

Chapter 5: Future Land Use Plan

Future Land Use Plan
Land Use Category Descriptions



Land Use Categories

OVERVIEW

The future land use map is an essential part of implementing the Comprehensive Plan. This chapter illustrates the pattern and character of the future development of Lake Saint Louis. The land use plan is to serve as a guide to future development decisions in the City. Each land use category sets out a range of place characteristics that can be achieved through the City's development policies including the zoning code and subdivision regulations.

The future land use map identifies generally what kind of land use patterns should be present throughout the City and where they should be located. The map shows what land uses are appropriate in the future, not necessarily what land uses are in place currently. Often in established areas of the City, the current land use is the appropriate future land use as well.

The relationship between the land use plan and the zoning map is often misunderstood. A land use plan is a guide for the future use of the land while a zoning ordinance regulates the use of the land in the present.

There are several strategies for implementing the land use plan. One strategy is to update the zoning ordinance to better align with the recommendations of the land use plan. A second strategy is to use the land use plan as a guide when requests for rezoning take place.

In future updates of the zoning ordinance or in reviewing requests for rezoning, the planning commission should evaluate the context of the land use plan when it was adopted and approved. If conditions have changed since adoption that may warrant a land use different from that shown in the land use plan, consideration should be given to revising the land use plan. If conditions have not changed, strong preference should be given to the recommendations made in the land use plan.

CATEGORIES

Below are the future land use categories. Each category is explained in more detail on the following pages:

- Regional Commercial
- Corridor Commercial
- Neighborhood Commercial

- Meadows District
- Uptown District
- Business / Office Park

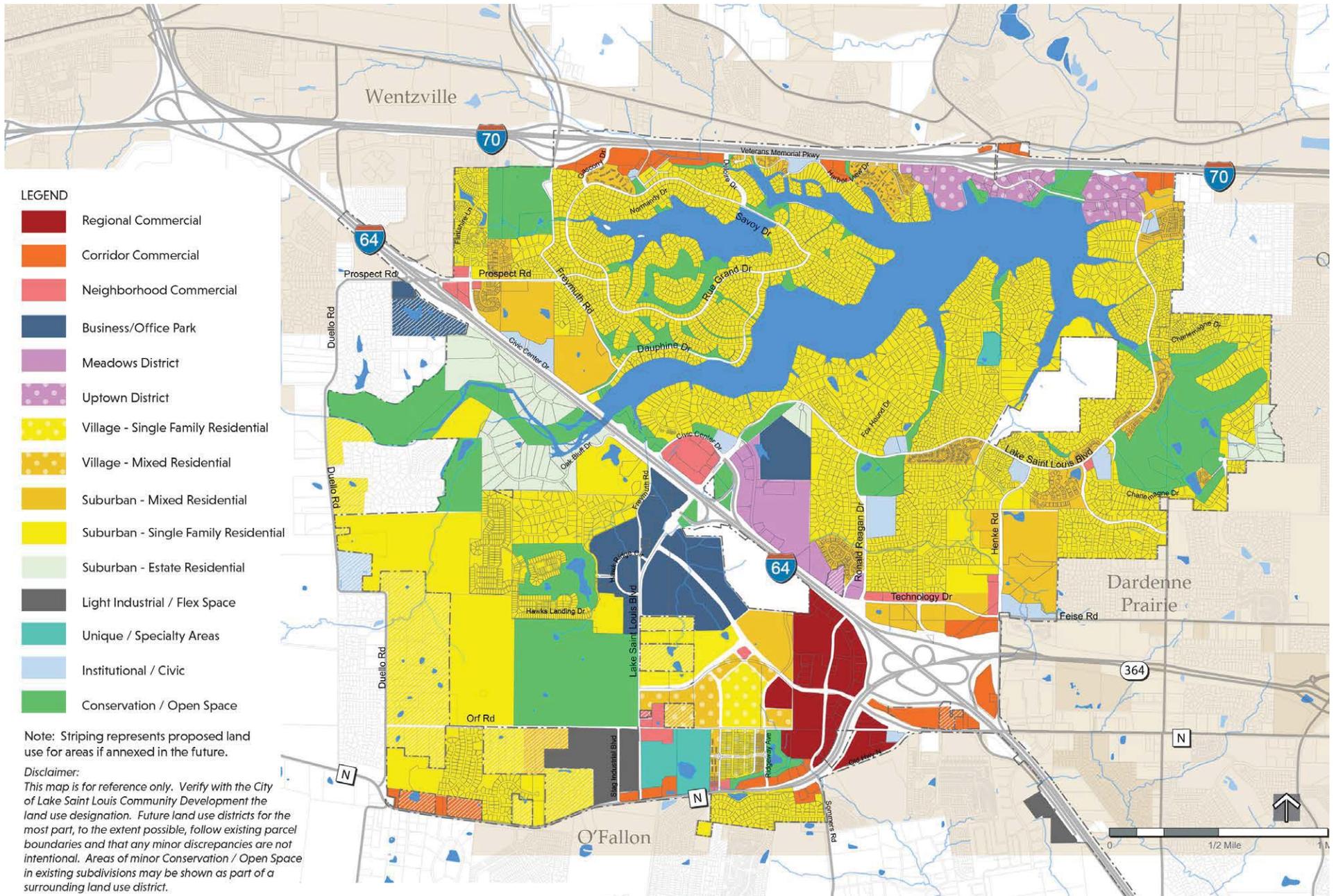
- Village - Single Family Residential
- Village - Mixed Residential
- Suburban - Single Family Residential
- Suburban - Mixed Residential
- Suburban - Estate Residential

- Light Industrial / Flex Space

- Unique / Specialty Areas

- Institutional / Civic

- Conservation / Open Space



Map: Future Land Use Plan

Areas of Additional Discussion

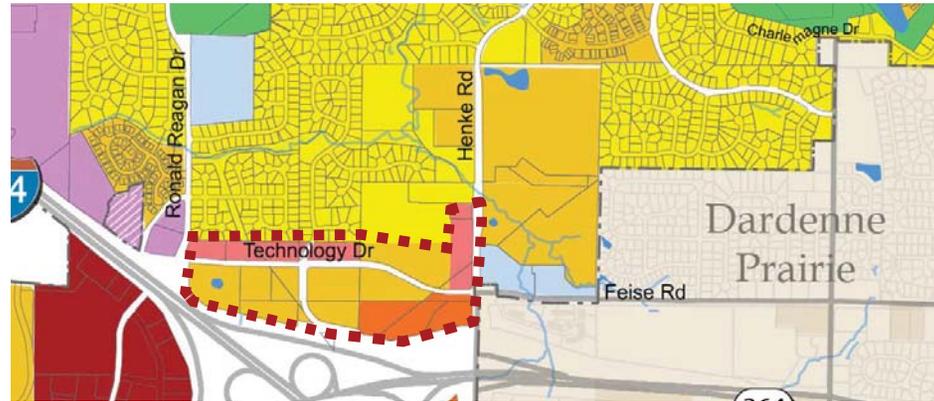
OVERVIEW

This section provides secondary land use recommendations for certain areas of the City.

Multiple factors go into determining the future land use plan. Factors include future growth analysis, economic development, existing land use, adjacent land uses, plan principles, and community input.

The areas shown with secondary land uses are areas where the plan recommends greater flexibility, because of varying adjacent land uses, while still providing guidance for the future land use.

TECHNOLOGY DRIVE AND HENKE ROAD



The future land use plan recommends Suburban - Mixed Residential, Neighborhood Commercial and Corridor Commercial along Technology Drive and the intersection of Henke Road. These recommendations should be considered the primary land uses.

While strong preference for the primary land use shall be given, secondary land uses may also be appropriate for this area. Secondary land uses shall include Neighborhood Commercial and Mixed-Residential in different locations along Technology Drive than shown on the primary land use plan. Corridor Commercial may be a secondary land use for parcels not adjacent to Technology Drive.

HAWK RIDGE TRAIL



The future land use plan recommends Village - Mixed Residential, Village - Single Family Residential, and Neighborhood Commercial between Hawk Ridge Trail and Orf Road. These recommendations should be considered the primary land uses.

While strong preference for the primary land use shall be given, secondary land uses may also be appropriate for this area. Secondary land uses shall include the same land uses (Village - Mixed Residential, Village - Single Family Residential, and Neighborhood Commercial) as the future land use plan, but the configuration may vary as shown on the future land use plan.

LAKE SAINT LOUIS FIRE DISTRICT PARCELS



The Lake Saint Louis Fire Protection District is expected to relocate from their current facilities along Lake Saint Louis Boulevard and Ellerman Road to a new facility in the Uptown District.

Secondary land uses are appropriate for the two existing Fire Protection District sites.

For the Lake Saint Louis Boulevard site, secondary land uses shall include Suburban - Single Family Residential.



For the Ellerman Road site, secondary land uses shall include Suburban - Mixed Residential and Suburban - Single Family Residential.

Annexation and Boundary Discussion

AREAS OF POTENTIAL ANNEXATION

This plan does not recommend a specific timeframe for annexation, nor does this plan recommend specific parcels for annexation. However, the future land use plan does show recommended land use for areas that are logical areas of annexation if the City pursues annexation of these areas in the future.

Areas for potential annexation include areas along Duello Road, Highway N, Lake Saint Louis Blvd, Technology Drive and Prospect Road.

UNINCORPORATED AREAS

There are two large existing subdivisions that are unincorporated within the boundaries of the City. These “doughnuts” of unincorporated areas includes the streets of Viewpoint Lane, Oakridge Lane, and Oakborough Drive west of I-64 and Bridlewood Drive, Trailside Drive, Woodview Drive, and Lakeview Drive north of Lake Saint Louis Blvd.

This plan recommends that the above areas remain unincorporated. If in the future, the subdivision west of I-64 is redeveloped and is annexed into the City, the goals as outlined in Chapter 6 should be applied for this area.

FUTURE BOUNDARY

Lake Saint Louis has limited opportunities for expansion to the north, east, and south. The cities of O’Fallon, Wentzville, and Dardenne Prairie are adjacent to the City.

There are opportunities to the west and southwest for the City to expand. Duello Road and Highway N make for a logical future boundary for the City.

Descriptions of Land Use Categories

CATEGORIES

Below are the future land use categories. Each category is explained in more detail on the following pages:

- Regional Commercial
- Corridor Commercial
- Neighborhood Commercial

- Meadows District
- Uptown District
- Business / Office Park

- Village - Single Family Residential
- Village - Mixed Residential
- Suburban - Single Family Residential
- Suburban - Mixed Residential
- Suburban - Estate Residential

- Light Industrial / Flex Space

- Unique / Specialty Areas

- Institutional / Civic

- Conservation / Open Space

OVERVIEW OF LAND USE CATEGORY DESCRIPTIONS

Each land use category has a overview page describing key design expectations, details of site development, and precedent images.

Each land use category sets out a range of place characteristics that can be achieved through the City’s development policies including the zoning code and subdivision regulations.

Suburban - Mixed Residential

Suburban - Mixed Residential are locations that are intended to provide a variety of housing choices and price points at a moderate to moderately-high density. Suburban - Mixed Residential are walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts. Garages and parking are encouraged to be at the rear of the lot. Housing choices include single family, duplexes, apartments, and condominiums. Neighborhood park space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



Design Expectations	
■	Walkable development with sidewalks and tree lawns.
■	When cul-de-sacs or "dead ends" are utilized, subdivisions should provide for pedestrian and bicycle connections to city-wide networks.
■	Developments should use a high aesthetic design style that enhance the City's character using quality materials and distinct building styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
Details	
Building Placement	■ Moderate front setbacks, 30' - 35' front setbacks.
Building Height	■ 3 stories or 40' feet
Density	■ Moderate to moderately-high intensity, 6 - 12 units/acre.
Parking	■ Off-street.
Landscape	■ Emphasis on street trees.
Other	■

Overview and key design expectations

Details of site development

Precedent images

Regional Commercial

Regional Commercial are locations intended to provide retail and commercial businesses that serve a wide geographic area with a customer and employee base that extends beyond the City limits. While single uses may be applicable, typical Regional Commercial will primary have multiple businesses including retail, restaurants grocery, and office. National retailers and brands are a key feature. Regional Commercial include major employment and revenue generators that are valuable community resources.

Aesthetic appearance should be a priority as Regional Commercial will attract a large number of residents and visitors.



Design Expectations

- Building, signage, streetscape, and amenity design is coordinated between sites as part of the same development.
- Logical sidewalk connections are between buildings and through parking lots.
- Layout encourages walking between businesses.
- Extensive landscaping in parking areas, near buildings, and buffer areas.
- Development should have a distinct and high aesthetic design style using quality materials such as stone, glass, and brick. Individual building should have massing variation, modulation, horizontal and vertical articulation, and architectural detailing to harmonize the scale of a building.

Details

Building Placement	■ Arrangement to help define streets, sidewalks, and public areas should be encouraged.
Building Height	■ 35 feet max. Taller structures may be allowed near I-64 or areas not impacting residential.
Density	■ 1.25 FAR. Higher densities allowed if public amenities are provided.
Parking	■ Off-Street. Shared parking between businesses. Side and rear parking should be encouraged.
Landscape	■ Extensive landscaping, including street trees along internal drives and adjacent streets.

Corridor Commercial

Corridor Commercial are locations intended to provide retail and commercial businesses along high traffic corridors such as arterials. While single uses may be applicable, typical Corridor Commercial will primary have multiple businesses including retail, restaurants, grocery, and office. While there may be flexibility in the type of businesses, aesthetics of the buildings and the site should be of key importance.

The speed and volume of automobile traffic may necessitate building setbacks from adjacent roadways. When buildings are setback from streets, pedestrian and bicycle connections should be provided from the street.



Design Expectations

- Building, signage, streetscape, and amenity design is coordinated between sites as part of the same development.
- When buildings are setback from streets, pedestrian and bicycle connections should be provided from the street.
- Extensive landscaping in parking areas, near buildings, and buffer areas.
- Development should have a distinct and high aesthetic design style using quality materials such as stone, glass, and brick. Individual building should have massing variation, modulation, horizontal and vertical articulation, and architectural detailing to harmonize the scale of a building.

Details

Building Placement	<ul style="list-style-type: none"> ■ Front setback limited to one parking bay. Additional parking along side or rear.
Building Height	<ul style="list-style-type: none"> ■ 35 feet max. Taller structures may be allowed in areas not impacting residential.
Density	<ul style="list-style-type: none"> ■ 1.25 FAR. Higher densities allowed if public amenities are provided.
Parking	<ul style="list-style-type: none"> ■ Off-Street. Sidewalk, street trees, and landscaping between parking and street.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping, including street trees along internal drives and adjacent streets.

Neighborhood Commercial

Neighborhood Commercial are locations intended to provide neighborhood scale businesses that service everyday needs of residential neighborhoods. The scale and architecture of neighborhood commercial should reflect and compliment surrounding residential uses. Neighborhood Commercial may often be stand alone buildings or grouped in neighborhood scaled centers. Neighborhood Commercial should easily accommodate bicycle and pedestrian traffic.



Design Expectations

- Scale and architecture of buildings that reflect and compliment surrounding residential areas.
- Outdoor plaza space in neighborhood scaled areas.
- Pedestrian scaled development with buildings that front the street with wide sidewalks, street trees, and on-site landscaping.
- Rear and side parking strongly encouraged. Front parking should be strongly discouraged or prohibited.

Details

Building Placement	■ Buildings fronting the street should be strongly encouraged.
Building Height	■ 30' max.
Density	■ 1.25 FAR. Higher densities allowed if public amenities are provided.
Parking	<ul style="list-style-type: none"> ■ Off-street. On-street may be allowable. ■ Rear and side parking strongly encouraged.
Landscape	■ Extensive landscaping, including street trees.

Meadows District

The Meadows District is intended for the area of the existing Meadows and adjacent areas that are logically connected. The Meadows District is mixed-use with retail, dining, hotels, office, apartments, condominiums, townhomes, and destination activities. The Meadows District should be a “village center” that is highly walkable, a mix of activities, and great emphasis on the public realm and streetscape amenities. As the Meadows District extends beyond its current boundaries toward Ronald Reagan Drive, existing residential areas should be buffered.



Design Expectations

- A mix of uses including retail, dining, hotels, office, apartments, condominiums, townhomes, and destination activities.
- New development should meet the high quality of design and materials of the existing development at the Meadows.
- Great emphasis on the public realm including plazas, courtyards, mini-parks, and streetscape amenities.
- A highly walkable environment with building and street layouts encouraging a pedestrian friendly environment.

Details

Building Placement	<ul style="list-style-type: none"> ■ Limited setbacks to promote a pedestrian friendly environment.
Building Height	<ul style="list-style-type: none"> ■ 45' max per existing Meadows Reciprocal Easement Agreement. Taller structures may be allowed near I-64 and areas not impacting residential.
Density	<ul style="list-style-type: none"> ■ Non-Residential: 3.0 FAR ■ Residential: High Intensity.
Parking	<ul style="list-style-type: none"> ■ Structured parking encouraged. ■ Off-street with on-street permissible.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping including street trees along internal drives and adjacent streets. Buffering between adjacent residential uses.

Uptown District

The Uptown District is intended for the area near the dam and the intersection of Lake Saint Louis Boulevard and Interstate 70. The Uptown District is mixed-use with retail, dining, hotels, office, apartments, and condominiums. The Uptown District should be highly walkable, a mix of activities, views of the lake, and streetscape amenities. As one of the few areas with an opportunity for public views of the lake, great emphasis should be placed on public access to views of the lake. As the front door to the City from Interstate 70, the Uptown District should create a welcoming atmosphere and an architectural style that brings value to the City.



Design Expectations

- A mix of uses including retail, dining, hotels, office, apartments, condominiums, townhomes, and destination activities.
- Great emphasis on the public realm including plazas, courtyards, mini-parks, and streetscape amenities.
- A highly walkable environment with building and street layouts encouraging a pedestrian friendly environment.
- A continuous, public accessible lakefront/bluff edge from SSM Health St. Joseph Hospital to Lake Saint Louis Boulevard.
- Recognition of the importance of lake views from residential areas toward Uptown by avoiding light spillage and extensive use of canopy trees to soften building facades.

Details

Building Placement	<ul style="list-style-type: none"> ■ Limited setbacks to promote a pedestrian friendly environment.
Building Height	<ul style="list-style-type: none"> ■ 50' max along bluff line. 70' max north and west of Lake Saint Louis Blvd. (See Height Limit map).
Density	<ul style="list-style-type: none"> ■ Non-Residential: 3.0 FAR ■ Residential: High Intensity.
Parking	<ul style="list-style-type: none"> ■ Structured parking encouraged. ■ Off-street parking.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping.

Uptown District (cont.)



The map on this page illustrates the recommended areas of 50 feet and 70 feet height limitations in the Uptown District.

Business / Office Park

Business / Office Park are locations that are major employment centers with architecturally distinctive office buildings grouped to create a campus-like layout. Business / Office Park locations are primarily located along Lake Saint Louis Boulevard near the I-64 interchange with the goal of creating a synergy of an office campus to complement existing development such as NISC and MTM. Extensive open space and landscaping are a key feature of Business / Office Park locations. Pedestrian and bicycle connections are to be provided for internal circulation and to provide connections to citywide networks.



Design Expectations

- Public, multi-use trail connections shall connect to adjacent sites. Trail connections shall utilize common areas or buffer areas.
- Buildings grouped to create a campus-like layout that promotes common areas such as plazas and formal open space.
- Design of buildings should be architecturally distinctive and contribute to the architectural value of the City. High quality materials such brick, stone, and glass shall be utilized. Quality of design should be visible from a distance and also up close at a pedestrian scale.
- Buildings should be set in a natural setting with extensive landscaping. Large expanse of parking should be avoided.
- Extensive buffering between adjacent uses.

Details

Building Placement	<ul style="list-style-type: none"> ■ Grouped for campus-like layout that promotes pedestrian and bicycle connections.
Building Height	<ul style="list-style-type: none"> ■ 65' max. Taller structures may be allowed near I-64 and areas not impacting residential.
Density	<ul style="list-style-type: none"> ■ 2.0 FAR. Higher densities allowed if public amenities are provided.
Parking	<ul style="list-style-type: none"> ■ Off-street. Shared parking is encouraged.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping, including street trees along internal drives and adjacent streets.
Other	<ul style="list-style-type: none"> ■ 40% of the site retained for open space. ■ Public, multi-use trail connections shall connect to adjacent sites.

Village - Single Family Residential

Village - Single Family Residential are locations that are intended to provide single family residential at a moderate density. Village - Single Family Residential are highly walkable neighborhoods with sidewalks on both sides of the street, wide tree lawns, and limited curb cuts. Garages are encouraged to be at the rear of the lot. Access to parks and open space are important. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



Design Expectations

- Highly walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.
- Buildings should have shallow front and side yard setbacks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.

Details

Building Placement	<ul style="list-style-type: none"> ■ Limited front setbacks. 15' - 35' front setbacks.
Building Height	<ul style="list-style-type: none"> ■ 2 Stories or 35'.
Density	<ul style="list-style-type: none"> ■ Moderate intensity. 4 - 10 units/acre (net)
Parking	<ul style="list-style-type: none"> ■ Primarily off-street. ■ On-street permissible.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping. ■ Emphasis on street trees, minimum 20-40' o.c.

Village - Mixed Residential

Village - Mixed Residential are locations that are intended to provide a variety of housing choices and price points at a moderate to moderately-high density. Village - Mixed Residential are highly walkable neighborhoods with sidewalks on both sides of the street, wide tree lawns, and limited curb cuts. Garages and parking are encouraged to be at the rear of the lot. Housing choices include single family, duplexes, apartments, and condominiums. Access to parks and open space are important. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



Design Expectations

- Highly walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.
- Buildings should have shallow front and side yard setbacks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.

Details

Building Placement	<ul style="list-style-type: none"> ■ Limited front setbacks. 15' - 35' front setbacks.
Building Height	<ul style="list-style-type: none"> ■ 3 Stories or 40'.
Density	<ul style="list-style-type: none"> ■ Moderate to moderately-high intensity. 4 - 18 units/acre (net)
Parking	<ul style="list-style-type: none"> ■ Primarily off-street. ■ On-street permissible.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping. ■ Emphasis on street trees, minimum 20-40' o.c.

Suburban - Single Family Residential

Suburban - Single Family Residential are locations that are intended to provide a variety of housing choices and price points at a low to moderate density. Suburban - Single Family Residential are walkable neighborhoods with sidewalks and wide tree lawns. Garages will tend to face the street, although garages at the rear of the lot are acceptable. Access to parks and open space are important. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks, especially in subdivisions with cul-de-sacs.



Design Expectations

- Walkable development with sidewalks and tree lawns.
- When cul-de-sacs are utilized, subdivisions should provide for pedestrian and bicycle connections to adjacent subdivisions and citywide trail networks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.

Details

Building Placement	■ Moderate front setbacks. 25' - 35' front setbacks.
Building Height	■ 2 Stories or 35'.
Density	■ Low to moderate intensity. 1 - 5 units/acre (net)
Parking	■ Off-street.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping. ■ Emphasis on street trees, minimum 20-40' o.c.

Suburban - Mixed Residential

Suburban - Mixed Residential are locations that are intended to provide a variety of housing choices and price points at a moderate to moderately-high density. Suburban - Mixed Residential are walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts. Garages may face the street, but garages and parking are encouraged to be at the rear of the lot. Housing choices include single family, duplexes, apartments, and condominiums. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



Design Expectations

- Walkable development with sidewalks and tree lawns.
- When cul-de-sacs or "dead ends" are utilized, subdivisions should provide for pedestrian and bicycle connections to adjacent subdivisions and citywide trail networks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.

Details

Building Placement	■ Moderate front setbacks. 30' - 35' front setbacks.
Building Height	■ 3 stories or 40' feet.
Density	■ Moderate to moderately-high intensity. 6 - 12 units/acre (net)
Parking	■ Off-street.
Landscape	■ Extensive landscaping. ■ Emphasis on street trees, minimum 20-40' o.c.

Suburban - Estate Residential

Suburban - Estate Residential are locations that are intended for housing on large lots. Suburban - Estate Residential will tend to be a transitional area from Suburban - Single Family Residential to rural areas. Access to parks and open space are less important in these neighborhoods as the larger lot sizes provides open space for homeowners.



Design Expectations

- Large lot sizes.
- Transitional area from moderate intensity single family to rural areas.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.

Details

Building Placement	<ul style="list-style-type: none"> ■ Moderate to large front setbacks. Min. 35' front setbacks.
Building Height	<ul style="list-style-type: none"> ■ 2 Stories or 35'.
Density	<ul style="list-style-type: none"> ■ Low intensity. Less than 1 units/acre (net)
Parking	<ul style="list-style-type: none"> ■ Off-street.
Landscape	<ul style="list-style-type: none"> ■ Extensive landscaping. ■ Focus on existing tree preservation.

Light Industrial / Flex Space

Light Industrial / Flex Space are locations meant to accommodate light industrial manufacturing, research, warehouse, and flex office space. Employment density may not be high as other commercial or office uses and may require less employee parking. While buildings may not always be highly visible, individual building should have massing variation, modulation, and horizontal and vertical articulation. Light Industrial / Flex Space locations are generally in the existing light industrial area along Stag Industrial Boulevard and West Industrial Drive.



Design Expectations

- Extensive landscape buffering between adjacent uses.
- Individual building should have massing variation, modulation, and horizontal and vertical articulation.

Details

Building Placement	■ Moderate to large front setbacks. Minimum 50'.
Building Height	■ 50' max.
Density	■ Minimum 1 acres site. 1.0 FAR. Higher densities allowed if public amenities are provided.
Parking	■ Off-street. Shared parking is encouraged.
Landscape	■ Extensive landscape buffering between adjacent uses.

Unique / Specialty Areas

Unique / Specialty Areas are locations in the City that do not easily lend themselves to traditional land use categories. They are unique land uses that have community wide value as their existing use. Their future use should remain as their existing use. Areas in this category will have case-by-case recommended secondary uses if their primary use as a Unique / Specialty Use changes.

Specific Locations:

National Equestrian Center: Secondary land use shall be ‘Village - Mixed Residential’ with ‘Light Industrial’ acceptable along Lake Saint Louis Boulevard.

Lake Saint Louis Stables along North Henke Road: Secondary land use shall be ‘Suburban Single Family Residential’.



Design Expectations

- Areas shall be meet the design expectations of the secondary land use as listed.

Details

Building Placement	■ Areas shall be meet the expectations of the secondary land use as listed.
Building Height	■ Areas shall be meet the expectations of the secondary land use as listed.
Density	■ Areas shall be meet the expectations of the secondary land use as listed.
Parking	■ Areas shall be meet the expectations of the secondary land use as listed.
Landscape	■ Areas shall be meet the expectations of the secondary land use as listed.

Institutional / Civic

Institutional / Civic are locations that are intended to be civic uses such as government owned facilities, community centers, public and private schools, places of worship, and non-profit centers. As Institutional / Civic generally serves a large number of the public, sites should be highly accessible including walking and biking connections. Schools, especially middle schools, should be located so that areas within a 1/2 mile radius of the school are highly walkable. As the architectural design of Institutional / Civic buildings are often associated with the overall community character, building should have a high aesthetic design style that enhances the City's image.

If the use or tenant of a civic land use changes, strong preference should be given to the retention of the Institutional / Civic land use, especially for other civic uses. Proposed land use changes for Institutional / Civic should be guided by the context of adjacent land uses, with strong preference given to match adjacent land uses that most largely borders the site.



Design Expectations

- Sites should be highly accessible including walking and biking connections
- Buildings should represent the aesthetic character of the City with a high aesthetic design style that enhance the City's image.
- Schools should be located to ensure a highly walkable environment within a 1/2 mile radius of the school.
- Sites and buildings, especially government owned, are encouraged to be LEED certified for building and Sustainable SITES certified for site development.

Details

Building Placement	■ Limited to moderate front setbacks.
Building Height	■ 3 stories or 40' feet. Taller heights allowed if not impacting adjacent uses.
Density	■ 2.0 FAR. Higher densities allowed if additional amenities are provided.
Parking	■ Off-street.
Landscape	■ Extensive landscaping.

Conservation / Open Space

Conservation / Open Space are locations that includes active and passive open spaces such as parks, greenways, golf courses, and cemeteries. Conservation / Open Space also includes areas that may be environmentally important such as flood plains, steep slopes, mature habitats, and riparian corridors. Conservation / Open Space also includes common ground within subdivisions. Conservation / Open Space is a valuable community wide resource providing opportunities for passive and active recreation, stormwater management, habitat, community tree canopy, community aesthetics, and increased property values. Multi-use trail connections are highly encouraged through Conservation / Open Space areas.



Design Expectations

- Parks and open space should have master plans to convey community expectations on facilities, usage, buildings, parking, and transportation.
- Riparian buffers (native vegetation) should be located along streams and lakes to improve water quality.
- Sensitive areas such as floodplains, mature woodlands, and steep slopes should have limited intrusions.
- Multi-use trail connections are highly encouraged with connections to existing neighborhood.
- Public accessible parks or open space should be within 1/2 mile walk of residents.

Details

Building Placement	<ul style="list-style-type: none"> ■ Should follow recommendations of park and open space master plans.
Building Height	<ul style="list-style-type: none"> ■ 2 stories or 35' feet.
Density	<ul style="list-style-type: none"> ■ Development should be limited to non-intrusive enhancements to provide public access.
Parking	<ul style="list-style-type: none"> ■ Should follow recommendations of park and open space master plans.
Landscape	<ul style="list-style-type: none"> ■ Native vegetation. ■ Steward and removal of invasive species.