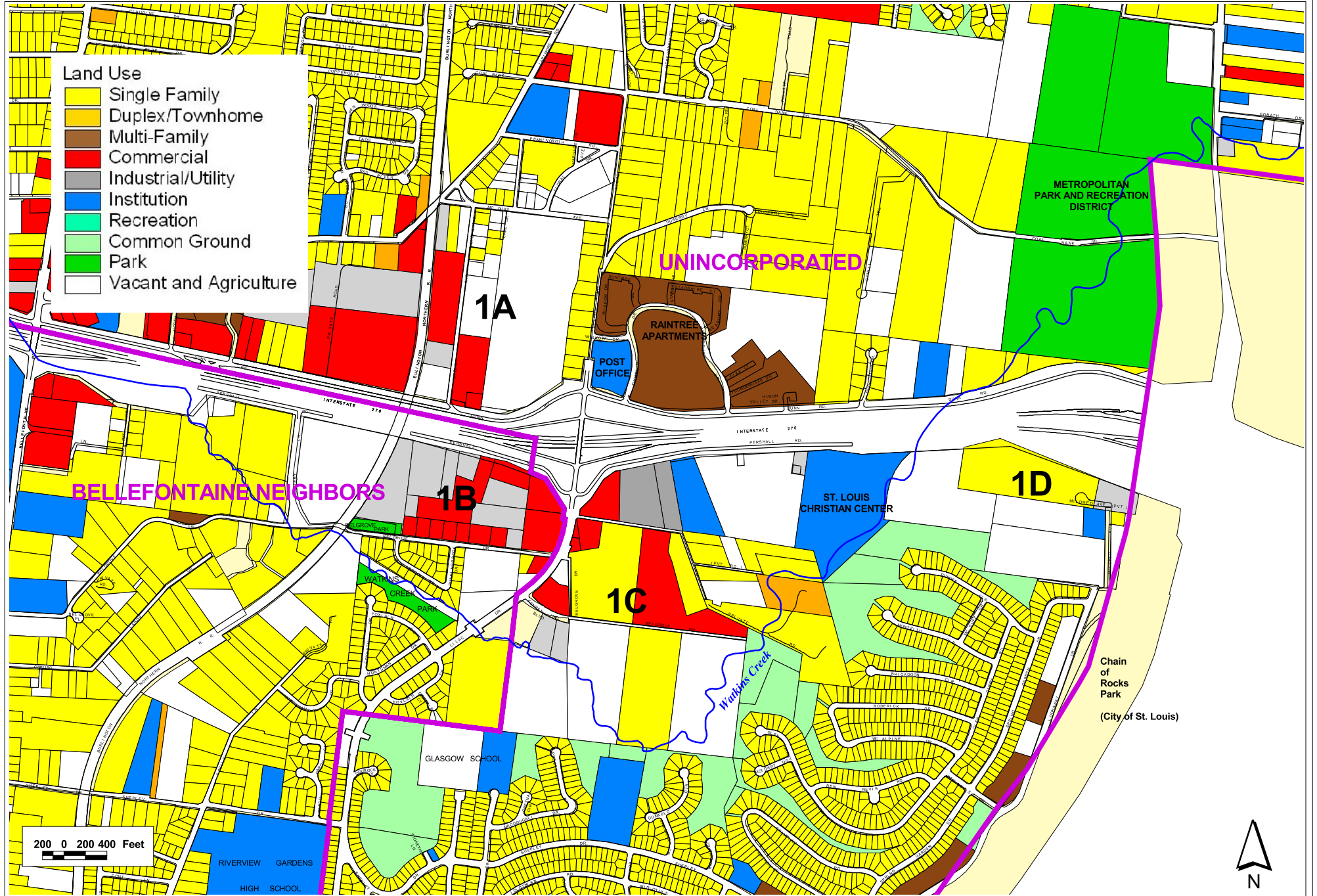


Subarea 1 : I-270 / Lilac Avenue



SUBAREA 1: I-270 / LILAC AVENUE

Subarea 1 is located at the eastern terminus of the study area encompassing the I-270 corridor from the Mississippi River westward, just past Lilac Avenue. The Lilac Avenue/I-270 interchange is unique in this area as it is the only non-signalized interchange of I-270. Further, the south outer road, known as Pershall Road, is not fully continuous in its length. It abruptly ends in both an easterly and westerly direction from Lilac Avenue. The entire southwest quadrant of Lilac Avenue and I-270 is within the city limits of Bellefontaine Neighbors and the remaining portion of the subarea is in unincorporated St. Louis County.

Subarea 1 is further divided into four focus areas, which are the subject of redevelopment and/or land use strategies for the future.

Area 1A Northwest Quadrant of I-270 / Lilac Avenue

Characteristics and Physical Features

Area 1A is located in the northwest quadrant of Lilac Avenue and I-270. Dunn Road, the north outer road for I-270, provides access to these properties. The Burlington Northern Santa Fe railroad tracks bisect subarea 1 in a north/south orientation. The predominant zoning pattern in this quadrant is M-1 Industrial District. The M-1 District is a light industrial district allowing a variety of office/warehouse uses and light manufacturing. Of note in this quadrant are large vacant tracts (30+ acres) and the former International Paper complex.

Vision

This quadrant has many characteristics that are attractive for a light industrial/business park including good visibility, proximity to a railroad, highway access and available land. However, the vacant 30-acre tract has impediments to development. The severe grade and creek orientation are site constraints. The zoning is in place to allow for the development of an industrial/business park subdivision.

Recommendations

1. Future developments shall contribute to the enhancement and signalization of the Lilac Avenue/I-270 interchange.
2. Promote architectural quality and continuity in design for this prominent, visible segment of I-270.
3. Find economically productive uses for the vacant sites and for underutilized industrial sites.
4. Economic incentives should be used to promote redevelopment of sites with projects that have the best potential to generate new jobs and provide needed services to the area (e.g., Chapter 99 or Chapter 353 tax abatement, TIF, Transportation Development District).

5. Encourage development that is best suited to the community and compatible with surrounding land uses.

Area 1B Southwest Quadrant of I-270 / Lilac Avenue

Characteristics and Physical Features

Area 1B is located in the southwest quadrant of I-270 and Lilac Avenue entirely within Bellefontaine Neighbors. Commercial and industrial development are oriented to properties north of Belgrove Drive and west to the Burlington Northern Santa Fe railroad tracks and include a Quiktrip with truck scales, a Val-Tec Hydraulics company and various other businesses. Pershall Road is the south outer road of I-270 along this subarea and it extends only to the railroad right-of-way. South of Belgrove Drive are a vacant gas station, several vacant tracts of land and single-family subdivisions. A large 12-acre vacant tract is located west of the Burlington Northern Santa Fe railroad tracks, along I-270.

Vision

The Comprehensive Plan for the City of Bellefontaine Neighbors has identified goals and objectives for future development and/or redevelopment. New development should improve the community image, provide a local source for employment and business opportunities and facilitate residents' access to goods and services. Land use changes were also recommended. The two notable vacant sites in area 1B, the 12-acre tract immediately west of the Burlington North Santa Fe railroad line was delineated for industrial use and the 7-acre tract south of Belgrove Drive and west of Lilac was designated for future residential development.

Recommendations

1. Conform to the requirements in the Comprehensive Plan adopted by the City of Bellefontaine Neighbors.
2. Future development shall contribute to the enhancement and signalization of the Lilac Avenue/I-270 interchange.
3. Development/redevelopment should be coordinated to ensure continuity in design, circulation, signage, and aesthetics to improve the community image.
4. Encourage development that is best suited to the community and compatible with surrounding land uses.

Area 1C Southeast Quadrant of I-270 / Lilac Avenue

Characteristics and Physical Features

Area 1C is located in the southeast quadrant of Lilac Avenue and I-270. Pershall Road, the south outer road for I-270, provides access to properties with highway frontage.

Pershall Road extends eastward from Lilac Avenue and ends abruptly at the St.Louis Christian Center site. The majority of these tracts of land were zoned M-1 Industrial District in 1965 due to their interstate highway orientation. The land use pattern from Lilac Avenue eastward includes a large Phillips 66 service station, zoned C-4 Highway Service Commercial District, two manufacturing/warehouse uses and a mini-warehouse development, all zoned M-1 Industrial District.

A large 16-acre tract zoned C-8 Planned Commercial District is further east. Two advertising signs are situated on the parcel while the remaining portion is vacant. Although this C-8 district zoning from 1988 authorized numerous uses including an auto dealership, vehicle service center, 175-room hotel, fast food restaurant and office building or 72-room executive/residence inn, no development other than the two advertising signs has occurred to date. Further south along Lilac Avenue is Fry Lane, a narrow gravel road with an east/west orientation that provides access to several large single family lots. A Hardee's fast food restaurant is located at Fry Lane and Lilac Avenue, which is zoned C-8 Planned Commercial District. Further south along Lilac Avenue is Kenran Industrial Boulevard, a partially improved roadway serving several businesses including the Pipefitters training facility, zoned C-8 Planned Commercial District, and truck storage for a transportation company. The remaining large parcels are zoned M-1 and FPM-1 Industrial District north of Watkins Creek and NU Non-Urban or R-2 Residence District south of the creek. Most of this property (approximately 60+ acres) is vacant.

Of particular relevance in this area are a series of zoning petitions that were filed in 2001. The overall concept plan encompassed about 70 acres situated south and west of Fry Lane; east of Lilac Avenue and north of Watkins Creek, most of which was, and is, zoned M-1 Industrial District. However, only about 15 acres of the total were the subject of a Conditional Use Permit (CUP) or rezoning request. Specifically, a 10-acre portion oriented toward Lilac Avenue south of Fry Lane was proposed for a CUP in the M-1 Industrial District for a truck stop including a gas station and convenience store, truck station with scales, and a vehicle service station. Smaller abutting parcels were proposed for a truck wash, car wash, and fast food restaurant. The bulk of the remaining 70 acres was to be developed with M-1 Industrial District permitted uses that include offices, warehouses and light manufacturing. The Planning Commission supported the requests after careful scrutiny of the issues. The industrially-zoned site had good proximity to the Lilac Avenue/I-270 interchange, and the use was strategically distant from residential uses. Strong community objection to the proposal existed and the project was denied by the County Council. Concern for the future development of the large vacant industrially zoned land contributed to the impetus for this study.

Vision

This area has excellent accessibility to an interstate highway, visibility on both Lilac Avenue and Pershall Road respectively and the availability of a large amount of vacant land. The zoning for commercial development is in place in both areas. The M-1 Industrial District zoning along Lilac Avenue would allow a light industrial type of office/business park. Sensitivity to Watkins Creek should be strongly emphasized. The commercial tract oriented to I-270 should take advantage of its prominent location to enhance the entry into St.Louis County along this North County corridor with quality architecture and beneficial uses.

Recommendation

1. New development shall be required to contribute to the enhancement and signalization of the Lilac Avenue/I-270 interchange.
2. Encourage MoDOT to complete outer road connections for a continuous flow of traffic circulation.
3. Promote open space links along Watkins Creek as a design feature and amenity for possible future connection to other areas. New developments should employ open space design techniques to reduce the amount of impervious surface and improve the performance of storm water treatment practices.
4. Promote architectural quality and continuity in design along the prominent I-270 frontage.
5. Assemble tracts of land currently zoned M-1 Industrial District into a unified parcel that allows for an efficient internal circulation plan, coordinated signage, landscaping and architectural continuity for business or residential use.

Area 1 D South Side of I-270 / St. Louis County Border

Characteristics and Physical Features

Area 1D is located on the south side of I-270 at the St. Louis County/City of St. Louis line. Eight parcels of land comprise this area. They are accessed primarily from Mildred Drive, an extension of Lookaway Drive. No direct access to I-270 is available. Multiple family residences are located along Lookaway Drive in the City of St. Louis, with the old Chain of Rocks Park further east. The westernmost 12.7-acre tract is zoned NU Non Urban District. The St. Louis Christian Center Church requested the rezoning petition for tax reasons and to have both church owned parcels under the same zoning classification. Tributaries of Watkins Creek traverse the site, and it is heavily wooded. There are two houses and a 100-foot telecommunications tower on the remaining parcels. The tower was authorized via a Conditional Use Permit (CUP) in the R-2 Residence District.

Overall, this area is significantly higher than I-270 and offers a prominent view of the Riverview Drive/I-270 interchange and Mississippi River to the east. Conversely, as one travels westward from Illinois into St. Louis County, this area is one of the first vistas seen. The lack of direct access or an outer road connection to I-270 is a significant constraint.

Vision

This area offers an outstanding view and is a major entry point to North County. The area should be considered for development as a dramatic gateway into Missouri. Recreational, tourism and other related uses; park and trail linkages; and preservation of

scenic natural vistas should be recommended to enhance the dramatic effect. Access to the interstate highway is crucial.

Recommendations

1. Promote the theme of tourism at this prominent entryway into St.Louis County.
2. Provide links to the Confluence Greenway system and other recreational themed areas. Study potential trail development for green space owned by St. Louis County Parks, Metropolitan Park and Recreation District and Glasgow Village Trustees.
3. Assemble tracts of land into larger parcels to promote unified development projects with quality architectural design.
4. Emphasize the scenic/landscape beauty of this area.
5. Encourage MoDOT to complete outer road improvements for a continuous flow of traffic circulation.
6. Provide access to the Riverview Drive/I-270 interchange.
7. Retain viewshed in its current natural state.