multiple-family residential complexes should not be allowed in Old Town.

ISSUE: **INDUSTRY**

Goal: *The Village will assist in strengthening existing light industrial uses and consider new light industrial activities on sites located near interchanges to interstate highways and where such sites are clearly in conformance with the Village Comprehensive Plan.*

Objective: Cooperate with other appropriate entities to identify areas of the Village where existing infrastructure and land use regulations would support new or expanded industrial development.

Objective: Encourage new and existing industrial facilities that are compatible with the community to locate or expand within the Village.

Objective: Develop and enforce standards and requirements for any industrial uses that have an adverse impact on the environment.

Objective: Enhance the visual impact of industrial uses on adjacent areas by the use of landscaping, buffering and aesthetic building design criteria.

Objective: Reserve an adequate supply of good light industrial sites at proper locations that are served by all necessary public facilities, services and transportation systems that are of adequate size and that are or may be zoned for light industrial uses.

Objective: Locate large-scale warehousing and land-intensive industrial uses in identified industrial park sites.

Objective: Encourage new and existing industrial facilities to locate, or relocate, within existing industrial parks in which infrastructure improvements have been made or are programmed.

Objective: Industrial development shall avoid areas that have been undetermined.

ISSUE: **NATURAL RESOURCES**

Goal: *Natural resources, such as bluffs, hills, waterways and trees, shall be preserved.*

Objective: Excavation of the bluff simply to provide fill in other areas should be prohibited to preserve this attractive Village feature.

Objective: Encourage the protection of trees during the construction of residential developments.

ISSUE: **ANNEXATION**

Goal: *A more uniform Village boundary shall be formed including unincorporated areas surrounded by the Village limits and areas adjacent to the Village which logically and legally should be annexed.*

Objective: The Village shall maintain boundary agreements with Edwardsville, Maryville, and Troy.

Objective: The Village should negotiate a boundary agreement with Pontoon Beach.

Objective: Development of outlying areas shall occur in a logical sequence consistent with the Village's ability to provide necessary facilities and services.

Objective: Water and sanitary sewer service shall only be extended to areas within the Village corporate limits unless a pre-annexation agreement exists for the property.

ISSUE: **HISTORIC PRESERVATION**

Goal: *Encourage the preservation of those elements which reflect the varied historical and architectural significance of Glen Carbon.*

Objective: Historically significant structures, sites and districts that represent Glen Carbon's heritage and character shall be identified and preserved.

Objective: The preservation, restoration and use of designated landmarks and areas shall be encouraged.

Objective: Architectural guidelines should be prepared for properties in Old Town.

TRANSPORTATION

Goal: *To provide a safe, cost-effective, efficient and reasonably convenient transportation system utilizing motorized and non-motorized modes of travel available to all residents and visitors of Glen Carbon.*

ISSUE: **THOROUGHFARES**

Goal: *Thoroughfares and local streets shall be planned and constructed to facilitate traffic circulation and minimize delays.*

Objective: Major thoroughfares should be planned to channel traffic around the center of the Village rather than through it.

Objective: Main Street/Glen Carbon Road should be maintained as a two-lane road with sidewalks, underground utilities, and appropriate landscaping.

Objective: Street continuity shall be required as new developments are approved so that portions of the Village will not be isolated.

Objective: Street systems in new subdivisions shall be responsive to topographic relief, minimizing undesirable curves and steep grades.

ISSUE: **OTHER TRANSPORTATION MODES**

Goal: *The Village shall promote alternate modes of transportation through the development of bike paths and pedestrian facilities, and by encouraging the use of mass transit.*

Objective: The Village will identify areas that could be conducive to bike trails with associated recreational facilities and natural resource preservation areas.

Objective: Bike trails shall be coordinated with surrounding communities and the Madison County Transit District to develop regional systems.

Objective: The Village shall cooperate with the Madison County Transit District to expand existing bus routes and promote the use of mass transit within the Village.

Objective: The Village shall cooperate with the Bi-State Development Agency to develop a light rail station near the Village's residential and commercial areas.

PARKS AND RECREATION

ISSUE: OPEN SPACE SYSTEM

Goal: Continue to encourage and pursue an open space system for recreation and natural preserves and preserve natural resources.

Objective: Encourage the development of an open space system throughout the Village and support the “rails to trails” program.

Objective: Limit the development of wooded areas and areas containing steep terrain to low-density residential development and recreational uses.

Objective: Preserve the existing landscape to the greatest extent possible.

Objective: Open space should be preserved through economic incentives such as purchase of development rights and acquiring green space easements.

Objective: New residential developments shall provide recreation areas based on the size and type of development. Such areas shall be maintained by the subdivision in which they are located.

Objective: The Village should consider agricultural reserve areas east and west of the existing corporate limits to discourage residential development in the American Bottoms, provide buffers between residential lands and potential industrial properties, and to provide open space between the Village and surrounding urbanization.

ISSUE: PARK LAND

Goal: The Village shall provide 10 acres of park land per 1,000 inhabitants of the Village.

Objective: The Village shall strive to maintain at least 5% of the Village’s total land area in open space, including passive green spaces without formal recreational facilities.

Objective: The Village shall strive to maintain at least eight (8) miles of village-owned bike trails throughout the Village including linear green space with an improved hard surface bike path for bicycling, jogging and walking that is physically segregated from roadways with motorized vehicles.

- Objective:** More parks and open space are needed in the east part of the Village, particularly if the Village annexes more land.
- Objective:** The Village shall require new residential subdivisions to provide common ground to serve as recreation areas, open space, and bike facilities.
- Objective:** In order to ensure that the Village meets the objectives of the Parks, Recreation and Open Space Plan, objectives and standards of this plan shall apply to lands within the Village limits and lands subject to the Village's extra-territorial subdivision control.
- Objective:** The Village shall require new subdivisions adjacent to Village bike trails to provide village-owned access easements to the trails.

Add
"Infrastructure
Issues" here.
See
Amendment*
Page 16 of 21

VI. Land Use and Major Street Plan

Introduction

The Land Use and Major Street Plan for the Village of Glen Carbon establishes a land use pattern that fosters development of undeveloped and/or underdeveloped land in a manner that is sensitive to the functional relationships which exist among various types of development. The proposed roadway improvements are intended to support the land use or development patterns that are set forth in **Map VI-1, Land Use and Major Street Plan**. In general, this Plan has been influenced by existing land use patterns, current zoning classifications, the availability and capacity of supporting infrastructure, the presence and availability of community amenities, and site accessibility via the existing street and highway network. The Plan was also influenced by the Goals and Objectives developed during the community engagement portions of the planning process. And, finally, it should be noted that the plans and/or zoning ordinances of surrounding communities were considered where those jurisdictions abut the boundaries of Glen Carbon.

This
paragraph
revised. See
Amendment*
Page 17 of 21

Land Use Plan

The Land Use and Major Street Plan for the Village of Glen Carbon is illustrated on page VI-3. It should be understood that the Plan, as presented, incorporates most of the existing land uses that were identified during the initial land use survey of the Village and extended planning area. In fact, the most significant changes proposed are associated with what is currently vacant or underdeveloped land and land currently used for agricultural purposes. Again, the land use plan incorporates both existing and proposed arterial and collector streets that are configured to support areas of future growth and development.

This Land Use and Major Street Plan also incorporates the Madison County I-55 Corridor: Transportation and Growth Management Plan. It is a Plan that was developed cooperatively in 2005 by the Village of Glen Carbon, the City of Edwardsville and Madison County; and prepared under the auspices of The Alliance of Edwardsville and Glen Carbon. All three entities participated in that planning project because the area of interest encompasses portions of both communities, including their extraterritorial planning areas, and segments of unincorporated Madison County.

This
paragraph
revised. See
Amendment*
Page 17 of 21

The Plan for the I-55 Corridor was prepared as a result of rapid population growth, continued residential development, the presence and expansion of an array of quality of life amenities that are unique to this area, and the rapid expansion of commercial and retail development along both IL 159 and 157. With this rapid growth and development came the responsibility of elected officials within these political jurisdictions to jointly and formally chart a pattern of future development that would ensure the highest quality of life for residents located throughout this important segment of the region.

This
paragraph
revised. See
Amendment*
Page 17 of 21

As a result of the I-55 Corridor planning effort, the Village of Glen Carbon, along with the City of Edwardsville and Madison County adopted that Plan as the guide for future development within their planning areas. Given the adoption of the I-55 Corridor Plan by the Village, the area covered by that plan has been incorporated into this document. ~~The~~

Word deleted.
See
Amendment*
Page 17 of 21

~~adopted Transportation and Growth Management Plan for the Madison County I-55 Corridor was previously illustrated on Map III-4 and described as a major factor that will be influencing development patterns in this area for the next ten to fifteen years.~~

This paragraph deleted. See Amendment* Page 17 of 21

For the sake of clarity, the future Land Use and Major Street Plan for the Village of Glen Carbon, Map VI-3, is not a proposed zoning map; rather it is a guide to assist the Village in determining the appropriate type, location and intensity of development. Village decisions on rezoning applications and other development considerations may be based in part on this map but those decisions must also take into consideration surrounding development patterns and changes in conditions over time. Provisions of the text of this plan which indicate a maximum development intensity will be approved through the existing application process and, if necessary, through rezoning. ~~In the event of a conflict between the provisions of the text of this land use plan and the map depicting the Land Use and Major Street Plan, the provisions of the text shall prevail. The land use designations described below also apply to the unincorporated areas which are adjacent to the Village and which fall within the 1½ mile planning area boundary.~~

This paragraph revised. See Amendment* Page 17 of 21

These sentences deleted. See Amendment* Page 17 of 21

It should be noted that this Comprehensive Plan supports land use patterns and design techniques that allow for new developments that incorporate a reduction in lot area and bulk requirements. This support is only available however, provided there is no increase in the number of lots permitted under existing Village zoning and subdivisions regulations or an increase in the overall density of development. Additionally, the remaining land area should be devoted to open space, recreational use, and/or the preservation of either environmentally sensitive areas or farm land. It should be further understood however, that developments of this type should not be used to subsidize developers who purchase land that is encumbered with development constraints such as steep slopes, undermining, wetlands, or floodplains, and who expect the yield for that land to be the same as if the site were entirely developable.

The various land use categories outlined below are preceded by a range of land use goals and objectives that were developed with broad community input and which were presented in Chapter V. Only goals and objectives that are specifically associated with the land use categories described below are provided.

LAND USE (GENERAL)

GOAL AND OBJECTIVES

Goal: *To provide a high quality of life by planning for industrial development, necessary commercial services, population growth, and housing and for the proper distribution, location and extent of land use by type and density, while considering the protection of natural resources.*

Objective: The pastoral setting of the Village should be maintained.

Objective: Land uses should be consistent with the existing and proposed transportation systems.

Legend

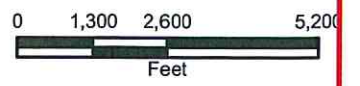
	Planning Area Boundary		Light Industrial			Bike Path
	Low Density Residential		Public / Semi-Public			Arterial Street
	Medium Density Residential		Park / Recreation / Open Space			Collector Street
	High Density Residential		Agricultural / Rural Residential			Interstate
	Commercial / Office		Town Center / Main Street (Mixed-Use)			Proposed Interchange
	Office Park		Neighborhood Center (Mixed-Use)			

Mutually Adopted
I-55 Corridor Plan

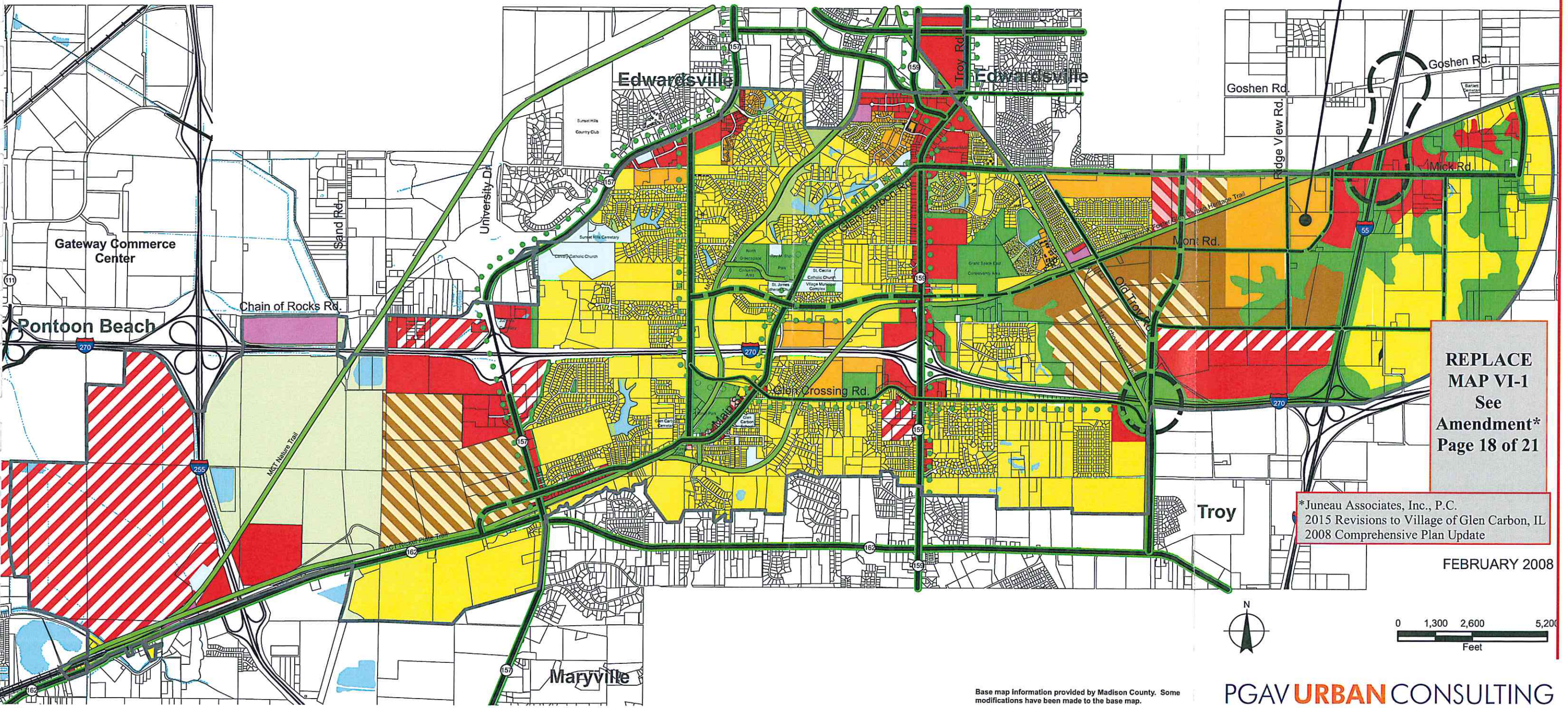
**REPLACE
MAP VI-1
See
Amendment*
Page 18 of 21**

*Juneau Associates, Inc., P.C.
2015 Revisions to Village of Glen Carbon, IL
2008 Comprehensive Plan Update

FEBRUARY 2008



Base map information provided by Madison County. Some modifications have been made to the base map.



The following land use types and intensity of development are shown on the Land Use and Major Street Plan:

RESIDENTIAL DEVELOPMENT

GOALS AND OBJECTIVES

Goal: *High quality neighborhoods and residential areas shall be encouraged that will provide a decent home and suitable living environment for all residents of the Village.*

Objective: Existing neighborhoods will be protected from the unnecessary intrusion of incompatible land uses.

Objective: Buffering shall be established between residential and non-residential land uses when new development occurs.

Objective: New subdivisions shall be designed consistent with adjacent land uses incorporating features which assure mutual compatibility.

Objective: Owners of any residential structures located over mined areas should be encouraged to purchase mine subsidence insurance.

Goal: *Future housing and mixed-use projects shall be designed and developed to be compatible with the Village's character.*

Objective: New multi-family and group quarters projects will be developed in a manner compatible with the character of the community.

Objective: The Village shall continue to enforce its rental property maintenance codes.

Objective: The Village shall investigate the merits of adopting and implementing a "for sale" property maintenance and occupancy code.

Objective: Mobile homes shall be limited to mobile home parks.

Add
"Objective".
See
Amendment*
Page 18 of 21

Low-Density Residential Areas (Yellow)

This land use category identifies areas appropriate for single-family detached residential structures where the maximum density will be four units per gross acre. Other uses permitted in these areas include institutional activities, churches, community service uses, cultural and civic facilities, elementary and secondary schools, public facilities, parks, golf courses, country clubs, and public utilities; although some uses may require conditional use permits. The minimum lot size per unit is 10,000s.f. This use is consistent with the RS-10 Single-Family Residential District of the Village Zoning Ordinance.

Medium-Density Residential Areas (Tan)

This land use category represents one and two-family dwellings (duplexes) and is designed to accommodate up to eight dwelling units per gross acre. Uses other than housing that are permitted in areas designated by this category include institutional activities, churches, community service uses, cultural and civic facilities, elementary and secondary schools, public facilities, parks, golf courses, country clubs, and public utilities. The minimum lot size per duplex is 10,000s.f. This land use category is consistent with the RT Two-Family Residential District described within the Village Zoning Ordinance.

High-Density Residential (Brown)

The high-density residential category is equivalent to the Village's RM Multiple-Family Residential District outlined in the Zoning Ordinance. In that regard it requires lot sizes of 10,000 to 14,000s.f. with a maximum of twelve dwelling units per gross acre of land. Other uses that will be permitted within these areas include those listed for the low and medium density use categories noted above, as well as multiple-family units and child care centers.

Mixed-Use Areas (Red & Yellow Diagonal Lines)

The proposed mixed-use category which is shown on the Land Use and Major Street Plan is limited to a single area at the northwest quadrant of the intersection of IL 57 and IL 162. This area is conceived as one in which the following uses will likely occur in an environment that is supportive of such uses: retail, commercial, professional office, services, restaurants, and higher density town homes and apartments. Common areas reserved for open space and gatherings for special events would be encouraged. This area would be appropriate for development under the Planned Development Procedures of the Village Zoning Ordinance.

COMMERCIAL DEVELOPMENT

GOALS AND OBJECTIVES

Goal: *The Village shall encourage the expansion and strengthening of existing commercial areas and the development of new identifiable business areas including neighborhood commercial areas. However, new commercial developments of all types shall include buffer areas of appropriate depth and materials when abutting residential properties.*

Objective: Commercial buildings should be more understated, avoiding big box shapes that do not blend in with the residential surroundings.

Objective: The conversion of residential dwellings and land to commercial uses will be allowed only in areas specifically designated as commercial on the land use plan map.

Objective: The conversion of commercial land to residential uses will be allowed only in areas specifically designated as residential on the land use plan map.

Objective: The development of retail and service facilities including restaurants and lodging facilities, which the Village is lacking, will be encouraged.

Objective: The use of interconnected parking areas between adjacent commercial developments may be required if necessary to facilitate safe traffic movements.

Commercial / Office Areas (Red)

The commercial / office category provides for commercial, retail, service, and professional services activities that are supportive of the growing number of residential neighborhoods which form the basis for all development within the Village. The intensity of development within these areas will be determined by the Village's Zoning Ordinance, with each of the areas identified for this use fitting into either the CN Neighborhood Commercial District or the CG General Commercial District.

In addition to the commercial areas depicted on the land use plan map, neighborhood commercial uses may be established in areas designated as residential on the plan based on the following criteria:

- 1) The area to be established as neighborhood commercial may not exceed four acres in size;
- 2) The site must have frontage on an arterial or collector street as designated on the Land Use & Major street Plan;
- 3) The site shall be limited to offices, and limited to convenience commercial uses which provide goods and services required by the public on a weekly basis; and
- 4) The site shall be at least three-quarters of a mile from any land located along the same side of the street that is designated as commercial on the Land Use & Major Street Plan so as to discourage strip commercial development.

Office Park Areas (Red/White Diagonal Lines)

The office park category is fully compatible with OP Office Park District outlined in the Village's Zoning Ordinance. The objective of this district is to provide convenient and accessible locations for the development of office facilities for professional services providers and other selected service activities. Four areas were selected for this activity – two are located at the intersection of IL 157 and I-270; one is situated along a portion of the west right-of-way line of IL 159, south of Glen Crossing Road; and the fourth area is located at the intersection of I-255 and I-270. Only one other area within the Village has previously been zoned for such use and it is located along the north side of Main Street, just east of IL 157.

The area along IL 159 south of Glen Crossing Road currently has severe topography and will present development challenges. Initial developments will consequently be held to high standards in terms of resource protection – particularly tree replacement, stream protection and buffering.

Add
"Objective"
See
Amendment*
Page 19 of 21

INDUSTRY

GOALS AND OBJECTIVES

Goal: *The Village will assist in strengthening existing light industrial uses and consider new light industrial activities on sites located near interchanges to interstate highways and where such sites are clearly in conformance with the Village Comprehensive Plan.*

Objective: Cooperate with other appropriate entities to identify areas of the Village where existing infrastructure and land use regulations would support new or expanded industrial development.

Objective: Encourage new and existing industrial facilities that are compatible with the community to locate or expand within the Village.

Objective: Develop and enforce standards and requirements for any industrial uses that have an adverse impact on the environment.

Objective: Enhance the visual impact of industrial uses on adjacent areas by the use of landscaping, buffering and aesthetic building design criteria.

Objective: Reserve an adequate supply of good light industrial sites at proper locations that are served by all necessary public facilities, services and transportation systems that are of adequate size and that are or may be zoned for light industrial uses.

Objective: Locate large-scale warehousing and land-intensive industrial uses in identified industrial park sites.

Objective: Encourage new and existing industrial facilities to locate, or relocate, within existing industrial parks in which infrastructure improvements have been made or are programmed.

Objective: Industrial development shall avoid areas that have been undermined.

Industrial Areas (Lavender)

While light Industrial uses as defined in the Village Zoning Ordinance are retained at existing locations, only one additional area has been identified for light industrial activities. That area is located in the north east quadrant of the I-270 / I-255 interchange. This site was selected because of its accessibility to the major highway network.

Given the expressed objectives of Village residents to maintain the pastoral setting of the Village and to ensure that land uses are consistent with existing and proposed transportation systems, no additional sites for industrial development have been identified.

PUBLIC / SEMI-PUBLIC AREAS (BLUE)

Existing public and semi-public areas are shown in light blue and include churches, cemeteries, schools, civic facilities and government buildings. ~~Any such additional facilities that may be needed in the future will generally fit within the various zoning districts of the Village. The only proposed civic or institutional development identified on the Land Use and Major Transportation Plan is slated for a site within the Madison County I-55 Corridor Transportation and Growth Management Planning Area and beyond the limits of the Village's planning area.~~

Delete these 2 sentences.
See Amendment*
Page 19 of 21

PARKS AND RECREATION

GOALS AND OBJECTIVES

Open Space System

Goal: *Continue to encourage and pursue an open space system for recreation and natural preserves and preserve natural resources.*

Objective: Encourage the development of an open space system throughout the Village and support the "rails to trails" program.

Objective: Limit the development of wooded areas and areas containing steep terrain to low-density residential development and recreational uses.

Objective: Preserve the existing landscape to the greatest extent possible.

Objective: Open space should be preserved through economic incentives such as purchase of development rights and acquiring green space easements.

Objective: New residential developments shall provide recreation areas based on the size and type of development. Such areas shall be maintained by the subdivision in which they are located.

Objective: The Village should consider agricultural reserve areas east and west of the existing corporate limits to discourage residential development in the American Bottoms, provide buffers between residential lands and potential industrial properties, and to provide open space between the Village and surrounding urbanization.

Park Land

Goal: *The Village shall provide 10 acres of park land per 1,000 inhabitants of the Village.*

Objective: The Village shall strive to maintain at least 5% of the Village's total land area in open space, including passive green spaces without formal recreational facilities.

- Objective:** The Village shall strive to maintain at least eight (8) miles of village-owned bike trails throughout the Village including linear green space with an improved hard surface bike path for bicycling, jogging and walking that is physically segregated from roadways with motorized vehicles.
- Objective:** More parks and open space are needed in the east part of the Village, particularly if the Village annexes more land.
- Objective:** The Village shall require new residential subdivisions to provide common ground to serve as recreation areas, open space, and bike facilities.
- Objective:** In order to ensure that the Village meets the objectives of the Parks, Recreation and Open Space Plan, objectives and standards of this plan shall apply to lands within the Village limits and lands subject to the Village's extra-territorial subdivision control.
- Objective:** The Village shall require new subdivisions adjacent to Village bike trails to provide village-owned access easements to the trails.

Parks / Recreation / Open Space Areas / Trails (Green)

Parks and Open Space

All existing and proposed park and recreation areas are illustrated on the Land Use and Major Street Plan. Included among them are parks, hiking and bicycle trails, publicly owned conservancy areas, golf courses, subdivision common grounds and buffer areas between land uses of conflicting natures. Though not shown along all interstate highways and major arterials, the Village should, wherever possible encourage the development of green space areas to act as buffers between the roadway and the more sensitive land uses that frequently parallel these roads.

The Plan recognizes the importance of shared green space or common ground that is preserved within subdivisions and other sites proposed for mixed-use, commercial and office park development. These spaces enhance the quality of life for all residents of the Village and the shopping experience of both residents and visitors to the Village. In that regard, the Village should aggressively investigate the opportunities and practices associated with the identification and preservation such spaces within new developments.

Because the future growth of the Village will be focused in an east and west direction, The Village should begin identifying undeveloped sites in these areas that will be suitable for park and recreational development. The rolling topography and availability of undeveloped land in the eastern portion of the Planning Area includes several sites that are ideal for park and open space areas that could be linked to the Ronald J. Foster Glen Carbon Heritage Trail. Park development in this area could be tied to the various ribbons of greenways and preserves that are illustrate on the Land Use and Major Street Plan.

The western side of the planning area, below the bluffs and west of IL Route 157, is dominated by relatively flat land that is used primarily for agricultural purposes. Much of this area is within the 100 Year Flood Plain and, as such, would be an ideal location for athletic fields of various types.

This paragraph revised. See Amendment* Page 19 of 21

Trails

The Illinois Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2003-2008, recognizes the value and popularity of walking, bicycling, running/jogging, and hiking in Illinois and has made development of such facilities a priority throughout the state. Also, as noted in the SCORP, the continued popularity of these activities throughout the state continues to soar. For these reasons, trails and greenways have been listed in the Illinois SCORP as important recreational (and ecological) priorities.

The Village of Glen Carbon also has long recognized the benefits associated with the development of quality trail system. Today the Village, through its own initiatives and with the support of residents, recreational organizations, and the Madison County Transit Authority, boasts an existing system of four trails that together extend over 50 miles (not all within the Village Planning Area). These are shared facilities that are used extensively by bicyclists, joggers and walkers.

In addition to the existing system of trails, Map VI-1 shows another 15.5 miles of "bike routes" that are currently proposed within the Village Planning Area. It should be noted however that the vast majority of those bike routes are located along existing roads that are designated in this plan for the joint use of bicyclists and automobiles. Furthermore, two of the proposed bike routes are slated for placement on Illinois Routes 157 and 159 and, as such, will require approval by the Illinois Department of Transportation (IDOT) before designation as a bike trail will occur. Since shared facilities can, if not properly designed, impede the flow of traffic and represent a hazard for both bicyclists and motorists alike, there is currently no assurance that IDOT will support the shared use of state highways for bicyclists. In addition, the Village will need to carefully assess the impact of bike routes Main Street/Glen Carbon Road, Glen Crossing Road and Meridian Road.

Agricultural Areas (Pale Green)

The Land Use and Major Street Plan maintains some land for agricultural purposes. This land is located in the eastern portion of the Planning Area and is adjacent to the eastern right-of-way of I-255. The site is also bisected by the MCT Nature Trail. ~~Perhaps the most compelling reason for maintaining this area in its current state is the fact that nearly the entire site is within a 100-year flood plain.~~

This paragraph revised in addition to this sentence deleted.
See Amendment*
Page 19 of 21

OLD TOWN

GOALS AND OBJECTIVES

Goal: *Promote the revitalization and further development of the Old Town area.*

Objective: Old Town should be restored based on the historic theme of a company town.

Objective: Buildings in Old Town should be limited to two stories in height.

Objective: Main Street should be retained as a two-lane road through Old Town.

the availability of the Village's newest off street parking lot at the intersection of S. Main and School Streets. Similar investments of this type by the Village will be required to stimulate the full development potential of this Main Street area.

Neighborhood Center Mixed-Use Areas (Brown/Tan Diagonal Lines)

This land use category is a concept that is set forth in the Madison County I-55 Corridor: Transportation and Growth Management Plan. It is one which proposes planned walkable developments that provide a variety of high density housing types which are supported by neighborhood commercial businesses.

Revise paragraph. See Amendment* Page 20 of 21

Major Street Plan

Revise heading. See Amendment* Page 20 of 21

TRANSPORTATION

GOALS AND OBJECTIVES

Goal: *To provide a safe, cost-effective, efficient and reasonably convenient transportation system utilizing motorized and non-motorized modes of travel available to all residents and visitors of Glen Carbon.*

THOROUGHFARES

Goal: *Thoroughfares and local streets shall be planned and constructed to facilitate traffic circulation and minimize delays.*

Objective: Major thoroughfares should be planned to channel traffic around the center of the Village rather than through it.

Objective: Main Street/Glen Carbon Road should be maintained as a two-lane road with sidewalks, underground utilities, and appropriate landscaping.

Objective: Street continuity shall be required as new developments are approved so that portions of the Village will not be isolated.

Objective: Street systems in new subdivisions shall be responsive to topographic relief, minimizing undesirable curves and steep grades.

OTHER TRANSPORTATION MODES

Goal: *The Village shall promote alternate modes of transportation through the development of bike paths and pedestrian facilities, and by encouraging the use of mass transit.*

Objective: The Village will identify areas that could be conducive to bike trails with associated recreational facilities and natural resource preservation areas.

Objective: Bike trails shall be coordinated with surrounding communities and the Madison County Transit District to develop regional systems.

Objective: The Village shall cooperate with the Madison County Transit District to expand existing bus routes and promote the use of mass transit within the Village.

Objective: The Village shall cooperate with the Bi-State Development Agency to develop a light rail station near the Village's residential and commercial areas.

The Plan shows "arterial" and "major collector" streets, many of which follow existing streets and highways.

Not all of the arterial and collector street segments are currently built to IDOT standards, including right-of-way widths. However, the Village should consider a policy that the necessary increases in right-of-way widths will be accomplished as part of the subdivision review and approval process. It is important that the Village place special emphasis on vehicular and pedestrian safety as new development plans move through the public and administrative review processes.

These proposed streets are recommended for purposes of maintaining sufficient interconnections among subdivisions and areas proposed for new development; and to accommodate increasing levels of traffic that will certainly occur as new development comes about. It should be noted that these alignments are conceptual, but must be taken into account as future development plans are reviewed and approved. Furthermore, there may be other connections that are not shown on this Plan that would serve to implement sound traffic planning practices.

~~In addition to the arterial and collector roadway improvements shown on the Plan, a new interchange is proposed in the vicinity of I-270 and Old Troy Road. This recommendation was included in the 2002 Glen Carbon Comprehensive Plan and was repeated in the Madison County I-55 Corridor: Transportation and Growth Management Plan.~~

Paragraph
deleted.
See
Amendment*
Page 21 of 21

The I-55 Corridor Plan also proposed a new I-55 interchange at either Goshen Road or Mick Road. Both of these proposed interchanges are critical components to the overall success in implementing the master plan for the eastern portions of the Village's Planning Area.

Revise
paragraph.
See
Amendment*
Page 21 of 21

APPENDIX

APPENDIX A

**VILLAGE OF GLEN CARBON, ILLINOIS:
HISTORY AND NATURAL ENVIRONMENT**

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VILLAGE OF GLEN CARBON, ILLINOIS:

HISTORY AND NATURAL ENVIRONMENT

HISTORY

Much of the information contained in this section, that is specific to Glen Carbon, was obtained from *A History of Glen Carbon* published by Glen Carbon Centennial Inc., 1992.

Prehistory

During the late Archaic Period (7000 – 1000 B.C.E.) the first human inhabitants of the area lived in rock shelters along the Mississippi River bluffs. By the early Woodland Period (1000 B.C.E. – 900 C.E.), inhabitants of the region hunted and used special purpose tools made from stone (the Mississippian culture). During this period, the population increased, agricultural practices improved, social and religious practices evolved, and trade relations developed. This culture's high point occurred between 900 and 1500 C.E. when Cahokia Mounds, the largest North American prehistoric site, functioned as an urban center in the region. The Mississippian culture disappeared by the end of the 16th century. The Kaskaskia, Peoria, Tamoroa, Moroa, Mitchigamea and Kahokia Native Americans of the Illiniwek Confederation migrated to the vicinity during the later part of the 17th century.

Early History

In 1541, Spanish explorers were the first Europeans to explore the territory. This domain was subsequently claimed for Spain by Hernando de Soto and claimed for France by Rene-Robert Cavalier LaSalle. King Louis XIV of France directed that a large area, including Glen Carbon, be explored in 1658, and French explorers from Quebec began searching for potential locations for trading posts in the Mississippi River Valley. Louis Joliet and Father Jacques Marquette, a Jesuit priest, explored the region in 1673. In 1675, Father Marquette established a mission at the Native American Village of Kaskaskia. Another mission was started in Cahokia. Settlers of European descent (initially French) joined the established Native American settlements of Cahokia and Kaskaskia around 1700.

By 1760, French traders, trappers, and missionaries visited the Mississippi valley and established settlements as far south as the Missouri River in St. Charles County, Missouri. The French had a profitable trade with the Native Americans. After British General Wolfe defeated the French at Quebec, the Treaty of Paris of 1763 provided that France give up all territory east of the Mississippi to Britain. British troops occupied the territory

beginning in 1765. With the signing of the Declaration of Independence in 1776, Virginia claimed Illinois as part of its domain. The Virginia Governor and Assembly sent George Rogers Clark to the region in 1778 to secure the allegiance of the local residents. As the Revolutionary War ended, military operations ceased except for periodic Native American raids instigated by the British. A coalition of Native American tribes fought with early settlers in Illinois from 1783 until 1795. Most of the settlers banded close together south of Cahokia.

Settlement of Glen Carbon

Men who accompanied George Rogers Clark into Illinois in 1778 received land grants of 300 acres for their service. One of them, David Bagley, a Baptist minister from Virginia, passed through the Glen Carbon vicinity and was so impressed with the landscape that he compared it to the Biblical "Land of Goshen." Mentions of this Land of Goshen have endured since then. In 1801, Colonel Samuel Judy received a grant of land near the base of the bluffs, just north of Judy's Creek and became the first permanent settler of Madison County. The community became known as the Goshen Settlement, and while its boundaries were never clearly outlined, it was centered on the Judy property at the junction of Judy Creek and Route 157.

In 1808, the Goshen Road trail was built as a wagon road from the Goshen settlement to the Ohio salt works. The trail crossed the state diagonally following a route from Peter's Station to the north and west of Glen Carbon, east to Troy, and then in a southeasterly direction, eventually ending at Shawneetown on the Ohio River. The existing Goshen Road running from Illinois Route 159 to the intersection of Route 143 is part of the original road.

A territorial government formed in 1812, and Samuel Judy was elected to serve in the first legislature that convened at Kaskaskia. Madison County, named for James Madison, the fourth President of the United States, was organized in 1812 and encompassed much of what would become the State of Illinois. The County's borders were the current southern boundaries of the County, the Mississippi River on the west, the Wabash River on the east, and its northern border reached to Canada. Judy was one of the first county commissioners. Illinois became a state in 1818. Madison County was reduced in size through the creation of other counties, including Edwards County in 1814. In 1847, the County's boundary was fixed with the transfer of a small portion of the northeast corner of the County to Bond County.

Goshen Township was established soon after Madison County, and Samuel Judy and Henry Cook were appointed overseers of the Township in 1818. The 1820 census reported 13,550 citizens in Madison County (which included present day Sangamon and Macoupin Counties), with 200 "heads of families" in Goshen Township. Between 1820 and 1830, the township was subdivided into five smaller townships, with Edwardsville Township encompassing approximately one-third of the original expanse (including Glen Carbon), and the remaining section divided among Silver Creek, Big Prairie, Six-Mile Prairie and Wood River Townships.

Much of the development in and around Glen Carbon over the next few decades was concentrated along Main Street. In 1857, William Yanda built a log cabin and maintained a blacksmith shop on Main Street. His son, Frank Yanda, Sr., constructed six homes along the northwest side of Main Street in the 1890's for his children. His son, Frank Jr., served as mayor of the Village from 1933 until his death in 1939.

The St. Louis Press Brick Company, begun as the Collinsville Brick Company in 1884, was the largest brick manufacturing plant in the state of Illinois. Allegedly, the company produced all of the bricks used in constructing the facilities for the St. Louis World's Fair in 1904. The company manufactured paving and building bricks, and decorative bricks. While the company rebuilt its operation after a fire in 1895, a fire in 1906 destroyed the facility and it was not rebuilt. The company built nine two-story saltbox houses and two one-story houses for their employees. These houses were sold the Madison Coal Corporation after the brick yard closed.

In 1891, the Madison Coal Corporation was founded by three St. Louis businesspeople, William E. Guy, James L. Blair, and George O. Carpenter, Jr., who proposed to mine and sell coal and other minerals. The company operated three mines in Glen Carbon (mines 1, 2, and 4) and owned and platted much of the land in the Village. The coal miners bought their supplies at a company store and rented company houses. Churches and schools in the Village were built on lots donated by the company.

On May 11, 1892, a petition was presented to the County Court asking permission to incorporate as a Village. The petition was granted, and on June 6 an election was held approving the incorporation. Mr. James Harry Lister, an original trustee of the Village, is credited with naming the Village. Mr. Lister, an immigrant from England, recalled the beautiful glens of his native Great Britain and chose the name Carbon Glen, meaning Coal Valley. His daughter, Emma, suggested instead Valley of Coal, or Glen Carbon.

Glen Carbon has historically contained persons with a diverse ethnic heritage. In 1899, the nationalities of the miners in the various coal mines of the area included 485 Americans, 79 Austrian/Bohemians (which included Austrians, Bohemians and Czechs), 12 Belgians, 87 English, 21 French, 226 Germans, 8 Hungarians, 72 Irish, 124 Italians, 66 Poles, 63 Russians, 20 Scots, and 32 Welsh. Ethnic groups often formed their own social organizations, and sometimes clustered in their own neighborhoods. The neighborhood around Park, South Summit, and Austin Streets was referred to as "Little Italy." Bohemians settled near the intersection of Glen Crossing and Main Street.

Mining operations ceased at Mine No. 1 around the turn of the century because of water seepage problems. Mine No. 4 closed around 1914, and mine No. 2 ceased operating in 1931. The last Madison Coal Corporation mine closed in 1934.

The Village experienced slow growth in the succeeding years until the early 1960's when plans were made for the construction of I-270 through the Village. Construction of the new interstate forever changed the Village. In 1969, land development proposals in the community intensified.

ENVIRONMENT

Physiography

Glen Carbon is located in the interior Plains physiographic province that covers most of the mid-west and north-central portions of the United States. The Interior Plains province is characterized by flat to gently rolling topography. Much of the Glen Carbon locality consists of rolling upland and relatively flat prairie. Major geographic features in and around Glen Carbon include the alluvial valley of the Mississippi River (known as the American Bottoms) and the upland till plains and bluffs located on the east side of the American Bottoms.

Geology

The lithology and physical structure of the surface underlying Glen Carbon consists of slightly to moderately tilted, older sedimentary rocks. These sedimentary rocks include shale, sandstone, and limestone. Bedrock formations exposed in the region are primarily of the Pennsylvanian geologic systems. Pennsylvanian rocks (more than 300 million years old) consist of cyclic strata of shales, sandstone and limestone with some seams of coal. Underneath these sedimentary rocks is granite (an igneous rock formed by cooling lava). These cyclic deposits are more common in the region except for the floodplains that contains alluvial sediments and soil material left by floods. West of Glen Carbon, the American Bottoms cover sedimentary rocks of the Mississippian geologic system.

Pennsylvanian rocks have relatively low permeability. The water-yielding character of these formations is variable, but generally very low. Moreover, mineral content in water from these rocks is high and increases with the depth of the aquifer. Mississippian rocks, and the sand and gravel overlaying them, are more porous and are a good source of water. For these reasons, most municipal well fields in western Madison County are located in the American Bottoms.

Soils

Soils around Glen Carbon include alluvial (water-born soil deposits) and loess (wind-blown soil deposits) varieties. The American Bottoms contain alluvial deposits, while the bluffs along Route 157 are loess soils with depths of 40 to 80 feet.

Soils in and around Glen Carbon include Fayette-Rozetta association, Muscatine-Atterberry-Downs association, Marine-Rozetta-Stronghurst association, and Raddle-Haymond-Oakville association. These soils, their general locations and characteristics are described below:

Fayette-Rozetta association. These soils are found throughout most of Glen Carbon and include the bluff that separates the Village from the lower ground in the American Bottoms. The territory bounded by I-270 on the north, and Illinois

Routes 157, 159, and 162 is primarily made up of these soils. In addition, a large expanse north of I-270 on both sides of Route 159 contains this association of soils. These soils are gently sloping to steep, well drained, and moderately well drained with moderately permeable subsoil. This soil group was formed in loess on uplands. Unlike other soils in and around Glen Carbon, the Fayette-Rozetta association is not associated with prime farm land.

Muscatine-Atterberry-Downs association. These soils are found on the far east side of the Village, including the Cottonwood neighborhood. They are characterized as gently sloping and moderately sloping, somewhat poorly drained, and moderately well drained soils that have moderately permeable subsoil. The also were formed in loess on uplands. The Muscatine-Atterberry-Downs association soils are associated with prime farm land in Madison County.

Marine-Rozetta-Stronghurst association. These soils are found at the intersection of Illinois Routes 157 and 159 and extend southwesterly along Route 157 and I-270. They are characterized by nearly level and gently sloping, somewhat poorly drained, and moderately well drained soils that have a slowly permeable or moderately permeable subsoil. These soils were formed in loess on uplands. The Marine-Rozetta-Stronghurst association soils are associated with prime farm land in Madison County.

Raddle-Haymond-Oakville association. This soil group is found in the far west portion of the Village and the expanse further to the west in the American bottoms. These soils are found at the intersection of Illinois Routes 157 and 162 and occupy much of the land west of Route 157. They are characterized by nearly level to moderately sloping, well drained soils that have moderately permeable or rapidly permeable subsoil. They were formed in silty and sandy alluvial sediment on foot slopes, flood plains, and terraces. The Raddle-Haymond-Oakville association soils are associated with prime farm land in Madison County.

Climate

Glen Carbon has a humid continental climate characterized by warm summers. Most of the Village's annual precipitation occurs in the warmer months. The Village is, however, subject to wide variations in temperature and precipitation from season to season. The total average annual precipitation is approximately 36 inches, with an average annual snowfall of approximately 16 inches. The highest monthly precipitation (approximately 3.7 inches) is typically in June, and the lowest amount of precipitation typically occurs in January. Precipitation in the winter months is primarily from snow that may occur from November through early April. The highest average snowfall (approximately 5.4 inches) is in January. While snow is generally the heaviest in January, ten inches of snow equals only one inch of precipitation.

Average temperatures vary considerably throughout the year. While the average annual temperature is approximately 55° F, January has an average temperature of 31.3° F, and July has an average temperature of 78.2° F. Below zero temperatures occur at

least one day during 80 percent of the winters, and temperatures of 100° F occur at least one day during 80 percent of the summers. It is unusual, however, for temperature extremes to last for more than two or three days.

The freeze-free season (from late March to mid-November) averages 182 days per year. The district around the Village experiences relatively high humidity and experiences heavy fog approximately 11 days per year. The average annual relative humidity varies from 82 percent at 6:00 a.m. to 64 percent at 6:00 p.m. The prevailing wind direction is from the northwest and averages less than 11 miles per hour.

Vegetation

Glen Carbon is covered primarily by broad-leaf deciduous and needleleaf deciduous trees. Historically, the naturally occurring trees have been oak and hickory varieties. Other native vegetation includes tall grasses associated with prairies. Trees native to the area include the following:

Green Ash (<i>Fraxinus pennsylvanica</i>)	Boxelder (<i>Acer negundo</i>)
White Ash (<i>Fraxinus americana</i>)	Red Maple (<i>Acer rubrum</i>)
River Birch (<i>Betula nigra</i>)	Silver Maple (<i>Acer saccharinum</i>)
Ohio Buckeye (<i>Aesculus glabra</i>)	Sugar Maple (<i>Acer saccharum</i>)
Butternut (<i>Juglans cinerea</i>)	Red Mulberry (<i>Morus rubra</i>)
Black Cherry (<i>Prunus serotina</i>)	Black Oak (<i>Quercus velutina</i>)
Kentucky Coffeetree (<i>Gymnocladus dioica</i>)	Blackjack Oak (<i>Quercus marilandica</i>)
Eastern Cottonwood (<i>Populus deltoides</i>)	Bur Oak (<i>Quercus macrocarpa</i>)
Roughleaf Dogwood (<i>Cornus drummondii</i>)	Chinkapin Oak (<i>Quercus muehlenbergii</i>)
American Elm (<i>Ulmus americana</i>)	Overcup Oak (<i>Quercus lyrata</i>)
Slippery Elm (<i>Ulmus rubra</i>)	Pin Oak (<i>Quercus palustris</i>)
Winged Elm (<i>Ulmus alata</i>)	Post Oak (<i>Quercus stellata</i>)
Hackberry (<i>Celtis occidentalis</i>)	Northern Red Oak (<i>Quercus rubra</i>)
Sugarberry (<i>Celtis laevigata</i>)	Shumard Oak (<i>Quercus shumardii</i>)
Bitternut Hickory (<i>Carya cordiformis</i>)	Shingle Oak (<i>Quercus imbricaria</i>)
Mockernut Hickory (<i>Carya tomentosa</i>)	Swamp White Oak (<i>Quercus bicolor</i>)
Pecan (<i>Carya illinoensis</i>)	White Oak (<i>Quercus alba</i>)
Pignut Hickory (<i>Carya glabra</i>)	Willow Oak (<i>Quercus phellos</i>)
Shagbark Hickory (<i>Carya ovata</i>)	Common Persimmon (<i>Diospyros virginiana</i>)
Shellbark Hickory (<i>Carya laciniosa</i>)	Eastern Redbud (<i>Cercis canadensis</i>)
Honeylocust (<i>Gleditsia triacanthos</i>)	Eastern Redcedar (<i>Juniperus virginiana</i>)
Eastern Hophornbeam (Ironwood) (<i>Ostrya virginiana</i>)	Downy Serviceberry (<i>Amelanchier arborea</i>)
American Hornbeam (<i>Carpinus caroliniana</i>)	Sycamore (<i>Platanus occidentalis</i>)
American Basswood (Linden) (<i>Tilia americana</i>)	Black Walnut (<i>Juglans nigra</i>)
	Black Willow (<i>Salix Nigra</i>)

Wildlife

Because of the two major vegetative types (tall grasses and oak and hickory forests) and the great diversity created by present land use, mammals of both the open land and the forest occur in and around Glen Carbon. Some of the typical open land species in the area are the eastern ground squirrel, eastern cottontail rabbit, opossum, striped skunk, white-tailed deer, wild turkey and coyote. Forest mammals include bats, foxes, raccoons, eastern chipmunks, red squirrels and eastern gray squirrels.

AMENDMENT

JUNEAU ASSOCIATES, INC., P.C.

2015-REVISIONS

TO

2008 COMPREHENSIVE PLAN UPDATE

**Juneau Associates, Inc., P.C.
2015 Revisions to
Village of Glen Carbon, Illinois
2008 Comprehensive Plan Update**

**Chapter I - Introduction
Page I-1**

1st paragraph – Revise to read:

The last Comprehensive Plan for the Village of Glen Carbon was completed in 2008. Since that time the Village has experienced continued growth. Given the extent and rate of residential and commercial development that has been occurring both within and adjacent to its boundaries, it is appropriate to once again re-evaluate the City's planning goals, objectives and policies to ensure that they are consistent with current and future community needs.

4th paragraph (*continues onto Page I-2*) – Revise to read:

Over forty years ago the Village of Glen Carbon recognized the value of planning as a means for achieving orderly growth and development. This is evidenced by the fact that the Village initiated a planning process and prepared comprehensive plans in 1974, 1982, 1996, 2002, and 2008. This current planning effort is specifically designed to update the 2008 plan and provide clear and current guidance to the Village to help realize its long-term goals. Dynamic, growing communities – such as Glen Carbon – should initiate a review of their current comprehensive plan at least every five years, or whenever there have been changes in growth and development that are of such significance that they could alter the communities' ability to provide the highest quality environment for its residents. For the Village of Glen Carbon, boundary changes, increasing demands for new development and external growth and development pressures all contribute to the need for this review of the 2008 Comprehensive Plan. The fundamental purpose of this review of the 2008 Comprehensive Plan is to ensure that its stated community goals and objectives continue to reflect the needs and desires of the citizens, planning and zoning commission and elected officials.

Chapter II – Socioeconomic Conditions Page II-1

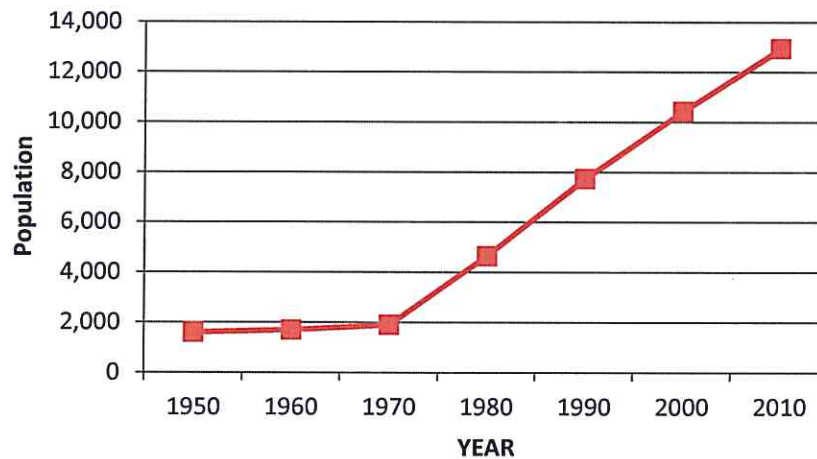
1st paragraph – Revise to read:

A review of socioeconomic data for Glen Carbon was performed by examining trends in various demographic characteristics over the preceding decade. U.S Bureau of the Census data from the 2010 census was the primary source for this updated information

2nd paragraph – add the following sentence before the last sentence of the paragraph under "Population".

Recently the rate of population increase has slowed due to the economic recession.

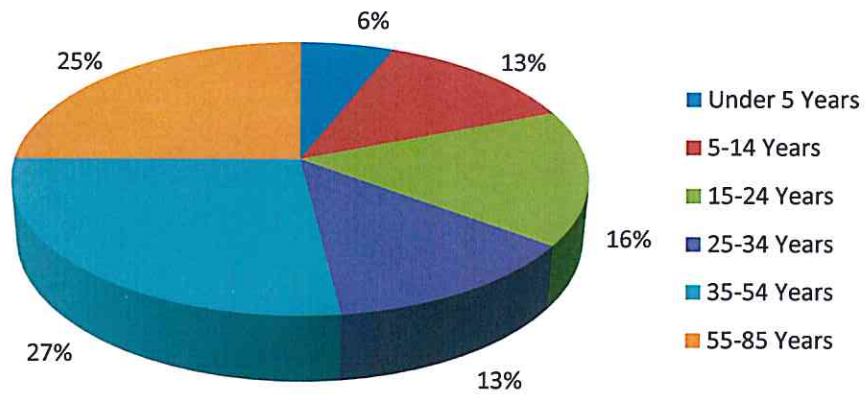
Replace Exhibit II-1 with the following Exhibit II-1



Chapter II – Socioeconomic Conditions Page II-2

Replace Exhibit II-2 with the following Exhibit II-2

**Exhibit II-2
Population by Age, 2010
Village of Glen Carbon**



Revise last paragraph to read:

The median age of Glen Carbon's residents in 2010 was 36.7.

Chapter II – Socioeconomic Conditions
Page II-3

Replace entire **Household Composition and Size** with the following:

Household Composition and Size

There were 5,358 households in Glen Carbon in 2010. Household composition is summarized in Table II-1. The average household size in Glen Carbon is 2.63.

Table II-1
2010 Household and Population Comparison
Village of Glen Carbon

	Village of Glen Carbon	Edwardsville	Madison County
2010 Housing Units	5,358	8,915	117,203
Average Household Size	2.63	2.52	2.45
Average Family Size	3.12	3.09	2.99
Percent of Family Households	65.4%	64.1%	66.5%
Percent of Non-Family Households	34.6%	35.9%	33.5%
Race			
White	85%	86.7%	89%
African American	12%	8.3%	9%
Other	3%	5%	2%

Revise entire paragraph under Economic and Housing Characteristics to read:

Economic and Housing Characteristics

Glen Carbon is one of the highest income communities in the Metro-East. Glen Carbon has higher median household and per capita incomes and a lower percentage of individuals living below the poverty level. Glen Carbon has a significantly higher proportion of individuals with advanced degrees than Madison County as a whole. In addition, the median home value in Glen Carbon is nearly double the median home value of Madison County as a whole. The economic and housing characteristics in the Village of Glen Carbon as compared to Madison County are summarized in the following table.

Chapter II – Socioeconomic Conditions
Page II-4

Delete Table II-1 and replace it with the following Table II-2

Table II-2
2010 Regional Economic Comparison
Village of Glen Carbon, IL

	Village of Glen Carbon	Edwardsville	Madison County
2010 Population	12,934	24,293	269,282
Income			
2010 Median Household Income	\$66,296	\$73,759	\$56,853
2010 Per Capita Income	\$30,697	\$33,023	\$29,519
Persons Below Poverty Level	10.5%	11.6%	13.7%
Education			
High School Graduate	20%	20%	34%
Associates Degree	7%	7%	9%
Bachelors Degree or Higher	46%	50%	24%
Housing			
Median Home Value	\$201,800	\$196,300	\$124,900
Median Contract Rent	\$893	\$879	\$761
Percent Occupied	92.1%	93.5%	91.2%
Percent Owner Occupied	67.4%	69.9%	73.7%
Single Family	67.3%	78.0%	80.2%
Multi-Family	28.0%	20.8%	16.7%
Mobile Home	4.7%	1.2%	3.1%

Revise 1st paragraph under **Population Projections** to read:

The population of the Village is limited by the amount of land available for residential development and the density of development allowed by the Village. Currently there are 2,824 acres of undeveloped land in the Village. Of these 2,824 acres, 29%, (790 acres) is zoned residential. Assuming that 75% of this area could actually be developed (25% being occupied by streets, common ground or non-developable space) approximately 593 acres would be available for platting as residential lots. Using an average density of six units per acre, an estimated 3,550 new housing units could be constructed within the existing Village boundaries on land that is currently zoned for residential purposes. According to the 2010 Census

the Village had an average of 2.63 persons per household. Using this information to calculate the potential population growth yields a maximum population increase of approximately 9,300 new residents.

Delete 2nd paragraph under **Population Projections** entirely.

Chapter II – Socioeconomic Conditions

Page II-5

Revise 1st & 2nd paragraph on this page to read:

Other factors may play a role in the development and future population of the Village. If the Village annexes additional land or changes the zoning code to allow for higher densities of development, the population capacity of Glen Carbon could increase significantly. Also regional factors could increase the rate of population increase. As St. Louis County and St. Charles approach development capacity, housing construction in the Metro East may increase in order to keep up with the demand for new housing.

The following table and chart summarizes the population projections for the Village of Glen Carbon. Scenario A depicts population increases to year 2020 if the current land use policies stay the same and the rate of population increase stays steady. Scenario B depicts population increases if the current land use policies and Village boundaries stay the same, but the rate of housing construction increases. Clearly, if additional land is annexed or allowed densities change and housing construction increases, the Village population could increase significantly. The projections are estimates only and are subject to a variety of influencing factors and should only be used as a “guideline” for making policy decisions.

Delete 3rd paragraph on this page entirely.

Replace Table II-2 with the following Table II-3

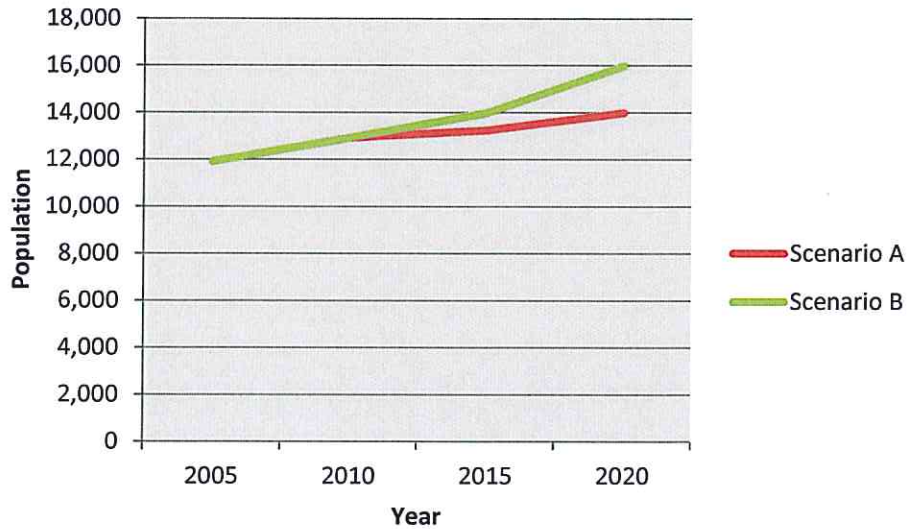
**Table II-3
Historical and Projected Populations
Village of Glen Carbon, IL**

Year	Scenario A	Scenario B
2005	11,932	11,932
2010	12,934	12,934
2015	13,250	14,000
2020	14,000	16,000

**Chapter II – Socioeconomic Conditions
Page II-6**

Replace Exhibit II-4 with the following Exhibit II-3

**Exhibit II-3
Historical and Projected Population Projections
Village of Glen Carbon, IL**



Chapter III – Land Use & Development Factors Page III-1

Revise 2nd paragraph under **Existing Land Use** on this page to read:

A May 2014 windshield survey revealed that there has not been any significant land use changes since the 2008 Plan. The results of this land use survey are presented quantitatively in Table III-1 Existing Land Use – Glen Carbon Planning Area and graphically on Map III-1, Existing Land Use. A detailed land use inventory can show how the Village has developed over time by comparing it to previous land use studies and plans.

Chapter III – Land Use & Development Factors Page III-3

Replace Map III-1 with Map III-1 **Existing Land Use Map** (Update - 2015) found at the end of this Amendment.

Chapter III – Land Use & Development Factors Page III-4

Revise 2nd paragraph under **Developed Areas Residential** on this page to read:

The majority of the homes in the Village have been built within the last twenty years. Residential development is typically suburban in character, with the exception of some older residential uses surrounding Main Street south of I-270. Although this area of Main Street is Glen Carbon's historic downtown, it is primarily residential in character with a few commercial enterprises. The Glen Carbon Elementary School and Village's public library are also located in this district. It is particularly noteworthy that residential uses in this area are among the earliest housing stock in the Village. There are also numerous vacant lots fronting Main Street where residential or small commercial uses previously existed.

Chapter III – Land Use & Development Factors **Page III-6**

Delete the Photo and photo caption on this page.

Revise the 4th & 5th paragraph under **Parks and Recreation** to read:

Park Land – Park land consists of active green spaces with formal recreational facilities that are owned by the Village. Examples of this category are the Village hall recreational complex, Miner Park, Citizens Park and the Ray M. Schon Memorial Park.

Glen Carbon currently has 4 parks totaling approximately 55 acres. This includes Miner Park (17 ac.), Citizens Park (3.4 ac.), the Village Hall Park (1 ac.), and the Ray M. Schon Memorial Park (32 ac.).

Chapter III – Land Use & Development Factors **Page III-8**

Delete the last sentence from the 1st paragraph under **Annexations**.

Revise the 4th paragraph under **Development Factors** to read:

Recent traffic counts indicate that the amount of traffic has not increased substantially in the past decade. The existing transportation infrastructure would need to undergo significant improvements to accommodate additional residential development.

Chapter III – Land Use & Development Factors **Page III-9**

Revise the 1st paragraph under **Residential** to read:

The most significant factor with regard to land use and development trends in Glen Carbon is the continued replacement of agricultural or vacant land with single family residential uses. Growth in single family land uses is anticipated to remain steady in the Village. Although some small residential growth can be anticipated on some vacant tracts of land in the center of the Village, new residential development will be concentrated on its eastern edge. This is largely due to the

presence of the floodplain on the western edge of the Village and the fact that the land in the center of the Village is mostly built out.

Revise the 1st paragraph under **Commercial** to read:

Commercial development continues to expand with the advent of new commercial and strip centers in the vicinity of Cottonwood Road and IL Route 159. This trend is likely to continue south on IL Route 159. Most new commercial development along this roadway would probably involve development of what is now vacant or under developed land.

Chapter III – Land Use & Development Factors **Page III-10**

Replace Map III-2 with Map III-2 **Development Factors Map** (Update - 2015) found at the end of this Amendment.

Chapter III – Land Use & Development Factors **Page III-11**

Revise the 2nd paragraph under **Industrial** to read:

It is noteworthy that although pressure from external interests may be in the offing for industrial development in the vicinity of the I-255 / I-270 interchange and other prominent interchanges within the Village's planning area, the residents of Glen Carbon have previously expressed their opposition to any expansion of this type of land use.

Remove 1st paragraph under **Zoning of Undeveloped Land** entirely.

Chapter III – Land Use & Development Factors **Page III-12**

Remove Table III-2 entirely.

Chapter III – Land Use & Development Factors
Page III-13

Remove Map III-3 **Zoning of Undeveloped Land** from report.

Chapter III – Land Use & Development Factors
Page III-14

Revise the 1st paragraph under **Other Planning Influences** to read:

The Village of Glen Carbon, in conjunction with the City of Edwardsville, and Madison County have joined together to guide and prepare the Madison County I-55 Corridor Transportation and Growth Management Plan, a document that includes portions of all three participating jurisdictions. That portion of the I-55 Plan that falls within the Village of Glen Carbon Planning Area has been incorporated into the Land Use and Transportation Plan (Official Map).

Delete the last two paragraphs on Page III-14.

Chapter III – Land Use & Development Factors
Page III-15

Remove Map III-4 from report.

Chapter IV – Transportation

Page IV-1

Revise the 3rd paragraph under **Introduction** to read:

Each component of the transportation network identified above is examined in light of the specific goals and objectives identified in Section V of this report. Where appropriate, specific recommendations are provided to coordinate and support the various plan recommendations.

Chapter IV – Transportation

Page IV-2

Replace Table IV-1 with the following Table IV-1:

Table IV-1
Comparison of Traffic Counts along Selected Roadways
2006 - 2011/2012/2013

Roadway	Road Segment	Traffic Counts		Percent Change
		2006*	2011 - 2013**	
I-270	West of IL Route 157	49,500	49,600 ^{3/}	0.2%
	IL Route 157 to IL Route 159	40,100	39,100 ^{3/}	-2.5%
	East of IL Route 159	29,400	30,300 ^{3/}	3.1%
IL Route 162	IL Route 157 to Keebler Road	8,000	8,000 ^{3/}	0.0%
	Keebler Road to Santa Anita Dr.	7,800	6,400 ^{3/}	-17.9%
	Santa Anita to IL Route 159	6,900	7,450 ^{3/}	8.0%
	East of IL Route 159 to Vadalabene Dr.	7,100	9,250 ^{3/}	30.3%
IL Route 157	Center Grove Rd. to Ginger Creek	20,100	20,700 ^{3/}	3.0%
	Ginger Creek to Meridian Rd.	19,700	19,200 ^{3/}	-2.5%
	Meridian Rd. to Country Club	16,300	16,000 ^{3/}	-1.8%
	Country Club to SIU South Access Rd.	15,200	15,400 ^{3/}	1.3%
	SIU South Access Rd. to I-270	24,500	17,400 ^{3/}	-29.0%
	I-270 to Glenwood	12,700	17,400 ^{3/}	37.0%
	Glenwood to Main St.	12,500	11,000 ^{3/}	-12.0%
	Main St. to IL Route 162	13,200	13,300 ^{3/}	0.8%
IL Route 159	South of IL Route 162	7,900	8,750 ^{3/}	10.8%
	North of Center Grove Rd. (Troy Rd.)	22,500	22,500 ^{3/}	0.0%
	Center Grove Rd. to relocated Rte. 159	18,100	23,500 ^{3/}	29.8%
	Relocated Rte. 159 to Junction Dr.	18,400	25,200 ^{3/}	37.0%
	Junction Dr. to Cottonwood Rd.	19,800	25,600 ^{3/}	29.3%
	Cottonwood Rd. to Edwards St.	20,700	26,000 ^{3/}	25.6%
	Edwards St. to I-270	20,300	26,500 ^{3/}	30.5%
	I-270 to Glen Crossing Rd.	14,700	20,700 ^{3/}	40.8%
Cottonwood Road	South of Glen Crossing Rd.	14,300	20,700 ^{3/}	44.8%
	IL Route 159 to Cottonwood Trace	11,400	15,200 ^{1/}	33.3%
Old Troy Road	Cottonwood Trace to Old Troy Rd.	8,800	8,800 ^{1/}	0.0%
	Village Dr. to Huntington	4,500	5,500 ^{1/}	22.2%
	Huntington to Mont Rd.	2,800	6,400 ^{1/}	128.6%
	Mont Rd. to Glen Crossing Rd.	2,550	3,200 ^{1/}	25.5%
	Glen Crossing Rd. to Bouse	2,900	3,050 ^{2/}	5.2%

* Source: Glen Carbon Comprehensive Plan 2008 Update

**Source: Illinois Department of Transportation

^{1/} 2011 Data

^{2/} 2012 Data

^{3/} 2013 Data

Chapter IV – Transportation

Page IV-3

Delete the entire 1st paragraph at the top of this page. (begins with "As demonstrated by Table IV-1, from.....")

Delete everything after the first sentence in the 1st paragraph under **Traffic Safety**.

Delete the 3rd paragraph under **Traffic Safety**.

Chapter IV – Transportation

Page IV-5

Revise "1." under **Bicyclists** to read:

1. **MCT Ronald J. Foster Glen Carbon Heritage**
Trail Length/Surface: 8-mile paved trail with 2 parking lots

Add the following to the end of page IV-5:

Bike Trail Connectivity

To support and expand access to the bike trail system within the Village, every effort should be made to integrate new development into the existing system. When possible, new residential subdivisions and commercial areas should be designed so that they have the possibility of connecting to the bike system.

Chapter V – Community Goals and Objectives **Page V-1**

Delete the last sentence of the 1st paragraph under **Introduction**.

Delete the 2nd and 3rd paragraph entirely under **Introduction**.

Chapter V – Community Goals and Objectives **Page V-2**

Add the following under the 4th "Objective" from the top of Page V-2 (above "**Goal: Future housing units shall....**"):

Objective: All new development shall meet the requirements of the Americans with Disabilities Act (ADA).

Chapter V – Community Goals and Objectives **Page V-3**

Add the following at the beginning of Page V-3:

Objective: Encourage commercial development next to alternative transportation to provide access to all residents.

Add the following above the last "Objective" on Page V-3:

Objective: Promote new construction that encourages walkability within Old Town.

Chapter V – Community Goals and Objectives Page V-8

Add the following at the end of Page V-8:

ISSUE: **INFRASTRUCTURE**

Goal: *The Village shall develop an ongoing program which will identify necessary upgrading and/or replacement of infrastructure (streets, sewers, drainage, etc.) that is the responsibility of the Village. This program should provide the Village with the necessary information to properly plan for and finance these infrastructures improvements.*

Objective: The "Infrastructure Plan" will identify projects that need to be undertaken within a five (5) year period.

Objective: The "Infrastructure Plan" shall identify:

- a) The type improvement needed;
- b) The specific location of the improvement;
- c) The estimated cost of the improvement; and
- d) the year the improvement is planned.

Objective: The "Infrastructure Plan" should be made a part of the Village budget process and should be updated yearly.

Chapter VI – Land Use and Major Street Plan **Page VI-1**

Revise Chapter VI title to read:

VI. Land Use and Transportation Plan

Replace the words "Major Street" with the word "Transportation" in the 1st line of the 1st paragraph under **Introduction**.

Replace the words "Major Street" with the word "Transportation" in the 5th line of the 1st paragraph under **Introduction**.

Revise the 1st two sentences in the 2nd paragraph under **Land Use Plan** to read as follows:

This Land Use and Transportation Plan also incorporates the Madison County I-55 Corridor: Transportation and Growth Management Plan. It is a Plan that was developed cooperatively by the Village of Glen Carbon, the City of Edwardsville and Madison County. All three

Delete the word "rapid" from the 1st sentence in the 3rd paragraph under **Land Use Plan**.

Delete the last word ("The") of this page.

Chapter VI – Land Use and Major Street Plan **Page VI-2**

Delete the 1st paragraph on this page entirely.

Replace the words "Major Street" with the word "Transportation" in the 1st line of the 2nd paragraph on this page. (*paragraph starts "For the sake of clarity,"*)

Delete the last 2 sentences in the 2nd paragraph on this page. (*paragraph starts "For the sake of clarity,"*)

**Chapter VI – Land Use and Major Street Plan
Page VI-3**

Replace Map VI-1 Land Use & Major Street Plan with the attached map entitled VI-1 Land Use & Transportation Plan.

**Chapter VI – Land Use and Major Street Plan
Page VI-4**

Add the following above "**Goal:** *Future housing and mixed-use projects.....:*"

Objective: All new development shall meet the requirements of the Americans with Disabilities Act (ADA).

**Chapter VI – Land Use and Major Street Plan
Page VI-5**

Revise the 1st heading to read:

Medium-Density Residential Areas (Orange)

Revise the 3rd heading to read:

Mixed-Use Areas (Tan & Brown Diagonal Lines)

**Chapter VI – Land Use and Major Street Plan
Page VI-6**

Add the following above "**Commercial / Office Areas (Red)**

Objective: Encourage commercial development next to alternative transportation to provide access to all residents.

**Chapter VI – Land Use and Major Street Plan
Page VI-8**

Delete the last 2 sentences in the 1st paragraph on Page VI-8.

**Chapter VI – Land Use and Major Street Plan
Page VI-9**

Replace the words "Major Street" with the word "Transportation" in the 2nd line of the 1st paragraph under Sub-heading "**Parks and Open Space**".

**Chapter VI – Land Use and Major Street Plan
Page VI-10**

Replace the words "Major Street" with the word "Transportation" in the 1st line of the 1st paragraph under the Heading "**Agricultural Areas (Pale Green)**".

Delete the last sentence from the paragraph under Heading "**Agricultural Areas (Pale Green)**".

Chapter VI – Land Use and Major Street Plan Page VI-11

Add the following below the 4th "Objective" on this page:

Objective: Promote new construction that encourages walkability within Old Town.

Replace the word "**Pink**" with the word "**Orange**" in the heading that begins **Town Center / Main Street....**

Revise the 2nd sentence in the 1st paragraph under **Town Center / Main Street Mixed-Use (Red/Pink Diagonal Lines)** to read as follows:

They are Town Center Area located at the intersection of two arterials - the proposed extension of Mick Road and Ridgeview Road.

Chapter VI – Land Use and Major Street Plan Page VI-12

Revise the 1st sentence in the 1st paragraph under **Neighborhood Center Mixed-Use Areas (Brown/Tan Diagonal Lines)** to read as follows:

The land use category is one which proposes planned walkable developments that provide a variety of high density housing types which are supported by neighborhood commercial businesses.

Replace the heading "**Major Street Plan**" with the heading "**Transportation Plan**".

















Chapter VI – Land Use and Major Street Plan
Page VI-13

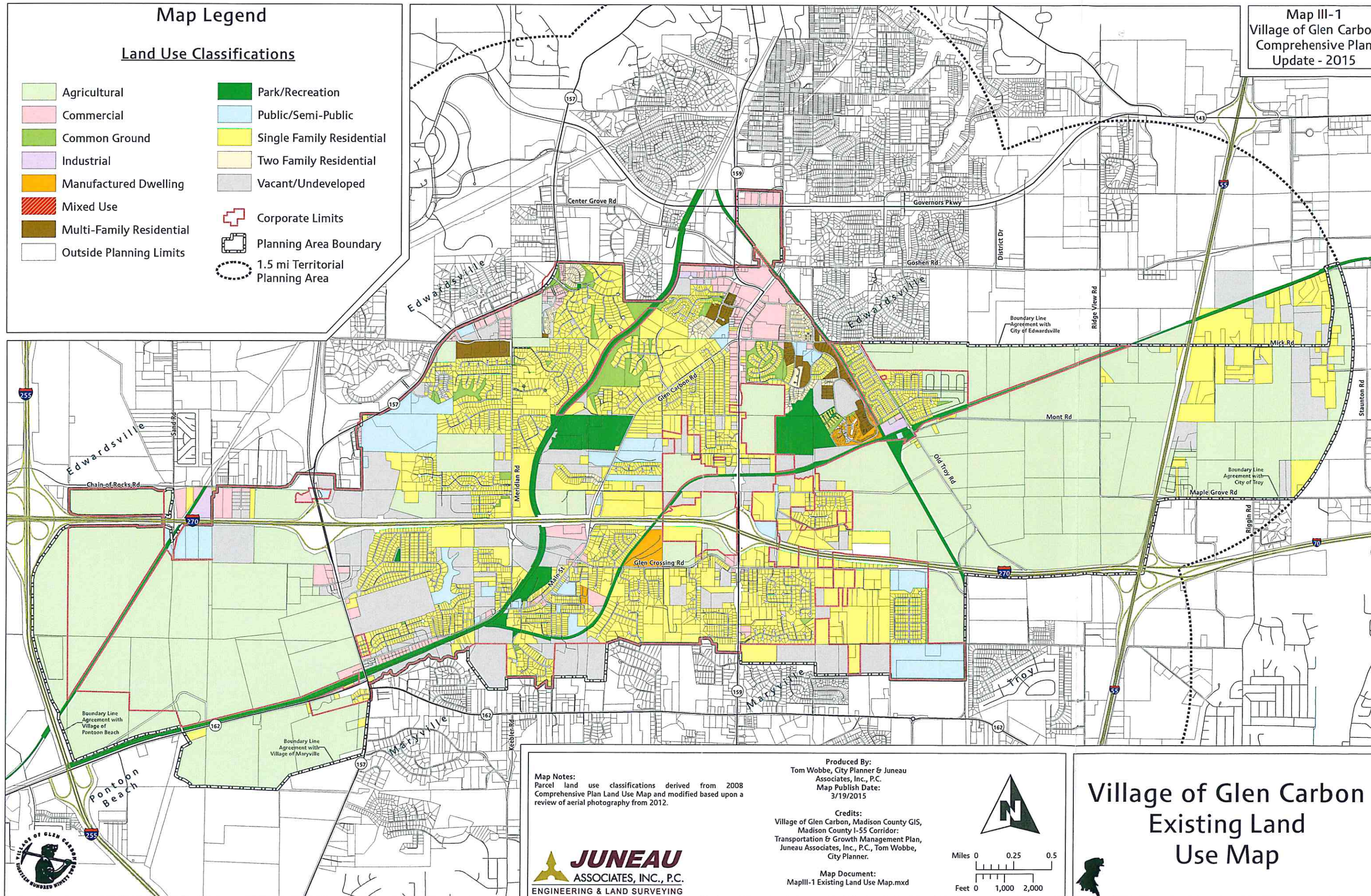
Delete the 2nd to last paragraph on this page. (*paragraph starts "In addition to the arterial and collector"*)

Replace the word "proposed" with the word "proposes" in the 1st line of the last paragraph on this page.

Map Legend

Land Use Classifications

- | | |
|--|--|
|  Agricultural |  Park/Recreation |
|  Commercial |  Public/Semi-Public |
|  Common Ground |  Single Family Residential |
|  Industrial |  Two Family Residential |
|  Manufactured Dwelling |  Vacant/Undeveloped |
|  Mixed Use |  Corporate Limits |
|  Multi-Family Residential |  Planning Area Boundary |
|  Outside Planning Limits |  1.5 mi Territorial Planning Area |



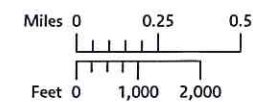
Map Notes:
Parcel land use classifications derived from 2008
Comprehensive Plan Land Use Map and modified based upon a
review of aerial photography from 2012.



Produced By:
Tom Wobbe, City Planner & Juneau
Associates, Inc., P.C.
Map Publish Date:
3/19/2015

Credits:
Village of Glen Carbon, Madison County GIS,
Madison County I-55 Corridor:
Transportation & Growth Management Plan,
Juneau Associates, Inc., P.C., Tom Wobbe,
City Planner.

Map Document:
MapIII-1 Existing Land Use Map.mxd






















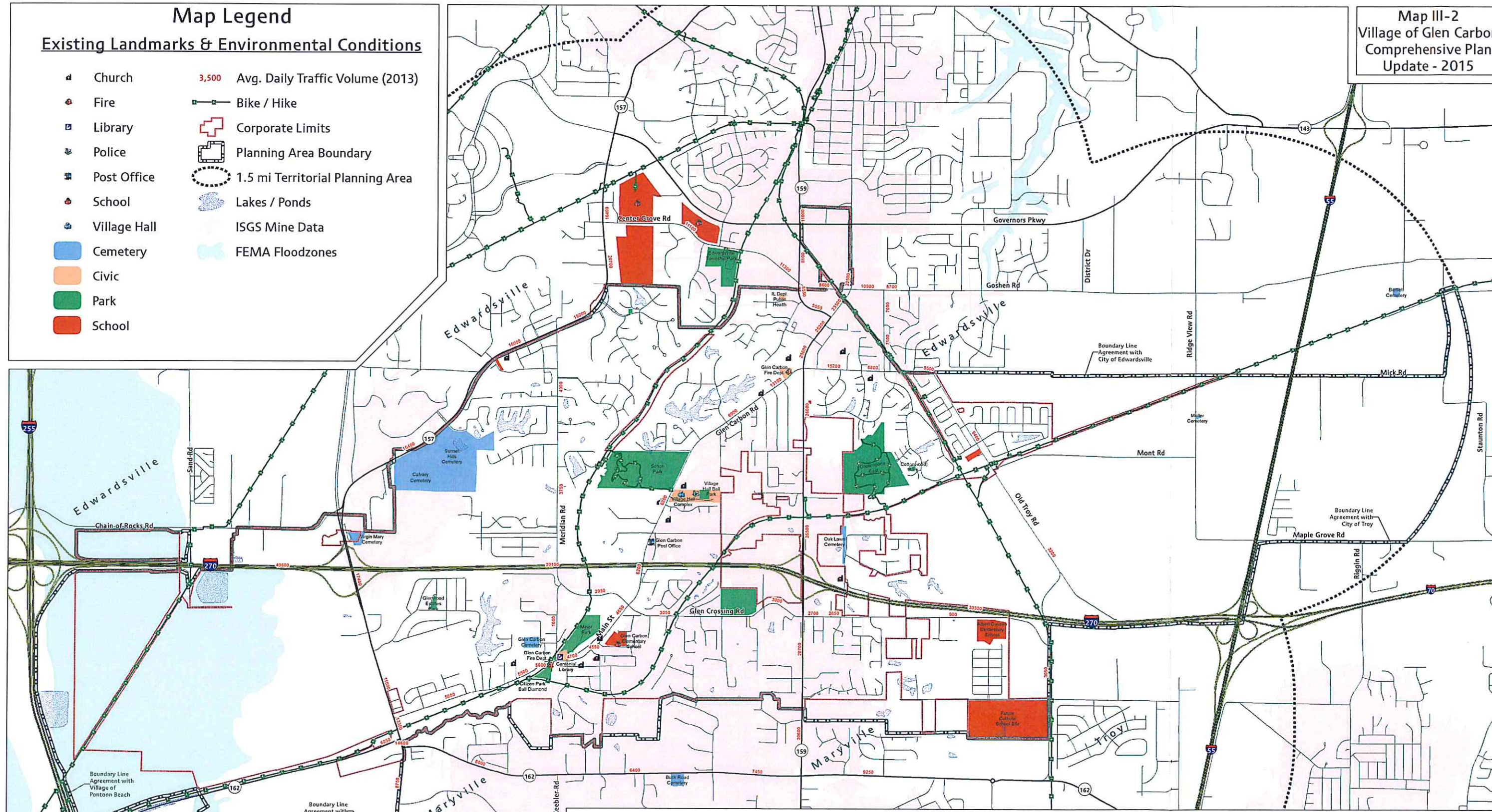
Village of Glen Carbon Existing Land Use Map



Map Legend

Existing Landmarks & Environmental Conditions

-  Church
-  Fire
-  Library
-  Police
-  Post Office
-  School
-  Village Hall
-  Cemetery
-  Civic
-  Park
-  School
-  3,500 Avg. Daily Traffic Volume (2013)
-  Bike / Hike
-  Corporate Limits
-  Planning Area Boundary
-  1.5 mi Territorial Planning Area
-  Lakes / Ponds
-  ISGS Mine Data
-  FEMA Floodzones



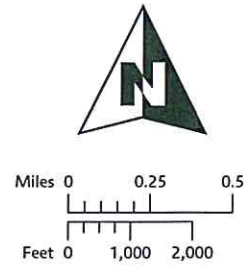
Map Credits:
Village of Glen Carbon, Madison County GIS, Madison County I-55 Corridor: Transportation & Growth Management Plan, Illinois Department of Transportation (IDOT), Illinois State Geological Survey (ISGS), Federal Emergency Management Agency (FEMA), Juneau Associates, Inc., P.C., Tom Wobbe.



Produced By:
Tom Wobbe, City Planner & Juneau Associates, Inc., P.C.
Map Publish Date:
3/19/2015

Credits:
Village of Glen Carbon, Madison County GIS, Madison County I-55 Corridor: Transportation & Growth Management Plan, Juneau Associates, Inc., P.C., Tom Wobbe, City Planner.

Map Document:
MapIII-2 Development Factors Map.mxd



Village of Glen Carbon Development Factors Map











Map Legend




Comprehensive Plan Land Use Boundaries

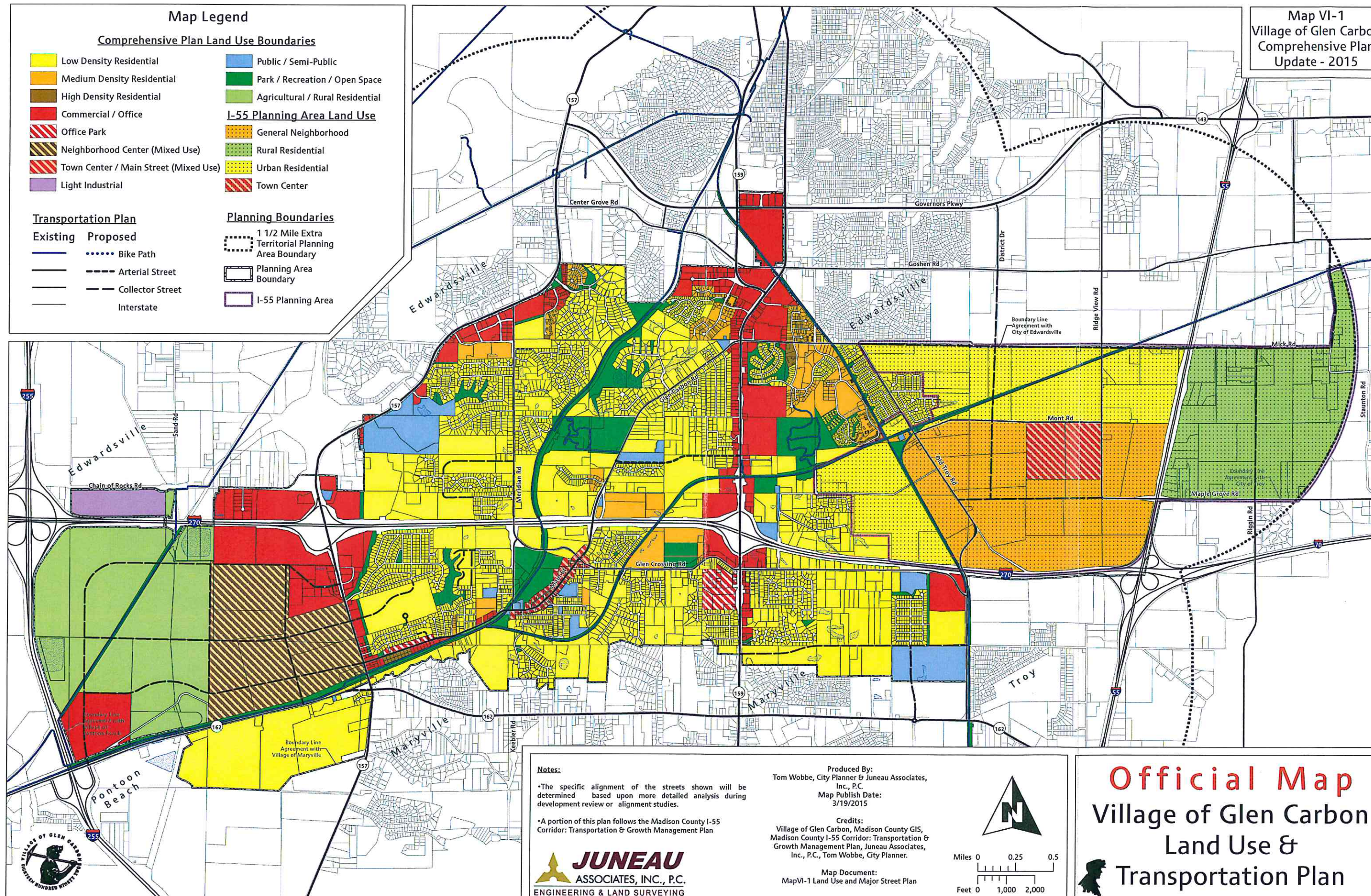
- | | |
|---|--|
|  Low Density Residential |  Public / Semi-Public |
|  Medium Density Residential |  Park / Recreation / Open Space |
|  High Density Residential |  Agricultural / Rural Residential |
|  Commercial / Office | I-55 Planning Area Land Use |
|  Office Park |  General Neighborhood |
|  Neighborhood Center (Mixed Use) |  Rural Residential |
|  Town Center / Main Street (Mixed Use) |  Urban Residential |
|  Light Industrial |  Town Center |

Transportation Plan

- | Existing | Proposed |
|--|--|
|  Bike Path |  Bike Path |
|  Arterial Street |  Arterial Street |
|  Collector Street |  Collector Street |
|  Interstate |  Interstate |

Planning Boundaries

-  1 1/2 Mile Extra Territorial Planning Area Boundary
-  Planning Area Boundary
-  I-55 Planning Area



Notes:

•The specific alignment of the streets shown will be determined based upon more detailed analysis during development review or alignment studies.

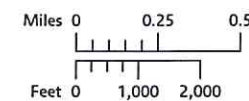
•A portion of this plan follows the Madison County I-55 Corridor: Transportation & Growth Management Plan



Produced By:
Tom Wobbe, City Planner & Juneau Associates,
Inc., P.C.
Map Publish Date:
3/19/2015

Credits:
Village of Glen Carbon, Madison County GIS,
Madison County I-55 Corridor: Transportation &
Growth Management Plan, Juneau Associates,
Inc., P.C., Tom Wobbe, City Planner.

Map Document:
MapVI-1 Land Use and Major Street Plan



Official Map
Village of Glen Carbon
Land Use &
Transportation Plan





INTRODUCTION

The Land Use and Transportation Plan Map (see reverse side of this document) is intended to be a guide for the orderly growth and development of the Village of Glen Carbon. The plan is a "policy" document that recommends the future physical make-up of the Village. It graphically shows how land use, existing and proposed major streets, parks and open space, etc., are integrated into a unified scheme. It is a tool that the Planning and Zoning Commission and the Village Board can use when renewing specific land developments or deciding on major village improvements.

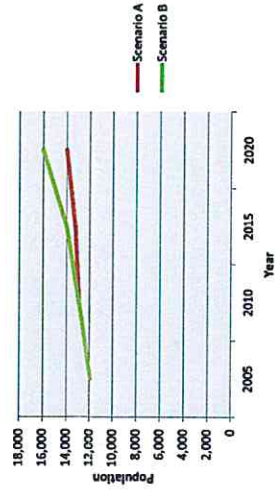
GEOGRAPHIC LOCATION

The Village of Glen Carbon is located approximately 20 miles northeast of downtown St. Louis, Missouri in Madison County, Illinois. The Village is bisected in an east-west direction by Interstate Highway 270 and is near the I-270 interchanges with I-255 / Illinois Route 255 on the west and I-55/I-70 on the east. The map below illustrates the Village's place within the Metro-East Region.

POPULATION

Glen Carbon's population has shown rapid growth over the past 40 years, increasing from a 1970 census population of 1,897 to 12,934 in 2010. This increase was one of the highest in the St. Louis Metro-East area. The Village has attracted a larger number of young families who have contributed to making the Village one of the better educated and highest income areas in the Metro-East area.

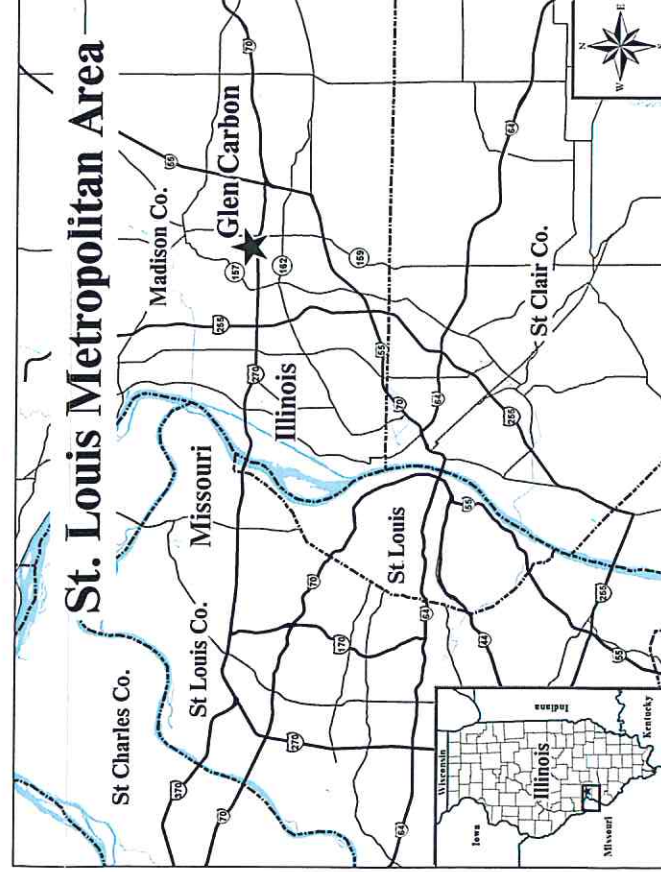
The table below summarizes the historical and projected population projections to the year 2020 for the Village. Scenario A depicts population increases to the year 2020 based upon the present rate of population increase. Scenario B is based upon increased housing construction beyond the present rate.



COMMUNITY GOALS AND OBJECTIVES

The Land Use and Transportation Plan has been formulated to ensure the future and harmonious development of the Village. It is intended to be an expression of the Village's interest, values, and aspirations. The adopted Village goals and objectives are the result of broad community involvement initiated by the Planning and Zoning Commission. The goals and objectives cover a number of development areas and include but are not limited to the following:

- General Land Use
- Residential Development
- Industry
- Annexation
- Transportation
- Infrastructure
- Commercial Development
- Old Town
- Natural Resources
- Historic Preservation
- Parks and Recreation



LAND USE AND TRANSPORTATION PLAN MAP

The Land Use and Transportation Plan for the Village of Glen Carbon establishes a land use pattern that fosters development of undeveloped and/or undeveloped land in a manner that is sensitive to the functional relationships which exist among various types of development. The proposed transportation improvements are intended to support the land use or development patterns. In general, this Plan has been influenced by existing land use patterns, current zoning classifications, the availability and capacity of supporting infrastructure, the presence and availability of community amenities, and site accessibility via the existing street and highway network. And, finally, it should be noted that the plans of surrounding communities were considered where those jurisdictions abut the boundaries of Glen Carbon.

LAND USE

One of the most important elements of municipal planning involves guiding land use. The land use portion of the Land Use and Transportation Plan identifies several land use issues that were included in the plan recommendations. They include:

- Incorporating the I-55 Corridor Plan into the Glen Carbon Land Use and Transportation Plan. The Village, along with the City of Edwardsville and Madison County, has adopted this coordinated planning effort for the eastern portion of the Glen Carbon planning area.
- Reaffirming that growth of single-family land uses are anticipated to remain steady as agricultural and vacant land continues to be developed with new residential housing. The majority of this development will be concentrated in the eastern portion of the Village.
- Anticipating that the area west of Illinois Route 157, because of its proximity to the interstate and local state highway systems, will be developed as a mixed-use development. Planned Development with mixes of retail, commercial, office, services, restaurants and higher density residential are likely to occur in this area.

IMPLEMENTATION

The Village of Glen Carbon should place a high priority on the following recommendations in order to implement the Land Use and Transportation Plan:

- A) Official Map
The Village should adopt the Land Use and Transportation Plan Map as their "Official Map" and utilize it to determine compliance of all new development and subdivision activity. Particular attention should be paid to the proper alignment of proposed streets and the continuation of existing streets.
- B) Development Regulations
The existing development regulations (zoning, subdivision regulations, sign control, etc.) should continue to be reviewed to ensure that the Village has the most up-to-date standards.
- C) Utilities and Infrastructure
The Village should develop an ongoing capital improvements program to constantly upgrade sewers, streets, curbs and gutters, sidewalks and other municipal assets.

ACKNOWLEDGEMENTS

MAYOR
Robert Jackstadt

VILLAGE BOARD OF TRUSTEES:
Rose Breckenridge Jorja Dickemann
David Smith Brooke Harmony
Mary Ann Smith Mary Beth Williams

VILLAGE CLERK
Peggy M. Goudy

VILLAGE ADMINISTRATOR
James F. Bowden

BUILDING AND ZONING ADMINISTRATOR
J. David Coody

PLANNING AND ZONING COMMISSION:
Victor Smith, Chairman Bill Davison
Ron Zambaldi Merry Rhoades
Bev McCormick Will Shashack
Kyle Kennett Karen Hart
Shed Foster

VILLAGE ATTORNEY - Terry I. Bruckert
PLANNING CONSULTANT
Tom Wobbe & Juneau Associates, Inc., P.C.