City of Wildwood
Council Planning/Economic Development/Parks Committee

Agenda for the

Tuesday, AUGUST 16, 2016 Meeting

6:00 p.m. to 8:00 p.m.

City Hall ~ COUNCIL CHAMBERS ~ 16860 Main Street

Six (6) Items Ready for Action at Tonight's Meeting

I. Welcome And Roll Call By Acting Chair Bertolino

II. Approval Of Minutes From The Meeting Of July 19, 2016

Documents:

II. JULY 19, 2016 DRAFT MINUTES.PDF

III. Public Comment

IV. Planning Issues

a. Ready For Action – One (1) Item

1. Payne Family Homes Appeal Process Regarding P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri 63132

A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres.** (Ward - One)

Documents:

IV.A.1. PART 2 - PAYNE FAMILY HOMES - CONN. RIVER BASIN STUDY.PDF
PAYNE FAMILY HOMES - 1971 POND ROAD - APPEAL OF P-Z DENIAL.PDF

b. Not Ready For Action – Six (6) Items

1. Timber Management Permits (Wards – All)

2. Explosives Code (Wards – All)

3. Pollution Reduction Plan (Wards – All)

4. Town Center Development Manual – Update Process (Wards - All)

5. Directional Signage For The Town Center Area (Wards - One, Four, Five, Seven, And Eight)

6. Strategic Planning Goals – March 2015 Session Of City Council (Wards – All)

V. Parks Issues

a. Ready For Action – Five (5) Items

1. Consultant Contract For Design/Engineering Services Relating To Loop Trail Completion At Wildwood Family YMCA And St. Louis Community College – Wildwood Campus (Ward – One)

Documents:

V.A.1. CONSULTANT CONTRACT LOOP TRAIL.PDF

2. Reservation And Registration Update (Wards – All)

Documents:

V.A.2. RESERVATION AND REGISTRATION UPDATE.PDF

3. On-Going And Long-Term Maintenance Costs For Parks And Trail Facilities (Wards – All)

Documents:

V.A.3. ON-GOING MAINTENANCE COSTS PARKS-TRAILS.PDF

4. Update On Parks And Recreation Action Plan (Wards – All)

Documents:

V.A.4. UPDATE ON PARKS AND RECREATION ACTION PLAN.PDF

5. Executive Session – One (1) Item

5.1. Executive Session Pursuant To RSMO 610.021(2) Lease, Purchase, Or Sale Of Real Estate

b. Not Ready For Action – Seven (7) Items

1. Concessionaire Agreement At Al Foster Memorial Trailhead (Ward Six)

2. Belleview Farm Design Process – Concept Plan Development (Wards - All)

3. Boardwalk Trail From Mobil On The Run To The Pedestrian Bridge (Ward Eight)

4. Pond Athletic Association Accounting – 2015 Season (Ward – OnePond Athletic Association Accounting – 2015 Season (Ward – One

5. Use Of Public Property For Bee Hives (Wards - One And Eight)

6. Woodcliff Heights Neighborhood Park (Ward - Two)

7. Fund Raising, Donations, And Volunteer Participation Activities In Community Park (Wards – All)

VI. Other/Additional Public Comment

VII. Closing Remarks And Adjournment

Note: The Council Planning/Economic Development/Parks Committee of the City Council will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

If you would like to submit a comment regarding an item on this meeting agenda, please visit the* Form Center*.

City of Wildwood
Council Planning/Economic Development/Parks Committee
"Planning Tomorrow Today"
Minutes from the
July 19, 2016 Meeting

The Council Planning/Economic Development/Parks Committee meeting was called to order by Chair Baugus, at 6:24 p.m., on July 19, 2016, at Wildwood City Hall, 16860 Main Street, Wildwood, Missouri.

Note: Members of the Council Planning/Economic Development/Parks Committee met off-site at 5:00 p.m., near the Al Foster Memorial Trailhead, for a visit to property located at 205 Woolsey Lane.

I. Welcome and Roll Call:

The roll call was taken, with the following results:

PRESENT – (8)	ABSENT – (0)
Council Member DeHart	
Council Member Manton	
Council Member Cox	
Council Member Bertolino	
Council Member Alexander	
Council Member Levitt	
Council Member Goodson	
Chair Baugus	

Other City Officials present:

Ryan Thomas, City Administrator
Council Member Larry McGowen
Joe Vujnich, Director of Planning and Parks
Kathy Arnett, Assistant Director of Planning and Parks
Gary Crews, Superintendent of Parks and Recreation

II. Approval of Minutes from the Meeting of June 21, 2016:

A motion was made by Council Member Levitt, seconded by Council Member De Hart, to approve the minutes of the June 21, 2016 meeting. A voice vote was taken to approve the motion with affirmative result; Council Member Cox abstained from the vote. The motion was declared approved by Chair Baugus.

III. Public Comment (on non-Agenda and other items):

None

IV. Planning Issues:

1. Payne Family Homes Appeal Process (Ward – One)

Director of Planning and Parks Vujnich provided an overview/summary of past discussion from the July 11, 2016 City Council meeting regarding the Payne Family Homes appeal to a decision of the Planning and Zoning Commission to deny its application for a Planned Residential Development Overlay District (PRD). He reminded the Committee it involved a seventy-eight (78) acre property that is located at the northwest corner of Pond Road and State Route 100. It was noted the Department of Planning supported this overlay district application, while the Planning and Zoning Commission recommended its denial by a unanimous vote.

As a result of this appeal, Director of Planning and Parks Vujnich reminded the Committee the matter must now be considered by the Council Planning/Economic Development/Parks Committee in the form of a public hearing. After the public hearing, the matter will be sent back to City Council, whereupon it may affirm, reverse, or modify, in whole or in part, the determination of the Planning and Zoning Commission. He advised the Department is seeking input from the Committee on a date for the public hearing, which *could* be set for the August 16, 2016 meeting.

Discussion among Committee Members included the following: whether there have been exceptions to PRD's west of State Route 109 in the past; questions concerning what type of vote it would take for the City Council to change the decision of the Planning and Zoning Commission (simple majority, super majority, etc.); the belief there were concerns about this particular development that are not/were not specifically planning or zoning issues; whether any issues of concern presented by the planning and zoning Commission have already been addressed; the fact the biggest concern was lot sizes in the development (one (1) acre, as opposed to three (3) acre); a question if the developer could build on all three (3) acre lots and have less common ground; the opinion of some Committee Members that, with issues of this type, consistency is the key; and the opinion that approving this appeal would only serve to change the practice of the City.

Tom Smith, residing at 17221 Portland Crest, was present and offered the following for discussion/consideration: the feeling the lack of taxation on common ground is a point of contention; the general belief that property values of nearby properties will be adversely affected if homes are built on less than three (3) acre lots; the belief the biggest concern of people near the area, is in fact, about property values; and a request was made to expand the normal mailing radius of a public hearing on this matter.

A motion was made by Council Member Manton, seconded by Council Member Levitt, to schedule the public hearing on August 16, 2016 and expand the mailing radius for this particular hearing to five thousand two hundred (5,200) feet. A voice vote was taken to approve this motion with affirmative, unanimous result, and the motion was declared approved by Chair Baugus.

V. Economic Development Issues:

1. Creation of a Third City Council Committee for Economic Development (Wards - All)

City Administrator, Ryan Thomas, provided a brief summary of a suggestion to consider a third (3rd) City Council Standing Committee for Economic Development. He noted that such a Committee was suggested in the Economic Development Guide and the 2016 Master Plan. Recently, the Economic Development Task Force recommended a separate City Council Standing Committee for Economic Development. City Administrator Thomas advised the next logical step would be to secure support from the Planning/Economic Development/Parks Committee at tonight's meeting and then present the matter to City Council at its July 25, 2015 City Council Work Session. Thereafter, that recommendation would be presented to City Council for consideration. He noted, if approved, the three (3) Committees would be as follows:

- Administration/Public Works Committee
- Planning/Parks Committee
- Economic Development Committee

Discussion among Committee Members included the following: the general feeling the suggestion is already in place and all that needs to be done is to make it official; putting this suggestion in place is nothing more that changing the name of the Economic Development Task Force to the Economic Development Committee; and the suggestion to simply roll the existing members of the Economic Development Task Force over to the Economic Development Committee.

A motion was made by Council Member Goodson, seconded by Council Member Manton, to recommend to the City Council the establishment of an Economic Development Committee, initially composed of current members/current structure of the Economic Development Task Force. A voice vote was taken to approve this motion with affirmative, unanimous result, and the motion was declared approved by Chair Baugus.

2. Review of Position Description for Economic Development Manager (Wards – All)

City Administrator, Ryan Thomas, provided a background concerning the creation of an economic development position on City Staff. He noted such a position is identified in the City's Economic Development Guide, the 2015 City Council Strategic Goals, and the 2016 Mater Plan Update. City Administrator Thomas also advised the Committee that

such a position was recommended by the Economic Development Task Force. In view of the aforementioned direction, he is asking for support from the Committee for the recruitment of an Economic Development Manager. City Administrator Thomas noted, if supported by the Committee, the matter will be submitted/presented to the City Council at its July 25, 2016 City Council Work Session for consideration.

Discussion among Committee Members included the following: the suggestion the position description for an Economic Development Manager be reviewed by the City Attorney; the fact the position formerly held by Lynne Greene – Beldner is not going to be filled, thus assisting to fund this new positon; the question whether this position will have any staff or if it will be just the Economic Development Manager; whether the function of such a position could be filled on an *as-needed basis* utilizing a consultant; the question of how a decision was made to create a new position as opposed to using a consultant; the opinion that, if the City is realistic and honest about economic development being a priority, then a full time person is needed on staff; the question of how the salary for the position was benchmarked and if it was discussed with a compensation consultant; and a suggestion to add to the job description the fact there could be considerable time required outside of regular business hours.

A motion was made by Council Member Manton, seconded by Council Member Alexander, to recommend the approval of a full-time economic development position, with minor changes to the job description and review by the City Attorney and a compensation consultant. A voice vote was taken to approve the motion with affirmative, unanimous result, and the motion was declared approved by Chair Baugus.

VI. Parks Issues:

1. Concessionaire Agreement at the Al Foster Memorial Trailhead (Wards – Six)

Director of Planning and Parks Vujnich informed the Committee of an issue involving a vendor selling shaved ice at the WF&P Railroad this past spring, from City owned property. The Department advised this vendor such a business could not be conducted at the location without City authorization. He noted, while the vendor was entirely cooperative, the proprietor did ask how such sales might be made legal. Director of Planning and Parks Vujnich ask the Committee Members whether they would be interested in further discussion regarding an agreement with this individual that would allow the sale of shaved ice from City property and, if so, the level of rent or fee the Committee would suggest.

Discussion among Committee Members included the following: the fact this particular vendor has provided long-term services to the City suppling shaved ice at many of its events; whether a *mobile business* can be required to have a City business license; the question why the WF&P Railroad wasn't pursuing this issue, if this activity benefited them; the question of whether Kona Ice was in competition with brick and mortar businesses in the City; the question where food trucks would fit in with this issue; the request for staff to gather legal information concerning *mobile*

businesses; a desire of the Committee to allow the business to sell shaved ice, until staff completes the legal research; and the belief a *Special Event Permit* would allow the vendor to carry on business for up to eight (8) weeks, while the legal research was completed.

A motion was made by Chair Baugus, seconded by Council Member Goodson, to direct City Staff issue a Special Event Permit to the shaved ice vendor, for two (2) fifteen (15) day periods in this calendar year, to operate at the WF&P Railroad Area (Al Foster Memorial Trailhead), while the research is being completed by the City Attorney relative to a concessionaire agreement. A voice vote was taken to approve the motion with affirmative, unanimous result, and the motion was declared approved by Chair Baugus.

2. Status of Belleview Farm Design Process (Wards – All).

Director of Planning and Parks Vujnich updated the Committee of the status of the Belleview Farms design process. A memorandum was provided for the Committee's review, with maps providing information relative to the entire site of Belleview Farms. He noted for the Committee the consultant will have a Concept Plan completed for review by the City the first week of August and it is hopeful that a final draft of the Concept Plan will be available for the Committee at its next meeting.

3. Review of the Boardwalk Trail from Mobil on the Run to the Pedestrian Bridge (Ward – Eight).

Postponed to a future meeting

4. Reservation and Registration Update (Wards – All).

Assistant Director of Planning and Parks Kathy Arnett provided an accounting of the fees collected from pavilion rentals and program registrations. A chart was provided to Committee Members for their review relative to the registration and reservation results, along with fees collected. She noted an error in a provided memorandum concerning fees collected. The memorandum reflects $910.00 being collected in June, when, in fact, the total was $810.00. As a result, the year to date total of fees collected is $24,255.00.

5. On-Going and Long-Term Maintenance Costs for Parks and Trail Facilities (Wards – All).

Assistant Director of Planning and Parks Kathy Arnett provided a summary of the 2016 Parks Maintenance Costs to date. A chart was provided for review. She noted for the Committee Members that maintenance costs increase significantly in the summer months due to routine grass cutting and trash removal from City park facilities. Director of Planning and Parks Vujnich advised the Committee

maintenance costs will reflect a significant increase next month due to the need to remove fallen trees throughout the system of parks due to severe weather.

6. Update on Parks and Recreation Action Plan (Wards – All).

Superintendent of Parks and Recreation Gary Crews provided an update/summary of the Parks and Recreation Action Plan and activities taking place since the June 2016 meeting.

7. Executive Session Pursuant to RSMO 610.021 (2) Lease, Purchase, or Sale of Real Estate.

A motion was made by Council Member Levitt, seconded by Council Member Manton, to enter into Closed Executive Session with regard to the lease, sale, or purchase of real estate (RSMO 610.021 (2). A roll call vote was taken on the motion, with the following results:

Ayes: Council Members DeHart, Manton, Cox, Bertolino, Alexander, Levitt, Goodson, and Chair Baugus.
Nays: None
Absent: None.

The motion was declared approved by Chair Baugus.

Time 7:57 p.m.

A motion was made by Council Member Cox, seconded by Council Member Manton, to leave Closed Executive Session with regard to the lease, sale, or purchase of real estate (RSMO 610.021 (2). A roll call vote was taken on the motion, with the following results:

Ayes: Council Members DeHart, Manton, Cox, Bertolino, Alexander, Levitt, Goodson, and Chair Baugus.
Nays: None
Absent: None

The motion was declared approved by Chair Baugus.

Time: 8:39 p.m.

VII. Other/Additional Public Comment:

Council Member Cox requested the Department to investigate the possibility of adding a section of trail/sidewalk along Strecker Road, between Strecker Farms Subdivision and the Ellisville/Wildwood City Limits. It was requested to revisit this matter in August or September.

A motion was made by Council Member Manton, seconded by Chair Baugus, to move the start of the Council Planning/Economic Development/Parks Committee to 6:00 p.m. A voice vote was taken to approve the motion with affirmative, unanimous result, and the motion was declared approved by Chair Baugus.

Council Member Alexander presented a concern of community park users turning off of State Route 100 into the park. He noted this maneuver seems particularly dangerous and wished the City to consider signs or possibly a turn lane. He also was curious if signs could be posted on State Route 100 advising slower traffic to stay to the right. Council Member Alexander was advised these were issues that have been discussed in the past, but decisions of that nature are the responsibility of MODOT. Efforts will be made to pursue those considerations.

Chair Baugus advised he will be absent from the August 16, 2016 meeting and feels the Committee will need to elect an Acting Chair to lead the meeting due to the public hearing scheduled for that date. The Acting Chair will need to be familiar with the issues expected to be presented at the August 16th meeting.

A motion was made by Council Member Levitt, seconded by Council Member Manton, to nominate Council Member Bertolino as the Acting Chair of the Council Planning/Economic Development/Parks Committee for the August 16, 2016. A voice vote was taken to approve this motion with affirmative, unanimous result, and the motion was declared approved by Chair Baugus.

VIII. Closing Remarks and Adjournment

Director of Planning and Parks Vujnich and Chair Baugus summarized the evening's meeting and a motion was made by Council Member Cox, seconded by Council Member Manton, to adjourn. A voice vote was taken to approve the motion, with unanimous, affirmative result, and it was declared approved by Chair Baugus at 8:51 p.m.

Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development

Massachusetts Department of Environmental Management • Center for Rural Massachusetts
Published by the Lincoln Institute of Land Policy and the Environmental Law Foundation

Dealing With Change in the Connecticut River Valley: A Design Manual for Conservation and Development

Fifth Printing, 1993

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Hadley, Massachusetts

Foreword

The Connecticut River Valley is one of the most beautiful and historic landscapes in Massachusetts, and has a special quality of life that makes it an increasingly popular place to live, work, and visit.

Demand for vacant land suitable for housing, employment, and commercial activities has increased in response to an expanding economy. However, as unplanned growth overtakes the Valley's small towns, fertile farm fields, scenic views, and centuries-old local character are disappearing. Frequently, towns' reactions to those challenges -- zoning, subdivision and other bylaws -- only add to the consumption of land, and the costs and impacts of development.

In response to this situation, the Massachusetts Department of Environmental Management (DEM) created the Connecticut Valley Action Program, a planning initiative in which 19 towns and cities bordering the Connecticut River are encouraged to plan for their futures and for the protection of their natural resources.

The pages which follow are the result of a collaborative effort funded by DEM's Action Program and carried out by the Center for Rural Massachusetts, located on the Amherst campus of the University of Massachusetts. The Center's principal task was to develop practical planning standards which towns may adopt to protect their distinctive character, while at the same time accommodating economic growth.

The planning approach advocated by the Center is based upon traditional New England design principles, and amply demonstrates that conservation and development goals need not be mutually exclusive. We hope this cooperative project between DEM and the University will encourage greater cooperation between town governments and the development community, so that future growth patterns in the Valley will better respect the region's special character and resources.

Joseph D. Duffey
Chancellor
University of Massachusetts at Amherst

James Gutensohn
Commissioner
Department of Environmental Management

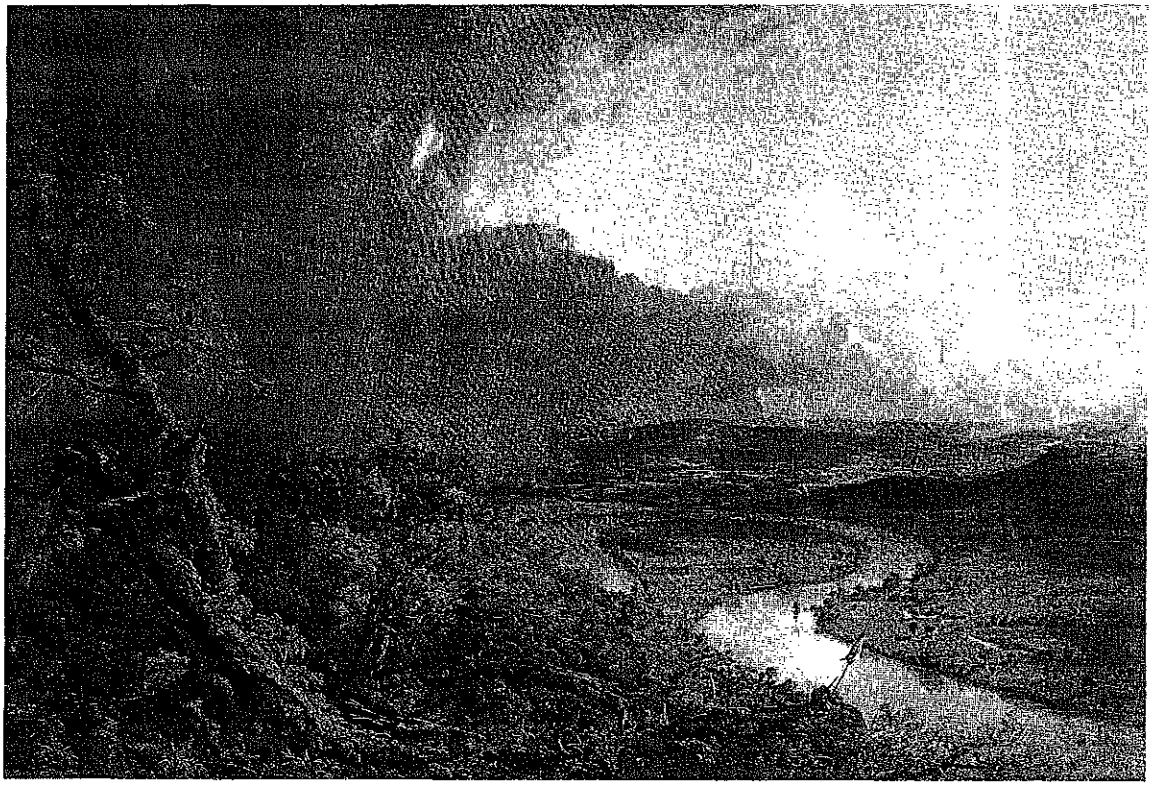
"From Mt. Holyoke is seen the richest prospect in New England, and not improbably, the United States....The variety of farms, fields, and forests, of churches and villages, of hills and valleys, of mountains and plains comprised in this scene can neither be described nor imagined. But the most exquisite scenery of the whole landscape is formed by the river and its extended margin of beautiful intervals....It is generally one fourth of a mile wide; and its banks are beautifully alternated with a fringing of shrubs, green lawns, and lofty trees.

"Here spread also vast expansions of arable ground in which the different lots exactly resemble garden beds, distinguishable from each other only by the different kinds of vegetation, and exhibiting all its varied hues from the dark green of the maize to the brilliant gold of barley. A perfect neatness and brilliancy is everywhere diffused, without a neglected spot to tarnish the luster or excite a wish in the mind for a higher finish.

"All these objects united present here a collection of beauties to which I know no parallel. When the eye traces this majestic stream, meandering with a singular course through these delightful fields, forcing its way between these mountains, exhibiting itself like a vast canal...when it marks the sprightly towns which rise upon its bank....

"It will be difficult not to say that with these exquisite varieties of beauty and grandeur the relish for landscape is filled, neither a wish for higher perfection, nor an idea of what is remaining in the mind."

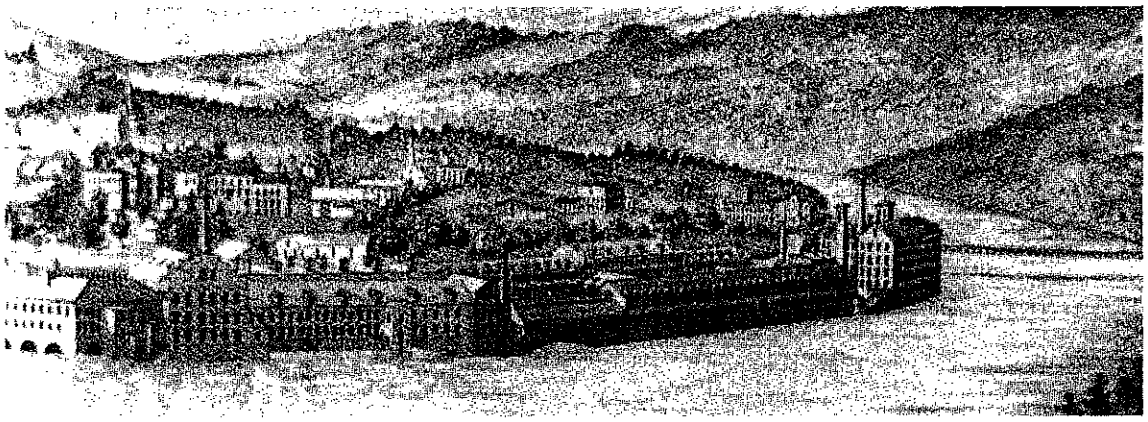
Timothy Dwight
Travels in New York and New England
1821



Thomas Cole, The Oxbow, Metropolitan Museum of Art, Gift of Mrs. Russell Sage, 1908

Overview of the Valley

When Yale College President Timothy Dwight visited the Connecticut River Valley early in the 19th century, over 200 years of European settlement had molded many of the scenic and cultural qualities of the landscape that remain so highly valued today. To native and visitor alike, the Valley landscape still represents traditional New England: the River, wooded hills, agricultural fields, tobacco barns, historic mill centers, and quintessential villages. It is a distinctive blend, providing a setting for a prosperous economy, rich culture, and way of life in harmony with the natural resources and cultural roots of the region.



Nineteenth Century Mills Along the Connecticut River

The landscape cherished today is a tapestry woven by its human settlers, whose lives have been molded by the dominant presence of the Connecticut River. Its fertile riverbank soils were a key factor in creating the agricultural economy that continues to thrive. For the Indians and pioneer settlers it was a source of food and transportation, providing a communication link for the influx of new settlers and new ideas. During the first two centuries of pioneer settlement the region developed a largely self-sufficient economy; the surrounding hills were extensively logged and numerous sawmills sprung up along the River and its tributaries to support the region's continued growth.

With significant improvements in water-power technology in the 1820s and 1830s, manufacturing brought growth to the region's cities, and new milltowns developed in tight clusters around factories. Wherever a good head of water could be harnessed, small mills and villages emerged. This dual heritage of agricultural market towns and manufacturing centers is still reflected in the Valley's mosaic of open fields and forests, scattered farmsteads, mill towns, and urban centers.

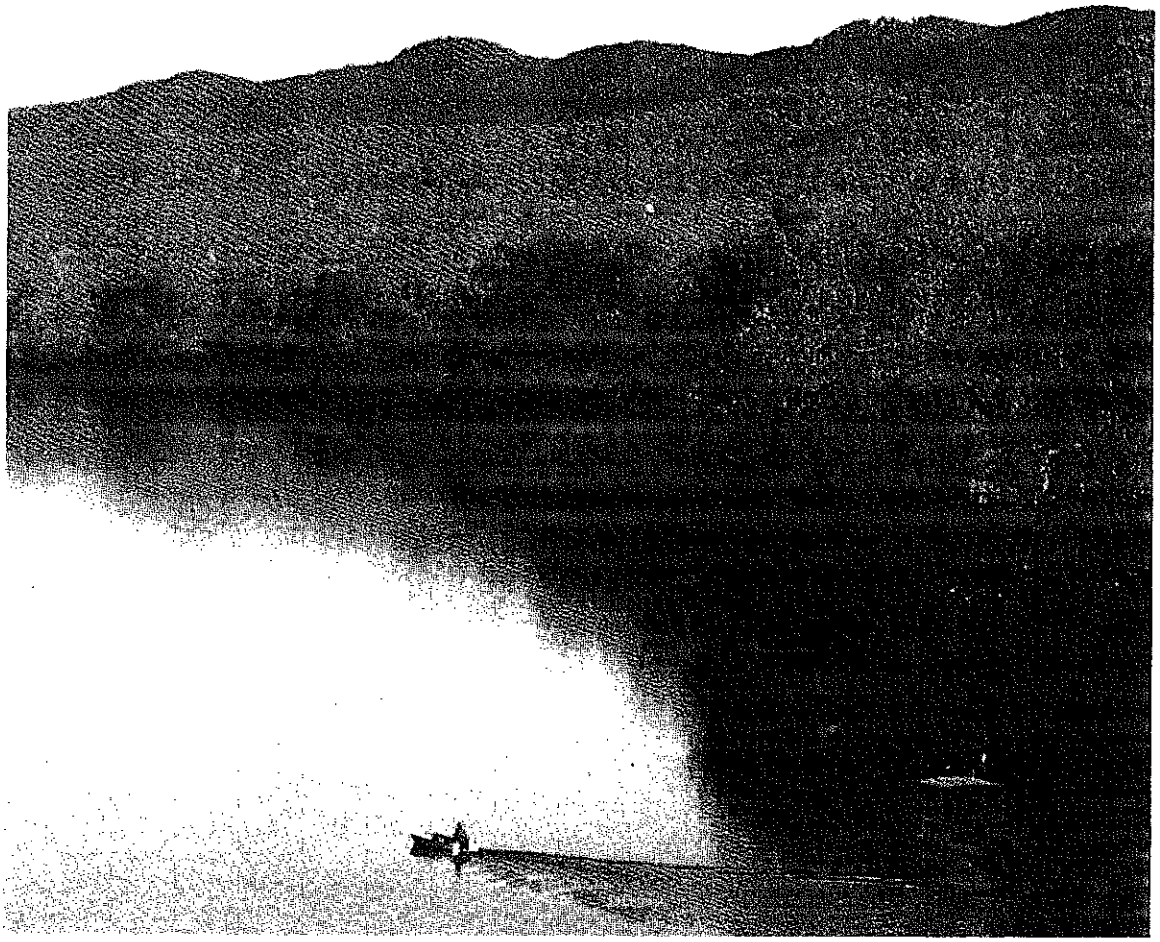
By the late 1940s, the Valley's industrial cities and towns began to decline as much manufacturing moved south and later overseas. The post-war era brought widespread automobile commuting, opening the door for extensive suburbanization, especially in the Valley's southern reaches surrounding Springfield and Holyoke.

While industrialization represented the economic fruit of imagination and innovation, it also marked the beginning of a long period of decline in the River's health and in its perception by area residents. As the population grew and more land was developed, the River lost its great buffering effect, overrun with industrial and human wastes. Ironically, improvements accepted by modern society proved detrimental to the River's natural functioning. Dams blocked salmon and shad migration to spawning grounds upstream; they also trapped silt and sediment that had for centuries nurtured low-lying riverside meadows and fields. Modern plumbing produced sewage, which choked the River with a surplus of nutrients and rendered it unfit for drinking, swimming, or fishing. Industry and agriculture added a variety of harmful chemicals which contributed to the decline in the River's quality.

Despite the River's decline, its value and importance to Valley residents were not lost. In the last two decades, major efforts have largely restored the quality of the Connecticut River and its tributaries, heralding the return of salmon and shad, along with swimmable waters. Programs to revitalize urban centers, reuse old mill buildings, encourage agriculture, and protect open space portend a new and promising chapter in the Valley's continued growth. These efforts have also given a tremendous boost to the region's quality of life. The expansion of the Valley's colleges and universities, as well as financial, service, and "high-technology" industries have brought renewed prosperity, new residents, and a flush of growth and development.

There are other changes, however, that cannot be overlooked: the widening of Interstate-91 north of Hartford, the suburbanization of employment, the in-migration of city dwellers looking for a rural or small town lifestyle, and the expansion of metropolitan employment and housing spheres. Residents and visitors feel the effects: traffic congestion, new development of commercial strips and sprawling subdivisions, increased housing costs, and loss of scenic views or special retreats that citizens had taken for granted as public amenities of the Valley.

Today many of the special features that define the Valley remain, but their future protection is far from assured. Some progress has been made through public-private partnerships among Valley residents, non-profit conservation groups, the business community, and local, regional, and state governments. These efforts must continue to draw on lessons from other regions where a variety of effective tools have been created. Only through citizen involvement in management of conservation and development can the Valley's character continue to be a great asset.



Connecticut River and the Holyoke Range

The Making of the Connecticut River Valley

The beauty of the Connecticut River Valley has long captivated residents and attracted visitors to western Massachusetts: its varied array of natural and cultural features--mountains rising from fertile valley farms, interspersed with historic villages and bustling urban centers--and the River that binds them all together. The Valley's distinctive landscape is a humanized one, the product of centuries of human interaction with the underlying natural resources. An appreciation of this landscape requires an understanding of its natural and cultural origins.

Origins of the Valley

Reading the landscape of the Valley is a detective challenge: the visible landscape offers only clues to the full record of its history. The region's undulating mountains owe their origins to endless collisions of continental plates and the slow but unyielding erosive forces of wind and water. The massive glaciers which blanketed the region more than 15,000 years ago further shaped and defined the Valley. Mile-thick sheets of ice slowly scraped over the land, not once but four times, stripping away soil and grinding down bedrock. The magnitude of this glacial force is hard to imagine. Rubble deposited by the retreating glacier formed an earthen dam across the Valley near modern-day Middletown, Connecticut, effectively blocking further drainage. This natural dam created an enormous lake, today referred to as glacial Lake Hitchcock, that extended north of Hanover, New Hampshire. Geologists calculate that the dam was breached about 10,000 years ago, draining the entire lake.

Evidence of Lake Hitchcock still exists. On the low hills throughout the region, such as Mount Pollux in Amherst, the discerning eye can detect traces of the shoreline created by the constant lapping of water against its slopes. The curious sandy plains or "barrens" in Montague were formed as outwash deposits where rivers emptied into the lake. Most familiar are the Valley's deep productive agricultural soils that owe their richness to the thick silt that settled on the ancient lake bottom. These rich deposits contrast sharply with the thinner, rockier, and poorer soils characteristic of the hilltowns located above the ancient shoreline.

The sinuous course of the River presents its own documentary. Where it still follows its natural path, the River has carved deeply into the silts and clays of the old lake bed, forming terraces above its banks. As the River meandered in wide-swinging loops back and forth across the broad valley floor, it left several ox-bow lakes, representing former channels, another reminder of the River's dominant role in shaping the landscape.

The Humanized Landscape

Since glaciation, thousands of years of human habitation have influenced the ecology of the Valley. For Native Americans the River provided bountiful fish, and the forests and fields abundant game, fruits and nuts. The Indians used fire to clear fields, maintain forest openings, and encourage lush green growth to attract deer and other game. But their staple was agriculture. They cultivated corn, along with beans, squash, and tobacco, moving to new sites once their fields' productivity began to wane.

Native Americans lived in harmony with the region's natural systems, practicing a communal lifestyle in which property ownership was an unknown concept. The Indians cherished the land in a reverent and spiritual way; they were its guardians and it was their provider. Although they used the land intensively, their small numbers did little to damage its long-term stability. Their clearings, however, strongly influenced the early pattern of European settlement in the Valley.

Native Americans' communal land practices were rapidly supplanted by the European settlers when they arrived during the second half of the 17th century. The fertile and most accessible Valley lands were settled within decades of the Pilgrims' arrival in Plymouth. Land purchased or seized from the

Indians was allocated to the settlers in standard parcels, often in reward for military service or as inducements to settle in the area.

Settlement of the Valley proceeded northward along the River, which provided the region's principal transportation link for the next two centuries. For this reason, all of the Valley's larger cities and towns have developed along its banks. Springfield and Hartford were initially established as fur outposts, but the fur trade quickly lost its economic importance as agricultural production increased. While the river bottomlands were settled rapidly, surrounding hilltowns did not begin to grow for another 150 years due to difficulty of travel, conflicts with native tribes, less favorable soils, and shorter growing seasons.

The early settlers' transformation of the Valley destroyed the Native American culture and altered the ecology through large-scale forest clearing, river damming and the introduction of Old-World species of plants and animals. They created, however, a rural agrarian landscape that was functional and highly productive--and that formed the basis for the Valley landscape as it is today.

After decades of manipulation, the landscape that evolved was a patchwork of open agricultural fields, punctuated by an occasional farmstead or village grouping. The distinctive pattern of houses clustered around a green, where farm animals were allowed to graze, followed the English model. This layout initially provided security and easy access to the surrounding fields. The pleasing visual character of these centers is largely the result of the organic way in which they evolved, without arbitrary rules regarding lot size, frontage and setbacks. The stark monotonous uniformity which pervades many contemporary subdivisions and retail developments is absent from the traditional New England village. The village has, nonetheless, a consistency in placement and building style. The standard use of wooden clapboard construction, traditional shapes and roof pitches, and a familiar rhythm of well-proportioned windows are all ingredients. This was accomplished more or less unconsciously, based on historic building practices, available materials, and abundant local examples to copy, adapt and refine. One has only to stroll down the main streets of towns such as Longmeadow, South Hadley, Deerfield, or Northfield to discover this "diverse consistency."

The River provided a natural migration route inland and the Valley's population continued to expand. The surrounding hills were extensively logged and sawmills sprung up along the river and its tributaries. Newcomers also tried their hands at farming. The rigorous hills, although poor for crops, proved valuable for pasture and hay. Significant improvements in water-power technology in the 1820s and 1830s brought manufacturing growth to the region's cities and milltowns. New immigrants often viewed this source of employment as their ticket to a better life; whole families labored in the mills to earn enough money to buy their own farm in the outlying countryside. The Connecticut River Valley produced textiles, along with a mixture of manufactured items such as whips, paper, firearms, and, later, precision tools. Although steam engines eventually supplied the mills with direct motive power, the dams were maintained as a source of hydroelectricity.

By the time of the Civil War, New England agriculture was undergoing major change: the small-scale self-sufficient farms that had been its trademark for two centuries had lost their competitive advantage with innovations in large agricultural machinery and the improved transportation network linking more fertile farms in the Midwest. Although the Valley's productive riverfront farms remained profitable, much of the region's marginal agricultural land was abandoned, its owners lured further west by the promise of rich, level, and stone-free land.

Toward the turn of the century, development patterns were strongly influenced by the extensive system of inter-urban trolleys. This regional transportation network linked all the valley settlements, with spur lines eventually connecting many of the outlying hilltowns. The Bridge of Flowers in Shelburne Falls, for example, is a former trolley bridge across the Deerfield River, now graced by a flower-lined walkway. Residential and later small commercial development located along these mass-transit lines,

Hadley, historic town center

extending the linear settlement patterns which had begun to emerge along the main roads. Still, this pre-automobile era development tended to be relatively concentrated, within walking distance of trolley stops.

By the late 1940s, changing markets, new technology, lack of investment, and foreign competition began to erode the Valley's industrial base. The widespread use of the automobile for commuting and pleasure trips led to the growth of surburban housing in the countryside. Oftentimes farms were cleared to make room for new homes and commercial development to serve them. Others were converted to second homes, or "gentlemen's farms," maintaining their visual presence on the landscape although often removing the land from productive service. In all, over 80,000 acres of the Valley's land was removed from active agricultural production between 1952 and 1972. It was a period of tremendous land-use and economic change bringing innovation and development, but without much knowledge of the environmental or scenic consequences. The last three decades have been a period of transition for the region's urban core of Springfield, Holyoke and Chicopee, from heavy manufacturing to service jobs, light industry, and high technology operations. Since the rash of manufacturing and defense plant closings during the 1960s and early 1970s, these cities have become increasingly diversified and economically resilient. Major initiatives to restore water quality and stabilize the region's agricultural base have contributed to a growing recognition of the Valley's distinctive character.

Why Work to Save the Valley?

Today, the Valley's regional identity is a composite of its landscape, people, institutions, and history. All contribute to its character--and to reasons why protecting the Valley takes on such special significance.

Over the last few years the Valley has experienced a period of rapid economic growth and landscape change, a trend expected to continue for the foreseeable future. While this growth has benefited the Valley in providing jobs, reviving former mill towns, and increasing cultural diversity, the results have not been universally pleasing when translated to the landscape: indiscriminate commercial strips, low-density residential sprawl, and loss of valuable open space. The effects are evident in many ways, but perhaps nowhere more alarmingly than on the rural landscape itself.

* Statistics compiled from aerial photographs show that the quantity of open land converted to development in Hampshire and Franklin Counties nearly tripled between 1951 and 1972 (from 14,102 acres to 41,633 acres); limited follow-up reconnaissance indicates this trend has been continuing.

* House prices have doubled or tripled.

* Hilltowns face development proposals that would double their housing stock and burden town services and schools.

* Daily traffic volume along Route 9 between Amherst and Northampton has increased ten-fold within the last five years.

* Rapid, unplanned growth has produced a random pattern of residential subdivisions and multi-unit dwellings unrelated to municipal systems and utilities, often constructed without consideration of how they relate to the landscape.

This expansion now threatens to overwhelm the sense of place and visual qualities that have evolved for over 300 years. For many area residents, the image and the reality of the Valley have begun to conflict.

Small towns are especially ill-equipped to deal with the challenge of rapid, unplanned growth which jeopardizes town character, natural resources, open space, public services and infrastructure, and the stock of affordable housing. Many of the debates on growth versus preservation have arisen because towns lack professional planning assistance and updated land-use techniques that allow for better management of needed economic development, reasonably priced housing, and transportation improvements. Most towns are governed by zoning by-laws which often unwittingly prescribe development patterns that are inappropriate for their rural areas. Suburban sprawl is spawned by large-lot development requirements and by highway corridors zoned for unlimited commercial development--precisely the pattern mandated by many towns' bylaws. There is a growing consensus among area leaders in both government and private business that rapid unplanned or poorly planned growth, rising house prices, and traffic congestion threaten the region's long-term economic outlook.

These changes are harbingers of other threats to the Valley's fragile character. The importance of the region's natural resources to its economy is especially significant. Aquifers need additional protection to prevent long-term pollution of drinking water supplies. Chief among the potential pollutants are leachates from landfills, septic systems, and road salt storage areas, industrial and toxic household wastes, and certain agricultural chemicals. The town of Whately's experience with well water contamination by the agricultural pesticide aldicarb (Temik^{R}) is a significant warning. Surface waters are also highly vulnerable, and continued development along the banks of the Connecticut could create the need for expensive, lengthy sewer extensions should individual septic systems fail.

The riverfront landscape is also easily compromised. The costly clean-up of the River through improved central sewage treatment plants is leading to increased residential development along the predominantly natural corridor north of the Holyoke Range. As the River's edge is cleared for residential development, the view from the water will be dramatically suburbanized. Wetlands and floodplains along the River's borders protect human life and property by absorbing and releasing floodwaters. They are also essential for wildlife habitat. Public access and recreational opportunities are sometimes regarded apprehensively by waterfront owners, who are concerned about the potential for over-use of the River by visitors on motorboats. Increased use of the River for fishing and boating causes its own conflicts, especially between motorized and non-motorized craft.

A major ingredient of the Valley's scenic quality lies in its agricultural heritage. The Valley is the most productive agricultural region in Massachusetts. Fields dotted with tobacco curing sheds are a visual reminder of the shade tobacco that once dominated the region's fields. Despite setbacks over the past

few decades (including asparagus blight and the declining demand for cigar tobacco) the Valley's agricultural base remains relatively intact and remarkably healthy, through strong promotional and research efforts--and the Yankee persistence of its farmers. Today, the fields produce intensively cultivated vegetable crops, hay, and pick-your-own berries. However, increasing competition from outside the region, inappropriate zoning, and escalating land values put the future of many Valley farms in jeopardy. The flat lands so easy to cultivate prove equally amenable to development, and unprotected farmland continues to be subdivided into large houselots. The losses associated with land conversion go beyond actual production to the visual scenery attached to it. From the agricultural landscape and buildings emanate a strong aura of the rural aesthetic--"a sense of roots."

The Valley's urban centers effuse a similar sense of history and pride; Chicopee, Westfield, Holyoke, Turners Falls and others still offer vivid images of the industrial revolution. Although manufacturing has contracted in line with national trends, this change has been largely offset by an upsurge in the service sector, including new jobs in finance, insurance, commerce, and higher education. Through the combined efforts of the public and private sectors, cities like Springfield, Northampton, and Greenfield are again pre-eminent centers of commerce and culture. The growing importance of intangibles--quality of life, recreation, and community character--is increasingly reflected in business location decisions. The region's special character and sense of place plays a significant role in helping to attract quality business to locate and expand here. This points to the importance of maintaining the natural, scenic, and cultural qualities of the Valley, both within and outside urban areas. Accessible natural lands must be preserved as human retreats and ecological refuges in more rural areas. Urban parks can help breathe new life into abandoned factories and mills through creative adaptive re-use. The Massachusetts Department of Environmental Management's urban Heritage State Parks (in Turners Falls, Holyoke, and Springfield) help capitalize on the River's history, binding past with present and increasing the livability of not only individual cities but also the entire Valley.

The 67 cities and towns that compose the Connecticut River Valley form an interdependent system of employment centers and residential communities. As regional employment continues to expand, and commuting along the I-91 corridor becomes easier, the land-use consequences of continued population growth may seriously impinge on the character and visual quality of the region. Responding to such concerns requires local and regional action. A variety of land protection tools have already proven successful in other parts of the country. The Valley's scenic, historic, and cultural resources will need to be treated with the utmost care to prevent it from becoming an amorphous extension of greater metropolitan Hartford and Springfield. If that becomes the Valley's future, its essential attractive force will be lost forever.

Working Toward Livable Solutions

Nurturing the Valley's pride of place requires imaginative thinking and cooperative efforts among many diverse groups--farmers, business leaders, planners, developers--to pass along to future generations a landscape heritage as rich and beautiful as that now enjoyed by Valley residents. Creative strategies which artfully blend conservation and development need to be forged and applied in every town.

The state Department of Environmental Management (DEM) has taken the lead role in this daunting task. Through its various programs DEM is committed to working with municipal, regional, and state offices, and the private sector, to foster greater stewardship of the region's land and water resources. Signaling its commitment, DEM established the Connecticut Valley Action Program in 1984 to develop a coordinated program for conservation and utilization of the riverfront and related land resources in the 19 cities and towns through which the Connecticut flows. The Action Program's coordinating committee represents each community, and has divided the river into four sections based upon prevailing land uses, to help towns identify and address common areas of concern. The southernmost reach, for example, focuses on the Connecticut as an urban river with an emphasis upon water quality

Turf Farm, Deerfield

and recreational opportunities, whereas efforts in less developed sections are directed at shoreline and natural resources protection. The Action Program continues to help towns protect important river-based features and coordinates DEM's land acquisition efforts with the activities of state and local planning and land conservation programs.

The state-wide significance of the Valley's irreplaceable agricultural resources has prompted the Commonwealth to target this region as a key area for investing money in farmland preservation. Through the Agricultural Preservation Restriction (APR) program, operated by the Massachusetts Department of Food and Agriculture (DFA), more than 219 farmers have sold their development rights to the state, ensuring their land will never be built upon. DEM's Action Program has coordinated its efforts with DFA on those parcels near the River.

The DFA and the College of Food and Natural Resources at the University of Massachusetts are working together to discover new ways of increasing the profitability of small-scale family farming. Enterprising farmers have diversified their crops, lessening their reliance on traditional low-value staples such as onions and potatoes, and are experimenting with specialty vegetable production. New markets have been tapped by innovative marketing vehicles such as the Pioneer Valley Growers Association, a cooperative whose computerized pricing network keeps area growers competitive with outside markets. Integrated Pest Management programs have reduced agricultural environmental impacts and increased profitability through lowered pesticide use.

Agricultural land protection has also been aided by the work of the Valley's two regional planning commissions, the Pioneer Valley Planning Commission (Hampden and Hampshire counties) and the Franklin County Regional Planning Commission. Both provide towns with technical and advisory information on a broad range of planning issues. The Pioneer Valley Planning Commission has been studying alternative methods of improving water quality in urban sections of the River and on farmland protection. The Franklin County Regional Planning Commission has also been actively involved in the farmland preservation issue, promoting interest in associated food processing and technology facilities in the county.

Public appreciation of the River has been furthered through 30 years of active work on the part of the Connecticut River Watershed Council, headquartered in Easthampton. The Council has been instrumental in promoting public awareness of the River through educational programs and recreational activities. It has also been active in promoting water quality and in planning issues relating to the conservation and restoration of the region's natural resources, wildlife, and soils.

Open space protection in the Valley has been advanced through land conserving means such as land trusts, open-space zoning, and "limited development" techniques. The active participation of several local land trusts has complemented DEM's acquisition program. The Franklin Land Trust, for example, recently negotiated a development in Ashfield which provides affordable housing, preserves farmland (under APR), and protects the remaining open area as town conservation land. A number of other land trusts, including the Valley Land Fund, the Hilltown Land Trust, and others are also playing an increasingly active role in acquiring critical open space throughout the Valley.

Innovative new tools in town land-use planning have provided another avenue for encouraging land-use patterns which accommodate growth in ways that respect the Valley's small-town character and scenic countryside. The Center for Rural Massachusetts, at the University of Massachusetts, has played an important role in developing practical guidelines for rural landscape protection. Its "Design Manual for Conservation and Development", prepared with support from the Department of Environmental Management, illustrates creative land-use strategies through a series of alternative development scenarios for eight different sites in the Valley, contrasting the results of conventional zoning and innovative planning techniques. Also included in the manual are a number of model bylaws to help towns implement these new approaches to conserving farmland, protecting riverbanks, controlling roadside commercial development, and promoting well-designed signage. The Design Manual will help inform local decision-making processes by graphically illustrating the ultimate consequences of alternative methods, and by providing practical by-law language for town officials to consider.

The Valley's Future

Much of the Valley's agriculture and open space will be in jeopardy in the years ahead unless a sustained partnership develops among local, regional, and state governments working together with the private sector. The issues are complex but manageable with appropriate land-protection tools available to the people of the Valley. A basic assumption is that the Valley can continue to grow and develop economically without substantially altering its special scenic character and quality of life--but only with the concerned involvement of its citizens.

Valley residents, public officials, and business leaders must work together to chart a course for the region. With technical and financial assistance from the University and the Commonwealth, cities and towns can take a more active role in shaping their future. Fortunately, the Valley can benefit from the successes and failures of other regions that have faced similar pressures. Based on this experience, elements of an agenda for the Valley should include:

* continued implementation of DEM's Connecticut Valley Action Program and other state efforts to protect riverfront lands, provide recreational opportunities, and preserve the Valley's outstanding natural and scenic features. This will require continued funding of land conservation and farmland preservation programs, and cooperation with developers and land trusts.

* local adaptation and implementation of the model land-use regulations outlined in the "Design Manual for Conservation and Development", which would preserve town character and important resources while accommodating needed growth.

* a new partnership among citizens, local and state governments, and the business community to build consensus and provide leadership for these and other initiatives.

The Valley is fortunate to still retain much of the rural character and scenic qualities so eloquently described by Timothy Dwight in the 1820s; only through concerted efforts by all residents will it still possess these special features in another 150 years.

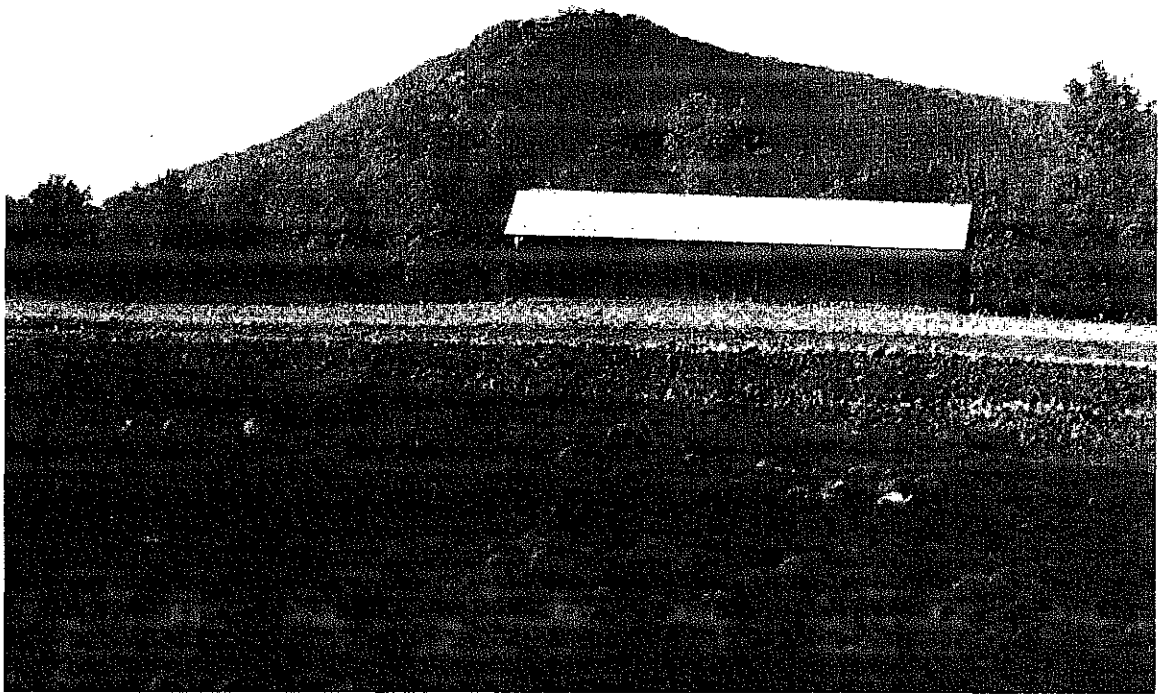
Introducing "Rural Landscape Planning"

Background

Recognition of the vulnerability of farmland to development was one of the factors which motivated the state legislature, at the urging of the Legislative Rural Caucus, to create the Center for Rural Massachusetts in 1985. Located within the College of Food and Natural Resources at the University of Massachusetts at Amherst, the Center conducts applied research useful to state agencies and local governments outside the Commonwealth's metropolitan regions.

In 1986 the Center received a grant from the Massachusetts Department of Environmental Management (DEM) to develop practical guidelines for rural landscape protection. Because these guidelines deal directly with development issues in the countryside, they blend regional planning with landscape architecture, creating a new discipline which we call "Rural Landscape Planning." The landscape of Rural Massachusetts is not a static entity but is rather the product of continuous interaction between man and the land. As John Stilgoe has pointed out in his classic work, *Common Landscape of America,* the word "landscape" means "shaped land, land modified for permanent human occupation," displaying a "fragile equilibrium between natural and human force, (wherein) terrain and vegetation are moulded, not dominated." The idea of extending the regional planning concept to encompass the landscape of a major river valley is not entirely new, but had never before been proposed in New England.

The Center's staff was motivated by a concern that unless effective landscape planning tools were developed and implemented soon, rural Massachusetts would no longer be very rural: it would become conventionally suburban, with only vestiges of the traditional rural landscape -- compact village centers, scattered farms, open fields and wooded hillsides -- lingering on, to remind us of what we had all lost. Protected areas would become "islands" surrounded by a "sea" of sprawling low-density development, similar in nature to the land-use pattern ringing most of the major metropolitan centers throughout the United States.



Mount Sugarloaf from Whately

Working Towards a Practical Solution

Although rural areas contain vast acreages of open land, in many areas it is being converted to other uses at an alarming pace. Like our resources, we exploit and misuse our landscape. As Nan Fairbrother has pointed out in *New Lives, New Landscapes*, "it is not resources we lack, nor even the knowledge, but the vision to use them constructively."

Complete faith in land preservation will not work. Nor will total reliance on an unplanned future, where land-uses work out their own equilibrium, with minimum public intervention. In Fairbrother's words, "New landscapes for new lives must now be consciously achieved, by positive and clear-sighted adaptation of the habitat for our new industrial (and post-industrial) condition."

Clearly, the development design process (for both the public and private sectors) needs to encompass the total landscape of an area. In order to create quality landscapes for our new ways of living, we must deliberately design new settings to suit our new land-uses -- such as residential subdivisions and shopping centers. And that deliberate design is what the Center for Rural Massachusetts set out to achieve in its Connecticut River Valley Landscape Planning Project.

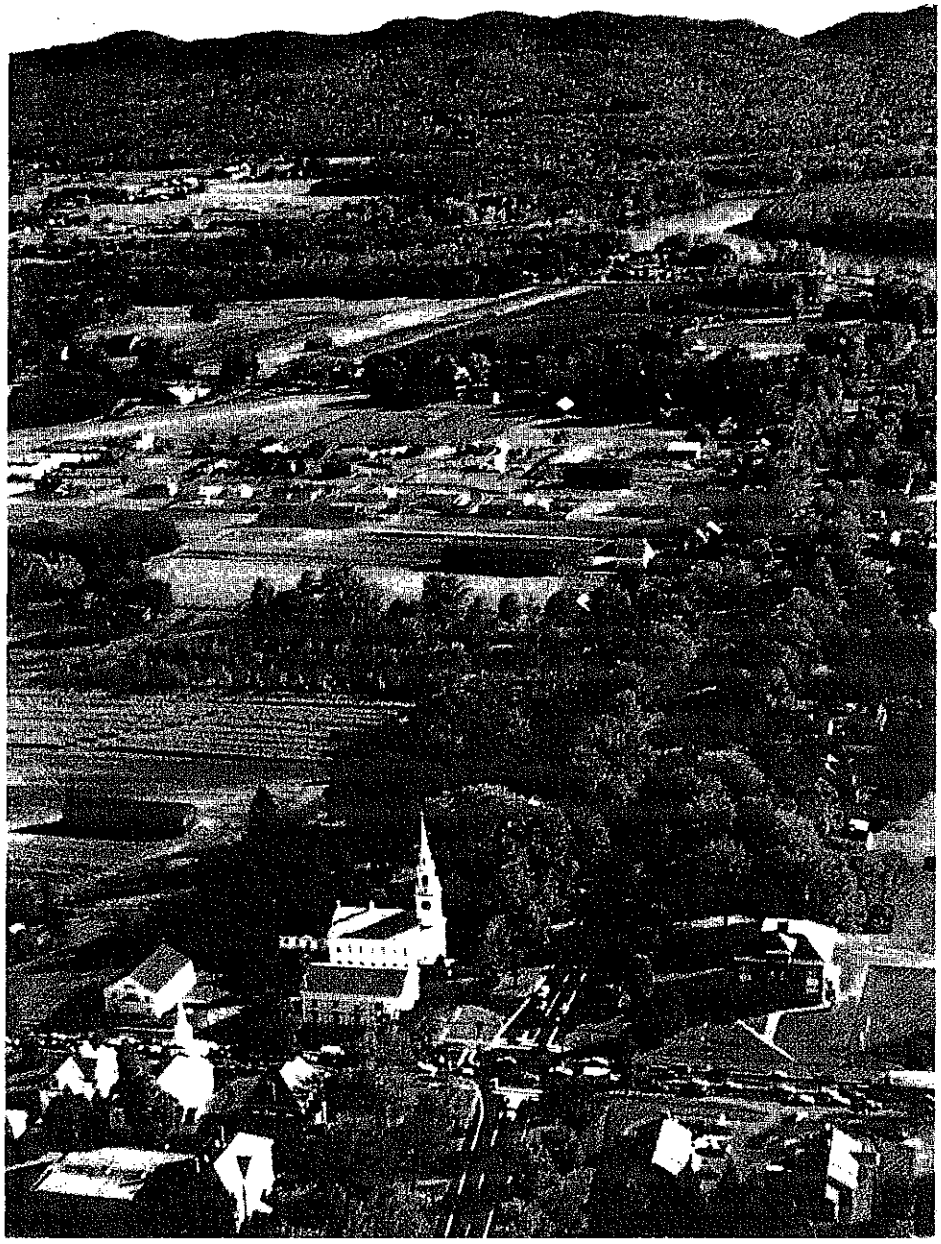
For this design manual, eight sites were selected to portray the different characteristics of a variety of basic landscape types within the Valley (e.g., flat bottomland, riverscapes, lakefront situations, undulating terrain, steep embankments, hilltowns, etc.). For each of the eight sites, three aerial perspectives were sketched and three site plans prepared. These three-dimensional perspectives and two-dimensional plans depict the pre-existing landscape and land-use situations, and contrast them with two alternative development scenarios. Each scenario contains the same overall amount of new development, but they graphically illustrate the enormously different impacts that occur when land is developed conventionally (following standard zoning and subdivision practices), as opposed to being developed imaginatively (using innovative techniques to help conserve the essential rural character of the region). In addition, ground-level perspective sketches are provided for four of the sites, to show the visual contrast as seen from the road by the traveling public.

These highly realistic graphics are accompanied by a text which describes how the two development scenarios typically occur, in terms of the various players and their roles (land-owner, developer, consultants, review boards, etc.).

This manual also contains "Character Plans" for two towns in the Valley, analyzing the landscape elements which make each place special, and offering concrete approaches for the towns to adopt in order to help preserve their rural ambience, while still accommodating inevitable growth in a responsible manner. A detailed Appendix includes model by-laws based on those recommended for the two towns, addressing issues such as roadside commercial development signage, and open space design standards for residential subdivisions. For example, the ideas of "commercial nodes" and "maximum setback from the road" are proposed as alternatives to highway "strip" development. These principles would concentrate new shops and offices at logical points along rural highways, such as intersections, and would prevent the emergence of long, linear retail corridors which not only suburbanize the rural landscape, but also cause traffic congestion through a proliferation of entrances and exits. By requiring new commercial structures to be set back no more than, say, 25 feet from the roadway, traditional street/building relationships can be maintained. Parking and building entrances can be located to the side and rear, offering a greater opportunity to screen these large expanses of asphalt, and giving merchants two locations for signs and display windows (facing the road, and facing the parking area). The relatively compact area between the buildings and the road could then be landscaped with native trees, indigenous shrubs, and wildflowers, enabling the new development to capture the "spirit of the place" through carefully selected plant materials which reflect the natural beauty of the region (as opposed to the conventional "junipers and bark mulch" treatments ubiquitous in suburbia).

In a similar fashion, standard zoning and subdivision practices are modified in critical ways to achieve more harmonious residential development design. It is ironic that the traditionally tightly-knit village pattern so typical of rural New England is illegal to reproduce or emulate in many, if not most, rural Massachusetts communities today. Developers are required to set each house on its own separate one or two-acre houselot; more creative layouts involving more flexible siting (such as "cluster" or "open space subdivisions") are often prohibited by well-intentioned but misguided by-laws. Such regulations inadvertently destroy rural character at a rapid pace.

In their place, we are recommending by-law amendments which would require all new developments proposed on open fields or pastures to be laid out so that no more than 50% of the farmland is consumed by streets and lots. Lots would be reduced in size by (typically) 50%, and the resultant open space would be permanently protected by conservation restrictions for future agricultural use. Buildings would either be located in a woodland fringe at the edge of the fields, or screened from the



Aerial View of Hadley

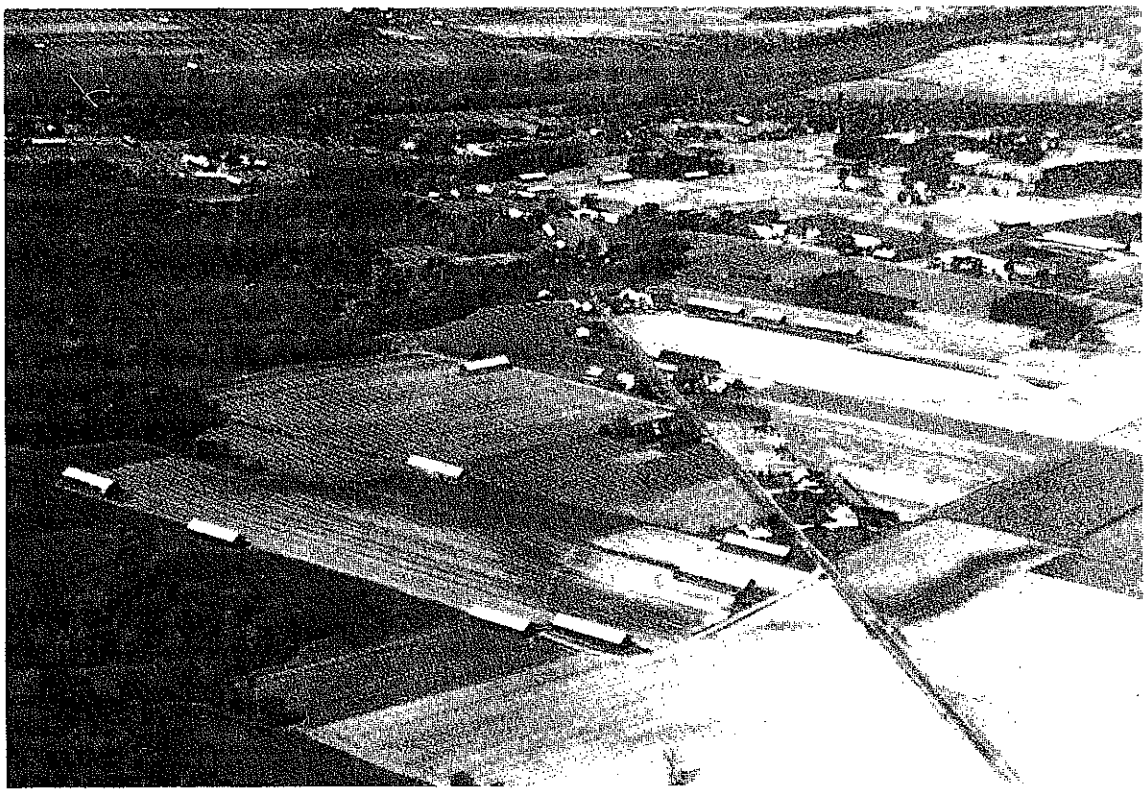
fields by a newly planted shelterbelt of trees. Although individual septic systems could be built for each house, joint systems shared by several houses would become possible, allowing siting on the most suitable soils in the tract, and at the greatest distance from any wells.

This pattern of down-sized lots and preserved open space offers distinct economic advantages to all parties. Developers can reduce the costs of building roads (and, if applicable, water and sewer systems). Local governments save on snowplowing and on periodic road re-surfacing. And home-buyers could potentially pay slightly less because of these somewhat lower costs.

Everyone seems to benefit when such creative land development strategies are followed. Farmers who view their land as their "pension" no longer have to destroy their farms in order to retire with a guaranteed income, as their equity is not diminished. Town governments do not have to raise large sums (or even small sums) to acquire land or development rights, and are not faced with the administrative complexities posed by TDR (transfer of development rights) by-laws. Developers are not placed under any unreasonable constraints, and realtors gain a special marketing tool, in that the views from the new houses will be guaranteed by the conservation easements which protect the open fields from future development.

This approach has been specifically designed for implementation in small towns, where local officials and residents are looking for land conservation options that involve little public expenditure, are easy to administer, allow full equity for rural landowners, and are not unfair to developers.

Essentially, the broad choice in future residential development patterns is between a creative extension of the traditional rural village concept, and repetition of conventional suburban subdivision practices, wherein 100% of the tract is covered by streets, houses, front yards, back yards, and side yards. The former enables a large proportion of new homes to be sited so as to command uninterrupted views



Aerial View of Connecticut Valley Farmland

Connecticut Valley Farmstead

across long, open fields or pastures, permanently protected from future development. The latter option almost guarantees that the view from one's picture window will ultimately be, as Christopher Alexander has observed, "of the other man's picture window."

The illustrations and text should provide very useful tools for both planners and developers because they show not only what conventional zoning will produce, but also the outcome of practical alternatives. Confrontational situations between town officials, developers, and conservationists can be averted by a sensibly balanced approach which, in Robert Lemire's phrase, "saves what needs to be saved, and builds what needs to be built," as exemplified in our model Farmland/Open Space Conservation and Development By-law.

When a subdivision, shopping center, or other large scale development is proposed in a rural setting, residents and town officials often have difficulty convincingly describing just what is at stake. Fortunately or unfortunately, the quality of a landscape is not easily measured in dollars and cents. Lacking a direct market value, however, a landscape might wrongly be assumed to have no value. This is a very real dilemma in a society which knows the value of very few intangibles, such as the rural landscape.

The intrinsically scenic areas identified in DEM's 1982 Massachusetts Landscape Inventory are places where "man and nature have struck a careful balance, where human activity has complemented rather than destroyed the human environment." Application of the innovative techniques described and illustrated in the Manual will help the next generation of development to be skillfully fitted into the countryside, much in the same way that Western Europeans have succeeded in doing for centuries. Residents of the Connecticut River Valley live in an evolving landscape. In our town-based democratic society, it will be up to local voters to decide just how the landscape of their region should change, and how inevitable development should occur. The choice will be theirs, but instruments such as the Conservation and Development Manual will help to inform the local decision-making processes by graphically illustrating the ultimate consequences of alternative paths. Disseminating this information and working with town boards and communities will be the next task, to help ensure that necessary discussion occurs and that landscape planning choices are made consciously rather than by default.

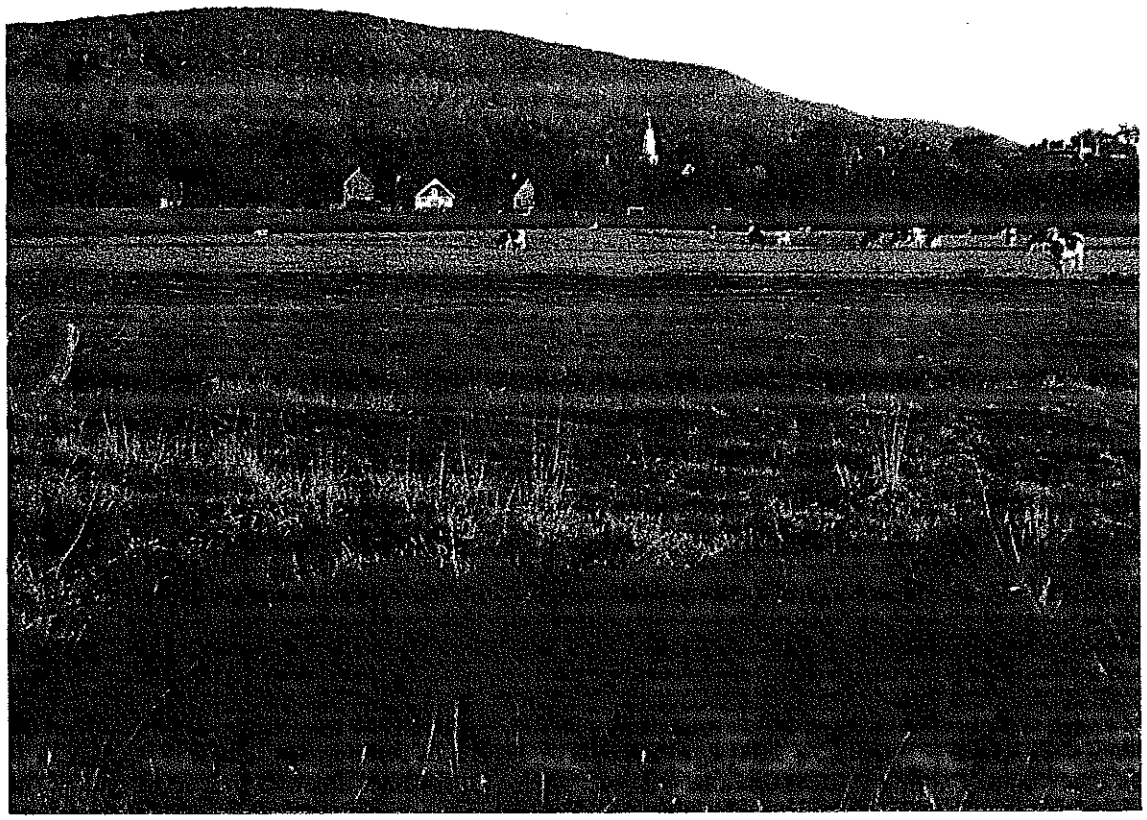
Site A: Parsons' Mills

I) Existing Conditions:

Landform:	Alluvial Plain
Landuse:	Small, clustered New England village
Landcover:	Fields, Houses, Lake, Roads
Utilities:	Town Water, No Town Sewer
Zoning:	1 Acre Minimum Lot Size, 100 ft. Road Frontage

* Houses and community buildings grouped along main road.
* Farmland extends out behind houses to the banks of the Connecticut River.
* Quiet community currently facing rising development pressures.

Located on a high alluvial terrace at the intersection of a stream and the Connecticut River, the site of the small village of Parsons' Mills has seen human habitation for over 6,000 years. A favorite encampment of the Pocumtuck Indians, the area is in close proximity to the water, while being elevated above spring flood levels. Early European settlers arrived during the mid-17th century, attracted by the rich soils and the potential for harnessing water power. A dam and a grist mill were built at a waterfall on the stream by Ezekiel Parsons, creating the present millpond to the north of the village. The mill was also located on the main road paralleling the Connecticut River. A small settlement soon grew up, including a church, a school, several small businesses and a handful of farmsteads with direct access to the fertile land that surrounds the village.



Deerfield

Whately

The form of Parsons' Mills is typical of small New England villages of the upper Connecticut Valley. Centered on the town hall, church and school, the village radiates out along the main street, a lightly-travelled state highway, and a secondary road heading to the southeast. The houses are typically located on odd, irregularly shaped 10,000 to 20,000 square foot lots with frontage on the principal streets of the village. Setbacks and house orientation vary somewhat but maintain an overall consistency which gives the village its unique form and historic visual character.

Consistency of form is created in Parsons' Mills through its architecture, the relatively close relationship of buildings to roadways and the village's response to the constraints imposed by topography and landscape features. This consistency was a result of building traditions, available materials, inability to overcome natural obstacles and the practical need for buildings to be located near roads and in close proximity to each other.

Within this overall consistency, a humanizing variety is created through minor variations in building location, orientation, size, form and setback from the street. These variations are a result of the gradual, organic way in which the village evolved over centuries, a result of the efforts of hundreds of individual builders working within the widely accepted social, aesthetic and physical constraints imposed by life during the 18th and 19th centuries.

Most of the homes in Parson's Mills were built by farmers who tilled the fields extending directly behind the houses. Many of them include farm-related outbuildings or attached barns. While the village once contained over twenty farm properties, a single large farm (Parcel A) now tills all the surrounding land either under direct ownership or through lease agreement.

2) Conventional Development Scenario

* Large lot frontage and subdivision development.
* Densities and setbacks of new housing unrelated to existing historic patterns.
* Housing located in the middle of farm fields.
* Unregulated parking lots destroy village character.
* Lack of site planning or design controls on new commercial development.
* Houses located adjacent to water bodies cause visual and environmental damage to banks.
* Sprawling pattern of new development alien to village's historic settlement pattern.

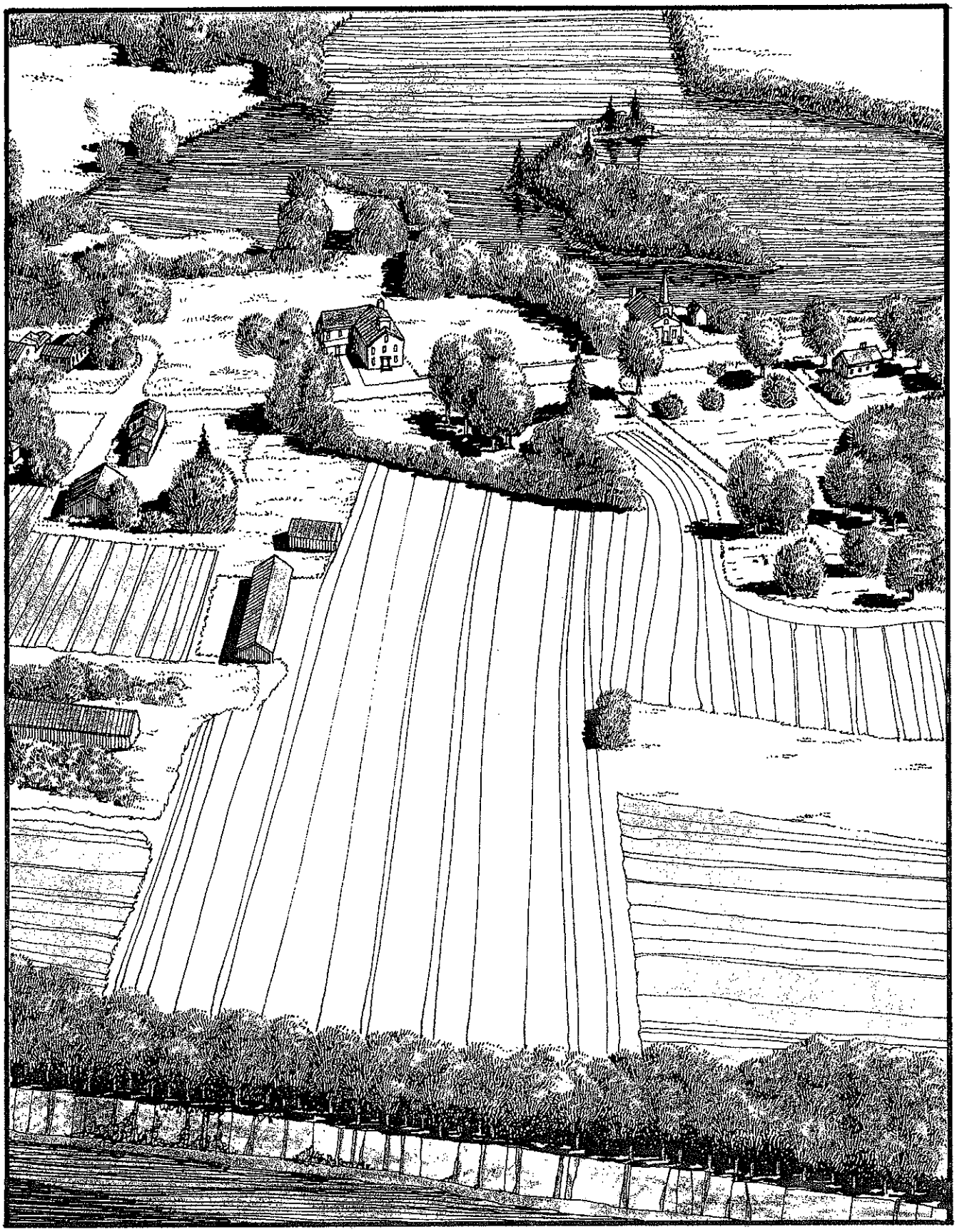
The residents of Parsons' Mill erroneously believed that their existing zoning bylaws and subdivision regulations would protect the character and environment of their community from new development. Instead, to their dismay, they witnessed a massive transformation of character from rural to suburban over the relatively brief span of twenty years. This is how it happened:

Warren Sibley, owner of the parcel A farm, sold road frontage lots over a ten year period to raise money to supplement his modest farm income. He sold two acres to a local developer who built a convenience store at the corner of Main Street and River Road. He also sold several 1 1/2 acre lots in his fields to the south of town to buyers who built large homes overlooking the river. After selling some of his best land and cutting off access to the river from his remaining property, Sibley's farm failed, in spite of the infusion of cash from lot sales. He sold his last acreage to a developer, who built a seven-lot subdivision in the center of the parcel. The town purchased the remaining land to the west for the construction of a new sewage treatment plant, located in full view of the village, and in the middle of Sibley's former corn field.

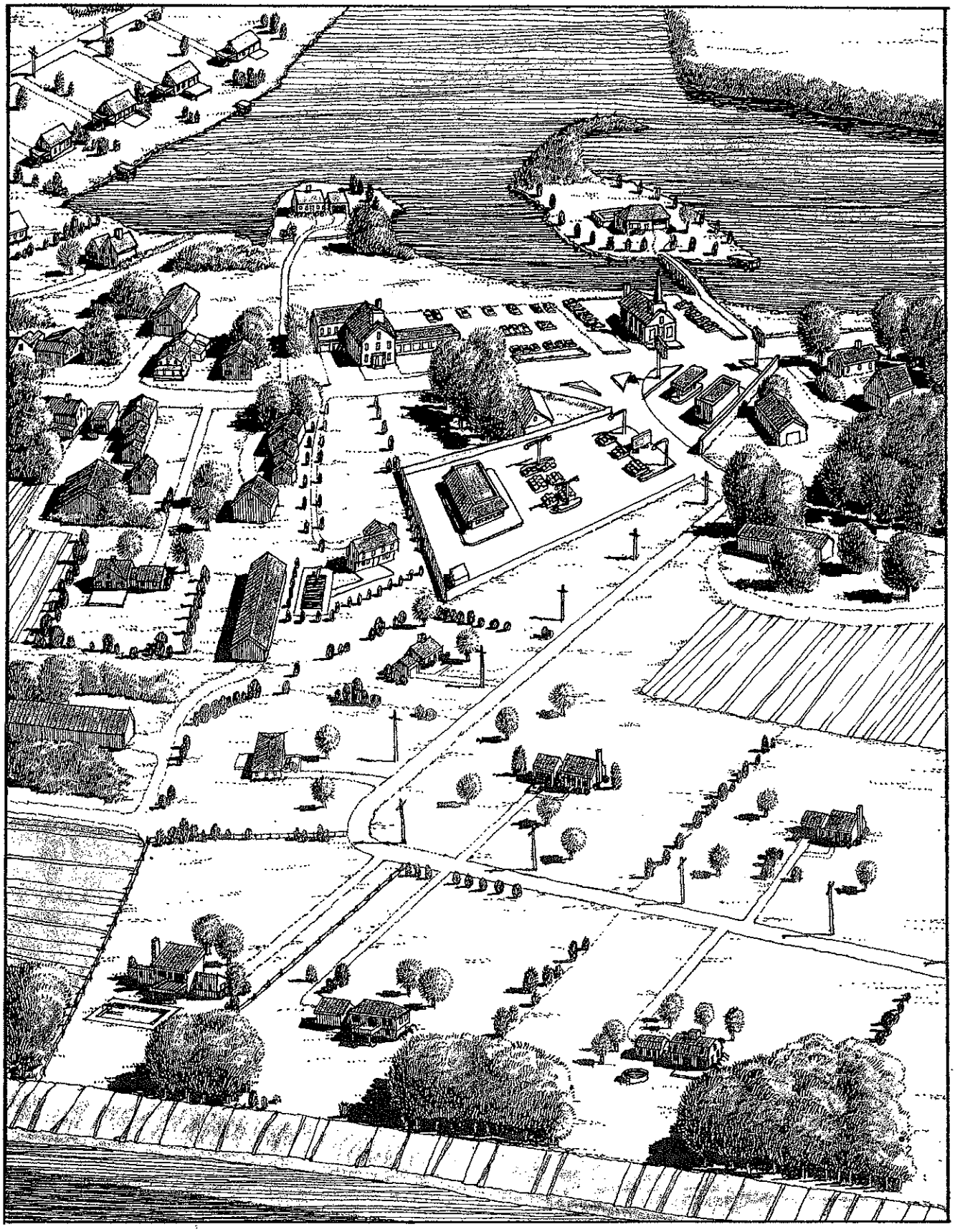
Parcel B, owned by farmer Stanley Pazinski, was sold to a local developer who planned a 14-lot subdivision on the property. the one-acre lots had a minimum of 100 ft. frontage on a 36 ft.-wide subdivision road laid out through the middle of Pazinski's former pasture. The plan met the town's subdivision regulations and zoning by-laws in every respect, but nevertheless destroyed the farmland, visual character and environmental quality of the riverbank.

Parcel C was owned by Mildred Parsons, an elderly widow whose husband Robert, great grand-son of the town's founder, had farmed the property for more than four decades until his death in 1972. Mildred didn't want to see the land developed, but financial need and relocation to a nursing home forced her to dispose of the property. She was finally forced to sell the land to a developer who planned a 16-lot subdivision accessed by two proposed cul-de-sac roads in the middle of the fields on the property. A parcel zoned commercial with frontage on Main Street was sold to a chain of convenience food stores which planned to build a new outlet on the property.

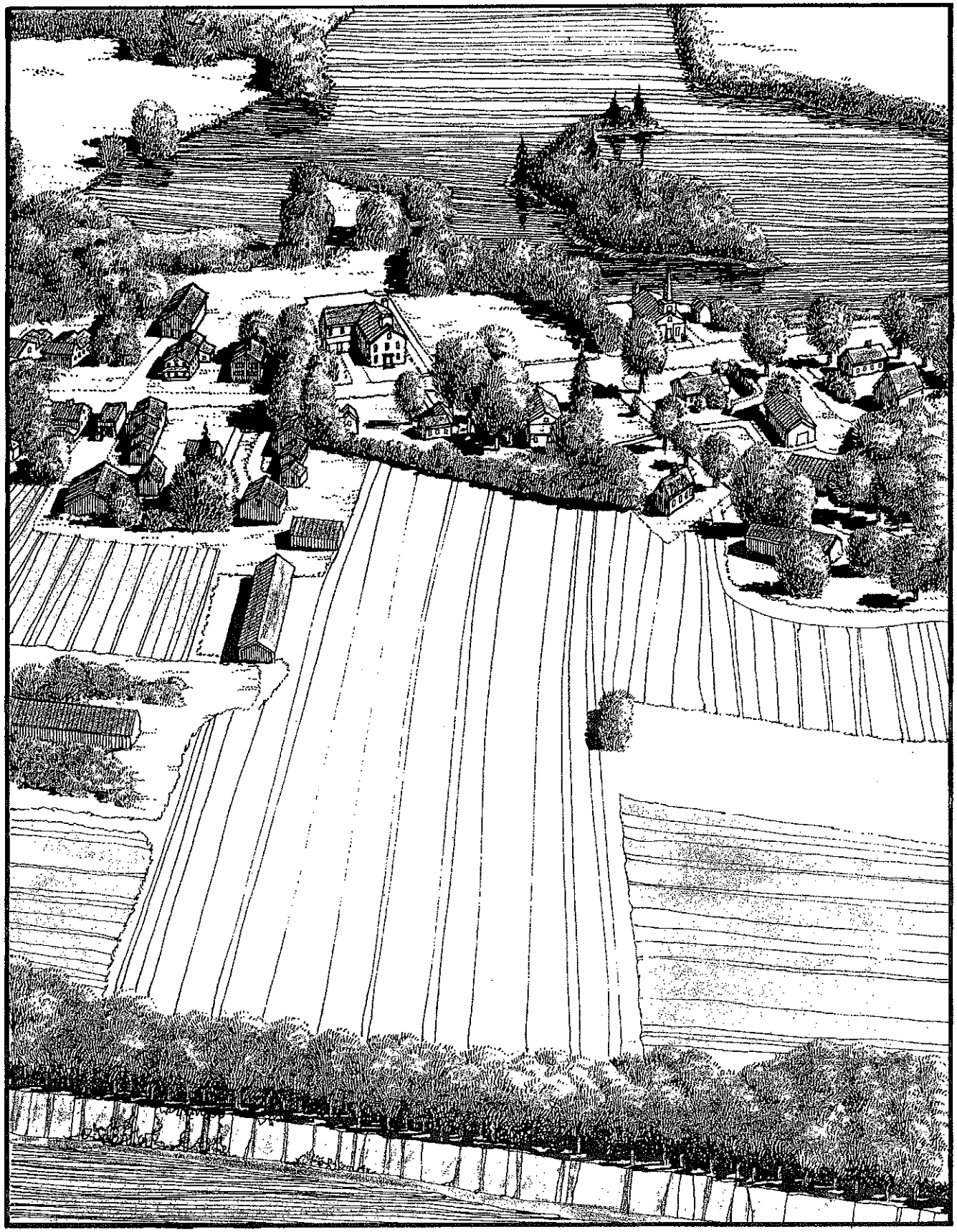
Adding a final coup de grace to the village, the state highway department widened and straightened Main Street through the center of town, pulling down three historic buildings and creating a major intersection at the junction of Main and River Streets. Attracted by the increased traffic on the new roadway, several roadside commercial enterprises were built along the new, "improved" main street. Since the town lacked a comprehensive sign ordinance or adequate controls on parking lot layout and lighting, the business development drastically altered the character of the village. New parking lots for the church and school destroyed the open spaces around these buildings. Old houses were torn down to be replaced by a convenience store and a hardware outlet. The new commercial buildings did not relate to the architectural character of the town and were surrounded by unbroken expanses of asphalt parking.



Aerial View of Site A Before Development



Aerial View of Site A After Conventional Development



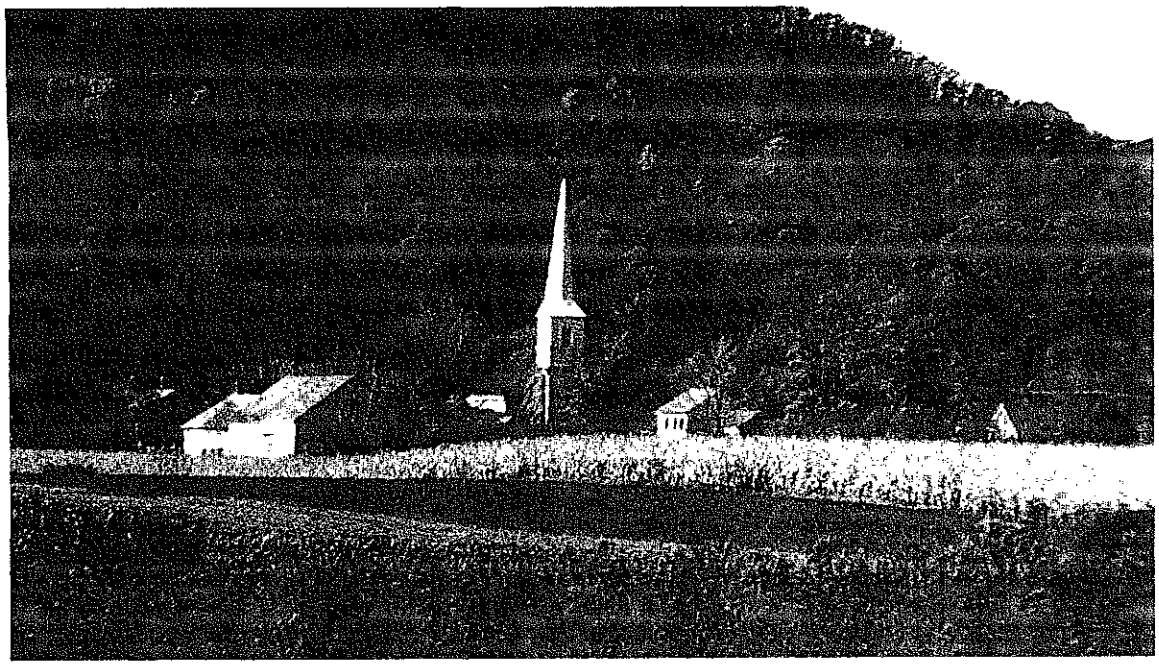
Aerial View of Site A After Creative Development

3) Creative Development Scenario

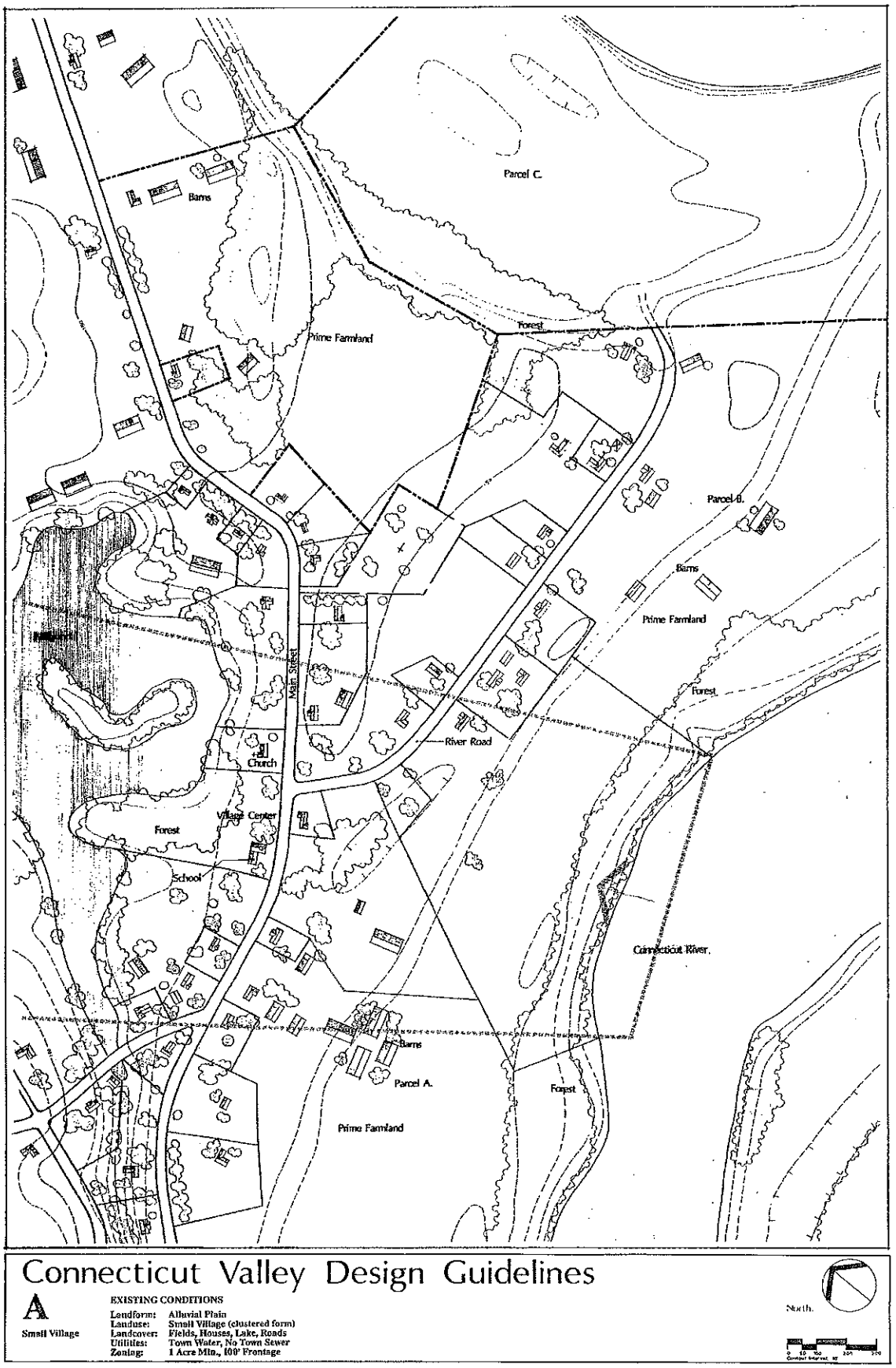
* New development reflects existing settlement pattern and architecture of village.
* Zoning modified to allow lot sizes and setbacks similar to existing village.
* Architecture of new commercial development compatible with village.
* Parking lots screened and located behind or at the side of commercial and institutional buildings.
* Lighting controls to prevent over-illumination, glare.
* Farmland and open space surrounding village preserved by clustering development at edges.
* Development setback from lake and river.

The residents of the village, realizing that their current 1 acre, 100 ft. frontage zoning was a blueprint for the total transformation of the historic character and environment of their town, voted at Town Meeting to amend their zoning by-laws. First, they enacted a Farmland/Open Space Conservation and Development by-law requiring that any future subdivision involving open fields or pastures be designed so that all the houselots and new streets would consume no more than 50% of the farmalnd in the parcel. This allowed development to continue at the same overall densities allowed under the previous by-law, but required that new lots be grouped in the woods or at the edge of the farmland. Several lots could be as small as 1/4 acre, consistent with traditional village lots dating from the period during which the village had historically evolved, thereby allowing 75% of the land to be kept in agriculture. The by-law also included a "Site Plan Review" provision to allow the Planning Board to review and, if necessary, suggest modifications to subdivision plans submitted by the developer. This would allow the board to ensure that a proposed subdivision was laid out in a way that best preserved the agricultural, environmental and scenic portions of the property.

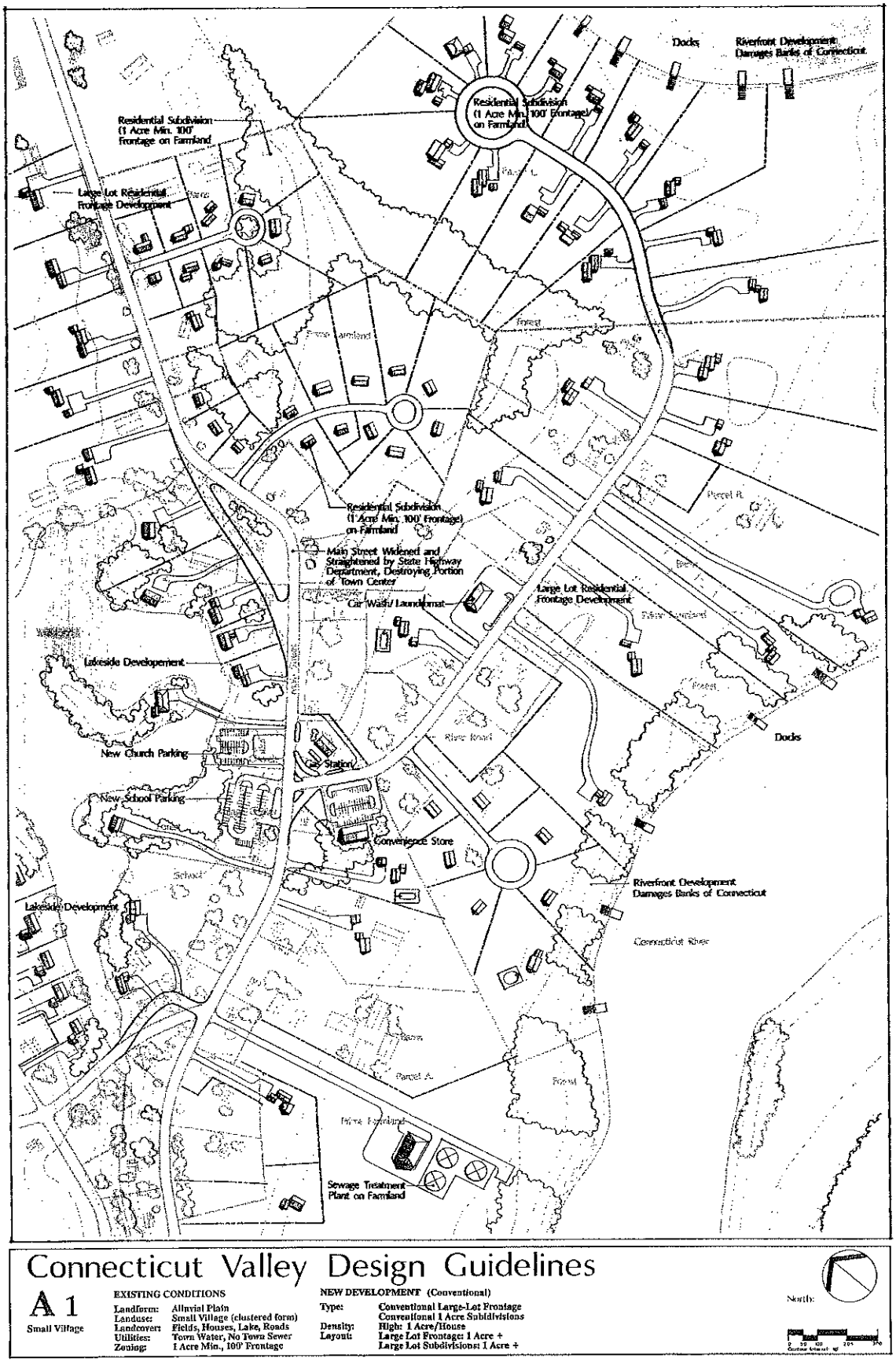
Secondly, the voters created a village district in the center of their town. Existing frontage and setback requirements were modified within this district to encourage new houses to be located closer to the street and on narrower, deeper lots in a manner similar to the historic pattern of the existing older houses. A site plan review provision was also incorporated in the village district, allowing the planning board to work with subdividers of land to ensure that new lot patterns blend in with the existing fabric of the village, and to ensure that new buildings would be sympathetic to the traditional architecture of the town.



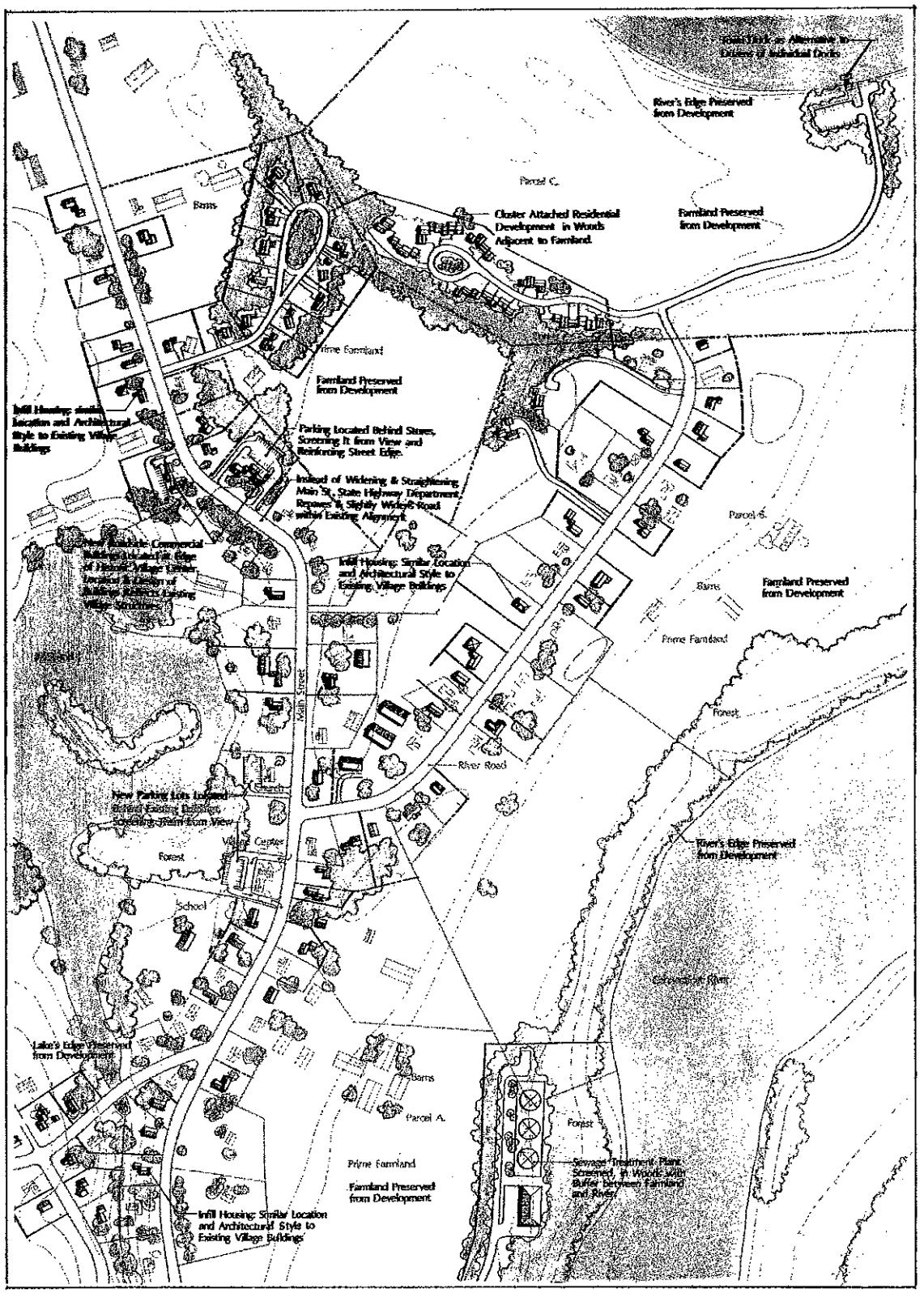
Sunderland



Plan of Site A Before Development



Plan of Site A After Conventional Development



Connecticut Valley Design Guidelines

A 2
Small Village

EXISTING CONDITIONS

Landform:	Alluvial Plain
Landuse:	Small Village (clustered form)
Landcover:	Fields, Houses, Lake, Roads
Utilities:	Town Water, No Town Sewer
Zoning:	1 Acre Min., 100' Frontage

NEW DEVELOPMENT (Creative)

Type	Mixed Residential/Commercial
Density:	High: 1 Acre/House
Layout:	Frontage Infill: 10,000 sf Lots Cluster Subdivisions: 15,000 sf Lots

IMPLEMENTATION STRATEGY

New Zoning:	Open Space Development (Cluster) Transfer of Development Rights Historic District/Design Review Site Plan Review
Other Tools:	Agriculture Preservation Restriction

North

Plan of Site A After Creative Development

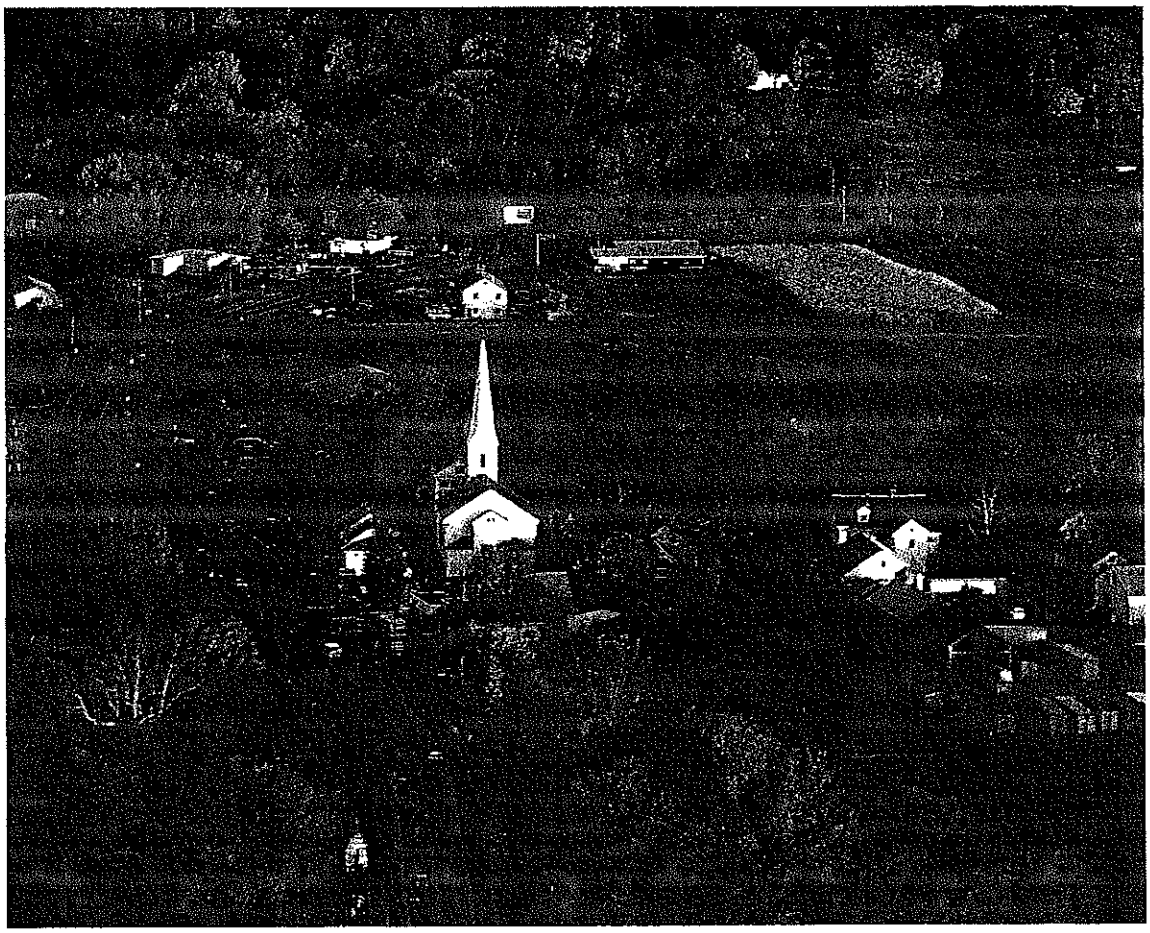
Site B: Rogaleski Farm

l) Existing Conditions

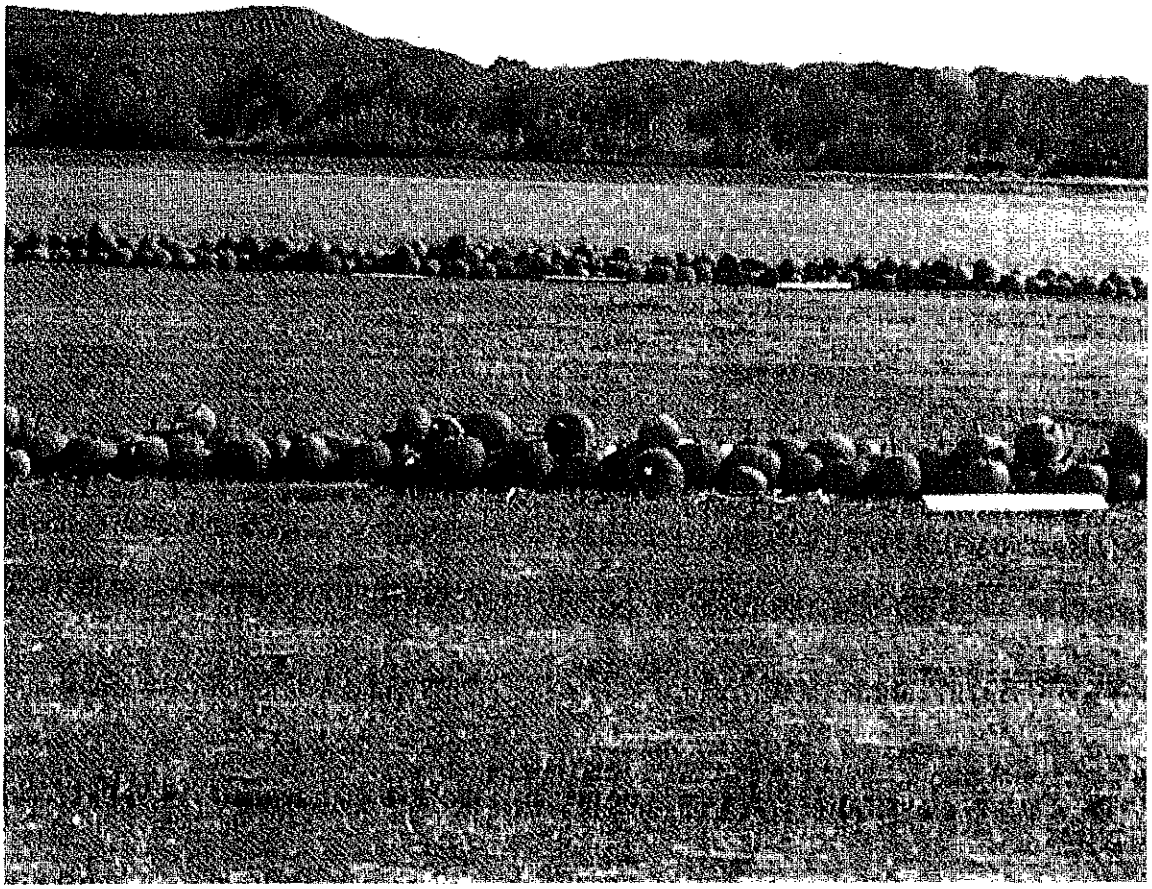
Landform:	Alluvial Plain
Landuse:	Cropland, State Highway
Landcover:	Field, Forest
Utilities:	Town Sewer, Water Available
Zoning:	Highway Commercial/Large Lot Residential

* Flat, alluvial, productive farmland, formerly shade tobacco, now diverse vegetable and grain crops.
* Rural state highway, sparsely developed, open fields alternating with woodlots.
* Second-growth forests on less productive land.
* Farmsteads containing residences, barns, out-buildings and shade trees located adjacent to highway.
* Dramatic views from highway across farmland to distant hills and river.
* Heavy residential & roadside commercial development pressure, farming economically marginal.

This site is typical of the fertile farmland found adjacent to the Connecticut River. The flat, highly productive farmland consists of silty loams deposited 10,000 years ago by glacial Lake Hitchcock, a body of water that once covered the entire Connecticut River Valley in Massachusetts. For millennia, silts and clays swept into this lake by cascading glacial torrents built up layer upon layer of rich deposits that have since formed some of the most productive agricultural soils in the country.



Sunderland from Mount Sugarloaf



Deerfield

After about three thousand years, the dam that held back the waters of the lake burst and the area was drained. The river cut a meandering channel through the thick, flat soils of the valley. Soon after the lake waters drained away, Native Americans began hunting the game that abounded in the valley. They fished in the river and farmed the meadows which they created in the valley by burning the forest.

This land was among the earliest sites in the northern half of the valley to be settled by the Europeans. They began tilling the fields cleared by the Native Americans in the middle of the 17th century, and had soon cleared almost all the forests in the area. Arriving by boat, the early settlers soon created a roadway which later grew into the state highway that bisects this site. Originally supporting a variety of produce, the fields were dedicated almost exclusively to shade tobacco by the late 19th Century. The rectangular barns that still dot the site were built to dry and store tobacco leaves. Over the past fifty years, the less productive land grew back to the forests that now cover approximately a third of the site. Faced with declining commodity prices and sharply rising land values, many farmers are under great pressure to sell their property for development.

Parcel A is a 180-acre produce farm owned by 65-year-old Walter Rogaleski who has farmed the land all his life. His father, Tadeuz, bought the place in 1983 with the savings from twenty-three years of labor in the textile mills of Holyoke. Though the farm's annual crop of sweet corn, cucumbers, cabbage and onions results in a modest profit for Walter, he is reaching retirement age and his only son is a successful Hartford insurance executive who is not interested in managing the family farm. Walter would hate to see the land developed, but he cannot afford to donate it for conservation.

2) Conventional Development Scenario

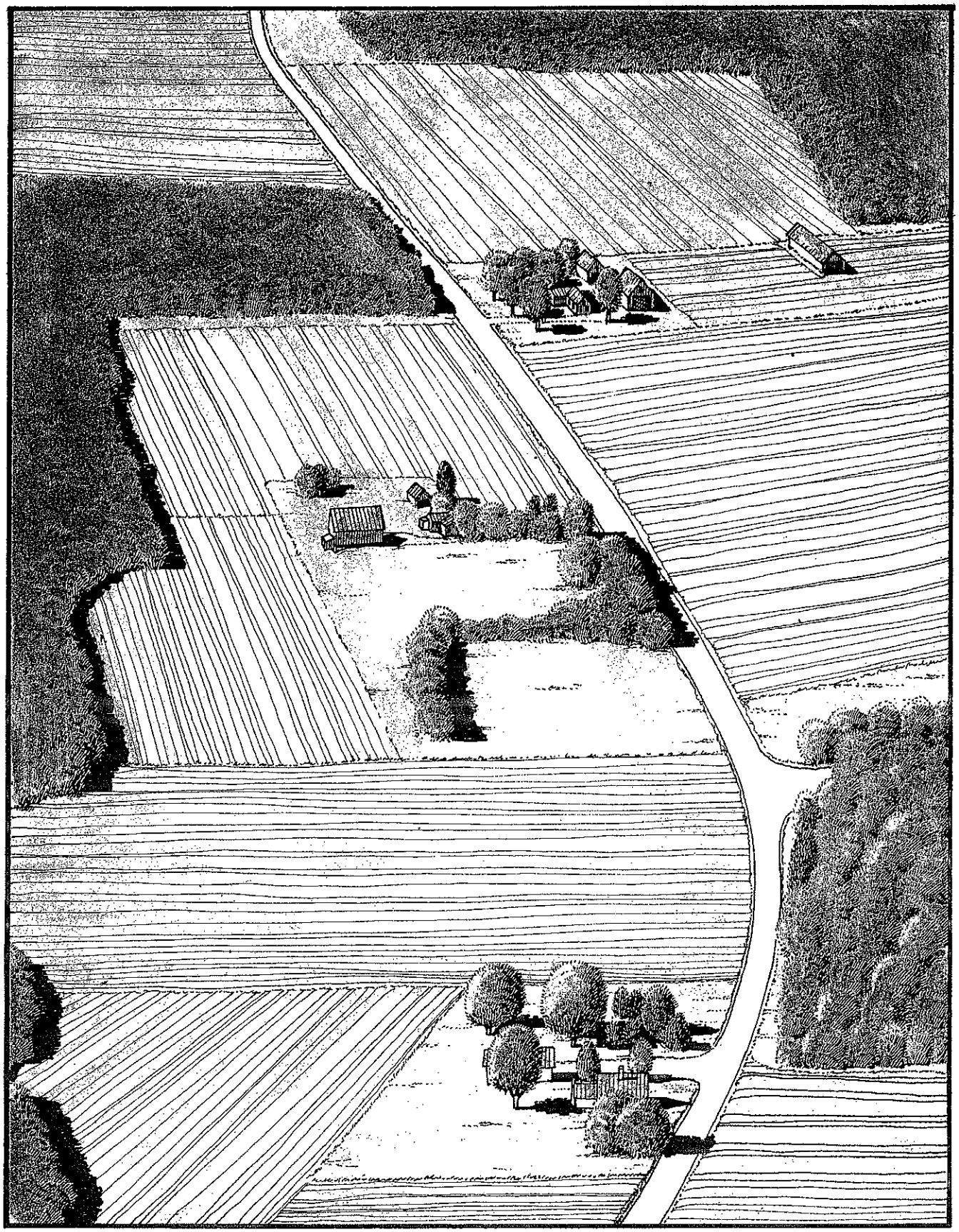
* Large lot (1 acre, 100 ft. frontage) residential development along existing road frontage.
* Large lot (1 acre, 100 ft. frontage) residential subdivision of farmland on new subdivision roads.
* Excessively wide roads (30 ft. paved width) , overhead utilities.
* Strip commercial frontage development along existing state highway.
* Large illuminated signs, parking lots, roadside clutter along state highway.
* Total destruction of farmland, rural character and visual quality.

One day Walter was complaining about his predicament to Bud Hampers, a friend who dabbles in real estate development. Bud offered Walter $1.25 million for the property, an offer he couldn't refuse. Rather than watch the land he had farmed all his life be carved up for house lots, Walter planned to retire with his family to Florida and never come back.

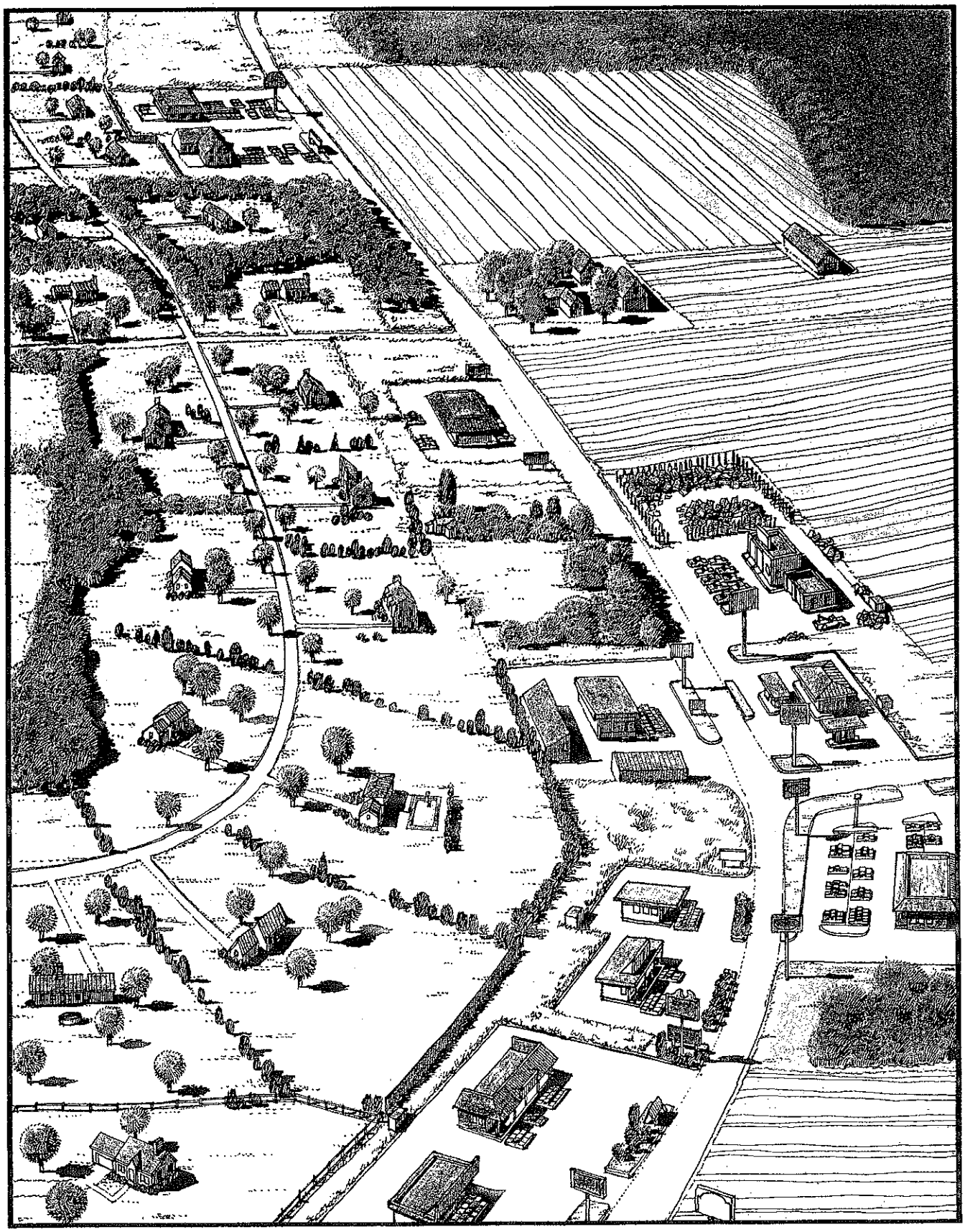
Bud Hampers hired a responsible local engineer who carefully drew up a development plan based on the town's zoning bylaws. Since the land within 400 feet of the state highway was zoned for commercial usage, he subdivided this frontage into two to four acre lots for sale as convenience stores, auto repair shops, laundromats, car washes, fast-food restaurants and other roadside commercial uses. Most town residents were dismayed to learn that their scenic country road was to become a commercial strip, but they were resigned to the fact that this sort of development was inevitable, and felt that it was certainly Walter's right to convert his land equity into retirement dollars. The plan drawn up by Walter's engineer was prepared in complete accordance with the town's zoning by-laws.

Behind the frontage commercial lots along the state highway, the engineer laid out a 65-lot single family subdivision. Each lot exceeded the minimum 1 acre, 100 foot frontage required under the town's zoning by-laws. The 9,000 ft. subdivision road was designed to the 30 foot width specified in the subdivision regulations. In all respects, the plan followed the letter and spirit of the town's zoning by-laws and subdivision regulations. It also ended the possibility of any future agricultural uses on any part of the farm, permanently altered the rural character of the area, blocked a beautiful view of the river and distant mountains, and destroyed the Indian village archaeological site.

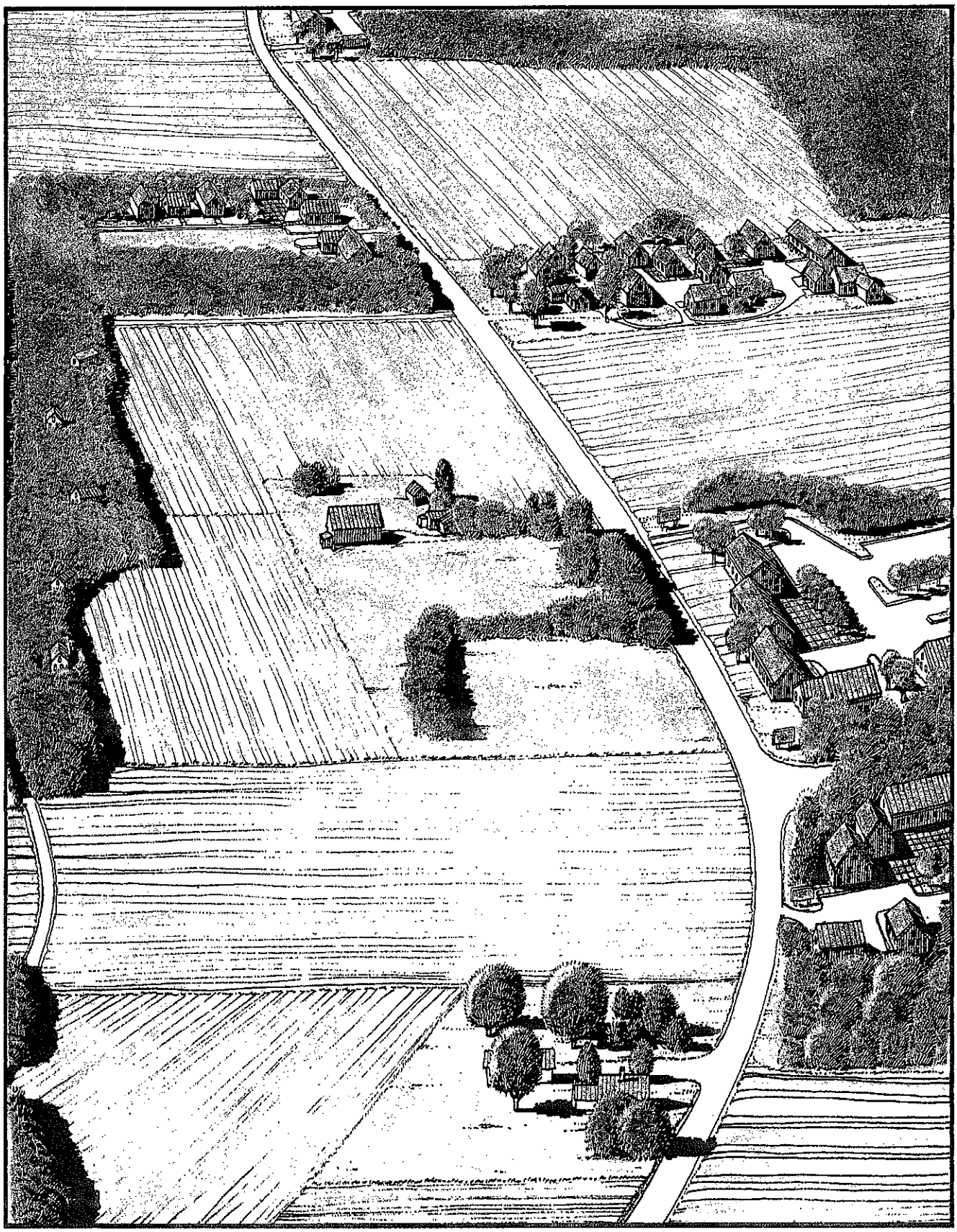
River and Holyoke Range, Hadley



Aerial View of Site B Before Development



Aerial View of Site B After Conventional Development



Aerial View of Site B After Creative Development

3) Creative Development Scenario

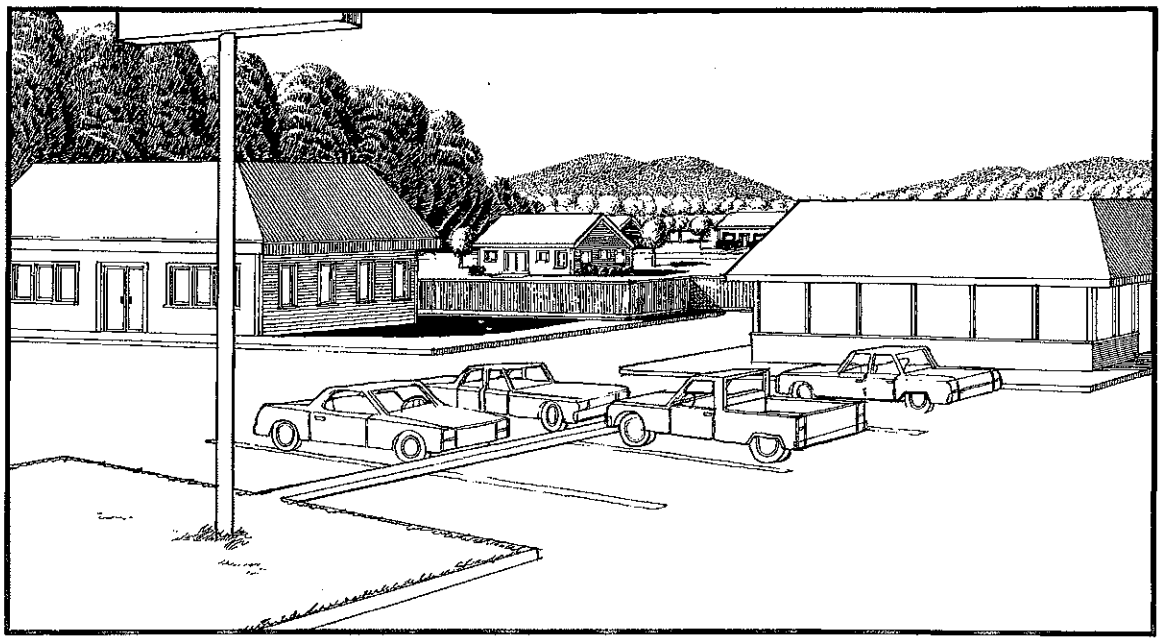
* Commercial development clustered in woods and at major intersections.
* Signage and lighting controls, underground utilities.
* Parking and storage located behind buildings.
* New commercial structures reflecting the traditional architectural character of the area, forming a strong building edge along the street. Residential development located in clusters in the woods and at the edges of the farmland.
* Residential lot sizes varying from 10,000 s.f. to 20,000 s.f. Multi-family attached housing built to resemble traditional farmsteads with rambling, attached houses and barns.
* Elderly and affordable housing included in residential mix.
* New residences reflecting vernacular architectural style.
* Moderate road widths; roads avoiding farmland, fitting topography.
* Development rights sold to Massachusetts Department of Food and Agriculture.
* Fee title to farmland sold at reduced cost to nearby farmer who continues to farm the land.

Realizing the need to protect as much of his farm as possible while still developing the land to its highest and best use, Walter approached Janet Harkness, a tasteful local real estate entrepreneur with a growing reputation for sensitive development. Janet suggested a phased development plan for the property, based on the town's newly-enacted Farmland/Open Space Conservation and Development by-law (see page 169 of this manual), which encouraged flexible layouts and which prohibited new development on farmland from consuming more than 50% of the parcel. She offered Walter $1,187,000 for his property ($625,000 for the 90 acres to be built upon, and $562,000 for the development rights to the other 90 acres which were to remain in agriculture). These sums were to be paid over five years to minimize his capital gains taxes. Janet hired a local multi-disciplinary consulting firm to prepare the development plan. Planners, landscape architects, engineers, surveyors, soil scientists, historians and archaeologists worked with Janet and Walter to prepare the plan.

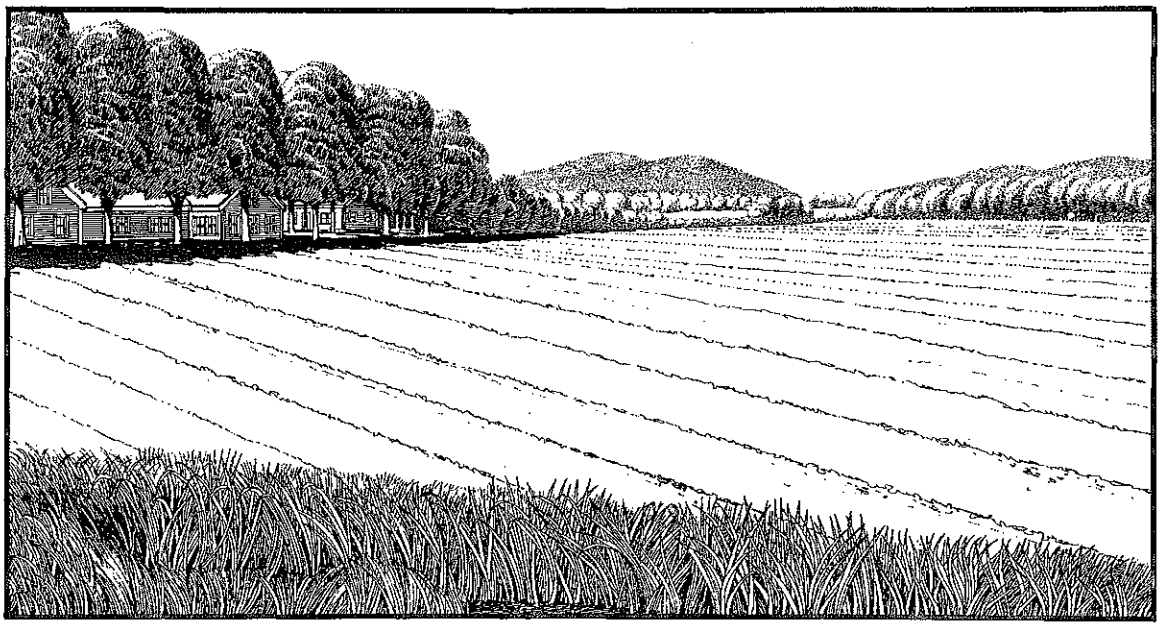
Their plan contained the same amount of development as had the previous proposal, but located this development on only half the land area of the parcel. Walter later sold the other half, which was to remain protected farmland, to a young farmer nearby for $110,000, an affordable sum based on the land's agricultural value. Thus, Walter's total receipts were $1,297,000, an increase of $47,000 over the amount offered to him for the "conventional" scenario.

Ground Level View of Site B Before Development

Janet's development plan grouped the commercial development on a ten acre site adjacent to the state highway. All the businesses which would have been spread out in a long strip along the highway were to be located in an attractive and convenient commercial center. Designed to reflect the traditional architecture of the town, the buildings formed a strong edge along the highway, screening the parking which was located at the rear of the commercial cluster. Merchants therefore had opportunities for wall signs and display windows facing in two directions: the highway and the pedestrian entrances from the rear parking lot. Attractive signs, window displays and indirect night-time illumination provided ample visibility for the development from the state highway.



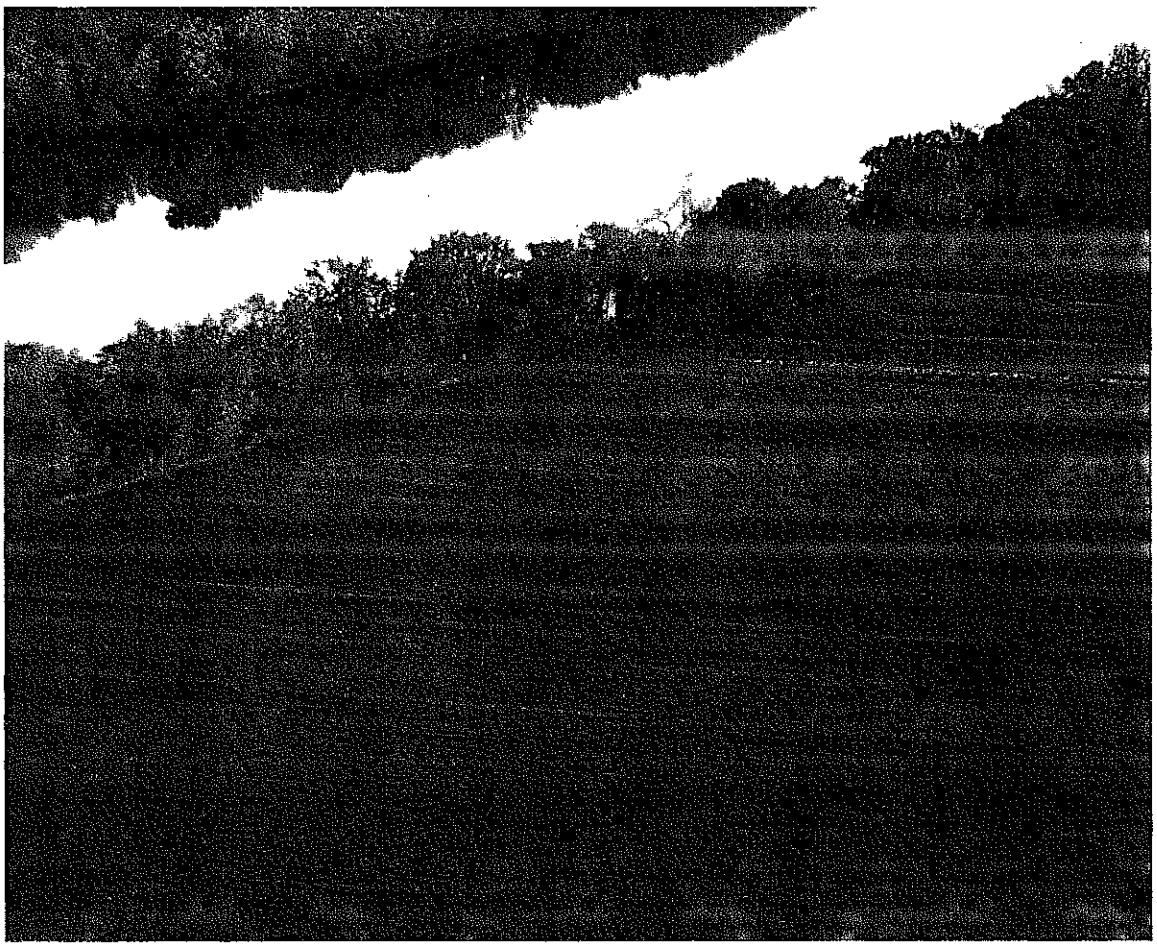
Ground Level View of Site B After Conventional Development



Ground Level View of Site B After Creative Development

Janet's consultants laid out the residential subdivision entirely in the woods, thereby sparing the valuable farmland from development. They based their plan for new development on the lot size and settlement pattern of traditional villages in the area, which had typically featured houses located on quarter to half acre lots laid out in an irregular, informal, non-geometric pattern along roadways. The consultant located 23 quarter-acre lots with 50 ft. of frontage on six acres at the western end of the property. They then drew up 42 half-acre lots with 100 ft. of frontage on 25 wooded acres at the northeast corner of the site. The houses were laid out in a traditional New England village pattern around two commons to provide character, focus and open space for the new community. A wooded buffer was left to screen the new houses from the farm fields, minimizing future conflicts between the farm and the residences. The quarter acre lots tied into a sewage line running under the state highway and the half-acre lots used both individual septic systems, which were able to be located on the best soils for this purpose, under the flexible lot layout allowed under the new by-law, and jointly-shared septic systems.

The new subdivision road, built according to the town's recently amended subdivision regulations, was 20 ft. wide with grass and gravel shoulders. It provided safe, convenient access to the development while fitting in with the town's rural character. Only 7,000 ft. long as compared to 9,000 ft. long , Janet saved thousands of dollars on site development costs.



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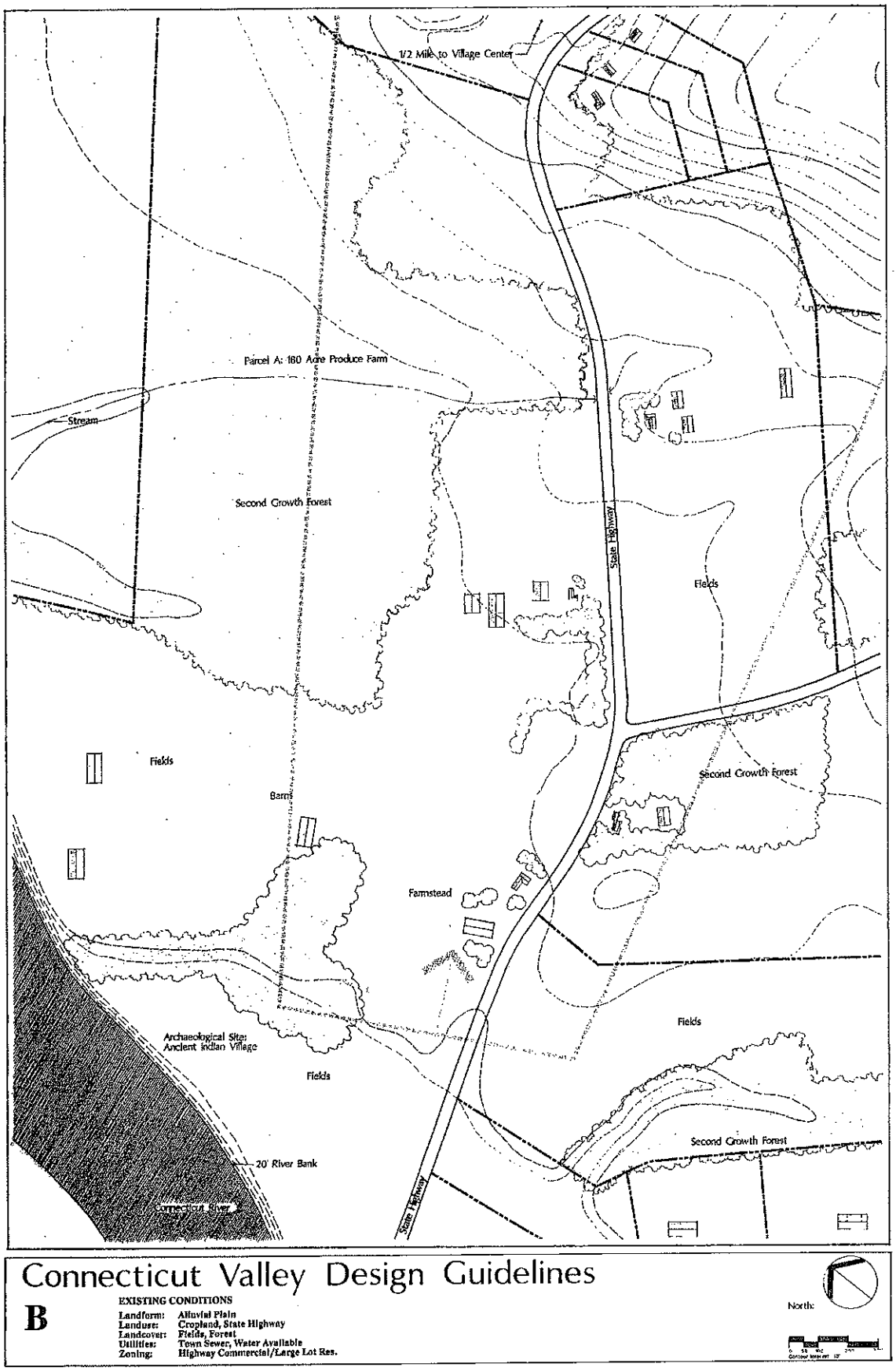
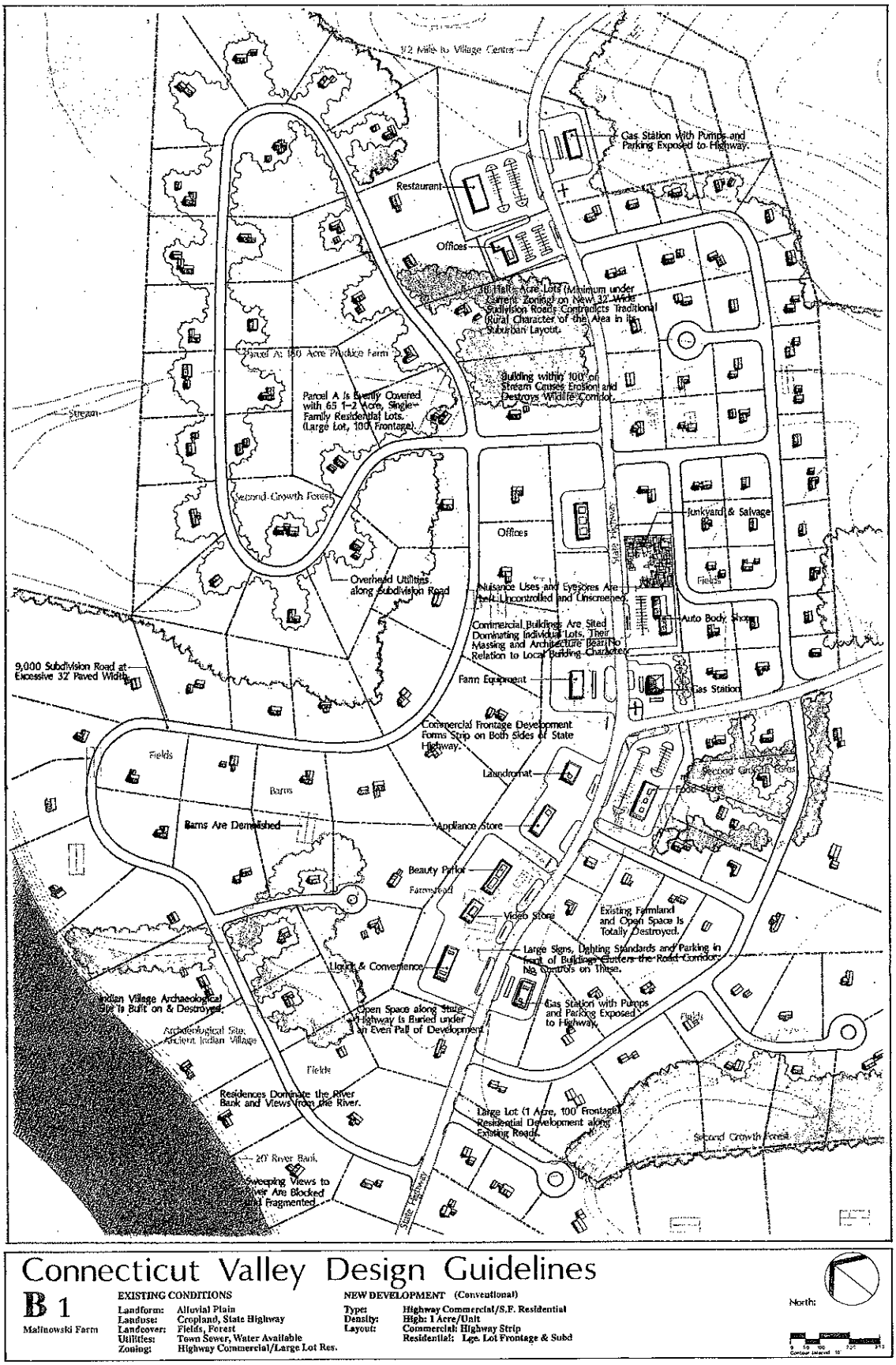
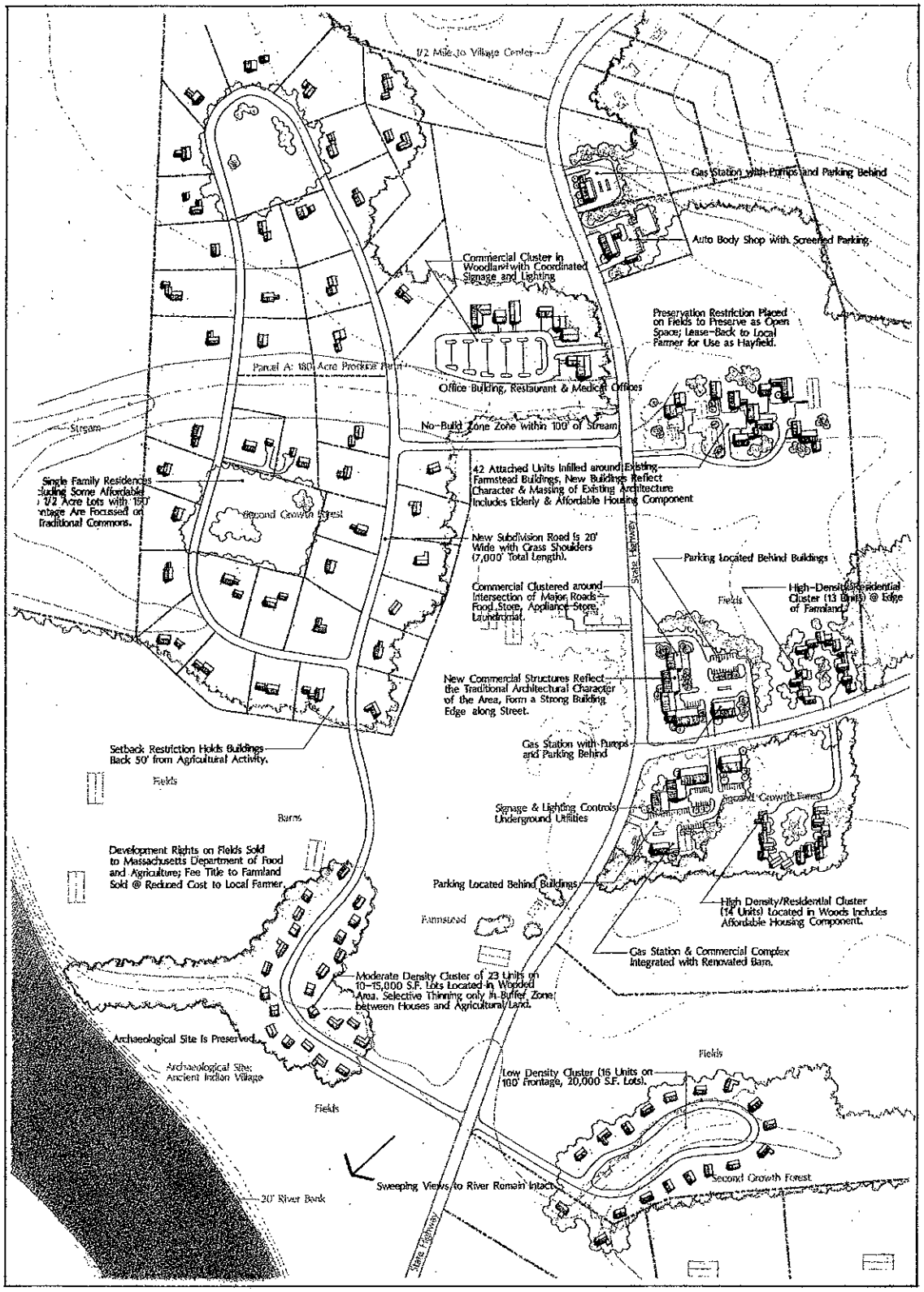


Plan of Site B Before Development



Plan of Site B After Conventional Development



Connecticut Valley Design Guidelines

B 2

Maliuowski Farm

EXISTING CONDITIONS

Landform:	Alluvial Plain
Landuse:	Cropland, State Highway
Landcover:	Fields, Forest
Utilities:	Town Sewer, Water Available
Zoning:	Highway Commercial/Large Lot Res.

NEW DEVELOPMENT (Creative)

Type:	Highway Commercial/S.F. Residential
Density:	High: 1 Acre/Unit
Layout:	Commercial Clusters Residential Open Space Subdivisions

IMPLEMENTATION STRATEGY

New Zoning:	Commercial: Site Plan Review, Sign Controls, Screened Parking Behind Buildings, Mandatory Cluster. Residential: Open Space Development, Site Plan Review.

North:

Plan of Site B After Creative Development

Site C: O'Neill Property

1) Existing Conditions:

Landform:	Tributary Valley
Landuse:	Dairy Farm, Town Road
Landcover:	Field, Wetland, Forest
Utilities:	No Town Water or Sewer
Zoning:	1 Acre Minimum, 150 ft. Frontage

* Land owned by retired professor, summer resident.
* Historic farmstead located adjacent to scenic town road.
* 60 acres of hayfield and pasture lease to neighboring farmer.
* 40 acres of wetland, wildlife habitat
* Old-growth timber & wildlife habitat located on scenic ridgeline east of road.
* Owner wants to preserve land but is facing financial pressure to sell.

This property is situated in the rolling hills of the north-central Connecticut Valley in Massachusetts. The rocky ridges in this area are more resistant to erosion and have formed a range of hills that stand out in the middle of the valley floor. Amongst these hills are scattered dairy farms located in the more fertile alluvial plains of the small, tributary streams that drain into the Connecticut River. Changes in drainage patterns caused by the glacier have resulted in the formation of numerous wetlands in the area, which support a wide range of wildlife and which play an important role in the region's hydrology.

This area was the site of an Indian path and temporary summer hunting camps. Early European settlers used the path to penetrate the wilderness, and it eventually became the current town road. Small subsistence farms thrived in the early 19th century, their pastures extending up the steep flanks of the surrounding hills. The decline of farming after the 1830's saw only the more productive farms on the better soils survive into the present day.

Dairy Farm, Shelburne

The old Granger farm was a small dairy operation that ceased production in the early 1950's. It was then bought by Martin O'Neill, a college professor who summered on the farm with his family for over thirty years. Prof. O'Neill leased the 60 acres of fields and pasture to a neighboring farmer who operates a large dairy operation by relying on extensive tracts of leased farmland in the area. Now in his late seventies, Prof. O'Neill and his family can no longer come to Massachusetts in the summer and must sell the property. They would like to see the agricultural portion of their land conveyed to the farmer who has rented it for the past thirty years. But because of financial constraints resulting from the Professor's modest retirement income, the family has reluctantly decided to sell the land for its full development value.

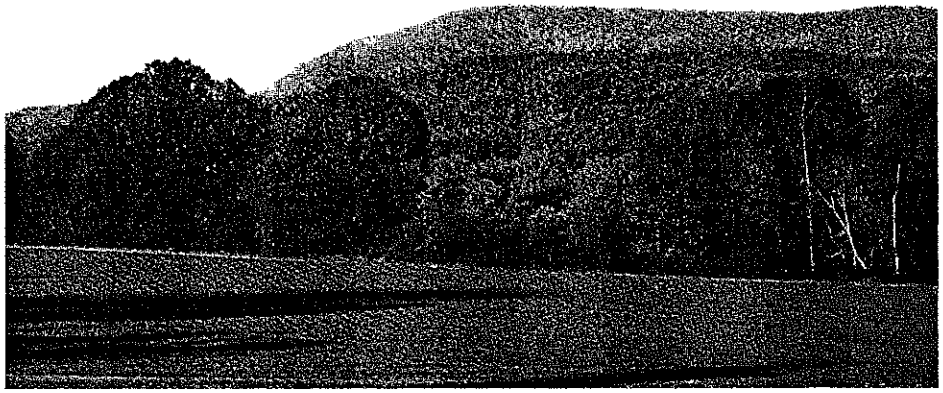
Turf Farm, Deerfield

2) Conventional Development Scenario

* Town road widened and straightened, destroying farmland & scenery.
* Farmland carved up into large frontage lots.
* Wetlands, wildlife habitat subdivided, vulnerable to future incursions.
* Historic character of farmstead destroyed by adjacent development.
* Homes built in old growth timber and scenic ridgelines.
* Future timber management precluded by large lot development.

Shortly after the O'Neill property was placed on the market, the town received a state highway improvement grant to rebuild East Mountain Road, which traverses the property from north to south. The engineering plans called for relocating the road through the middle of the farm's fields, widening the paved surface to 30 ft. and acquiring an 80 ft. right-of-way. These plans caused Prof. O'Neill a great deal of consternation and led him to abandon his search for a buyer who would not subdivide the property. Feeling that the road plans meant the destruction of the property in any case, he quickly sold the land to a local land speculator.

The speculator drew up a subdivision plan making full use of the plans for the expanded and relocated roadway. He laid out 26 large frontage lots off both the existing and proposed roads. Houses were built on the former farm fields as well as in areas of prime forest, steep slopes and on highly visible ridgetops. Wetlands and streams were divided into multiple ownership and left vulnerable to future development. Prime forest lands were developed and split into a pattern of multiple ownership, precluding their efficient management in the future. A uniform grid of houses on large lots consumed all the undeveloped land on the property, damaged wildlife and environmental integrity, and imposed a typically suburban development pattern on the former farm. The Planning Board's attorneys determined, to the townspeople's dismay, that the subdivision plans were drawn up in full conformance with the zoning by-laws and subdivision regulations. Residents were shocked that their landuse regulations allowed and actually encouraged development that was so obviously destructive of their town's environment and character. Unfortunately, it was too late to do anything about it.



Mount Toby from Whately

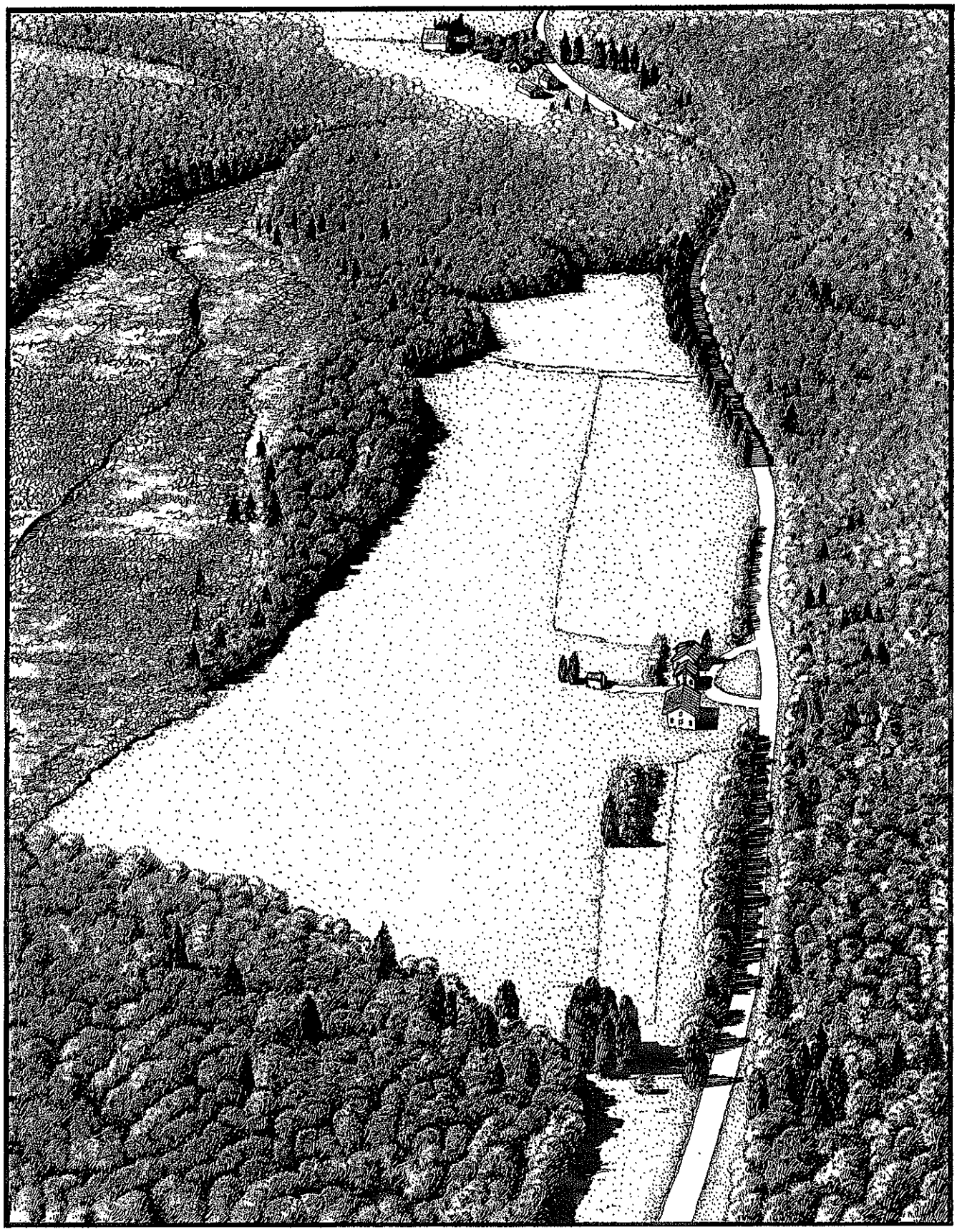
3) Creative Development Scenario

* Town road desigated as scenic road, moderate improvements within existing right-of-way.
* Town enacts mandatory open space development provision for farmland.
* Developer locates 28 lots on 24 acres, saving over 100 acres of farmland & forest.
* Farmland, Wetlands, wildlife habitat, old-growth forest, ridgelines and scenery preserved.
* Farmland continues to be leased to neighboring farmer.

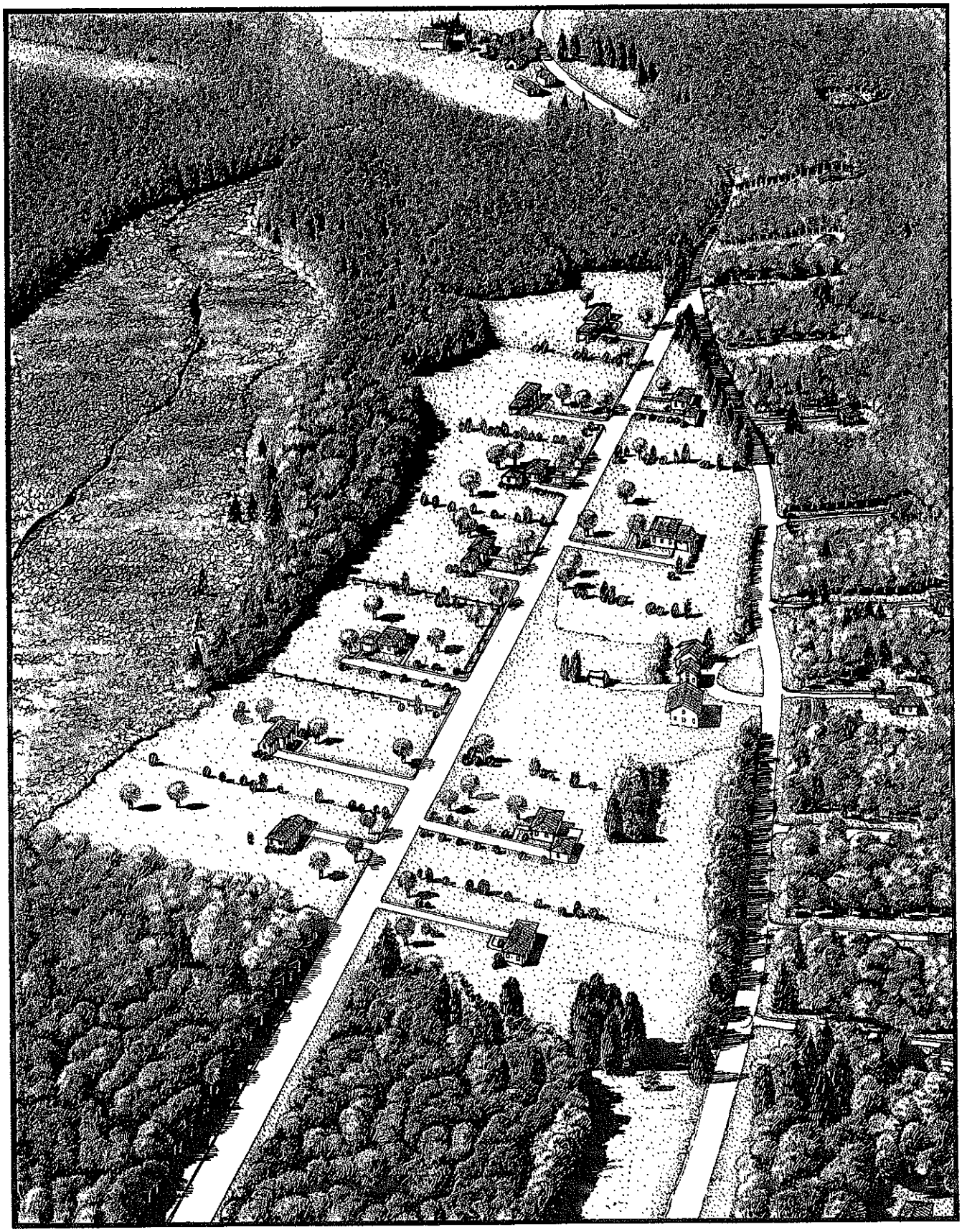
Shortly after Prof. O'Neill's land was placed on the market, the town's Planning Board proposed to designate East Mountain Road a scenic road under Chapter 40, Section 15(c) of the Massachusetts General Laws. After a public hearing, the proposal was placed on the warrant of the town meeting and passed by a large majority. Designation of the road as scenic prevented the town highway department's relocation plans, requiring them instead to repave the existing road with minor widening and realignment to correct dangerous curves and intersections. Improving the road within its existing right-of-way allowed for improved road safety while saving hundreds of thousands of taxpayer dollars that would have been spent on needless widening and straightening. The improvements made under the Scenic Roads Act also preserved the rural character and scenery of the roadway and prevented the destruction of farmland.

Prof. O'Neill was so impressed by the town's careful improvement of the road that he persevered in his efforts to sell the land intact to a buyer who would continue to lease the farmland to his neighbor for agricultural uses. He was finally contacted by the New Age Development Company, a private firm that specialized in using alternative development techniques to combine development with farmland and open space preservation. Ron Equity, the president of New Age, was a former land speculator who had recognized that careful development could also make a great deal of financial sense. Ron drew up a plan for Professor O'Neill showing how clustering development on less sensitive portions of the site could preserve farmland and scenic open space, while allowing the same volume of development to take place. Fortunately, local voters had recently adopted revisions to the zoning by-laws that required grouping of houses on 35,000 sq.ft. lots, combined with a program of open space preservation, whenever farmland was proposed to be subdivided. Changes to the subdivision regulations were also passed reducing the required road widths and elminating the requirement for paved sidewalks and curbs on rural subdivision roads.

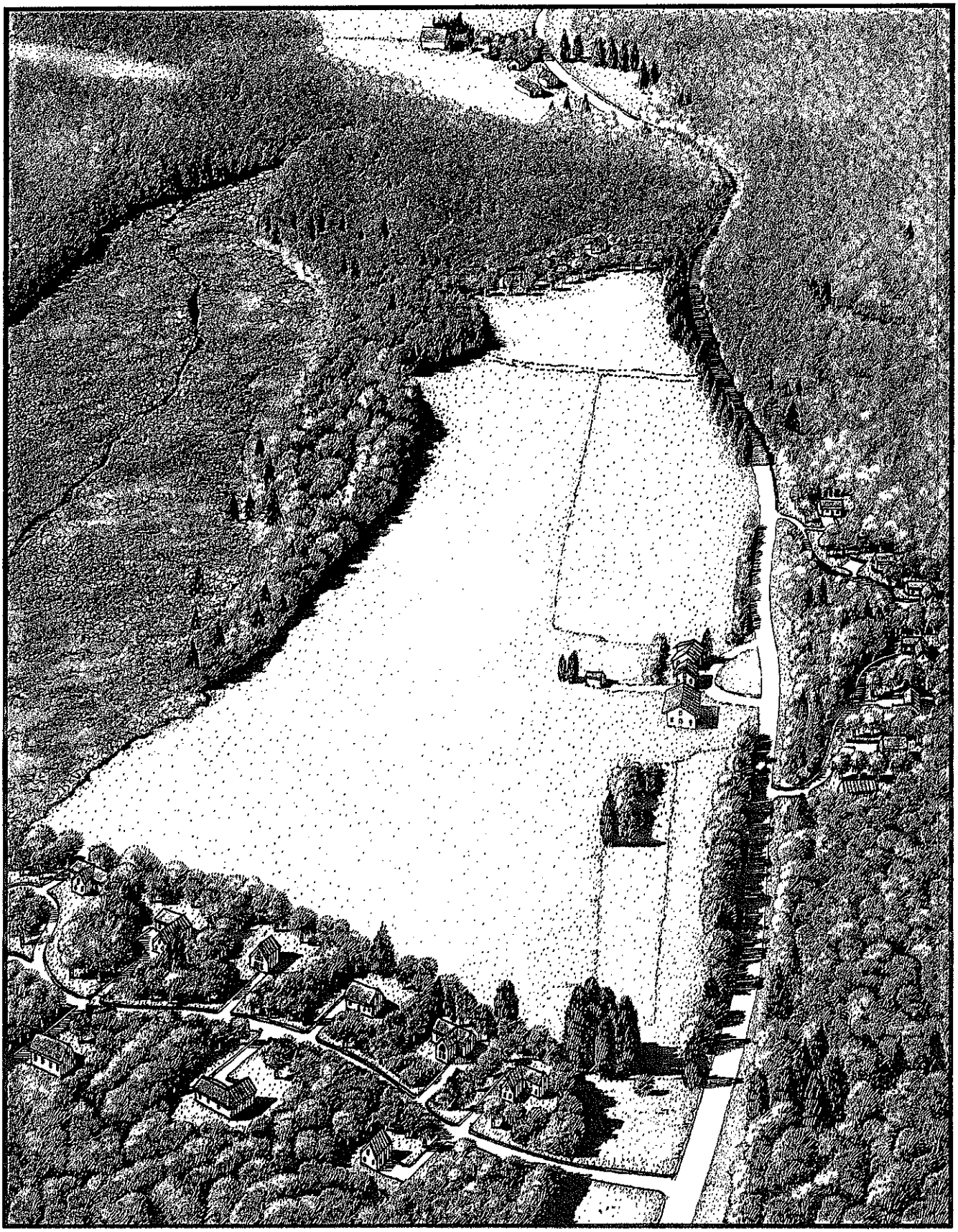
The new zoning by-laws allowed Ron Equity to locate 28 single-family houses in three groups on the site. He chose relatively flat locations with the best available soils for septic systems. By making good use of the open space provision, he was able to fit the 28 houses on only 24 acres, leaving more than 100 acres as protected open space. In two of the housing groups, he created lots along existing road frontage, utilizing common driveways to reduce environmental and visual impacts. In the third



Aerial View of Site C Before Development



Aerial View of Site C After Conventional Development



Aerial View of Site C After Creative Development

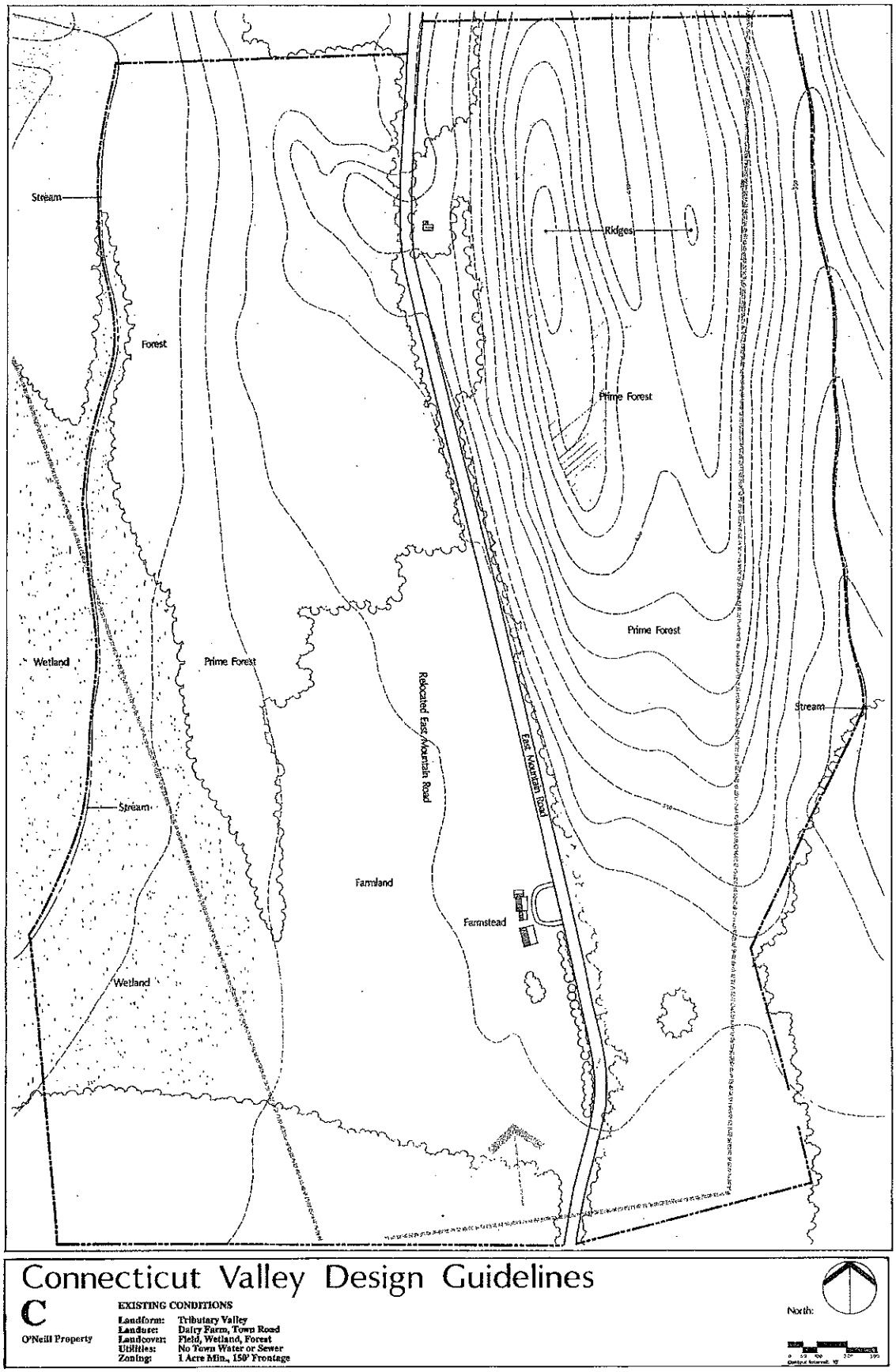
grouping, he created a 12-unit subdivision which had far fewer impacts than "frontage development" and which allowed him to access good building sites that would otherwise have been innaccessible. While the town disliked the word "subdivision", they overcame their prejudice after Ron demonstrated that, in this case, a subdivision was much more desireable environmentally and visually than standard frontage development over which the Planning Board had little control. Because the engineering standards in the subdivision regulations had been modified, Ron Equity was able to build an 18 ft.-wide subdivision road that fit in with other rural roads in the area. Instead of looking like a typical, excessively broad suburban subdivision street, it appeared to be just another well-maintained rural roadway.

The open space remaining after the development was laid out was deeded in perpetuity to a homeowners' association established to own and manage common land and to maintain the common driveways and subdivision road. Financed by an endowment fund created from a portion of the lot sales, the homeowners' association entered into a long-term lease agreement with the farmer who had rented the land from Prof. O'Neill. The farmland would stay in farming and benefit the entire new community. Clauses in the deeds of sale prevented homeowners from complaining about farm odors, noise and livestock, while protecting them from careless use of pesticides, water pollution and other legitimate farm-related sources of pollution. Vegetative buffers planted with native trees and shrubs were designed into the development to separate the residences from the working farmland.

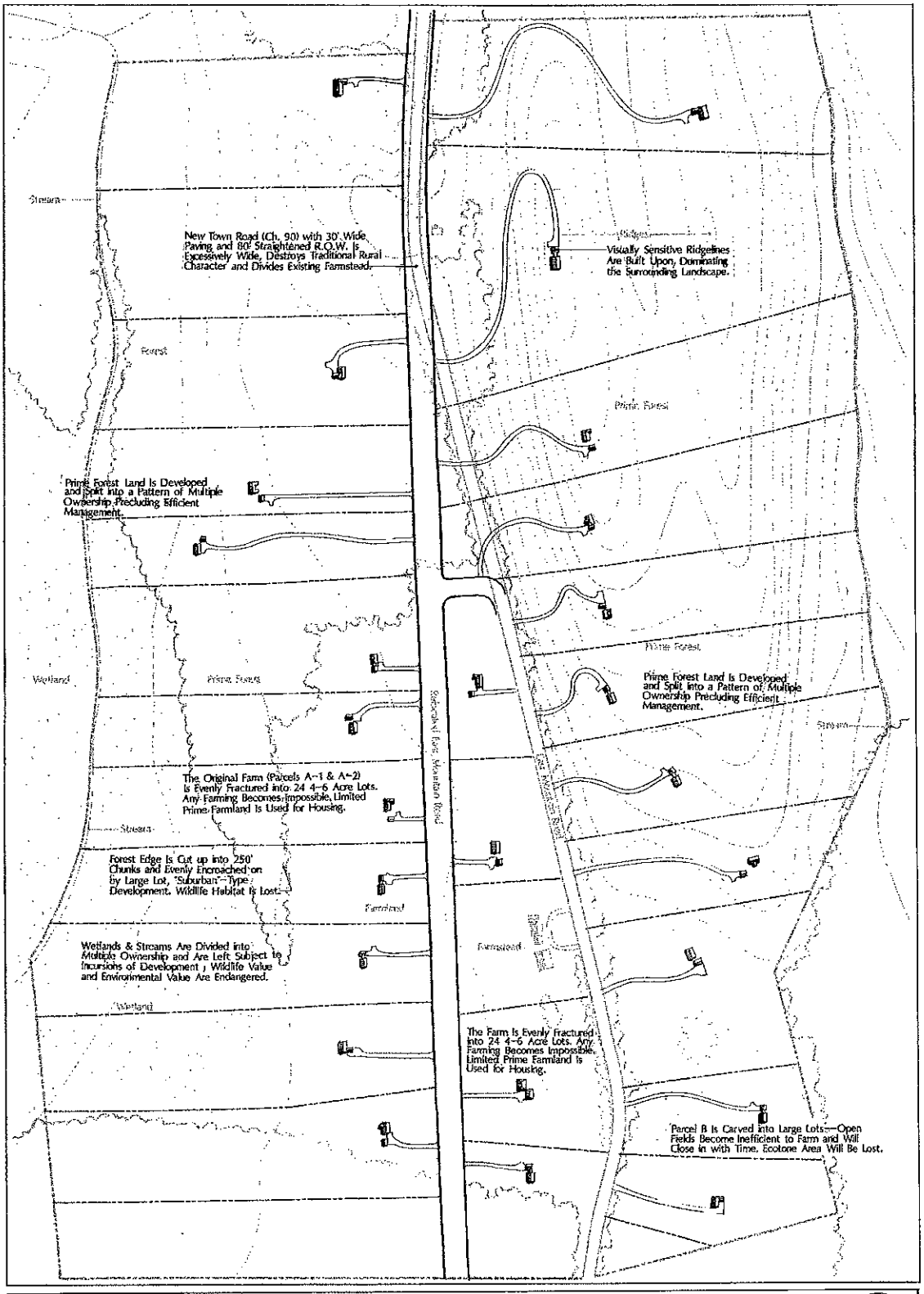
The homeowners' association also implemented a management plan for the large tracts of prime timber which saved as a result of the open space development plan. Areas of "old growth" timber and wildlife habitat were set aside for preservation, while stands of prime timber were prepared for selective harvesting by a licensed professional forester. Areas of woodlot were open to residents for the cutting of firewood. Conservation restrictions were also placed on visually vulnerable ridgelines and summits as well as on the wetlands to the west of the farm. The original farm house and buildings were kept with the farmland and rented out for use by the farmer.

Prof. O'Neill was able to sell the land for its fair market value. Ron Equity sold the 28 lots for substantially more than the amount he estimated conventional frontage lots were worth. The smaller lot sizes were more than offset by the fact that each house offered access to and views of almost 100 acres of permanently preserved farmland, forest, wetland and wildlife habitat: the very features that attract new residents to the country in the first place. Responsible management of the open land was ensured by the creation of a well-funded and operated homeowners' association and the leasing of the farmland to the neighboring farmer.

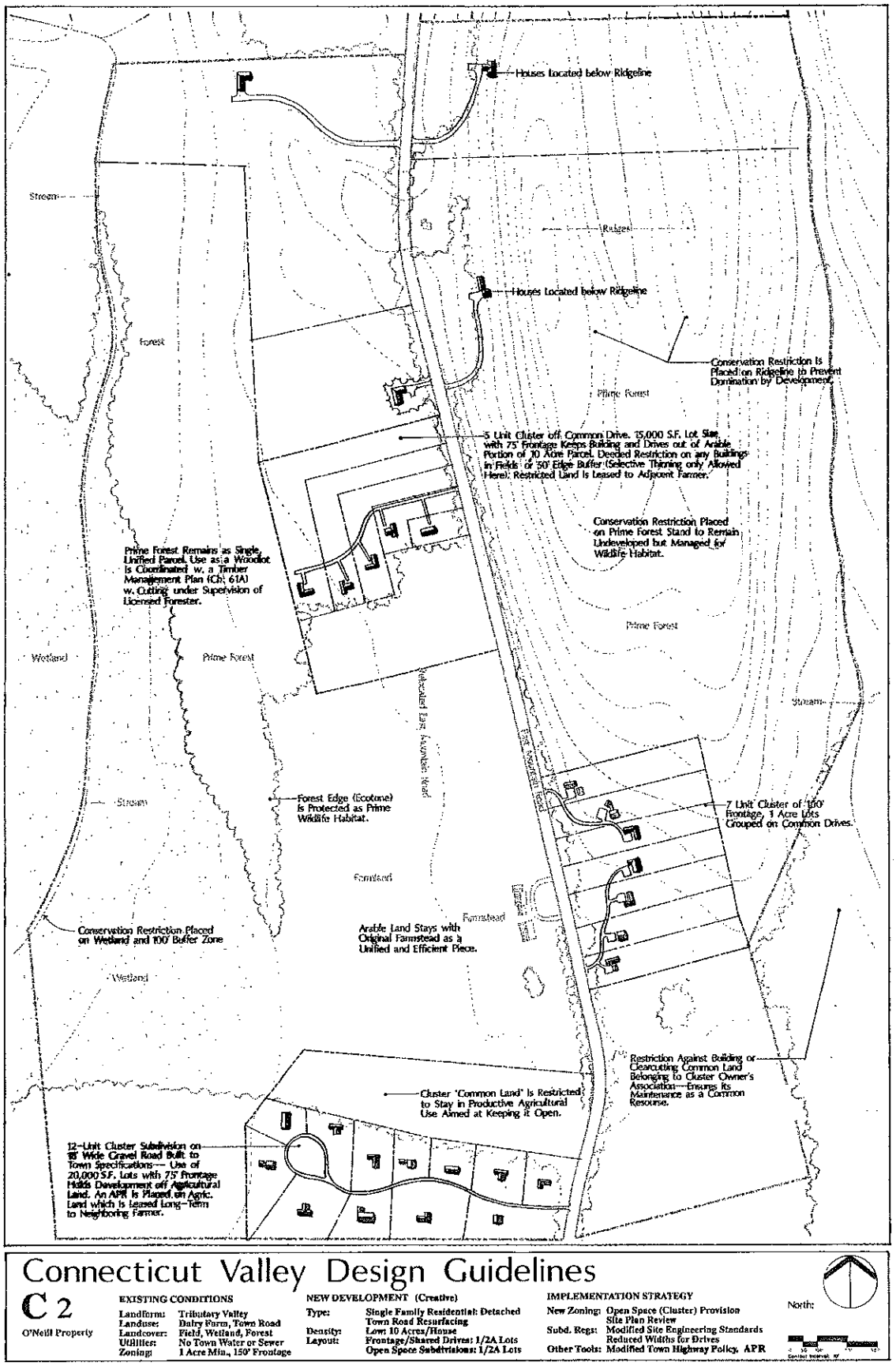
Hadley



Plan of Site C Before Development



Plan of Site C After Conventional Development

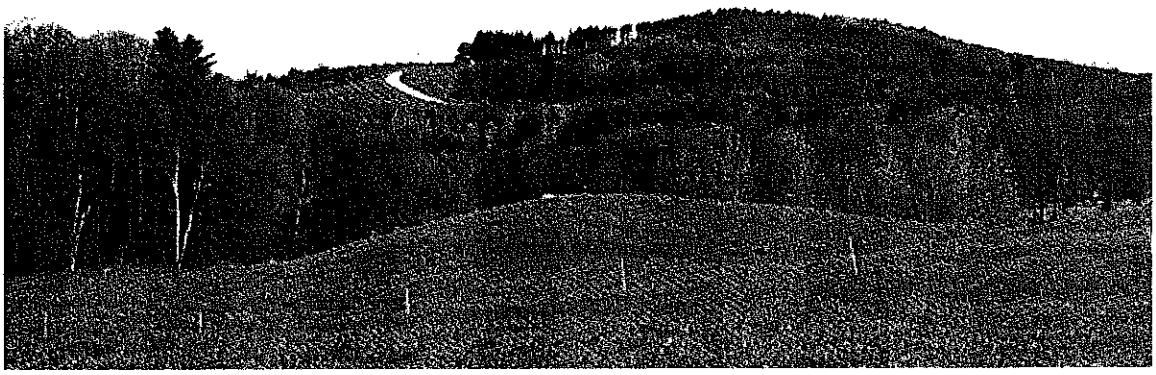


Plan of Site C After Creative Development

Site D: Slater Farm

1) Existing Conditions

Landform:	Rolling Hills
Landuse:	Dairy Farm
Landcover:	Field, Pasture, Forest
Utilities:	No Town Sewer or Water
Zoning:	2 Acre Minimum Lot Size
	200 ft. Road Frontage



Dairy Farm, Shelburne

Edgar Slater's 180-acre dairy farm is located in the foothills ten miles to the west of the Connecticut River. The terrain here consists of gently rolling hillsides separated by steep valleys cut by tributary streams and brooks. The rocky, often poorly drained soils are unsuitable for the vegetables and tobacco grown down in the Connecticut Valley, but offer moderately good conditions for dairy farming.

When Slater's ancestors cleared the land in the early 1800's, most of the surrounding countryside was an untouched wilderness. Native Americans had used the area primarily as a secondary hunting ground and few permanent villages had been established there due to the harsh winters, difficult soils and lack of major rivers and lakes. As prime farmland grew scarcer in the more desirable Connecticut Valley, settlers migrated into the western hills to find available farm sites. The virgin timber was rapidly cut down to supply the region's demand for building materials and large areas were simply burned to quickly transform the dense forests to open fields. Within a span of fifty years, from 1780 to 1830, most of the hills surrounding the Slater farm had been stripped of trees and converted to pastures, meadows and fields.

After 1830, farming in the hilltowns west of the Connecticut Valley began to decline due to competition from midwestern agriculture. Less productive farmland in the hills was gradually abandoned over the succeeding decades and quickly returned to second-growth forest. Today, the Slater farm is surrounded by woods, as it was when it was first carved from the wilderness.

The Slater farm occupies a broad ridge drained by three small brooks. A cornfield, hayfields and pasture are located on the fertile soils of the ridgetop while the steeper ravines are forested. The fields provide dramatic vistas of the Connecticut Valley, over ten miles distant. Stone walls and hedgerows form boundaries between the fields. A 20-acre stand of prime timber is located in the southern portion of the property, featuring maple, ash and oak trees 3 to 5 feet in diameter. The brook and ravine adjacent to the prime timber stand provide habitat for a rare species of salamander and a fern listed as endangered in Massachusetts.

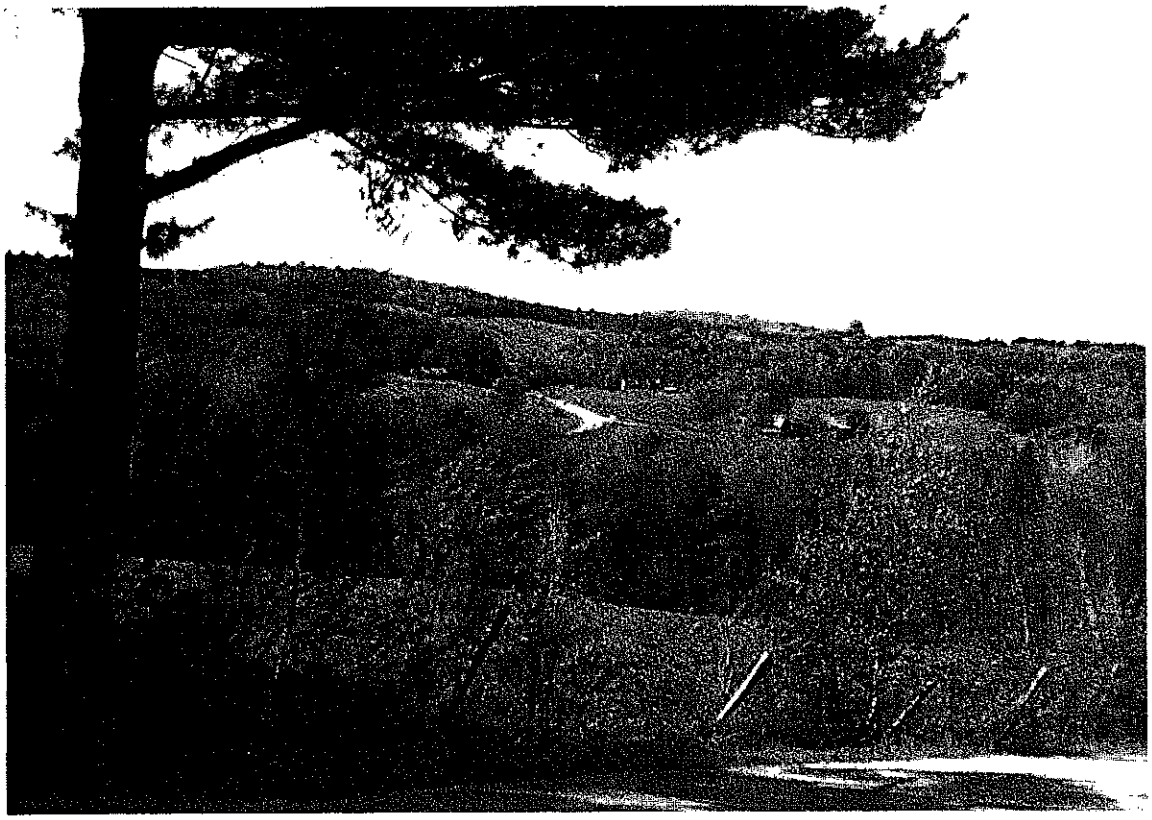
2) Conventional Development Scenario

* Slater Farm subdivided into six 20-30 acre frontage lots.
* Historic Slater farmstead torn down, replaced by contemporary ranch.
* Rare species habitat impacted by new driveways
* Inappropriate architecture located in center of fields
* Prime timber stand destroyed by house construction
* Rural character, views destroyed by house construction, inspite of very low density.

Having reached retirement age with no offspring interested in continuing farming, the Slaters reluctantly placed their entire property on the market, hoping to be able to sell to another farmer interested in continuing to operate the farm. While several nearby farmers made tentative offers, none could secure sufficient financing to purchase the property at its "development value" selling price. Growing impatient to sell, the Slaters finally sold the land to group of affluent out-of-state residents interested in building "mini-farms" and summer retreats on large parcels of land. The purchasers bought the entire farm intact, later dividing it into five large lots of 20 to 30 acres each, in addition to a smaller lot containing the original Slater farmstead. The lots were laid out to take advantage of the state law that exempts developments from local planning board review when all the lots possess sufficient frontage on a town road (in this case, greater than 200 ft.), and contain sufficient land area (at least two acres). Under Massachusetts' law the town's planning board had no control over the lots as delineated by the new owners, and had no authority to ensure that future construction would avoid damaging the character and environment of this unique property.

After subdividing the land, five of the new owners each designed and built their own houses, while the sixth tore down the historic Slater farmstead and built a contemporary ranch in its place. Four of the new homes were located in the middle of the former fields, rendering them useless for agriculture, disrupting the rural character of the farm, and blocking views from the road out over the Connecticut Valley. The fifth house was located in the prime timber stand, compromising the area's potential for future timber production. The new driveways bisected the farmland, filling in the rare species habitat along the banks of the brook. The architectural design of the new homes failed in any way to relate with traditional regional building styles and included, in addition to the above-mentioned ranch, an A-Frame, an international style modern, a log cabin and "solar saltbox". The location of the new houses in the center of the fields highlighted the inappropriateness of their exterior design.

Hayfield, Amherst



Berkshire Foothills, Shelburne and Colrain

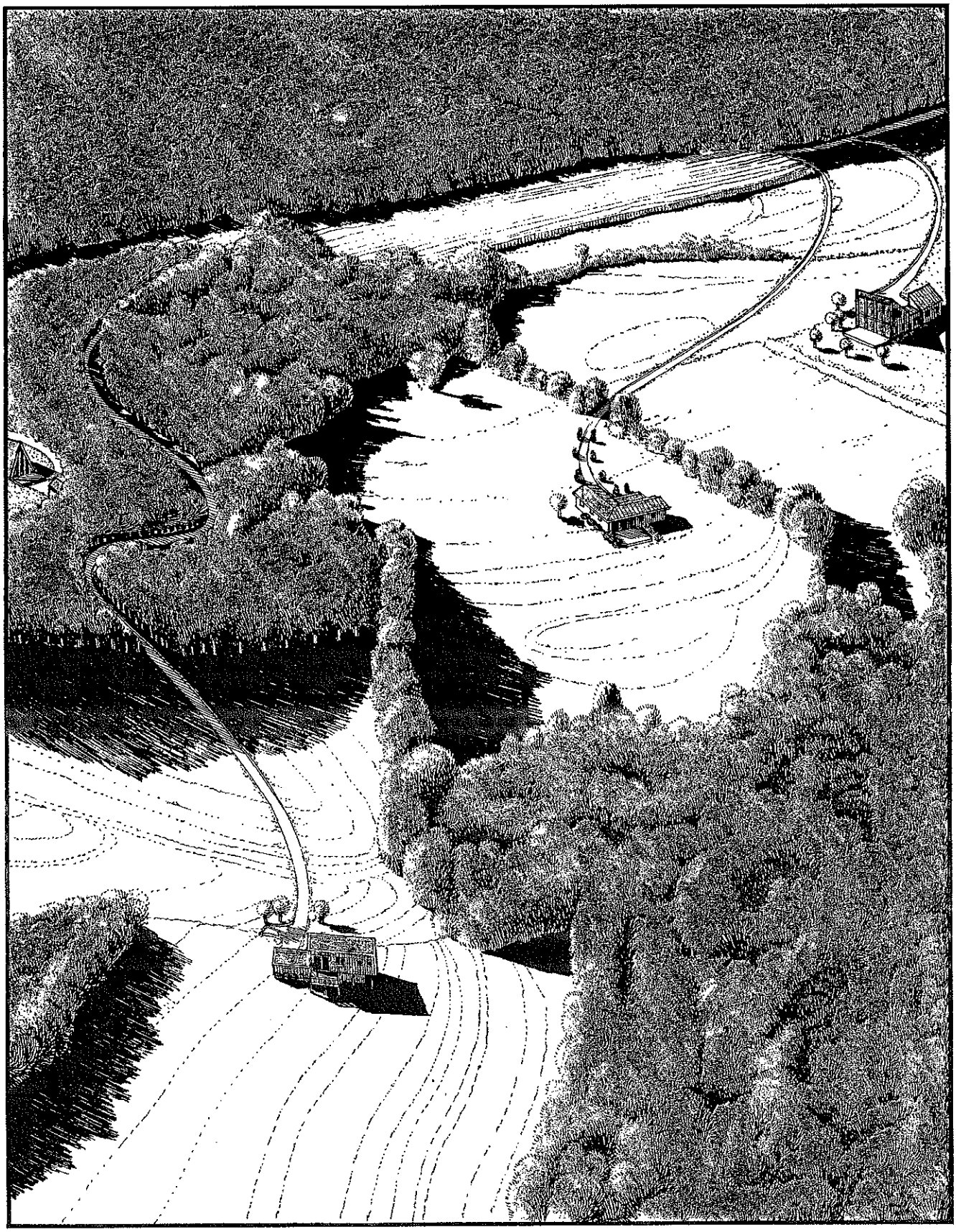
The new residents had hoped to operate mini-farms from their new homes, but found that they had inadvertently destroyed most of the agricultural value of the property and were thus unable to operate even small hobby farms on the land. They were also displeased to look out their living room windows to see former scenic vistas blocked by their neighbors' new houses, driveways and lawn ornaments which had given this formerly pastoral New England landscape a distinctly suburban appearance. To residents of the town, the conventional development of the Slater Farm demonstrated that even development at extremely low densities can result in the destruction of farmland and rural character. Five new homes on twenty to thirty-acre lots had a major impact on a former farm because of the unfortunate placement of buildings and driveways on the land. After this experience, town residents realized that large-lot zoning alone could not ensure the preservation of farmland and town character and could, in fact, contribute greatly to their destruction.

3) Creative Development Scenario

* Town enacts Farmland/Open Space Conservation & Development By-Law.
* Buildings relocated through site plan review to edge of fields, saving farmland, views, prime woodland.
* Driveways relocated to avoid farmland, rare species.
* New houses reflect architectural character of town.
* Common driveways used to reduce construction impacts on farmland, visual quality.

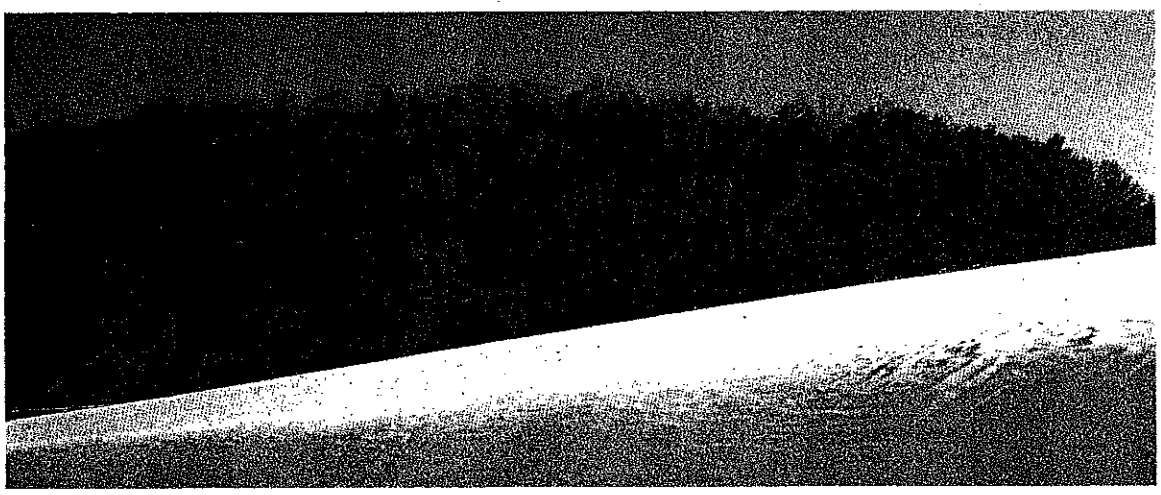
Realizing the inability of existing zoning by-laws to control the negative impacts of development in sensitive landscapes, the town adopted a Farmland/Open Space Conservation and Development Bylaw. This bylaw required site plan review for the creation of three or more lots within any 20-year period, from an existing parcel of farmland, whether or not they constituted a "subdivision" under state law. Site plans are reviewed to ensure that new developments on farmland are designed to minimize their impacts upon sensitive environmental features and scenic areas or vistas.

Aerial View of Site D Before Development



Aerial View of Site D After Conventional Development

Aerial View of Site D After Creative Development



Winter Field, Shelburne

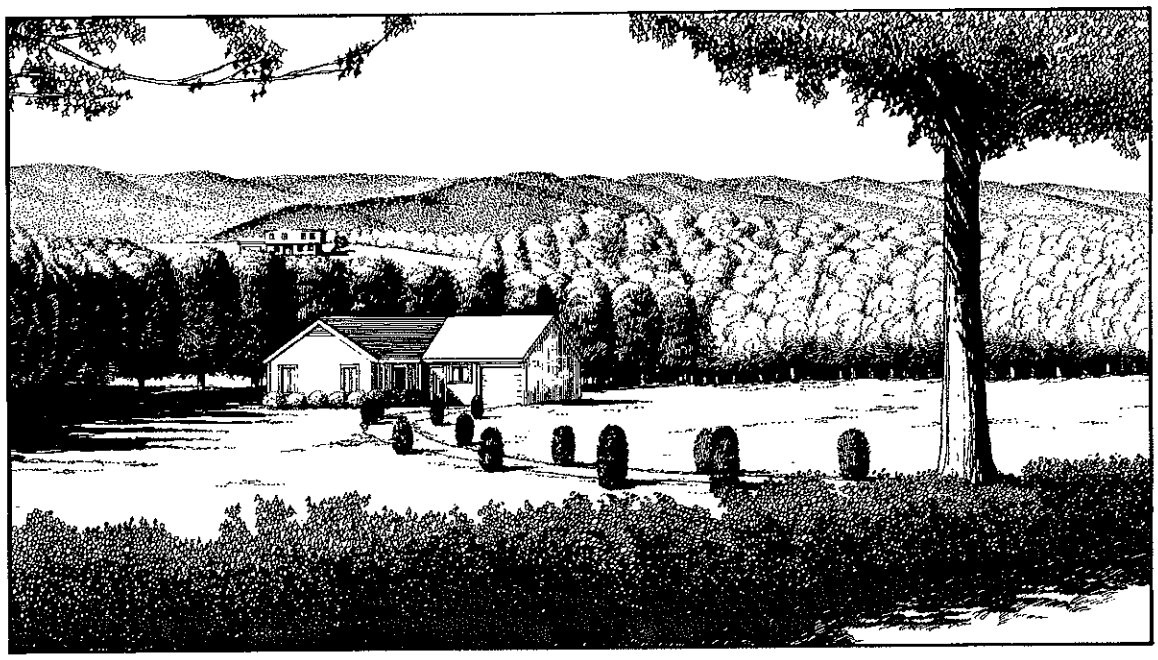
In the case of the Slater Farm, the purchaser's proposal to create five new lots triggered the site plan review clause of the Farmland/Open Space Conservation and Development Bylaw. The purchasers were required to draw up plans showing, in addition to the proposed layout of the new lots, the proposed location of the houses, driveways and other site improvements. In reviewing the site plan, the Planning Board suggested modifications to the location of the houses and drives to minimize the development's impact on the farmland. The suggestions proposed by the Board included relocating the proposed houses and driveways from the center of the fields to the edges of the fields where they would occupy less farmland, have a lesser impact upon the property's rural character, and be sheltered from summer sun and winter winds. In addition, they would maintain the long views over open fields for themselves and their neighbors to enjoy. Driveways were realigned to follow existing hedgerows, stone walls and the edges of existing fields. An overall reduction in the number and length of driveways was achieved through the use of common driveways.

No changes to the proposed lot layouts were required; the site's farmland and scenic features could be preserved simply through moving the location of the houses and drives by several hundred feet within

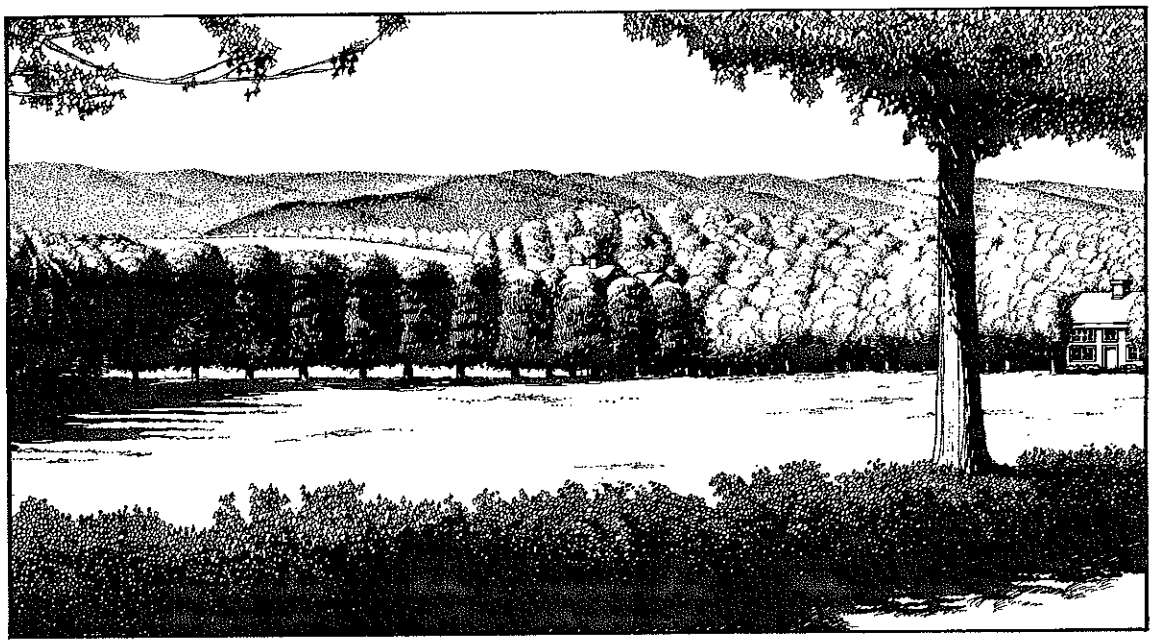
Ground Level View of Site D Before Development

the proposed lots. By sharing access, the number of driveways was reduced from five to three, saving additional farmland and reducing site development costs.

The Town Historical Society prepared a booklet describing the architectural heritage of the region and discussing how new construction could blend in with existing structures. The booklet also explained how the settlement pattern of the community developed and how structures were traditionally located. It made suggestions for the layout of new developments that would reflect traditional settlement patterns, avoiding uniform, suburban grid-like lot layouts.



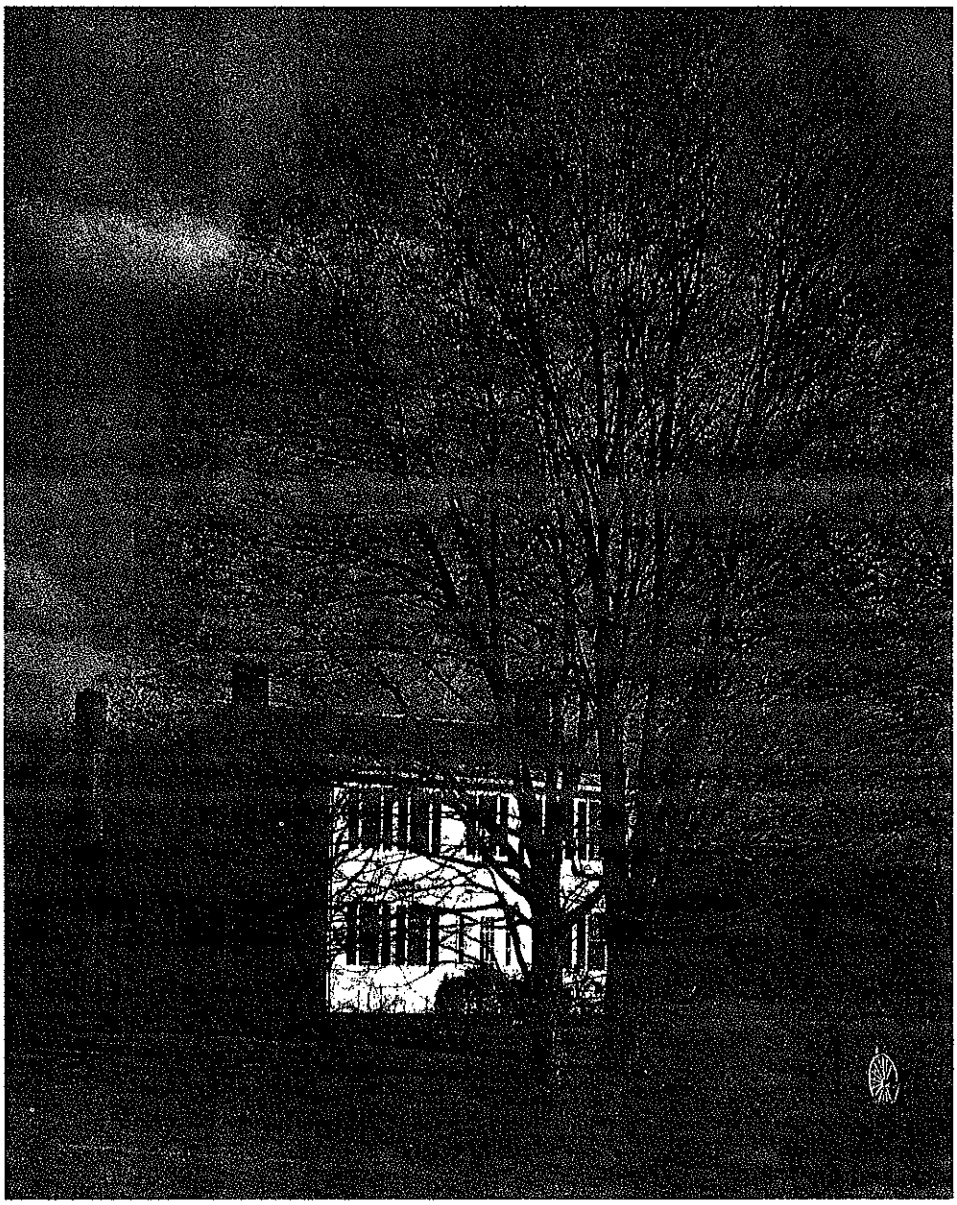
Ground Level View of Site D After Conventional Development



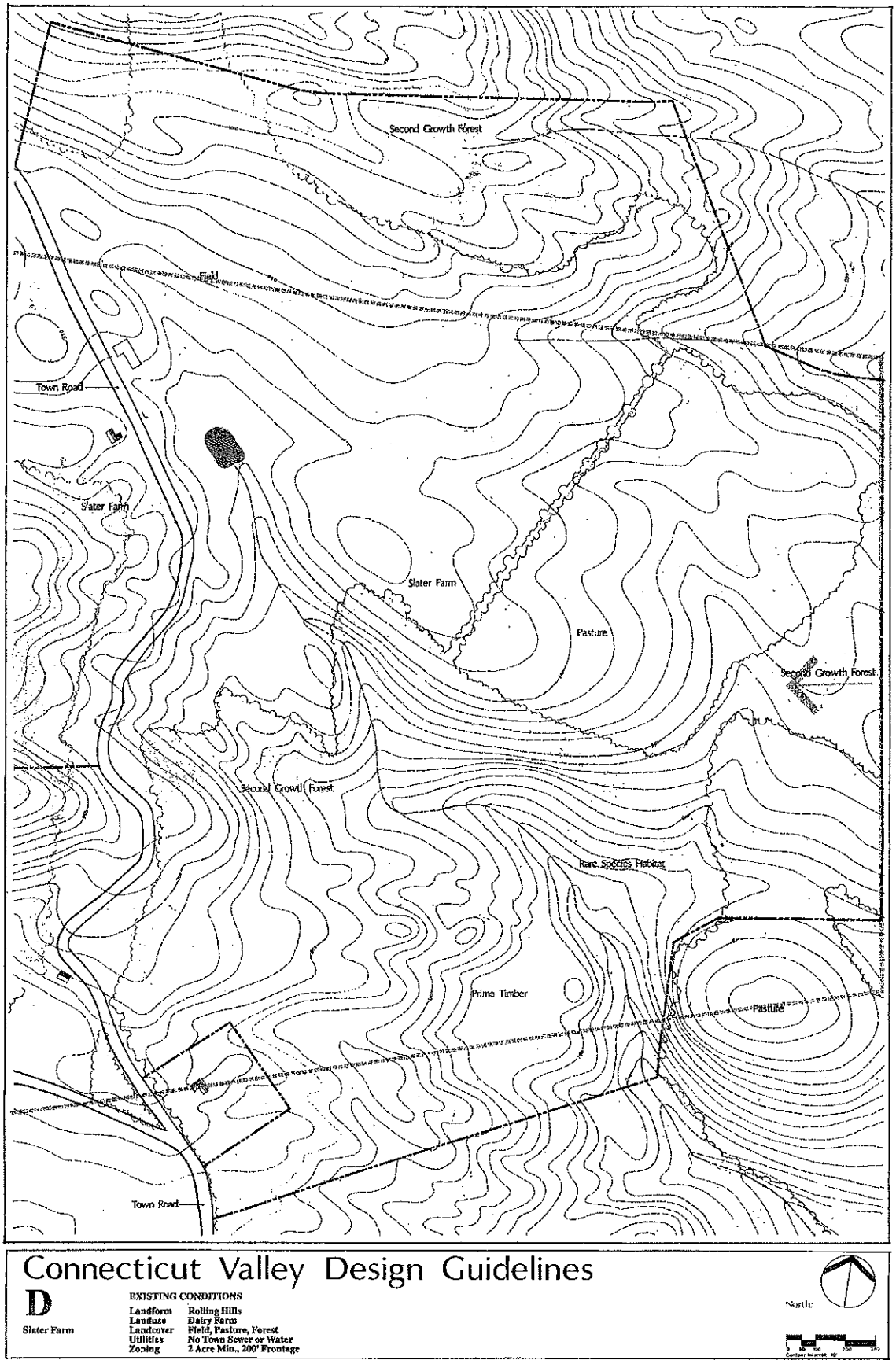
Ground Level View of Site D After Creative Development

After reading this booklet and informally discussing the issue with planning board members, the new owners decided to modify their house plans to blend in with the architectural environment of the town. More appropriate roof pitches, use of traditional building materials, variation of building massing and careful fenestration helped the new houses fit in with and complement the character of the community.

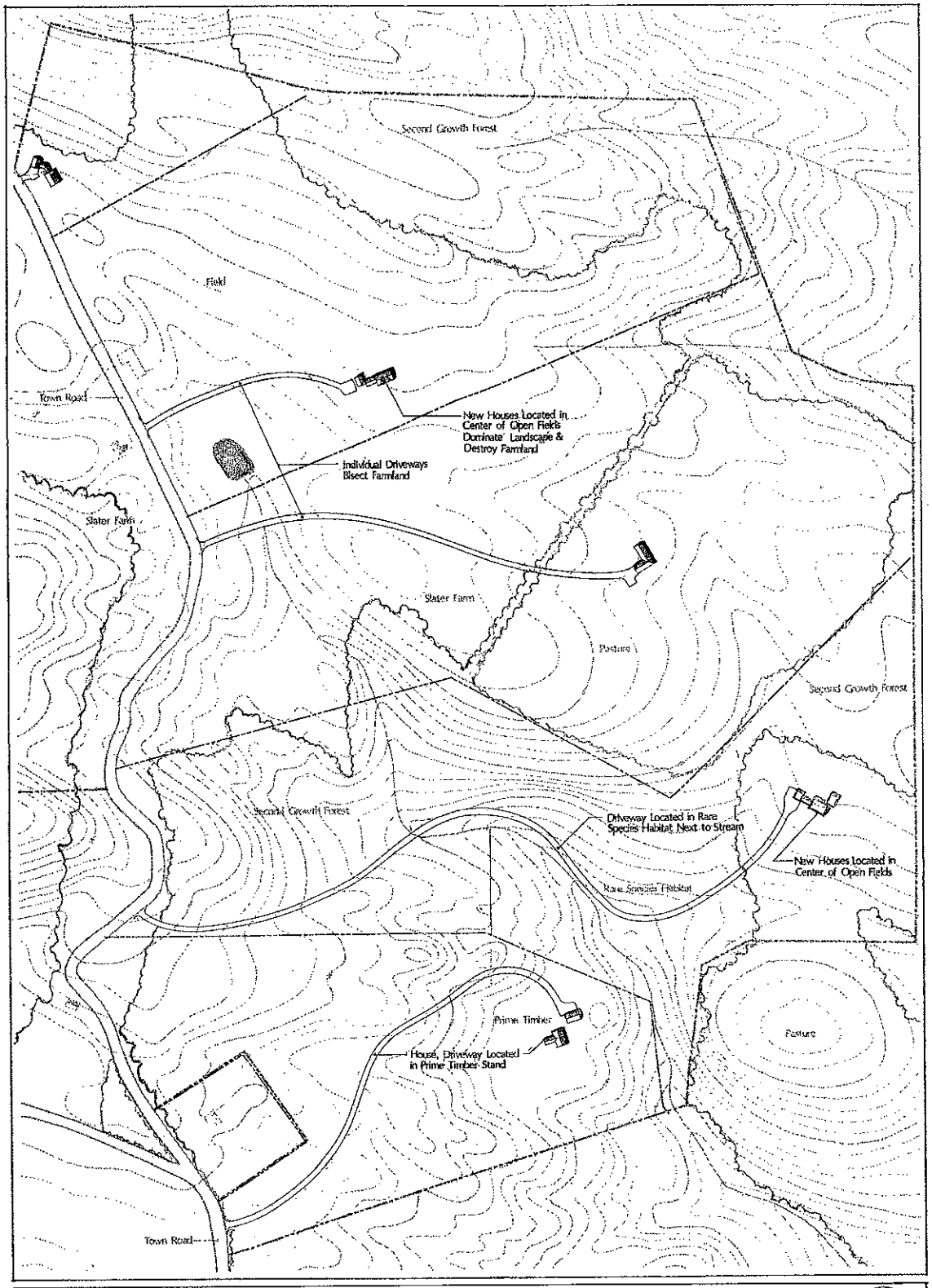
These changes in the architecture of the homes, combined with the modifications in the location of the houses on the land, resulted in a development that not only minimized damage to farmland, scenery and the natural environment, but produced a much more pleasant living environment for the new residents and greatly increased the value of their property. Their new hobby farms were successful because the pastures, meadows, fields and woodlots were preserved as a result of the modifications to the site plan. Instead of looking out their windows at the next house, views of the surrounding fields and woods coutryside were preserved. The rare species habitat was protected along the brook while the stand of prime timber was carefully managed to produce renewable yields of valuable lumber through selective cutting. Because of careful site planning encouraged through the site plan review process, the new homes were allowed to blend in with the character of the rural landscape.



Conway



Plan of Site D Before Development



Connecticut Valley Design Guidelines

D 1

Slater Farm

EXISTING CONDITIONS

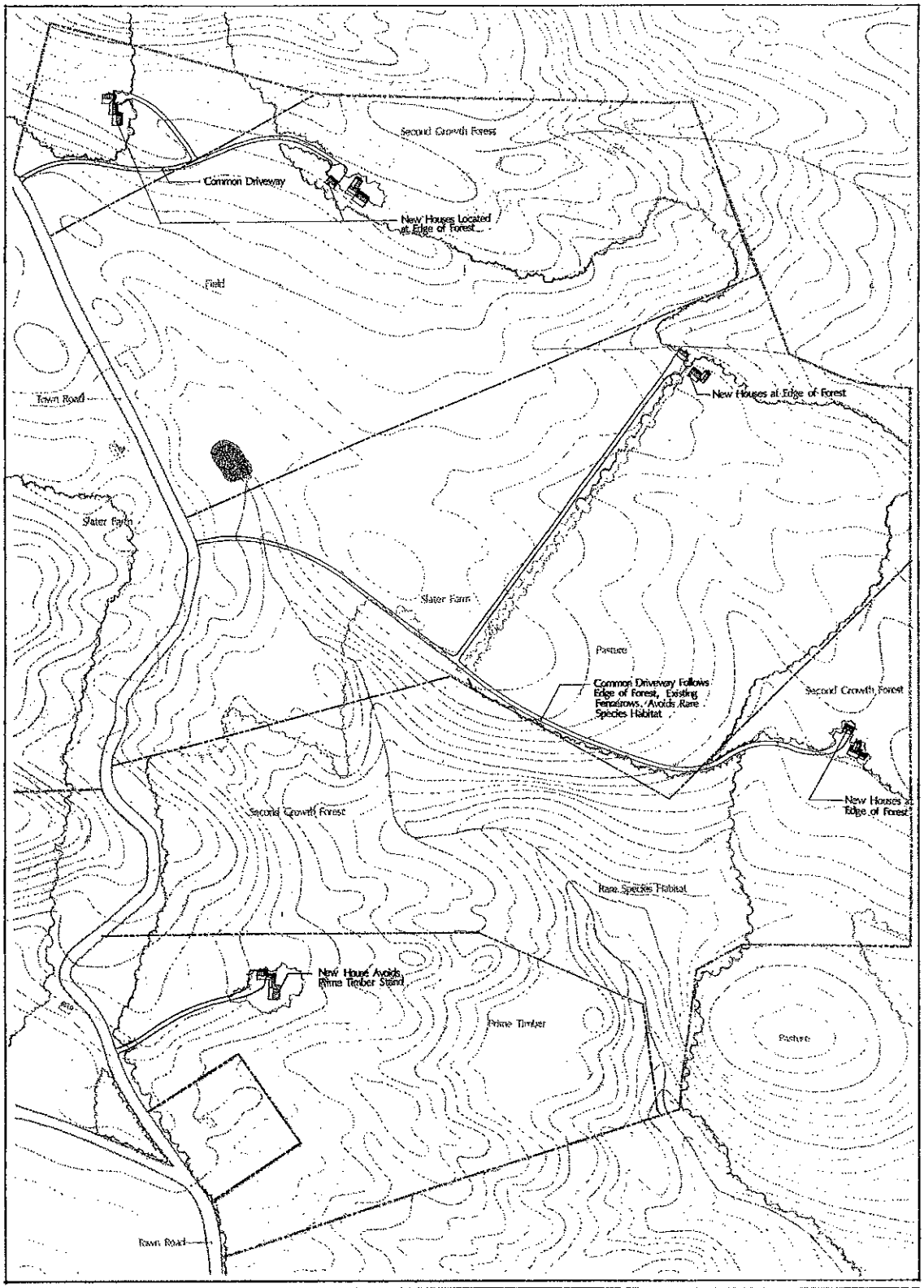
Landform	Rolling Hills
Landuse	Dairy Farm
Landcover	Field, Pasture, Forest
Utilities	No Town Sewer or Water
Zoning	2 Acre Min., 200' Frontage

NEW DEVELOPMENT (Conventional)

Type:	Single Family Residential
Density:	Low: 20 Acres/House
Layout:	Frontage ANR, "Farmettes"

North:

Plan of Site D After Conventional Development



Connecticut Valley Design Guidelines

D 2

Slater Farm

EXISTING CONDITIONS

Landform	Rolling Hills
Landuse	Dairy Farm
Landcover	Field, Pasture, Forest
Utilities	No Town Sewer or Water
Zoning	2 Acre Min., 200' Frontage

NEW DEVELOPMENT (Creative)

Type:	Single Family Residential
Density:	Low: 20 Acres/House
Layout:	Frontage ANR, "Farmettes"

IMPLEMENTATION STRATEGY

New Zoning: Site Plan Review
Design Review
Other Tools: Agriculture Preservation Restriction

North:

Plan of Site D After Creative Development

Site E: Megamall on State Route 12

1) Existing Conditions

Landform:	Drumlin, Ground Morraine
Landuse:	Dairy Farm, Scattered Residential
Landcover:	Field, Forest, Wetland
Utilities:	Town Sewer & Water Available
Zoning:	Highway Commercial/Industrial

* Former farm on major state highway owned by realty trust.
* Prime, scenic farmland zoned for roadside strip development.
* No zoning controls on parking, signage, lighting, architecture.
* Rising development pressures make large-scale commercial development imminent.
* Wetlands occupy southern portion of site.

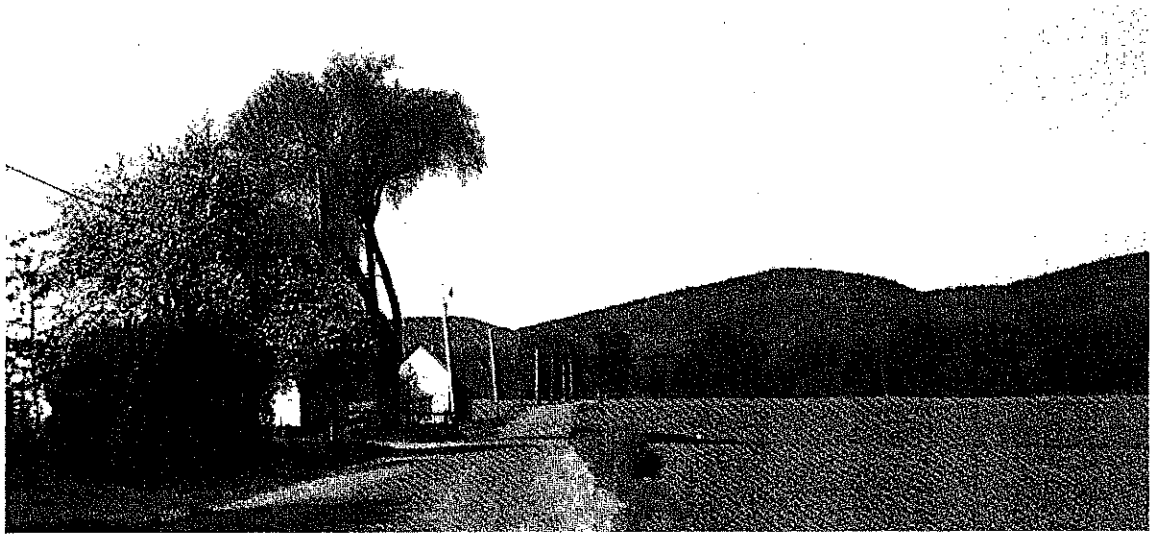
State Highway 12 traverses an area of rolling farms and woodland between two growing towns in the northern portion of the Connecticut River Valley. A rounded glacial hill (or drumlin) rises in the western portion of the site adjacent to a 70-acre wetland. The undulating terrain of the Valley here is formed by deposits of glacial morraine, and differs from the flatter areas of the alluvial soils found nearer the river, which are generally well drained. By contrast, these upland soils are less permeable and contain extensive areas of wetland. The level, well-drained areas of the site are suitable for the construction of large commercial and industrial facilities.

The State Highway has been a well used overland route between communities for over 300 years. Before European settlement, an Indian path followed the same approximate route, connecting the Connecticut River to the east with hunting grounds in tributary valleys to the west. One of the last of the many farms that were situated along the road in past centuries is located in the eastern portion of the site. Its cornfields, mowings and pastures abut the road for almost a half-mile, alternating with wooded areas and wetlands. Residential housing built in the 1950's lines a town road to the northwest of the site.

State Route 12 has been zoned for commercial/industrial use for over fifteen years. The traditionally slow growth rate of the area, and the site's distance from both towns, has accounted for the lack of development on the site to date. Recent development trends in the region and the increased automobile traffic on the road, resulting from the construction of a nearby interstate highway, now make the site an attractive investment opportunity. Route 12 was recently widened and straightened by the state highway department, further stimulating traffic flow on the road and raising the development potential of adjacent land.

Existing zoning in the town was adopted during the late 1960's, when residents wished to encourage increased local employment and to broaden the town's primarily residential property tax base. A wide variety of commercial and industrial uses are allowed up to a maximum lot coverage of 50%. Virtually no restrictions or controls are placed on parking lot design, signage, lighting, building location or design.

Acme Realty Trust, the development arm of a local real estate entrepreneur, purchased the property shown in the central portion of the site plan in 1978 from a local farmer. Acme expected to resell the site to a major shopping mall developer at a substantial profit, but these plans did not materialize, due to a sluggish real estate market caused by high interest rates and a national recession. During the following decade, while it was waiting for economic conditions in the Valley to improve, Acme leased the fields on the property to the adjacent dairy farm.



Hadley

2) Conventional Development Scenario

* Regional shopping mall proposed for both sides of Route 12.
* Block-like buildings set in uninterrupted areas of asphalt parking.
* Four 200 s.f. illuminated plastic signs located along highway.
* Fields destroyed, wetlands partially filled.
* Typical self-service gas station/convenience store located adjacent to mall.

After years of searching, Acme located a developer who was interested in purchasing the property and building a new shopping center. Traffic volume on Route 12, generated by growth in adjacent towns and recent highway expansions, attracted the MegaMall Corporation, developers of shopping centers and roadside commercial facilties.

Given the wide latitude allowed by the town's very basic and brief zoning bylaws, MegaMall used their standard formula for shopping center layout and design. Large expanses of uninterrupted asphalt parking lot were located along both sides of Route 12. With no restrictions on sign size or illumination, MegaMall proposed to announce their presence with four 200 square foot internally illuminated plastic signs at the major entrances to the complex. The developers planned to recycle a building layout and design from a previous project in Connecticut featuring large, monolithic, block-like structures laid out in a line along the rear of the parking lots. High intensity, unshielded sodium vapor lights were proposed atop 50 ft.-high poles to cast a pervasive orange glow over the parking lots at night, spilling over onto neighboring properties and roadways.

The shopping complex north of Route 12 was to be anchored by a large retail clothing outlet and a discount department store. The complex on the south side of the highway was to be anchored by a Super Park-n-Spend supermarket. A self-service gas station and convenience store was planned for the western end of the property. The gas station featured the usual layout: large plastic signs along the road, gasoline pumps and canopy facing the highway, with the store located to the rear of the lot. Several acres of wetland were proposed to be filled and replicated elsewhere on the site. Drainage and runoff from the parking lots was to be channelled into the wetlands.

Aside from the proposed filling of the wetlands, the Planning Board realized that it had little control over the layout of the shopping center, since it conformed to the town's own commercial/industrial zoning bylaws. These by-laws allowed the Planning Board to review certain aspects of the project's engineering, such as storm drainage, road specifications and utilities. But they afforded the town

essentially no control over important site planning considerations, and design and architectural aspects of the project. The town officials were therefore entirely unable to influence the location, configuration, layout and design of the proposed buildings, roads and parking lots on the site, issues that have a profound effect on the environment, character and function of the site and its surroundings.

Local residents became resigned to the transformation of yet another beautiful and unique stretch of Route 12 into a typical shopping center, indistinguishable from nearly identical versions found all across the nation.

3) Creative Development Scenario

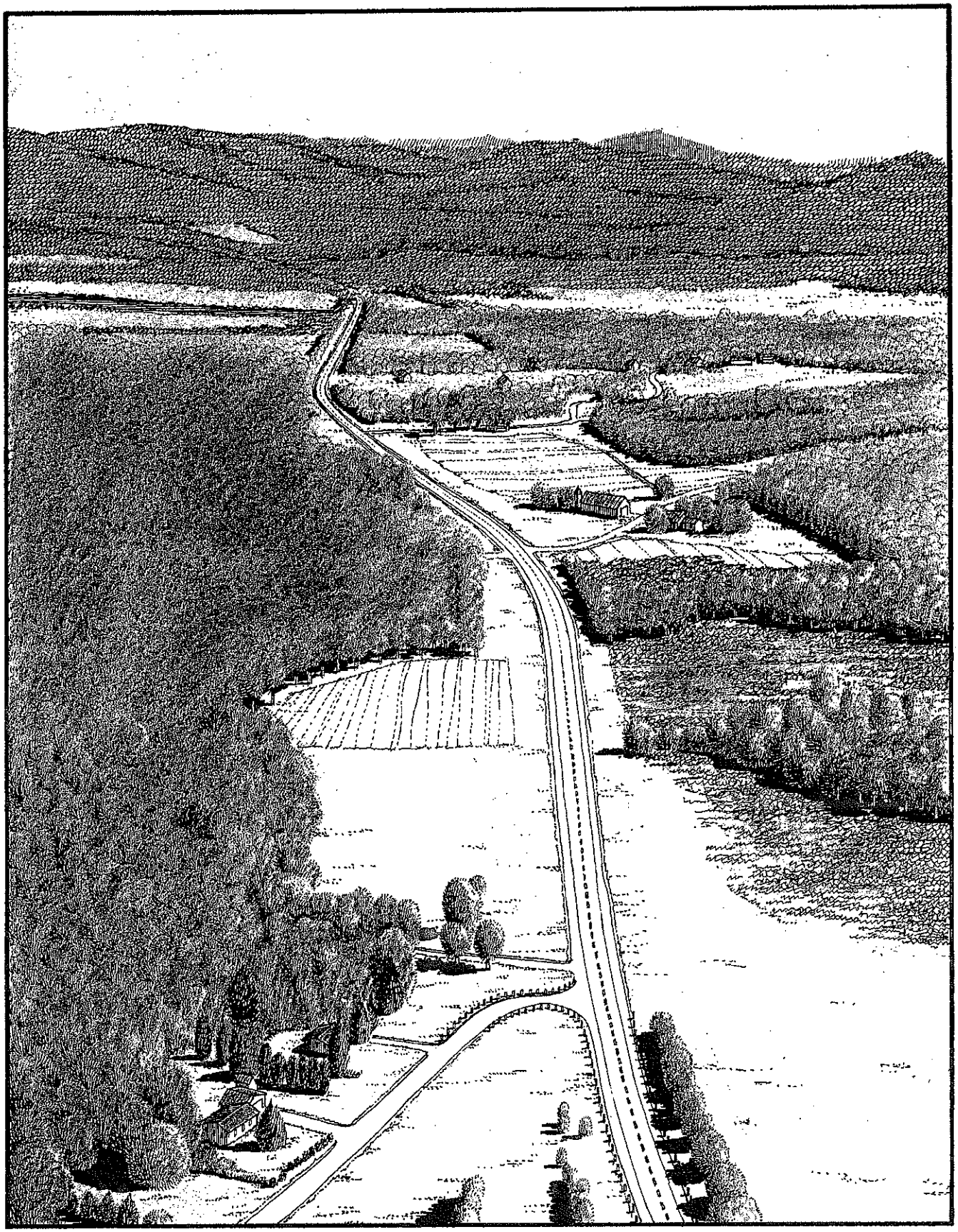
* Town enacts "Planned Unit Commercial Development" By-law, including site plan review.
* Mall buildings located in woods at edge of field, parking screened in rear.
* Signage controls reduce size, visual impact of proposed signs.
* Proposed lights are shielded, color-corrected metal halide.
* Architecture of mall, gas station blends in with local character.
* Fields, wetlands, scenic views preserved.

Motivated by concern about the emerging commercial "strip" along the major highway leading into their town, residents of the community organized an effort to revise the town's zoning by-laws for the commercial/industrial zone, before any large new proposals were submitted. In spite of some initial resistance from owners of existing businesses along the highway (who had at first perceived this as a simple "anti-growth" movement), the effort to revise the by-laws succeeded. Proponents of the changes were able to convince many of the skeptical business owners that managing growth along the highway would eventually benefit all the merchants and store owners, by helping to create a more pleasant and attractive shopping environment.

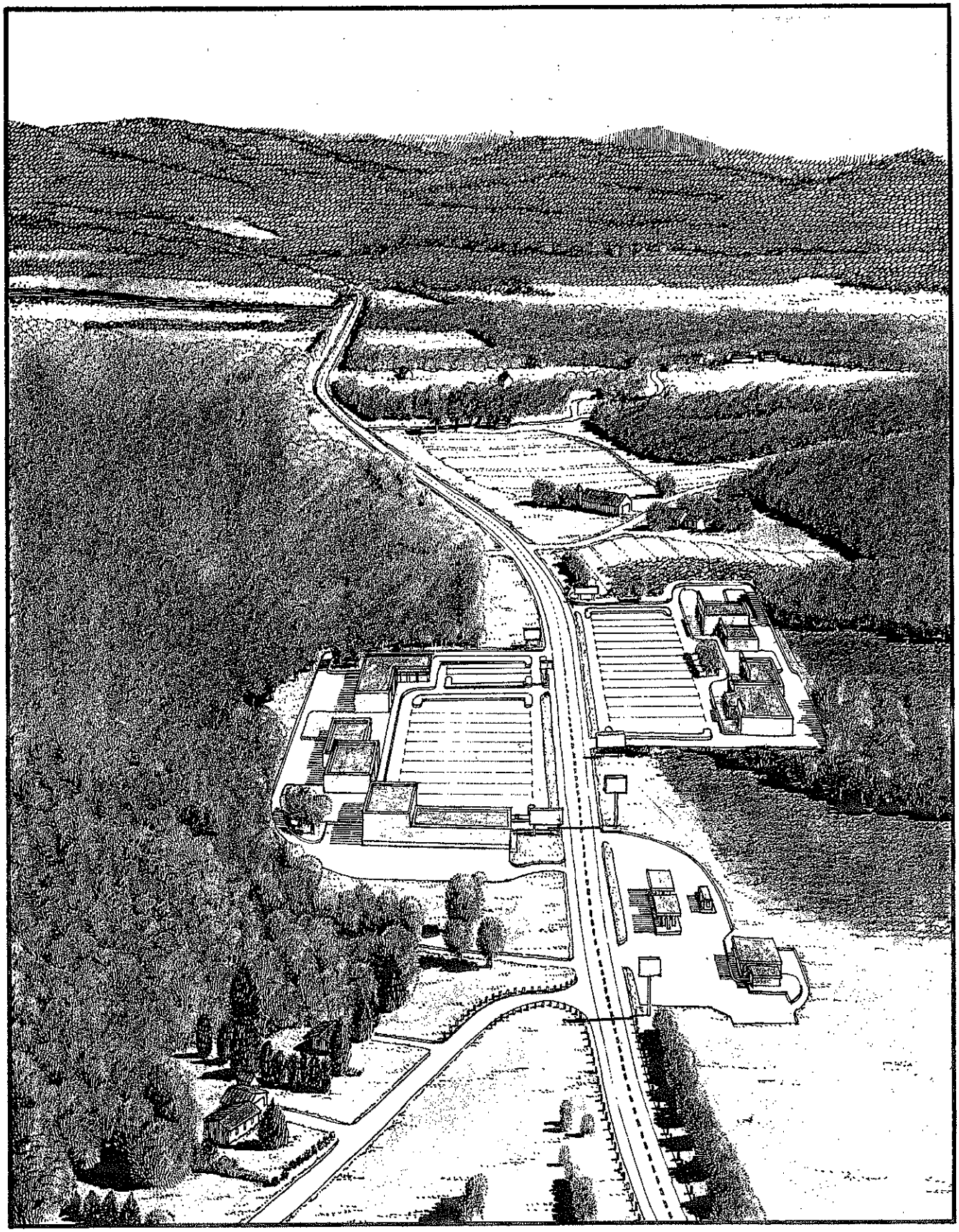
The by-law revisions included a requirement that major commercial developments be reviewed as "Planned Unit Commercial Developments". This amendment relaxed the rigid dimensional requirements of the old by-law, and encouraged flexible, creative site planning solutions tailored to the special requirements and conditions of each particular site. At the same time, the Planned Unit Commercial Development by-law gave the town a greater role in the planning and design of such projects. While applicants were allowed considerably more leeway in planning and laying out their commercial developments, their proposals were required to creatively meet more demanding "performance standards" in the areas of environmental impact, town character, visual quality, traffic and effect upon the surrounding neighborhood. The by-law's intent was to foster creative negotiation between the developers and town boards as they work together to make the project fit the special conditions of the site and the community in which it is proposed.

Procedures for evaluating proposed planned unit commercial developments relied heavily on a "site plan review" process. Site plan review allows town boards to suggest changes and alterations to plans submitted by developers. Plans are reviewed in a consistent and fair manner, relying on clearly defined standards addressing a variety of issues, including building location, parking lot layout, design and screening; lighting, signage, landscape design, architecural design, visual impacts, environmental concerns and traffic flow.

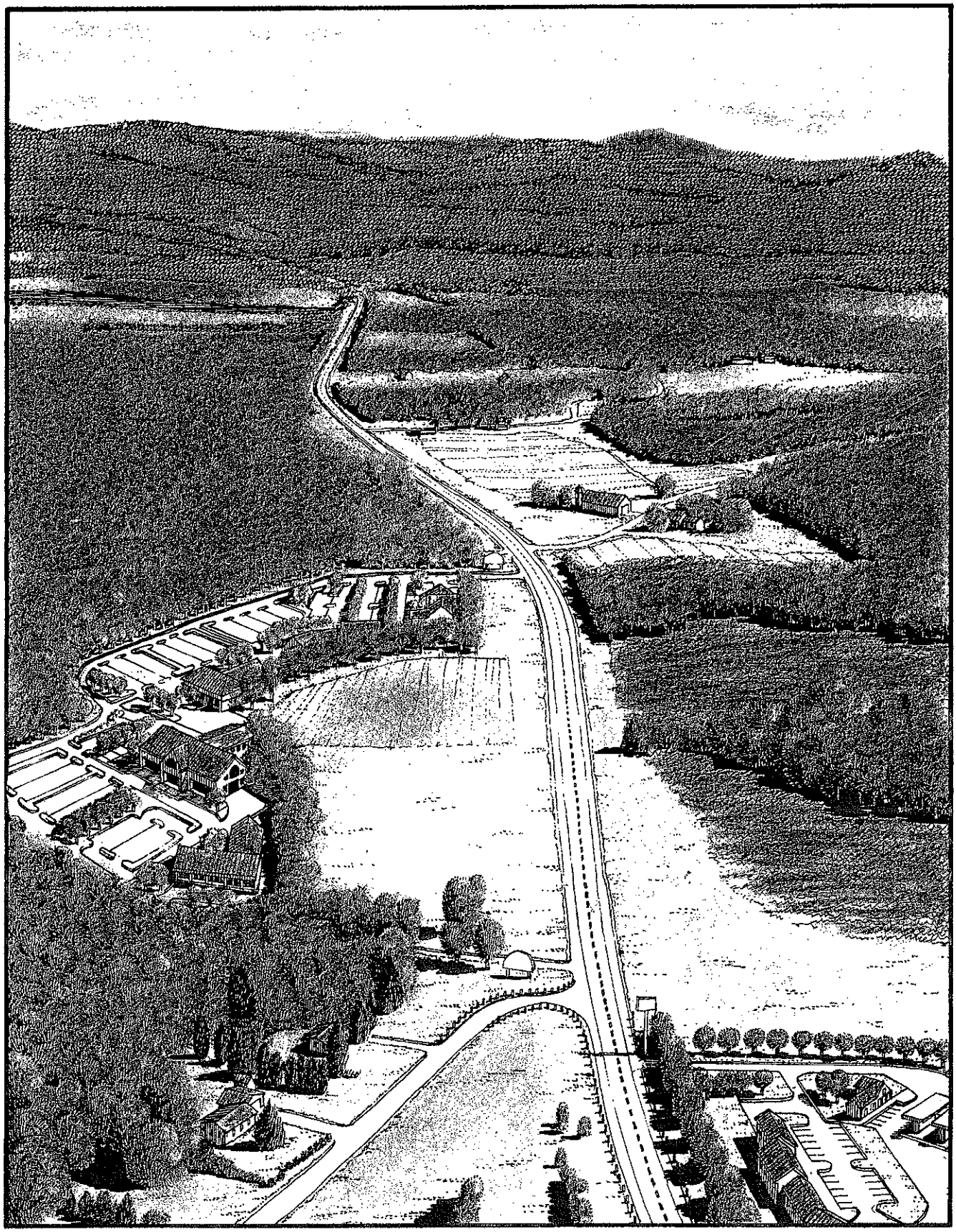
The philosophy underlying these new regulations is that if new, large-scale commercial enterprises wanted the privilege of locating in the community, they would have to be designed in the best, most careful way possible to ensure the future health, environmental and social well-being of the community. Permission to build - and reap the benefits of - a major commercial facility in town would be granted only if careful planning, design and construction practices assured that the new facility would complement, rather than detract from, the community's traditionally rural character.



Aerial View of Site E Before Development



Aerial View of Site E After Conventional Development



Aerial View of Site E After Creative Development

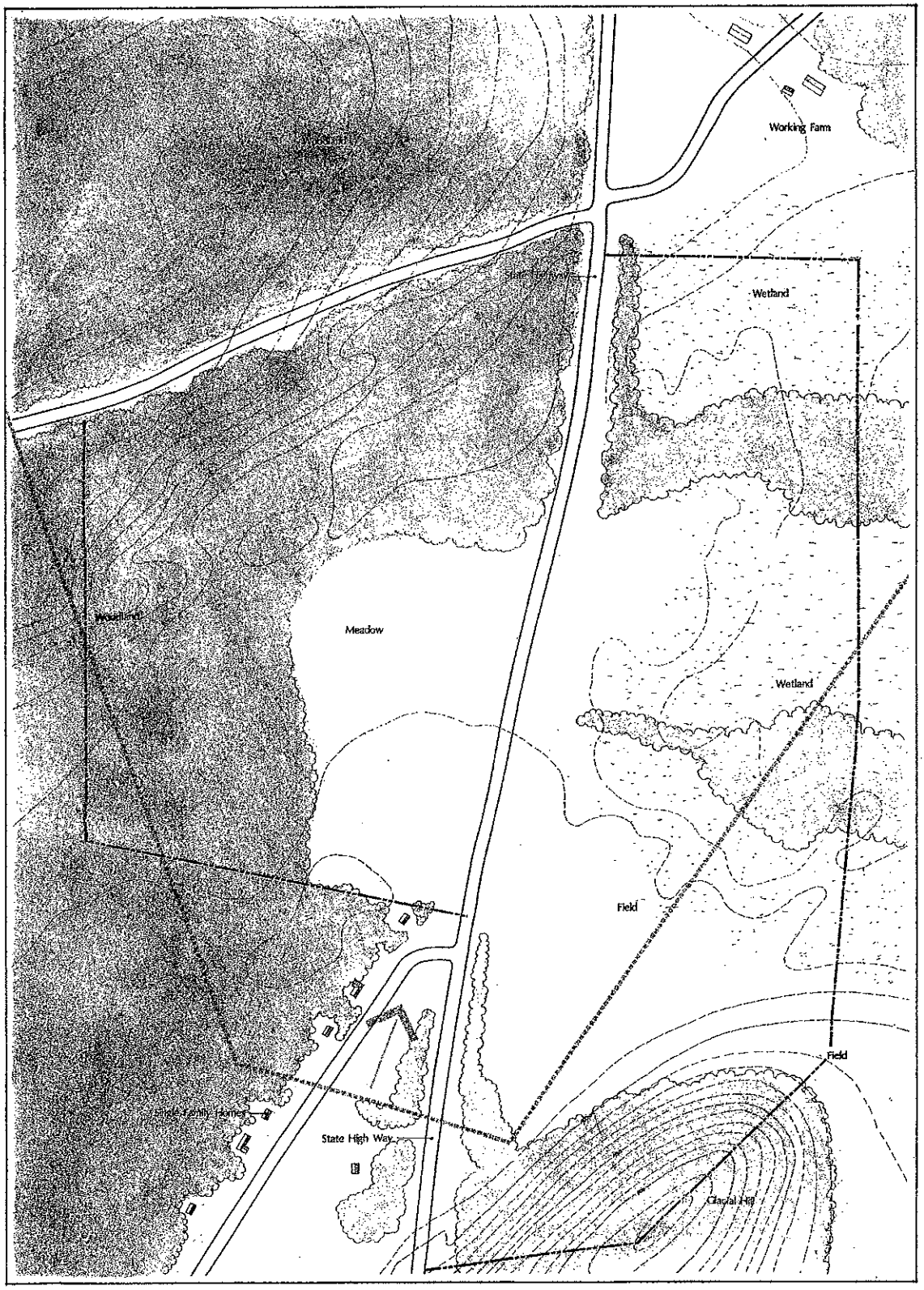
MegaMall Corporation's officers were dismayed by the Town Meeting vote, adopting the new regulations. They had recently purchased the site from Acme Realty Trust and were ready to proceed under the old by-laws. When they began to read the new bylaw, they considered withdrawing from the project. However, Bob Innovatore, a rising star in MegaMall's real estate division, realized that the new zoning could actually help MegaMall produce a much more commercially viable facility. His research had shown the outstanding success of well-planned and designed malls and shopping centers in other parts of the country. He understood the public's growing concern for the quality of the shopping environment, and its disillusionment with the overwhelming uniformity and blandness of many shopping centers. The recent success of festival marketplaces, commercial adaptive reuse of historic structures and environments, and the increasing demand for authentic character, diversity and vitality in commercial environments led him to believe that MegaMall could benefit by a more careful and creative approach on this project.

Bob put together a team of landscape architects, engineers, architects, planners and environmental specialists to redesign the shopping center proposal. They proposed relocating the entire complex on the north side of the highway, to centralize the facility and improve traffic access and circulation. By preserving the existing meadow they buffered the facility from the highway and provided an attractive setting for the stores.

Parking lots were screened to the rear of the buildings, highlighting the facility's attractive architecture and natural setting rather than emphasizing the "sea" of parked cars that provides the foreground view for most conventional shopping centers. A clear but low-key signage system clearly identified the entrances to the complex, leading shoppers to the parking areas along a winding tree-lined road. Generous landscape buffers screened the parking lots from the access road, stores and from the surrounding neighborhood. Attractive, screened, color-corrected lights softly illuminated the parking lots and buildings at night, avoiding the harsh, orange glare typical of most such installations.

The architecture of the shopping center was designed to reflect the commercial buildings traditionally found in the region. Structures were located on the site to fit around the edges of the meadow, leaving a buffer of existing trees along the edge. Fitting the parking and buildings in carefully with natural landforms required greater sensitivity and closer coordination between the landscape architect, architect and engineer, but this effort resulted in a much more efficient and attractive product. Working closely with the real estate department of a major oil company, Bob Innovatore's team produced an improved site plan for the gasoline station/convenience store as well. When the oil company executives saw the plan, they complained that parking and gas pumps located in the rear of the facility would fail to attract as many customers. But Bob showed them perspectives illustrating the clear signage system and pointed out that the vast majority of patrons would be repeat customers familiar with the layout of the gas station. Besides, the oil company didn't have much choice: they were very eager to locate on this highly desireable, potentially lucrative site, and to do so they were required to meet the town's site plan review standards for commercial facilities. The planning board insisted on the preferred layout and even made some helpful additional suggestions of its own that enhanced screening of the facility from the surrounding neighborhood while allowing for increased parking capacity at the same time. Soon after its construction, the success of this innovative gas station exceeded even Bob's expectations. People enjoyed the pleasant, quiet environment of the station and the uninterrupted views out over the unspoiled countryside. The "gourmet gas station" was even written up in Time Magazine, being heralded as the wave of the future in gasoline retailing.

The adjacent dairy farm continued to harvest a bumper crop of hay from the meadow in front of the shopping center. The Park-n-Spend supermarket featured a section for dairy products and produce grown literally on its front doorstep. The store's management and staff prided themselves on the fact that the store had been built while preserving nearby farmland, the ultimate source of the food on its shelves. They used this feature successfully in their marketing campaign, and capitalized in their advertising on the close, symbiotic relationship between the new complex and the character of the Valley.



Connecticut Valley Design Guidelines

E

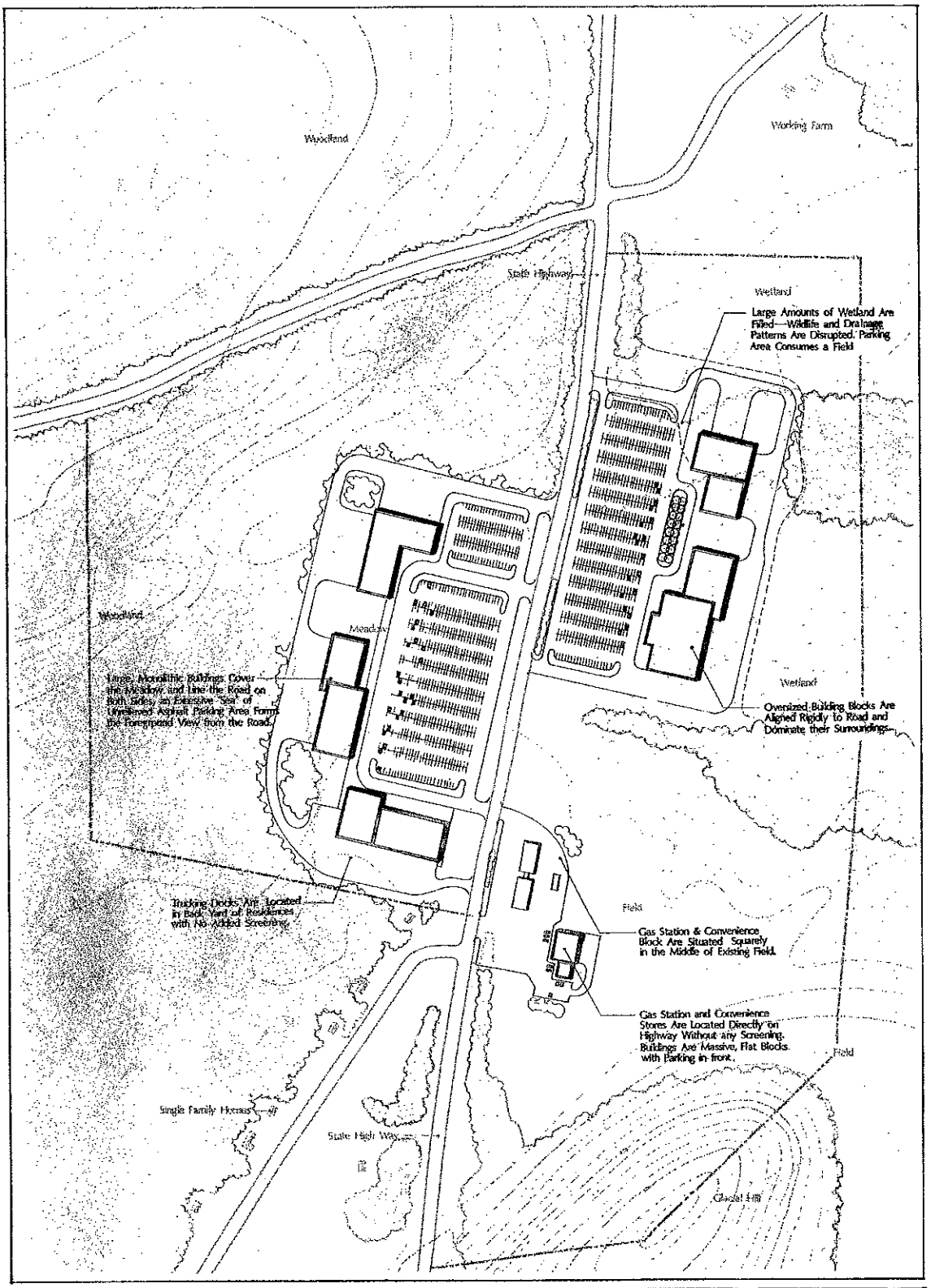
Megamall on State Route 12

EXISTING CONDITIONS

Landform:	Drumlin, Ground Moraine
Landuse:	Farming, Scattered Residential
Landcover:	Fields, Forest, Wetland
Utilities:	Town Water, Sewer Available
Zoning:	Commercial/Industrial

North:

Plan of Site E Before Development



Connecticut Valley Design Guidelines

E 1

Megamall on State Route 12

EXISTING CONDITIONS

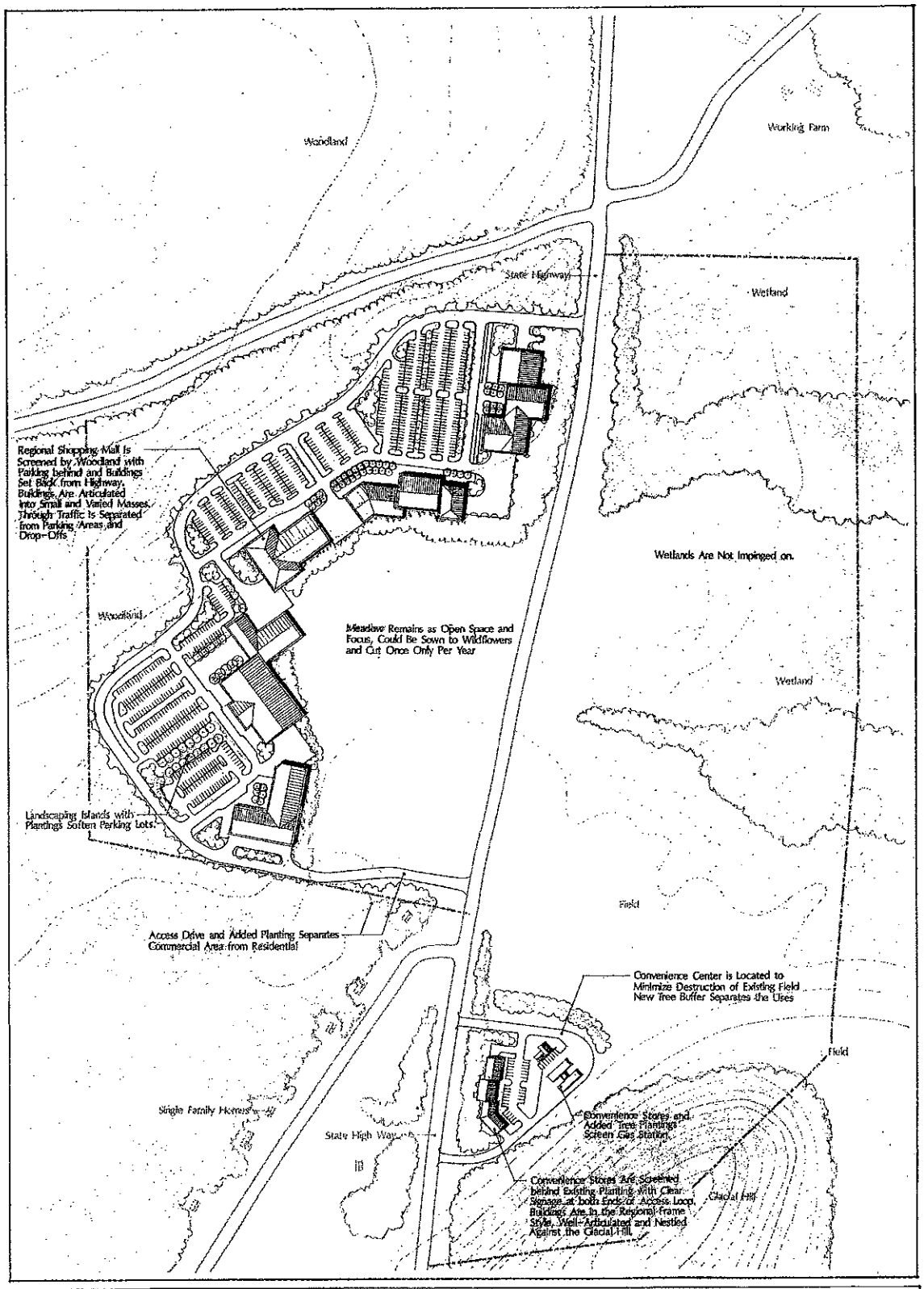
Landform:	Drumlin, Ground Moraine
Landuse:	Farming, Scattered Residential
Landcover:	Fields, Forest, Wetland
Utilities:	Town Water, Sewer Available
Zoning:	Commercial/Industrial

NEW DEVELOPMENT (Conventional)

Type:	Regional Shopping Mall
Density:	Very High: .5 Floor Area Ratio (FAR)
Layout:	Conventional Shopping Mall: Block-Like Buildings Located in the Middle of a Sea of Asphalt Parking

North:

Plan of Site E After Conventional Development



Connecticut Valley Design Guidelines

E 2

Megamall on State Route 12

EXISTING CONDITIONS

Landform:	Drumlin, Ground Moraine
Landuse:	Farming, Scattered Residential
Landcover:	Fields, Forest, Wetland
Utilities:	Town Water, Sewer Available
Zoning:	Commercial/Industrial

NEW DEVELOPMENT (Creative)

Type:	Regional Shopping Mall
Density:	Very High: .5 Floor/Area Ratio (FAR)
Layout:	Mall Sited in Woods, Avoiding Farmland. Parking Behind 6-Acre Mall Leaving Roadside Open.

IMPLEMENTATION STRATEGY

New Zoning:	Planned Unit Commercial Development. Site Plan & Design Review Parking Lot Location & Layout Standards, Signage Controls
Other Tools:	Public/Private Partnerships.

North:

Plan of Site E After Creative Development

Site F: Parker Orchards

1) Existing Conditions

Landform:	Rolling Hills
Landuse:	Dairy Farm, Apple Orchard
Landcover:	Orchard, Field, Forest
Utilities:	Town Sewer, No Town Water
Zoning:	1 Acre Minimum, 150 ft. Frontage

* Parker Orchards: 30 acres of apples, 50 acres of woodland, spectacular views to New Hampshire.
* Productive, profitable operation needs to expand.
* Owner wants to buy adjacent land but can't afford local land prices, considering selling & moving to New York State.
* Dodge Farm: 180-acre dairy operation, owner retiring.

The rolling hill country northwest of the Connecticut River contains some of the best land in the state for growing apples. When the glaciers scoured this corner of Massachusetts, they left deep, well-drained soils on east and southeast sides of many of the higher hills. These fertile soils are now often covered with extensive apple orchards. The orchards are often run in conjunction with dairy farms located on the flatter land between the hills. Though once almost entirely cleared of trees, the steeper, portions of the land have grown back to woodland, providing woodlots for the farms. Rarely visited by the Indians and settled late in the 18th century, this area has maintained a strong agricultural base due to the continued high nationwide demand for quality apples.

This scene contains two large parcels under separate ownership. The Dodge Farm to the northwest is a 180-acre dairy farm. Parker Orchards to the southeast is 30-acre apple orchard with an additional 50 acres in woodland and field.

After 20 years in the business, Bill Dodge is tired of farming, tired of working sixty to eighty hours a week in all kinds of weather for relatively low wages. Cash poor but land rich, he decides it's time to cash in on the value of his land, to help put his children through college and perhaps take his wife on their first real vacation.

Pat Parker, on the other hand, loves being a "pomologist" as she refers to herself in lighter moments, but can't make ends meet with only thirty acres of trees. She would like to purchase a nearby orchard to supplement her own, but cannot afford the asking price. As much as she likes the town she grew up in, she feels the only way to raise the necessary capital is to take advantage of high real estate values in Western Massachusetts and re-invest in a much larger orchard on less expensive land in upper New York State.

Farmland, Shelburne and Colrain

2) Conventional Development Scenario

* Parker Orchards sold to Vermont ski area developer.
* Orchard chopped into 40 frontage and subdivision lots.
* Large, 36'-wide subdivision road bisects orchard.
* Prominent hilltop developed.
* Dodge Farm sold to local developer, 47 frontage and subdivision house lots laid out.

After solving a wide variety of problems running the farm, Bill Dodge felt he could subdivide his own property. While his son ran the operation, he hired a local survey and engineering firm, Planimeter Associates, to lay out the proposed development. Planimeter developed a plan that took advantage of Dodge's considerable frontage, creating 29 lots along the town road that bisects his land. They laid out another 18 subdivision lots alongside a proposed new road located in the field behind the farmstead. Their goal was to maximize the number of lots while minimizing site development costs. The plan was developed in strict accordance with all of the town's zoning bylaws and subdivision regulations. It would nevertheless have totally consumed the old Dodge Farm, the only remains of which would have been the original farm buildings surrounded on a 2-acre lot by a grid of formless, suburban tract houses.

Next door, Parker Orchards wasn't faring any better. Resigned to the assumption that development and apples don't mix, Pat Parker sold her entire property to Cutter Development Co., Inc. of Vermont. Spawned during the heyday of Vermont's ski area development prior to "Act 250", Cutter was looking for a less heavily regulated land development environment, and found it in western Massachusetts.

Residents of the town were appalled by Cutter's proposed site plan for the property. Parker Orchards was chopped into 40 house lots using both existing road frontage and an enormous, 36 ft. wide subdivision road slicing through the upper orchard. Cutter was proud that the few remaining apple trees would become "landscaping" for the new houses.

3) Creative Development Scenario

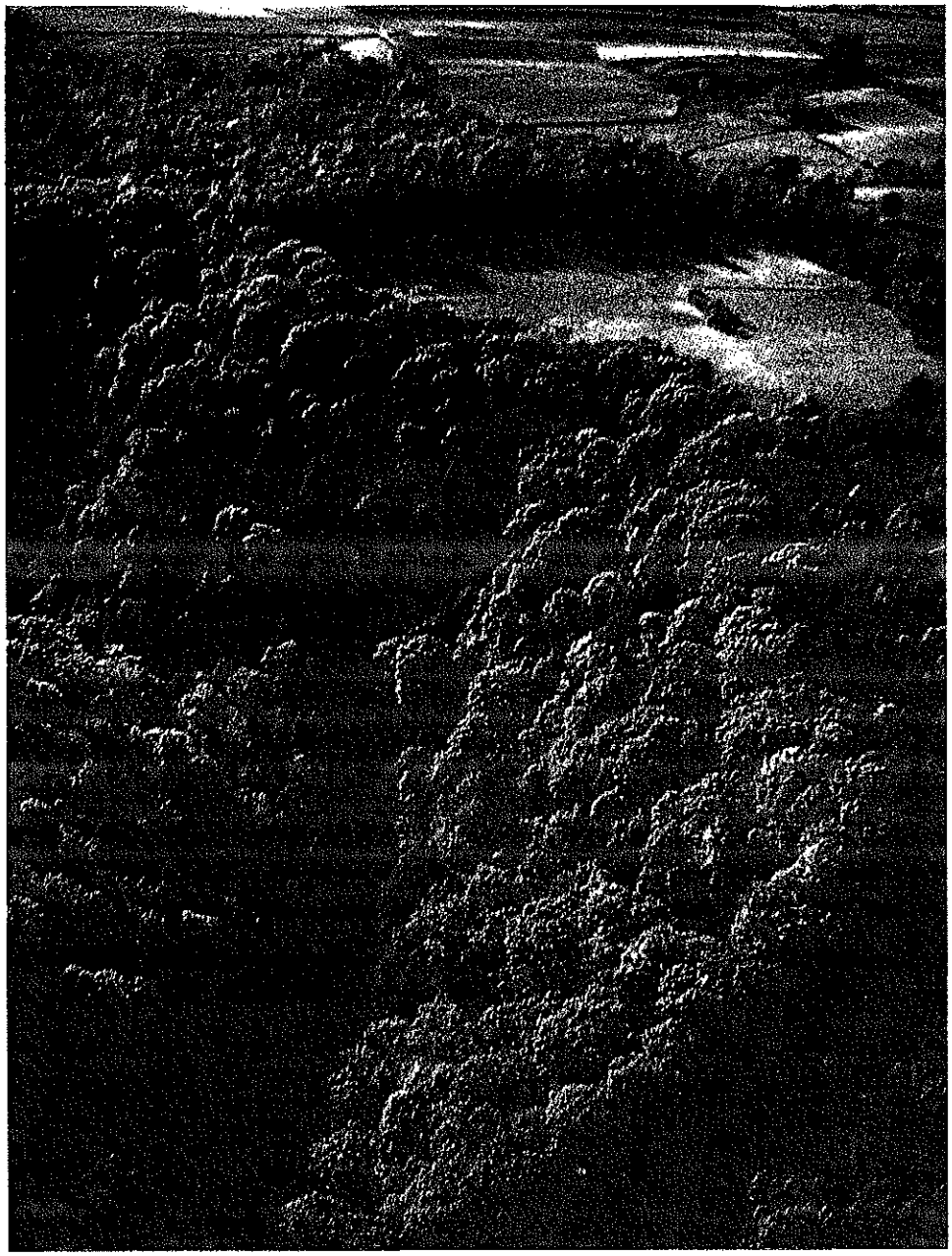
* Town adopts "Open Space Development" By-Law.
* Parker Orchard: development occurs on reduced-width subdivision road in woods.
* Orchard left intact with 100' wooded buffer to separate houses from orchard.
* Dodge Farm: cluster subdivision proposed south of road.
* Frontage development under site plan review north of road preserves fields.

Bill Dodge and many other town residents attended a lecture by Gordon Cabot, a retired land use consultant popular on the local lecture circuit. Cabot's talk convinced Bill that he could develop a portion of his farm without ruining the best agricultural land. Members of the Planning Board were similarly impressed and drafted a set of amended zoning bylaws and subdivision regulations. The amended bylaws included an open space development provision to be mandatory for all critical resource areas in town, including farmland, wetland buffers, prime timber, wildlife habitat, hilltops and historical sites and districts. The open space development provision required clustering of single-family homes on down-sized lots, in order to preserve open space. A site plan review process also provided the town with the means to require modifications in development proposals, to ensure the protection of town character and the environment. The Board proposed modifying the subdivision regulations to reduce required road widths and other excessive site engineering requirements, such as curbs and concrete sidewalks better suited to urban and suburban settings. The Planning Board's recommendations received overwhelming support at town meeting.

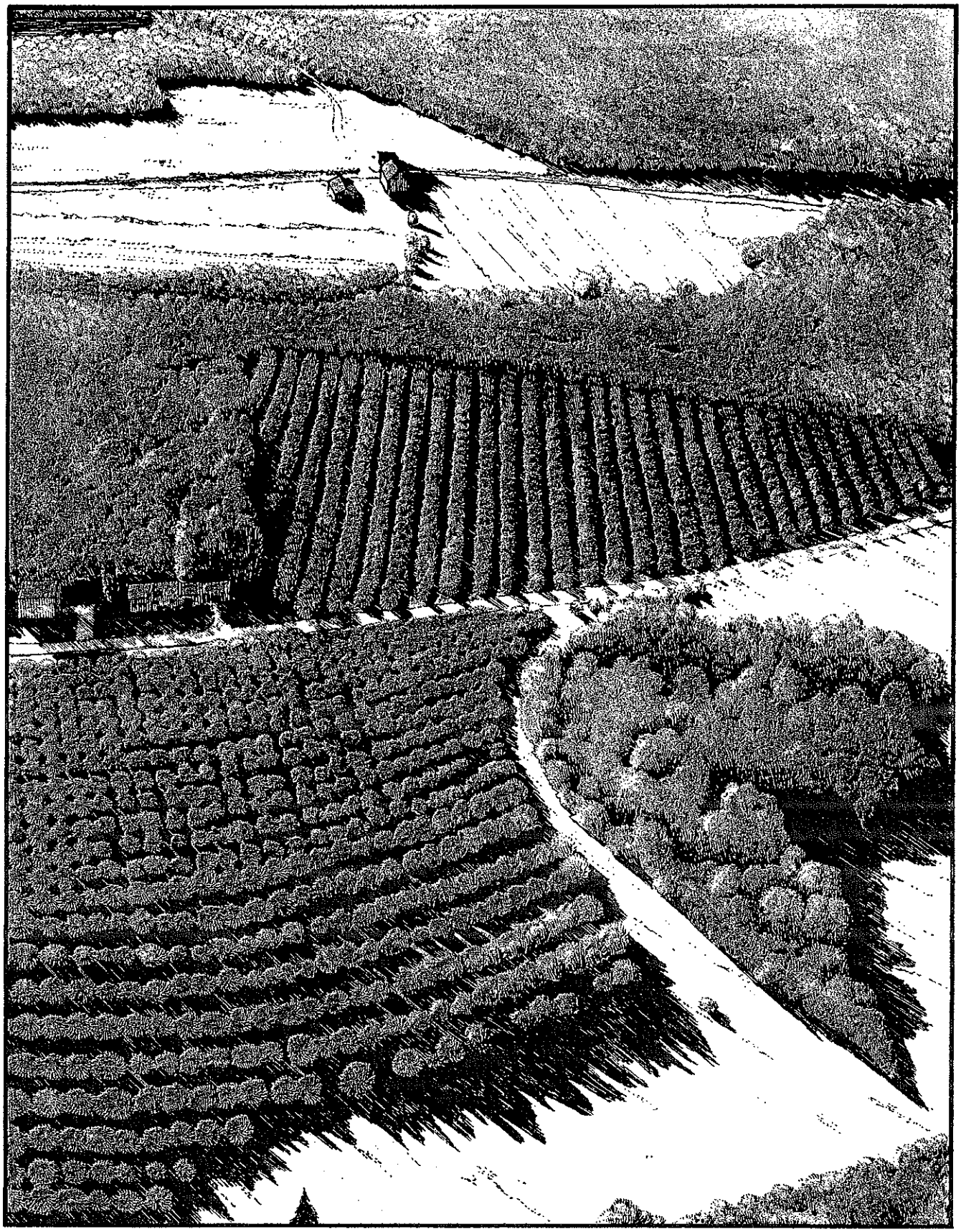
Encouraged by the new bylaws, Bill Dodge decided to change his plans for the property. Planimeter Associates drew up a new proposal featuring the same number of lots arranged in a totally different manner on the land. Frontage lots were laid out with deed restrictions to preserve sensitive portions of

each site, such as wetland buffers, scenic areas and farmland. A "building envelope" was designated on each lot identifying the area within which future houses could be built. Common driveways were laid out wherever possible to minimize visual and environmental impacts, and public access to a favorite swimming hole was preserved through a deed restriction and careful site planning.

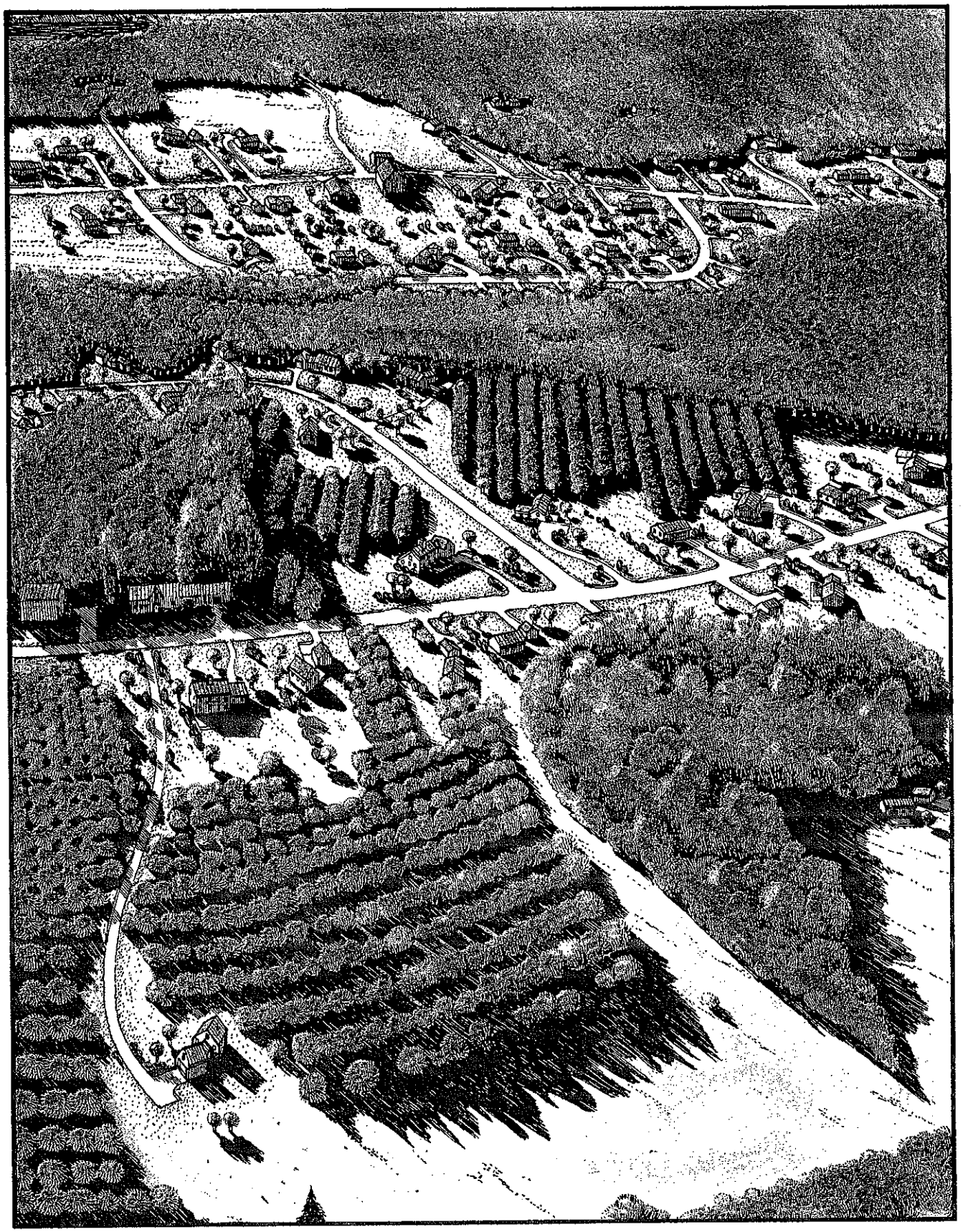
The subdivision road was modified to allow the location of houses in wooded areas, saving the fields from development. A buffer of trees and fencing separated the houses from the farm, minimizing the risk of future interference in the farm operation. A 60-acre stand of old-growth timber slated for destruction in the old plan was preserved by clustering proposed house lots away from this site. The forest was to remain with the rest of the farmland with limited public access provided by an easement. While the subdivision road was longer than originally planned, its width was reduced to 22 ft. and the requirement for curbs and sidewalks was waived, lessening construction costs and minimizing visual and environmental impacts.



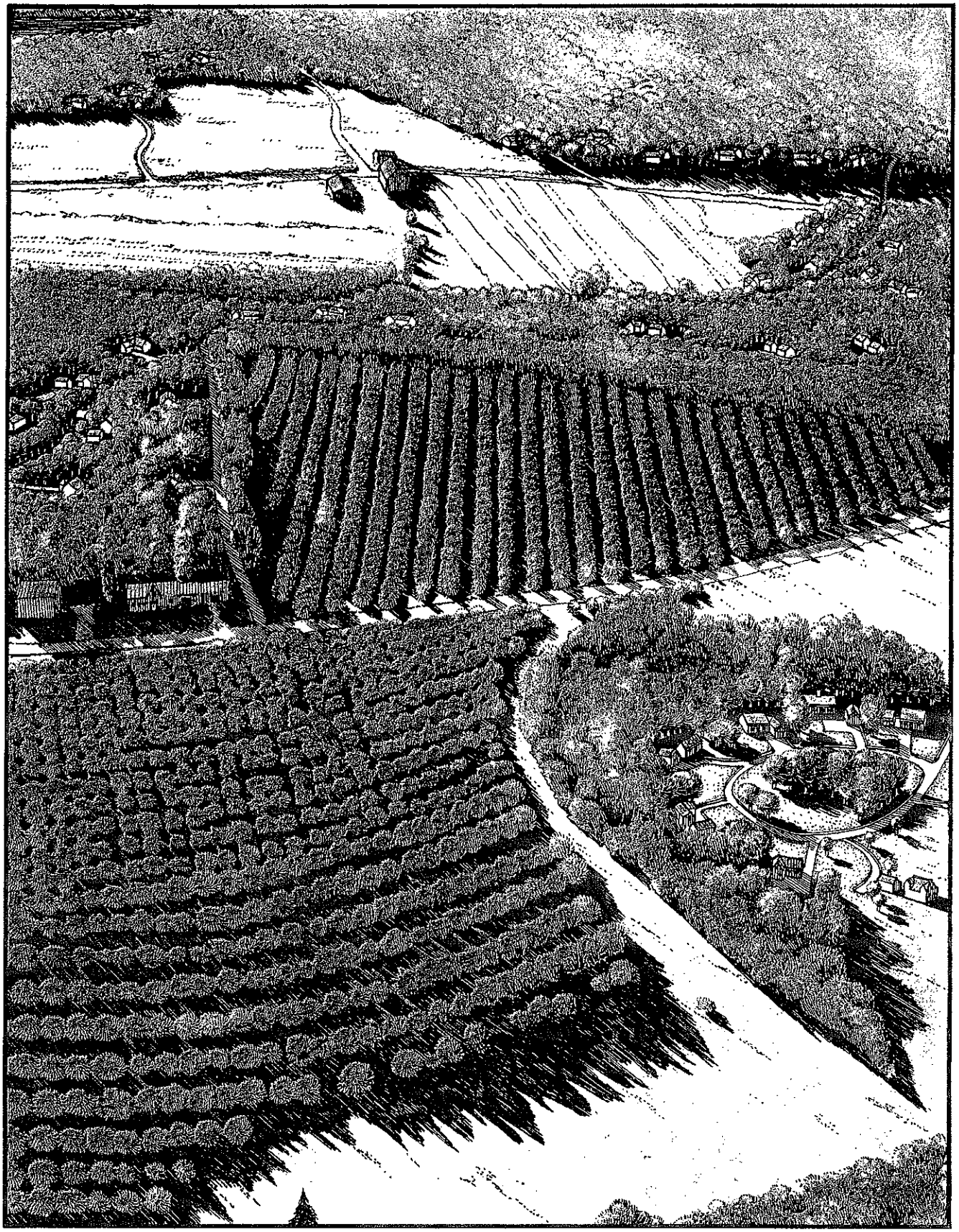
Foothills, Colrain



Aerial View of Site F Before Development



Aerial View of Site F After Conventional Development



Aerial View of Site F After Creative Development

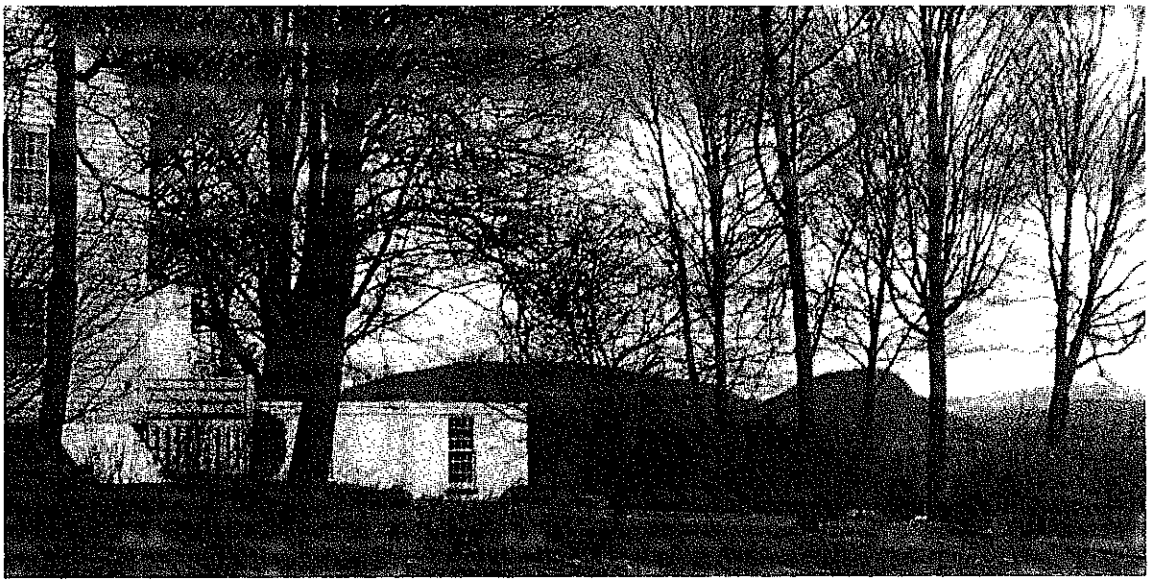
An Agriculture Preservation Restriction (APR) was purchased by the State for the protected farmland, allowing the pastures to be sold well below fair market value to a neighboring farmer eager to expand his dairy operation. The farmer also bought the woodland, under an agreement to log the land only under a selective cutting plan prepared by a licensed forester.

Parker Orchards also benefited from the new zoning bylaws and subdivision regulations. Realizing that the new regulations would allow her to partially develop the property while preserving the orchard, Pat Parker backed out of the deal with Cutter Development. Instead she invested her own funds to hire Country Consultants, a multi-disciplinary firm of engineers, foresters, landscape architects and planners. They developed plans for the site based on the town's new bylaws, which would preserve the most important features of the site while accommodating the same amount of development proposed by Cutter.

The plan kept all the proposed development away from the apple orchard with a 150 ft. woodland buffer separating the two. This was established to avoid the inevitable complaints about noise and spraying from future residents of the houses, many of whom would be former urbanites unaware of the nature and requirements of operating a successful commercial apple orchard.

The Town's new Farmland/Open Space Conservation and Development Bylaw allowed much greater flexibility in the location of lots and structures on the land. Country Consultants were able to fit the smaller lots into less sensitive portions of the site, while providing each new house with access to unspoiled sections of the property. North of the town road they laid out a 24-lot subdivision on a new 22 ft. wide road built through the woods. South of the town road, they located 14 single family residences on smaller half-acre lots oriented around a central common.

After requiring minor additional modifications through the site plan review process to assure adequate septic system designs, the Planning Board approved the proposal. Pat Parker sold the approved lots to two developers who financed the construction of the roads and site amenities and contracted out the construction of the homes to individual local builders. The income from the sale of part of her land allowed Pat to maintain ownership of the orchard and purchase the neighboring orchard to expand her operation. With the funds left over, she invested in new buildings and equipment to modernize her facilities, experiment with new varieties and improve her marketing. Some of her best customers were her new next-door neighbors who enjoyed living near some of the best apples - and scenery - in the state.



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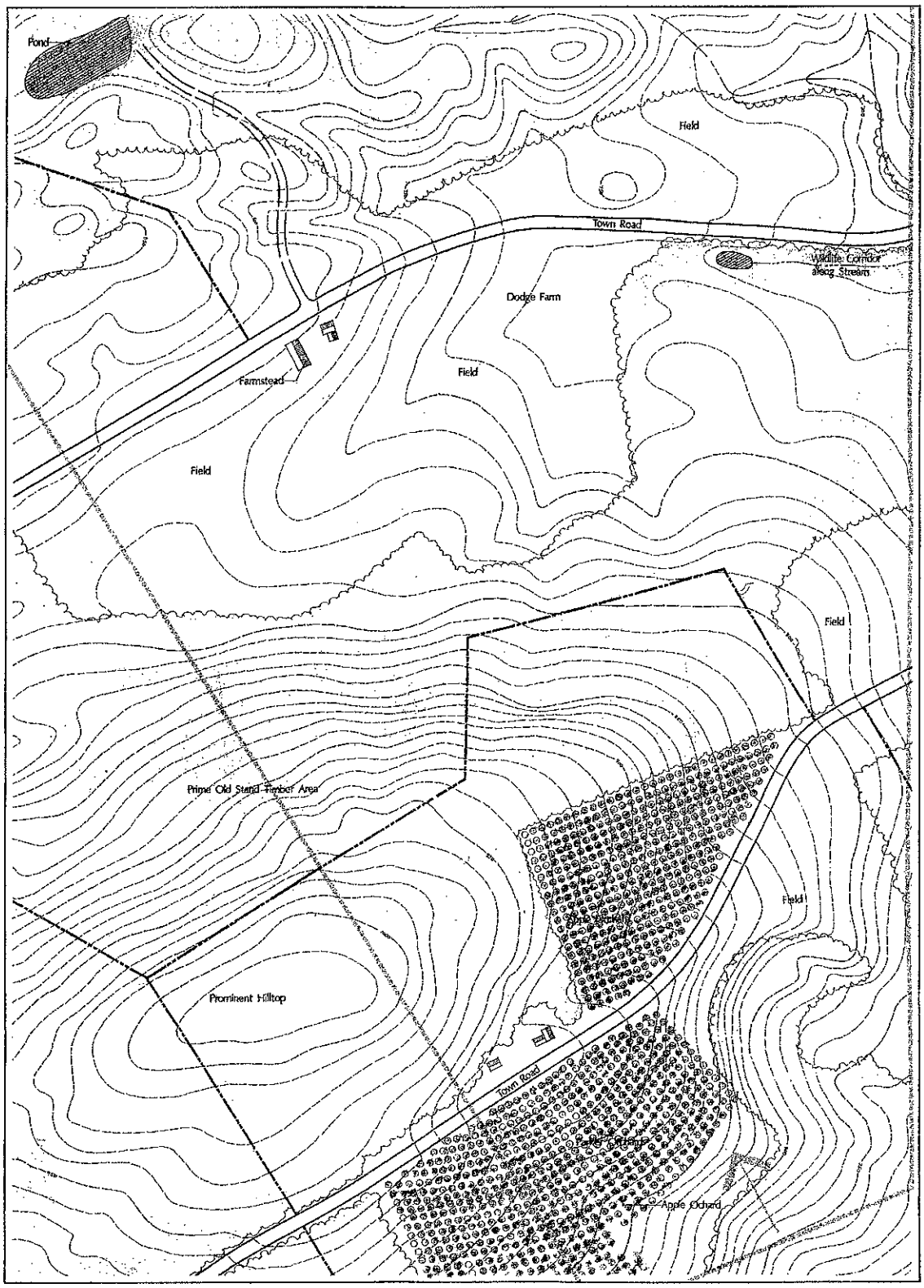


Connecticut Valley Design Guidelines

F

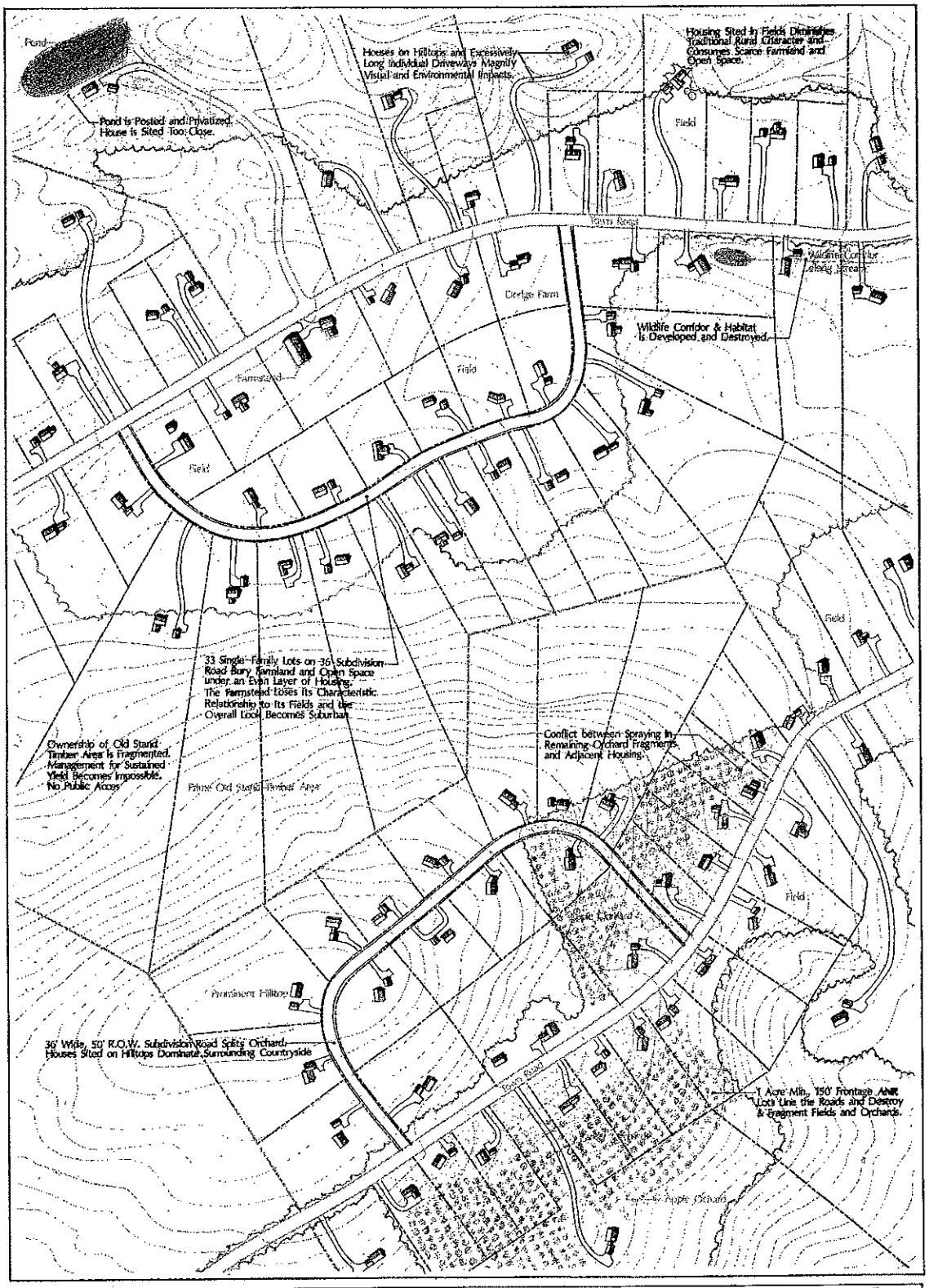
Parker Orchards

EXISTING CONDITIONS

Landform:	Rolling Hills
Landuse:	Dairy Farm, Orchard, Road
Landcover:	Orchard, Field, Forest
Utilities:	Town Sewer, No Town Water
Zoning:	1 Acre Min., 150' Frontage

North:

Plan of Site F Before Development



Connecticut Valley Design Guidelines

F 1

Parker Orchards

EXISTING CONDITIONS

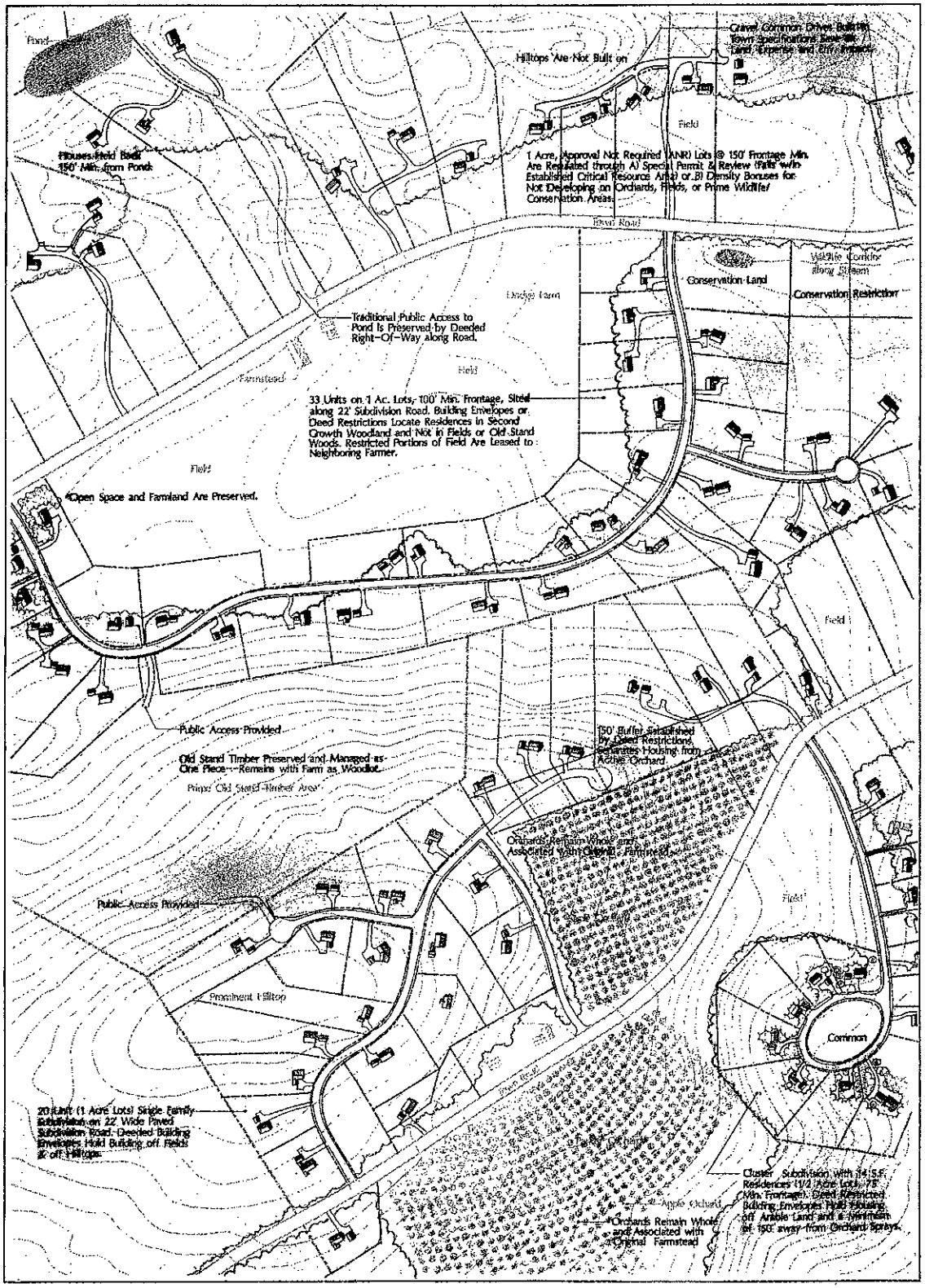
Landform:	Rolling Hills
Landuse:	Dairy Farm, Orchard, Road
Landcover:	Orchard, Field, Forest
Utilities:	Town Sewer, No Town Water
Zoning:	1 Acre Min., 150' Frontage

NEW DEVELOPMENT (Conventional)

Type:	Single Family Residential Detached
Density:	Moderate: 3 Acres/House
Layout:	Large Lot Frontage ANR

North:

Plan of Site F After Conventional Development



Connecticut Valley Design Guidelines

F 2

Parker Orchards

EXISTING CONDITIONS

Landform:	Rolling Hills
Landuse:	Dairy Farm, Orchard, Road
Landcover:	Orchard, Field, Forest
Utilities:	Town Sewer, No Town Water
Zoning:	1 Acre Min., 150' Frontage

NEW DEVELOPMENT

Type:	**Single Family Residential Detached**
Density:	**Moderate: 3 Acres/House**
Layout:	**Frontage: 1/2 Acre, Shared Drives**
	Cluster Subdivision: 1/2 Acre Lots

North:

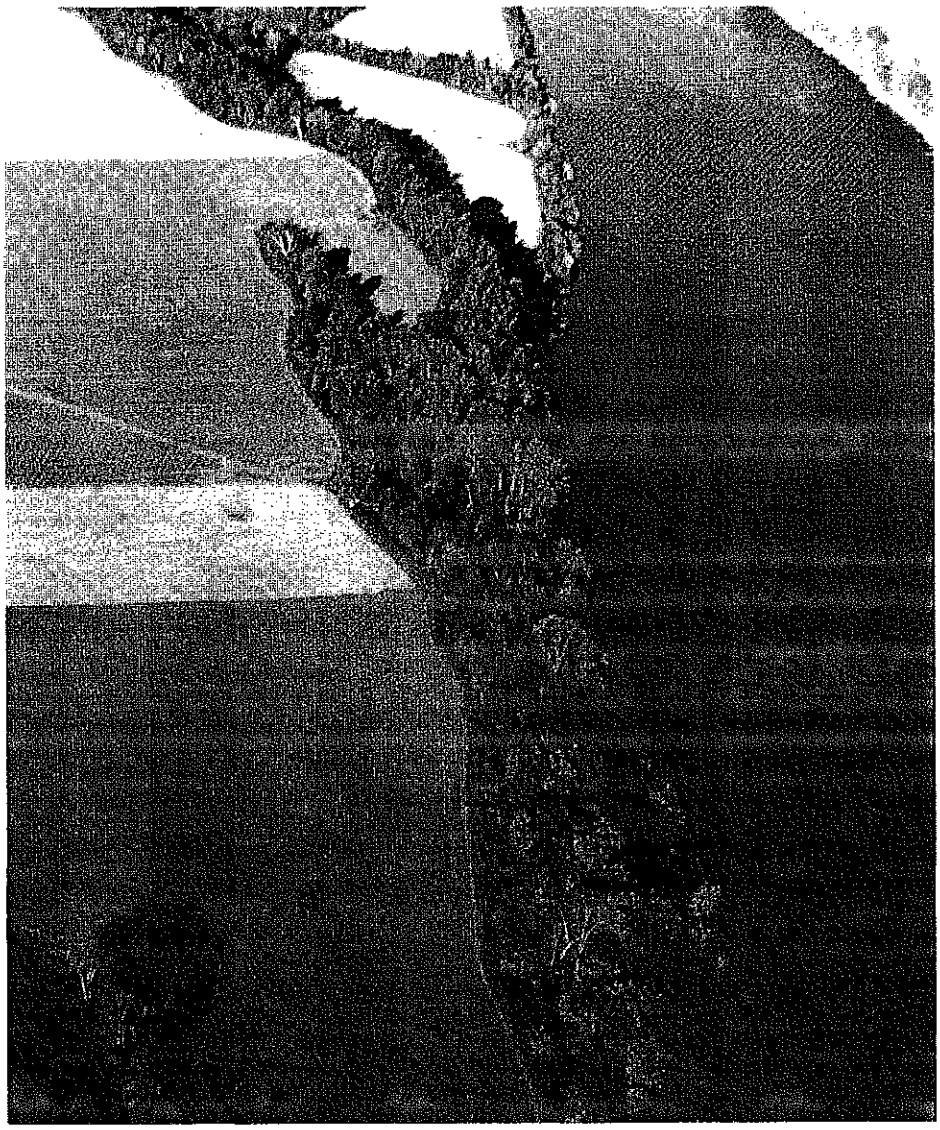
Plan of Site F After Creative Development

Site G: Emery Farm

1) Existing Conditions:

Landform:	Edge of Valley
Landuse:	Dairy Farm
Landcover:	Pasture, Orchard, Forest, Lake
Utilities:	Town Sewer & Water Available
Zoning:	Multi-Family, 12 Units/Acre

* Large, financially troubled dairy farm on scenic, rolling hillside adjacent to millpond.
* Town roads at the east and west ends of the property.
* 18th century farmstead with numerous barns and out-buildings located on town road.
* Densely wooded hillside, clusters of trees along farm roads and along lakeshore.
* Hillside orchard at eastern end of property.
* Historic 18th century farm landscape.
* Dramatic views from fields over valley to distant hills.



Fields along river, Gill

This site is typical of the transition zone between the flat, bottom land of the Connecticut Valley and the surrounding hills. Gently rolling farmland of this type occurs around the periphery of the ancient glacial Lake Hitchock. Streams in these areas were often dammed for waterpower during the last century, creating small ponds and lakes that remain today. Farmland typically occupies the lower elevations of this zone, while the steeper hillsides are generally forested. Opportunities for the placement of sensitive development generally occur at mid-slope, in the transition area between farmland and forest.

This 130-acre dairy farm is bounded to the east and west by two town roads. To the north, a wooded hillside rises to a summit just beyond the property line, and a large pond forms the southern boundary. The dairy farmstead and 65 acres of crop and pasture land are situated on gently sloping land to the north of the pond. A 26-acre orchard occupies the eastern edge of the property, located on a ridge overlooking the lake. Another 40 acres lies in woodland on gently rising slopes, at the northern end of the property.

Before European settlement, this land was entirely wooded. A small stream flowed where the lake presently exists. Native Americans used this land primarily for hunting. The first farm on this site was established during the early years of the 18th century, and within fifty years most of the property had been cleared for cropland or pasture, with only an occasional small woodlot remaining on the steepest or wettest portions of the site. During the mid-19th century, the steeper hillside pastures were abandoned and reverted to second-growth forest.

2) Conventional Development Scenario

* Large apartment blocks freely placed over farmland.
* Excessively wide, straight access roads with no relationship to topography and landscape.
* Historic farmstead demolished.
* New landscaping out of scale and inappropriate to natural character of the area.
* Development adjacent to lake causing visual, environmental degradation.
* Parking highly visible.

Franklin Emery was a tenth generation Yankee farmer whose ancestors had settled the farm over 200 years before. In spite of difficult economic times, Emery declined several offers to sell his land for development. But when he died in 1982, none of the dozen family members with an interest in the property had remained in the area, and few felt an attachment to the land. Disposition of the property was put in the hands of Rebecca Carver, the family lawyer and executor of Emery's estate. Emery's descendants instructed attorney Carver to sell the property for its "highest and best use", based on local market forces and whatever the town's zoning bylaws would allow.

Because the land was located within fifteen minutes of a major university, "highest and best use" in the case of the farm meant multi-family rental apartments for college students and faculty. Action Realty Trust, a local developer, purchased the property and hired Gridiron, Inc. engineering and architectural consultants, to design 24 apartment buildings for the 130-acre site.

Gridiron drew up plans for the complex based on the town's current zoning by-law and subdivision regulations, which listed multi-family apartment buildings as a use allowed in the area by Special Permit. The town's regulations specified maximum density of development, standards for streets and other site improvements, maximum building heights and external dimensions. However the regulations made no mention of the preservation of open space, farmland or rural character, the placement of buildings on the land, or of suggested architectural treatment.

Gridiron's plan for the property complied with all of the town's dimensional requirements. Its development plan located the 24 buildings in the fields adjacent to the lake, where the units were the easiest and least expensive to build, and where they would enjoy views of the pond. The buildings were patterned on a standard apartment design drawn by Gridiron for a previous project in another part of

Hatfield

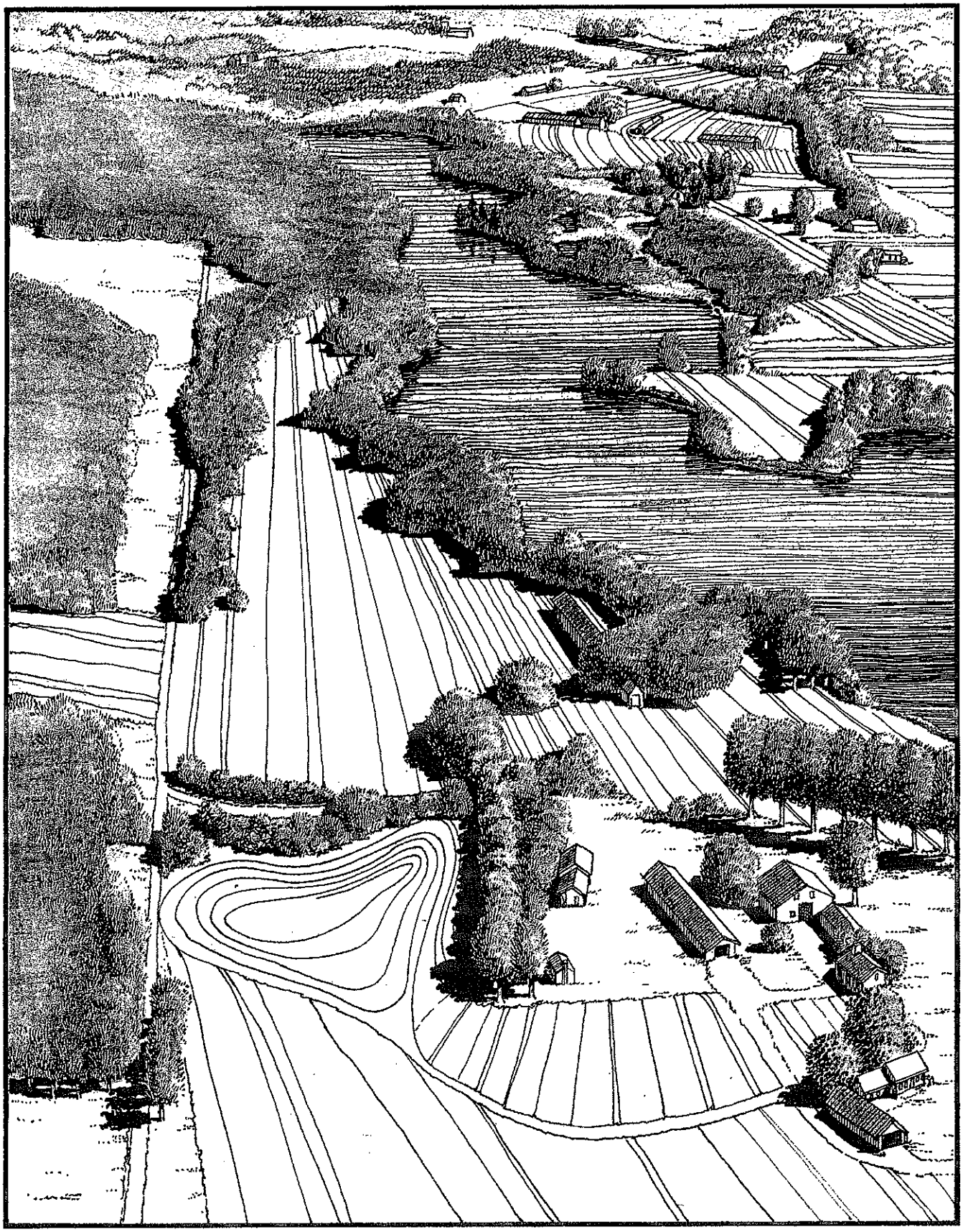
the state. The site plan featured a very wide access road bisecting the site from east to west across the former farmland. The proposed landscaping consisted of a wide variety of non-native species (such as junipers and rhododendrons) arranged geometrically along roadways and adjacent to the apartment buildings.

The Action/Gridiron proposal for the property generated considerable local opposition but, since it conformed fully with the town's regulations, the Planning Board was reluctant to deny the application. Even though most of the opposition really stemmed from concern for preservation of the rural character of the site and town, opponents attacked the proposal on specific, technical grounds such as width of streets and increased traffic. By making slight modifications to the proposal, such as widening the streets from 28 to 32 feet and improving a difficult intersection, the developers were able to de-fuse most of the local opposition. Because of the way the by-laws were written, the town boards and concerned citizens had no means of influencing and modifying the basic layout, design and configuration of the development. They could only quibble over minor details of the proposal or attempt to stop it based on narrow technical issues which could be easily addressed by the developers.

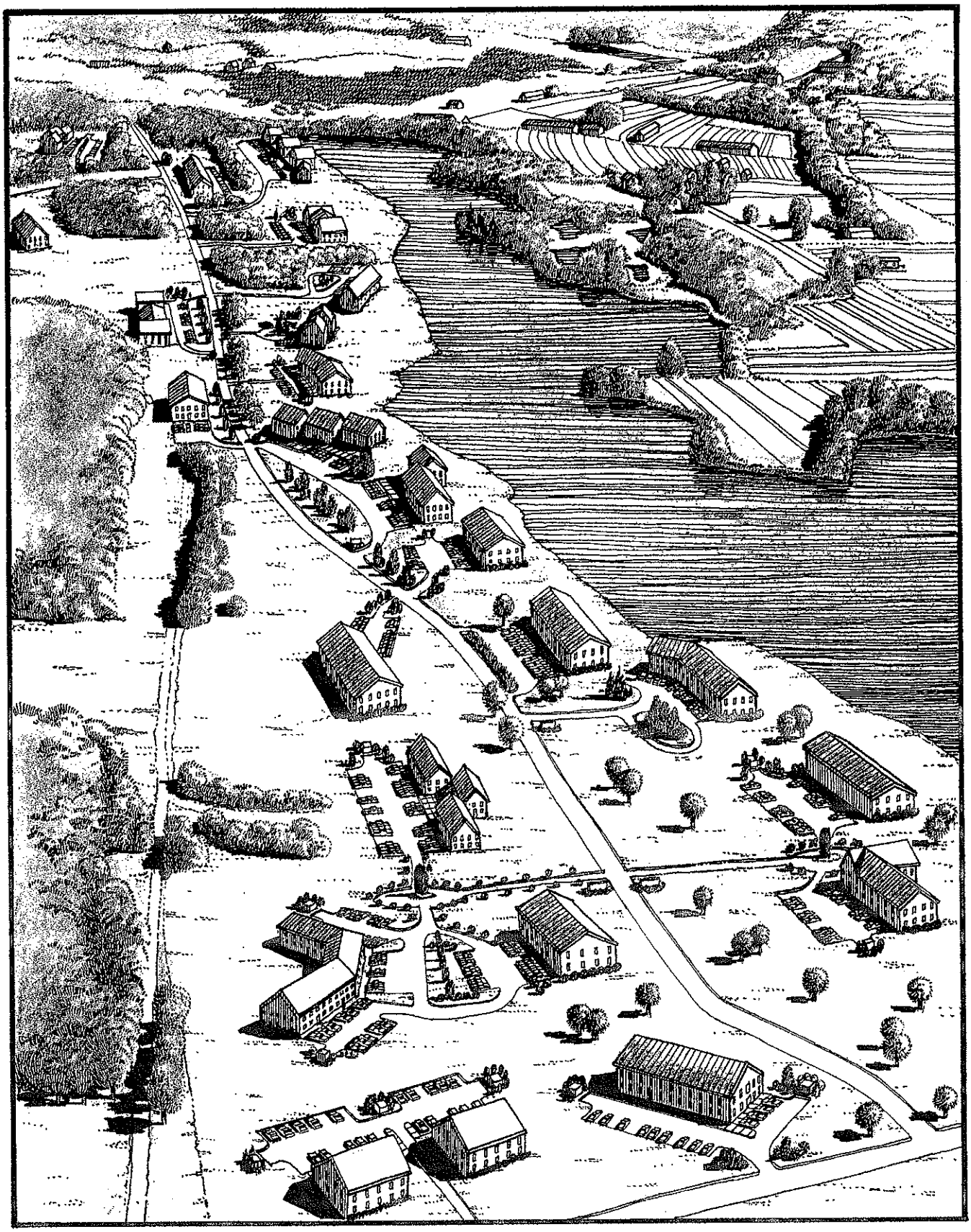
3) Creative Development Scenario

* Apartments contained in smaller-scale, varied, attached units sited in woods adjacent to farmland.
* Architecture providing variations in scale, sense of privacy, ease of access and screened parking.
* All units having views over preserved farmland and pond, increasing their value and marketability.
* New, moderately wide access road winding through woods, responding to site topography.
* Existing historic farmstead restored and sold as a single family residence.

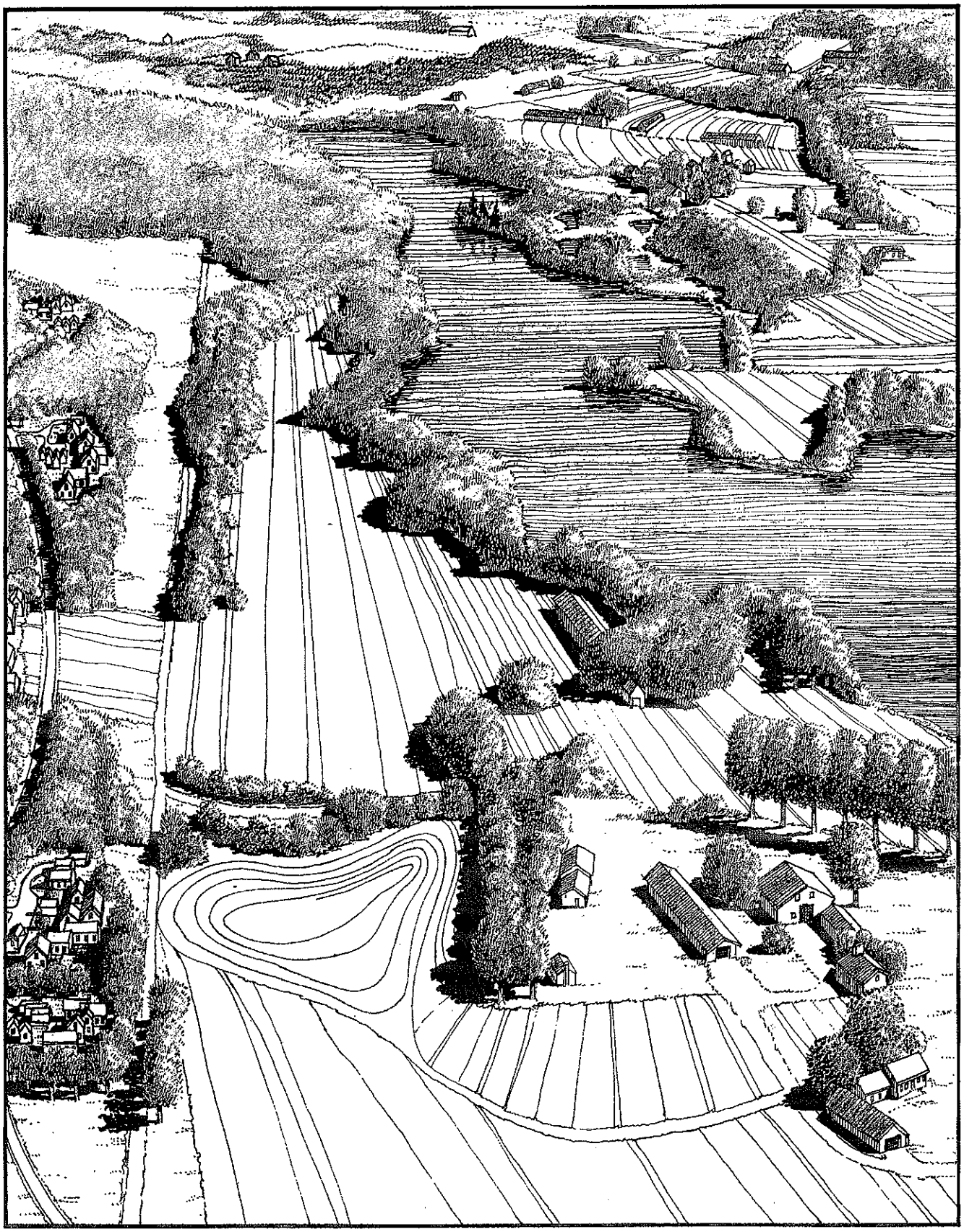
Concerned by the impending Action/Gridiron apartment complex scenario, an overwhelming majority of town residents voted at town meeting to amend their zoning by-laws and subdivision regulations. While some residents were opposed to all forms of multi-family housing, others felt the need to address the high demand for affordable housing both from local residents and the nearby student population. After much debate, the new regulations continued to allow multi-family housing, but only through a



Aerial View of Site G Before Development



Aerial View of Site G After Conventional Development



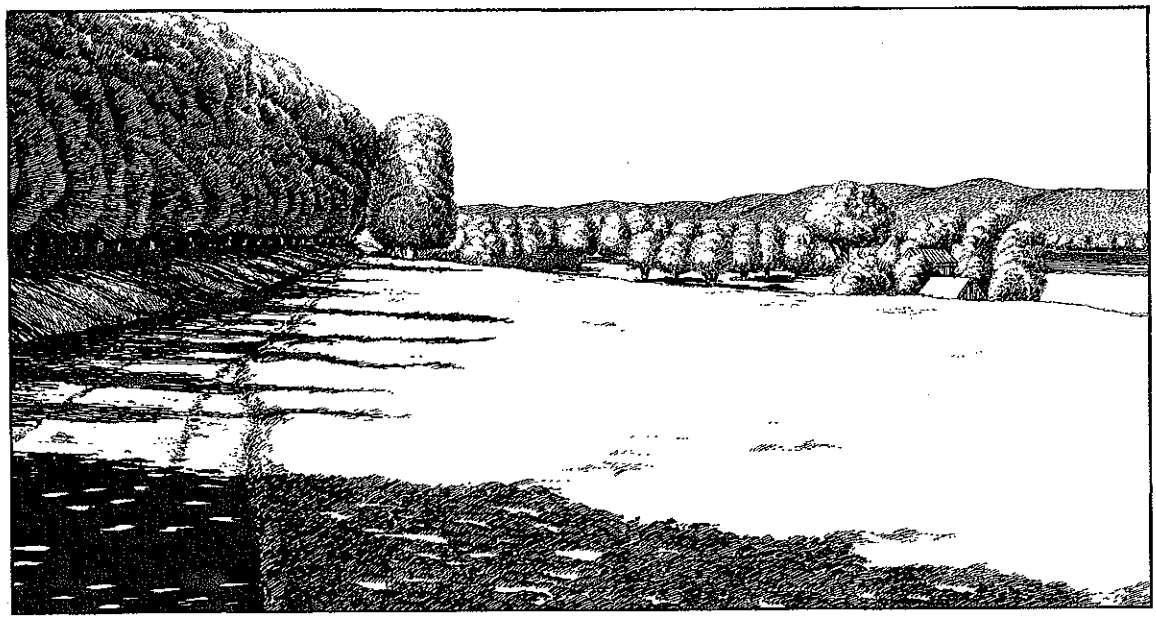
Aerial View of Site G After Creative Development

Special Permit requiring "Site Plan Review" to control the layout of the development and to ensure that the architecture will harmonize with the character of the town, through the by-law's design guidelines. The new regulations required grouping of units to minimize impacts on farmland and sensitive areas, preservation of town character, architectural designs compatible with the town's more traditional buildings, siting of structures and roads to blend in with the landscape, and reduction of unnecessarily severe engineering standards for road widths, drainage and other site improvements.

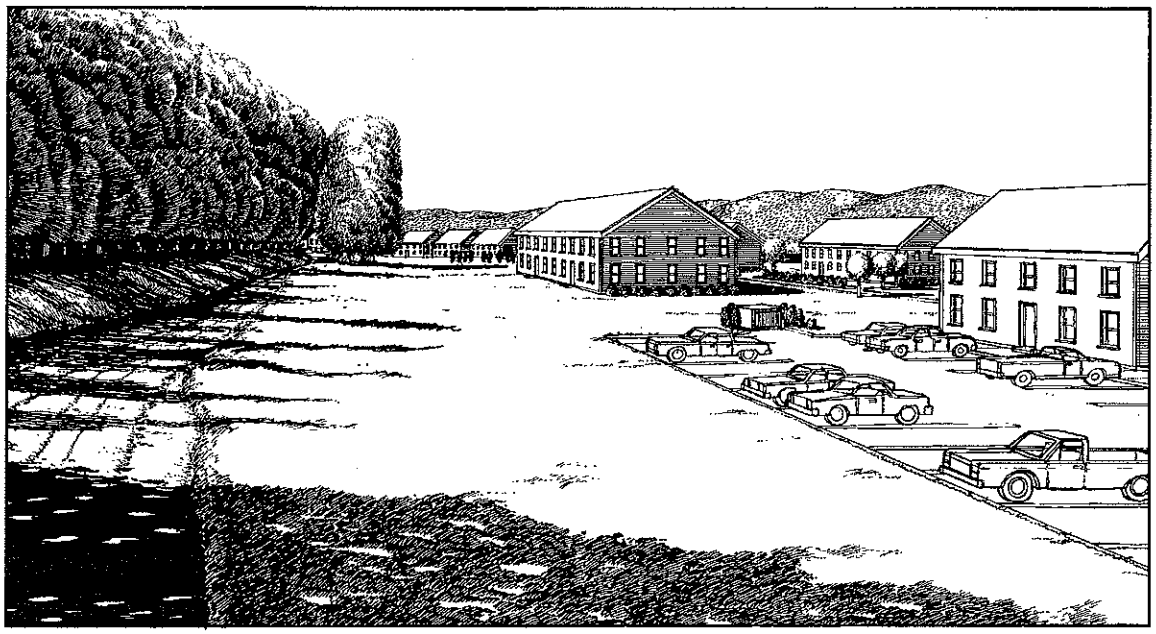
Frustrated by the town's opposition, Action sold the property to another developer, who had identified a market for moderately-priced rental units for local residents, and who were also interested in finding a way to fit the development more sensitively on the site. LandDesigners, Inc., a local multi-disciplinary firm of landscape architects, engineers, planners and architects, were retained to draw new plans for the project.

Working within the town's revised regulations, LandDesigners relocated the 24 apartment buildings to the field edges at the base of the hillside. The previous, large, block-like structures were replaced with a greater number of smaller traditionally-inspired buildings which varied to fit the contours of the landscape. The new apartments featured more steeply pitched roofs, varied height and massing, local building materials and traditional fenestration. Parking was carefully laid out behind the buildings in small, distinct lots which blended in with the topography and offered convenient access to the units. Free-standing garages were used to provide privacy between entrance ways and to add additional architectural diversity to the development.

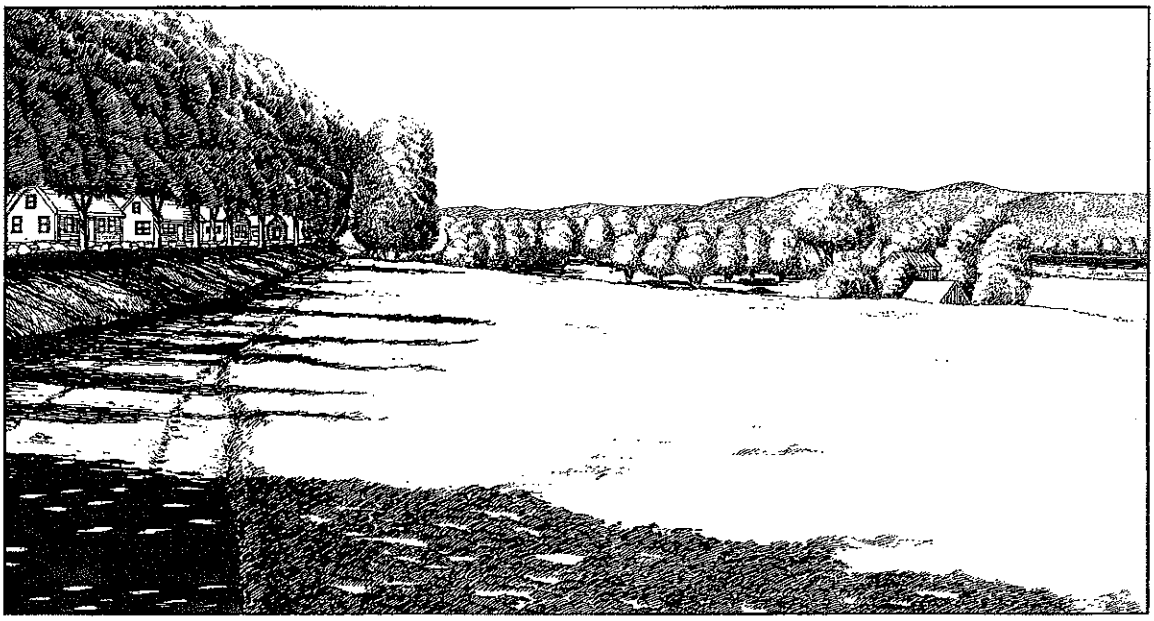
By siting the new development at the edge of the woods, the farmland and orchard were able to be preserved. In return for a substantial tax deduction, the developer donated a conservation restriction on the farmland to a local conservation land trust, which entered into a long-term lease with a young farmer who wished to expand his dairy and apple operation. Access to the farmland by apartment residents was controlled by fencing and a firm no trespassing policy, though public access to the waterfront was provided along a specific path system along the edge of the fields and orchard. The presence of the preserved farmland and unspoiled lake frontage greatly increased the rentability of the apartments, since most units offered screened views through the trees out over the protected cropland, across the open fields and undeveloped shoreline, to the water.



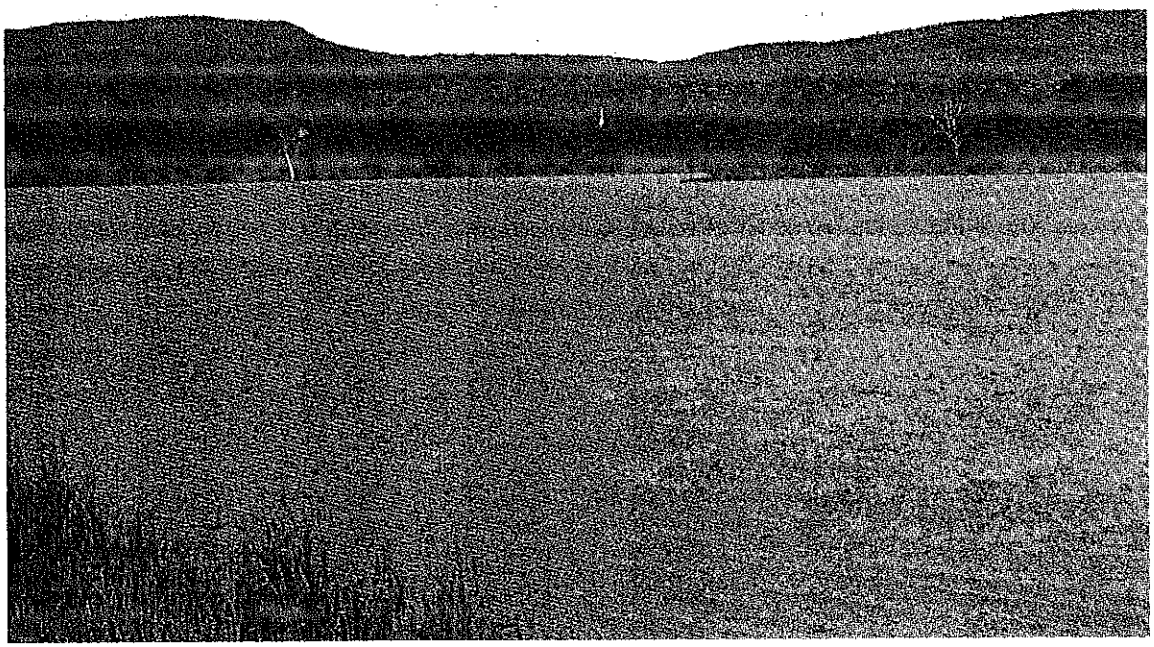
Ground Level View of Site G Before Development



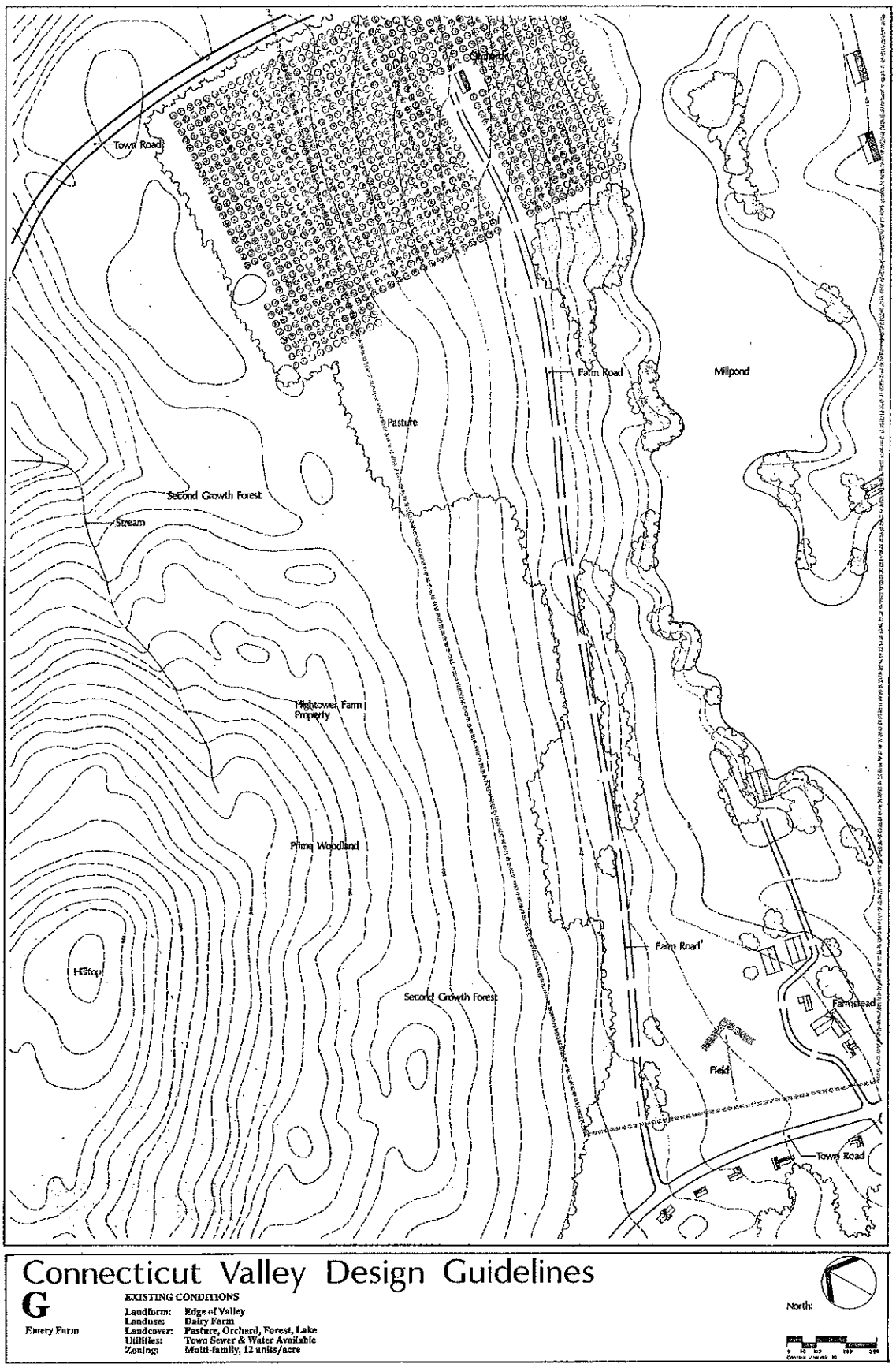
Ground Level View of Site G After Conventional Development



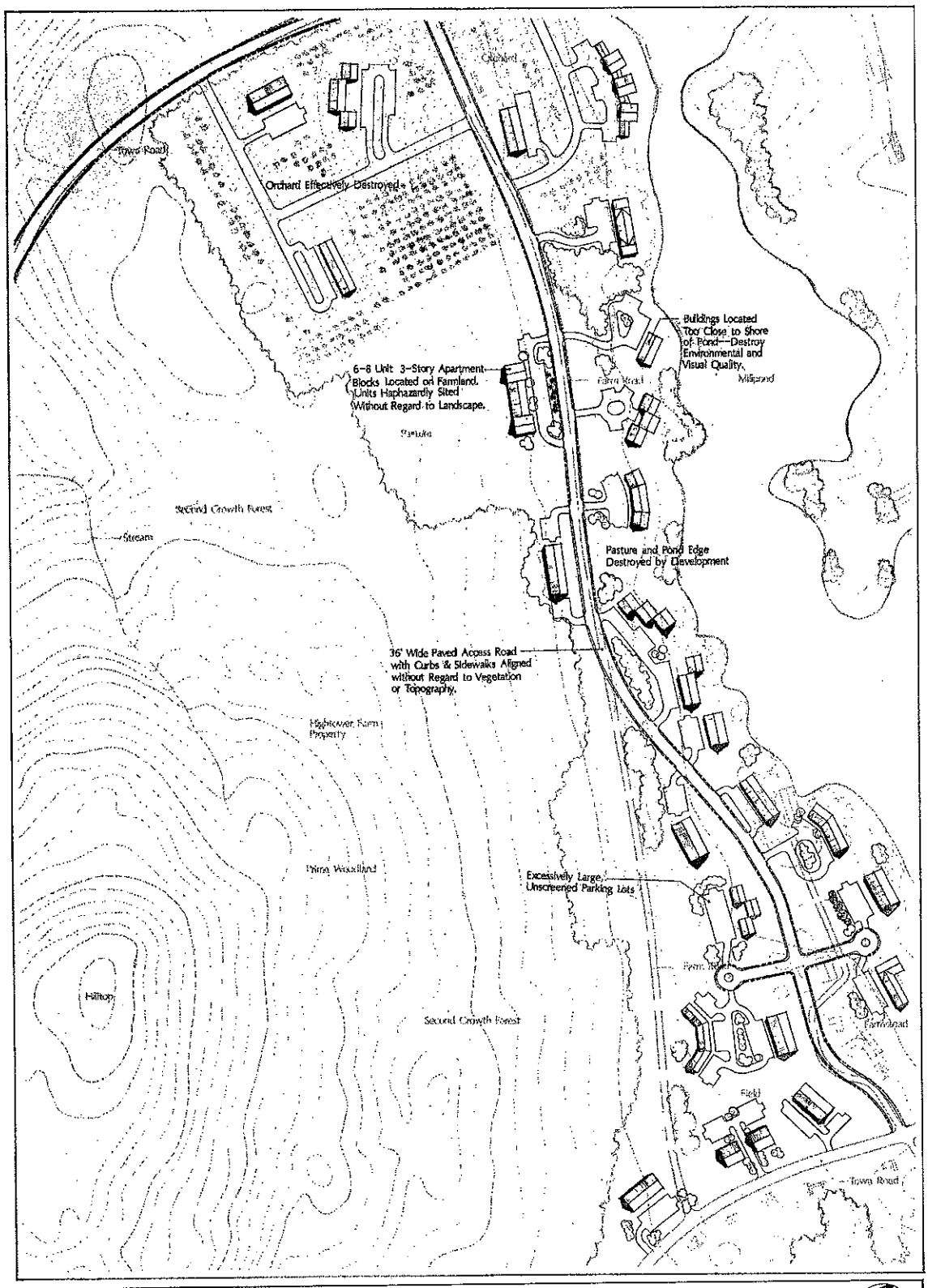
Ground Level View of Site G After Creative Development



Connecticut Valley Bottom Land



Plan of Site G Before Development



Connecticut Valley Design Guidelines

G 1

Emery Farm

EXISTING CONDITIONS

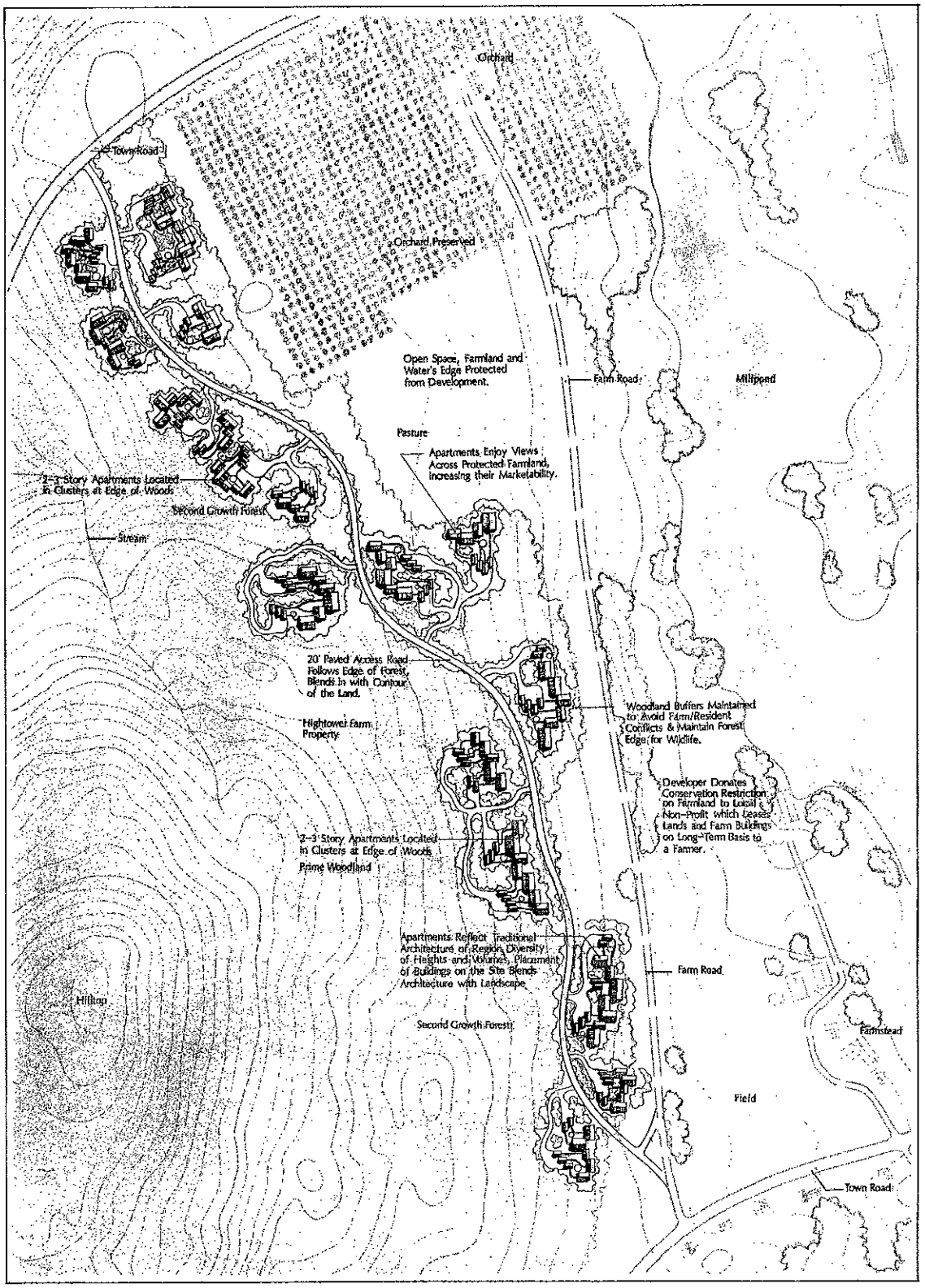
Landform:	Edge of Valley
Landuse:	Dairy Farm
Landcover:	Pasture, Orchard, Forest, Lake
Utilities:	Town Sewer & Water Available
Zoning:	Multi-family, 12 units/acre

NEW DEVELOPMENT (Conventional)

Type:	Multi-Family Rental Apartments
Density:	Very High: 1/2 Acre/Unit
Layout:	Apartment Blocks Randomly Located on Prime Farmland.

North:

Plan of Site G After Conventional Development



Plan of Site G After Creative Development

Site H: Foster Simmons' Golden Goose

1) Existing Conditions

Landform:	Sand Plain/Ravine
Landuse:	Forestry, Major State Highway
Landcover:	Forest, Road, River
Utilities:	Town Sewer, Water Available
Zoning:	Highway Commercial

* Flat, wooded, undeveloped tract, 3,000' frontage on major state highway.
* Rising development pressure for tourist-oriented commercial development.
* Area zoned "Highway Commercial" & "Multi-family Residential".
* Owner has recently retired to Florida, wants to sell to highest bidder.
* Property includes steep, scenic gorge with rare species habitat.

Though the Connecticut River typically meanders across a broad flat flood plain in Massachusetts, it occasionally flows through narrow gorges cut over the ages through solid bedrock. In this location, the Connecticut has eroded a gorge over 120 feet deep, spanned by the bridge of a major state highway. Although the gorge itself is formed of bedrock, the flatter slopes of the upland east of the river consist of a deep, sandy plain deposited 10,0000 years ago by a glacial tributary stream flowing into the Connecticut from the west. This stream carried large quantities of sand and fine gravel in its rushing waters, and unloaded this material as it entered the ancient glacial Lake Hitchcock, whose shores existed along the western edge of this site. Most of the sand plain east of the river is therefore very easy to build on, though the highly permeable sandy soil makes the area especially susceptible to groundwater contamination.

West of the river, the bedrock gorge leads up beyond the sand plain deposits, to heavier (glacial till) soils typical of the upland areas that flank the Connecticut River Valley. These are more fertile and hold moisture better than the droughty soils of the sandplain. A dairy farm survives here, located on a scenic peninsula overlooking the Connecticut and a tributary river.

Because of very dry sandplain soils, vegetation on most of the site east of the river consists of pitch pine, white pine and other drought-tolerant species. This land was briefly farmed during the eighteenth century, but was soon abandoned due to its lack of fertility and dryness. Its primary use since then has been as a source of pine timber.

The steep, shady slopes of the river gorge, on the other hand, support a dense growth of northern hardwoods including beech, birch and maple. Views from both sides of the bridge to distant hills and fields are some of the most spectacular in Massachusetts, and each year attract thousands of visitors.

Though it is located on a major state highway, the site, until recently, was too remote to attract development interest. Several years ago, however, the town extended sewer and water lines past the property, greatly increasing its development potential. The burgeoning strip of commercial and tourist-related facilities along the highway on the outskirts of the town is gradually approaching this site.

The town's existing zoning designates the area adjacent to the road "Highway Commercial", while land to the northeast is designated "Multi-Family". Few controls exist on the form or pattern of development in either zone, beyond the requirement that commercial lots have at least 200 ft. frontage on the highway and occupy at least two acres. No local zoning mechanisms exist to control lighting, signage, parking, access to the highway, planting or building design. Unless changes are made in the bylaws, future commercial development on this property will most likely resemble a typical highway strip.

The major landholding on the site is an 80-acre parcel belonging to Foster Simmons, a native of the town who recently retired to Florida. Foster inherited the property from his father in the 1950's, and aside from occasionally selling logging rights, he scarcely dealt with the wood-lot during his 30-year ownership. After retiring to Florida, he was eager to sell the land as soon as possible.

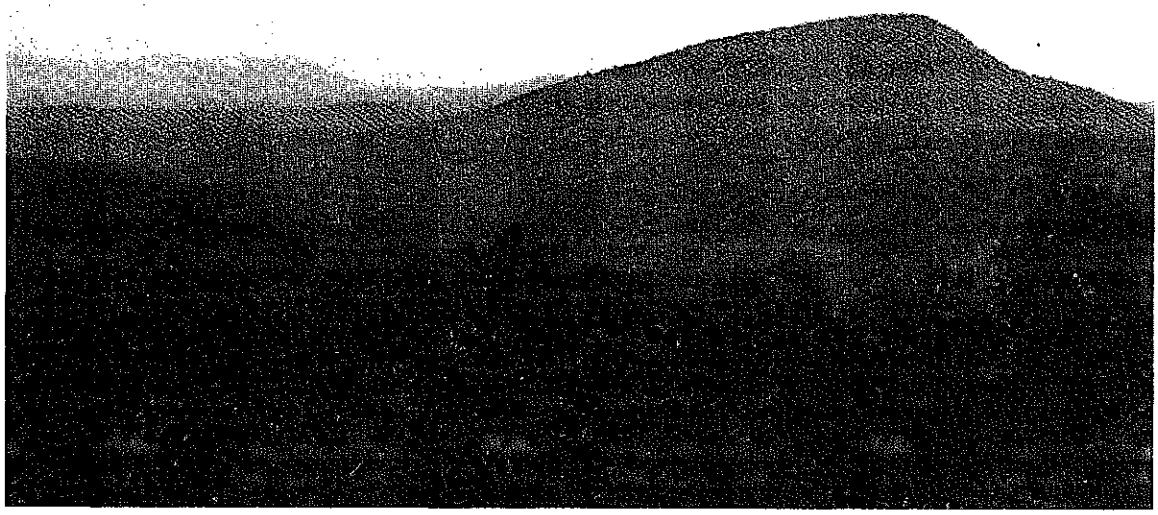
2) Conventional Development Scenario

* Commercial frontage lots sold for roadside strip development.
* Multi-family condos sited on bluff overlooking river.
* Banks of gorge clearcut to provide views for condos.
* Poorly sited and designed roadside tourist development destroys tourist potential of area.
* Numerous curb cuts to new development creates a highway safety hazard.

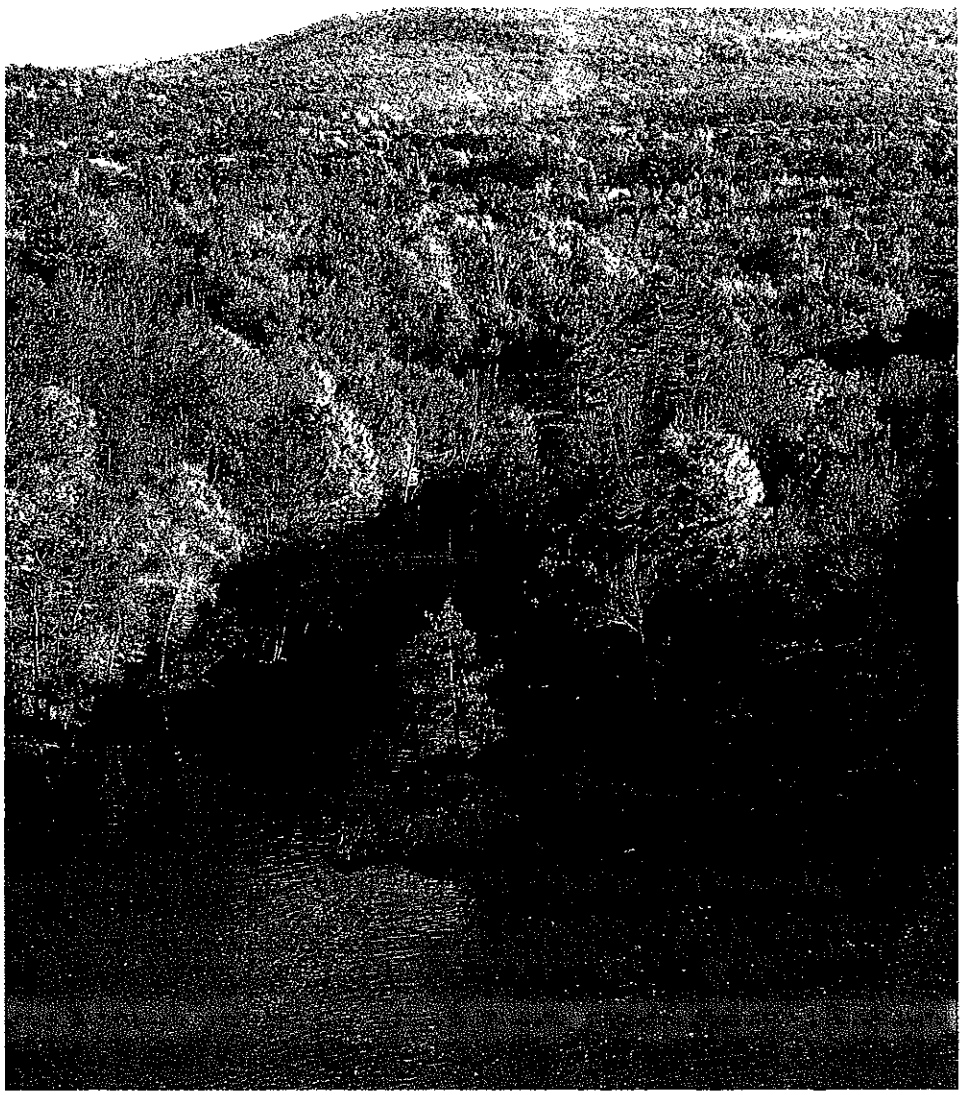
Foster was surprised and delighted by the appraiser's estimate of the value of his property. Land he had thought to be of little worth had risen sharply in value due to the extension of the sewer and water lines, the increased growth in the region, and the growing demand for roadside commercial sites.

He placed the entire parcel on the market at a price he considered exorbitant and soon received an offer from a land speculator. After completion of the sale, the new owner divided the roadside frontage in the Highway Commercial zone into seven commercial lots, ranging in size from 2 to 8 acres. The back land remained as a single 50-acre parcel suitable for multifamily development under the town's zoning bylaws. The speculator's plan was drawn up by a well-regarded surveying and engineering firm, and easily satisfied the small number of requirements in the town's very basic zoning by-law. Because the lots met the town's frontage requirements, the proposal was determined not to require planning board approval under the state's zoning enabling legislation, thus further reducing the planning board's ability to manage future development on the site.

Within a year the speculator had sold all his roadside commercial lots to a variety of businesses seeking highway locations. The buyers included several tourist-related businesses attracted to the site by the growing traffic volume, generated in part by the region's increasing reputation as a scenic, unspoiled



Holyoke Range



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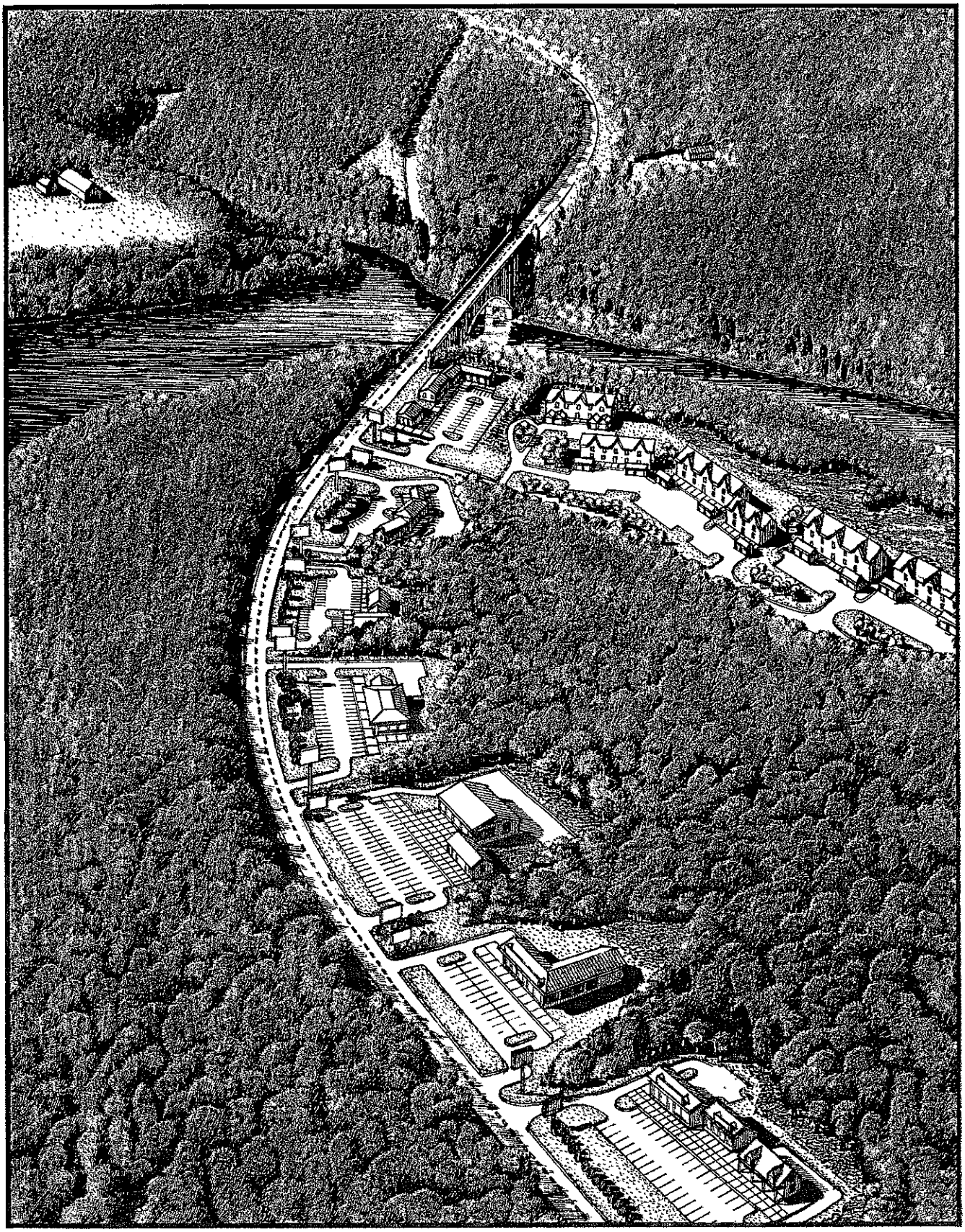
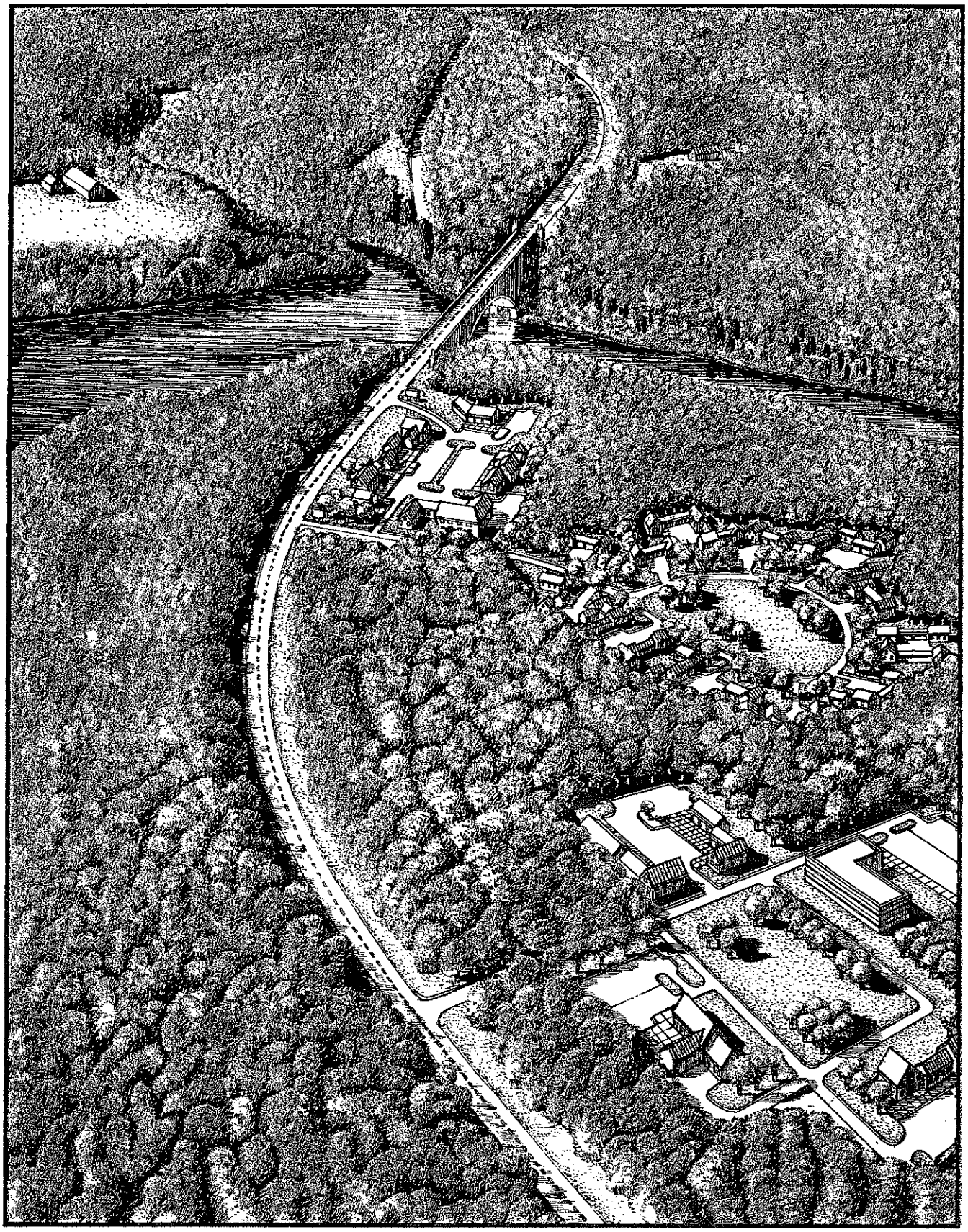
section of New England, and by the spectacular views available from the nearby bridge. After construction of the new businesses, however, the area had lost much of its rural character, resembling a typical highway strip located in Anywhere, USA. A chaotic mix of oversized plastic signs and overhead utility wires destroyed the former beauty of the roadway. Large, unbroken expanses of asphalt paving lined the highway, leading up to bland, box-like commercial buildings with more large signs affixed to their walls and roofs. Increased tourism failed to materialize, due in part to the scenic highway's character transformation, caused by this particularly unscenic roadside development.Eventually several of the businesses closed or relocated leaving vacant, vandalized buildings along the highway.

The 50-acre lot was purchased by a developer of condominiums attracted by the site's spectacular views overlooking Connecticut River gorge. He built 40 3-bedroom units located in six block-like structures located in a line on top of the bluff adjacent to the river. Large swaths of the forest growing on the sides of the gorge were cut down to create views for the units, causing erosion on the steep slopes, damaging critical wildlife habitat and spoiling the famous view from the bridge. The buildings were located at random, amidst a "sea" of asphalt parking lots. Trash dumpsters and sodium vapor spotlights mounted on telephone poles provided the only relief to the bituminous front yards of the multifamily housing.

Aerial View of Site H Before Development



Aerial View of Site H After Conventional Development



Aerial View of Site H After Creative Development

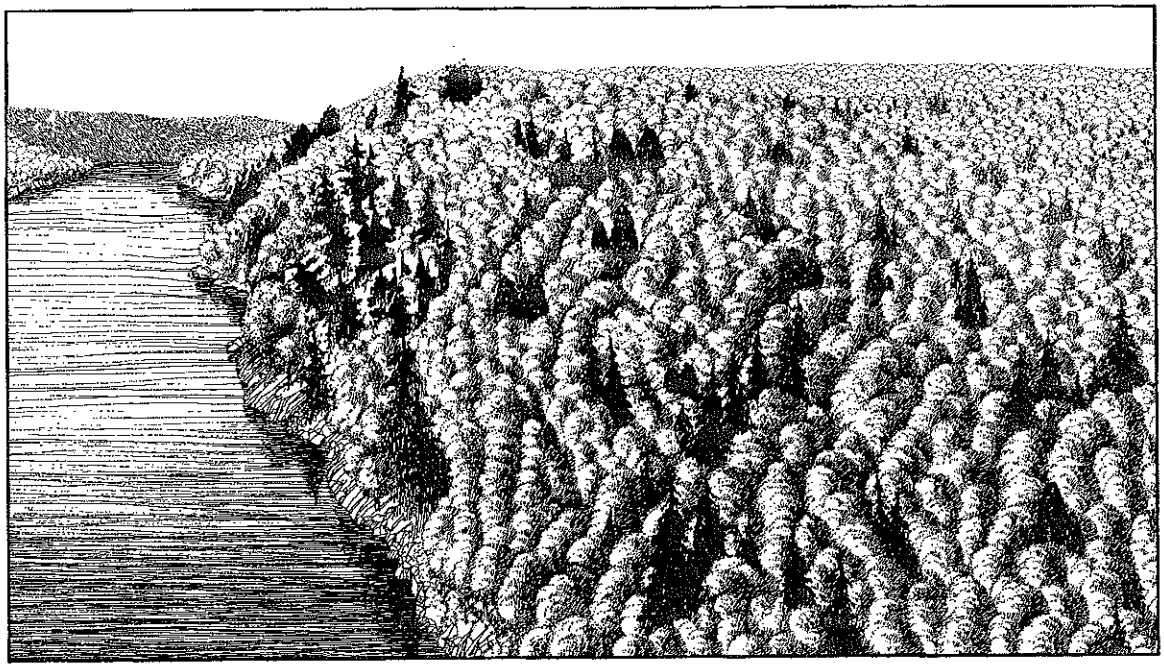
3) Creative Development Scenario

* Tourist commercial node located adjacent to highway. Parking screened in rear, attractive architecture forms strong edge along road.
* A second commercial node set back in woods around central open space.
* Reduced number of curb cuts, clear signage improve safety.
* Over 3/4 of roadside woodland preserved by clustering commercial development.
* Multi-family condos clustered away from sensitive gorge area around central common.

Astounded by the high appraised value of his property, Foster Simmons realized he needed to plan the sale of his property carefully to maximize the value of his investment. He had been impressed by a recent article he had read in *Developer's Journal*, entitled "Killing the Goose that Laid the Golden Egg". The article included numerous case studies demonstrating how poorly planned and designed development hurts tourism-related businesses by destroying the very amenity that attracts tourists in the first place. The article convinced Foster that well planned and designed development on the site could more than double the value of his current investment in the land. While his primary concern was financial, he also realized that proposing quality development on the site would benefit the town he had lived in for so long.

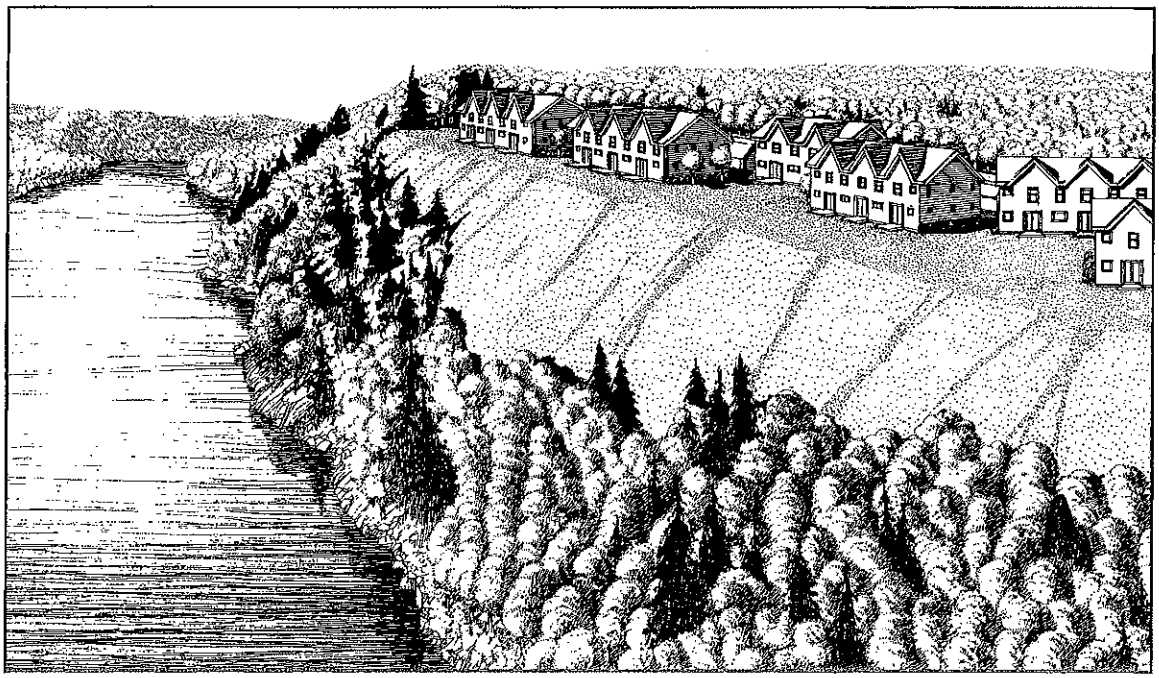
Instead of selling the land to the highest available bidder, Foster actively sought the interest of qualified developers with solid track records in the type of project he envisioned for the site. He felt it was important to avoid piecemeal development of the property by a variety of builders, seeking instead a single developer to manage the project. Like most people in the area, he initially disliked "developers", but soon realized that a conscientious developer was greatly preferable to a land speculator. Unlike the speculator, the careful developer becomes closely involved in building on the site, ensuring that new development is comprehensively planned and carefully designed to blend in with its natural and cultural environment.

Foster eventually chose Visionary Development Company (VDC) to develop the property. He sold them an option to buy the land, allowing them to develop plans and obtain permits for the project without risking full investment in the property. VDC realized that, given the town's bare-bones bylaws, rezoning would be required to develop the site properly. Since rezoning would be a risky and difficult undertaking, they decided to first obtain preliminary approval of a conventional plan for the site.

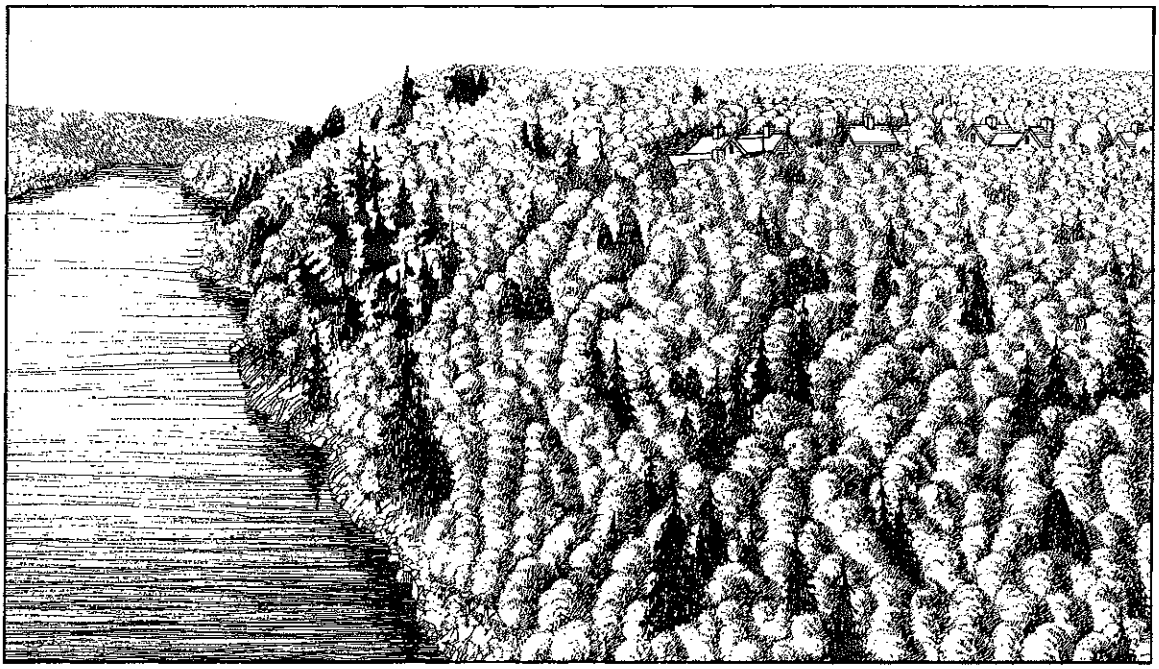


Ground Level View of Site H Before Development

After their conventional plan for the site was approved, VDC developed a creative plan for the property that maintained the same overall density of development, while greatly reducing the environmental, visual, traffic and noise impacts of the development on the site. They submitted this plan to the town, demonstrating the many ways it improved on the conventional development scenario currently mandated by the town's by-laws. The contrast between the two plans awakened town residents to the fact that their current zoning by-laws were actually contributing to the degradation of the town's environment and rural character by encouraging strip development along the major approach roads. After reviewing the zoning changes proposed by Foster Simmons and VDC, and making necessary modifications, the town planning board endorsed the rezoning, which passed by a large majority at town meeting that spring.



Ground Level View of Site H After Conventional Development



Ground Level View of Site H After Creative Development

Local residents noted with irony that it had taken a *developer*, of all people, to show them how to increase environmental protection and the preservation of rural character by amending their outdated by-laws.

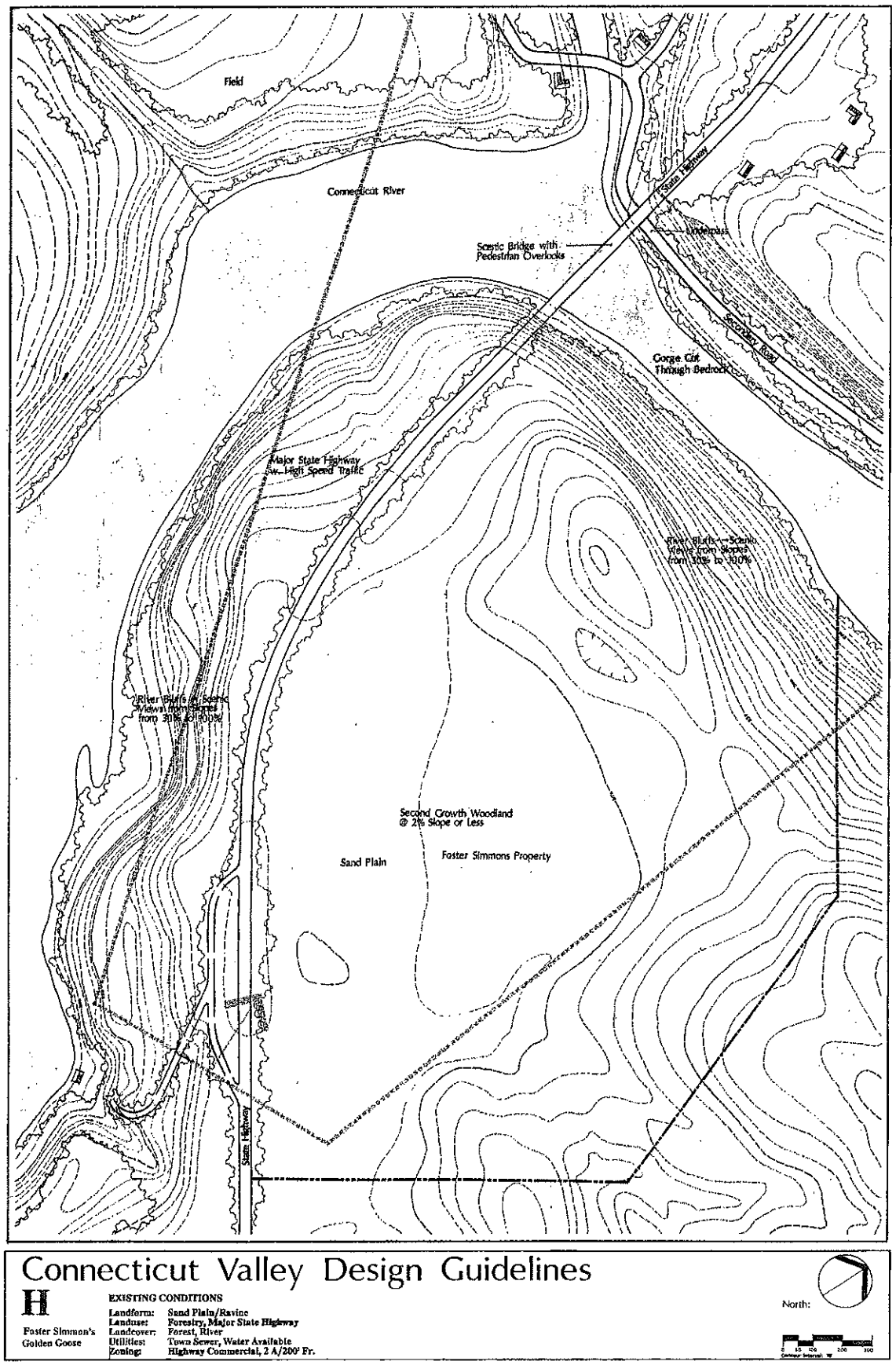
The zoning changes sought by VDC for the property included the ability to group the buildings on a portion of the site, while preserving open space in other parts of the property. This allowed maximum flexibility to locate new development away from sensitive areas of the site. They also sought the ability to submit the proposal as a Planned Unit Commercial Development (PUCD). The PUCD would also allow the project proponents to use their creative planning, design and engineering skills to meet the stringent performance criteria enumerated in the new bylaw governing preservation, the environmment, health and safety, visual quality and rural character. A site plan review provision in the proposed bylaw encouraged the planning board and other town boards to become actively involved as constructive critics and sources of information and ideas in fundamental site planning decisions. Formerly involved only in debating minute details of road widths and culvert dimensions, the boards could now become actively engaged in negotiating fundamental changes in basic site planning issues, such as the location of buildings and roads on the site. The design guidelines in the site plan review by-law provided the town with a fair, efficient procedure to ensure that new commercial structures fit in with the architectural context of the community. When used together, the site plan criteria and design standards assure the town that site planning and architectural issues are both addressed in an integrated way.

VDC located the proposed development in three separate parts of the site: a multi-family residential area, a tourist-related commercial area with direct frontage on the state highway, and an office/motel area located back from the highway in the woods. By clustering the development in this manner, over half the land could be preserved as permanent open space. Four-fifths of the road frontage on the state highway was also left untouched, protecting the natural scenery and environment on which the tourist businesses depend for their survival.

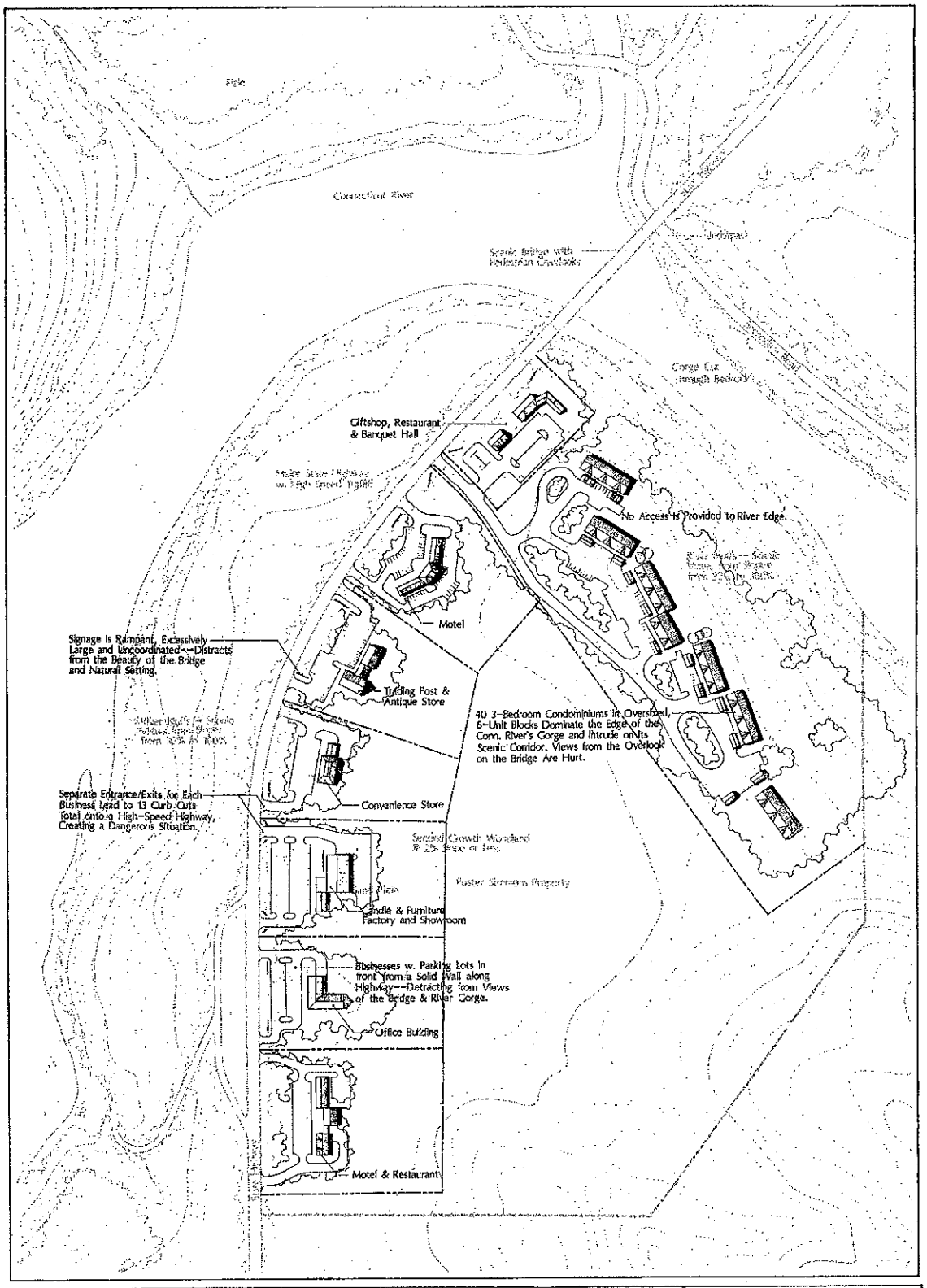
Because of the need for direct access and visibility to the traffic on the state highway, the tourist-related commercial cluster was located near the road adjacent to the bridge. In addition to the private businesses located here, the state highway and environmental agencies collaborated with the businesses to establish a visitor's center and nature study area within the complex for tourists stopping to walk out on the bridge. VDC donated the entire gorge section of the property to state and local conservation agencies, which developed a management plan and interpretive program for the area. The tourist-related business area was designed to buffer parking at the rear of the buildings, which were carefully designed to blend in with the traditional architecture of the town. The new buildings form an attractive edge along the state highway, reflecting the location of commercial structures adjacent to roads in other parts of town. Clear, well-designed signs direct traffic onto an entrance road leading to the screened parking areas. Screened, color-corrected lighting; attractive sidewalks, shade tree, shrub and groundcover plantings and grading create an appealing shopping and tourism environment.

The office/motel area is located back from the highway, screened from view by a woodland buffer. Clear signs indicate the range of facilities available in the cluster. The commercial buildings are arranged around a central green, enhancing the character and environment of the complex. Since the area is screened from view, less stringent architectural guidelines were used, allowing a wider range of structures here.

The residential complex is located below the ridgeline separating the river gorge from the uplands. A buffer of undisturbed forest vegetation assures that construction of the buildings will not cause runoff, erosion or wildlife habitat loss on the fragile banks of the river. Pitched roofs and the use of a variety of rooflines and attached structures give the multi-family units a rambling farmhouse character (generally following the traditional pattern of "big house, little house, backhouse, barn"). By locating the buildings away from the gorge and ridgeline, views of the river from the bridge remain unspoiled by the new residential construction. Paths to nearby viewpoints over the gorge allow residents to enjoy the views within short walking distance of their homes, and a trail system leads down to the protected banks of the river.



Plan of Site H Before Development



Connecticut Valley Design Guidelines

H 1

Foster Simmon's Golden Goose

EXISTING CONDITIONS

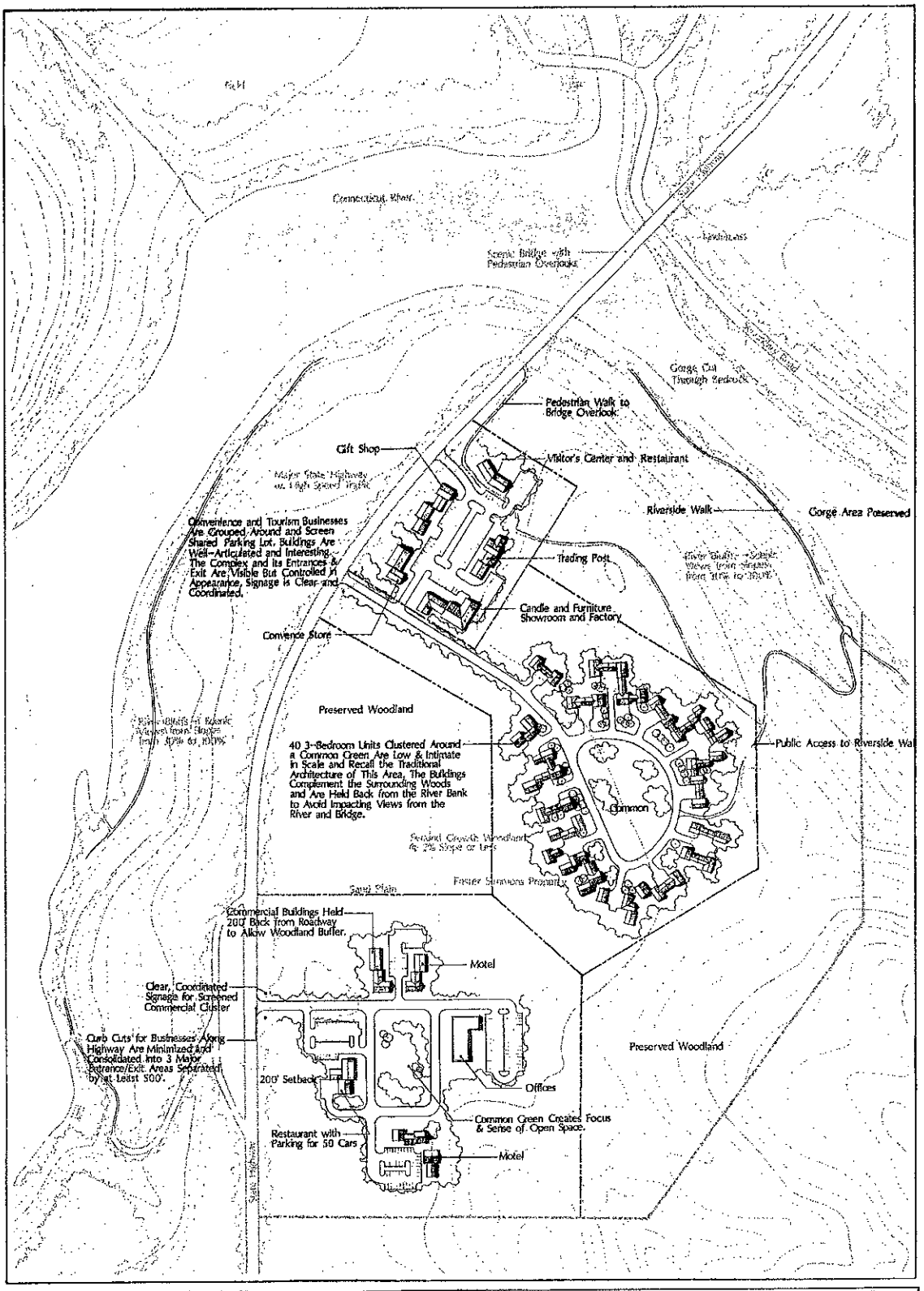
Landform:	Sand Plain/Ravine
Landuse:	Forestry, Major State Highway
Landcover:	Forest, River
Utilities:	Town Sewer, Water Available
Zoning:	Highway Commercial, 2 A/200' Fr.

NEW DEVELOPMENT (Conventional)

Type:	Highway/Tourist Commercial Multi-Family Residential Condos
Density:	High: 2 Acre/Unit
Layout:	Commercial: Highway Strip Residential: Riverside Condos

North:

Plan of Site H After Conventional Development



Plan of Site H After Creative Development

Town Character Planning in the Connecticut River Valley

Since early settlements during the mid- to late 1600's, the visual character of the Connecticut River Valley in Massachusetts has been shaped by its landscape, transportation routes, and the lifestyles of the people who settled it. The Valley today exhibits the influence of a unique array of social and institutional customs brought by the settlers, customs which shaped the towns as much as the surrounding rural landscape and natural resources. At least twelve generations of people have settled here since the colonial period, and, as successive waves of immigrants moved into the Valley, they molded the towns into the picturesque communities we see today. Recognition of the overall character of the Valley, comprised as it is of the distinctive flavor of each town, is an important first step in framing an appropriate development and conservation strategy to deal with the tremendous growth the Valley is currently experiencing.

Many of the Massachusetts towns of the Connecticut River Valley have a "picture postcard" quality that is identifiable as typical of New England. But that quality is also very particular to the Valley. The characteristics which most New England towns share are the grassy, tree-lined town common, flanked by a white, steepled church, and the town hall. Most of the towns are filled with historic architecture: beautifully designed civic buildings, libraries, and homes arranged along stately, tree-shaded streets. It is the way these towns are configured, the types of buildings and their relationships to each other and to the natural landscape, that mark them as towns from the Connecticut River Valley, as well as towns with an individuality all their own.

Town character encompasses more than natural landforms and traditional buildings; it includes the town's social life as well. Whether people walk "downtown," congregate at the post office or the corner store, sit on benches along the streets, or meet at the Town Hall, all these social activities contribute to the composite character of any town. The town's buildings and their placement affect its social life, and therefore directly, and indirectly, affect town character.

Within the last two decades, suburban sprawl (created by scattered residential subdivisions and roadside commercial developments) has become common, and its continuation over the past 25 years has introduced a new element into the New England landscape. Both the subdivision and the commercial "strip" have become so pervasive that many Valley residents have begun to believe these conventional approaches represent the only way towns can grow. However, this pattern of land development, when set into traditional communities such as those which abound in the Connecticut River Valley, produces a devastating effect upon town character and quality of life. It weakens our sense of place by introducing larger lots, longer setbacks, architecture which does not integrate well with traditionally styled buildings, and superabundance of asphalt and signs. The new developments are fragmenting and paving over farmland at an alarming rate.

Practical solutions do exist to these problems, and in using them, new developments can be successfully integrated into the existing townscape without compromising the character of the town. Many of these solutions are presented in the following pages as tools any town can adapt to its own particular circumstances to protect or enhance its own town character.

The case studies prepared for the towns of Hadley and Gill provide background information for understanding and adopting the model bylaws. Each model bylaw must be interpreted in terms of a particular town's needs and character in order for them to function to their full potential.

The first step in defining a town character plan is to gather information about the town. This should include:

- a history of the town and its overall land development pattern;
- an inventory of the town's natural resources including soil types and capabilities (available from the Soil Conservation Service), a map of existing land use, a map of existing zoning, a map of

existing vegetation/forest cover, a list of environmentally and archaeologically sensitive areas (obtainable from the Department of Environmental Management and the Massachusetts Historical Commission), and a map of the town's surface water bodies and aquifer recharge areas;
- a consensus on the part of town residents as to what constitutes their town's character;
- a map of the scenic resources in the town, the loss of which would destroy part of the town's image.

The second step when formulating a character plan is to evaluate present conditions in the town. Existing zoning bylaws and subdivision control regulations should be examined, as well as their enforcement. The best regulations in the country will not accomplish the goal of preserving town character unless they are properly and impartially enforced. In examining existing bylaws, their original intent should be understood: have they outlived their usefulness, or have they become inadequate for the present scale and intensity of development? Many towns could benefit from certain basic changes in their zoning bylaws, which, more likely than not, are inadvertently encouraging the erosion of town character rather than protecting it as the bylaw was intended.

The third step in devising a town character plan is to work with all municipal boards and residents to develop a practical and effective strategy to implement shared goals for the future conservation of the town's special features. This is the most difficult step, since changes in regulations require that a public consensus be reached and this process often involves a great deal of discussion, debate, and public education. The rewards, however, are great in the preservation of a quality of life and visual character that makes the town unique.

Two Town Character Plans

The town character plans formulated for Hadley and Gill are presented in the following pages as models reflecting the individual characteristics of two Connecticut River Valley municipalities. Both towns possess a considerable length of frontage along the Connecticut River, and both still enjoy a strong farming tradition. However, much of the similarity between them ends there. Their historical and cultural backgrounds, together with their natural and cultural landscapes, have evolved to produce two quite different towns with a distinctive character and quality of life all their own.

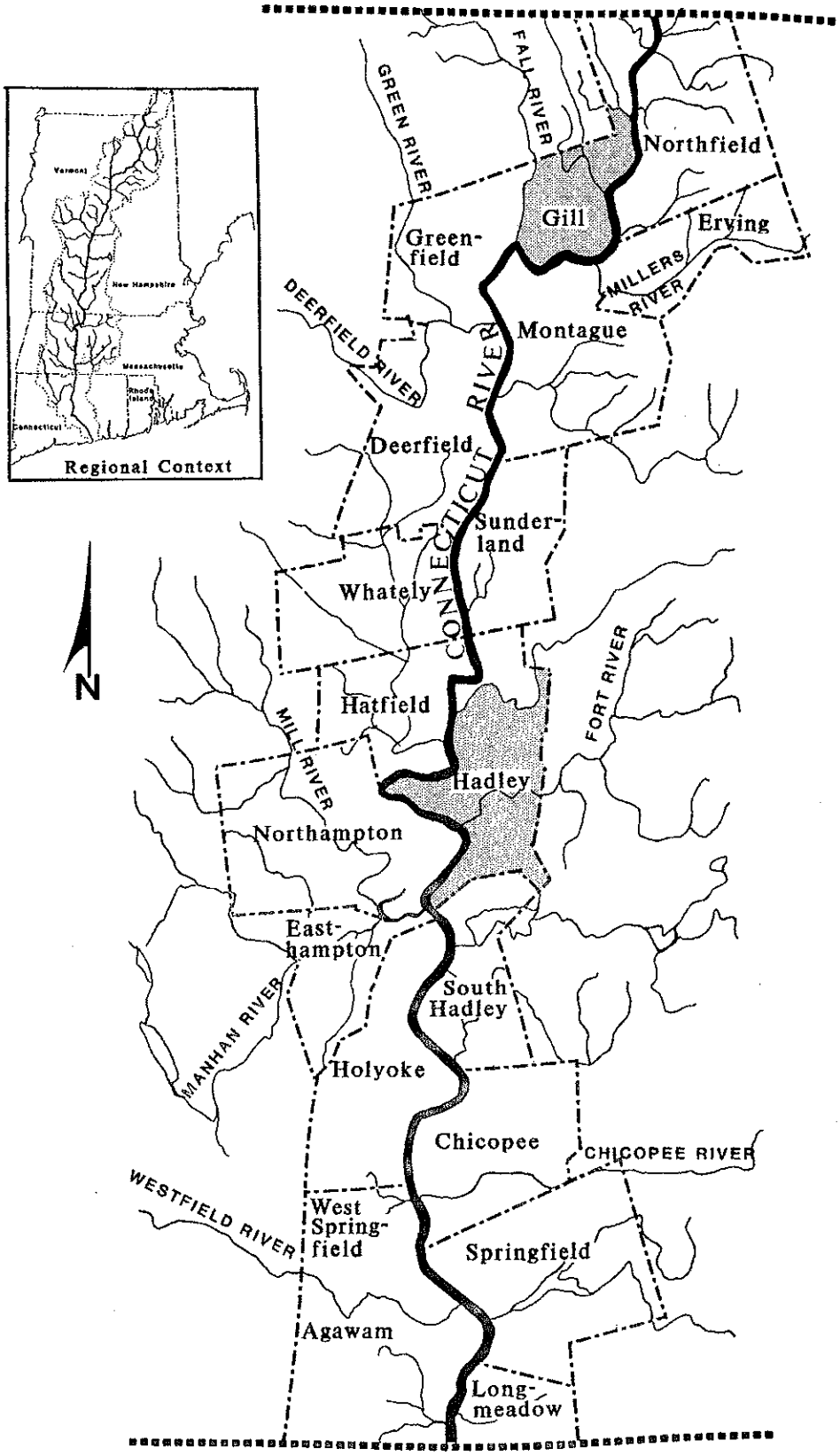
1. Description of Town Character and Landscape Types

1.1 The Town of Hadley

Historical and Cultural Background

The Town of Hadley, Massachusetts (pop. 4,400) is situated on a deep and fertile alluvial floodplain which has historically provided local residents with some of the most productive farmland in the Commonwealth. Long before the European settlers arrived, this area had been populated by the Nonotuck Indians, who sustained themselves in their diverse landscape through fishing, farming, and hunting. Until the outbreak of King Philip's War in 1675, Hadley's native population remained strong and lived in ecological harmony with its natural surroundings.

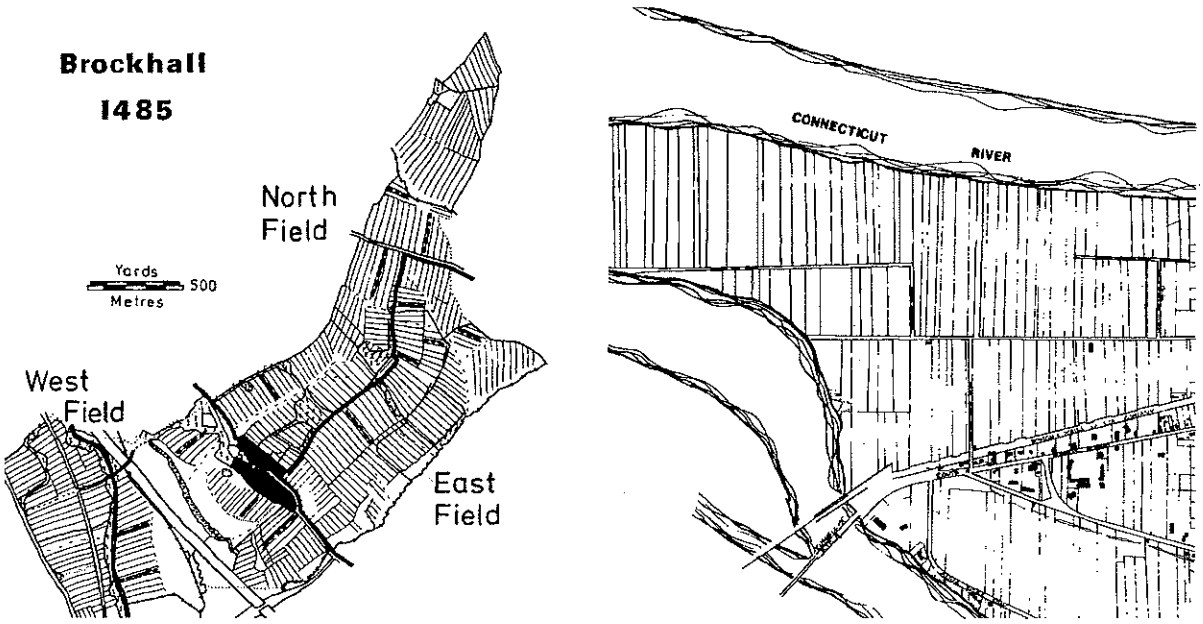
The town's first English colonists arrived in 1659 when the Hadley Plantation was established in the Norwottuck Meadows, now West Street. These colonists were Congregational dissenters from Hartford and Wethersfield, Connecticut, under the leadership of the Reverend John Russell. The plan of the town was decided before settlement began, with 8-acre house-lots arranged along two streets paralleling a broad common measuring one mile in length (Farmer, 1985). This mile-long common, laid out on a north-south axis, is still intact and underpins much of Hadley Center's unique character.



Map 1: Location Map of the Connecticut River Valley Showing the Towns of Hadley and Gill.

The long, narrow strips of crop land established in the "Honey Pot" area between West Street and the the Connecticut River constitutes an extremely rare land pattern, which is unique in New England, as the nation's sole surviving example of medieval English field ownership boundaries.

As the accompanying figures show, the 17th century field ownership pattern in Hadley (which survives to the present day in the "Honey Pot" area) is very similar to the traditional English pattern which existed from pre-Christian days up to the Enclosures of the 1800's. With strips typically 22 yards wide and 220 yards long (a furlong or "furrow long"), this system allowed for more efficient plowing. English farmers were assigned several strips in different parts of the open field, on the principle that no individual should have all of the best (or worst) land.



Maps comparing 15th century English field pattern with 17th century field patterns in Hadley, Massachusetts. Source: Medieval Fields, by David Hall (Shire Publications, Ltd., 1982).

The homes around the West Street common remained the focus of the colonial settlement throughout the 1600's and the early 1700's. By 1675, the village was protected by a stockade to repel native attack during King Philip's War, although the exact location of this defensive is unknown today. About that time an incident gave rise to the "Angel of Hadley" legend in which an aging British regicide (i.e., one of Charles I's executioners) emerged briefly from hiding to lead the colonists in driving away the Indian attack.

In 1713 Middle Street was laid out to the east to accommodate further expansion, and grew to become the new municipal center. The pattern of a long, north-south axis was repeated here and also on East Street, with five to ten acre parcels stretching out in deep narrow lots behind each house. This unusual development of the town center provided Hadley with a unique landscape of broad, tree-lined streets alternating with long tracts of farmland.

The village of North Hadley developed principally during the period between 1775 and 1830 as an agricultural and manufacturing village. Today it is a village with a very strong visual link to the past, clustered linearly along Route 47 and characterized by an attractive grouping of historic homes, town buildings and commercial establishments. The construction of a separate Town Hall in the village during the last century has given North Hadley a greater sense of community and individuality than it might otherwise have acquired.

Mid-1800's etching of the "Angel of Hadley," courtesy of Hadley Historical Society.

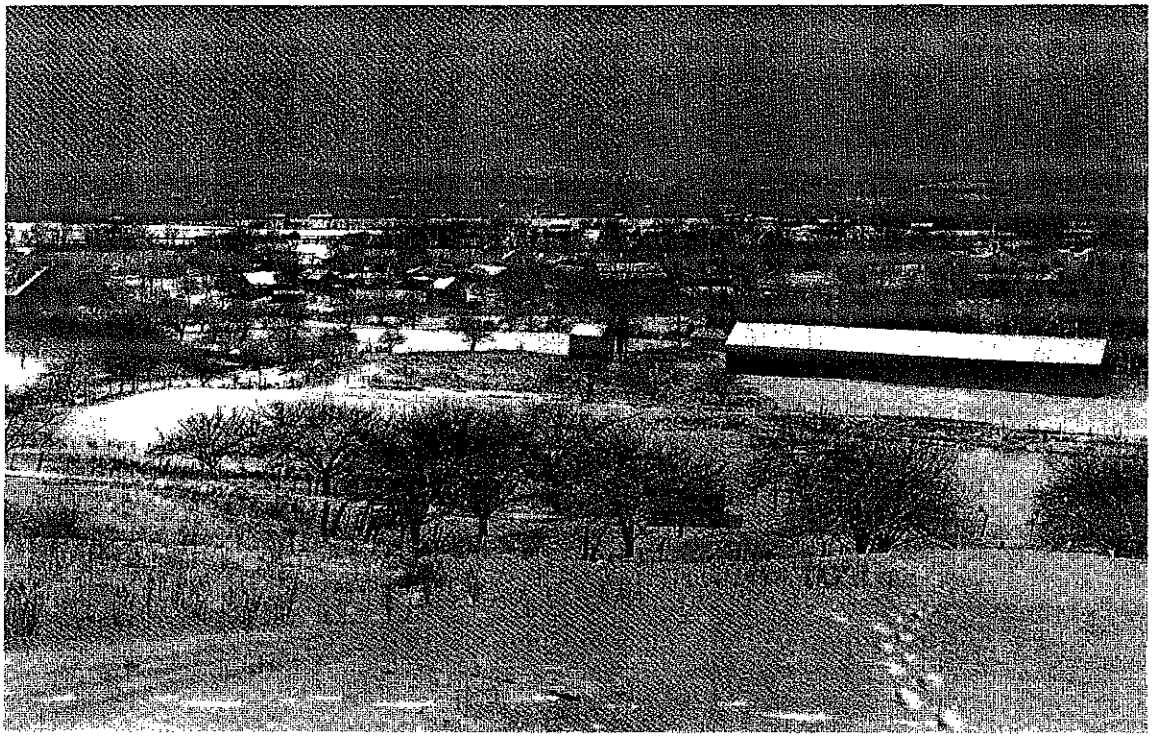
Hadley also possesses a strong immigrant history reflecting a variety of ethnic backgrounds. During the early industrial period (1830-1870) seven out of ten immigrants were Irish, with smaller numbers from Canada. The French Canadians, reputedly excellent broom tiers, contributed to the development of a thriving industry. During the closing decades of the century there was an influx of Central European immigrants (mainly from Poland) who brought with them an exceptionally strong land ethic and pride in agriculture which survives to this day.

During the mid 19th century, the introduction of commercial tobacco production had a great and lasting effect on the landscape of Hadley through the construction of wooden tobacco barns, often built in long, parallel, south-facing rows. Although now largely unused due to declining tobacco production, their long, low construction and their arrangement in repetitive patterns have made them distinctive features of the town's landscape.

The greatest factor contributing to Hadley's character is its primarily agrarian land-use, with large open meadows, extensive fields of crops, and smaller plots of vegetables covering two-thirds of the town's total area. This landscape surrounds the densely developed historic town center and villages. Today, however, views across much of this landscape are being interrupted or blocked by new commercial roadside development and conventional "frontage-lot" residential subdivisions. A mix of residential and commercial development lines most of the major transportation routes through town: the east-west Route 9 corridor connecting Amherst with Northampton; the north-south Route 47 corridor linking towns on the eastern bank of the Connecticut River. Route 116 North, a limited access highway linking the surrounding communities to the University of Massachusetts, and the University to Route 9, is zoned for general commercial development. Route 47 and Route 9 intersect at Hadley Center, creating heavy traffic and attracting commercial development that threatens the historic landscape, especially along Route 9.

An 1847 etching of Hadley's new town center located on Middle Street.

During the last few years, residential development has occurred mainly on "frontage lots" along existing roadways. Recently, several large subdivision proposals involving more than 250 new houselots have been filed, an incidence which has underscored the immediate need for effective growth management strategies to preserve the town's character. The growth of both frontage lots and conventional subdivisions obstructs the long views across the open fields, which are one of Hadley's greatest visual assets.



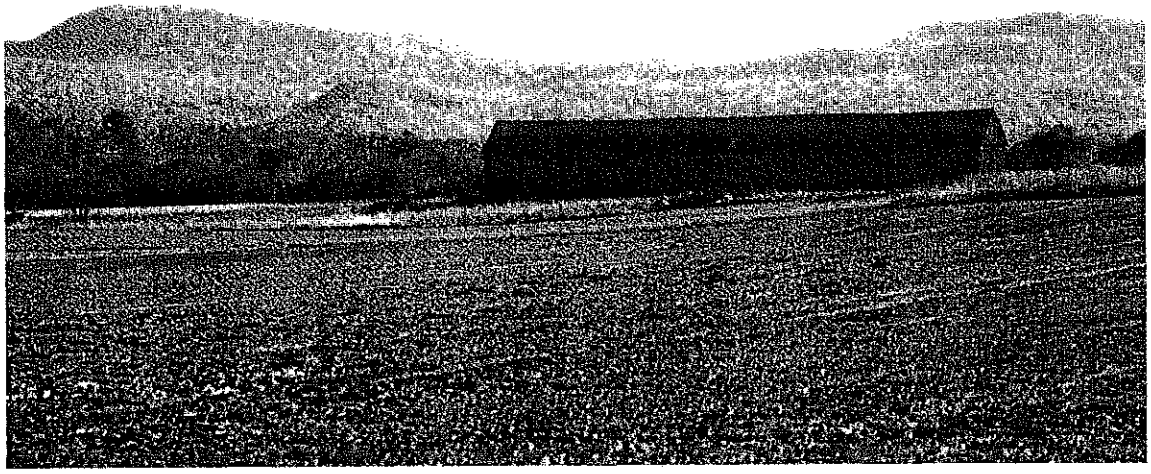
A panoramic view east of North Hadley around the turn of the century.

The Natural Landscape

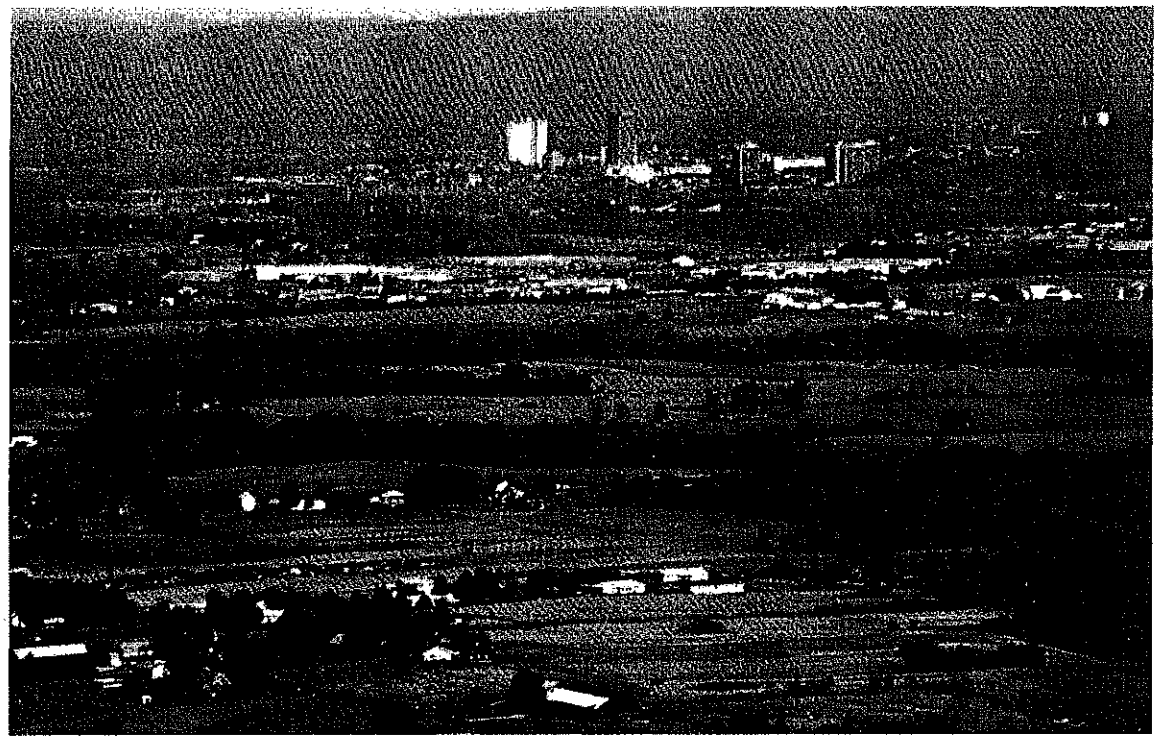
Hadley's land area of approximately 23 square miles can be characterized by the juxtaposition of gently rolling floodplain and sharply rising hills. The effect is of a town filled with scenic panoramas - long views over undulating farmland, to wooded hills in the distance. The majority of the landscape in Hadley owes its composition to the ancient deposits of glacial Lake Hitchcock, and later to the overlying deposits of the flooding Connecticut River. This rich alluvial floodplain formed the basis for much of Hadley's cultural landscape of fields and farmsteads which provide many opportunities for scenic vistas. There are, in fact, few places in town where the landscape views are not strikingly beautiful.

The Massachusetts Landscape Inventory, prepared in 1983 by the Department of Environmental Management, noted the fineness of Hadley's landscapes, classifying 75% of Hadley as having "noteworthy" or "distinctive" scenic character. For the purpose of developing appropriate land-use planning strategies, the town can be divided into five areas of significant natural landscapes. Each of

Panoramic view of Hadley, from Mount Holyoke.



An example of tobacco barns in Hadley's farm landscape.



A view from Mount Holyoke through Hadley to the University of Massachusetts.

these areas provides different opportunities and constraints for development when viewed in conjunction with the existing cultural landscape. These areas are:

1. The Holyoke Range and Mount Warner, which provide both a backdrop for views and also a look-out to other areas of Town. The natural, undeveloped appearance of the north-facing slopes of the Holyoke Range is extremely important, as these areas are visible from many parts of the Town.
2. The "Honey Pot," an area of exceedingly fertile farmland on the floodplain peninsula west of Hadley Center.
3. The confluences of the Fort and Connecticut Rivers and the Mill and Connecticut Rivers, which are areas of unique vegetation and wildlife.
4. The broad river terraces to the north and south, on which are located most of today's active farms.
5. The Connecticut River itself. Hadley has 15 miles of frontage on the Connecticut River, more than any other Massachusetts town.

The Residents' Perspective

General sentiment in the Town of Hadley appears to be that "the town is losing its character." When residents are asked "What defines the character of the Town?", an almost universal answer is "the rural, farming landscape." The problem, as perceived by most town residents, is the encroachment of development on previously open views and farmland. Although they realize development cannot be halted, the question remains "How can we blend in new development and maintain the visual character and quality of life that we know and love?".

Answers to the question "What are the specific elements that make up the character of the Town?" are often varied and detailed. The most important realization is that the entire landscape, comprised of

buildings, natural features, trees and people, all contribute in some way to the character of the town. The individual elements most commonly cited by town residents are:

1. farmland;
2. views of the Holyoke range, especially of Mount Holyoke;
3. open views across fields;
4. the Summit House atop Mount Holyoke;
5. West Street Common;
6. the historic homes along West Street;
7. Hadley Center, consisting of the broad, tree-lined West, Middle, and East Streets;
8. the municipal buildings both at Middle Street and Route 9, and North Hadley Town Hall;
9. the area of farmland known as the "Honey Pot";
10. the village atmosphere of North Hadley;
11. the scenic views from Route 47 North; and
12. the Connecticut River.

These are the town's most commonly remarked physical features, although many residents have their own personal favorite areas, views and sites.

1.2 The Town of Gill

Historic and Cultural Background

The Town of Gill, with one of the smallest populations in Franklin County, is located in the Connecticut River Valley of Massachusetts only a short distance from Vermont. In contrast to the broad, bowl-like landscape of Hadley, Gill is characterized by rolling, largely forested hills, providing a wide variety of diverse landscape views. The town's rural character is also defined by its extensive network of gravel roads, which are sparsely inhabited. The town is bounded on three sides by rivers: to the south and east by the Connecticut River, and to the west by the Falls River. To the south, on the Connecticut River, lies Turner's Falls, a natural falls dammed for hydro-electric production. Gill is bisected in its southern extremity by the Mohawk Trail (Route 2), a scenic road which is receiving heavier use by commuter traffic to suburban Boston employment centers. The town of Gill contains two villages, Riverside and Gill Center. Gill Center is the civic center of the town, while Riverside has developed as a residential area.

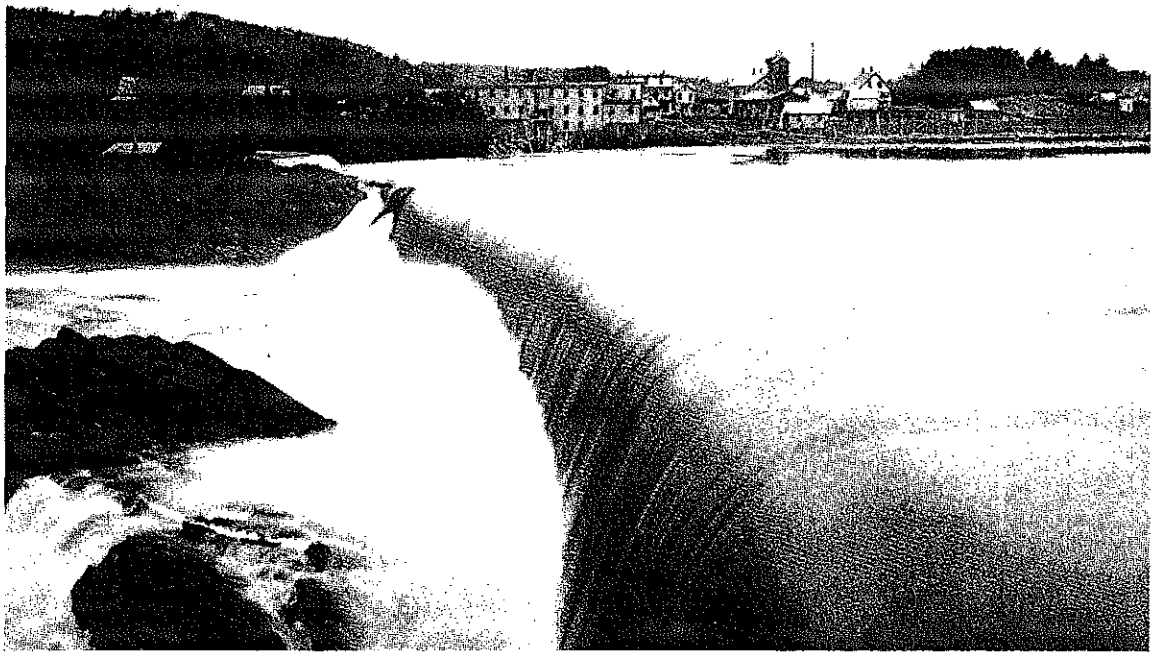
The area today encompassed by Riverside, extending along Barton's Cove to the Narrows, was used extensively by native American Indians for fishing, while the floodplain areas were put to agricultural use. According to archaeological studies, Gill appears to have been one of the most heavily populated Native American areas in the Connecticut River Valley, home to the Pocumtucks until the Mohawk attacks of c. 1664 (MHC, 1982). Old native trails have evolved into today's regional transportation routes, following West Gill Road and Main Road to Gill Center and Grassy Hill.

Gill's first colonial settlement did not occur until about 1776. The 1794 meeting house on the green, in the town's geographic center, established a civic focus which continues to the present day. The economy of this period was based entirely on agriculture, with a few saw and grist mills established beside Fall River and Dry Brook. Noted for rich grazing and tillable soils, Gill developed a reputation for corn and rye crops which were sold to Boston and river towns to the south. During the 1800's the town's population fluctuated from a high of 864 in 1830 to the low of 635 in 1875, and then rapidly rose to 1,082 residents with the development of Riverside in conjunction with the industrial town of Turner's Falls across the river.

The establishment of the Turner's Falls Company and the subsequent development of the accompanying industrial town during the 1860's and 1870's, together with the completion of a

Gill Center at the beginning of the 20th century.

suspension bridge connecting Turner's Falls and Riverside in 1878, resulted in the development of Riverside as a place of suburban residences for the businessmen of Turner's Falls. Turner's Falls also became an important market for fresh farm products from Gill (MHC, 1982). The founding of the Mount Hermon School in 1881 also increased the market for farm produce and, as the Greenfield Gazette noted in 1892, "The whole place bids fair to become quite popular as a resort of city people" (MHC, 1982).



The village of Riverside (Gill), circa 1900 (Gill Historical Society).

One of the most spectacular engineering works in the Connecticut River Valley is Gill's French King Bridge, completed as part of improvements to Route 2 in 1932. It was awarded the American Institute of Steel Construction's Annual Award in Merit for the most beautiful steel bridge of its time. The bridge is a focal point of pride for town residents, as well as being a tourist attraction along scenic Route 2.

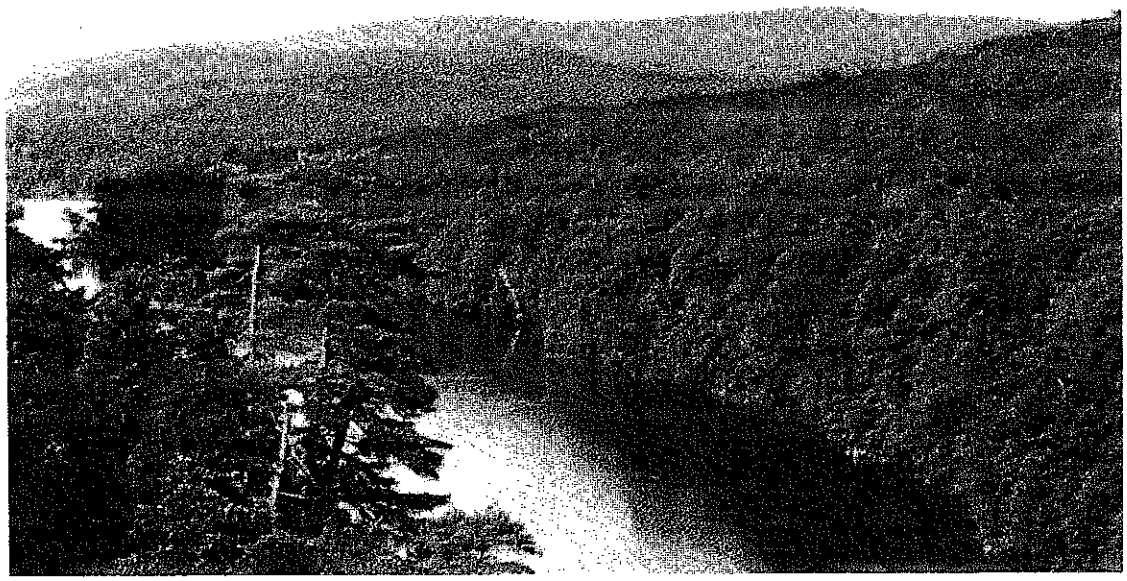
The orientation of Gill as a "bedroom community" has continued to the present day. Stoughton (1978) in his history of Gill writes that "Gill has ranked as one of the small towns in the state, but since the introduction of the automobile, enabling the employees in nearby factories or other places of business to live amid rural surroundings, the landscape of the town is fast becoming dotted with attractive dwellings of such residents interspersed among the farms." This trend has significantly increased to the present, to the point where the townspeople feel threatened by overdevelopment.

The Natural Landscape

The Town of Gill covers a total of 9,421 acres or 14.72 square miles. The landscape is comprised principally of hills and rolling farmland, with several extensive areas of gently undulating flood plain along the Connecticut River. Close to fifty percent of the land area is wooded, the majority occurring in the more hilly areas. The town has many scenic vistas, some encompassing miles of viewscape over surrounding towns.

The Town is bordered in two places by especially scenic areas, Turner's Falls and the French King Gorge. Before the dam at Turner's Falls was built, there was "a sheer drop between the island and jagged rock along the Gill shore through which the water plunged for a distance of some 400 feet" (Stoughton, 1978). The Indians had named this waterfall Peskeompscut or "water cleft by a rock." Although it has lost much of its original natural beauty, the falls and rapids remain one of the most remarkable features of the Connecticut River.

French King Gorge and Rock are located a short distance upstream. In early times the rock "rose some 16 feet above the normal water level," and tradition holds that, during the French and Indian



French King Gorge, from the Route 2 bridge.

Wars, a French officer was so impressed with the rock that he took possession of it in the name of the King of France (Stoughton, 1978). The French King Highway and French King Bridge were subsequently named after this rock.

The town itself may be divided into four landscape areas:

1. the floodplain areas around Riverside and Barton's Cove;
2. the rolling uplands covering much of Gill;
3. the relatively flat plateau of western Gill; and
4. the eastern floodplains of the Connecticut River, in the area of Munn's Ferry.

The views of undeveloped hillsides, ridges, and summits are extremely important to the scenic character of Gill. These views could be lost if unchecked development were to occur in these areas.

The Residents' Perspective

As in Hadley, the residents of Gill are beginning to become quite concerned about the loss of their town's character. They see this change embodied in the proliferation of single-family homes, the majority of which are being built as "frontage-lot" developments. There is great concern about the effects of unchecked growth on groundwater resources, both in terms of pollution and availability. Many of Gill's soils will not support septic systems, and therefore the town has adopted two-acre lot zoning in an effort to protect ground water from septic system pollution.

The most commonly cited areas of concern in Gill are:

- the preservation of farmland;
- the preservation of the village character of Riverside;
- the proliferation of tourist based businesses along Route 2;
- the replacement of forests with subdivisions;
- the effect of unbridled growth on town services;
- groundwater availability and purity; and
- the acquisition of open space, especially river frontage.

A tree-lined street in Gill today.

2. Planning Strategies for the Integration of New Development in Hadley

2.1 The Town of Hadley

To conserve Hadley's unique character and the town's position as the Commonwealth's most prominent farming community, residents must seriously consider and implement new and different planning strategies. Until the last few years, development has largely been occurring around Hadley, but recently has been expanding into the town. With its more affordable land and housing (relative to its neighbors, Northampton and Amherst) Hadley is becoming increasingly attractive to developers and homeowners alike.

The town must work on two levels simultaneously to achieve strong land-use regulations: internally regarding administrative matters, and externally with respect to the regulations themselves and their enforcement. Since the success of planning and land use regulation rests largely on the former, consideration of the administrative aspects is essential.

A. Administrative Strategies

The sudden large increase of development during the past few years has left the Planning Board overburdened with administration and permit-granting, nearly to the exclusion of long-range planning. In order to ease the burden on Planning Board members (who are paid only a nominal fee for their service to the town) a full-time Town Planner is urgently needed. The planner would provide services worth far in excess of the salary amount, in advising the Planning Board on land-use and permitting decisions, thereby freeing their time from administrative work. The planner could also apply for and administer planning grants, and perform much of the technical work necessary for the long-range planning the town desperately needs.

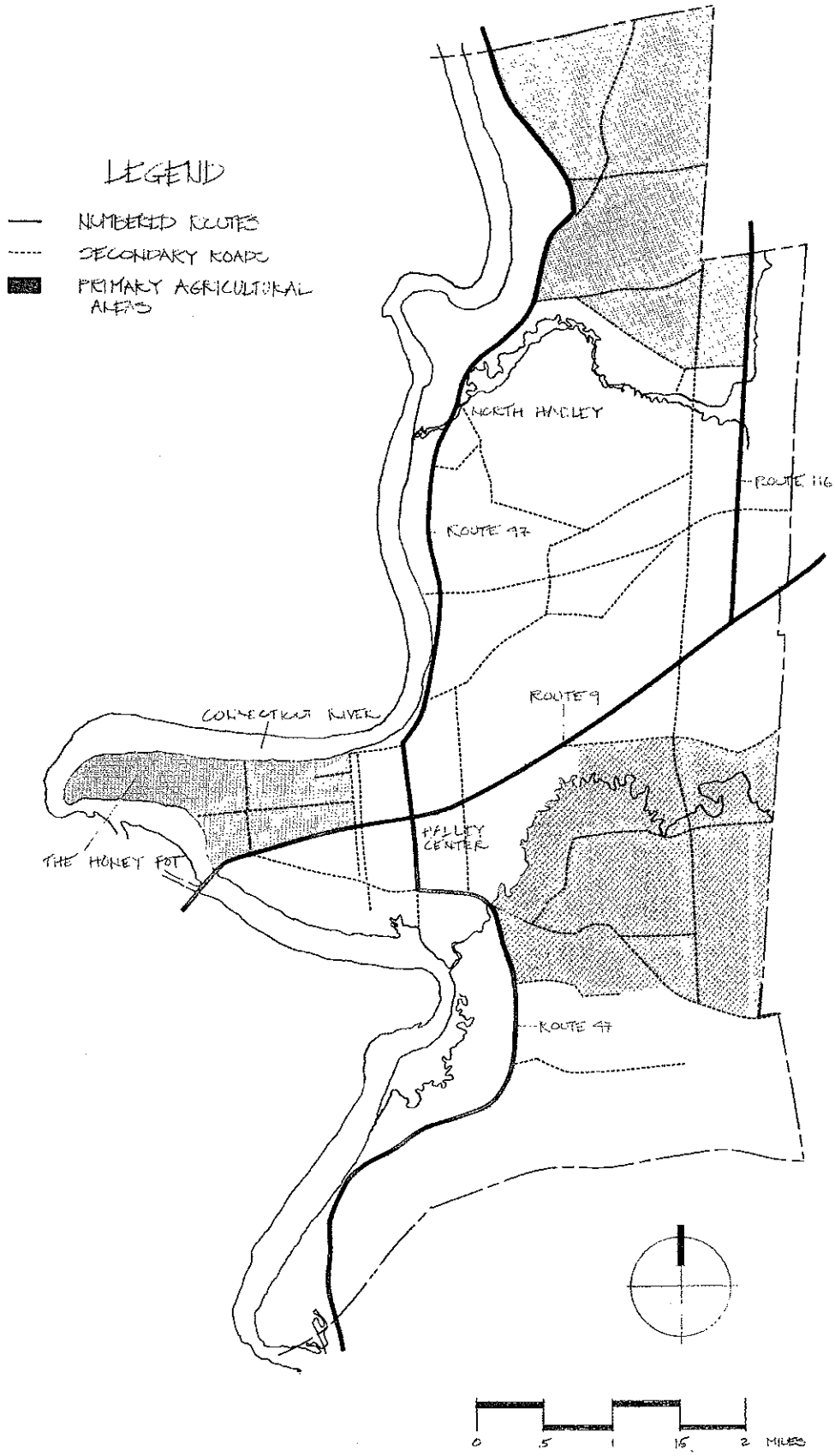
A second administrative strategy, which the Town could adopt to allow the Planning Board more time to devote to long- range planning issues, would be to establish a separate Site Plan Review Board. This advisory board could either be appointed by the Board of Selectmen, or be composed of one member of the Conservation Commission, one member of the Planning Board, one member of the Historical Commission, the Building Inspector, one member of the Board of Health, a representative from the Fire Department, and a citizen-at-large (preferably an architect or landscape architect). The board's specific duty would be to review site plans and make recommendations to the Planning Board for approval or disapproval of Special Permits requiring Site Plan Approval, or directly render decisions for developments not also requiring a Special Permit from the Planning Board.

B. Land Planning Strategies

To conserve the quality of its traditional character, Hadley must pay special attention to the following issues: the conservation and development of agricultural open space, the conservation of the town's historical architecture and landscape, and the development of carefully designed commercial areas. Although these issues are interrelated, there are specific strategies the town may employ to retain Hadley's distinctive character.

(1) The Conservation of Agricultural Open Space

As noted previously, Hadley possesses the distinction of having more commercial farmland than any other town in the Commonwealth. Prime agricultural lands are clustered in three areas of town, although pockets of farmland are located throughout. The state's Agricultural Preservation Restriction



Map 2: Town of Hadley Showing Primary Agricultural Areas.

View across Hadley farmland to the Holyoke Range in the distance.

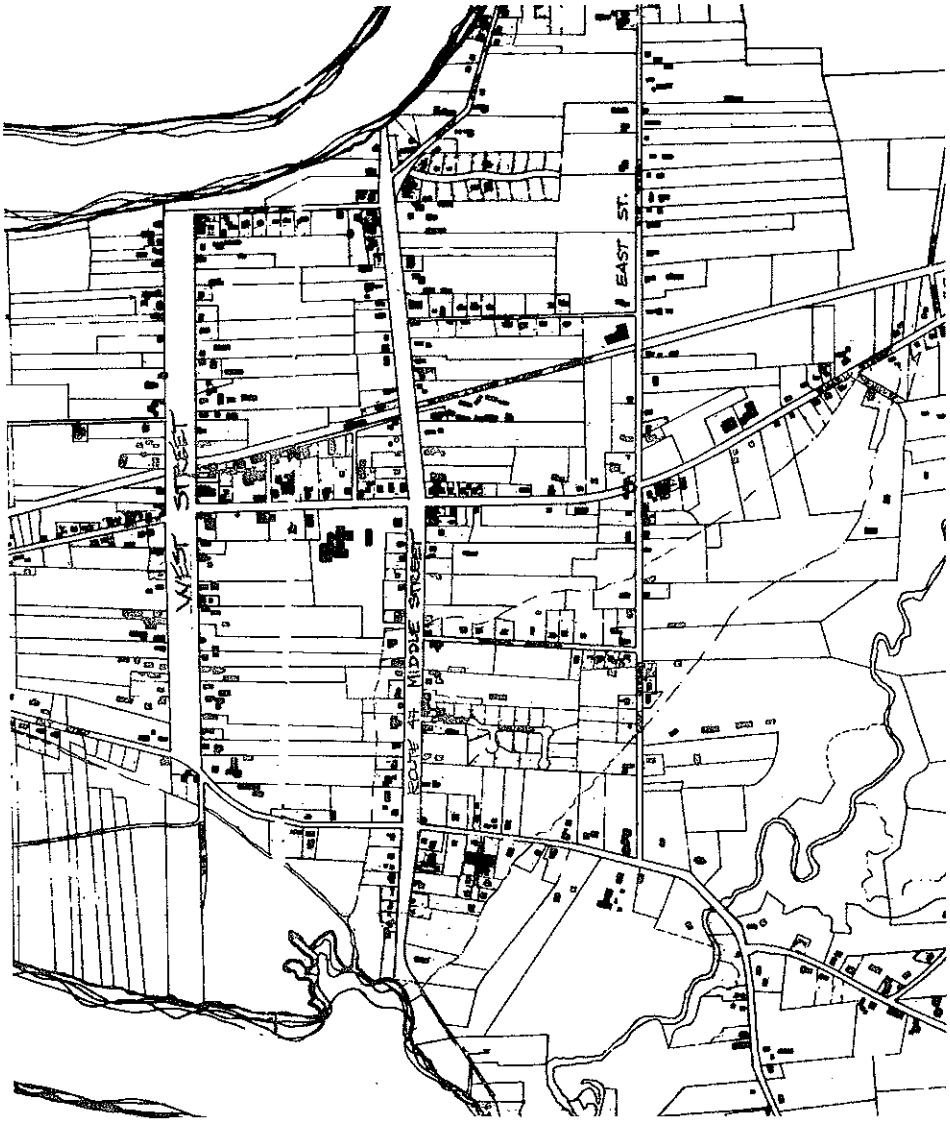
program is quite active, having bought the development rights to 15 farm parcels covering 475 acres, or about 6% of the town's currently farmed acreage. However, because the program is often underfunded, and because this approach cannot be expected to provide more than part of the overall solution, the Town must assume at least some of the responsibility for agricultural land preservation.

One effective strategy for the preservation of significant portions of agricultural land slated for development is the enactment of a "Farmland/Open Space Bylaw," in conjunction with the designation of Agricultural Districts (corresponding to the areas shown on the accompanying map). This bylaw would increase the minimum land area required per dwelling unit within the districts to 50,000 square feet (1.25 acres), from the present 30,000 square foot (0.75 acre) minimum lot size, on the grounds that agricultural land is a precious, non-renewable resource of great importance to the town's farming economy. The bylaw also provides for the grouping of homes (in proposed developments of three or more units) on no more than half the total acreage. The remaining acreage would either be owned in common by the residents of the development or retained by the farmer with a deed restriction prohibiting development. Thus, on a 12.5 acre parcel which could support ten homes, these ten homes would be built on ten 25,000 sq. ft. lots, and the remaining 6.25 acres would be permanently protected by a deed restriction prohibiting development. This acreage can then be farmed or retained as open space.

There are advantages for almost everyone with this type of zoning. Farmers receive full equity value for their land when they wish to sell, while still preserving a significant portion of the farmland. Although only potentially half of the parcel would be left available for development, the total number of units allowed would remain the same as if grouping of the homes were not required. These developments are attractive to both home buyers and developers since home buyers are assured of being in proximity to protected open space, and developers incur reduced infrastructure costs. These reduced costs for roads translate into reduced future costs for the Town in road maintenance and repair, and increased retention of open space and agricultural land.

(2) The Preservation of Historic Areas

Hadley's West Street Common and the landscape surrounding it hold both statewide historic significance and a special place in the hearts of Hadley residents. The landscape is composed of three



Map 3: Historic Town Center of Hadley.

View north along West Street Common, Hadley.

broad, parallel avenues running north and south (West, Middle and East Streets), lined with mature deciduous trees and large, single-family residences. Between these streets run long, narrow lots ranging in size from four to ten acres, which are either actively farmed or are lying unused as open space.

This unusual town center configuration has provided Hadley with a unique, rural village landscape. Under the present zoning bylaws, there is insufficient frontage for most of the existing narrow lots to be built upon further. However, if these lots were aggregated into wider parcels under new ownership, they could easily be subdivided into additional houselots and much of the very special character that distinguishes Hadley from all other New England towns would be irretrievably lost.

The entire town center of Hadley has been nominated to the National Register of Historic Places. National Register certification is a largely symbolic honor, giving limited protection only from state or federally funded projects. For more effective local control, the West Street common and the historic homes lining it have been proposed by the Hadley Historical Society as a local historic district under the enabling legislation of M.G.L. Chapter 40C. The local Historic District Bylaw would allow the town to regulate exterior changes in the West Street area much more effectively. The bylaw would regulate the outer appearance of additions and alterations to existing buildings, as well as the design of new construction. This bylaw would be of extreme value to this area, for through it the town would have some control over future residential homes and commercial developments along that small portion of Route 9, both of which can and will erode the character of this area.

North Hadley, the other major village within the Town, possesses an outstanding historical landscape having retained its rural atmosphere, along with the majority of its historic homes, town buildings and commercial establishments. North Hadley is beginning to experience development pressure from both commercial and residential uses, mainly along the Route 47 corridor. The North Hadley Town Hall, the centerpoint of the village, is also in jeopardy. At present it needs major renovations, both in terms of maintenance and weatherization, since heating bills are a burden to the community.

Because various sources of funding exist for public buildings which have been listed on the National Register, completing the paperwork to nominate this building should become a Town priority. Once

accepted to the National Register, the town can access funds under the Massachusetts Historical Commission Preservation Projects Fund or the National Trust.

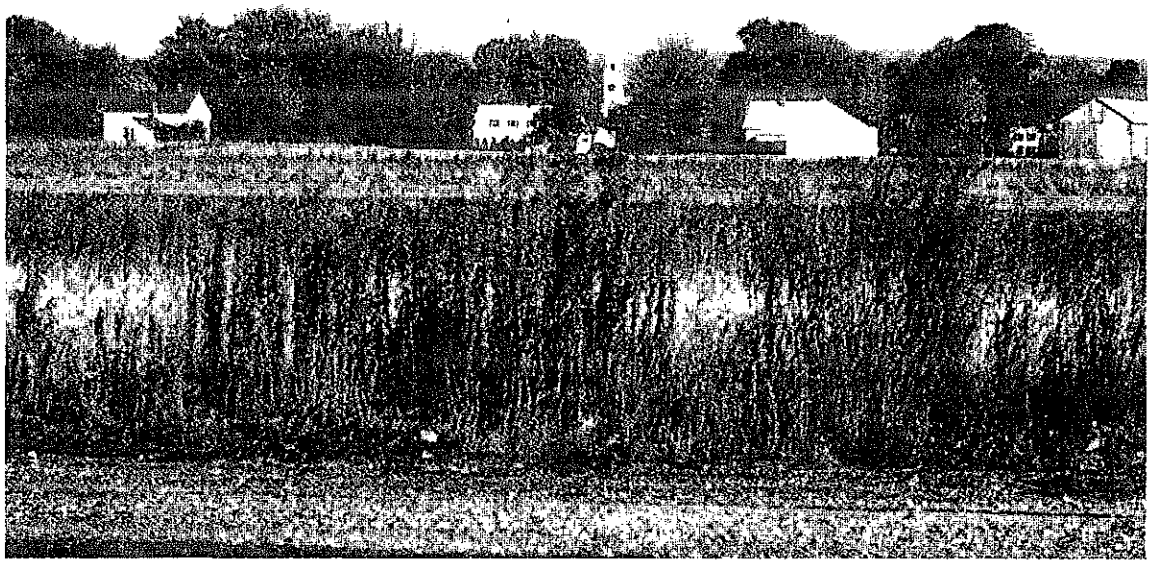
A limited application of the local historic district bylaw proposed for West Street would be extremely useful in preserving this village's character. The bylaw, set up to review new construction, renovations or additions to existing buildings, offers more effective oversight of architectural style and materials than does Site Plan Review.

As farmland is the single most significant feature of the landscape surrounding North Hadley, insensitive development would seriously detract from the character of the village itself. Therefore, the Farmland/Open Space Conservation and Development Bylaw as referred to in the previous section (and presented in model form in Section Four) provides a useful method for retaining some of the characteristic open space surrounding North Hadley.

(3) Commercial Districts

At a special Town Meeting in 1986, the town adopted an expanded Site Plan Review Bylaw requiring site plan approval for all construction, exterior alteration, relocation, or change in use of any commercial or industrial building over 3,000 sq. ft. total floor area. This was an important step in the regulation of commercial and industrial uses within the town. However, three further steps should be taken by the town to strengthen this bylaw: first, the minimum floor area should be reduced from a minimum of 3,000 sq. ft. to include developments over 200 sq. ft. total floor area; design guidelines for the approval of a site plan should be adopted (model guidelines can be found in Section Four); and, the scope of the bylaw should be widened to include all non-residential uses (such as municipal, institutional, fraternal, educational, etc.). The reason for reducing the 3,000 sq. ft. minimum floorspace threshold for reviewing new development is that a wide variety of small businesses require less than 3,000 sq. ft. of floor area. For example, gas stations, car washes, used car lots, small motor repair shops, convenience stores, etc. all could be established with much less than 3,000 sq. ft. of floorspace, and these types of businesses could easily produce a significant impact on the town if no minimum design standards are required.

The necessity for design guidelines and performance standards is administrative as much as regulatory.



View across the open farmland between East and Middle Streets, Hadley, MA.

When a clear set of design guidelines accompanies the Site Plan Review process, the intent of the bylaw is made clear to both the review board and the applicant. It also helps to encourage more equitable and consistent decisions by the board. In the long run, design guidelines will improve both the quality of the submissions and the quality of the developments.

Commercial "strip" development is becoming recognized as a serious problem by an increasing number of Hadley residents. The 1987 annual Town Meeting took steps to remedy this situation by rezoning the northern portion of Route 47 as a limited business district. This rezoning restricts both the size and the type of commercial development allowed by right and that allowed only by Special Permit. The Special Permit process has attached to it specific design guidelines for site plan approval in this district.

Further refinements to this rezoning effort must include a revised signage bylaw, not only for the limited business district, but for the entire town. Signage is the single most important element preserving character in commercial areas, and, if the town adopts regulations for its historic sections as well as for its scenic roadside (Route 47) and its commercial roadside (Route 9), much more of Hadley's special character could be preserved. A model bylaw and sign design guidelines may be found in Section Four.

Although the northern section of Route 47 has been rezoned, the southern section still remains zoned business. Since the scenic character of both the northern and southern segments of Route 47 are of the same high quality, it is reasonable that the southern portion should be rezoned as limited business as well. This would help protect the largely residential and agricultural character of the area, and would minimize conflicts between commercial and residential uses such as those presently occurring along Route 9.

Many residents of Hadley feel that Route 9 is "beyond redemption." In fact, the original intention of this long, linear commercial district was that it would serve as a "receiving zone" for all of the major retail and office development in Town, with the hopeful result of preserving the rest of the Town's character. This strategy has had questionable preservation success and has created a crowded and highly congested commercial strip. There are a number of strategies the Town could employ to mitigate the least fortunate aspects of this area. As mentioned previously, a revised and strengthened sign bylaw would help reduce the visual clutter of signs vying for attention. And again, adoption of design guidelines and performance standards for Site Plan approval by the Planning Board could also improve future developments, since these guidelines and standards would include strict limits on lighting, requirements for landscaping and buffering between commercial and residential uses, and a requirement for parking lots to be placed either to the side or rear of a development, thus breaking the

Roadside commercial development in Hadley.

trend towards "asphalt as far as the eye can see." In conjunction with this approach, instituting the innovative concept of a "maximum setback" for new roadside development would definitely help new buildings reinforce the traditional spatial relationship with the streetscape as typically found in rural village centers.

(c) Conclusion

The previous strategies for the preservation of Hadley's town character rely on implementing a mix of traditional and innovative methods to improve the design and direction of land use. Flexibility is the key, however, because these strategies must be constantly updated as conditions change. However, with strong administrative backing of strong land use regulations, Hadley could emerge from the present development boom without completely losing its unique town character and its enviable quality of life.

3. Planning Strategies for the Integration of New Development in Gill

3.1 The Town of Gill

Gill possesses a distinctive town character which, although in many ways is similar to Hadley's, presents different challenges and opportunities. Gill's greater distance from expanding employment centers has largely insulated it from the development pressures experienced by many of the Valley towns further to the south. However, residential subdivisions and commercial developments have begun to make their mark on the townscape. The influence of rising land costs in surrounding areas and an increased trend for long-range commuters from the Boston metropolitan region to settle in this area have increased demand for property in Gill.

One large reason for this growing demand is the fact that the general public perceives that the "quality of life" is superior in small rural towns such as Gill, where residents know each other and extensive development has not intruded on the natural surroundings. Gill is a thoroughly rural community with rolling, wooded hills where newcomers feel they can escape the bustle of the late 20th century for an earlier and simpler era. To maintain this quality of life and town character, Gill will have to undertake some serious and innovative land-use planning to strengthen its land use regulations.

Cattle grazing on a farm in Gill.

trend towards "asphalt as far as the eye can see." In conjunction with this approach, instituting the innovative concept of a "maximum setback" for new roadside development would definitely help new buildings reinforce the traditional spatial relationship with the streetscape as typically found in rural village centers.

(c) Conclusion

The previous strategies for the preservation of Hadley's town character rely on implementing a mix of traditional and innovative methods to improve the design and direction of land use. Flexibility is the key, however, because these strategies must be constantly updated as conditions change. However, with strong administrative backing of strong land use regulations, Hadley could emerge from the present development boom without completely losing its unique town character and its enviable quality of life.

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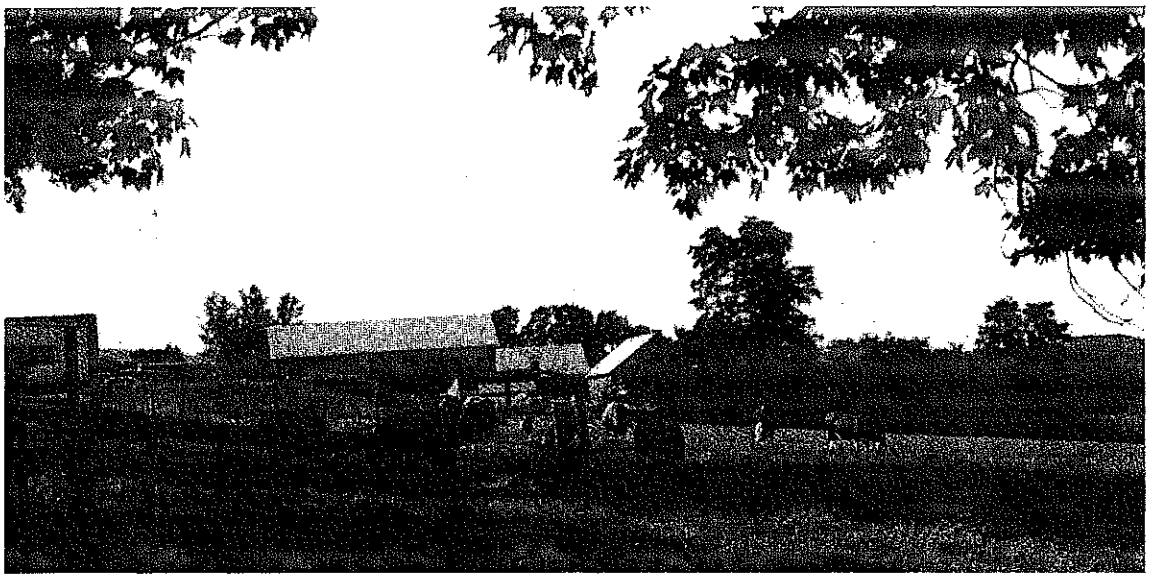
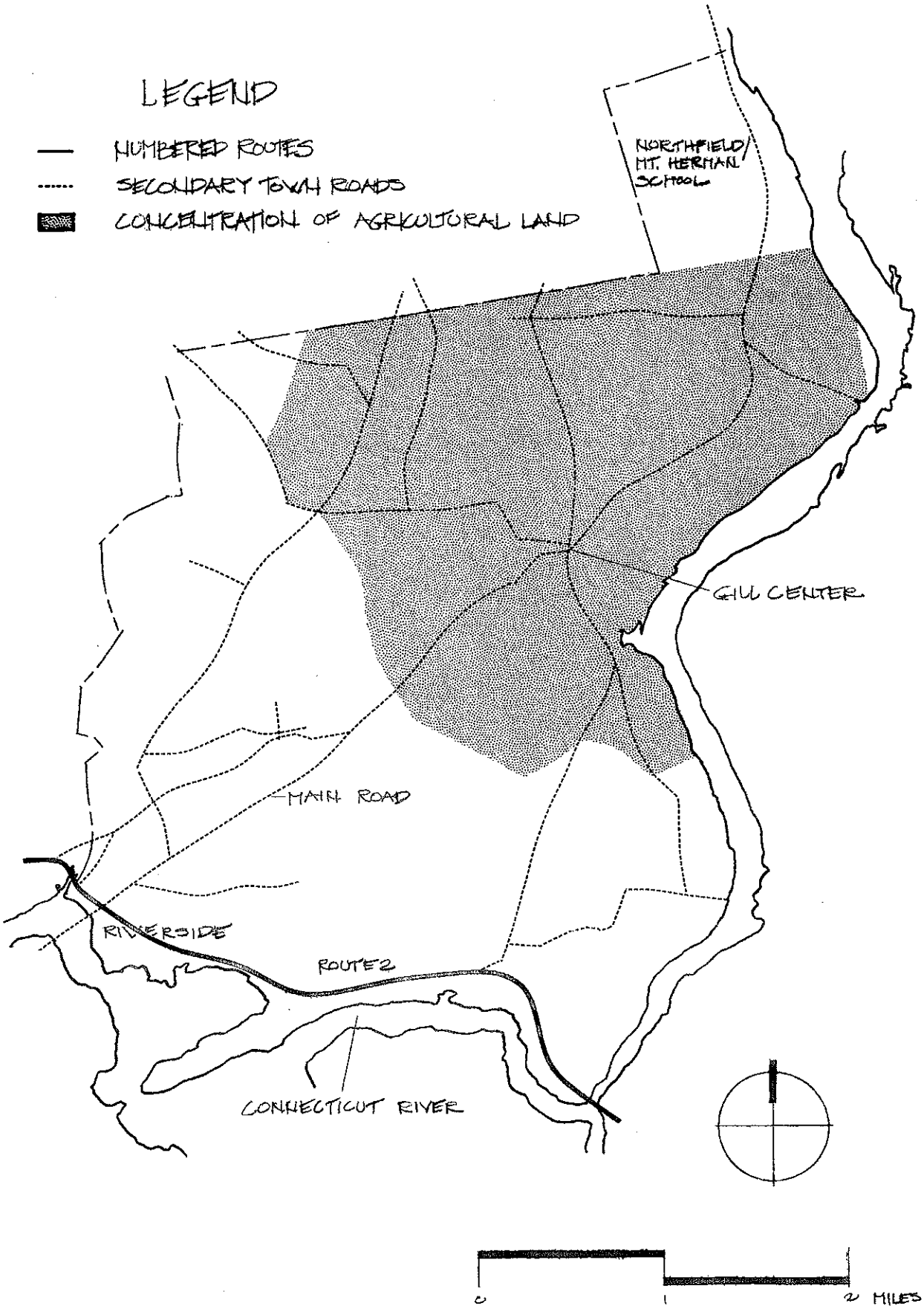


Cattle grazing on a farm in Gill.



Map 4: Town of Gill Showing Primary Agricultural Areas.

A. Administrative Strategies

Gill is a small town of approximately 1,350 people, with a very modest municipal budget and no currently available funds for hiring full-time professional assistance. It would benefit greatly by enrolling in the Massachusetts Executive Office of Communities and Development's "administrative assistant circuit rider program." This program could provide day-to-day administrative and grant-writing help. It would not, however, provide Gill with the planning support it needs to deal effectively with anticipated demands of development. This could be best accomplished by hiring a part-time planner, preferably shared with one or two other towns. A planning consultant is not advisable at this point, since Gill's long-term planning needs would benefit from the kind of continuity that only a permanent employee could provide.

B. Land Planning Strategies

(1) Open Space Protection

Long-term protection of open space (considered in its broadest sense and comprising both farm fields and woodlands) is essential if Gill's outstanding rural character is to be conserved for succeeding generations to enjoy. Farmland is scattered throughout most of the town, with large concentrations occurring along the Connecticut River to the east and in the north central section (please see accompanying map). At present, none of Gill's farms are protected under the state's Agricultural Preservation Restriction program and, therefore, could be converted to other uses at any time.

Because townspeople agree that both the open farmland and the wooded areas are important to Gill's character, and since extensive areas of land are actively logged (for firewood and commercial lumber), it is important that the continuation of these conditions be reflected in any new land-use bylaws. Gill's landscape is dominated by woodlands and forest ecosystems, in great contrast to Hadley which is dominated by a sweeping, open agricultural landscape. The "Farmland/Open Space Conservation and Development Bylaw," as presented at the end of this manual, could be modified to meet these needs by including criteria for timber cutting of more than 5 acres of land in any 10 year period such as: 1) cutting only under a forest management plan approved by a certified forester; 2) allowing the cutting of more than five acres provided there is the intention and following act of creating agricultural land; and 3) allowing the cutting of timber stands of more than five acres for recreational uses, upon the approval of a site plan which is in accordance with the provisions of the Site Plan Review process.

The advantages of such a bylaw to both the town and landowners are great. Land owners can receive full equity value for their properties when they wish to sell, while preserving a portion of it as farmland or open space. For the town, the advantages include: reduced road maintenance costs, protected open space that preserves rural character, protection of the agricultural and silvicultural economic base, and retention of the quality of life of which Gill is so proud.

(2) Commercial Development

At present, Gill's zoning bylaws allow a very wide range of new commercial development in all parts of town by Special Permit, with the exception of the Riverside "Village Residential" District. While this type of zoning has been reasonably effective in controlling certain small businesses and "cottage" industries in the past, it is becoming less appropriate now that Gill is experiencing increased interest as a potential commercial site. Local voters have taken the first step in dealing with this challenge by adopting a Site Plan Review bylaw. This bylaw ensures that proposed developments meet minimum requirements in siting and safety, while protecting neighbors from adverse impacts and preserving the character of the town. However, this measure will not, by itself, fully protect the town from adverse commercial development. To avoid the problems arising from adjacent incompatible land uses (such

as residential and commercial or light industrial uses), Gill must consider establishing separate business districts.

For example, traveller- and service-oriented enterprises should probably be limited to certain lengths of Route 2 and Main Road. Many of the establishments presently located along Route 2 serve tourists, while the natural location for commercial developments designed to serve the expanding resident population is the intersection of Route 2 and Main Road. It is in these two areas that service-oriented enterprises should be located, in order that a new commercial center may be established.

However, commercial zoning should definitely not be permitted to extend along the full length of Route 2. Allowing this to happen would clearly repeat the mistakes of other communities which have let long, ugly commercial "strips" to grow up along well travelled roads. A much more effective approach that would also help retain the highway's scenic character would be to focus commercial zoning along two segments of Route 2: from the junction of Main Road to a point just west of Barton Cove, and a similar length between Barney Hale Road and the French King Bridge (as shown on the accompanying map). These are the areas most appropriate for, and conducive to, commercial development in terms of traffic flow. The node at Route 2 and Main Road could be enlarged by extending the commercial district north along Main Road to include the intersection of South Cross Road.

Areas most favorable for the development of light industry include the intersection of South Cross and Main Roads, and that part of North Gill which lies near Route 10 in Bernardston.

In conjunction with the development of zoning districts, it is strongly recommended that the town thoroughly review its Special Permit Guidelines and its signage regulations.

The Special Permit Guidelines in the present zoning bylaws are vague at best. For example, "adequacy of town services" could be expanded to include concerns relating to town sewage treatment capacity; town water usage and availability; fire, police and rescue availability; and road and infrastructure maintenance. All of these pose serious issues in a proposed development, but may be overlooked or legally challenged if not explicitly defined in the Special Permit granting criteria.

(3) Preservation of Scenic and Cultural Resources

Gill possesses a very rich legacy of historic, cultural and scenic resources including many strong examples of vernacular farm architecture, outstanding riverscapes, impressively steep hills offering fine long views over the Valley, and a very picturesque nucleus of traditional buildings grouped around the town green.

The first step in retaining Gill's heritage is to conduct an inventory of the town's historic structures. Following this, a successful multiple resource nomination to the National Register of Historic Places, recognizing Gill's uniquely undisturbed landscape, would protect the town from the adverse impacts of state- and federally-funded projects. It would also bring recognition of the town's rich cultural and scenic heritage, and lay the foundation for a locally-administered regulatory historic district, written with the consent and understanding of local property owners.

Specific Tools for Integrating New Development

This section of the design manual contains descriptions of four different planning techniques to help public officials and private developers successfully integrate new construction into traditional townscapes and rural landscapes. Specific "model" by-law language is provided with regard to farmland/open space protection, sign control, and site plan review. The following pages provide practical advice on harmonizing new development into small New England communities, and contains design guidelines, performance standards, and a descriptive narrative of the innovative planning approaches recommended by the Center for Rural Massachusetts.

Introduction to the Use of Site Plan Review

Most towns eventually realize that zoning by itself is unable to ensure that new development is integrated sensitively into their community. Zoning, which regulates land-use location and density, does not address the visually important design issues which have such a significant impact upon our townscapes. Exerting some positive influence over the design of new developments is often essential if a town's traditional image is to be protected and reinforced.

The need for improved techniques to regulate how new developments are laid out and designed stems from the fact that most small towns lack sufficiently complete guidelines to ensure that new or expanded uses will fit harmoniously into their communities. For example, typical zoning bylaws in small rural towns allow all or most commercial uses "by right" in their business districts, with no further standards except for lot size, minimum setbacks, and typically a few sentences regarding signs and parking. The pitfalls of this almost "laissez-faire" approach are obvious when one pauses to consider the range of unneighborly, unsightly, or unsafe conditions which can easily be created by adjacent business premises (involving signage, traffic entrances, parking, drainage, landscaping, outdoor storage, noise, odors, glare, etc.).

In response to the chaos which often ultimately results from the above approach, other towns have reacted by requiring Special Permits for some of the more obviously incompatible types of uses (e.g., gasoline stations, kennels). However, in so doing, they have often failed to provide clear guidelines to the Special Permit Granting Authority, so that petitioners, abuttors, and board members may all know the parameters of what is approvable and what is not. All too often the bylaw guidelines are so broad and unspecific that board members are almost invited to exercise their personal opinions, which can lead to arbitrary and capricious decisions.

Fortunately, a much better middle-ground does exist, one that offers towns more comprehensive control over new developments, while reducing the danger of "unbridled discretion" exercised by boards working from inadequate bylaws which are vague, simplistic, or lack necessary detail.

In Massachusetts, Site Plan Review is most often conducted as a modified Special Permit process. In order for the number of "loop-hole opportunities" to be minimized, towns are advised to require this type of review for most types of non-residential uses. The model bylaw in this manual contains general review criteria, supplemented by more specific design guidelines and performance standards to provide greater detail and clarity. In order to provide facts sufficient to enable the reviewing board (and other interested parties) to fully understand the implications of the proposed development, a list of items required for submission by the applicant is included in an appendix. Consistency in site plan submission packages will ensure that all relevant information is available to the reviewing board, so that a well-informed decision may be rendered.

Model Site Plan Review Bylaw

A. Purpose

This section of the town bylaw is enacted under the authority of Chapter 40A of the Massachusetts General Laws to protect the health, safety, convenience and general welfare of the inhabitants of the Town. The Site Plan Review bylaw regulates the development of structures and sites in a manner which considers the following concerns and, where necessary, requires modification of development proposals to eliminate or minimize potential problems and nuisances. The principal areas of concern are:

a) the balancing of landowners' rights to use their land, with the corresponding rights of abutting and neighboring landowners to live without undue disturbances (e.g., noise, smoke, fumes, dust, odor, glare, stormwater runoff, etc.);
b) the convenience and safety of vehicular and pedestrian movement within the site, and in relation to adjacent areas or roads;
c) the adequacy of waste disposal methods and protection from pollution of surface or ground-water; and
d) the protection of historic and natural environmental features on the site under review, and in adjacent areas.

B. Projects Requiring Site Plan Review

No permit for the construction, exterior alteration, relocation, occupancy, or change in use of any building shall be given and no existing use shall be established or expanded in floor area except in conformity with a site plan approved by the Planning Board. Site Plan Review shall also be required for the resumption of any use discontinued for more than two (2) years, or for the expansion of any existing use. "Expansion" shall include a floorspace increase of twenty-five percent (25%) or more within any 10-year period, or the introduction of new materials or processes not previously associated with the existing use. Required approval includes proposals for commercial, industrial, office, multiple dwelling residential developments, municipal, institutional, utility, fraternal or recreational purposes.

C. Exemptions from Site Plan Review

Site Plan Review shall not be required for:

a) the construction or enlargement of any single family or two family dwelling, or building accessory to such dwelling;
b) the construction or alteration of any building used exclusively for agriculture, horticulture, or floriculture;
c) construction or alteration providing for not more than two hundred (200) sq. ft. total floor area after construction
d) customary home occupations as defined in the zoning bylaws.

D. Procedure

1. An applicant for Site Plan Review under this section shall file with the Planning Board, at a regularly scheduled meeting, five (5) copies each of the site plan documents (see Appendix A for requirements). The Planning Board Chair shall acknowledge receipt of these plans by endorsing them with his/her signature and the date of receipt. A copy of the site plan shall be given by the applicant to the Town Clerk to be kept on file.

2. For developments also requiring Special Permits, the Board shall obtain with each submission a deposit sufficient to cover any expenses connected with the public hearing and review of the plans. The Planning Board is authorized to retain a registered professional engineer, architect, or landscape architect, or other professional consultant to advise the Board on any or all aspects of the site plan. The cost of this advice shall be borne by the applicant.

3. After reviewing the application for completeness and determining that it is not incomplete, the Planning Board shall transmit to the Conservation Commission, Board of Health, Historical Commission, and Building Inspector, and other boards as deemed necessary, one copy each of the site plan documents. The Boards have up to twenty-one (21) days for as-of-right developments, and forty-five (45) days for Special Permit developments, to submit recommendations in writing to the Planning Board concerning:

a) the adequacy of the data and procedures used by the applicant to determine the impacts of the proposed development;
b) the effects of the projected impacts of the proposed development; and
c) the recommended conditions or remedial measures to accommodate or mitigate the expected impacts of the proposed development.

Failure of an agency to report within the allotted time shall be interpreted as non-opposition to the submitted site plan.

4. For proposals not requiring a Special Permit, the Planning Board shall deliver its decision in writing to the Building Inspector within thirty (30) days after determining that the application is complete, to allow the issuance of a building permit. For proposals also requiring Special Permits, the Planning Board shall hold a public hearing within sixty-five (65) days of the receipt of an application and shall take final action within ninety (90) days from the time of hearing, as provided in MGL Chapter 40A, Sections 9 and 11. The Planning Board's final action, rendered in writing, shall consist of either:

a) approval of the site plan based upon a determination that the proposed plan will constitute a suitable development and is in compliance with the standards set forth in this Bylaw;
b) disapproval of the site plan based upon a determination that the proposed project does not meet the standards for review set forth in this Bylaw; or
c) approval of the site plan subject to any conditions, modifications and restrictions as required by the Board which will ensure that the project meets the Standards for Review.

E. Submission Requirements

A site plan shall be prepared by a registered professional engineer, architect, or landscape architect at a scale of 1 inch equals 20 feet, on standard 24" x 36" sheets, with continuation on 8 1/2" x 11" sheets as necessary for narrative.

A site plan shall include all data, details, and supporting information as outlined in Appendix A.

F. Standards for Review

The Planning Board shall review the site plan and supporting documents, taking into consideration the reasonable fulfillment of the objectives listed below. Detailed design guidelines and performance standards shall be adopted by the Planning Board to guide decisions with respect to these objectives, and to help ensure consistency in the review of all applications.

1. Legal

Conformance with the provisions of the bylaws of the Town, the General Laws of Massachusetts, and all applicable rules and regulations of state and federal agencies.

2. Traffic

Convenience and safety of both vehicular and pedestrian movement within the site and in relationship to adjoining ways and properties.

3. Parking

Provisions for the off-street loading and unloading of vehicles incidental to the normal operation of the establishment, adequate parking, adequate lighting, and internal traffic control.

4. Town Services

Reasonable demands placed on Town services and infrastructure.

5. Pollution Control

Adequacy of methods for sewage and refuse disposal, and the protection from pollution of both surface waters and groundwater. This includes minimizing soil erosion both during and after construction.

6. Nuisances

Protection of abutting properties and Town amenities from any undue disturbance caused by excessive or unreasonable noise, smoke, vapors, fumes, dust, odors, glare, stormwater runoff, etc.

7. Existing Vegetation

Minimizing the area over which existing vegetation is to be removed. Where tree removal is required, special attention shall be given to planting of replacement trees.

8. Amenities

The applicant's efforts to integrate the proposed development into the existing landscape through design features such as vegetative buffers, roadside plantings, and the retention of open space and agricultural land.

9. Town Character

The building setbacks, area and location of parking, architectural compatibility, signage, and landscaping of the development, and how these features harmonize with the surrounding townscape and the natural landscape.

G. Enforcement

1. The Planning Board may require the posting of a bond or other similar performance guarantee to ensure compliance with the plan and stated conditions of approval. It may suspend any permit or license when work is not performed as required.

2. Any Special Permit issued under this section shall lapse within one (1) year if a substantial use thereof has not commenced, except for good cause. The time required to pursue and await determination of a judicial appeal pursuant to Chapter 40A of the General Laws shall be included within the one (1) year time limit.

3. The Planning Board may periodically amend or add rules and regulations relating to the procedures and administration of this by-law, by majority vote of the Board, after conducting a public hearing to receive comments on any proposed revisions. Such hearing shall be advertised once in a newspaper of general local circulation, at least seven (7) days prior to the hearing date.

Appendix A:

Submission Requirements

The site plan shall include the following data, details, and supporting plans. The number of pages submitted will depend on the proposal's size and complexity. All of the requirements must be met in each plan, with notations explaining the reasons for any omissions.

Site plans shall be prepared by a registered professional engineer, architect, or landscape architect at a scale of 1 inch equals 20 feet, on standard 24" x 36" sheets, with continuation on 8 1/2" x 11" sheets as necessary for written information.

Items required for submission include:

1. Name of the project, boundaries, and locus maps showing site's location in town, date, north arrow and scale of the plan.

2. Name and address of the owner of record, developer, and seal of the engineer, architect or landscape architect.

3. Names and addresses of all owners of record of abutting parcels and those within three hundred (300) feet of the property line.

4. All existing lot lines, easements, and rights-of-way. Include area in acres or square feet, abutting land uses, and the location and use of structures within three hundred (300) feet of the site.

5. The location and use of all existing and proposed buildings and structures within the development. Include all dimensions of height and floor area, and show all exterior entrances, and all anticipated future additions and alterations.

6. The location of all present and proposed public and private ways, parking areas, driveways, sidewalks, ramps, curbs, fences, paths, landscaping, walls, and fences. Location, type, and screening details for all waste disposal containers shall also be shown.

7. The location, height, intensity, and bulb type (e.g., fluorescent, sodium incandescent) of all external lighting fixtures. The direction of illumination and methods to eliminate glare onto adjoining properties must also be shown.

8. The location, height, size, materials, and design of all proposed signage.

9. The location of all present and proposed utility systems including:

-- sewage or septic system;
-- water supply system;
-- telephone, cable and electrical systems; and
-- storm drainage system including existing and proposed drain lines, culverts, catch basins, headwalls, endwalls, hydrants, manholes, and drainage swales.

The Planning Board may also request soil logs, percolation tests and storm run-off calculations for large or environmentally-sensitive developments.

10. Plans to prevent the pollution of surface or groundwater, erosion of soil both during and after construction, excessive run-off, excessive raising or lowering of the water table, and flooding of other properties, as applicable.

11. Existing and proposed topography at a two (2) foot contour interval. All elevations shall refer to the nearest United States Coastal and Geodetic Bench Mark. If any portion of the parcel is within the 100 year flood-plain, the area will be shown, and base flood elevations given. Indicate areas within the proposed site and within fifty (50) feet of the proposed site, where ground removal or filling is required, and give its approximate volume in cubic yards.

12. A landscape plan showing all existing natural land features, trees, forest cover and water sources, and all proposed changes to these features including size and type of plant material. Water sources will include ponds, lakes, brooks, streams, wetlands, floodplains, and drainage retention areas.

13. Zoning district boundaries within five hundred (500) feet of the site's perimeter shall be drawn and identified on the plan.

14. Traffic flow patterns within the site, entrances and exits, loading and unloading areas, curb cuts on the site and within one hundred feet of the site.

The Planning Board may require a detailed traffic study for large developments or for those in heavy traffic areas to include:

a. the projected number of motor vehicle trips to enter or leave the site, estimated for daily and peak hour traffic levels;
b. the projected traffic flow pattern including vehicular movements at all major intersections likely to be affected by the proposed use of the site;
c. the impact of this traffic upon existing abutting public and private ways in relation to existing road capacities. Existing and proposed daily and peak hour traffic levels as well as road capacity levels shall also be given.

15. For new construction or alterations to any existing building, a table containing the following information must be included:

a) area of building to be used for a particular use such as retail operation, office, storage, etc.;
b) maximum number of employees;
c) maximum seating capacity, where applicable; and
d) number of parking spaces existing and required for the intended use.

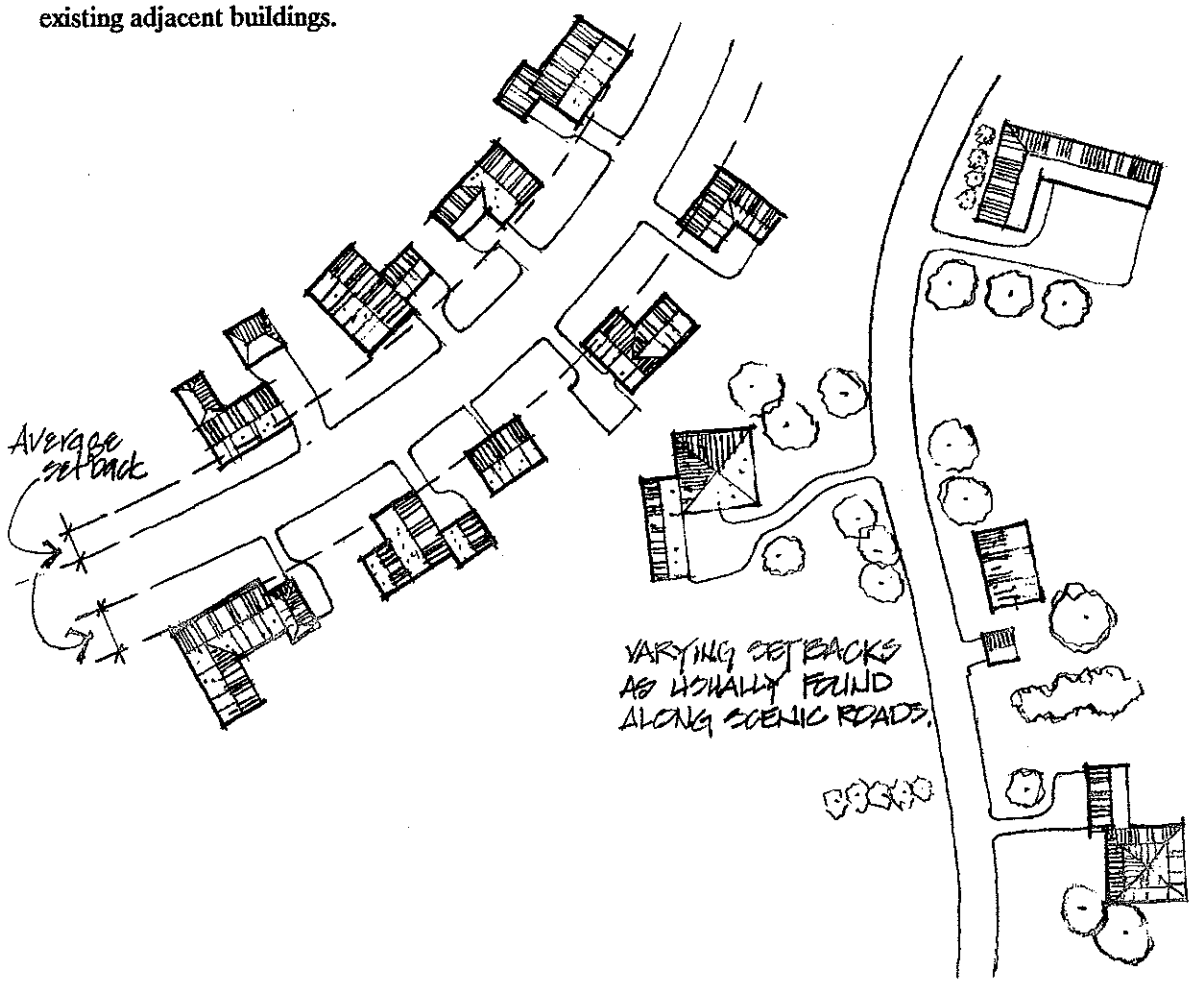
16. Elevation plans at a scale of 1/4"=1' for all exterior facades of the proposed structure(s) and/or existing facades, plus addition(s) showing design features and indicating the type and color of materials to be used.

Model Design Guidelines and Performance Standards for the Review of Site Plans in Rural Towns

1. Setbacks

a. Conforming Lots

Where existing buildings express a traditionally modest (pre-zoning) front setback, creating a characteristically close relationship with the street (as in village and town centers and along their approach roads), it is highly desirable to continue this pattern in order to retain the area's character. Therefore, the maximum setback of new construction should harmonize with the average setbacks of existing adjacent buildings.



Outside of the areas of generally uniform building setback (where existing structures are located at various distances from the roadway), front setbacks may vary to a greater degree, and principal buildings shall generally be located within 40 feet of the front lot line unless there are substantial counter-balancing considerations (such as irregular topography, wetlands, or the preservation of natural rural features, including pastures, cropland, meadows, or timber stands). In all instances, parking shall be excluded from such areas, between the principal building and the roadway(s).

Where commercial development is proposed adjacent to a residential use, a side yard setback of 30 feet shall be observed for buildings, parking, or storage. This area is to be used as a buffer zone and shall be landscaped according to the standards listed below in Section 2 (Parking Areas).

b. Non-Conforming Lots

Where the proposed expansion or reconstruction on a non-conforming lot fails to meet the above setback requirements, increased screening shall be provided to lessen the effect on adjoining lots. In no case shall the expansion of the existing use be allowed to extend closer than 10 feet to any lot line. Where the non-conforming lot borders a residential or institutional use, setbacks of between 10 and 20 feet will require a solid wooden fence, no less than five feet in height, to form an effective visual screen. Landscaping in the form of deciduous and evergreen trees and shrubs will be required on both sides of the fence.

For side and rear yard setbacks of between 20 and 30 feet, an increased number of both deciduous and evergreen shrubs, growing to a mature height of at least five feet, will be required, in a planting bed of at least 10 feet wide.

2. Parking

Parking lots shall be provided only at the side or to the rear of buildings.

The visual impact of parking areas upon town character can be easily reduced through landscaped buffers, whose width at the roadside edge shall be based upon the length of the parking area exposed to the street (but which shall in no case be less than six (6) feet in width).

Locating buildings near the front edge of parking lots reduces the amount of required landscaping, as it minimizes the exposed area of parking.

Parking lots containing ten or more spaces shall be planted with at least one tree per eight spaces, no smaller than 2" caliper (trunk diameter at chest height), each tree being surrounded by no less than 40 sq. ft. of permeable, unpaved area.

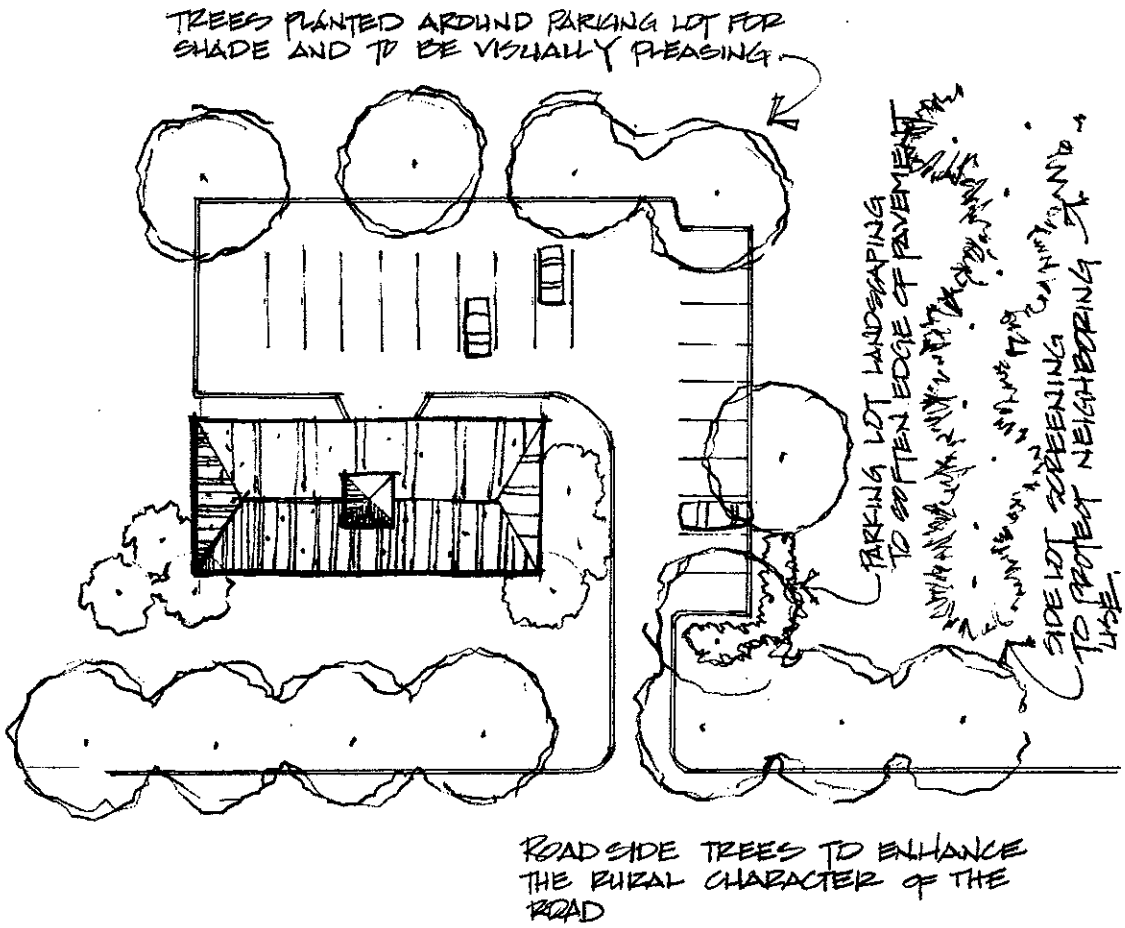
Parking areas must also be screened along lot lines bordering institutional or residential uses. Screening shall consist of a landscaped area at least six (6) feet wide, densely planted with a mixture of deciduous and evergreen trees and shrubs, and shall create an effective visual barrier. All trees shall be a minimum of 2" caliper (trunk diameter) when planted. Native trees and shrubs shall be planted wherever possible, in order to capture the "spirit of the locale" through indigenous species (such as lilac, viburnum, day lillies, ferns, red-twig dogwood, oak, maple, sycamore, linden, hawthorne, birch, shadbush, etc.).

In instances where healthy plant material exists on a site prior to its development, in part or in whole, for purposes of off-street parking or other vehicular use areas, the Planning Board may adjust the application of the above mentioned standards to allow credit for such plant material if, in its opinion, such an adjustment is in keeping with and will preserve the intent of these standards.

3. Screening

Open storage areas, exposed machinery, and outdoor areas used for the storage and collection of rubbish, must be visually screened from roads and surrounding land uses. Suitable types of screening include opaque wood fences and dense evergreen hedges of five (5) feet or more in height. Where evergreen hedges are proposed, a temporary fence should be built to provide screening until the evergreens are of sufficient height.

In locations where potential health or safety hazards may arise (such as rubbish storage/collection areas), a solid wooden fence, six (6) feet in height is required (to deter children and animals from entering the premises).



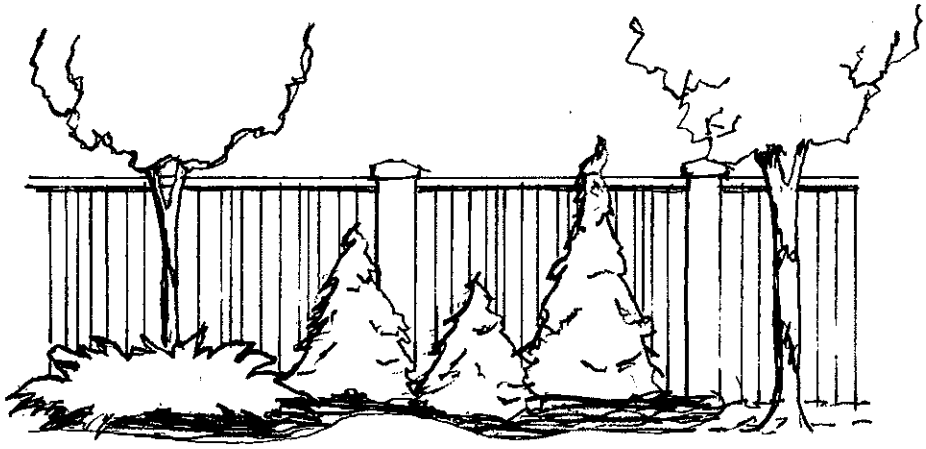
Where new fencing would create a continuous surface greater than ten (10) feet in length, it shall be softened visually with tree and shrub plantings.

4. Roadside Trees

Because roadside trees are extremely important to the character of any town, removal of trees over five (5) inches in diameter (at breast height) must be absolutely minimized, especially along roadways. Removal of existing trees can usually be lessened by shifting the site of the building, parking lot, or the entrance/exit drive. In addition, planting of new or replacement trees every thirty (30) feet along side roads is encouraged, to reinforce rural character. Such trees should be deciduous hardwoods, such as maple, oak, linden, sycamore, etc., (not conifers or flowering ornamentals), in order that a stately atmosphere may ultimately be created.

Roadside tree plantings should meet the following criteria:

a. cast moderate to dense shade in summer;
b. long-lived, i.e., over 60 years;
c. be tolerant of pollution and direct or reflected heat;
d. require little maintenance, by being mechanically strong and insect- and disease-resistent;
e. be able to survive two (2) years with no irrigation after establishment; and
f. be of native origin, provided that they meet the above criteria.

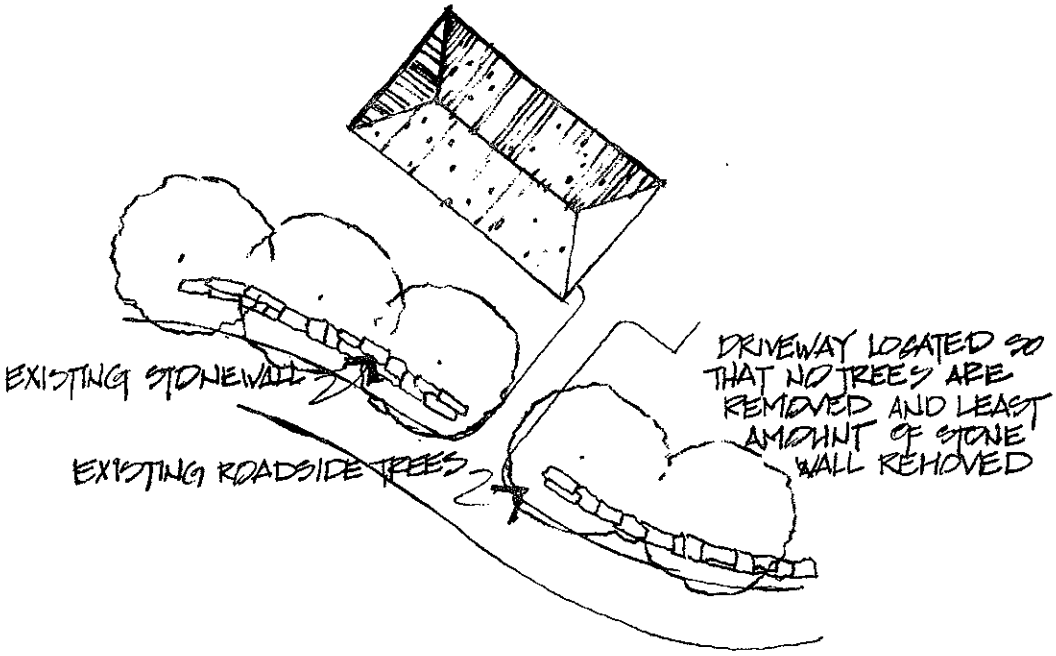


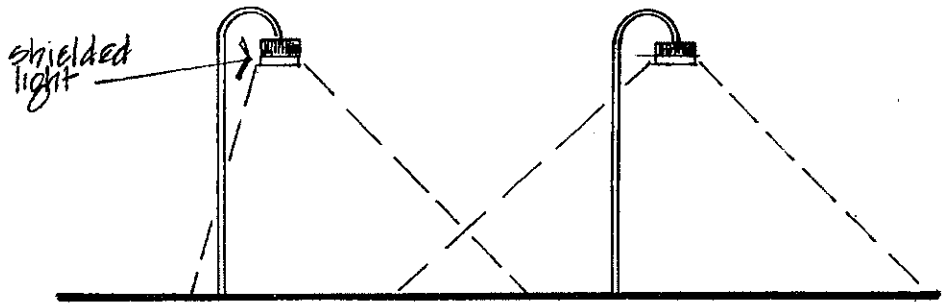
TREES AND SHRUBS PLANTED TO VISUALLY SOFTEN THE SOLID WOODEN FENCE.

Where stone walls exist, care should be taken to disturb these as little as possible, since they also act to retain the character of country roads. In some instances (particularly where the town has designated the road under the state's Scenic Roads Program), improvements undertaken by the State Department of Public Works can include relocation of such walls.

5. Lighting

Lighting must be controlled in both height and intensity to maintain rural character. Under no circumstances may the light level at the lot line exceed 0.2 foot-candles, measured at ground level. To achieve this, luminaires shall be shielded to prevent light shining beyond the lot lines onto neighboring properties or public ways.





LIGHT STANDARDS ARE DESIGNED SO CONES OF LIGHT OVERLAP TO PROVIDE AN EVEN LEVEL OF LIGHTING.

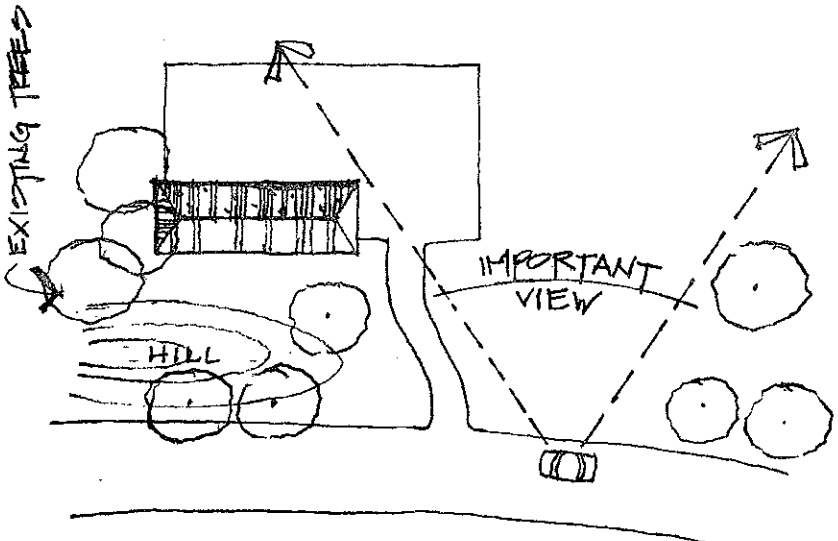
Where there is a mix of residential and commercial uses, light standards are restricted to a maximum of twenty (20) feet in height. In addition, all lighting (except for security purposes) should be turned off between 11 p.m. and 6 a.m. Exceptions will be granted for those businesses which are operating during these hours.

6. Placement of Buildings

Buildings should be sited so that obstruction of views from the public ways will be minimized. This can be achieved by taking advantage of topographic changes or existing vegetation.

7. Facades

It is particularly important that new construction meet minimum design criteria in order that it may blend with the surroundings. New construction throughout town should be compatible with surrounding properties, in terms of formal characteristics such as height, massing, roof shapes and window proportions.



BUILDING LOCATED OUT OF THE WAY OF A BEAUTIFUL VIEW OF THE COUNTRYSIDE, TAKING ADVANTAGE OF A SMALL HILL AND EXISTING TREES TO SCREEN THE BUILDING.

Where new construction is surrounded by existing historic buildings, building height and exterior materials shall be harmonious with those of adjacent properties. In the interests of maintaining a sense of history, vertical siding shall be discouraged, and synthetic siding should imitate the character and dimensions of traditional clapboards. Masonry block buildings should be faced in an appropriate material, such as horizontal wooden siding or brick of a consistent traditional red color (not "used" brick or any varieties doctored to appear old), and have pitched roofs.

AN EXAMPLE OF A BUILDING OUT OF SCALE AND CHARACTER WITH THE EXISTING BUILDINGS ON EITHER SIDE.

8. Signage

a. "Commercial Roadsides"

Since Commercial Roadside districts act as entry ways to older and more densely settled areas of town, signage should be compatible with that in the Village Center district. The goal of regulation in this area is to encourage legible signage for commercial facilities and to identify the goods and services available, while deterring excessive visual competition which lowers the quality of the townscape. Since this district contains primarily auto-oriented facilities, special care must be taken with signage to avoid the clutter and confusion associated with commercial "strip" development, and to avoid becoming a center of visual blight.

Since multi-occupant structures are common in Commercial Roadside districts, the number of signs allowed per structure should be limited as follows:

1) there shall be no more than three (3) different types of signs on a building; and
2) if the building contains more than three (3) occupants, there may be only one exterior sign per occupant, plus one sign for the entire complex.

Sign landscape design is very important in this district. Trees and shrubs help to integrate conspicuous, free-standing signs into the landscape, softening their larger scale.

Identification of businesses from moving cars must be balanced with the visual impact of large signs on the rural landscape. Restraint in sign design can aid in identification, since small, simpler signs identify businesses with less confusion, limit counter-productive sign competition, and protect the quality of the landscape.

b. "Scenic Roadsides" (Remainder of the Town)

The most important goal in Scenic Roadside areas is to maintain their primarily rural, residential character. Restriction of sign size and numbers reduces visual conflicts, and helps to achieve the above objective.

As businesses in these areas tend to be small and separate, fewer identification signs are needed. The guidelines for landscaping of signs are similar to those above, although to be compatible with the rural character of the area, free-standing signs must be kept small.

9. Water Quality

All outdoor storage facilities for fuel, chemicals, or industrial wastes, and potentially harmful raw materials, must be located on impervious pavement, and shall be completely enclosed by an impervious dike high enough to contain the total volume of liquid kept in the storage area, plus the accumulated rainfall of a fifty (50) year storm. This requirement is intended to prevent harmful materials from spilling and seeping into the ground, contaminating the ground water. Storage tanks for "home heating oil" and diesel fuel, not exceeding two-hundred seventy five (275) gallons in size, may be exempted from this requirement provided that there is no seasonal high water table (within four (4) feet of the surface), and that rapidly permeable sandy soils are not involved.

10. Dust, Fumes, Vapors, Gases and Odors

Emission of dust, dirt, flyash, fumes, vapors or gases which could be injurious to human health, animals, or vegetation; detrimental to the enjoyment of adjoining or nearby properties; or which could soil or stain persons or property, at any point beyond the lot line of the commercial or industrial establishment creating that emission shall be prohibited. In addition, no land use or establishment shall be permitted to produce harmful, offensive, or bothersome odors, scents, or aromas, (such as, but not limited to, those produced by manufacturing processes, food preparation, food processing, fish sales, rendering, fermentation processes, decaying organic matter, and incinerators) perceptible beyond their lot lines, either at ground or habitable elevation. The location and vertical height of all exhaust fans, vents, chimneys, or any other sources discharging or emitting smoke, fumes, gases, vapors, odors, scents or aromas shall be shown on the plan, with a description of the source materials.

11. Glare

No land use or establishment shall be permitted to produce a strong, dazzling light or reflection of that light beyond its lot lines onto neighboring properties, or onto any town way so as to impair the vision of the driver of any vehicle upon that town way. All such activities shall also comply with applicable Federal and State regulations.

12. Noise

a) Excessive noise at unreasonable hours shall be required to be muffled so as not to be objectionable due to intermittance, beat frequency, shrillness, or volume.

b) The maximum permissible sound pressure level of any continuous, regular or frequent source of sound produced by any activity regulated by this bylaw shall be as established by the time period and type of land use district listed below. Sound pressure levels shall be measured at all major lot lines, at a height of at least four (4) feet above the ground surface.

Sound from any source controlled by this bylaw shall not exceed the following limits at the property line of said source.

Sound Pressure Level Limits Measured in dB(A)'s:

	7 a.m.-10 p.m.	10 p.m.-7 a.m.
Industrial Districts	70	65
Commercial Districts	65	55
Residential Districts	55	45

1. Where the emitting and receiving premises are in different zones, the limits governing the stricter zone shall apply to any regulated noise entering that zone.
2. The levels specified may be exceeded by 10dB(A) for a single period, no longer than 15 minutes in any one day.

c) Noise shall be measured with a sound level meter meeting the standards of the American National Standards Institute, ANSI S1.2-1962 "American Standard Meter for the Physical Measurements of Sound."

d) These noise regulations are enforceable by law enforcement officers and by the Code Enforcement Officer (who may measure noise levels and who shall report documented violations to the police).

13. Refuse Disposal

The applicant shall provide for the disposal of all solid and liquid wastes on a timely basis and in an environmentally safe manner. The Board shall consider the impact of particular industrial or chemical wastes or by-products upon the town's disposal method and/or disposal area (in terms of volume, flammability or toxicity) and may require the applicant to dispose of such wastes elsewhere, in conformance with all applicable State and Federal regulations. The Board may require the applicant to specify the amount and exact nature of all industrial or chemical wastes to be generated by the proposed operation.

14. Access Control

Subdivisions with frontage on state-numbered highways shall be designed into shared access points to and from the highway. Normally a maximum of two accesses shall be allowed (one ingress, one egress, for example), regardless of the number of lots or businesses served.

15. Storm Water Run-off

Surface water run-off shall be minimized and detained on-site if possible or practicable. If it is not possible to detain water on-site, downstream improvements to the channel may be required of the developer to prevent flooding caused by his project. The natural state of watercourses, swales, floodways, or rights-of-way shall be maintained as nearly as possible. The design period is the 50-year storm.

16. Erosion Control

Erosion of soil and sedimentation of watercourses and waterbodies shall be minimized by employing the following "best management" practices:

a. stripping of vegetation, soil removal, and regrading or other development shall be accomplished in such a way as to minimize erosion;

b. the duration of exposure of the disturbed area shall be kept to a practical minimum;

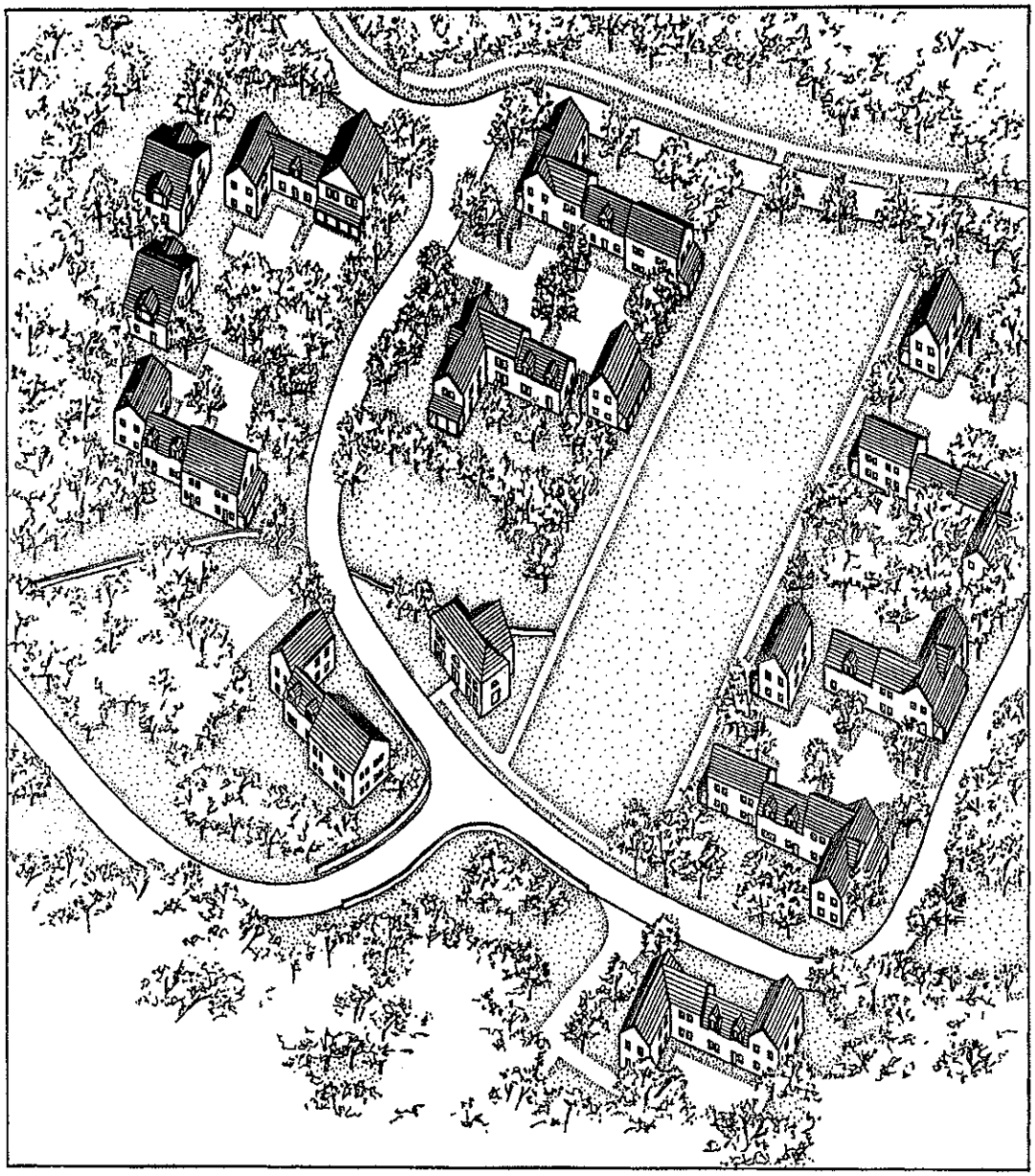
c. temporary vegetation and/or mulching shall be used to protect exposed critical areas during development;

d. permanent (final) vegetation and mechanical erosion control measures shall be installed as soon as practicable after construction ends;

e. until a disturbed area is stabilized, sediment in run-off water shall be trapped by the use of debris basins, sediment basins, silt traps, or other acceptable methods as determined by the Planning Board;

f. the top of a cut or bottom of a fill section shall not be closer than ten (10) feet to an adjoining property, unless otherwise specified by the Planning Board. Extraction operations (sandpits, etc.) shall not be permitted within one-hundred (100) feet of any property line, except as provided for in the Zoning Bylaw; and

g. during grading operations, methods of dust control shall be employed wherever practicable.



Village style cluster housing development, incorporating traditional New England "connected farmhouse architecture" to provide affordable multi-family dwellings. Lincoln Meadows project, Lincoln, Mass. Architect: William Rawn Associates, Boston.

Signage and Its Effect on a Town

One of the most readily apparent aspects of town character is signage. Since signs are intended to be highly visible and attract attention, they often produce a lasting impression on visitors and provide an indication of the commercial health of a business district. Many town residents, business people, and town officials are not fully aware of the highly significant role signage plays in the image their town presents to residents and visitors alike.

Sign codes are enacted to help improve the visual appearance of towns, but many municipalities adopt inadequate regulations. Others do not make enforcement a high priority. The information presented below can be used to encourage better sign design through regulation and proper enforcement. The design standards presented in the following sections are intended to offer town residents and officials a basic introduction to the elements of signage, as well as to encourage both innovation and creativity in sign design. These guidelines should be regarded as flexible. Using the following as a guide, each town should develop its own regulations to reflect its unique character and heritage.

1. The Design and Placement of Signs

Some general design guidelines apply to all signs. They follow under the headings of sign types, simplicity, color, message, and size.

(a) Sign Types

The first step in sign design is selecting the most appropriate type of sign. The three most common types of signs are wall signs (those attached directly to a wall); projecting signs (those which are attached to the wall of a structure but which project out from it, usually at a 90 degree angle); and free-standing signs (those which have their own support anchored directly in the ground). For more detailed definitions of these and other signs, please see the "Definitions" section within the Model Signage Bylaw.

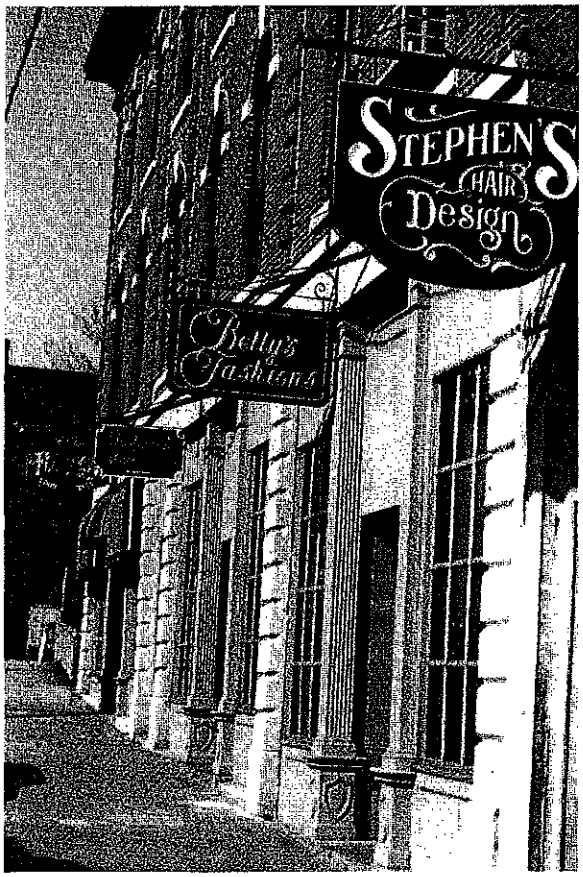
The choice of sign type depends upon the surroundings and the attention one desires to attract. For example, free standing signs are best used in situations where there is a large setback from the street, where the attention of people in fast-moving vehicles is being sought, or where there are several uses in one building or complex. Projecting signs and wall signs are best used where the attention of people in slow-moving cars or pedestrians is desired.

(b) Simplicity

Whatever sign type is used, simplicity is the key factor to good design and readability. An effectively designed sign utilizing bold, easily-recognized symbols and clear crisp lettering will identify a business or activity efficiently and attractively, enhance the area in which it is located, and complement the general appearance of the street and town. The most common problems in business districts are an overabundance of signs that are often excessively large, all of which contributes to "sign overload." This creates a visually chaotic situation in which no one gains the advantage, since the competing signs tend to cancel each other out in an unsuccessful bid to catch the buyer's eye.

(c) Color

Restraint should be exercised when selecting colors. On most signs, no more than three colors should be used: one for background (preferably dark), a contrasting color for the lettering, and a third color perhaps for emphasis (such as for borders, motifs, or shading lettering to give it a three-dimensional



look). Exceptions occur when an illustration is incorporated in the sign; in such cases it is important that complementary colors be used. In selecting the principle colors for a sign, colors which complement the general tone of the building should be chosen (unless they are inappropriate to the type of business being identified).

(d) Message

In deciding how best to convey sign messages, the cardinal rule is to "keep them simple" for rapid comprehension by the public. Pictures, symbols, and logos can add individuality and character to signs, in addition to making them easier to read.

(e) Size

As mentioned earlier, legibility depends more upon the color and type of lettering than it does on the actual size of the sign. In fact, a very large sign may be almost unreadable for pedestrians in a downtown business district, while a small window sign (especially one located just above the windowsill) will quickly catch one's eye. Therefore, the size of the words, and ultimately the size of the sign, should always be kept in scale with the viewer's location and speed. The sign should also be in scale with the building, never covering architectural details (such as arches, transom windows, mouldings, columns, capitals, sills, cornices, etc.).

Sign materials should be durable and weatherproof. Spending a little extra on quality saves money over the long term by reducing replacements costs. For example, if plywood is used, "medium density

overlay" (MDO) board has exceptionally smooth and weather-resistant surfaces and offers a considerably longer life span (and more professional appearance) than regular exterior grade plywood.

2. Guidelines for Special Districts

In order to choose which sign types best suit the community's and the advertiser's purposes, the physical and cultural context in which the signs are to be displayed must be carefully defined. To simplify this process, three distinctly different settings, or districts, are presented here with recommendations for the best types and designs of signs in terms of materials, dimensions, color, lettering, placement, and illumination.

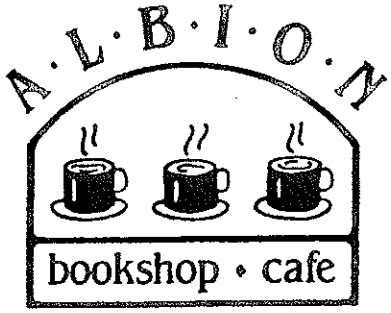
2.1 Historic Town or Village Center District

The typical historic town or village center in the Connecticut River Valley is characterized by a mix of traditionally styled civic, commercial and residential buildings lining the streets or grouped around a town common or green. As town centers vary immensely in their individual character, the types and designs of signs installed there should correspond with the particular image a town wishes to present (or reinforce).

General guidelines for town centers can be outlined, however. Signs in these districts relate to pedestrians and to people in slow-moving vehicles. They should be designed to be readable by these people, thereby encouraging shoppers and passersby to stop and linger. Large, auto-oriented signs are a modern addition in these areas and are inconsistent with both the scale of town centers and their pedestrian character.

(a) Materials

When selecting materials for constructing a sign within the town center, it is important to consider how the sign will fit into the surrounding townscape. In downtown areas, sign materials should be consistent with, or at least complement, the original construction materials and architectural style of the building facade on which they are to be displayed. For this reason, natural materials such as wood and metal are much more appropriate than plastic. Internally-lit plastic signs are out of context with the period and style of historic buildings and are often the most offensive type of signage in historic districts.



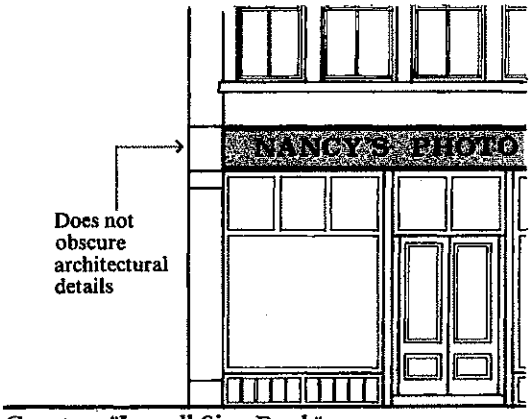
Courtesy "Lowell Sign Book"

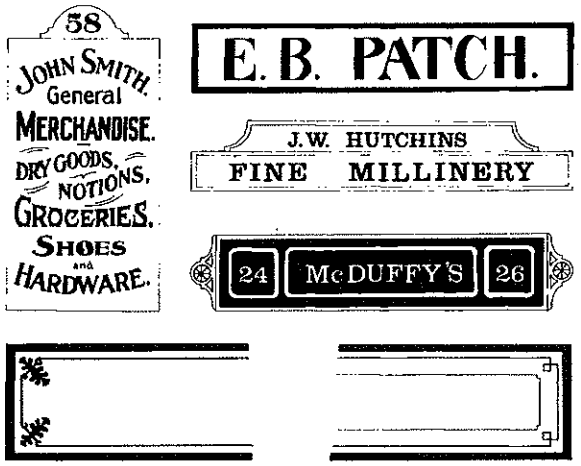
Signs painted directly onto a building or window surface can often be quite effective. Appropriately designed neon window signs (with custom shapes and colors complementary to the building) are another option, and can add to the character of an establishment, if sensitively handled.

(b) Size

Appropriate dimensions are relative to the sign type and its location and placement. Smaller, simply designed signs are the easiest to read, and therefore the most effective. The signs must also not obscure important architectural details or features, as noted above.

Signs identifying commercial establishments should generally be placed within a long, continuous information band immediately above the storefront or should be applied directly onto the display window. The information band should generally be between 18" and 26" in its vertical dimension and must never be allowed to cover transom windows (just above the display windows) or the second floor windows. Signs on adjacent storefronts should be co-ordinated in height and proportion and, wherever possible, should use the same sign format (or they should at least both employ identical backgrounds).





Courtesy "Lowell Sign Book"

(c) Lettering

Lettering styles should complement the style and period of the building on which they appear. Traditional block and curvilinear styles which are easy to read are preferred. No more than two different type styles should be used on the same sign, to avoid a cluttered appearance.

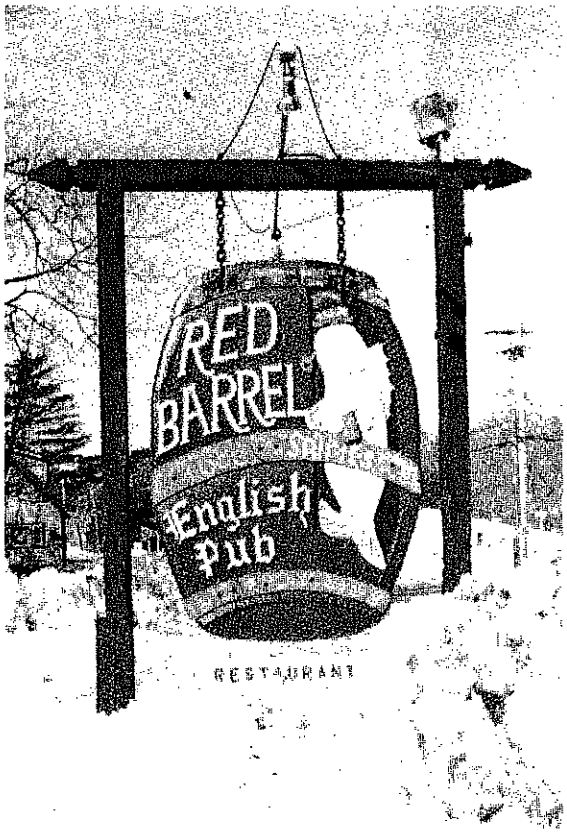
(d) Illumination

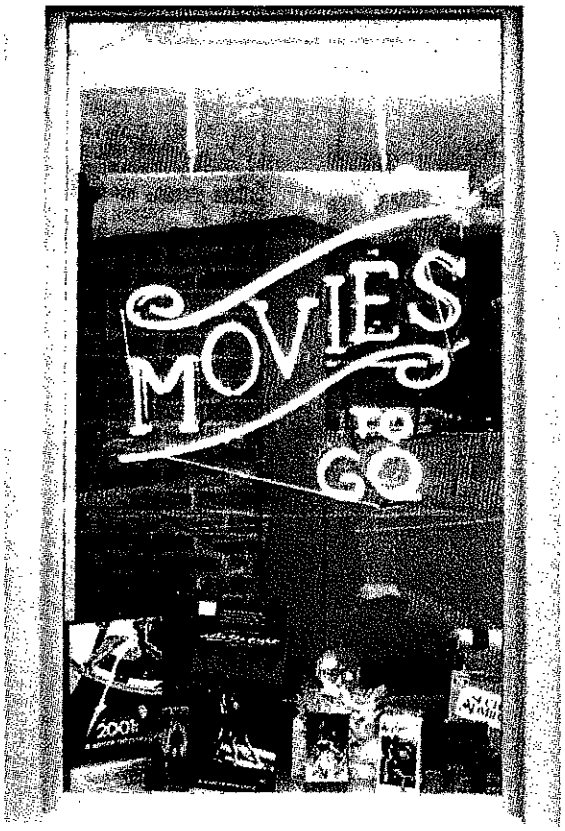
The type of lighting which is most appropriate to the historic character of town and village centers is direct illumination from a shielded light source. Internal illumination is generally out of character for the historic character of this district. Exceptions can, however, be made for contemporary "infill" buildings, where internally-lit signs with opaque backgrounds and glowing translucent letters may be permitted. Also, individual solid metal letters with internal lighting tubes that back-light the wall in a "halo" effect may also be allowed.

Neon window signs may be permitted in cases where they are custom designed to be compatible with the building's historic and/or architectural character. Neon signs should meet the same dimensional requirements as other signs in the district.

2.2 Commercial Roadside Districts

Commercial roadside districts are areas where extensive commercial development has occurred along the main routes leading to and from town or village centers. The goal in these areas is to provide legible signage for commercial facilities while deterring the clutter and confusion associated with "strip" development. Signage in commercial roadside districts should be compatible with that of the adjacent





Examples of a free-standing sign (left) and a custom-designed neon window sign. Blue and white neon colors complement building's pair scheme.

town center, although, since it is oriented toward automobile rather than pedestrian traffic, some differences are acceptable.

(a) Materials

As in the Historic Town and Village Center district, sign materials should complement building materials. However, because most of the buildings in this area tend to be of modern construction, the limited use of plastic materials in signage may sometimes be appropriate.

(b) Size

Commercial Roadside districts are oriented to the automobile and are often located along high-speed roads. Therefore, the size of signs must usually be increased, especially in the case of free-standing signs. Larger free-standing signs, however, must be kept lower to the ground to balance their size.

(c) Lettering

Again, since most of the buildings are of modern construction, lettering styles may be more varied than in town and village centers. However, the readability of signs in this district is improved by a minimum of words, and a clean, simple type style. Generally, lettering size need not exceed 8" in height, with 12" letters for the overall name of multi-unit plazas. (Lettering one foot tall is normally readable at a distance of 500 feet.)

(d) Illumination

The preferred type of illumination in this district is a shielded light or lights directed onto the sign. However, internally illuminated signs may be appropriate when they are composed of:

* individual back-lit letters which are silhouetted against a softly-illuminated wall;

* individual letters with translucent faces, containing soft lighting elements inside each letter; or

* metal-faced box signs with cut-out letters and soft-glow fluorescent tubes (in which the sign background is opaque).

2.3 Scenic Roadside Districts

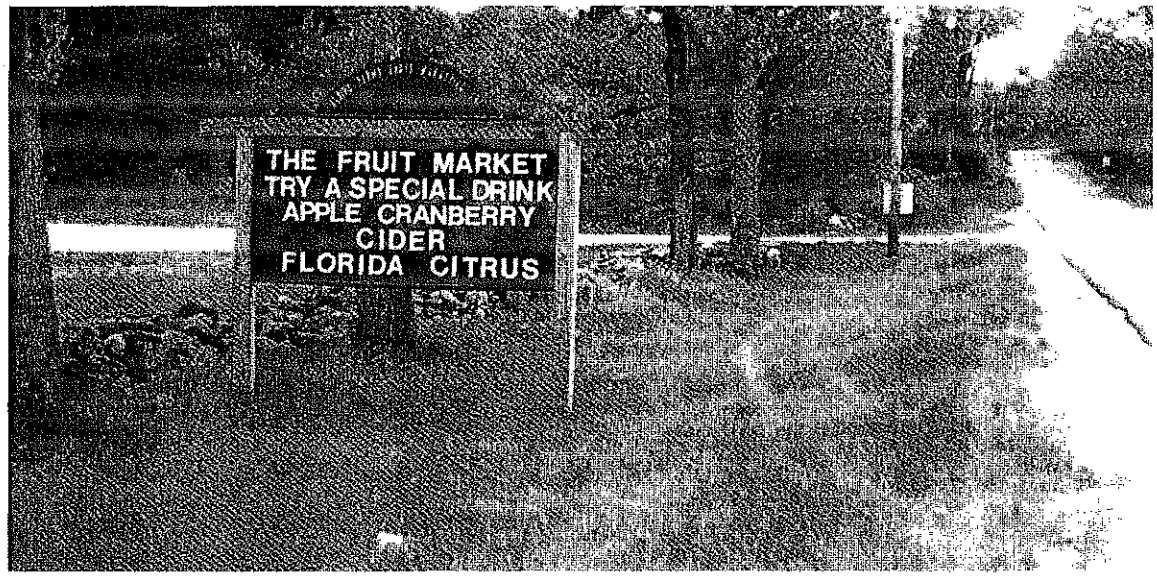
These districts are characterized by rural landscapes, often with highly scenic views. The most important goal in this area is to maintain residential character and rural beauty, while allowing for the sensitive integration of compatibly-designed commercial development. With the significant historic architecture often found in these areas, special care must be taken in sign design and regulation to ensure that signage be as elegantly simple and clear as possible.

(a) Materials

The same materials requirements apply as in the Town and Village Center districts.

(b) Size

Residences and the surrounding landscape are much more heavily impacted by signage than are commercial districts. To be compatible with this landscape, signs must be kept small and relatively unobtrusive. Free-standing signs are the most useful in this district, since most existing structures are set back at a greater distance from the road.



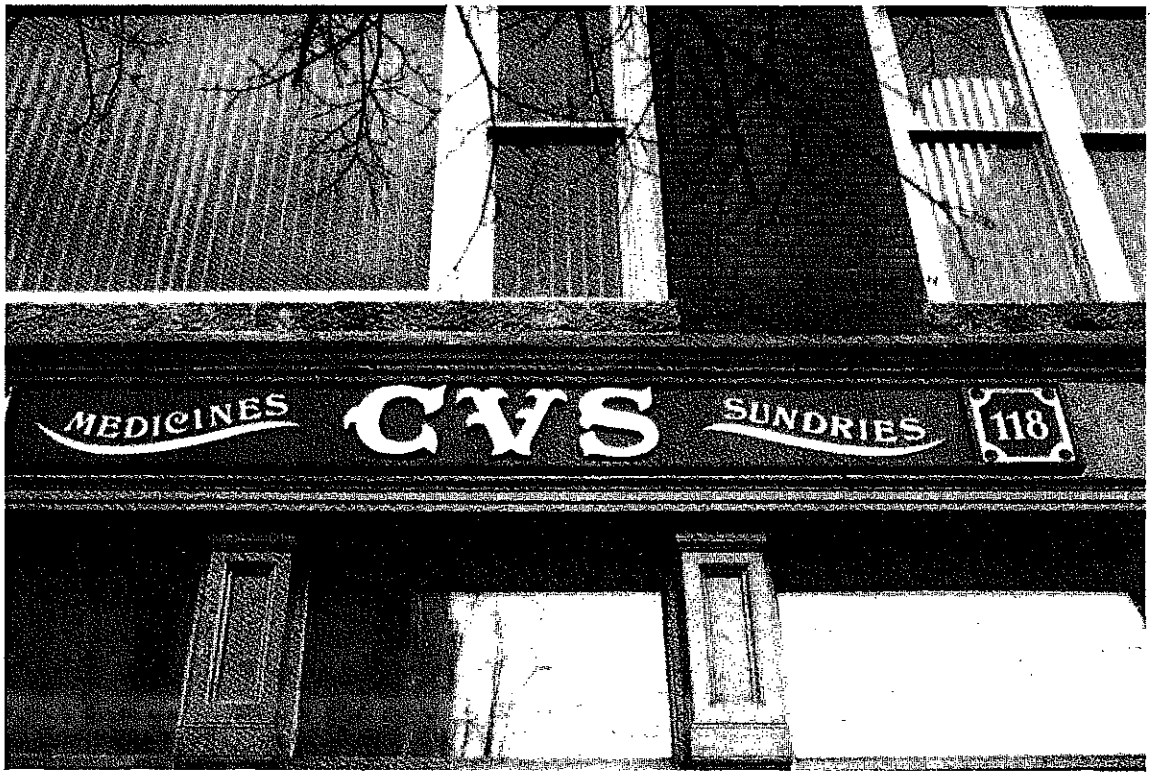
Free-standing sign (with changeable message) suitable for commercial roadside. Constructed with 6" x 6" posts and beams (pressure-treated), and exterior grade plywood mounted with indoor-outdoor carpeting. Lightweight plastic letters are held in place by postage stamp-sized "Velcro" tabs.

(c) Lettering and Message

Type styles should be kept simple and clear, with wording on signs kept to a minimum.

(d) Illumination

The only type of illumination allowed in this district is direct, shielded lighting.



Chain store sign custom-designed to harmonize with a 19th-century building in a historic district.

Comprehensive Model Signage Bylaw

1. Purpose

2. Definitions

3. General
   - 3.1 Permitted Signs
   - 3.2 Prohibited Signs
   - 3.3 Illumination Standards
   - 3.4 Placement Standards
   - 3.5 Safety Standards
   - 3.6 Exceptions
   - 3.7 Non-Conforming Signs *

4. Administration
   - 4.1 Permits
   - 4.2 Fees
   - 4.3 Enforcement
   - 4.4 Removal of Signs
   - 4.5 Penalties
   - 4.6 Measurement of Sign Area
   - 4.7 Measurement of Height
   - 4.8 Variances for Signs

5. General Standards for Specific Types of Signs
   - 5.1 Address
   - 5.2 Awning
   - 5.3 Construction
   - 5.4 For Sale/Rent/Lease
   - 5.5 Free-Standing
   - 5.6 Illuminated Signs
   - 5.7 Individual Letters or Symbols
   - 5.8 Landmark Signs
   - 5.9 Marquee Signs
   - 5.10 Moveable Signs
   - 5.11 Multiple Signs
   - 5.12 Off-Premise Signs
   - 5.13 Painted Wall Signs
   - 5.14 Political Signs
   - 5.15 Projecting Signs
   - 5.16 Public Service Signs
   - 5.17 Wall Signs
   - 5.18 Window Signs

6. Districts and Special Regulations
   - 6.1 Types of Districts
   - 6.2 District Requirements
     - 6.2.1 Town or Village Center
     - 6.2.2 Commercial Roadside
     - 6.2.3 Scenic Roadside

7. Maintenance

* 3.7 Non-Conforming Signs (alternative version)

Appendix: Sample Sign Application Package

1. Purpose

1.1 To promote the safety, comfort, and well-being of the users of streets, roads, and highways in the Town;

1.2 To reduce distractions and obstructions from signs which would adversely affect traffic safety, and to alleviate hazards caused by signs projecting over or encroaching upon public ways;

1.3 To discourage excessive visual competition in signage and ensure that signs aid orientation and adequately identify uses and activities to the public; and,

1.4 To preserve or enhance town character by requiring new and replacement signage which is:

* creative and distinctive;
* compatible with the surroundings;
* appropriate to the type of activity to which it pertains;
* expressive of the identity of individual proprietors or of the community as a whole; and
* appropriately sized in its context, so as to be easily readable.

1.5 This bylaw is adopted pursuant to Article 89 of the Constitution of the Commonwealth of Massachusetts, and Chapter 40, Section 1 (1) of the Massachusetts General Laws.

2. Definitions

Sign: Any display of lettering, logos, colors, lights, or illuminated neon tubes visible to the public from outside of a building or from a travelled way, which either conveys a message to the public, or intends to advertise, direct, invite, announce, or draw attention to, directly or indirectly, a use conducted, goods, products, services or facilities available, either on the lot or on any other premises, excluding window displays and merchandise.

Billboard: A free-standing sign larger than thirty-five (35) sq. ft. in gross area, or a wall sign covering more than ten percent (10%) of the area to which it is affixed.

Facade: The exterior surface of a building.

Flashing Sign: A sign whose illumination is not kept constant in intensity at all times when in use, and which exhibits changes in light, color, direction, or animation. Illuminated signs which indicate the date, time, and temperature will not be considered flashing signs.

Free-Standing Sign: A self-supporting sign not attached to any building, wall, or fence, but in a fixed location. This does not include portable or trailer type signs.

Home Occupation: An activity customarily carried on by the occupants of a dwelling unit, inside the dwelling unit, requiring only hobby type equipment, and not involving:

1. the sale of articles produced elsewhere than on the premises;
2. the storage of materials or products outside of a principal building;
3. the making of external structural alterations which are not customarily in residential buildings;
4. the production of offensive noise, vibration, smoke, dust, or other particulate matter; heat; humidity; glare; odors, aromas, or scents; or other objectionable effects.

Home occupations include but are not limited to: fine art studios, dressmaking, and teaching of not more than four pupils simultaneously, or in case of musical instruction, of not more than a single pupil at a time.

Home occupations do not include such uses as: barber shops, beauty parlors, funeral parlors, commercial stables or kennels, real estate or insurance offices, auto body or repair shops, and recognized professions (except that real estate, insurance, and professional offices may be allowed as Special Permit Uses in the Rural District).

Illuminated Sign: Any sign lit by electrical bulbs, fluorescent lights, or neon tubes. Neon tubes used as abstract, graphic, decorative, or architectural elements shall be considered to constitute an illuminated sign.

Landmark Sign: An older sign of artistic or historic merit, uniqueness, or extraordinary significance to the town as identified by the local Historical Commission, or the Board of Selectmen in their absence.

Lintel: The horizontal support member across the head of a door or window.

Moveable Sign: A sign capable of being readily moved or relocated, including portable signs mounted on a chassis and wheels, or supported by legs.

Off-Premises Signs: Any sign which is not on the premises of the business, including a billboard.

On-Premises Signs: Any sign that advertises, calls attention to or identifies the occupant of the premises on which the sign is maintained, or the business transacted thereon, or advertises the property itself or any part thereof as for sale or rent.

Projecting Sign: A sign which is affixed to a building, tree, or other structure and which extends more than six (6) inches beyond the surface to which it is affixed.

Roof Sign: A sign which is located above, or projects above, the lowest point of the eaves or the top of the parapet wall of any building, or which is painted on or fastened to a roof.

Temporary Sign: A sign intended to be used for a period of no more than thirty (30) days. Exceptions for pennants and similar devices intended for civic purposes may be granted by special permit.

Wall Sign: Any sign which is painted on, incorporated into, or affixed parallel to the wall of a building, and which extends not more than six (6) inches from the surface of that building.

3. General

3.1 Permitted Signs

Only signs which refer to a permitted use or an approved conditional use as set forth in Section ( ) of the Zoning Bylaw are permitted, provided such signs conform to the provisions of this Section.

3.2 Prohibited Signs

(a) Billboards, streamers, pennants, ribbons, spinners or other similar devices shall not be constructed, posted or erected in any zone. Exceptions include flags and buntings exhibited to commemorate national patriotic holidays, and temporary banner announcing charitable or civic events.

(b) Flashing signs, roof signs, signs containing moving parts, and signs containing reflective elements which sparkle or twinkle in the sunlight are not permitted. Signs indicating the current time and/or temperature are permitted provided they meet all other provisions of this bylaw.

(c) Any sign advertising or identifying a business or organization which is either defunct or no longer located on the premises is not permitted. Exceptions are granted to Landmark Signs which may be preserved and maintained even if they no longer pertain to the present use of the premises.

(d) No sign shall be larger than sixty-four (64) sq. ft.

(e) No sign, except for a traffic, regulatory, or informational sign, shall use the words "stop," "caution," or "danger," or shall incorporate red, amber, or green lights resembling traffic signals, or shall resemble "stop" or "yield" signs in shape and color.

3.3 Illumination Standards

(a) No person may erect a sign which flashes, rotates, or has motorized moving parts.

(b) No person may erect a sign with exposed electrical wires.

(c) Strings of bulbs are not permitted, except as part of a holiday celebration. In addition, strings of bulbs may be permitted to decorate trees at the discretion of the Planning Board, provided that such display does not interfere with neighboring land uses.

(d) No sign shall be illuminated between the hours of 11 p.m. and 6 a.m. unless the premises on which it is located is open for business.

(e) No person may erect a sign that constitutes a hazard to pedestrian or vehicular traffic because of intensity or direction of illumination.

3.4 Placement Standards

(a) No person may erect a sign which is affixed to a fence, utility pole, or structure, or tree, shrub, rock, or other natural object.

(b) Signs shall not be mounted on roofs or extend above the roof line (unless mounted on a parapet wall which extends above the roof line, in which case the sign may not extend above the top of said parapet).

(c) No projecting sign shall extend into a vehicular public way, or be less than ten (10) feet above a pedestrian way.

(d) No sign together with any supporting framework shall extend to a height above the maximum building height allowed in a district.

(e) Signs shall not cover architectural details such as, but not limited to arches, sills, mouldings, cornices, and transom windows.

3.5 Safety Standards

No person may erect a sign which:

(a) is structurally unsafe;
(b) constitutes a hazard to public safety and health by reason of inadequate maintenance, dilapidation or abandonment;
(c) obstructs free entrance or exit from a required door, window, or fire escape;
(d) obstructs light or air or interferes with proper functioning of the building; or
(e) is capable of causing electrical shock.

3.6 Exceptions

For the purposes of this Section, the term "sign" shall not include:

(a) signs erected or posted and maintained for public safety and welfare or pursuant to any governmental function, law, bylaw, or other regulation;
(b) a bulletin board or similar sign not exceeding twenty (20) sq. ft. in display area, in connection with any church, museum, library, school, or similar public or semi-public structure, provided that the top of such sign shall not be more than eight (8) feet above ground level, and provided that it does not possess any of the characteristics listed in Section 2.2 above;
(c) directional signs solely indicating ingress and egress placed at driveway locations, containing no advertising material, and where display area does not exceed three (3) sq. ft. or extend higher than four (4) feet above ground level. Such sign will conform in all respects with the requirements of this code; and
(d) Signs relating to trespassing and hunting, not exceeding two (2) sq. ft. in area.

3.7 Non-Conforming Signs

3.7.1 Continuance: A non-conforming sign lawfully existing at the time of adoption or subsequent amendment of this bylaw may continue, although such sign does not conform to the provisions of this bylaw.

3.7.2 Maintenance: Any lawfully existing sign cannot be enlarged, reworded (other than in the case of cinema or theatre signs, or signs with automatically changing messages), redesigned or altered in any way including repainting in a different color, except to conform to the requirements of this bylaw; and provided further that any such sign which has deteriorated to such an extent that the cost of restoration would exceed 35% of the replacement cost, shall not be repaired or rebuilt or altered except to conform to the requirements of this bylaw.

3.7.3 Replacement: Any sign replacing a non-conforming sign shall conform with the provisions of this Section, and the non-conforming sign shall no longer be displayed.

4. Administration

4.1 Permits

4.1.1 No sign shall be erected, displayed, altered, or enlarged until an application has been filed, and until a permit for such action has been issued. Applications shall be on forms prescribed by the Sign Officer. At a minimum, all applications shall include a scale drawing specifying dimensions, materials, illumination, letter sizes, colors, support systems, and location on land or buildings, with all relevant measurements.

4.1.2 Permits shall be issued only if the Sign Officer determines the sign complies or will comply with all applicable provisions of this bylaw and the state Building Code, Article 14. Such application may be filed by the owner of the land or building, or any person who has the authority to erect a sign on the premises.

4.1.3 The Sign Officer shall act within 30 days of receipt of such application together with the required fee. The Sign Officer's action or failure to act may be appealed to the Board of Appeals under the provision of Chapter 40A.

4.1.4 A Special Permit application for lighted signs, signs which are larger than those allowed by right, or signs in _____ districts shall be referred to the Planning Board, which shall make recommendations to the Sign Officer. The board may hold a public hearing if it deems necessary. If the board holds a public hearing, the Sign Officer's decision may be delayed until 45 days after the application.

4.2 Fees

A schedule of fees for such permits may be established and amended from time to time by the Board of Selectmen.

4.3 Enforcement

The (Building Inspector, Selectmen, Planning Board) is hereby designated as the Sign Officer, and is hereby authorized to enforce this bylaw. The Sign Officer is authorized to order the repair or removal of any sign and its supporting structure which is judged dangerous, or in disrepair, or which is erected or maintained contrary to this bylaw. Whenever a Sign Officer is designated, that person or board should notify the State Outdoor Advertising Board.

4.4 Removal of Signs

Any sign which has been ordered removed by the Sign Officer, or is abandoned or discontinued, shall

be removed by the person, firm, or corporation responsible for the sign within thirty (30) days of written notice to remove.

4.5 Penalties

Violation of any provision of this bylaw or any lawful order of the Sign Officer shall be subject to a fine of not more than $100.00 per offense. Each day that such violation continues shall constitute a separate offense.

4.6 Measurement of Sign Area

(a) Sign measurement shall be based upon the entire area of the sign, with a single continuous perimeter enclosing the extreme limits of the actual sign surface.

(b) For a sign painted on or applied to a building, the area shall be considered to include all lettering, wording and accompanying designs or symbols, together with any background of a different color than the natural color, or finish material of the building.

(c) For a sign consisting of individual letters or symbols attached to or painted on a surface, building, wall, or window, the area shall be considered to be that of the smallest rectangle or other shape which encompasses all of the letters and symbols.

(d) The area of supporting framework (for example brackets, posts, etc.) shall not be included in the area if such framework is incidental to the display.

(e) When a sign has two (2) or more faces, the area of all faces shall be included in determining the area, except where two faces are placed back to back and are at no point more than two (2) feet from each other. In this case, the sign area shall be taken as the area of either face, and if the faces are unequal, the larger shall determine the area.

4.7 Measurement of Height

The height of any sign shall be measured from the surface of the road up to the highest point of the sign. In situations where a sign is intended to be visible from two roads of different elevations, measurement shall be from the surface of the lower roadway.

4.8 Variances for Signs

Variances shall not be granted for any sign, as ample provision has been made for premises identification within this bylaw, and because true hardship as defined in state law cannot be demonstrated in signage situations.

5. General Standards for Specific Types of Signs

5.1 Address

One sign displaying the street number or name of the occupant of the premises, or both.

(a) Such sign may include identification of an on-premise professional office or customary home occupation.

(b) Such sign may be attached to the building or may be on a post not more than four (4) feet high, and setback at least three (3) feet from the public right-of-way.

(c) Such sign may not exceed two (2) sq. ft. in area.

5.2 Awning

A sign painted on or attached to the cover of a movable metallic frame, of the hinged, roll, or folding type of awning.

(a) Such sign must be painted on or attached flat against the surface of the awning, but not extend beyond the valance or be attached to the underside.

(b) Letters shall not exceed ten (10) inches in height.

(c) A minimum of eight (8) feet above sidewalk level must be allowed for pedestrian clearance.

5.3 Construction

An on-premise sign identifying the contractor, architect, landscape architect, and/or engineer's name, address, and other pertinent information.

(a) Such signs shall not exceed twelve (12) sq. ft. in area, and shall be set back at least ten (10) feet from the street lot line, or one-half the building set-back distance, whichever is less.

(b) Such a sign may be maintained on the building or property for the interim of construction, and not more than thirty (30) days following the completion of said construction.

5.4 For Sale/Rent/Lease

An on-premise sign advertising the property being sold or rented.

(a) Such signs shall not exceed six (6) sq. ft.

(b) Such signs shall advertise only the property on which the sign is located.

(c) A maximum of two such signs may be maintained on any property being sold or rented, and they shall be removed by the owner or agent within thirty (30) days of sale, rent, or lease.

5.5 Free-Standing

A self-supporting sign not attached to any building, wall, or fence, but in a fixed location. This does not include portable or trailer type signs. Dimensional standards for free-standing signs in different districts are specified in Table 5.5.1 below, which relates requirements to the character of each area and the speed at which traffic usually travels within them.

TABLE 5.5.1

	Highway Commercial	Roadside Commercial	Village and Town Center	Residential	Scenic Roadside
Typical Speed Limit (mph)	45-55	35-45	25-35	25	35-55
Free-Standing Pole Signs					
Height (max. ft.)	16	12	10	8	10
Area (max. sq. ft.)	16	12	10	2	4
Ground Clearance (min. ft.)	8	7	7	4	7
Other Free-Standing Signs					
Height (max. ft.)	4	4	4	4	4
Area (max. sq. ft.)	24	20	16	4	6
Ground Clearance (min. ft.)	0	0	0	0	0

(a) Free-standing signs over six (6) feet in height may have no more than two (2) sides; those less than six (6) feet in height may have three (3) or four (4) sides.

(b) A lot with frontage of three hundred (300) feet or more may have two (2) free-standing signs, not less than one hundred seventy five (175) feet apart.

5.6 Illuminated Signs

(a) Signs shall be illuminated only with steady, stationary, shielded light sources directed solely onto the sign without causing glare.

(b) Internal illumination is generally discouraged, but it may be appropriate in certain circumstances, such as:

* individual back-lit letters which are silhouetted against softly illuminated wall;
* individual letters with translucent faces, containing soft lighting elements inside each letter; and
* metal-faced box signs with cut-out letters and soft-glow fluorescent tubes.

However, such signs are generally suitable only on contemporary buildings. The display of internally-illuminated plastic signs with dark-colored moveable letters shall be strictly prohibited in all districts. Moveable rented signs of this nature, existing on the effective date of this bylaw, shall be permanently removed within twelve (12) months of the date of this bylaw. Such signs which are owned by the businesses which are being identified or advertised on them shall be amortized in accordance with the provisions of Section 3.9 of this bylaw.

(c) Neon window signs may be permitted in cases where they are custom designed to be compatible with the building's historic and/or architectural character, and where their color has been selected to harmonize with the building's exterior colors.

(d) Gas-filled light tubes shall be allowed for indirect illumination and when placed in such a manner that the tubes are not exposed to view from any point along the public roadway or sidewalk.

(e) Signs shall not be illuminated directly or indirectly between the hours of 11 p.m. and 7 a.m. unless the premises are open during such hours.

(f) Illuminated signs shall not be permitted to shine onto residential properties and travelled ways.

5.7 Individual Letters or Symbols

These may be attached to an awning, marquee, building surface, wall, or signboard.

(a) Letters or symbols shall not project more than twelve (12) inches from the building surface.

(b) Such letters and symbols shall not obscure the architectural features of the building to which they are attached.

(c) Such letters and symbols shall not extend above the lowest part of the roof, nor beyond the ends of the wall to which they are attached.

(d) Letters or symbols shall have an aggregate area not exceeding 1.5 sq. ft. for each foot of building face parallel to a street lot line, or ten percent (10%) of the wall area to which they are affixed, whichever is less. When a lot fronts on more than one street, the aggregate sign area facing each street frontage shall be calculated separately.

(e) See also Section 5.14 "Wall Signs."

5.8 Landmark Signs

An older sign of artistic or historic merit, uniqueness or extraordinary significance to the town. The character of such signs warrants their preservation in original condition, or their restoration.

5.9 Marquee Signs

A sign painted on, attached to, or consisting of an interchangable copy reader, on a permanent overhanging shelter which projects from the face of a building.

(a) Such signs may be painted on or attached flat against the surface of, but not extending beyond or attached to the underside of the overhang.

(b) Letters or symbols shall not exceed twelve (12) inches in height.

(c) A minimum clearance of ten (10) feet above the sidewalk level must be allowed for pedestrian clearance.

5.10 Moveable Signs

Moveable signs are not permitted in any district except Town or Village Center districts. In these areas, moveable signs made only of wood, and standing on legs not over four (4) feet in total height, may be allowed by special permit. Town and Village Center districts have a pedestrian orientation and therefore the smaller, personal scale of the free-standing, moveable sign may be appropriate.

5.11 Multiple Signs

A group of signs clustered together in a single structure or compositional unit. Multiple signs are used to advertise several occupants of the same building or building complex.

(a) The display board shall be of an integrated and uniform design.

(b) The maximum sign area permitted is sixteen (16) sq. ft. for the sign bearing the name of the building or office park, and two (2) sq. ft. for the name of each business or office located there.

(c) Complexes with over 300 feet of frontage will be allowed two (2) free-standing signs.

5.12 Off-Premise Signs

(a) Informational and directional signs containing no advertising are permitted to direct traffic flow, indicate parking space, identify points of interest, locate businesses, or provide other essential information to guide vehicular or pedestrian traffic flow.

(b) Off-premise signs shall not be larger than one (1) sq. ft. in size, and shall be uniform on color, having a dark background with light colors, or a light background with dark colors. Neon or "day-glow" colors should be avoided.

(c) There shall not be more than two (2) off-premise signs per establishment.

(d) Off-premise directory boards containing small identification signs conforming to the above requirements may be permitted in special situations where visibility is a significant problem and where they can be harmoniously integrated with the environment.

5.13 Painted Wall Signs

A permanent mural or message painted directly onto a building surface. A special permit is required for all new signs of this type, and will comply with the dimensional requirements of a wall sign. Exceptions are granted to landmark signs which may be preserved and maintained, even if they no longer pertain to the present use of the premises.

5.14 Political Signs

A sign designed to influence the action of voters for the passage or defeat of a measure, or the election of a candidate to a public office at a national, state, or other local election.

(a) Such signs are permitted if they are stationary, unlighted, and temporary.

(b) Such signs shall be displayed no earlier than twenty (20) days prior to a voting day, and shall be removed within five (5) days after a voting day.

(c) Such signs may not exceed four (4) sq. ft. in area.

(d) A maximum of two (2) signs per lot is allowed.

5.15 Projecting Signs

A wall-mounted sign perpendicular to the building surface.

(a) If flat, each face shall not exceed ten (10) sq. ft.

(b) The total area of a three dimensional sign shall be determined by enclosing the largest cross-section

of the sign in an easily recognizable geometric shape and computing its area which shall not exceed nine (9) sq. ft.

(c) Such sign shall be hung at right angles to the building and shall not project closer than two (2) feet to the curb line.

(d) The supporting framework shall be in proportion to the size of such sign.

(e) Signs which overhang a public way (including sidewalks) shall be covered by a public liability insurance policy which names the Town as the insured party.

(f) The top of the sign may be suspended in line with one of the following, whichever is the most successful application of scale, linear continuity, and visibility as determined by the sign officer:

(i) suspended between the bottom sills of the second story windows and the top of the doors and windows of the ground floor; or,
(ii) the lowest point of the roof of a one story building.

(g) Projecting signs shall have a minimum clearance of eight (8) feet above grade when located adjacent to or projecting over a pedestrian way. If projecting over an alley or driveway, the clearance must be at least thirteen (13) feet.

5.16 Public Service Signs

A sign located for the purpose of providing directions towards or indication of use not readily visible from the street (e.g. restrooms, telephone, etc.)

(a) Such signs necessary for public safety and convenience shall not exceed two (2) sq. ft.

(b) Such signs shall bear no advertising.

(c) Such signs are not included in computing total sign area allowed.

5.17 Wall Signs

A sign which is attached parallel to the exterior surface of a building or structure.

(a) Such sign shall not project more than fifteen (15) inches from the building surface.

(b) Such sign shall not obscure architectural features of the building, not limited to features such as arches, sills, mouldings, cornices, and transoms.

(c) Such sign shall not extend above the lowest point of the roof, nor beyond the ends of the wall to which it is attached.

(d) Such signs shall have an aggregate area not exceeding 1.5 sq. ft. for each lineal foot of building face parallel to a street lot line, or ten percent (10%) of the wall area to which it is attached, whichever is less. Where a lot fronts on more than one street, the aggregate sign area facing each street frontage shall be calculated separately.

(e) Where two (2) or more wall signs are affixed to one wall, the gross display area shall be the sum total area of all signs.

(f) Wall signs shall not extend higher than the eave line or top of the parapet wall of the principal building.

(g) No part of a wall sign, including the display surface, shall extend more than six (6) inches from the building surface.

(h) The size of signs attached to buildings may be increased in area (over allowable size) by 25% for every 100 feet of building setback. This shall apply to buildings setback more than 100 feet from the road right-of-way, and the increase may be pro-rated according to the actual setback distance.

5.18 Window Signs

Any sign which is painted or mounted onto a window pane, or which is hung directly inside the window with the purpose or effect of identifying any premises from the sidewalk or street. Window signs shall not exceed more than thirty percent (30%) of the window area in which they are displayed.

Non-temporary signs hung inside windows shall be made of clear materials such as plexi-glass with lettering painted on them.

6. Districts and Special Regulations

6.1 Types of Districts

(a) **Town or Village Center:** The town center is generally characterized by traditional architecture lining the street, civic buildings often with a town common or green, and generally containing a mix of residential and commercial building uses.

(b) **Commercial Roadside:** Concentrated commercial development along roads leading to and from the town and village center.

(c) **Scenic Roadside:** A combination of limited commercial development, scattered residential areas, and agricultural land characterized largely by open space, fields, and long scenic views.

(d) **General Highway:** Open highways not near commercial districts.

6.2 District Requirements

6.2.1 Town or Village Center:

Within this district the intent of sign regulation is to ensure visual compatibility with the scale and character of the surrounding architecture. The signage must also be readable by pedestrians and people in slow-moving vehicles.

(a) **Number:** There shall be no more than three (3) types of signs employed per building, regardless of number of occupancies. (e.g. free-standing, awning, window; or wall, window and awning).

Each ground floor occupant of a building may display two (2) signs.

Each occupant in an upper level of a building may display one sign.

(b) **Materials:** All signs shall be made of wood or metal. If plywood is to be used, it must have

exceptionally smooth and weather resistant surfaces, such as those obtained with medium-density overlay ("MDO") board.

(c) **Location:**

* Signs should be concentrated near the pedestrian level.
* The upper facades of buildings should not be cluttered with signs.
* Signs shall not obscure important architectural details or features such as windows, transom panels, sills, mouldings, and cornices.
* Wall signs identifying commercial establishments shall generally be placed within an information band immediately above the storefront. The information band should be confined to the vertical distance separating windows on the ground and the second floors, or should be no more than two (2) feet in height, whichever is lesser.
* Signs on adjacent storefronts within the same building shall be coordinated in height and proportion, and should be encouraged to use the same signing format.

(d) **Colors:** Colors should be chosen to complement, not clash with the facade color of the building. Signs should normally not contain more than three colors, except in instances of an illustration. Dark backgrounds with light-colored lettering shall generally be required, as this is traditional. Examples of preferred background colors are burgundy red, forest green, chocolate brown, black, charcoal, and navy blue. Preferred lettering colors are ivory, white, or gold. "Day-glow" colors are prohibited.

(e) **Size:** The size of signs should be restricted to ensure that signs do not overpower the facades to which they are affixed. Not more than one and a half sq. ft. (1.5 sq. ft.) of total signage area will be permitted per linear foot of storefront.

(f) **Preferred Sign Types:**

* Free-standing only as a multiple sign or with large building setback

* Wall	* Moveable
* Window	* Neon
* Projecting	* Landmark
* Awning	* Marquee

6.2.2 Commercial Roadside

The goal in this district is to provide legible signage for auto-oriented commercial facilities, while moderating visual competition.

(a) **Number:** There shall be no more than three (3) types of signs employed per building (e.g. free-standing, wall, window).

There shall be no more than three (3) separate signs on a structure unless the structure is designed for and has more than three (3) occupancies, in which case there can be one sign per occupancy plus two additional signs.

(b) **Materials:** The use of wood and metal signs is strongly encouraged.

(c) **Location:** Signs should be located where they can be most easily read, thus reducing the size needed for legibility.

(d) **Colors:** The number of colors should be limited to three (3). Since these signs must be legible from a distance, the degree of contrast between the background and letter color is important. Dark

backgrounds with light-colored lettering is strongly encouraged. "Day-glow" colors are prohibited.

(e) **Size:** Due to the traffic speed, and the larger setbacks common in this type of district, slightly larger signs than in Town and Village Centers are permissable. See dimensional standards for individual sign types in Section 5.

(f) **Preferred Sign Types:**

* Wall
* Free-standing

6.2.3 Scenic Roadside

The most important goal in this area is to maintain the residential character and scenic open space. The significant historic architecture often found within these districts, and the surrounding rural landscape form the essence of the existing visual quality of the scenic roadside. Special care should be taken with this quality in the style, location, design, and use of materials for signs.

(a) **Number:** Each business may display not more than two (2) signs. Each structure or complex may only display one (1) free-standing sign.

(b) **Materials:** Signs in this district shall be of wood or metal. Interior lit signs are strictly prohibited.

(c) **Location:** As in Commercial Roadside Districts, signs should be placed in clear view of traffic to minimize their required size.

(d) **Colors:** The number of colors used in a sign should be limited to three (3) unless used in an illustration. To ensure the legibility of the sign, a high degree of contrast between the background and letters is preferable. "Day-glow" colors are prohibited. The use of dark backgrounds with light-colored lettering shall generally be required. (See Section 6.2.1.d. above.)

(e) **Size:** Signs in this district shall generally be smaller than in Commercial Roadside Districts (see Table 5.5).

(f) **Preferred Sign Types:**

* Free-standing
* Wall
* Awning

7. Maintenance

A sign shall be maintained in a secure and safe condition. If the Sign Officer is of the opinion that a sign is not secure, safe, or in a good state of repair, written notice of this fact shall be given to the person responsible for the maintenance of the sign. If the defect in the sign is not corrected within the time permitted by the Sign Officer, the Sign Officer may revoke the sign permit and take possession of the permit until the owner pays the cost of removal, thus placing the sign owner in violation of the sign bylaw and liable for a fine as specified in Section 4.5.

3.7 Non-Conforming Signs and Sign Structures(Alternative Version)

Non-conforming signs and sign structures may remain except as qualified below:

(a) Other than sign maintenance, no non-conforming sign shall be reconstructed, remodeled, relocated, or changed in size or content to show a new trade name, different words, letters or numbers, new design, different colors or different logo, unless such action will make the sign conforming in all respects.

(b) Nothing in this Section shall be deemed to prevent keeping in good repair a non-conforming sign, including sign maintenance, repainting, and replacement of broken or deteriorated parts of the sign itself. Supporting structures for non-conforming signs shall not be replaced, unless such replacement will make the sign and sign structure conforming in all respects.

(c) A non-conforming sign or sign structure which is destroyed or damaged by any casualty may be restored within six (6) months after such destruction or damage only after the owner has shown that the damage did not exceed fifty percent (50%) of the appraised value of the sign. If such sign or sign structure is destroyed or damaged to an extent exceeding fifty percent (50%), it shall be removed and shall not be reconstructed or replaced unless such action makes the sign and sign structure conforming in all respects.

(d) A non-conforming sign or sign structure shall be removed within thirty (30) days if the building containing the use to which the sign is accessory is demolished or destroyed to an extent exceeding fifty percent (50%) of the building's appraised value.

(e) Each non-conforming sign and sign structure shall be allowed to be displayed for a period of time that provides a reasonable opportunity for the owner to benefit from the investment made in the sign. This period shall be seven (7) years. After this time period has expired, non-conforming signs and sign structures shall be removed or otherwise brought into compliance with this bylaw. The table below establishes a fair and equitable time schedule for such compliance:

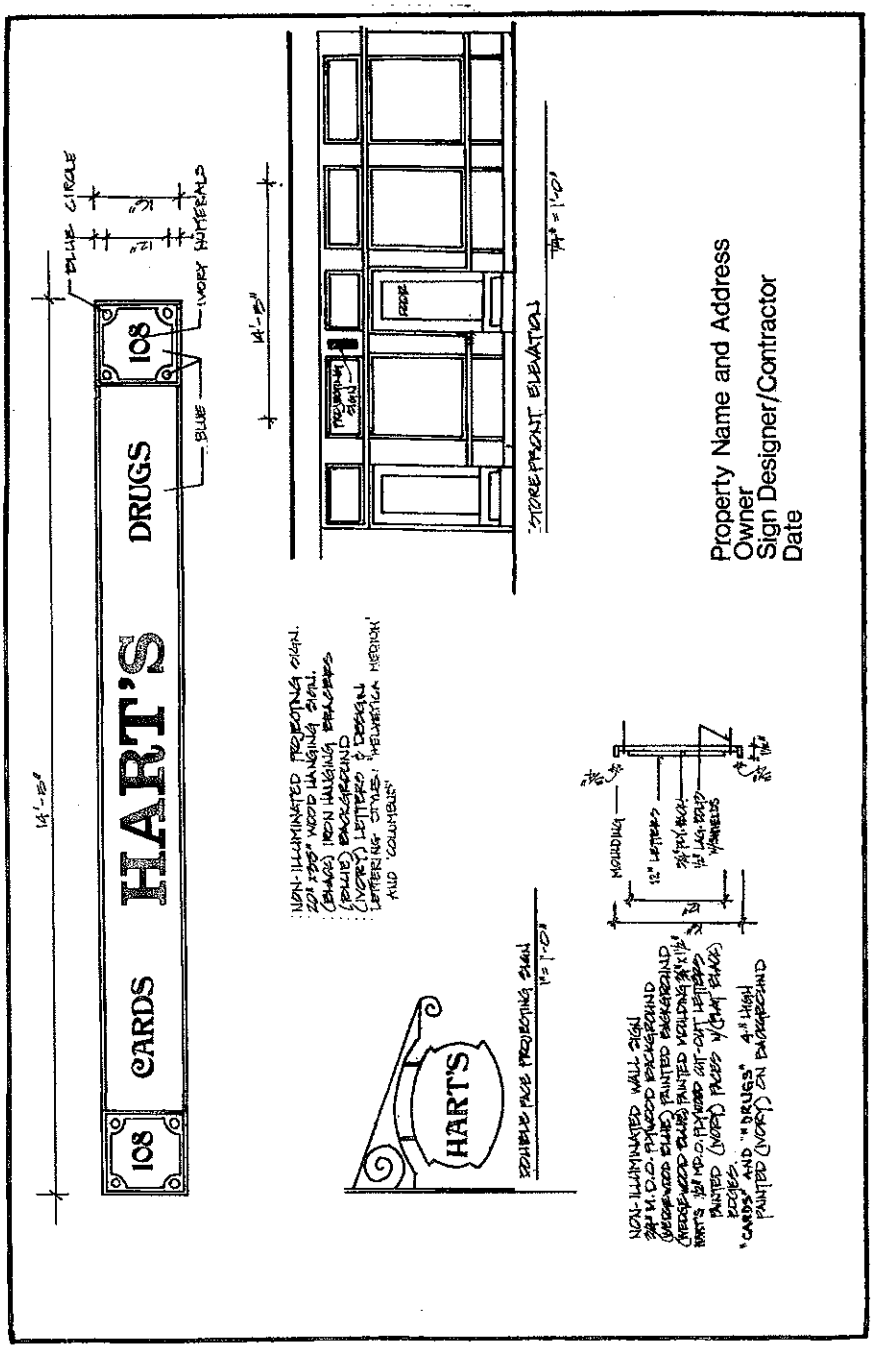
Date of Installation	Date of Required Removal
1/1/87 - 12/31/87	12/31/94
1/1/86 - 12/31/86	12/31/93
1/1/85 - 12/31/85	12/31/92
1/1/84 - 12/31/84	12/31/91
1/1/83 - 12/31/83	12/31/90
prior to 12/31/82	12/31/89

Any signs not removed within the time limit herein stated shall be deemed a public nuisance, subject to the removal provisions of this Section, and shall be removed by the Town of _____ if the sign owner or property owner fails to do so after being so ordered by the Sign Officer. Costs of said removal shall be borne by the sign and/or property owner and may be recovered by the Town, if necessary, in an action of contract in the District Court, or by placing a lien, in accordance with appropriate state law, on the property from which the sign has been removed.

(f) Removed Signs to be Stored: A sign or sign structure removed by the Town shall be held not less than thirty (30) days by the Town during which period it may be recovered by the owner upon paying the Town for cost of removal and storage, and upon payment of any imposed fine. If not recovered within the thirty (30) day period, the sign or sign structure is hereby declared abandoned and title thereto shall be vested in the Town for disposal in any manner permitted by law.

Sample Sign Application Package

To conduct an effective sign review process, and to ensure the uniformity of decision-making in interpreting the Sign Bylaw, it is important the Town require uniform and complete sign application packages. The sign application package should consist of three main parts: a photograph or elevation drawing illustrating and describing the sign location; a sketch and cross-section of the proposed sign (drawn to scale, noting all dimensions, materials, paint color, and mounting methods); and a written application. To save time, effort, and money on the part of both the applicant and the sign officer, a copy of a sample application, the sign bylaw, and sign design guidelines should be given to all applicants.



Protective Development Strategies for Riverfronts and Lakefronts

Introduction and Statement of the Problem

The land located along the water's edge has long been recognized as having significant ecological and aesthetic values. This is particularly true along the upper reaches of the Connecticut River in Massachusetts, which retains much of its natural appearance in most areas, due to the very limited amount of 20th century development within the viewshed of river users. Following several decades of massive public expenditure to reduce pollution of this major regional waterway, the Connecticut River is becoming ripe for new residential subdivision proposals. Without adequate controls, riverfront land is highly vulnerable to development in which new homes crowd the banks and in which all natural vegetation is removed to create broad open views across a succession of suburban back yards, straight down to the water.

However, this scenario is not inevitable. The river need not become the backdrop to linear subdivisions staring at each other from opposite banks. The following sections outline a hopeful strategy, based upon solid and practical experience elsewhere, to guide development with a more sensitive hand. The result can be more creatively designed development patterns which gently fringe this significant natural resource, rather than infringing heavily upon it.

Framing a Positive Strategy for Conservation and Development

Although several states (including Maine and Wisconsin) have, since the early 1970's, required all municipalities to adopt and enforce fairly stringent minimum standards for locating new development in this "shoreland" zone, in the Commonwealth such protection depends upon the local initiative of individual towns and cities, under Home Rule provisions and the Zoning Enabling Act. The paragraphs below introduce the concept of "shoreland zoning" to Massachusetts communities, and provide sample bylaw language which would protect this fragile and unique natural resource from insensitive development, while respecting the property rights of private landowners.

Stated in its simplest terms, "shoreland zoning" is typically implemented through "overlay districts" which set more protective requirements on new development, in terms of the array of permitted uses, lot sizes, building setbacks, and environmental performance standards. In this sense the concept is similar to that employed in aquifer overlay zoning. The overlay districts follow a linear pattern, covering the land within a certain distance of the resource which is to be protected (lakefront, riverfront, oceanfront, or marshland edge). The width of this regulatory zone can vary, but is usually between 250 ft. and 500 ft., measured from the normal high water mark.

Within the shoreland overlay districts, the principal control mechanisms are construction setbacks from the high water mark, restrictions on the removal of natural vegetation within a minimum buffer zone adjacent to the water, and performance standards governing land use activities within the protected zone.

Setbacks, Frontage, and Buffers

Within the Commonwealth there are presently two existing "models" to choose from, in terms of shoreland setback regulations. The Connecticut Valley Action Program has recommended that new construction along rural stretches of the river be located at least 300 ft. from the high water mark. Where the land between an existing road and the river would not allow such a setback, the distance could be adjusted down to half the distance between the road and the river. The Town of Sunderland has enacted such a provision in its zoning bylaw. At the eastern end of the state, six communities along the North River require that the combined shoreland setback and shoreland frontage be at least 300 ft.,

with minimums of 100 ft. for each component. This is a variation on the regulations of the Saco River Corridor Commission in Maine, where the same minimums apply, but where the combined setback/frontage is 500 ft. All of these are valid and legally defensible approaches, and towns could select from among them or blend the requirements into a new package (such as a combined frontage/setback of 400 ft., with a minimum 150 ft. for each component).

Restrictions on clearing of natural vegetation along the water's edge are of at least as great importance as the setback and frontage provisions. Multiple scientific studies have repeatedly confirmed the need to retain a naturally vegetated buffer strip adjacent to the water line, to filter out pollutants from storm-water run-off. Such pollutants include sediment, nutrients from lawn fertilizers, and agricultural pesticides. An absolute minimum of 50 ft. (preferably 75 ft. or more) is needed to protect lakes, rivers, and marshes from these substances, according to published research results. Within that area, clear-cutting should be prohibited; judicious thinning can be allowed through conditions attached to special permit approval. Along the North River, the standard employed in the 100 ft. buffer strip is that "the selected and dispersed cutting of vegetation for wildlife management, or to create a view of the river...shall cause negligible adverse environmental impact, particularly with respect to the stability of the riverbank and the aesthetic character of the river shoreline." The standards further specify that "no more that 35% of the number of trees, 6 inches DBH (diameter 4 1/2 ft. above the ground) or larger shall be cut in any 10 year period." In "second-growth" woodlands where there are relatively few trees of this diameter, the standards could be revised to "25% of the number of trees, 4 inches DBH," etc.

Where there is no pre-existing natural vegetation, towns could require that the developer "provide vegetation which will screen the subdivision from the water," as stipulated in Vermont's "Act 250" legislation. The width of this re-vegetated buffer strip should be at least 50 ft., and the standards should specify that the plant material consist of indigenous trees and shrubs (such as sugar maple, white oak, birch, white pine, hemlock, winterberry, elderberry, viburnum, wild rose, eastern red cedar, etc.).

Shoreland Sub-Districts

Because land alongside rivers, lakes, and other water bodies, encompasses a wide variety of current man-made and natural conditions, it makes sense for shoreland overlay zones to include different sub-districts that recognize the existing character of the land and previous development patterns. In Maine, for example, the state's Mandatory Shoreland Zoning Act contains criteria and standards for three sub-districts:

1) Limited Residential-Recreational District: This is typically the most extensive type of district, and usually applies to areas of town which are not intensively developed and which do not possess severely limiting environmental characteristics (as detailed in "3" below). Most land uses normally permitted in residential districts would be allowed here. This would generally prohibit even small-scale commercial and industrial uses. If a town's present zoning allows such uses as, for example, in a "Rural General Purpose Zone," it should, in the shoreland district, at least prohibit all uses that present a higher potential for environmental pollution (e.g., filling stations, car washes, bulk fuel storage, junkyards, truck terminals, and any facilities using or handling hazardous or toxic materials).

2) General Development District: This district would include all "shoreland" i.e., land within 250 to 500 ft. of the high water mark, that is already intensively developed for business, industry, commercial recreation, mineral extraction, or small-lot residential subdivisions. Such districts are designated primarily to exclude them from the typical shoreland requirements regarding building setback, vegetative thinning, and allowable land use, as such provisions would not be as applicable, necessary or sensible in existing built-up areas.

3) Resource Protection District: This district embraces all wetlands (both tidal and freshwater), the federally-delineated 100-year floodplain, and areas having unstable soils (subject to slumping, mass

movement, or severe erosion, when over two acres in extent). These areas are limited to agriculture and timber harvesting, with special permits issuable for "small non-residential facilities for education, scientific or nature interpretation purposes," and for "public and private parks and recreation areas involving mimimal structural development" (but specifically excluding campgrounds).

In order to protect special places in which a development ban could pose legal obstacles (such as areas of significant wildlife habitat, or natural sites of significant scenic or aesthetic value, including those identified by federal, state or municipal government), a fourth type of district could easily be created. In this "**Resource Conservation District**" the concept of "compulsory clustering" of new development could be introduced. Development would not be prohibited, but it could be required to be located as far as possible from the resource to be protected (such as a deer wintering area, a unique geologic formation, waterfowl nesting sites, a particularly scenic view, etc.). This approach works best where the overall development density is fairly low, such as two acres per dwelling unit, in the aggregate. It should be noted that this approach would not necessarily require attached-wall (multi-unit) housing. If a town's desire is to maintain a single-family character, this district could be limited to "clustering" of detached single-family homes on individual, down-sized lots. The residual land, left over from such down-sizing, provides the vehicle for protecting the natural resource for which this district is created.

Performance Standards

Clear, detailed standards specifying how certain aspects of new development should be carried out are highly recommended. When reviewing applications for new development in the shoreland zone, the special permit granting authority will be able to refer to these standards, which help to ensure fair and consistent decisions. Compliance with these standards also reduces uncertainty for applicants, who can expect approval if their submissions meet the stated requirements. Such standards typically address a broad range of environmental and aesthetic concerns, and may include many of the "good neighbor" performance standards listed in the section of this design manual dealing with Site Plan Review procedures.

In addition to standards on setbacks, frontage, vegetative thinning (or re-vegetation) discussed above, the bylaw should contain explicit language relating to other possible negative impacts of shoreland activities, as detailed below.

1) Docks and Piers: Access to the water from lots in any proposed subdivision shall be via one common dock, whose length shall not be greater than __ ft., and whose width shall not be greater than __ ft.

2) Campgrounds: The setback standards for recreational vehicle sites shall be the same as for structures, but the setback for tentsites may be halved. Vegetative thinning (or re-planting) standards shall be as for structures in all cases.

3) Agriculture: Soil shall not be tilled within 50 ft. of the high water mark, and tillage of more than 20,000 sq. ft. within the shoreland zone shall be conducted in conformance with the provisions of a Conservation Plan meeting the standards of the local Soil and Water Conservation District.

4) Timber Harvesting: No substantial accumulation of slash shall be left within 50 ft. of the normal high water mark. Beyond that distance, within the shoreland zone, slash shall be disposed of so that it lies on the ground and no part extends more than four feet above the ground. The vegetative thinning standards specified for view-clearing in residential development shall also apply to timber-harvesting within 100 ft. of the normal high water mark. Beyond that point, harvesting shall be conducted on a "sustained yield" basis, with no more than 40% of the volume of trees removed with any 10-year period.

5) Septic Systems: Sub-surface disposal systems for septic wastes shall be located no less than 150 ft. from the normal high water mark.

Farmland and Open Space Protection

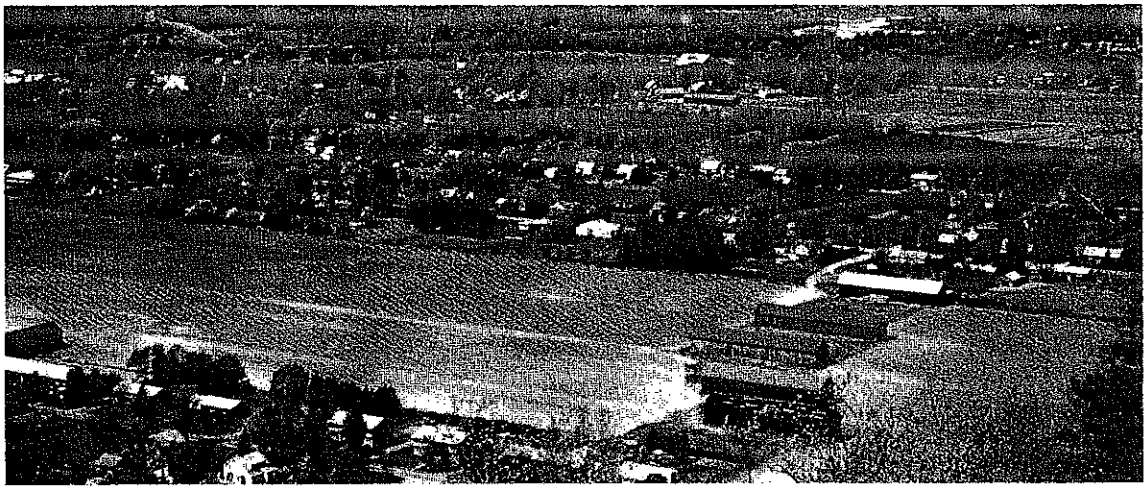
The Problem

One of the most vexing problems facing small towns today is the rate at which farmland is being developed for residential use. Such conversions devastate rural character, and further compromise an already beleaguered industry. The meadows in which children once played or cows once grazed are being carved into house-lots throughout the length of the Valley. Long-term residents see their towns changing at an alarming pace and feel helpless to break the pattern of conventional suburban sprawl (often inadvertently encouraged by "protective" bylaws containing development standards inappropriate to rural areas).

One of the most common reactions to new development is to increase the minimum residential lot size, in the mistaken belief that, as new homes are spread farther apart, the town's open rural character will be retained. Although this is a laudable goal, this method often produces the opposite result, with remaining open land being subdivided at an even faster rate. To worsen the situation, such developments nearly always consume the entire parcel being sold, leaving no residual open space for farming, natural enjoyment, or rural beauty.

The traditional character of Massachusetts towns has evolved gradually over several centuries, during which time farmsteads and village centers grew slowly and organically, without the straitjacket of standardized land-use regulations. Rural towns often contain several villages where development is moderately dense, with the remainder of the land dotted by farms. If the goal is to maintain town character, then a method must be found to preserve agricultural land and open space surrounding natural groupings of residential development.

Two approaches to farmland preservation in Massachusetts which have enjoyed some success over the past decade are: 1) the state's Agricultural Preservation Restriction (APR) program (through which development rights to agricultural land are bought and held by the Commonwealth, with future land use limited to agriculture); and 2) various land trusts, which function in a broadly similar manner, utilizing private funds and land donations. However, both of these programs are seriously limited by shortage of cash and escalating land prices all across the state. For example, the Commonwealth's investment of $45 million over the last ten years has protected 18,500 acres of farmland, which accounts for only 3% of this non-renewable resource. Most of the remaining 97% lies unprotected and zoned for conventional development.



Farmland parcels adjacent to moderately sized lots in Hadley's historic town center illustrate the land-use pattern achievable by implementing the development-and-conservation standards contained in this section of the Design Manual.

What is urgently needed is a practical, low-cost approach to land conservation which simultaneously preserves farmland and significant open space, while also allowing landowners full equity value for residential subdivision of their land. This is precisely what the following "Farmland/Open Space Conservation and Development Bylaw" has been designed to achieve. Because it allows for the same number of lots under conventional subdivision, sellers receive full value for their land. It also requires the setting aside of half the acreage for agricultural or open space uses, in perpetuity, thus meeting the second goal as well. In addition, road and utility construction is generally reduced significantly, thereby saving on development costs and public expenditures for snowplowing and periodic repaving.

Districts for Implementation

Two types of districts may be defined by towns for the implementation of this type of bylaw. The first are areas in which farming is predominant. These may be identified by overlay maps locating the soils which are most suitable for agriculture, land which is currently being farmed, and land already under the Agriculture Preservation Restriction program. The opinions of farmers regarding which areas are most important to safeguard should be solicited and considered carefully.

A second possible type of district is an open space protection district. This type of area, if not intensively farmed, would have other scenic or natural resources worth protecting. Criteria for defining this type of zone include: large tracts of undeveloped land; aquifer recharge areas; sites identified under the Massachusetts Natural Heritage program (administered by the Massachusetts Department of Fisheries and Wildlife); areas of scenic beauty within the town (perhaps as identified in the Massachusetts Landscape Inventory, prepared by the Massachusetts Department of Environmental Management in 1982); and areas of historical or cultural interest. These criteria, either singly or as a group, are important considerations in land preservation.

These districts should be mapped, with a written explanation of why the boundaries were drawn and why neighboring lands were either included or excluded. This would strengthen the case for implementing the bylaw, and would make it easier to defend, if the zoning boundaries are legally challenged.

Farmland/Open Space Conservation and Development Bylaw

1. Purposes

The purposes of this bylaw are to maintain the rural, natural, and scenic qualities of the Town of _____, Massachusetts by preserving farmland and significant open lands while allowing landowners a reasonable return on their holdings. Toward this end, the creation of three (3) or more lots for residential use, whether or not constituting a subdivision, or construction of three (3) or more dwelling units within a five-year period from or on a property or set of contiguous properties in common ownership as of _____, within or partially within the Farmland/Open Space Protection District, shall be allowed only on Special Permit by the Planning Board, in accordance with the criteria set forth below.

2. Establishment of Overlay Districts

The Farmland/Open Space Protection Districts are herein established as overlay districts. The Farmland/Open Space Protection Districts are described on a map, entitled "Farmland/Open Space Protection Districts, Town of _____", a copy of which is on file with the Town Clerk. The Farmland/ Open Space Protection Districts include farmland of state or local significance, said determination based upon a combination of factors, including soil type, historic use of the land in question, size of the parcels used for farming or agricultural purposes, and character of the surrounding area. Significant Open Space of more than _____ acres is also included in the District.

3. Use Regulations

Within the Farmland/Open Space Protection District, the requirements of the underlying districts shall apply, unless the following provisions are deemed more stringent than the underlying requirements:

3.1 Permitted Uses

3.1.1 Agriculture, horticulture, or floriculture, and any accessory uses or structures appurtenant thereto, including farm-based businesses.

3.1.2 Creation of one or two (1 or 2) lots for residential use, whether a subdivision or not, or construction of one or two (1 or 2) dwelling units within a five-year period from or on a property or set of contiguous properties in common ownership as of _____. Each lot for residential use shall contain at least _____ sq. ft.

3.1.3 Timber-cutting for public safety, personal non-commercial use, or performed according to a forest management plan drafted under Chapter 61, or commercial selective cutting of not more than five (5) acres of land within a five (5) year period, is permitted within Open Land Preservation Districts.

3.2 Special Permit Uses

Creation of three (3) or more lots for residential use, whether a subdivision or not, or construction of three (3) or more dwelling units, within a five (5) year period from or on a property or set of contiguous properties in common ownership as of _____.

3.3 Prohibited Uses

All other uses are hereby prohibited.

4. Special Permit for Residential Development in Farmland/Open Space Protection Districts

The creation of three (3) or more lots for residential use, whether a subdivision or not, or construction of three (3) or more dwelling units, within a five-year period from or on a property or set of contiguous properties in common ownership as of _____, shall be allowed only on Special Permit by the Planning Board. Such Special Permits shall be acted upon in accordance with the following criteria.

4.1 Data Requirements

Applicants for Special Permit shall file with the Town Clerk one (1) copy, and with the Planning Board five (5) copies, of the following documents:

4.1.1 A Development Plan conforming to the requirements for a preliminary subdivision plan under the Planning Board's Subdivision Rules and Regulations. Such Development Plans shall also indicate, unless the development is to be sewered, the results of deep soil test pits and percolation tests, at the rate of no fewer than two (2) successful test results for each proposed septic disposal area.

4.1.2 An Environmental Analysis, if required under the Planning Board's Subdivision Rules and Regulations.

4.1.3 A site plan, as required under Section ___, Site Plan Review.

4.2 Criteria

Applications for Special Permits for residential construction in Farmland/Open Space Protection Districts shall meet all of the following criteria:

4.2.1 The Development Plan shall demonstrate that, where applicable, the proposed development meets all of the requirements of the Planning Board's Subdivision Rules and Regulations.

4.2.2 The minimum area of land for Special Permit development shall be six (6) acres. The total number of dwelling units shall be determined at the rate of one (1) unit per every two (2) acres of buildable land, after excluding from this computation all wetlands, as defined by M.G.L.A. CH. 131, S. 40, and flood-prone land, as defined by the Zoning Bylaw.

4.2.3 The total area of residual farmland or open space within the development shall be at least fifty (50) percent of the total area of buildable land in the proposed development, excluding from this computation all wetlands, as defined under M.G.L.A. CH. 131, S. 40.

4.2.4 All residual land which is to be used only for recreational, conservation, or agricultural purposes, shall be:

a. owned jointly or in common by the owners of the building lots, or
b. owned by the Town, subject to acceptance.

A third alternative is for the deed to this residual open land (with permanent conservation restrictions) to remain with the original property owner, who has sold the development rights to this part of the parcel to the developer (who in turn has sold an undivided equal interest in these rights to each new homeowner in the development).

4.2.5 The residual open land left unbuilt after development shall be mowed or plowed at least once annually. Special Permit applicants shall provide copies of deed covenants with prospective purchasers, or conservation easements with the Town, describing land management practices to be followed by whichever party or parties are responsible for annual mowing or plowing.

4.2.6 Further subdivision of residual land, or its use for other than non-commercial recreation, conservation, or agriculture (except for easements for underground utilities), shall be prohibited. Structures and buildings accessory to non-commercial recreation, conservation, or agriculture may be erected on residual land, subject to the Site Plan Review section of this Zoning Bylaw. These restrictions shall be recorded in a Conservation Easement to which the Town Conservation Commission is a signatory party.

4.2.7 Where applicable, a homeowners' association shall be established for the purpose of permanently maintaining all residual open space and recreational facilities. Such homeowners' association agreements, guaranteeing continuing maintenance, and giving lien to the Town in the event of lack of such maintenance, shall be submitted to the Town Counsel for approval prior to the issuance of any Special Permits.

5. The proposed development shall meet the following applicable design guidelines:

5.1 Dwelling units shall be grouped so that, on average, they consume no more than one (1) acre of land per dwelling, including roads, so that at least 50% of the parcel may remain open.

5.2 Lots shall be laid out, to the greatest extent feasible, to achieve the following objectives (listed

below in order of priority, as it is recognized that some may conflict with others on any given site):

a. on the most suitable soils for sub-surface septic disposal (in unsewered areas only);
b. on the least fertile soils for agricultural uses, and in a manner which maximizes the usable area remaining for such agricultural use;
c. within any woodland contained in the parcel, or along the far edges of the open fields adjacent to any woodland (to reduce impact upon agriculture, to provide summer shade and shelter from winter wind, and to enable new construction to be visually absorbed by natural landscape features);
d. in locations least likely to block or interrupt scenic vistas, as seen from the public roadway(s);
e. in locations where the greatest number of units could be designed to take maximum advantage of solar heating opportunities; and
f. other criteria listed in the Site Plan Review Bylaw.

5.3 Any lot facing onto a previously-existing public road shall have frontage of not less than one-hundred fifty (150) feet.

5.4 Lots not served by town sewer shall contain not less than 30,000 sq. ft., and shall have road frontage of not less than fifty (50) feet where such frontage is on a way created by the subdivision involved.

5.5 Distance between dwellings shall not be less than sixty (60) feet.

5.6 Buffer zones at least seventy-five (75) feet in width shall be required between residential and agricultural uses, and shall be thickly planted with fast-growing native shrubs and trees (such as viburnum, elderberry, winterberry, wild rose, hawthorne birch, poplar, shadbush, maple, white cedar, etc.) to create an effective barrier separating yards from fields and pastures.

6. Procedural Requirements for Reviewing Special Permits

6.1 The Planning Board is hereby directed to deliver one (1) copy of the application for Special Permit to the following boards, commissions, or committees:

Conservation Commission
Historical Commission
Board of Health
Board of Selectmen
Agricultural Incentive Committee

6.2 Special Permits shall be issued only following a public hearing held within sixty-five (65) days after the application has been filed. Notice of such public hearing shall be given in accordance with Section 11 of Chapter 40A of the Massachusetts General Laws. The Planning Board shall act within ninety (90) days following the public hearing. Failure to act within ninety (90) days following the date of the public hearing shall be deemed to be a grant of the permit applied for.

6.3 The Planning Board shall adopt, and from time to time amend, rules relative to the issuance of such permits, after presenting such proposed rule changes at a duly advertised public hearing, and shall file a copy of said rules in the office of the Town Clerk.

Managing Commercial Growth Along Roadways

A Tool for Local Planners

In Connecticut River Valley towns, commercial development first occurred at principal intersections, creating identifiable village centers. With the advent of the automobile, it slowly began to form in linear patterns alongside well-travelled roadways. This trend has continued over the past seventy-five years, producing countless miles of what is commonly called "strip" (or "ribbon") development, a blight that seems to plague almost every heavily-traveled main road and highway in the region.

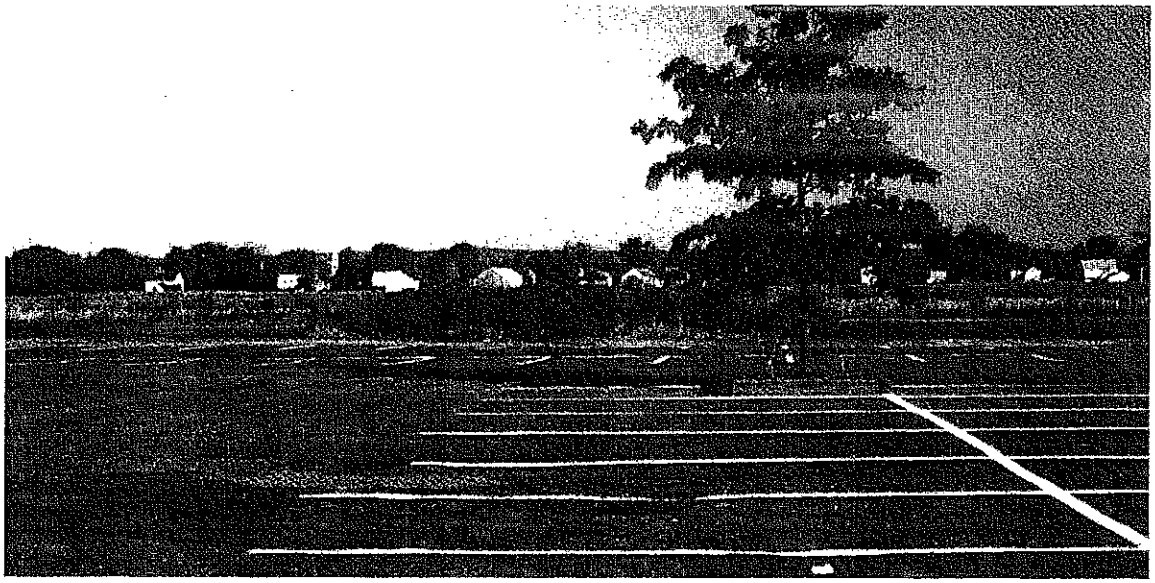
The effect of such development on our cities, towns, and villages has been dramatic. Commercial roadside development has sapped the strength of our "downtown" business districts, created serious traffic congestion, reduced the capacity of arterial routes to move through-traffic safely and efficiently, and spawned some of the least pleasing visual environments created during this century.

In rapidly developing metropolitan regions and in their ex-urban fringes, villages, towns, and cities are melding together, into a confused pattern of sprawling suburban roadscapes. In addition, commercial "strip" developments tend to look much alike, and in this sameness the original beauty and individual character of rural communities are being lost.

The question naturally arises as to what towns can do to help retain their visual quality in the face of continued commercial development. Obviously, towns need the local property tax revenue generated by new commercial premises, in order to support the services required by inevitable residential growth. Commercial development is necessary to meet the demands for goods and services, but it need not be a necessary evil. There is no simple or easy solution, but with innovative zoning along main roads and state highways, commercial expansion can become a visual, as well as an economic, asset to communities.

Commercial Roadside Corridors

In approaching the task of regulating new commercial development along roadways, one should evaluate the various characteristics which distinguish the different types of roads next to which this form of land-use occurs. These roadway types may be classified into the following categories: highway



Some of the shopping center parking lots in the Connecticut River Valley overlie 6 to 8 feet of rich loam.

corridors; scenic roadways; urban, town or village fringes; and historic town centers. Each roadway type possesses its own special characteristics, traffic speeds, and existing land uses. These differing conditions should guide municipal thinking when decisions are made with respect to new zoning designations for each particular area.

1. **Highway Corridors:** Highway corridors are typically characterized by high-speed, multi-lane traffic. These may be limited-access and/or divided highways which offer fewer opportunities for commercial roadside development (except for those areas of concentrated activity surrounding on/off ramps, and parallel collector roads). The most common type of highway corridor development is found beside single- or double-lane highways with unlimited access, where commercial zoning exists along the road's entire length.

2. **Scenic Roads:** Scenic roads generally exist in undeveloped areas of town near visually appealing natural features. Initially the traffic along such roads is comprised predominantly of sightseers or commuters, but as traffic levels rise and approach a road's capacity, drivers often seek the formerly less-traveled scenic roads to reach their destination. The resulting increase in traffic on such scenic roads makes them attractive for commercial development, in spite of their highly regarded natural features.

3. **Fringe Areas:** Urban, town, or village fringe areas have traditionally been the first locations chosen by new merchants for the development of commercial strips. Such areas are close to concentrated populations and are often less expensive to purchase and build upon, compared to land within downtown centers. The impact of fringe development upon the character and visual quality of communities is disproportionately great, due to its location at highly visible "gateways" to towns. Its tendency to merge with outlying highway commercial corridors produces continuous low-density roadside sprawl, replacing identifiable community character with a homogeneous retail "strip."

4. **Historic Town Centers:** Historic town centers have the most to lose from unchecked commercial development, from an architectural and "townscape" point of view. These areas often possess the special characteristics and flavor which give each town its own distinctive identity. Connecticut River Valley communities are seen as desirable places in which to live largely because of their historic character and impressive visual quality. Contributing to the loss of this identifiable visual character in cities, towns, and villages are commercial developments with inappropriate exterior renovations, or the needless demolition of solidly-constructed traditional buildings.

Each of the above types of commercial areas potentially offers valuable amenities to shoppers, beyond simply shopping. If these amenities, whether natural features, scenic views, or historic structures, are preserved within a commercial district (where they could become the focus of sensitively-designed new development), they could reinforce the character which makes each community special.

Issues and Approaches

Each type of commercial area possesses its own specific challenges. The issues raised by these challenges may be listed as follows: landscape and open space; design of physical structures; access and circulation; parking; and health and safety.

A. Landscape and Open Space

Issue: The large-scale and permanent loss of scenic views, characteristic landscapes, and open space is perhaps the most devasting visual result of conventionally-regulated commercial highway development in rural areas. The tendency has been for local zoning to encourage new development to line both sides of major roadways, eventually obscuring open fields, pastures, or woodlands behind commercial frontage lots. This kind of homogeneous development contributes greatly to the loss of town character.

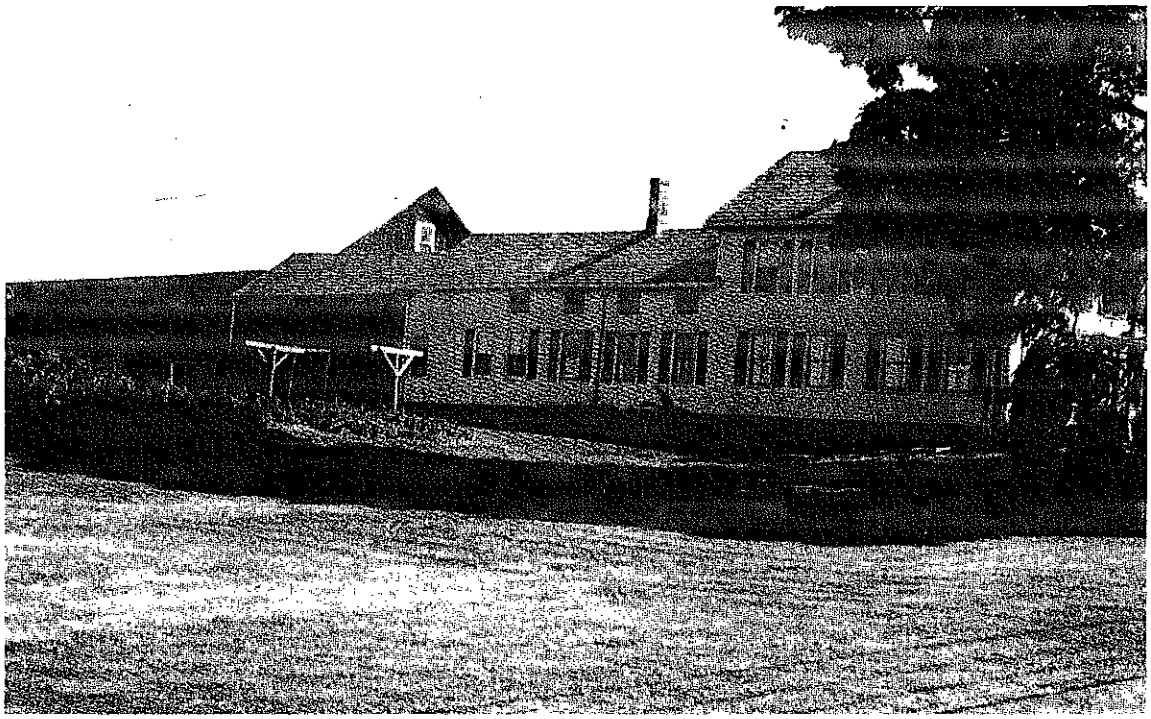
Recommended Approach: When zoning commercial areas, towns should not succumb to the "broad brush" approach of designating all roadside areas for new commercial development, but should instead examine the rural landscape to identify the amenities and visual resources which are present. Rather than allowing linear developments, commercial zoning can break the standard pattern by designating commercial "nodes" in compact, centralized areas (located at major road junctions), with visually important rural landscapes protected in between. This innovative method is illustrated in the aerial perspective sketch for Site B in the preceding section of this manual. In addition, new commercial development can be required to be grouped in such a manner that open space and scenic views are retained (as depicted in the perspective sketches for Site B).

B. Design Issues Regarding Physical Structures

Harmony in Scale

Issues: In most cases, the scale of new commercial structures is inharmonious with pre-existing traditional buildings and their rural surroundings. For example, a single-story, flat-roofed masonry block building is out of scale with 2- or 2 1/2-story Victorian homes, and is visually intrusive. However, such development often occurs along expanding roadside commercial areas and within existing town and village centers. As another example, a 10,000 sq. ft. rectangular, one-story building is altogether incongruous in a farming district where homes and traditional structures are much smaller, and where the overall architectural massing is handled adroitly through vernacular additions, "ells", and other connected outbuildings.

Recommended Approach: Within village zoning districts, lot sizes which are kept consistent with the surrounding pre-existing lot dimensions help to provide for harmony in scale, and help to retain the



New England's "connected architecture" can be used as a prototype for medium-scale commercial uses or multi-family housing.

general development pattern of the community. This solution may not apply when commercial or industrial uses are moving into areas of open farmland, where new lot sizes will likely differ from traditional parcel sizes.

Also, within zoning bylaws, restrictions placed upon the bulk, height, and total floorspace allowed within any given commercial or industrial structure can do much to protect current building scale. Future floorspace could be provided through later additions to the main structure. These would not necessarily be physically separate, but requiring breaks in roof lines and in exterior walls would help these additions to express the basic design principles governing the town's older, surrounding architecture.

Harmony in Facade Design

Issues: Proposed commercial development should harmonize with traditional facades if the community's character is to be respected and reinforced. Using a previous example, a flat-roofed masonry block building is visually out of place in a context of pitched roofs and wooden clapboard siding. This is not to say that all buildings should be of the same architectural style, nor is it to imply that new construction should slavishly re-create Colonial "Saltboxes" or "Capes." However, some minimum design guidelines must be applied to new commercial development if it is to fit comfortably and graciously within the existing surroundings.

Recommended Approach: Local zoning may include an Historic District bylaw (enabled under Chapter 40C, MSA) to regulate changes in building facades. This type of zoning is most appropriate where historic buildings are geographically concentrated, as is often the case in downtown districts, or in urban, town or village fringe areas where traditional housing stock is being demolished or converted to commercial uses.

In other areas of town, where historic district zoning may not be appropriate or where there is property owner resistance to this type of regulation, other means may be employed to help protect a community's character. One approach, known as "Site Plan Review," may include certain minimum requirements for the exterior appearance of any new or altered buildings. (This tool is typically applied to non-residential and multi-family uses.) For example, scale drawings of proposed building facades may be required, showing locations and types of all windows, doors, and exterior materials. The Site Plan Review process normally evaluates whether the proposal meets minimum requirements for "fitting into" the neighborhood. These provisions may include a requirement for facing a masonry block building in brick of an appropriate color (not "used" brick or other varieties doctored to appear old); a requirement for pitched roofs; and a requirement that window size and spacing conform to the general window proportions and rhythms characteristic of traditional buildings in the area.

Signage

Issues: Signage is essential in helping to draw customers to businesses. Signs perform the dual function of attracting attention to a given establishment, while also directing motorists in the proper direction to find it. However, signage can be detrimental to any commercial area when it overwhelms either the motorist or the surrounding landscape or townscape. Excessive size and number of competing signs is possibly the largest visual problem in most commercial districts today.

Recommended Approach: Fortunately, poor signage is often the most easily remedied of all the problems which exist in downtown or roadside commercial areas. A comprehensive sign bylaw can effectively cure the ailment, through a combination of well-reasoned standards governing new signs, and an equitable amortization provision to bring existing non-conformities into line with the community's official signage policy. Please refer to the signage section of this manual for more detailed guidelines, and a model bylaw.

C. Access and Circulation Issues

Issues: As commercial areas become more densely developed and as traffic volumes rise, highways become more congested and traffic accidents increase. Many of these accidents are in large part due to poorly controlled vehicular circulation and poorly designed road access points.

Recommended Approach: Solutions to traffic problems should be specific to the particular situations in each zoning district. However, some guiding principles can be incorporated into the general plan for commercial district development. These recommendations will not provide towns with all of the needed answers, because many solutions also require the involvement of the State Department of Public Works (such as signal installation, synchronized timing of lights, additional new traffic lanes, etc.). For the purposes of this manual, we shall concentrate on those types of traffic management and access design solutions which are within the capability of municipalities to implement.

In preparing commercial district zoning, the two most important issues are: (1) "How much additional traffic can the roadway accommodate safely and efficiently?" and (2) "By how much would this 'spare capacity' be reduced if all vacant roadside parcels were permitted to be developed with land uses generating a large number of turning movements by vehicles entering and leaving the various new commercial premises?" Once these questions have been answered, appropriate types and intensities of adjacent land-use can be determined for the district.

Within any particular development, it is also important that separate access points be provided. This will reduce the number of circulation snarls caused by traffic trying to enter and exit any particular development at the same location simultaneously.

Wherever possible, access should be provided from existing side-streets where they abut the premises on a second road frontage. Where this solution is not available, town bylaws can require that existing undeveloped parcels along the roadway be limited to a single access point (or "curb-cut"). Such a regulation would prevent a succession of entrances and exits being created by a land owner or developer who divides the parcel into a number of separate frontage lots. If such a lot pattern is created, all lots from the same original parcel should be accessed from a central point (much in the same way that traffic enters and exits from shopping plazas).

D. Parking

Issues: Parking arrangements within a commercial district can either add to or detract from the visual amenity of the area. Along many commercial "strips," parking lots tend to dominate the landscape as large, flat, uninteresting expanses of black pavement, sometimes relieved to a minor degree by inadequate or inappropriate landscaping attempts (such as narrow juniper beds or rows of small ornamental trees).

Recommended Approach: A firm requirement that parking be located at the side or rear of the lot can be incorporated into either the zoning or the Site Plan Review bylaw. In conjunction with this

approach, the innovative concept of "maximum front setback" should be implemented to ensure that new commercial buildings will be located in a visually close, traditional relationship with the roadway (instead of being placed toward the rear of the parcel, separated from the highway by a "sea" of asphalt and parked cars). This approach to commercial site design allows merchants to have display windows and wall signs facing both the roadway and the parking lot, doubling their exposure to potential customers. It also screens all or most of the parking lot from the scenic rural highway and allows the front "yardspace" to be landscaped in an attractive manner. Town regulations could also address the issue of plant material selection, encouraging the choice of native plant species indigenous to the region (such as ferns, daylilies, lilacs, viburnum, birch, shadbush, sugar maple, etc.). This would help reinforce the "spirit of the natural surroundings," and would avoid the sameness which afflicts much commercial landscaping from New Hampshire to New Jersey (dominated by junipers, rhododendrons, yews, crabapples, and bark-mulch).

The central parts of parking lots should always be generously planted with shade trees. Large lots should be provided with at least one tree per eight to ten parking spaces (i.e., about 12 trees per acre of paving). Stock should be no less than 2" caliper (at breast height) and each tree should be provided with at least forty (40) sq. ft. of unpaved area around its trunk. In some cases, such as uneven terrain, advantage can be taken of this natural feature to avoid a flat, sterile appearance. Such a parcel could be designed to accommodate parking at different grade levels, rather than being bulldozed so that the whole area becomes completely level.

E. Noise

Issues: For obvious reasons, excessive noise emanating from one business will almost certainly injure neighboring businesses (such as loud music from a bar, restaurant, or disco disturbing motel or tourist-home patrons). Other examples from rural areas include noise from shops servicing lawn mowers or chainsaws, overnight parking areas for refrigerated trucks, rock crushers or gravel-grading operations, sawmills, and auto body compactors at salvage yards. Such commercial noises can also spill over into neighboring residential areas.

Recommended Approach: A generally accepted standard for noise levels in commercial districts is 60 decibels, or dB(A), between 7 a.m. and 11 p.m. Between 11 p.m. and 7 a.m. the legal limit is usually 55 dB(A). Standards for residential districts are normally 10 dB(A) lower, and sounds entering such districts from commercial districts can be required to meet the more stringent limits if the bylaw is so worded. Separate noise control bylaws are useful for regulating sound levels, as they do not "grandfather" pre-existing nuisance situations.

F. Dust, Fumes, Vapors, Gases, Smoke and Odors

Issues: Some commercial uses may generate dust, dirt, fly ash, smoke, fumes, vapors, gases, odors, scents, and aromas which could damage the property of neighbors, reduce their property values, and/or cause them personal discomfort. None of these conditions is conducive to a healthy and pleasant commercial area.

Recommended Approach: Effective solutions can be implemented by writing one's zoning bylaw to exclude types of premises likely to produce these unneighborly impacts. However, many of the businesses that one may not want to prohibit (such as restaurants, gasoline stations, veterinary clinics, etc.), which could very conceivably produce unwanted sounds or scents, can also be controlled through use of the Special Permit procedure, in which specific conditions of approval are attached to the permit. Such conditions could reference the "good neighbor" performance standards contained in the model Site Plan Review bylaw included in this manual.

G. Glare

Issues: Overspill from tall, unshielded or unfocused floodlights; parking lot luminaires; and security lighting can cause glare and unwelcome illumination on neighboring properties. This is particularly bothersome with regard to windows in bedrooms or motel units, but can also cause traffic safety problems if intense, direct rays from such fixtures are cast into the line of vision of drivers traveling along the public roads.

Recommended Approach: Often the solution is as easy as requiring that outdoor lighting fixtures be shielded and directed to prevent illumination from falling onto adjacent lots and streets. Levels of illumination should also be required to be within a reasonable range of intensity, to avoid creating an urban appearance. Generally, a greater number of shorter poles with less intensely-lit lanterns are preferable to a smaller number of very tall fixtures with extremely bright luminaires.

Practical Alternatives to Commercial "Strip" Development

Excellent alternatives exist to commercial "strip" zoning along roadway frontage, employing some basic modifications to traditional zoning approaches. Each of the following recommended approaches offers a real opportunity to protect the unique characteristics which distinguish New England towns.

Commercial Cluster Development: Instead of allowing commercial developments to be located uniformly along frontage lots, commercial cluster development requires new buildings to be sited in groups, with varying setbacks and well-landscaped areas between the structures and the roadway, thus maximizing open space around each cluster and helping to preserve scenic views of the surrounding rural landscape. Clustering can be accomplished on a large scale with the development of shopping plazas or office parks, or at a lesser scale through the sensitive placement of mini-malls or detached, multiple-tenanted buildings which respect traditional architectural values.

Nodal Commercial Development: Nodal development requires new businesses to be grouped at major intersections, rather than being lined up along the entire length of a highway. This development type could be implemented by designating business zones only at such intersections, maintaining the land between in a less intensive use such as housing or agriculture. (The aerial perspective sketch for Site B, in the alternative development scenarios section of this manual, illustrates how this could occur in conjunction with the model "Agricultural Land Conservation and Development Bylaw," which requires new residential subdivisions that are proposed on farmland to consume no more than 50% of the parcel.) Although this idea might appear to be novel, it actually follows from a long tradition in the historical development of New England towns, in which homes and businesses were organically grouped (or "clustered") in village centers or at road junctions, with open fields and pastures beside and behind them.

Multi-Intensity Zoning: Another way to help control commercial sprawl, traffic congestion, and mixing of opposing land uses is to designate separate lengths of highway frontage for different intensities of land-use. Rather than zoning the entire corridor for all types of business activity, the roadway can be divided into several distinct sections, each with an appropriate level or intensity of permitted adjacent land use. Factors for determining appropriate intensities could include road width, number of travel lanes, maximum speed limit, existing development patterns, sight-distances, and special accessibility constraints (e.g., steep grades).

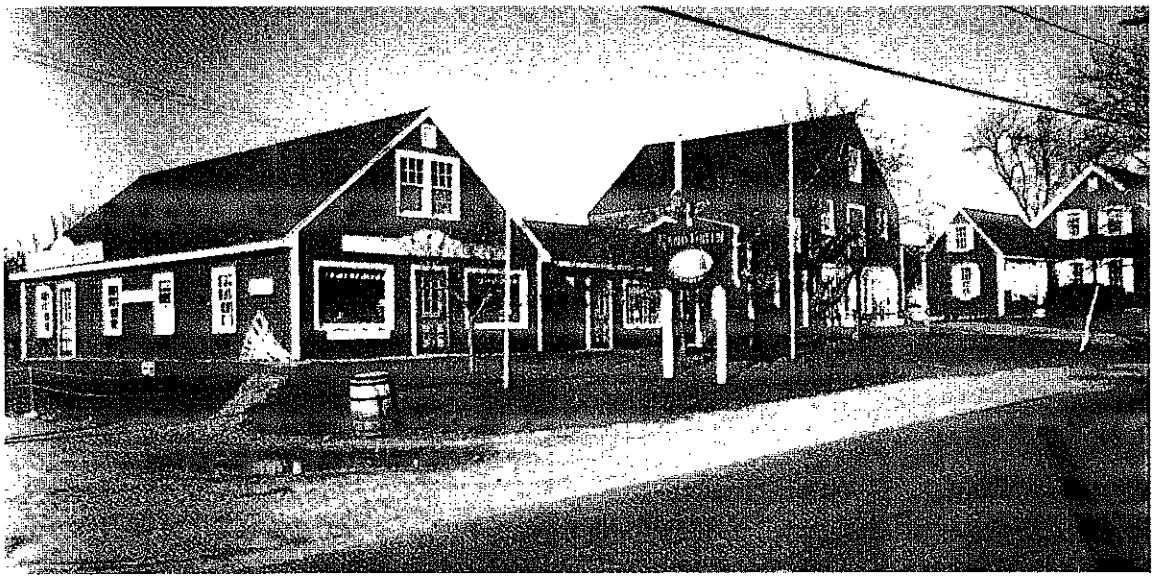
A typical highway could, for instance, be classified into three different types of commercial zones: "General Business," "Large Business," and "Limited Business/Residential." The **"General Business"** zone would normally be designed to provide a wide range of goods, services, and attractions to meet the everyday needs of town residents. This district should be located with convenient access to

residential areas, and is often designated around a pre-existing grouping of convenience stores and retail shops.

"Large Business" districts are designated at special locations reserved for major new employers, and should therefore be established where adequate utilities are available, and preferably at or near the intersection of two arterial roads or at an interstate highway exchange. This zone should be structured to allow only buildings over a certain size, and may be regulated to permit only particular types of uses (such as offices, hotels, light industries, etc.). If this is not done, this valuable land could be divided and sold off to a variety of lower-value businesses (such as gasoline stations, burger stands, factory outlets, car dealerships, etc.), thereby squandering possibly the town's best opportunity to boost local employment and property tax revenues.

The **"Limited Business/Residential"** zone should be designed to help provide for a variety of rural, residential, and tourist-related commercial uses in areas which are presently not heavily developed. Typical uses allowed in such a district would be residential, home occupations, medical/professional offices, veterinary clinics, real estate offices, antique shops, tourist homes, farm stands, "sit-down" restaurants (not "fast-food" emporiums), etc. By excluding most types of retail operations (which are catered for in the "General Business" zone), this district can retain its traditional rural character for a greater length of time.

With the implementation of comprehensive design controls, new commercial uses in all three of the above districts can be harmoniously integrated with the surrounding agricultural landscape and with vernacular building styles.



Traditional architectural forms in a roadside commercial development illustrating the "maximum setback" principle (see text).

Credits

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Christopher Yates

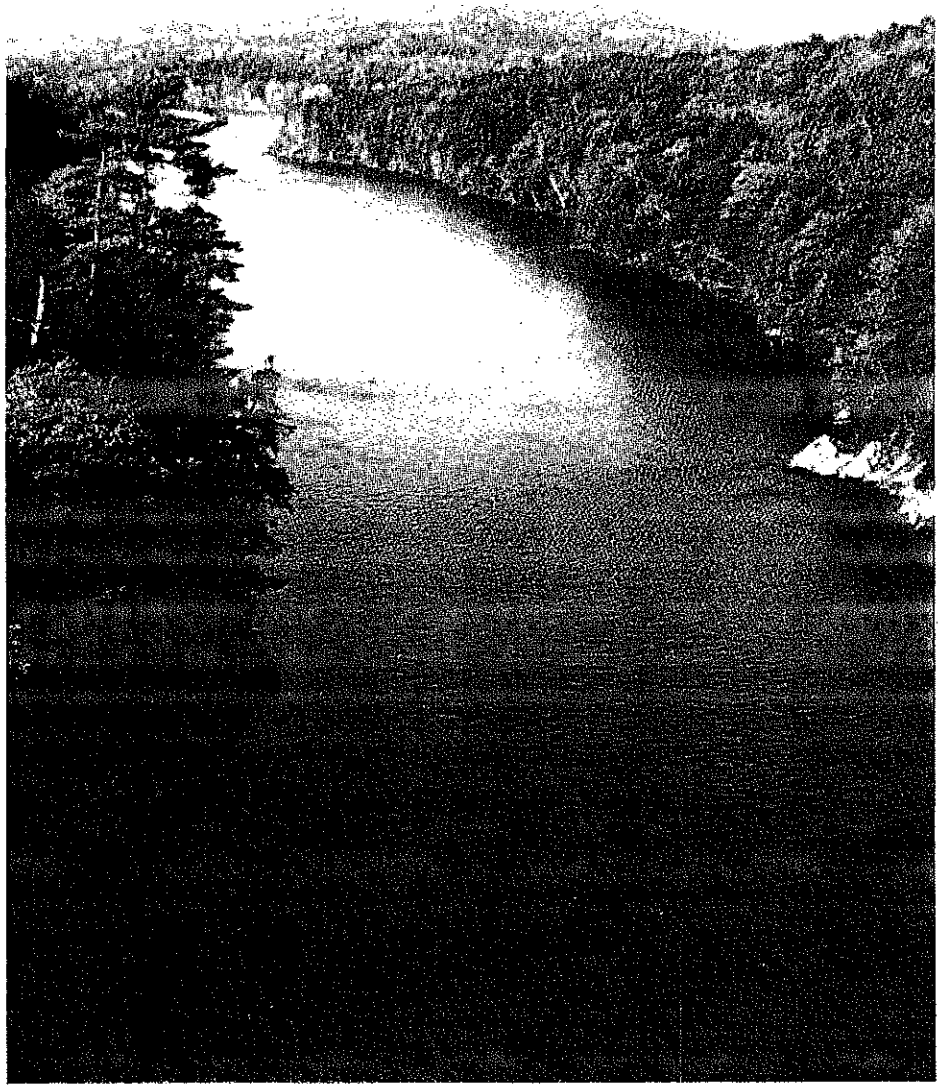
"What are the natural features which make a township handsome? A river, with its waterfalls and meadows, a lake, a hill, a cliff or individual rocks, a forest, and ancient trees standing singly. Such things are beautiful; they have a high use which dollars and cents never represent. If the inhabitants of a town were wise, they would seek to preserve these things... for such things educate more than any hired teachers or preachers....

It would be worth the while if in each town there were a committee appointed to see that the beauty of the town received no detriment. If we have the largest boulder in the country, then it should not belong to an individual, nor be made into door-steps.

As in many countries precious metals belong to the crown, so here more precious natural objects of rare beauty should belong to the public.

Not only the channel but one or both banks of every river should be a public highway. The only use of a river is not to float on it."

H.D. Thoreau
1861



Connecticut River

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The Center for Rural Massachusetts (CRM) conducts applied research into special problems faced by small communities. As a branch of the University of Massachusetts at Amherst, the Center seeks to teach practical skills to help town officials prepare and implement new programs for the effective management of change.

The Center focuses its efforts on selected problems that require innovative or special solutions. Priority is given to practical research projects offering unusual education opportunities, or in which "model" plans or by-laws could be drafted that would have broad applicability in other communities. In this way, the Center best serves critical needs, and provides technical support for the broader planning community of regional agencies and consultants, who frequently work with the Center on implementation of models and concepts developed by the Center's professional staff.

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The Lincoln Institute of Land Policy is a non-profit educational institution where leaders explore the complex linkages between public policies, including taxation, and land policy, and the impact of these linkages on major issues of our society. The Institute seeks to understand land as a resource, the choices for its use and improvement, the regulatory and tax policies that will result in better uses of land, and effective techniques by which land policies can be implemented.

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E.L.F.'s activities are currently focused on managing and planning growth, preserving open space and agricultural land, and helping communities establish recycling programs and develop better solid waste management practices.

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CENTER FOR RURAL MASSACHUSETTS • UNIVERSITY OF MASSACHUSETTS AT AMHERST •

LINCOLN INSTITUTE OF LAND POLICY

ENVIRONMENTAL LAW FOUNDATION

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ISBN 1-55844-083-6

WILDWOOD

August 16, 2016

MEMORANDUM

To: Planning/Economic Development/Parks Committee Members

From: Department of Planning and Parks

Re: Hearing Information for **P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132** – A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres. (Ward One)**

Cc: The Honorable James R. Bowlin, Mayor
Administration/Public Works Committee Members of the City of Wildwood
Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks

The Department of Planning has prepared for the Committee's use at tonight's public hearing a packet of information relating to the above-referenced item. This item involves the application of the City's Planned Residential Development Overlay District (PRD) onto a property that is seventy-eight (78) acres in size and zoned NU Non-Urban Residence District. The intent of the Planned Residential Development Overlay District (PRD) is to allow for the development of the property with up to twenty-six (26) single family detached dwellings on individual lots (the Department of Planning recommended twenty-five (25) only).

The packet of information provides the pertinent materials for tonight's discussion, and includes the following items:

1. The Department of Planning's letter to City Council on the appeal process, as set forth by the Zoning Ordinance.
2. The Planning and Zoning Commission's Letter of Recommendation on the matter.
3. The Department of Planning's Information Report on the matter.
4. All the background on this proposal, since its inception, including public comments.
5. The Connecticut River Basin Study, a State-funded study of the benefits and long-term impacts of allowing clustering of lots to achieve a high level environmental stewardship.

Again, this information is intended to assist in understanding the project, the opposition to the Planned Residential Development Overlay District (PRD), and the action of the Planning and Zoning Commission.

If any of the Committee Members have questions or comments about this information, please feel free to contact the Department of Planning and Parks at (636) 458-0440. A presentation of this information is planned on this item at tonight's meeting. Thank you for your consideration of this information and providing direction on the same.

WILDWOOD

July 11, 2016

The Honorable City Council
City of Wildwood, Missouri
16860 Main Street
Wildwood, Missouri 63040

Re: Submittal of a Formal Appeal by Payne Family Homes on an Action by Planning and Zoning Commission regarding **P.Z. 19-15 1971 Pond Road**

Council Members:

The City Clerk has received the required paperwork and fee from Payne Family Homes regarding its intent to appeal a decision for denial by the Planning and Zoning Commission of its application for a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District for a seventy-eight (78) acre property that is located on the northwest corner of Pond Road and State Route 100. The intent of the Planned Residential Development Overlay District (PRD) was to allow the clustering of lots, thereby placing them, and other improvements, on the site's defined ridgeline, while preserving approximately forty (40) acres of the site in common ground, and from any future disturbance. The intended outcome was to then have no more than twenty-five (25) homesites on this site.

The Department of Planning supported this overlay district application, while the Planning and Zoning Commission recommended its denial by a unanimous vote. The Planning and Zoning Commission's reasons for this action are identified in its attached letter of recommendation. This matter has been postponed at City Council, since the Planning and Zoning Commission's action, so its members have not yet held its hearing.

With the filing of the formal appeal, the following steps the City Council are required to met are set forth below from the Zoning Ordinance's regulations:

Chapter 415. Zoning Regulations
Section 415.530. Appeal and Protest Procedure For Change of Zoning and Special Procedures.
[Ord. No. 1324 App. A §1003.193, 8-14-2006]

A. *Scope Of Provisions.* This Section contains the regulations governing the filing and review of an appeal or protest from a Planning Commission decision or recommendation regarding a change of zoning or special procedure authorized under Sections 415.500 "Conditional Use Permits" and 415.520 "Landmark and Preservation Area".

B. *Statement Of Intent.* The purpose of this Section is to provide a formal method by which a petitioner may request further consideration by the City Council of a Planning Commission denial or recommendation of denial of a change of zoning or certain special procedures as specified herein; and to provide a formal method by which the owners of property located within a specified proximity to a petitioned tract of land may present to the City Council a petition and statement of their opposition to a Planning Commission decision or recommendation of approval of a change of zoning or certain special procedures as specified herein.

C. *Filing Of Appeal Or Protest.* The following regulations shall govern the filing of an appeal or protest:

1. *Appeal by petitioner to decision or recommendation of denial.* Upon the denial or recommendation of denial by the Planning Commission of an application for a change of zoning or certain special procedure as specified herein, the applicant may file an appeal with the City Council requesting a determination from that body. The appeal shall be filed within thirty (30) days after the Planning Commission decision (or if the filing date falls on a weekend or holiday, the next regular business day). The appeal shall be submitted in writing to the City Council and shall be filed in duplicate with the City Clerk accompanied by a fee of two hundred dollars ($200.00). In the case of a special procedure, the applicant shall state in the appeal how the application, as initially filed or subsequently modified, meets the criteria set forth in the regulations of the special procedure in question.

2. *Protest by nearby property owners to recommendation of approval.* Owners of thirty percent (30%) (by area exclusive of streets and alleys) of the property within one hundred eighty-five (185) feet of the property in question may file a protest with the City Council against the Planning Commission's decision or recommendation of approval of a change of zoning or special procedure as specified herein. The protest shall be filed within eighteen (18) days after the Planning Commission decision (or if the filing date falls on a weekend or holiday, the next regular business day). The protest shall be in writing and shall be filed in duplicate with the City Clerk accompanied by the signatures of property owners in opposition, each signature being individually acknowledged. In the case of a special procedure, the protest shall include notarized verification from the person(s) collecting protestants' signatures that all signatures are correct and real. The protest shall specifically state how the application, as initially filed or subsequently modified, fails to meet the criteria set forth in the regulations of the special procedure in question.

D. *Review Of Appeal Or Protest.* The following regulations shall govern the review of an appeal or protest:

1. *Referral of appeal or protest to Planning and Zoning Committee.* Upon receipt of an appeal or a protest, the City Council shall refer it to the Planning and Zoning Committee.

2. *Public hearing by the City Council.* Before acting on any appeal or protest the City Council or its Committee on Planning and Zoning shall set the matter for hearing. The City Council shall give written notice of such hearing to the applicant and all other persons who appeared and spoke in opposition to the application at the public hearing before the Planning Commission or to the protestants in the case of a protest. The applicant and the protestants in the case of a protest shall be heard at the hearing. In addition, any other person or persons who, in the discretion of the City Council, will be aggrieved by any decision or action with respect to an appeal or protest may also be heard at the hearing.

3. *City Council decision.* Following the hearing by the City Council or its Committee on Planning and Zoning on an appealed or protested application, the City Council may affirm, reverse or modify, in whole or in part, any determination of the Planning Commission. No ordinance relating to a protested zoning or a zoning or special procedure which is contrary to a recommendation of a majority of the Planning Commission shall be adopted by the City Council only upon an affirmative vote of two-thirds (2/3) of the members of the whole City Council. In all other instances, a majority vote of the whole City Council shall be required to approve, deny or modify any recommendation of the Planning Commission with respect to a change of zoning or special procedure. A valid protest petition shall have the effect of extending the time for introduction of a bill beyond the ninety (90) day period established in Section 415.560 of this Chapter.

Accordingly, at tonight's meeting, the City Council is required by the regulations governing this formal appeal process to a land use decision by the Planning and Zoning Commission to forward this matter for public hearing to the Planning/Economic Development/Parks Committee. Thereafter, the Committee members will schedule the public hearing and take the needed steps to prepare a recommendation for presentation to the City Council thereafter.

If any of the City Council members should have questions or comments in this regard, please feel free to contact the Department of Planning at (636) 458-0440. Thank you for your review of this information and requested action on the same.

Respectfully submitted,
CITY OF WILDWOOD

Joe Vujnich

Joe Vujnich, Director
Department of Planning

Cc: The Honorable James R. Bowlin, Mayor
Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Kathy Arnett, Assistant Director of Planning and Parks
Travis Newberry, Planner
Tom Cummings, Payne Family Homes

July 5, 2016

VIA ELECTRONIC MAIL
City of Wildwood
City Council
16860 Main Street
Wildwood, MO 63040

RE: P.Z. 19-15 (1971 Pond Rd.)

Ladies and Gentlemen:

On behalf of Payne Family Homes, L.L.C., and pursuant to Section 415.510 (N), and Section 415.530 of the Wildwood City Ordinance, I hereby submit this letter and enclosed check for Two Hundred and 00/100 Dollars ($200.00) as our appeal from the recent zoning recommendation issued by the City of Wildwood Planning & Zoning Commission on the above referenced zoning case.

Our request for a Planned Residential Development (PRD) overlay on the subject property is substantially in conformance with the requirements of the City, as detailed in the report submitted by the Department of Planning on June 6, 2016. For the reasons detailed in that report, the PRD is appropriate for the subject property, is in substantial compliance with the City's ordinances, and should applied to the site in the manner requested by petitioner.

Please docket this case for consideration by the City Council's PEP subcommittee at your earliest opportunity, and contact me if you should have any questions, or require additional input on this very important matter.

Very truly yours,

PAYNE FAMILY HOMES, L.L.C.

By: _____
Thomas E. Cummings, VP of Land Acquisition

Cc via electronic mail: Elizabeth Weiss, City Clerk
Laura Rechtin, Deputy City Clerk

10407 Baur Blvd. Suite B St. Louis, MO 63132 Phone: 314.996.0300 / Fax: 314.996.0309

www.PayneFamilyHomes.com

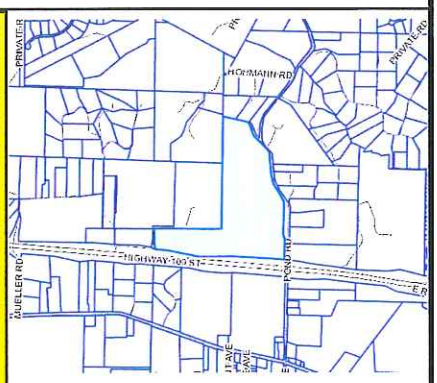
WILDWOOD

16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD NOTICE OF
PUBLIC HEARING
before the Council Planning/Economic Development/ Parks Committee
Tuesday, August 16, 2016, at 6:00 p.m.

AS A RESIDENT OR PROPERTY OWNER NEAR THE SITE THAT IS IDENTIFIED ON THIS MAILER, THE CITY OF WILDWOOD WOULD LIKE TO ENSURE YOU ARE AWARE OF THIS REQUEST/PROPOSAL BECAUSE IT IS LOCATED WITHIN 5,200 FEET OF YOUR PROPERTY. YOUR COMMENTS ARE ENCOURAGED, ALONG WITH YOUR PARTICIPATION AT THE SCHEDULED HEARING OR MEETING. THIS ITEM IS SCHEDULED FOR DISCUSSION AND ITS OUTCOME MAY IMPACT YOUR HOME, NEIGHBORHOOD, OR AREA, SO PLEASE CAREFULLY READ THE DESCRIPTION AND PARTICIPATE AT YOUR DISCRETION. THE CITY OF WILDWOOD ENCOURAGES CITIZEN INPUT AT ALL OF ITS HEARINGS OR MEETINGS AND YOUR INVOLVEMENT WILL ASSIST IT IN REACHING THE BEST DECISION POSSIBLE FOR ALL PARTIES.

*** PLEASE SEE YELLOW BOX ON OPPOSITE SIDE OF THIS MAILER FOR A LIST OF WAYS TO EITHER COMMENT ON AND/OR TRACK THIS ITEM.**



Street Address of Subject Site:
1971 Pond Road

THE CITY WELCOMES AND ENCOURAGES YOUR COMMENTS AND PARTICIPATION IN ITS PUBLIC PROCESSES.

The City Council Planning/Economic Development/Parks Committee of the City of Wildwood will conduct a public hearing on **Tuesday, August 16, 2016, at 6:00 p.m., in the City Hall Council Chambers, 16860 Main Street, Wildwood, Missouri 63040** for the purpose of accepting testimony regarding a recommendation by the Planning and Zoning Commission relative to a request for a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence Zoning District, which was denied and the petitioner has filed an appeal to this action. The hearing will be open to all interested parties to comment upon the action of the Planning and Zoning Commission, whether in favor or opposition, or provide additional input for the Committee's consideration, which will then be taken under advisement for future consideration. The following request will be considered at this time:

P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132 – A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres. (Ward One)**

***RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON AND/OR TRACK THIS REQUEST BY:**

1) Submitting a comment online by visiting: **http://www.cityofwildwood.com/comment.**
2) Submitting a written comment prior to the hearing and addressed to the Council Planning/Economic Development/ Parks Committee, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.
3) Viewing the Council Planning/Economic Development/Parks Committee's agenda, which is available on the City's website at: **www.cityofwildwood.com**, the Friday before the aforementioned meeting date.

If you should have any questions regarding this information, please feel free to contact the Department of Planning at (636) 458-0440. Thank you in advance for your interest in this matter.

Kathy Arnett

From: Lynda <lynda.keller@earthlink.net>
Sent: Wednesday, August 10, 2016 4:58 PM
To: Kathy Arnett
Subject: Public Hearing August 16

Kathy, please pass along my concerns to the PEP Committee concerning our upcoming hearing regarding Payne Developers.
We fought this battle once and never suspected we'd have to do it all over again. According to Wildwood's Master Plan, each homesite should be a minimum of 3 acres west of Hwy 109. We understand in the past the City has allowed PRD, but we don't understand why this prime corner in Wildwood needs to not follow the Master Plan. There is nothing challenging about this piece. Why is Payne receiving special treatment going against the wishes of the community. We even offered to compromise with Payne allowing some of their homesites to be somewhat less than three but certainly more than one+fraction acre. They were not willing to compromise at all. Of course proper sewage treatment and placement of same is still an issue. A BIG concern is the 34 acres of common ground. We all know NO taxes are paid on these 34 acres. Can you imagine the number of children (K-12th grade). Think of the tax dollars lost to Rockwood School District and to St Louis County. And who will pick up the tab? WE WILL! This could all be solved by insisting homes be built on minimum 3 acres. I have Fischer & Fritschel building on 35 acres on my other side, and they are doing it correctly.
I would like to speak at the meeting on Tuesday reiterating these points to the panel. Thank you Kathy!
Kindest regards,
Lynda Jayne Keller
2000 Lynda Jayne Lane
Wildwood, MO 63038

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, August 07, 2016 2:34 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	Payne Family Home development
Position on Request	Do Not Support
General Comments	For the residents of Wildwood who live west of 109, we chose to live here because this neighborhood has residents who all live on large lots. I thought the rule was that all homes in this area need to be on 3+acre lots. I think this builder should be held to the same standard instead of having some lots to be only one acre.
Suggestions	If Payne homes makes all of their lots 3+ acres I would welcome the development and be happy to have them as neighbors.
	(Section Break)
Name	Mike and Linda Hoffey
Address	2402 Rockwood Trail Ct
City	Wildwood
State	MO
Zip	63038
Phone Number	3147243665

Email Lhoffey@att.net

Email not displaying correctly? View it in your browser.

WILDWOOD

June 20, 2016

The Honorable City Council
City of Wildwood, Missouri
16860 Main Street
Wildwood, Missouri 63040

The Planning and Zoning Commission has completed its review of the requested application of a Planned Residential Development Overlay District (PRD) on an undeveloped seventy-eight (78) acre property located in the City's Non-Urban Residential Area, and prepared the following recommendation report in this regard. This recommendation report reflects the Planning and Zoning Commission's vote to recommend the associated special procedure permit not be supported, which is now being forwarded for consideration by the City Council. This recommendation and action were completed in accordance with the requirements of Chapter 89 of Missouri Revised Statutes, the City's Charter, and those regulations of the City relating to public notice and publications (Chapter 415.560 of the City of Wildwood Zoning Ordinance). This recommendation and action are as follows:

Petition No.:	**P.Z. 19-15**
Petitioner:	**1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132**
Request:	A request for the application of a Planned Residential Development Overlay District (PRD) within the NU Non-Urban Residence District. **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres.**
Location:	Northwest corner of the intersection of Pond Road and State Route 100
Tract Size:	78.0 acres
Locator No.:	22Y240055 (Locator Number: 23W520053/Street Address: 1971 Pond Road)
Public Hearing Date:	December 21, 2015
Date and Vote on Information Report:	June 6, 2016 – Denial of the Planned Residential Development Overlay District (PRD) application of the by a vote of 10 to 0 (Voting Aye: Renner, Lee, Archeski, Gragnani, Bauer, Liddy, Kohn, Manton, Bowlin, and Bopp)
Date and Vote on Letter of Recommendation:	June 20, 2016 - TBD
Report:	Attachment A
Preliminary Development Plan:	Attachment B

Background Information:	Attachment C
School District:	Rockwood
Fire District:	Metro West
Ward:	One
Recommendation:	The Planning and Zoning Commission is not supporting the requested application of a Planned Residential Development Overlay District (PRD) upon this existing NU Non-Urban Residence District zoned site, which would have authorized up to twenty-five (25) single family dwellings on individual lots, with common ground and public space, as was recommended by the Department of Planning.

Copies of the City of Wildwood Master Plan, Parks and Recreation Plan, Action Plan for Parks and Recreation 2007, Zoning Ordinance, and Charter are all on file with the City Clerk's Office.

Respectfully submitted,
CITY OF WILDWOOD PLANNING AND ZONING COMMISSION

R. Jon Bopp, Chair

ATTEST:

Joe Vujnich, Director
Department of Planning

Cc: The Honorable James R. Bowlin, Mayor
Ryan S. Thomas, P.E. City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Senior Planner

ATTACHMENT A - REPORT

Area Synopsis (includes land use and zoning information)

The site of petitioner's request is a seventy-eight (78) acre tract of land located at the northwest corner of the intersection of State Route 100 and Pond Road (in Ward One). The property is a single lot of record, one (1) of the largest tracts of land remaining in the City of Wildwood. The parcel of ground is L-shaped, being defined by adjoining property lines and the rights-of-way of State Route 100 and Pond Road The subject site's frontage along State Route 100 exceeds two thousand five hundred (2,500) feet, while the amount along Pond Road is over two thousand six hundred (2,600) feet.

Pond Road is a City-maintained roadway, which is rural in nature. This roadway is considered rural due to its width and the lack of stormwater improvements, shoulders, and sidewalks. A number of bridges exist within the Pond Road right-of-way, many new, being installed by the City of Wildwood to replace single lane types. The width of this roadway is approximately twenty-two (22) feet in size and has a limited system of earthen swales for stormwater drainage. Traffic volumes are generally medium and seasonal in this regard, since this roadway serves the Pond Athletic Association, along with a low-density residential land use pattern. Pond Road, from its southern terminus at Old Manchester Road, to its northern terminus at State Route BA, has a north-south and east-west orientation.

State Route 100 is an inter-county arterial roadway maintained by the State of Missouri. The roadway has an east-west orientation through the City of Wildwood and was one (1) of the first streets commissioned by the State Legislature in 1830 to provide access between St. Louis and Jefferson City, the capital. This arterial roadway is a limited access highway and four (4) lanes in width, with a large, grass median. Also associated with the roadway are stabilized shoulders on both sides of the driving surfaces. The right-of-way is also used for stormwater facilities, which includes concrete swales and other improvements. The traffic levels on this roadway are high and it serves a rural land use pattern, but also Town Center Area as well.

The site is one (1) of the last parcels of ground of this size that has had limited use over the last twenty (20) years. Parts of the site were used for agricultural purposes, which ended about a decade ago. The area of former crop production is now full of second growth trees. The site has a major drainageway, which trends through it, from State Route 100 on the south end of the property to its northern boundary. A number of small tributaries intersect this larger feature, giving the site a varied topography. This site also exhibits large expanses of grass areas that are overgrown, but not heavily wooded. Linking all of these natural areas are cleared paths for access. Slopes range between two (2) percent to greater than thirty (30) percent, with an overall relief of the tract of land being almost two hundred fifty (250) feet. Soils are typical of this area of the City and very rocky at some locations. This site has a natural beauty associated with its vegetative cover, topography, and views, making it a natural landmark in this area of Wildwood.

The site also has several structures located upon it and these reflect past activities associated with it. These structures include a dilapidated storage building, a large barn, and a family cemetery. These structures and cemetery are located in the western side of the property, almost at its property line. The

barn is significant in height and size, but in disrepair. The cemetery area is also overgrown. A review of St. Louis County records does not indicate the barn construction date, but it would appear to be in the early 1900's.

The site is zoned NU Non-Urban Residence District and has been since 1995. Prior to 1995, the site was zoned NU Non-Urban District by St. Louis County. This designation was applied in 1965 and this date is important due to the St. Louis County Council's adoption of a comprehensive Zoning Ordinance and Map for all properties located in the unincorporated areas. The NU District designation was chosen to act as a holding category for future development, since no clear land use pattern had been established in these urban fringe areas at that time. Subsequently, as development proceeded, the land use pattern would be set. The City of Wildwood changed this holding pattern designation with the incorporation of this community and gave it true standing as a residential district. Surrounding properties have generally retained this 1965 zoning district designation. This pattern can be witnessed by a review of zoning and land use in the vicinity of the site.

To the North: Bounding the northern portion of the site is the Gigatt and Trebor Estates Subdivisions, which are zoned NU Non-Urban Residence District. These subdivisions consist of minimum three (3) acre sized lots, with single family dwellings constructed upon them. This residential pattern extends to the north, until a grouping of properties, which are used by the Pond Athletic Association for recreational purposes under an Amended Conditional Use Permit (CUP) that was first granted by St. Louis County in 1964 and amended by the City of Wildwood in 2006. This property is zoned a combination of the NU Non-Urban Residence District and the FPNU Floodplain Non-Urban Residence District, with the aforementioned Amended Conditional Use Permit (CUP).

To the East: Abutting to the east is Pond Road. Crossing Pond Road is a series of large lots zoned NU Non-Urban Residence District, which are utilized for single family dwellings.

To the West: Adjoining to the west are several large parcels of ground that exceed twenty-five (25) acres in size and are zoned NU Non-Urban Residence District. These lots are either used for single family residential purposes or vacant at this time. Access to these lots is via Lynda Jayne Lane, Wakefield Farms Road, and Hohmann Court. This large lot pattern extends to the west, reaching Mueller Road, where the West County Community Church is located, which is zoned NU Non-Urban Residence District, with a Planned Residential Development Overlay District (PRD).

To the South: Crossing State Route 100 is a parcel of ground owned by the Living Word Church. The property has a large sanctuary building located upon it, along with an individualized treatment plant for wastewater and several large parking lot areas. Abutting the church property is the Wildwood Middle School site, which is also zoned NU Non-Urban Residence District. Given the sizes of these lots, they extend from State Route 100 all the way south to Manchester Road.

Petitioner's Request

The petitioner, Payne Family Homes, is requesting the authorization of a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District for the development of twenty-six (26) single family residences on individual lots. The lots would range in size from approximately one (1) acre to over three (3) acres in area. The development does include an area of land dedicated as common ground that is over thirty-five (35) acres in size, while under petitioner's proposal, over forty (40) acres of the site will be protected due to the analysis required by the Natural Resource Protection Standards of the City's Subdivision and Development Regulations. The site is not served by the Metropolitan St. Louis Sewer District (MSD) for either sanitary or storm sewers, but all other utilities are in proximity to the site or the general area.

At a public hearing, petitioner's representative noted the dwellings would be a mix of one (1), one and one-half (1½), and two (2) story type units and would be consistent, if not greater, than the size of dwellings in the immediate area. Price information and sizes was not provided at that time, but will be very similar to the residences just completed in the Vintage Grove Subdivision located in the City of Wildwood (Old State Road, at its intersection with Ridge Road).

Other design elements of this proposal, as reflected either in the petitioner's presentation or indicated on the Preliminary Development Plan, are as follows:

1. This residential subdivision will dedicate a forty (40) foot private roadway easement for access purposes, and be constructed according to the City of Wildwood's 'Rural Roadway Standards,' to serve the proposed lots. No sidewalks are proposed. No stub streets are planned to the properties located immediately to the north or west.
2. The development will be served from Pond Road. Access is provided by a single curb cut onto Pond Road, which is located to the south of the current entry/exit into the site. A left-turn lane is planned from Pond Road into the subject site, along with an allocation of twenty (20) feet of the property's Pond Road frontage to the City of Wildwood for public roadway dedication purposes.
3. The design of the site incorporates the dedication of a variable width trail easement along the property's State Route 100 frontage for public use. The dedication of the easement does not indicate the construction of the multiple-use trail within it.
4. The clustering of lots is intended to address the soil and slope characteristics of the site.
5. The development's design concept indicates the use of thirty (30) foot frontyard setback areas, fifteen (15) foot for all sideyard areas, and thirty (30) foot for all rearyard areas on the individual lots. Along with these requirements, the petitioner's plan indicates the required twenty-five (25) foot foundation setback from the proposed 'Final Resource Protection Line.'
6. This development utilizes lot widths and depths that vary, but comply with City standards in this regard. The proposed minimum lot width is one hundred seventeen (117) feet at the front building line, which is just a single instance, while some of the frontages exceed five hundred (500) feet.
7. The development will preserve over forty-two (42) acres of the forty-eight (48) acres of existing tree cover on the subject site.
8. The development's design concept includes the provision of a minimum of two (2) parking spaces for each single family dwelling.

9. A centralized sewage treatment plant will serve the proposed lots, with a capacity of twelve thousand (12,000) gallons per day. The plant type will be a closed system, with filters, while the solids from each dwelling will be treated on the individual lots within holding tanks. The facility is shown on the plan being served by a ten (10) foot wide roadway, from an access point from the proposed internal roadway.
10. The proposed design of this subdivision indicates compliance to the City's Lighting Code and no standard is to exceed sixteen (16) feet in height.
11. The site will be served by underground utilities, according to the City's Subdivision and Development Regulations.
12. The design of the site includes the removal of all existing structures, while the cemetery will be preserved in a common ground area that is proposed for dedication. Access to the cemetery will be from the proposed private street that is to be constructed as part of this development.
13. The need for a secondary emergency access to these proposed lots is indicated on the plan by a twenty (20) foot wide asphalt strip that extends from the westernmost cul-de-sac to existing Lynda Jayne Lane.

Major concerns and considerations identified by comments that were provided at the Planning and Zoning Commission's public hearing included the following:

1. The location of the development's access point at a double curve, with limited sight distance.
2. The use of the Planned Residential Development Overly District (PRD) procedure and the need for only three (3) acre or greater lots being developed upon this site.
3. The use of Lynda Jayne Lane and the ownership of it.
4. The impact of stormwater runoff onto surrounding properties caused by the development of the subject site.
5. The lack of pedestrian improvements on Pond Road, per the submitted plan.
6. The location of the wastewater treatment plant and its access to Pond Road.

Analysis

Incumbent to the Planning and Zoning Commission's consideration of this request is the definition of its respective characteristics. These characteristics are analyzed to determine the appropriateness of the request relative to several key predictors. These predictors are as follows: (1) the compliance of the request to the City's Master Plan; (2) the compatibility of the use with the surrounding development pattern; and (3) the adherence of the request to the Planned Residential Development (P.R.D.) Overlay District standards. Each of these predictors must be favorable before the Commission can consider a recommendation, which supports the request.

< Master Plan >

The Commission would first note the importance of the City's Master Plan in guiding its decisions on development requests. The City's Master Plan was intended to provide fundamental principles to be followed by future development decisions with a substantial amount of the detail provided for implementing such principles to ensure the tenets of this document were not circumvented. Accordingly,

the City has been able to apply its plan with greater certainty and consistency than was the case with development decisions utilizing St. Louis County plans.

Formulation of Plan

Within the framework of the Master Plan, the community set forth to create specific land use classifications for the entire City. These classifications were to reflect the input from the community, the environmental assessment completed by a consultant to the City, and the existing level of development and zoning patterns within Wildwood. To this end, the City created and retains four (4) general land use classifications for the entire sixty-eight (68) square miles comprising this community. These classifications included the **Industrial Category, the Town Center Category, the Sub-Urban Category, and the Non-Urban Category**. Each of these categories includes a list of requirements for the future development of properties. The categories are clearly designated on a map of the City, as dictated by the planning principles noted above and in the Master Plan. It is important to note, that in 2002, the City Council approved the creation of the **5th Land Use Category** for historic assets. This category is intended to provide the needed incentives to encourage property owners of historic assets to consider their protection, preservation, and adaptive reuse. With this category, the density of residential uses, or the type of activities, can be modified relative to the other land use categories in the Master Plan, to provide the needed incentives or capital to accomplish the City's goal of historic preservation.

Master Plan Update 2016

Over the course of 2015, the City and a group of citizen volunteers worked on updating the Master Plan, as this document approached its ten (10) year anniversary. The Master Plan must be updated every ten (10) years to address the City's Charter requirement relative to the Comprehensive Zoning Plan, which is the Master Plan's Conceptual Land Use Categories Map. This update process was intended to study, review, and, if appropriate, modify, the content of the document to address changing conditions, new technologies, and the desires of the community. This process came to a successful conclusion on April 4, 2016, when the City's Planning and Zoning Commission approved the Master Plan Update 2016 by a unanimous vote (10 to 0). The City Council then ratified this action of the Planning and Zoning Commission in May 2016.

The **Master Plan Update 2016** edition reflected a refinement of the original and updated documents and retained a number of its major, and one-of-a-kind, requirements and characteristics. In surveying the public, the overwhelming majority wanted this document to continue forward in preserving the unique character of this area, preserving the environment, and retaining the Non-Urban Residential Area Category as the principal land use classification in the City of Wildwood (See Master Plan/Planning Element – Objective #1). Additionally, the Master Plan continued to promote environmental protection as the overarching goal of the City in all aspects, including the implementation of planning practices, provision of services, development of transportation and utility infrastructure, and the protection of open spaces and existing major park holdings.

In summarizing the 2015-2016 update process, the members of the Committee noted the following benefits that were derived from this year-plus process that reviewed all aspects of the Master Plan, since

its last update in 2016:

1. Memorializes the history and successes of the last twenty (20) years as a community and recognizes the support of residents and property owners in this effort.
2. Reinforces the concept of the Town Center Area and the planning process associated with it.
3. Places greater responsibilities on developers of properties to protect groundwater resources for potable water purposes.
4. Requires the City to improve communication efforts with residents, property owners, and businesses about its regulations and laws, while improving current enforcement procedures associated with them.
5. Recognizes the need to provide a mix of housing types in the City for all age groups and income levels.
6. Encourages the more harmonic development of property with the surrounding natural and built environments.
7. Summarizes major challenges facing the City in the upcoming ten (10) year period.
8. Imports priority to providing Internet service to the whole community at a serviceable standard.
9. Supports the continued use of private contractors to provide public services.
10. Reinforces the current policies of the City in terms of addressing unsafe streets, roadways, and bridges by repair and replacement.
11. Demands more effort and resources be provided to improve open space and recreational opportunities in the City.
12. Reflects the desire of Wildwood residents to promote the area as a great place to have, expand, or open a business.
13. Maintains land use categories for the overwhelming majority of the City, thereby meeting the expectations of the community participating in this process.

Along with all these benefits, maintaining a strong Master Plan will further improve the quality of life in the City, while promoting property values as well. Accompanying these items are a better environment, managed and planned growth, safer streets, roadways, and bridges, and greater public space in the future. This update, as led by the Master Plan Advisory Committee, positioned the City well for the upcoming ten (10) year period of time.

Previous Applications

The City has been applying the City's Master Plan for over twenty (20) years, since its adoption in February 1996. In this twenty (20) year period, the Commission has always advised potential developers of properties within this community of the requirements of the Master Plan in terms of its land use classifications. In these pre-development conferences, the requirements of the Master Plan are explained in terms of the allowable uses and related densities. Ultimately, developers submitting proposals not complying are encouraged to modify them, since inconsistencies with the plan would not justify the Commission's support in many cases and would not comply with the ordinances of the City, which have further implemented the Master Plan.

With the application of the Master Plan, the City has been able to obtain development concepts that comply with it. In these instances, development densities and designs were in compliance with the Master Plan, or comparable enough to be addressed, as part of the overall zoning process through discussion. The City has yet to approve a rezoning which is not compliant to the Master Plan in terms of the Land Use Classifications of the Master Plan. Residential development has occurred throughout the City, with many in the Non-Urban Residential Areas of it. Major examples of all of these three (3) acre projects that utilized the Planned Residential Development Overlay District (PRD) process, in conjunction with its NU Non-Urban Residence District zoning, include the following:

Subdivision Name (PRD[1] is referenced)	Master Plan Designation	Characteristics
Meridien (PRD)	Non-Urban Area	Thirty (30) lots on ninety-nine (99) acres
Bartizan Point Estates (PRD)	Non-Urban Area	Twelve (12) lots on forty (40) acres
Shepard Oaks Estates (PRD)	Non-Urban Area	Thirteen (13) lots on forty-two (42) acres
Radcliffe Place (PRD)	Non-Urban Area	Sixteen (16) lots on forty-nine (49) acres
Wills Trace (PRD)	Non-Urban Area	Twenty-one (21) lots on sixty-six (66) acres
Woodland Hills (PRD)	Non-Urban Area	Five (5) lots on sixteen (16) acres
Estates at Quail Ridge (PRD)	Non-Urban Area	Thirteen (13) lots on thirty-nine (39) acres
Homestead (PRD)	Non-Urban Area	Sixty (60) lots on two hundred (200) acres
Breton Woods (PRD)	Non-Urban Area	Twelve (12) lots on forty (40) acres
Arbor Trace (PRD)	Non-Urban Area	Seven (7) lots on twenty-five (25) acres
Saddlebrook (PRD)	Non-Urban Area	Eight (8) lots on twenty-seven (27) acres

< Compliance of the Request to the Master Plan – P.R.D. in the NU District >

With this submittal of the request for the development of this site, it is apparent to the Planning and Zoning Commission that petitioner's proposal may comply with certain areas of the Master Plan and could be supported in some form, but not its current. The Commission cannot support the approval of the Planned Residential Development Overlay District (PRD) for the subject site to allow up to twenty-five (25) lots (as was recommended by the Department of Planning). The reduction in the proposed lots may need to be greater, given the site's characteristics and better reflect a desire to have a lot width standard (at the

[1] PRD – Planned Residential Development Overlay District

front building line) that is no less than two hundred (200) feet in length. This two hundred (200) foot standard is required on any three (3) acre lot created in the City of Wildwood and would provide the same appearance for these proposed lots, as if all of them that would be developed in this planned subdivision have a greater size.

A comparison of the requirements of the Master Plan to the components of the petitioner's proposal clearly indicates a number of consistencies with it, but not necessarily meeting the intended purpose of this designation, i.e. maintain rural land use pattern. This comparison is provided below.

Master Plan Component – Non-Urban Residential Area	Petitioner's Proposal	Compliance/Non-Compliance Issues
Low density residential development – one (1) dwelling per every three (3) acres. No range in districts provided, only NU Non-Urban Residence District with the use of a Planned Residential Development Overlay District (PRD) on a majority of the site.	NU Non-Urban Residence District with a Planned Residential Development Overlay District (PRD) – twenty-six (26) units in total	The allowable density of future residential units on this 78 acre site is based upon the gross acreage of the property. In this case, the net acreage of the site is the same as its gross acreage, since no public rights-of-way dedications are planned, nor is their any designated floodplain located on the site. This net acreage would allow a yield of twenty-six (26) lots under the NU Non-Urban Residence District zoning regulation requirements. Since the petitioner is requesting twenty-six (26) lots, the density is consistent with the Master Plan requirements in this regard, as well as with the regulations of the NU Non-Urban Residence District. However, the Commission is not supporting the maximum density upon this property, given the resultant lot configurations and the need to create a minimum two hundred (200) feet of frontage on each of them.
Type of use limited to single family dwellings on individual lots.	Single family detached dwellings.	The permissible zoning districts identified in the Master Plan only allow single family detached uses, which are planned on this site.
Lot size cannot be less than one (1) acre in area.	Minimum lot sizes are one (1) acre in area.	All lots meet or exceed the minimum size requirement of the 'Non-Urban Area' of the Master Plan and the requirements of the City's Zoning Code in this regard.

Of the three (3) major requirements of the 'Non-Urban Residential Area' of the Master Plan, the Commission believes the petitioner's proposal does not unequivocally comply with all of them.

A comparison of the requirements of the Master Plan to the components of the petitioner's proposal again indicates a number of consistencies with it and, in some instances, meeting the intended purpose of this designation, i.e. maintain rural land use pattern. This comparison is provided below.

In the case of petitioner's proposal, a number of the policies within the different elements of the Master Plan are adhered to by its design and the use of the City's Planned Residential Development Overlay District (PRD). This adherence is critical in the analysis of this request by the Planning and Zoning Commission. In summary, the consistencies/inconsistencies between the request and the key elements of the Master Plan are as follows:

Environmental Element -

Policy 1. Implement the conservation principles put forward in the St. Louis County General Plan Update (see Attachment D).
Petitioner's Proposal: request adheres to eight (8) of the applicable list of eight (8) items noted as policies to limit the amount of stormwater runoff generated by a development and control its erosional tendencies downstream.

Policy 2. Recognize that terrain in the City varies and the more environmentally sensitive areas are located in the west and southern portions of the community.
Petitioner's Proposal: request is for Planned Residential Development Overlay District (PRD) in the NU District, which minimizes developed area of the site and maintains three (3) acre density in this area as well.

Policy 4. Require that natural drainageways remain undisturbed.
Petitioner's Request: very limited disturbance in the area of this site's watercourses.

Policy 5. Require that areas of steep slopes and highly erodible soils remain in their natural state.
Petitioner's Request: slopes greater than 30% are completely preserved, while others between 7% to 29% are partially protected from development. Overall, almost fifty-two (52%) percent of the entire 78 acre tract of land is preserved and will remain undeveloped forever. This preservation amount is based upon the soil and slope characteristics of the site.

Policy 7. Continue to employ the current procedure, as part of the City's development regulations, for the mapping of landforms and soil conditions and evaluate their suitability for development.
Petitioner's Request: Natural Resource Protection Maps A and B have been completed.

Policy 8. Maintain the current flexible procedure within the development regulations that allows an owner of land to better utilize the site's natural characteristics through the application of innovative design and construction practices and the clustering of units, while offering community amenities and open spaces. The application of this procedure should be consistent with the environmental parameters of the site.

Petitioner's Request: the use of the Planned Residential Development Overlay District (PRD) is proposed and the clustering of homesites is requested, but, in this case, not supported due to other considerations relating to consistency with the surrounding area.

Additionally, it is important to note the appointed City Council at the time of this community's incorporation, upon the recommendation of the Planning and Zoning Commission, included NU District zoned properties as potential candidates for the use of the Planned Residential Development Overlay District (PRD). Under St. Louis County's jurisdiction, the Planned Environment Unit Procedure could not be applied to NU District zoned tracts of land. However, a Density Development Procedure could be used.

The intent in allowing NU District zoned properties to use the Planned Residential Development Overlay District (PRD) was primarily to limit the amount of site disturbance on any property. Additionally, this inclusion acknowledged the following rationales: (1) the clustering of units does not increase the overall number of homesites on any given site; (2) the clustering of units would ultimately limit the amount of disturbance and create greater contiguous areas of open space on any given property; (3) the clustering of units promotes economic efficiencies in the installation of utilities and other site infrastructure; (4) the clustering of units better utilizes the developable areas of the site, which is consistent with the Natural Resource Protection Standards; and (5) the clustering of units allows for a variety of housing styles and choices in the City of Wildwood.

Policy 9. Require all developments to submit a plan that includes the delineation of the site's natural drainageways.
Petitioner's Request: both the Preliminary Development Plan and the Natural Resource Protection Attribute Maps define the property's natural drainageways.

Policy 16. Require tertiary treatment of sewage effluent.
Petitioner's Request: A centralized treatment plant will be required providing a tertiary level of discharge.

Policy 17. Encourage the extension of public potable water to all areas of the City to prevent future safety and health problem relating to fire protection and sewage effluent from non-public systems contaminating area waterways and aquifers.
Petitioner's Request: The Commission is recommending this developer extend public potable water to the site. Water service is available to the subdivision from a line located along State Route 100.

Planning Element -

Policy 3. Continue the Non-Urban Residence District zoning as the major land use designation in the City of Wildwood. In addition, maintaining an existing NU District designation is especially appropriate in areas of steep topography and highly erodible soil profiles.
Petitioner's Request: underlying zoning designation of NU District remains unchanged in this proposal.

Community Services -

Policy 2. Follow a policy of fiscal prudence in considering major new development initiatives.
Petitioner's Request: The petitioner is attempting to introduce a major residential development into this area, where infrastructure is limited in some regards. The Department is seeking the extension of public potable water to the site to meet the demands of this development upon the utility network in this area. This request for public potable water is prudent in this regard. Additionally, the City has completed a roadway project on Pond Road, which includes its resurfacing and limited widening and replaced several one-lane bridges. Along with these improvements, the Commission is recommending the petitioner's

participation in required roadway improvements along the subject site's frontage of Pond Road.

Transportation Element -

Policy 1. Promote a policy that supports the creation of a street network, which includes safe and ecologically responsible two (2) lane arterial roadways. Make only improvements required for traffic safety.
Petitioner's Proposal: request will provide for improvements to a portion of Pond Road, which will include the dedication of right-of-way and the installation of a left-turn lane.

Policy 5. Require local access streets within individual subdivisions to be built to City standards, but consider having them remain private.
Petitioner's Request: streets are to be built to the City's minimum requirements and will be private.

Policy 8. Preserve and enhance the scenic environmental qualities that exist along many of the City's roadways through the application of appropriate design standards reflecting sensitivity toward the area's unique environmental characteristics.
Petitioner's Proposal: the use of the Planned Residential Development Overlay District (PRD) allows for the more difficult portions of the site, where topography is prohibitive or floodplain exists, to be protected, while utilizing the ridgetops for development purposes.

It is the opinion of the Planning and Zoning the requested Planned Residential Development Overlay District (PRD) is not entirely consistent with, nor adhering in its total, the City's Master Plan. In fact, the comparison completed above indicates the proposal is not in complete compliance with the applicable policies of this plan.

< Compatibility of the Use >

The Commission, in reviewing this request, would note its limited compatibility with the area land use and zoning pattern, which also supports the recommendation for its denial. Principally, the issues of compatibility are reflected as follows:

1) The development is at a three (3) acre density, which is inconsistent with the area pattern. This pattern is no more than one (1) dwelling unit for every three (3) acres of property involved in the proposed development.
2) The development is for single family uses on individual lots, which is the predominant pattern of

land use in this area, as defined by those neighboring subdivisions, such as Portland Cove, Trebor, and Gigatt Subdivisions, and other properties along Pond Road.

3) The design the petitioner has employed will preserve much of the picturesque hillside area along Pond Road.
4) The development's other design qualities and components can be addressed through the application of conditions as part of the site-specific ordinance to protect the quality of life in this area.

These other issues further support the recommendation for consideration of a residential subdivision on this property, but not with the current application of the overlay district's allowances.

< Planned Residential Development Overlay District >

When the City Council approved a new Zoning Code for the City, it deleted the St. Louis County's former Planned Environment Unit (PEU) and replaced it with a new procedure called the Planned Residential Development Overlay District (PRD). This new procedure was intended to address the shortcomings of the previous special procedure and set clear and precise requirements for its use in the future. A list of standards was compiled to create these requirements. These standards include the following:

- Conformity with the land use objectives and policies of the City of Wildwood's Master Plan (Standard One);
- Open Space, including without limitation, parks, recreation areas, playgrounds, and natural areas (Standard Two);
- Adequate landscaping, screening, and buffering (Standard Three);
- Adequate internal traffic circulation and the provision of an appropriate transportation system that serves the property (Standard Four);
- Adequate parking (Standard Five);
- Livability (Standard Six);
- Building design and relationship to surrounding neighborhoods (Standard Seven); and
- The Planned Residential Development Overlay District (PRD) is in the best interest of the community (Standard Eight).

These standards are analyzed on an individual basis and provide the following information relative to the petitioner's request, but with one (1) important caveat. If the proposal is not completely consistent with the Master Plan, the other standards should not be considered:

Standard One: The first of these standards is compliance with the objectives and policies of the City's Master Plan. This standard is detailed earlier in this report (Master Plan subtitle).

One (1) of the more discussed aspects of this plan is its use of clustering of the units upon smaller lots to create larger, more contiguous, areas of open space. The Commission is acutely aware the majority of lots in this area of Wildwood were platted at a three (3) acre or greater size and this proposal for one (1) acre parcels of

ground is of concern to the community. The City and the Commission have been supportive of the clustering concept for other reasons noted before. It is clear from scientific research that wildlife populations are impacted even by the most limited disturbance caused by development, such as the installation of driveways and other improvements. Whereas, this same research indicates that greater contiguous areas are more likely to support these wildlife populations, and related habitats, from alteration. The use of the Planned Residential Development Overlay District (PRD) allows for the creation of these larger, more contiguous areas of open space.

Despite this reason and although the Commission has noted in other discussions on this topic, a form of clustering already occurs in large-lot subdivisions, given the terrain associated with these developments. Given the nature of topography and the narrowness of ridge lines in the City, property owners construct their dwellings as close to the road as possible, and often in plain view of their neighbors' parcel of ground. The majority of the open space is located to the rear of dwelling, much the same as the intended outcome of the City's Planned Residential Development Overlay District (PRD). However, the Commission believes the appearance of this development will drastically differ than others in the immediate area (three (3) acre lots).

Given the Commission's concerns about lot sizes and appearances relative to the Master Plan's goals, objectives, and policies, the other remaining standards have not considered. These standards, even if compliant, cannot superseded the Master Plan and its direction in this regard. Therefore, the application of the Planned Residential Development Overlay District (PRD) is not supported at this location.

Summary and Recommendation

The Commission has found, based upon the review and analysis of the petitioner's proposal, the requested Planned Residential Development Overlay District (PRD) is not entirely consistent with the City's Master Plan; compatible with the surrounding land use pattern; and compliant with the Planned Residential Development Overlay District (PRD) requirements of the Zoning Code. Therefore, it is the recommendation of the Planning and Zoning Commission the requested Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District (the current zoning district designation of this property and not changing under this proposal) not be supported by the City Council.

WILDWOOD

2nd ADDENDUM

to

Department of Planning's Information Report (first issued on February 16, 2016)

for the

City of Wildwood Planning and Zoning Commission

May 2, 2016 Executive Meeting

"Planning Tomorrow Today"

Petition No.:	**P.Z. 19-15 1971 Pond Road**
Petitioner:	Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132
Request:	A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land. **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres.**
Location:	North side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road).
Hearing Date:	December 21, 2015
1st Presentation of Information Report:	February 16, 2016 – Postponed for Further Research
2nd Presentation of Information Report:	March 7, 2016 - Postponed for Further Research and Investigation
3rd Presentation of Information Report:	May 2, 2016 - **TBD**

The Department of Planning has prepared this attached 2nd Addendum to its Information Report to provide background relating to the conditions that currently exist in the City's rural areas in terms of wastewater treatment and also to describe the additional changes that have been made to the design of this subject development. Both of these discussion points were identified, as part of the last meeting that was held on this petition and the outcome from it was the direction to the Department to address identified concerns and additional considerations that were discussed therein.

These two (2) matters required different approaches to address their explanations. The first matter was to analyze the wastewater treatment situation in the rural areas of Wildwood. In preparation of this analysis, the Department requested information from the Missouri Department of Natural Resources, which issues Operating Permits for these types of systems that serve more than one (1) lot. This request was processed through the Department's Jefferson City Office and it provided a large number of documents that are provided as part of this Addendum. A summary of the findings relative to the State's permitting and inspection processes is provided below in the table.

#	Name and Location	Approval Authority	Type of System	State Information	Reporting Status via City Requirement
1	**Babler State Park**	State of Missouri	Lagoons	Operating Permit – March 12, 2010/Expiration Date – March 11, 2015; Renewal in Process; Inspection Report – December 14, 2015 – slope, fencing, and signage on lagoon berms	Not Applicable
2	**Bartizan Pointe**	**City of Wildwood**	Recirculating Sand	Renewal of Operating Permit – September 30, 2011/Expiration Date – September 29, 2016; Warning Letter Issued – August 31, 2011.	Not Current
3	**Big Chief Restaurant**	St. Louis County	Mechanical - Aeration	Warning Notice – November 19, 2014; Issuance of Operating Permit – October 1, 2012/Expiration Date – September 30, 2017.	Not Applicable
4	**Estates at August Tavern Creek**	**City of Wildwood**	Recirculating Sand	Warning Notice – August 2, 2010; Renewal of Operating Permit – June 24, 2011/Expiration Date – June 23, 2016.	Not Current
5	**Estates at Autumn Farms**	**City of Wildwood**	Recirculating Sand	Operating Permit – June 30, 2014/Expiration Date – June 30, 2018.	Not Current
6	**Estates at Deer Hollow**	**City of Wildwood**	Recirculating Sand	Public Notice – Operating Permit Application – June 7, 2006; Development Stopped Due to Recession/Foreclosure.	Not Current
7	**Estates at Homestead**	**City of Wildwood**	Recirculating Sand	Operating Permit – October 29, 2014/Expiration Date – October 31, 2019.	Not Current
8	**Hidden Valley Ski Resort**	St. Louis County	Mechanical - Aeration	Not Provided.	Not Applicable
9	**Lafayette Baptist Church**	**City of Wildwood**	Recirculating Sand	Operating Permit – September 9, 2014/Expiration Date – June 30, 2018.	Not Current
10	**LaSalle Institute**	St. Louis County	Mechanical - Aeration	Renewal of Operating Permit – March 16, 2012/Expiration Date – March 15, 2017.	Not Applicable
11	**LaSalle Springs Middle School**	St. Louis County	Mechanical – Aeration	Renewal of Operating Permit – March 16, 2012/Expiration Date – March 15, 2017.	Not Applicable
12	**Living Word Church**	**City of Wildwood**	Recirculating Sand	Operating Permit – March 10, 2016/Expiration Date – December 31, 2020.	Not Current
13	**Marianist Retreat Center**	St. Louis County	Mechanical - Aeration	Operating Permit Issued – August 19, 2013/Expiration – September 30, 2017.	Not Applicable
14	**Metro West Fire Protection District – Starck Lane**	**City of Wildwood**	Recirculating Sand	Issuance of Operating Permit – October 1, 2012/Expiration Date – September 30, 2017; Inspection Report – July 16, 2010 – Failure to mark outfall in field.	Not Current
15	**Oaks at Wildwood**	**City of Wildwood**	Recirculating Sand	Inspection Report – October 16, 2015 – Form S not submitted/Expiration Date – December 31, 2015; Operating Permit Application – January 8, 2016.	Not Current
16	**Radcliffe Place**	St. Louis County	Mechanical - Aeration	Renewal of Operating Permit – August 13, 2015/Expiration Date – September 30, 2017; Inspection Report – October 1, 2012 – In Compliance.	Not Applicable

#	Name and Location	Approval Authority	Type of System	State Information	Reporting Status via City Requirement
17	**Ridgetree Trails**	St. Louis County	Mechanical	Not Provided.	Not Applicable
18	**Rockwood Valley Middle School**	St. Louis County	Mechanical - Aeration	Inspection Report – August 7, 2008 – In compliance (no violations); Issuance of Operating Permit – March 16, 2012/Expiration Date – March 15, 2017.	Not Applicable
19	**St. Albans East**	St. Louis County	Mechanical - Aeration	Not Provided.	Not Applicable
20	**St. Albans Forest**	St. Louis County	Mechanical - Aeration	Inspection Report – November 10, 2015 - All-weather access roadway; Renewal of Operating Permit – August 7, 2013/Expiration Date – June 30, 2016.	Not Applicable
21	**St. Albans Valley**	St. Louis County	Mechanical - Aeration	Renewal of Operating Permit – June 23, 2014/Expiration – June 30, 2016; Inspection Report – November 10, 2015 (no deficiencies).	Not Applicable
22	**Three Sisters Farm**	**City of Wildwood**	Recirculating Sand	Inspection Report – October 13, 2010 – Outfall point not marked; Application for Operating Permit Renewal – December 4, 2015.	Not Current
23	**West County Community Church**	**City of Wildwood**	Recirculating Sand	Operating Permit – March 2, 2012/Expiration Date – March 1, 2017/Notice of Violation – February 6, 2015 – 5 violations.	Not Current
24	**Whispering Oaks Health Care Facility (currently closed)**	St. Louis County	Mechanical; now on MSD Public System	Not Applicable.	Not Applicable
25	**Wild Horse Farms**	St. Louis County	Mechanical - Aeration	Inspection Report – February 5, 2016 (backflow not in place); Reissuance of Operating Permit – March 5, 2014/Expiration Date – September 30, 2015.	Not Applicable
26	**Wild Horse Spring Farms**	St. Louis County	Mechanical - Aeration	Operating Permit – June 8, 2012/Expiration Date – June 6, 2017; Inspection Report – August 18, 2008 – Disinfection system needs to be installed.	Not Applicable
27	**Wildwood Middle School**	**City of Wildwood**	Recirculating Sand	Operating Permit Issued – March 16, 2012/Expiration Date – March 15, 2017; Inspection Report – May 1, 2015 – In Full Compliance.	Not Current

From this analysis, the Department would identify the following conclusions regarding this matter:

1. The total number of facilities for wastewater treatment issued by the City since 1995 is twelve (12). Of these twelve (12) facilities, seven (7) have been authorized for use in conjunction with residential subdivisions in the NU Non-Urban Residence District. St. Louis County approved the remaining facilities of this nature that are now located in the City of Wildwood, prior to its incorporation.
2. The facilities, notwithstanding two (2) exceptions, all have Operating Permits from the State of Missouri and have maintained them according to the defined timelines contained therein.

3. The violations associated with these facilities operating under a State permit have generally been limited, but inspections appear to be infrequent, while reporting requirements are now on a quarterly basis, not monthly, as had been explained to the City in 1995.
4. The compliance of these facilities and the organizations managing them relative to City's requirements is poor, since none have provided current inspection reports. This situation relative to the twelve (12) facilities is disappointing. Steps are underway to address this situation (see previous update provided the Department on this matter).

Conversations with the State of Missouri indicate that, although some of these facilities may not have an appearance that is necessarily appealing, their intended function and the associated level of treatment can still be achieved. Additionally, in discussions with officials with the St. Louis Regional Office of the Missouri Department of Natural Resources, they noted the recirculating sand filter is still a viable option for wastewater treatment, but other options do exist that may provide a different approach to this need, but all depend on regular and consistent maintenance of them. Without such, no system, no matter how well it is designed, engineered, and installed, will function to the level that is sought to protect the environment. Therefore, the Department still believes that a single facility for the treatment of wastewater is the best environmental approach for the City of Wildwood, but steps need to be followed by the owners of these facilities to maintain them or environmental degradation will occur.

The second matter relates to the questions or comments regarding the design of the development and the items that have been changed since the initial public hearing was completed on it. Many of these questions and comments originated from nearby residents. To address these questions or comments, the following changes have been made to the plan for the development of this approximately eighty (80) acre site:

1. The number of total lots was reduced by one (1) to twenty-five (25).
2. The entry/exit to the development has been shifted to the south, and closer to State Route 100.
3. The number of streetlights has been reduced to preserve the rural setting of the general area and protect the night sky.
4. The sewage treatment facility has been moved to the southernmost end of the site, near State Route 100. The plant is located on common ground and between two (2) of the proposed lots. The plant is now a closed system, with filters, and individual tanks for solids on each of the planned lots.
5. The perimeter of the property at specific locations is better protected through greater separation between the planned individual lot grading profiles and the common boundary with adjoining properties and the use of retaining walls to lessen disturbance. These changes include a landscape berm on proposed Lot 2.
6. The public space requirement will be the form of a fee in-lieu-of for the multiple-use trail and is planned next to State Route 100.

With these changes, the development of the site now exceeds, in many regards, the minimum requirements of the City's environmental regulations and meets the major design components for a residential development in a NU Non-Urban Residence District, with a Planned Residential Development Overlay District (PRD).

The Department of Planning has revised the previous Information Report to reflect the latest set of changes that have been made to the design of this residential Subdivision. These changes are highlighted in Attachment B of the report.

WILDWOOD

April 4, 2016

The Planning and Zoning Commission
City of Wildwood, Missouri
16860 Main Street
Wildwood, Missouri 63040

Re: An update by the Department of Planning on the sewage treatment issue identified as part of the consideration of **P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C.**

Commission Members:

The Department of Planning has been collecting additional information on the matter relating to wastewater treatment in the rural areas of the City, given the questions and concerns raised about the proposed re-circulating sand filter plant that was planned for the project at Pond Road and State Route 100. As was described at the meeting on this particular project, the City has encouraged the use of these types of plants, instead of individualized, lot-by-lot facilities, for the benefits of improved function and environmental quality. The selection of this particular type of facility was premised on direction and recommendations from the State of Missouri and St. Louis County, shortly after the incorporation of the City of Wildwood.

To date, the Department of Planning has completed the following items in this regard:

1. Submitted the attached letter to the State of Missouri – Department of Natural Resources - requesting information on all packaged wastewater treatment plants located in the City.
2. Received a response from the State of Missouri regarding the Department's request and was advised the requested information will not be available until April 8, 2016, at the earliest (see attached e-mail).
3. Met with representatives of Payne Family Homes, who are proposing a different type of wastewater system, which is described in the information attached to this letter.
4. Continued research on other options for wastewater treatment for Wildwood's rural areas.
5. Prepared a letter to all applicable users of these facilities, i.e. Homeowners Associations, school district, places of worship, etc., who manage these systems in Wildwood seeking their current testing results and maintenance schedules, etc.

Given information will not be available from the State of Missouri until, at the earliest, the Commission's April 18, 2016 meeting, no action is planned on the Planned Residential Development Overlay District (PRD) request at tonight's meeting, but the Department wanted to provide this update for the benefit of the members and public.

If any of the Commission Members have questions or comments regarding this information, please feel free to contact the Department of Planning and Parks at (636) 458-0440. A presentation on this matter is planned at tonight's meeting. Thank you for your consideration of this information.

Respectfully submitted,
CITY OF WILDWOOD

Joe Vujnich, Director
Department of Planning and Parks

Cc: The Honorable Timothy Woerther, Mayor
Ryan S. Thomas, P.E., City Administrator
Rob Golterman, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks
Travis Newberry, Planner – Zonings
Tom Cummings, Payne Family Homes

STATE OF MISSOURI
Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.mo.gov

CITY OF WILDWOOD
MAR 31 2016
DEPT OF PLANNING & PARKS

March 29, 2016

Joe Vujnich, Director of Planning and Parks
City of Wildwood
16860 Main Street
Wildwood, MO 63040

Dear Mr. Vujnich,

We are responding to your recent correspondence and inquiry regarding wastewater treatment concerns in rural Wildwood, Missouri. Some of the information you requested requires submittal of an Open Records request. Based on your March 17, 2016 letter, we have submitted this for you and that information will come in a separate response.

The facilities you listed by name appear to be a combination of both recirculating sand filters and mechanical type plants. Most of the facilities appear to have been issued Missouri State Operating Permits. However, LaSalle Institute connects to the Rockwood's LaSalle Springs' wastewater treatment plant and Whispering Oaks Healthcare is connected to Metropolitan Sewer District sewers. We do not have information of the Estates at Deer Hollow or Ridgetree Trails centralized sewers or a wastewater treatment facility. If you have the addresses for these two un-permitted plants, please send them to us. The permits specify information about the facility including the type of treatment, basic design specifications, reporting requirements including parameters that must be sampled for, and the frequency of sampling. This data must be submitted to the Department on Discharge Monitoring Reports (DMRs). There may be other requirements listed in the permits and they are required to comply with Standard Conditions included with the permit. This data must be submitted to the Department at the frequency and in the manner stated by the permit and using the permit number, all the data and violations are available to you online at the following address: http://dnr.mo.gov/mocwis_public/dmrDisclaimer.do. Permits for these facilities are also available to you online at www.dnr.mo.gov. As this information is already online, it does not require an Open Records request for you to obtain.

The Department has the authority to conduct an investigation of facilities with operating permits at any time there is a specific concern submitted. Routine inspection frequency is related to several factors including overall workload, the numbers and facility type inspection commitments the Department establishes with the EPA, and compliance history including information the facility is required to submit on its discharge monitoring reports. A Watershed

From: **Custodian of Record** custodianofrecord@dnr.mo.gov
Subject: OR33395 - Vujnich
Date: March 25, 2016 at 10:07 AM
To: joe@cityofwildwood.com

Dear Mr. Vujnich:

I am in receipt of your March 24, 2016, request for records under the Sunshine Law, Chapter 610, Revised Statutes of Missouri. Under the Missouri Sunshine Law, all open and responsive records maintained by the Missouri Department of Natural Resources will be made available to you.

The Department is reviewing its records for those that are responsive to your request. Due to the volume of Sunshine Law requests the Department receives; please expect to hear back from the Department on or before April 8, 2016.

Thank you in advance for your patience and if you have any questions, please contact me.

CITY OF WILDWOOD
MAR 25 2016
DEPT OF PLANNING & PARKS

Sincerely,

MISSOURI DEPARTMENT OF NATURAL RESOURCES

Dawn Brooks

Dawn Brooks
Custodian of Records/Assistant General Counsel

WILDWOOD

March 17, 2016

Paul Morris
Environmental Supervisor – WPC Unit
Missouri Department of Natural Resources
St. Louis Regional Office
7545 South Lindbergh Boulevard, Suite 210
St. Louis, Missouri 63125

Re: Wastewater Treatment Concerns in Rural Wildwood, Missouri

Dear Mr. Morris:

The City of Wildwood has always appreciated the advice and counsel of the Missouri Department of Natural Resources (MDNR) when developing its regulations to protect its natural environment. No more than any other time has this partnership been used, as when the City developed its regulations relating to the management of wastewater effluent from new developments that were located outside the jurisdictional boundaries of the Metropolitan St. Louis Sewer District (MSD). These regulations led to the development of requirements that provided for the use of recirculating sand filter types of plants, as the preferred method of this treatment.

Along with consulting on the system for treatment, the City sought other protection and assurances in this regard. To this end, the City was advised by the State of Missouri that it would issue operating permits for these facilities that would guarantee the following:

1. The appropriate design of these plants, based on the environments of their locations.
2. The on-going process for inspections and reporting upon the operation of these facilities.
3. The suggestions to ensure that issues at these facilities, if found, could be addressed in appropriate timeframes, with the right personnel.

These commitments led the City to integrate these key points into any Conditional Use Permit (CUP) or Planned Residential Development Overlay District (PRD) issued by the City for a facility of this nature.

Recently, these facilities have been called into question, given the condition of several of the plants located here in the City of Wildwood. Questions were raised about their appearance, odor, and maintenance. Given these questions were identified at a Planning and Zoning Commission meeting, the members of it requested the Department contact the State and determine the conditions of these plants and the regularity of reporting by their owners and the inspection program they are obliged to

follow each year, under their respective operating permits from the State of Missouri. Therefore, the Department is requesting this information on the following plants, which are located in the City of Wildwood.

a. Babler State Park
b. Baritizan Pointe
c. Big Chief Restaurant
d. Estates at August Tavern Creek
e. Estates at Autumn Farms
f. Estates at Deer Hollow
g. Estates at Homestead
h. Hidden Valley Ski Resort
i. Lafayette Baptist Church
j. LaSalle Institute
k. LaSalle Spring Middle School
l. Living Word Church
m. Marianist Retreat Center
n. Metro West Fire Protection District – Starck Lane
o. Oaks at Wildwood
p. Radcliffe Place
q. Ridgetree Trails
r. Rockwood Valley Middle School
s. St. Albans East
t. St. Albans Forest
u. St. Albans Valley
v. Three Sister Farms
w. West County Community Church
x. Whispering Oak Health Care Facility (currently closed)
y. Wild Horse Farms
z. Wild Horse Spring Farms
aa. Wildwood Middle School

The Department of Planning would appreciate this information as quickly as possible. The information will assist the Department in its investigation of these claims. It is imperative the City knows the Missouri Department of Natural Resources (MDNR) will have an on-going role in monitoring these plants in Wildwood in regards to assisting in ensuring these plants are operated and maintained at required levels of safety and health.

If you should have any questions or comments in this regard, please feel free to contact the Department of Planning at (636) 458-0440. Thank you for your help and response to the City's request for this critical input on this matter.

Respectfully submitted,
CITY OF WILDWOOD

Joe Vujnich, Director
Department of Planning and Parks

Cc: The Honorable Timothy Woerther, Mayor
The Honorable City Council of the City of Wildwood, Missouri
Dorothy Franklin, Director, St. Louis Regional Office - Missouri Department of Natural Resources
Ryan S. Thomas, P.E., City Administrator
Rob Golterman, City Attorney
Kathy Arnett, Assistant Director of Planning and Parks
Brian Gramlich, Code Enforcement Officer

AdvanTex® AX100 Treatment System

Carefully Engineered by Orenco

Orenco Systems has been researching, designing, manufacturing, and selling leading-edge products for decentralized wastewater treatment systems since 1981. The company has grown to become an industry leader, with about 250 employees and 300 points of distribution in North America, Australasia, Europe, Africa, and Southwest Asia. Our systems have been installed in more than 65 countries around the world.

Orenco maintains an environmental lab and employs dozens of civil, electrical, mechanical, and manufacturing engineers, as well as wastewater treatment system operators. Orenco's technologies are based on sound scientific principles of chemistry, biology, mechanical structure, and hydraulics. As a result, our research appears in numerous publications and our engineers are regularly asked to give workshops and trainings.

Franklin Electric

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Malibu Restaurant and Residential Development

Ten AX100s at the top of a Malibu bluff are treating high-strength waste from a large (200+ seat) beachfront restaurant, 100 feet (30 m) below. This high-visibility tourist destination requires reliable, odor-free operation. Effluent sampling indicates excellent treatment, including nitrogen reduction. At an adjacent residential community, another system has been installed, consisting of 20 AX100s capable of treating up to 60,000 gpd (227,000 L/d) peak flows.

Mobile, Alabama Utility-Managed Subdivisions

Champion Hills is one of the many subdivisions in rural Mobile County served by Orenco's effluent sewers and treatment systems.

Since 2003, South Alabama Utilities (SAU) in Mobile County, Alabama, has become the subject of nationwide classes, presentations, and tours because of its ambitious and innovative solution for serving nearly 4,000 new customers in 47 new subdivisions in western Mobile County (as well as a number of new schools and commercial properties). How? By installing more than 60 miles (96.5 km) of interconnected Orenco Effluent Sewers that are followed by 141 AdvanTex AX100s located at 13 different treatment sites. All told, SAU has the capacity to treat nearly half a million gpd (1.9 million L/d) of effluent, at better than 10 mg/L BOD/TSS.

Under SAU's program, developers, builders, homeowners, and the utility all share the cost of extending wastewater infrastructure. Costs vary by development, but SAU currently charges homeowners about $35-40/month for service. Overall costs are about half the cost of conventional sewers.

Oregon Riverside Community

Since 2003, twelve AX100s have been providing advanced secondary wastewater treatment in Hebo, Oregon, for a small community collection system that discharges directly into Three Rivers, after UV disinfection. The average annual design flow is 17,000 gpd (64,400 L/d) with a peak daily design flow of 80,000 gpd (303,000 L/d) to account for I&I contributions from the collection system. Effluent BOD_5 and TSS are averaging 4.4 and 4.5 mg/L, respectively.

To order a complete design/engineering package for Orenco's Commercial AdvanTex Treatment Systems, contact your local Commercial AdvanTex Dealer. To find a Commercial Dealer, go to www.orenco.com/systems and click on "Locate a Dealer." Or call 800-348-9843 and ask for a systems engineer.

AdvanTex® Treatment Systems

AX100

Manufactured by **Orenco Systems®, Inc.**

Decentralized Wastewater Treatment for Commercial Properties and Communities

Applications:

- Municipal systems
- Subdivisions, apartments
- Golf course developments, resorts
- Manufactured home parks
- Parks, RV parks, campgrounds
- Schools, churches, businesses
- Rest areas, truck stops

Orenco Systems®, Inc.
814 Airway Avenue, Sutherlin, Oregon, USA 97479
Toll-Free: 800-348-9843 • +1-541-459-4449 • www.orenco.com

AdvanTex® AX100 Treatment System

Textile Media

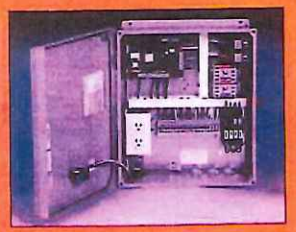
The treatment medium is a uniform, engineered textile, which is easily serviceable and allows loading rates as high as 50 gpd/ft² (2000 L/d/m²).

Effluent Distribution

The treatment media is microdosed at regular intervals by high-quality, low horse-power pumps; proprietary spin nozzles distribute the effluent efficiently, optimizing treatment.

Laterals and Lids

Isolation valves, flushing valves, and hinged lids with gas springs allow easy access and servicing by a single operator.



Telemetry Controls

Orenco's telemetry-enabled control panels use a dedicated phone line, ensuring round-the-clock system supervision and real-time, remote control.

The Product

Orenco's patented* AdvanTex® Treatment Systems can make raw wastewater up to 98% cleaner, meeting stringent regulatory requirements. They can also reduce nitrogen significantly, depending on influent and configuration. Orenco's commercial-sized (AX100) AdvanTex Systems offer all the benefits of Orenco's residential line:

- Consistent, reliable treatment, even under peak flows
- Compact package, small footprint, for small sites
- Premanufactured package, including textile medium, for quality control
- Low maintenance requirements, low power use (<2 kWh per 1000 treated gallons)
- Low life-cycle costs
- Production of clear, odorless effluent that's ideal for reuse

AdvanTex Treatment Systems for supplemental BOD and ammonia reduction are also available. (www.orenco.com/systems/nitrogen_reduction.cfm)

AdvanTex® AX100 Treatment System

Decades of Research, Thousands of Installations

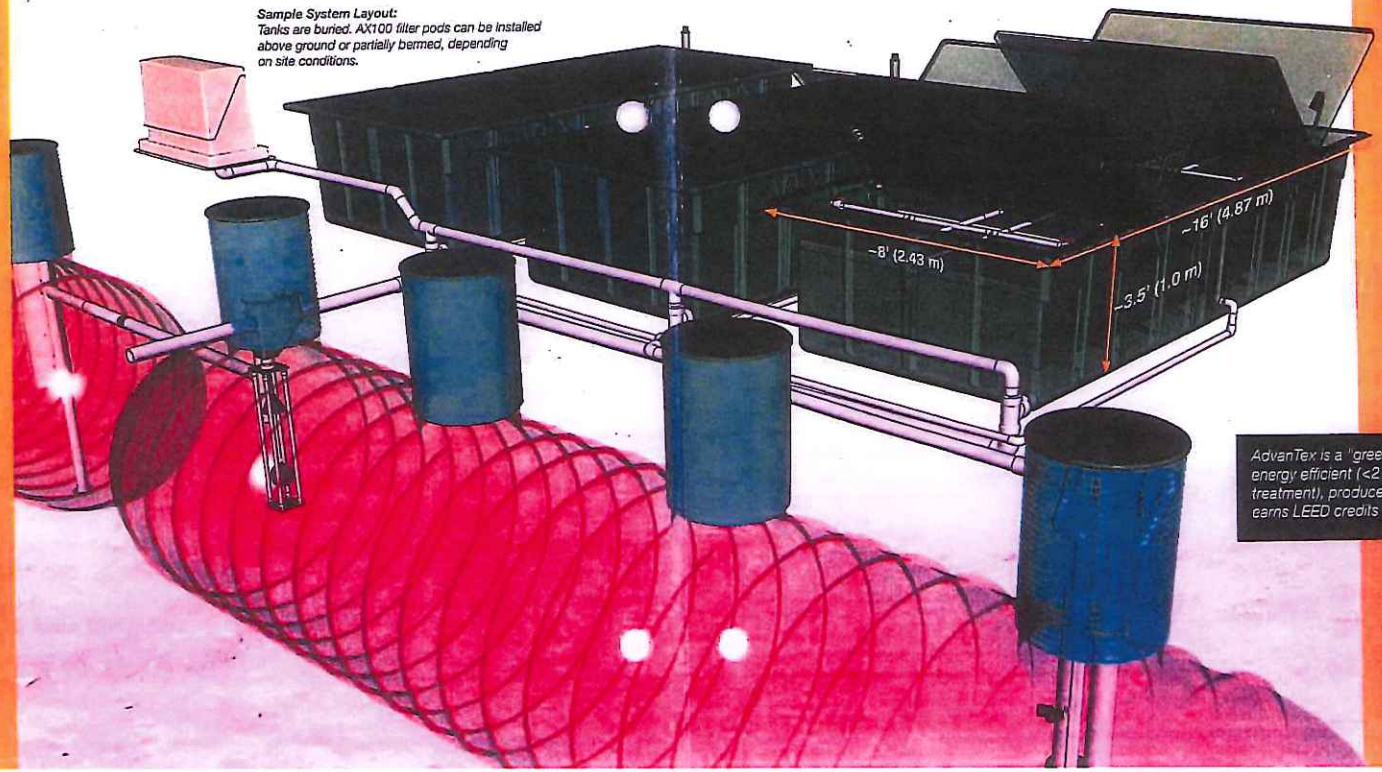
Orenco's AdvanTex recirculating filter unit is configured like a recirculating sand filter — a packed bed filter technology that Orenco engineers have helped to perfect since the 1970s. Like recirculating sand filters, AdvanTex is reliable and low-maintenance. It is superior to other packed bed filters, however, in its serviceability and longevity.

It is also superior in its treatment media. AdvanTex uses a highly efficient, lightweight textile that has a large surface area, lots of void space, and a high degree of water-holding capacity.

Consequently, AdvanTex Treatment Systems can provide treatment equivalent to that of sand filters at loading rates as high as 25-50 gpd/ft² (1000-2000 L/d/m²). That means AdvanTex can treat high-volume commercial and multi-family flows in a very compact space.

Our textile-based, multi-pass treatment technology has undergone third-party testing and evaluation to ANSI Standards. About 30,000 residential-sized AdvanTex filters have been installed since 2000. And about 3,000 commercial-sized AX100 units are now in operation, including the installations described on the back page.

Sample System Layout:
Tanks are buried. AX100 filter pods can be installed above ground or partially bermed, depending on site conditions.



AdvanTex is a "green" wastewater solution that is energy efficient (<2 kWh/1000 gal. for secondary treatment), produces re-use quality effluent, and earns LEED credits for your projects.

The Program

It takes more than a good product to solve on-site wastewater problems. It takes a comprehensive program ... one that ensures a successful project every time and provides support for the life of the system. That's what Orenco Systems® has done. We've engineered a program, not just a product.

Orenco's commercial **AdvanTex** program includes ...

- Authorized Dealers; trained Installers and Service Providers
- Training and plan reviews for Designers
- A comprehensive project checklist for successful system design, installation, start-up, and follow-up
- Round-the-clock system supervision via Orenco's remote telemetry controls
- A commitment to ongoing O&M, signed by system owners
- Web-based tracking of site and performance data on Dealer extranet
- Ongoing manufacturer support through Orenco's Sales Department
- Asset Management advice by dedicated post-sales Account Managers

* NOTE: Covered by U.S. patent numbers 6,540,920; 6,372,137; 5,531,894; 5,480,561; 5,360,556

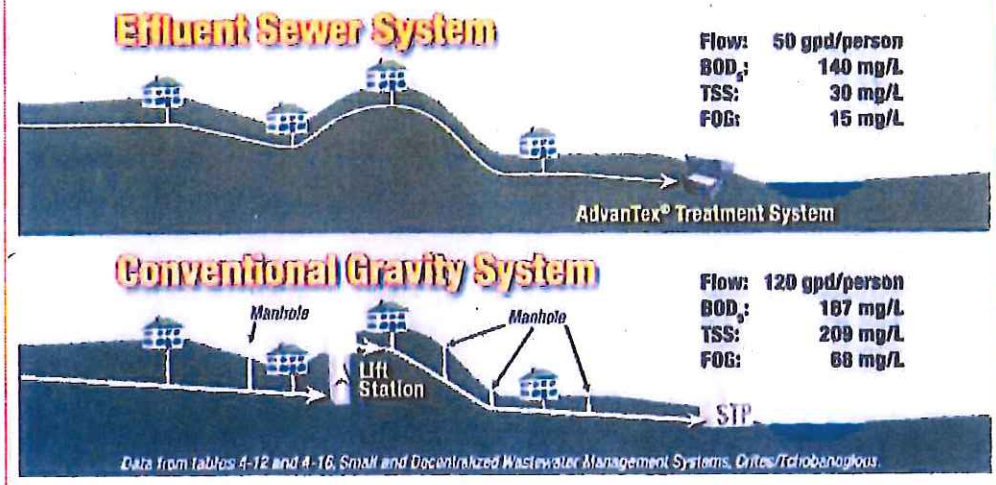
How Effluent Sewers Work

With an Orenco Effluent Sewer, raw sewage flows from the house or business to a watertight underground tank. Only the filtered liquid portion is discharged (by either pump or gravity) to shallow, small-diameter collection lines that follow the contour of the land. Solids remain in the underground tank for passive, natural treatment, and only need to be pumped *every 10 to 12 years* (depending on the number of residents and the tank volume).

Effluent sewers are also known as STEP systems (Septic Tank Effluent Pumping) or STEG systems (Septic Tank Effluent Gravity). With STEP systems, an Orenco **ProSTEP™ Pump Package** is required.

Far Fewer Construction Headaches

Installation time is reduced by one-half or more, compared to conventional sewers. Inexpensive, small diameter collection lines are shallowly buried, just below the frost line, reducing material and excavation costs. Because only liquid is being pumped, system designers do not need to worry about minimum velocity and associated grade.



This ease of installation causes less disruption to communities, allowing businesses to operate normally during construction. Installation ease also makes Effluent sewer systems well-suited for community "self-help" programs, as in **Starbuck, Washington**.

Cost Advantages

Conventional gravity sewer is an up-front capital expense, requiring total installation just to get the project started. However, this is not the case with decentralized sewer. The on-lot equipment — the largest portion of the total cost — is only installed after each home is built, allowing the expense to be included in the price of each home.

In the case of existing homes, the on-lost cost is only incurred when a home is added to the system. Therefore, the majority of the cost of decentralized sewer is a deferred capital expense that is spread out over the lifetime build-out of the project, as opposed to the large, up-front expense required by gravity sewer.

Downstream treatment costs are significantly reduced because only low-strength effluent is collected as solids stay behind to decompose in watertight tanks. A pressurized, closed system means expensive manholes and lift stations are eliminated. And because effluent sewers are designed as watertight, there's virtually no inflow and infiltration, making oversizing of the system unnecessary, and lowering the capacity

Resources

Video Introduction to Effluent Sewer (5 min)

ProSTEP Components

Life-cycle Cost Comparison

Considering Grinders?

Environmental Science & Engineering article

A Comparison of Collection Systems

Installation Manual

Environmental Impact

Effluent Sewer Brochure

Request Design Assistance

"We ran almost all our collection lines down alleys and across fields. When the state's Rural Development Director came to town for our dedication, he pulled me aside and asked, 'When are you going to get this project finished?' I said, 'It is finished.' He said, 'But when are you going to tear up the streets?' He couldn't believe we didn't have to!"

— Engineer Bill Walker on Effluent Sewer in New Minden, Illinois

requirements of the treatment plant.

It's also critically important to look beyond upfront costs to evaluate **long-term, life-cycle costs** when choosing a wastewater collection method. Costs for repair and replacement, operation and maintenance, and debt financing vary greatly among effluent sewer, gravity, vacuum, and grinder collection. We can help you sort through the considerations.

Environmental Responsibility

From an **environmental perspective**, effluent sewers are hard to beat. Passive primary treatment, energy-efficient fractional-horsepower effluent pumps, and watertight construction are features that help minimize environmental impact. Designers can appreciate not compromising between technical design and environmental stewardship.

Even the Sierra Club and the Surfrider Foundation endorsed an Orenco Effluent Sewer over the gravity sewer option proposed for a coastal California project, stating that a STEP effluent sewer would provide "significantly greater protections to the groundwater, sensitive ecosystems, and culturally significant sites in the area."

Orenco engineers stand ready to help with reference materials for **Environmental Impact Report (EIR)** investigations.

Covered by one or more Orenco patents.

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Follow us:

OLD BUSINESS **AGENDA ITEM**

WILDWOOD

INFORMATION REPORT

City of Wildwood, Missouri

Prepared by the Department of Planning

Draft Date: May 2, 2016 (1st Publication - February 16, 2016; 2nd Publication - March 7, 2016)

"Planning Tomorrow Today"

Petition No.:	**P.Z. 19-15**
Petitioner:	**1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132**
Request:	A request for the application of a Planned Residential Development Overlay District (PRD) within the NU Non-Urban Residence District. **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres.**
Location:	Northwest corner of the intersection of Pond Road and State Route 100
Tract Size:	78.0 acres
Locator No.:	22Y240055 (Locator Number: 23W520053/Street Address: 1971 Pond Road)
Public Hearing Date:	December 21, 2015
Information Report Decision Date and Vote:	May 2, 2016 – **TBD**
Report:	Attachment A
Conditions:	Attachment B
Preliminary Development Plan:	Attachment C
Background Information:	Attachment D
School District:	Rockwood
Fire District:	Metro West
Ward:	One

Recommendation: The Department of Planning is recommending the Planning and Zoning Commission support the requested application of a Planned Residential Development Overlay District (PRD) upon the existing NU Non-Urban Residence District zoning district designation of this 78.0 acre site, which would authorized up to twenty-five (25) single family dwellings on individual lots, with common ground and public space.

1. In this report, the Department has determined the request complies with the Master Plan's Conceptual Land Use Classification of Non-Urban Residential Area, as well as a number of its goals, objectives, and policies in this regard.
2. In this report, the Department has noted the compatibility of this residential use with the surrounding development pattern.
3. In this report, the Department also notes the compliance of the proposed design of the site with the eight (8) standards that must be met for the City to authorize a Planned Residential Development Overlay District (PRD), which is partially met through the Department's recommended changes explained in the Information Report.

ATTACHMENT A - REPORT

Area Synopsis (includes land use and zoning information)

The site of petitioner's request is a seventy-eight (78) acre tract of land located at the northwest corner of the intersection of State Route 100 and Pond Road (in Ward One). The property is a single lot of record, one (1) of the largest tracts of land remaining in the City of Wildwood. The parcel of ground is L-shaped, being defined by adjoining property lines and the rights-of-way of State Route 100 and Pond Road The subject site's frontage along State Route 100 exceeds two thousand five hundred (2,500) feet, while the amount along Pond Road is over two thousand six hundred (2,600) feet.

Pond Road is a City-maintained roadway, which is rural in nature. This roadway is considered rural due to its width and the lack of stormwater improvements, shoulders, and sidewalks. A number of bridges exist within the Pond Road right-of-way, many new, being installed by the City of Wildwood to replace single lane types. The width of this roadway is approximately twenty-two (22) feet in size and has a limited system of earthen swales for stormwater drainage. Traffic volumes are generally medium and seasonal in this regard, since this roadway serves the Pond Athletic Association, along with a low-density residential land use pattern. Pond Road, from its southern terminus at Old Manchester Road, to its northern terminus at State Route BA, has a north-south and east-west orientation.

State Route 100 is an inter-county arterial roadway maintained by the State of Missouri. The roadway has an east-west orientation through the City of Wildwood and was one (1) of the first streets commissioned by the State Legislature in 1830 to provide access between St. Louis and Jefferson City, the capital. This arterial roadway is a limited access highway and four (4) lanes in width, with a large, grass median. Also associated with the roadway are stabilized shoulders on both sides of the driving surfaces. The right-of-way is also used for stormwater facilities, which includes concrete swales and other improvements. The traffic levels on this roadway are high and it serves a rural land use pattern, but also Town Center Area as well.

The site is one (1) of the last parcels of ground of this size that has had limited use over the last twenty (20) years. Parts of the site were used for agricultural purposes, which ended about a decade ago. The area of former crop production is now full of second growth trees. The site has a major drainageway, which trends through it, from State Route 100 on the south end of the property to its northern boundary. A number of small tributaries intersect this larger feature, giving the site a varied topography. This site also exhibits large expanses of grass areas that are overgrown, but not heavily wooded. Linking all of these natural areas are cleared paths for access. Slopes range between two (2) percent to greater than thirty (30) percent, with an overall relief of the tract of land being almost two hundred fifty (250) feet. Soils are typical of this area of the City and very rocky at some locations. This site has a natural beauty associated with its vegetative cover, topography, and views, making it a natural landmark in this area of Wildwood.

The site also has several structures located upon it and these reflect past activities associated with it. These structures include a dilapidated storage building, a large barn, and a family cemetery. These structures and cemetery are located in the western side of the property, almost at its property line. The

barn is significant in height and size, but in disrepair. The cemetery area is also overgrown. A review of St. Louis County records does not indicate the barn construction date, but it would appear to be in the early 1900's.

The site is zoned NU Non-Urban Residence District and has been since 1995. Prior to 1995, the site was zoned NU Non-Urban District by St. Louis County. This designation was applied in 1965 and this date is important due to the St. Louis County Council's adoption of a comprehensive Zoning Ordinance and Map for all properties located in the unincorporated areas. The NU District designation was chosen to act as a holding category for future development, since no clear land use pattern had been established in these urban fringe areas at that time. Subsequently, as development proceeded, the land use pattern would be set. The City of Wildwood changed this holding pattern designation with the incorporation of this community and gave it true standing as a residential district. Surrounding properties have generally retained this 1965 zoning district designation. This pattern can be witnessed by a review of zoning and land use in the vicinity of the site.

To the North: Bounding the northern portion of the site is the Gigatt and Trebor Estates Subdivisions, which are zoned NU Non-Urban Residence District. These subdivisions consist of minimum three (3) acre sized lots, with single family dwellings constructed upon them. This residential pattern extends to the north, until a grouping of properties, which are used by the Pond Athletic Association for recreational purposes under an Amended Conditional Use Permit (CUP) that was first granted by St. Louis County in 1964 and amended by the City of Wildwood in 2006. This property is zoned a combination of the NU Non-Urban Residence District and the FPNU Floodplain Non-Urban Residence District, with the aforementioned Amended Conditional Use Permit (CUP).

To the East: Abutting to the east is Pond Road. Crossing Pond Road is a series of large lots zoned NU Non-Urban Residence District, which are utilized for single family dwellings.

To the West: Adjoining to the west are several large parcels of ground that exceed twenty-five (25) acres in size and are zoned NU Non-Urban Residence District. These lots are either used for single family residential purposes or vacant at this time. Access to these lots is via Lynda Jayne Lane, Wakefield Farms Road, and Hohmann Court. This large lot pattern extends to the west, reaching Mueller Road, where the West County Community Church is located, which is zoned NU Non-Urban Residence District, with a Planned Residential Development Overlay District (PRD).

To the South: Crossing State Route 100 is a parcel of ground owned by the Living Word Church. The property has a large sanctuary building located upon it, along with an individualized treatment plant for wastewater and several large parking lot areas. Abutting the church property is the Wildwood Middle School site, which is also zoned NU Non-Urban Residence District. Given the sizes of these lots, they extend from State Route 100 all the way south to Manchester Road.

Petitioner's Request

The petitioner, Payne Family Homes, is requesting the authorization of a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District for the development of twenty-six (26) single family residences on individual lots. The lots would range in size from approximately one (1) acre to over three (3) acres in area. The development does include an area of land dedicated as common ground that is over thirty-five (35) acres in size, while under petitioner's proposal, over forty (40) acres of the site will be protected due to the analysis required by the Natural Resource Protection Standards of the City's Subdivision and Development Regulations. The site is not served by the Metropolitan St. Louis Sewer District (MSD) for either sanitary or storm sewers, but all other utilities are in proximity to the site or the general area.

At a public hearing, petitioner's representative noted the dwellings would be a mix of one (1), one and one-half (1½), and two (2) story type units and would be consistent, if not greater, than the size of dwellings in the immediate area. Price information and sizes was not provided at that time, but will be very similar to the residences just completed in the Vintage Grove Subdivision located in the City of Wildwood (Old State Road, at its intersection with Ridge Road).

Other design elements of this proposal, as reflected either in the petitioner's presentation or indicated on the Preliminary Development Plan, are as follows:

1. This residential subdivision will dedicate a forty (40) foot private roadway easement for access purposes, and be constructed according to the City of Wildwood's 'Rural Roadway Standards,' to serve the proposed lots. No sidewalks are proposed. No stub streets are planned to the properties located immediately to the north or west.
2. The development will be served from Pond Road. Access is provided by a single curb cut onto Pond Road, which is located to the south of the current entry/exit into the site. A left-turn lane is planned from Pond Road into the subject site, along with an allocation of twenty (20) feet of the property's Pond Road frontage to the City of Wildwood for public roadway dedication purposes.
3. The design of the site incorporates the dedication of a variable width trail easement along the property's State Route 100 frontage for public use. The dedication of the easement does not indicate the construction of the multiple-use trail within it.
4. The clustering of lots is intended to address the soil and slope characteristics of the site.
5. The development's design concept indicates the use of thirty (30) foot frontyard setback areas, fifteen (15) foot for all sideyard areas, and thirty (30) foot for all rearyard areas on the individual lots. Along with these requirements, the petitioner's plan indicates the required twenty-five (25) foot foundation setback from the proposed 'Final Resource Protection Line.'
6. This development utilizes lot widths and depths that vary, but comply with City standards in this regard. The proposed minimum lot width is one hundred seventeen (117) feet at the front building line, which is just a single instance, while some of the frontages exceed five hundred (500) feet.
7. The development will preserve over forty-two (42) acres of the forty-eight (48) acres of existing tree cover on the subject site.
8. The development's design concept includes the provision of a minimum of two (2) parking spaces for each single family dwelling.

9. A centralized sewage treatment plant will serve the proposed lots, with a capacity of twelve thousand (12,000) gallons per day. The plant type will be a closed system, with filters, while the solids from each dwelling will be treated on the individual lots within holding tanks. The facility is shown on the plan being served by a ten (10) foot wide roadway, from an access point from the proposed internal roadway.
10. The proposed design of this subdivision indicates compliance to the City's Lighting Code and no standard is to exceed sixteen (16) feet in height.
11. The site will be served by underground utilities, according to the City's Subdivision and Development Regulations.
12. The design of the site includes the removal of all existing structures, while the cemetery will be preserved in a common ground area that is proposed for dedication. Access to the cemetery will be from the proposed private street that is to be constructed as part of this development.
13. The need for a secondary emergency access to these proposed lots is indicated on the plan by a twenty (20) foot wide asphalt strip that extends from the westernmost cul-de-sac to existing Lynda Jayne Lane.

Major concerns and considerations identified by comments that were provided at the Planning and Zoning Commission's public hearing included the following:

1. The location of the development's access point at a double curve, with limited sight distance.
2. The use of the Planned Residential Development Overly District (PRD) procedure and the need for only three (3) acre or greater lots being developed upon this site.
3. The use of Lynda Jayne Lane and the ownership of it.
4. The impact of stormwater runoff onto surrounding properties caused by the development of the subject site.
5. The lack of pedestrian improvements on Pond Road, per the submitted plan.
6. The location of the wastewater treatment plant and its access to Pond Road.

Analysis

Incumbent to the Department of Planning's consideration of this request is the definition of its respective characteristics. These characteristics are analyzed to determine the appropriateness of the request relative to several key predictors. These predictors are as follows: (1) the compliance of the request to the City's Master Plan; (2) the compatibility of the use with the surrounding development pattern; and (3) the adherence of the request to the Planned Residential Development (P.R.D.) Overlay District standards. Each of these predictors must be favorable before the Department can consider a recommendation, which supports the request.

< Master Plan >

The Department would first note the importance of the City's Master Plan in guiding its decisions on development requests. The City's Master Plan was intended to provide fundamental principles to be followed by future development decisions with a substantial amount of the detail provided for implementing such principles to ensure the tenets of this document were not circumvented. Accordingly,

the City has been able to apply its plan with greater certainty and consistency than was the case with development decisions utilizing St. Louis County plans.

Formulation of Plan

Within the framework of the Master Plan, the community set forth to create specific land use classifications for the entire City. These classifications were to reflect the input from the community, the environmental assessment completed by a consultant to the City, and the existing level of development and zoning patterns within Wildwood. To this end, the City created and retains four (4) general land use classifications for the entire sixty-eight (68) square miles comprising this community. These classifications included the **Industrial Category, the Town Center Category, the Sub-Urban Category, and the Non-Urban Category**. Each of these categories includes a list of requirements for the future development of properties. The categories are clearly designated on a map of the City, as dictated by the planning principles noted above and in the Master Plan. It is important to note, that in 2002, the City Council approved the creation of the **5th Land Use Category** for historic assets. This category is intended to provide the needed incentives to encourage property owners of historic assets to consider their protection, preservation, and adaptive reuse. With this category, the density of residential uses, or the type of activities, can be modified relative to the other land use categories in the Master Plan, to provide the needed incentives or capital to accomplish the City's goal of historic preservation.

Master Plan Update 2006

Over the course of 2005, the City and a group of citizen volunteers worked on updating the Master Plan, as this document approached its ten (10) year anniversary. The Master Plan must be updated every ten (10) years to address the City's Charter requirement relative to the Comprehensive Zoning Plan, which is the Master Plan's Conceptual Land Use Categories Map. This update process was intended to study, review, and, if appropriate, modify, the content of the document to address changing conditions, new technologies, and the desires of the community. This process came to a successful conclusion on February 21, 2006, when the City's Planning and Zoning Commission approved the Master Plan Update 2006 by a unanimous vote (7 to 0). The City Council then ratified this action of the Planning and Zoning Commission on March 27, 2006.

The **Master Plan Update 2006** edition reflected a refinement of the original document and retained a number of its major, and one-of-a-kind, requirements and characteristics. In surveying the public, the overwhelming majority wanted this document to continue forward in preserving the unique character of this area, preserving the environment, and retaining the Non-Urban Category as the principal land use classification in the City of Wildwood (See Master Plan/Planning Element – Objective #1). Additionally, the Master Plan continued to promote environmental protection as the overarching goal of the City in all aspects, including the implementation of planning practices, provision of services, development of transportation and utility infrastructure, and the protection of open spaces and existing major park holdings. In considering the changes to the document, the Planning and Zoning Commission noted the following: "these benefits (listed below) are equally tangible and further reinforce the desire of those voters supporting the incorporation in 1995, now ten (10) years later, that Wildwood must retain its unique character." These other benefits from the proposed revisions to the plan are as follows:

1. Memorialized the history and successes of the last ten (10) years as a community and recognizes the support of residents and property owners in this effort.
2. Promoted policies to encourage the recycling of all waste materials in the City, particularly construction wastes and debris, and continued to prioritize the protection of Wildwood's and the surrounding area's environmental resources by encouraging reuse of products.
3. Re-enforced the concept of the Town Center Area and the planning process associated with it by encouraging the provision of public potable water, sanitary sewers, and other utilities to its unserved portions.
4. Placed greater responsibilities on developers of properties to protect groundwater resources for potable water purposes.
5. Required the City to improve communication efforts with residents, property owners, and businesses about its regulations and laws, while improving current enforcement procedures associated with them.
6. Recognized the need to provide a mix of housing types in the City for all age groups and income levels.
7. Planned reduction in density of residential housing in the remaining areas of the City designated as 'Sub-urban Residential Area.'
8. Encouraged the more harmonic development of property with the surrounding natural and built environments.
9. Summarized major challenges facing the City in the upcoming ten (10) year period.
10. Imported priority to providing Internet service to the whole community at a serviceable standard.
11. Supported the continued use of private contractors to provide public services.
12. Implemented the first of many policies to preserve current housing stock and promote its maintenance.
13. Re-enforced the current policies of the City in terms of addressing unsafe streets, roadways, and bridges by repair and replacement.
14. Introduced internal review procedures to meet the goals, objectives, and policies of the other four (4) elements of the Master Plan for City-initiated projects and efforts.
15. Demanded more effort and resources be provided to improve open space and recreational opportunities in the City.
16. Maintained land use categories for the overwhelming majority of the City, thereby meeting the expectations of the community participating in this process.

Along with all these benefits, maintaining a strong Master Plan will further improve the quality of life in the City, while promoting property values as well. Accompanying these items are a better environment, managed and planned growth, safer streets, roadways, and bridges, and greater public space in the future. This update, as led by the Master Plan Advisory Group, positioned the City well for the upcoming ten (10) year period of time.

Previous Applications

The City has been applying the City's Master Plan for over twenty (20) years, since its adoption in February 1996. In this twenty (20) year period, the Department has always advised potential developers of

properties within this community of the requirements of the Master Plan in terms of its land use classifications. In these pre-development conferences, the requirements of the Master Plan are explained in terms of the allowable uses and related densities. Ultimately, developers submitting proposals not complying are encouraged to modify them, since inconsistencies with the plan would not justify the Commission's support in many cases and would not comply with the ordinances of the City, which have further implemented the Master Plan.

With the application of the Master Plan, the City has been able to obtain development concepts that comply with it. In these instances, development densities and designs were in compliance with the Master Plan, or comparable enough to be addressed, as part of the overall zoning process through discussion. The City has yet to approve a rezoning which is not compliant to the Master Plan in terms of the Land Use Classifications of the Master Plan. Residential development has occurred throughout the City, with many in the Non-Urban Residential Areas of it. Major examples of all of these three (3) acre projects that utilized the Planned Residential Development Overlay District (PRD) process, in conjunction with its NU Non-Urban Residence District zoning, include the following:

Subdivision Name (PRD[1] is referenced)	Master Plan Designation	Characteristics
Meridien (PRD)	Non-Urban Area	Thirty (30) lots on ninety-nine (99) acres
Bartizan Pointe Estates (PRD)	Non-Urban Area	Twelve (12) lots on forty (40) acres
Shepard Oaks Estates (PRD)	Non-Urban Area	Thirteen (13) lots on forty-two (42) acres
Radcliffe Place (PRD)	Non-Urban Area	Sixteen (16) lots on forty-nine (49) acres
Wills Trace (PRD)	Non-Urban Area	Twenty-one (21) lots on sixty-six (66) acres
Woodland Hills (PRD)	Non-Urban Area	Five (5) lots on sixteen (16) acres
Quail Ridge (PRD)	Non-Urban Area	Thirteen (13) lots on thirty-nine (39) acres
Homestead (PRD)	Non-Urban Area	Sixty (60) lots on two hundred (200) acres
Breton Woods (PRD)	Non-Urban Area	Twelve (12) lots on forty (40) acres
Arbor Trace (PRD)	Non-Urban Area	Seven (7) lots on twenty-five (25) acres
Saddlebrook (PRD)	Non-Urban Area	Eight (8) lots on twenty-seven (27) acres

[1] PRD – Planned Residential Development Overlay District

< Compliance of the Request to the Master Plan – P.R.D. in the NU District >

With this submittal of the request for the development of this site, it is apparent to the Department of Planning that petitioner's proposal does comply with the Master Plan and can be supported in its current form. Accordingly, the Department would support the approval of the Planned Residential Development Overlay District (PRD) for the subject site to allow no more than twenty-five (25) lots. The reduction in the proposed lots reflects a desire to have a lot width standard (at the front building line) that is no less than two hundred (200) feet in length. This two hundred (200) foot standard is required on any three (3) acre lot created in the City of Wildwood and would provide the same appearance for these proposed lots, as if all of them that would be developed in this planned subdivision have a greater size.

A comparison of the requirements of the Master Plan to the components of the petitioner's proposal clearly indicates a number of consistencies with it and meeting the intended purpose of this designation, i.e. maintain rural land use pattern. This comparison is provided below.

Master Plan Component – Non-Urban Residential Area	Petitioner's Proposal	Compliance/Non-Compliance Issues
Low density residential development – one (1) dwelling per every three (3) acres. No range in districts provided, only NU Non-Urban Residence District with the use of a Planned Residential Development Overlay District (PRD) on a majority of the site.	NU Non-Urban Residence District with a Planned Residential Development Overlay District (PRD) – twenty-six (26) units in total	The allowable density of future residential units on this 78 acre site is based upon the gross acreage of the property. In this case, the net acreage of the site is the same as its gross acreage, since no public rights-of-way dedications are planned, nor is their any designated floodplain located on the site. This net acreage would allow a yield of twenty-six (26) lots under the NU Non-Urban Residence District zoning regulation requirements. Since the petitioner is requesting twenty-six (26) lots, the density is consistent with the Master Plan requirements in this regard, as well as with the regulations of the NU Non-Urban Residence District. However, the Department is not supporting the maximum density upon this property, given the resultant lot configurations and the need to create a minimum two hundred (200) feet of frontage on each of them.
Type of use limited to single family dwellings on individual lots.	Single family detached dwellings.	The permissible zoning districts identified in the Master Plan only allow single family detached uses, which are planned on this site.
Lot size cannot be less than one (1) acre in area.	Minimum lot sizes are one (1) acre in area.	All lots meet or exceed the minimum size requirement of the 'Non-Urban Area' of the Master Plan and the requirements of the City's Zoning Code in this regard.

Of the three (3) major requirements of the 'Non-Urban Residential Area' of the Master Plan, petitioner's proposal does comply with each of them.

A comparison of the requirements of the Master Plan to the components of the petitioner's proposal clearly indicates a number of consistencies with it and meeting the intended purpose of this designation, i.e. maintain rural land use pattern. This comparison is provided below.

In the case of petitioner's proposal, a number of the policies within the different elements of the Master Plan are adhered to by its design and the use of the City's Planned Residential Development Overlay District (PRD). This adherence is critical in the analysis of this request by the Department of Planning. In summary, the consistencies between the request and the key elements of the Master Plan are as follows:

Environmental Element -

Policy 1. Implement the conservation principles put forward in the St. Louis County General Plan Update (see Attachment D).
Petitioner's Proposal: request adheres to eight (8) of the applicable list of eight (8) items noted as policies to limit the amount of stormwater runoff generated by a development and control its erosional tendencies downstream.

Policy 2. Recognize that terrain in the City varies and the more environmentally sensitive areas are located in the west and southern portions of the community.
Petitioner's Proposal: request is for Planned Residential Development Overlay District (PRD) in the NU District, which minimizes developed area of the site and maintains three (3) acre density in this area as well.

Policy 4. Require that natural drainageways remain undisturbed.
Petitioner's Request: very limited disturbance in the area of this site's watercourses.

Policy 5. Require that areas of steep slopes and highly erodible soils remain in their natural state.
Petitioner's Request: slopes greater than 30% are completely preserved, while others between 7% to 29% are partially protected from development. Overall, almost fifty-two (52%) percent of the entire 78 acre tract of land is preserved and will remain undeveloped forever. This preservation amount is based upon the soil and slope characteristics of the site.

Policy 7. Continue to employ the current procedure, as part of the City's development regulations, for the mapping of landforms and soil conditions and evaluate their suitability for development.
Petitioner's Request: Natural Resource Protection Maps A and B have been completed.

Policy 8. Maintain the current flexible procedure within the development regulations that allows an owner of land to better utilize the site's natural characteristics through the application of innovative design and construction practices and the clustering of units, while offering community amenities and open spaces. The application of this procedure should be consistent with the environmental parameters of the site.
Petitioner's Request: the use of the Planned Residential Development Overlay District (PRD) is proposed and the clustering of homesites is achieved.

Additionally, it is important to note the appointed City Council at the time of this community's incorporation, upon the recommendation of the Planning and Zoning Commission, included NU District zoned properties as potential candidates for the use of the Planned Residential Development Overlay District (PRD). Under St. Louis County's jurisdiction, the Planned Environment Unit Procedure could not be applied to NU District zoned tracts of land. However, a Density Development Procedure could be used.

The intent in allowing NU District zoned properties to use the Planned Residential Development Overlay District (PRD) was primarily to limit the amount of site disturbance on any property. Additionally, this inclusion acknowledged the following rationales: (1) the clustering of units does not increase the overall number of homesites on any given site; (2) the clustering of units would ultimately limit the amount of disturbance and create greater contiguous areas of open space on any given property; (3) the clustering of units promotes economic efficiencies in the installation of utilities and other site infrastructure; (4) the clustering of units better utilizes the developable areas of the site, which is consistent with the Natural Resource Protection

Standards; and (5) the clustering of units allows for a variety of housing styles and choices in the City of Wildwood.

Policy 9. Require all developments to submit a plan that includes the delineation of the site's natural drainageways.
Petitioner's Request: both the Preliminary Development Plan and the Natural Resource Protection Attribute Maps define the property's natural drainageways.

Policy 16. Require tertiary treatment of sewage effluent.
Petitioner's Request: A centralized treatment plant will be required providing a tertiary level of discharge.

Policy 17. Encourage the extension of public potable water to all areas of the City to prevent future safety and health problem relating to fire protection and sewage effluent from non-public systems contaminating area waterways and aquifers.
Petitioner's Request: The Department is recommending this developer extend public potable water to the site. Water service is available to the subdivision from a line located along State Route 100.

Planning Element -

Policy 3. Continue the Non-Urban Residence District zoning as the major land use designation in the City of Wildwood. In addition, maintaining an existing NU District designation is especially appropriate in areas of steep topography and highly erodible soil profiles.
Petitioner's Request: underlying zoning designation of NU District remains unchanged in this proposal.

Community Services -

Policy 2. Follow a policy of fiscal prudence in considering major new development initiatives.
Petitioner's Request: The petitioner is attempting to introduce a major residential development into this area, where infrastructure is limited in some regards. The Department is seeking the extension of public potable water to the site to meet the demands of this development upon the utility network in this area. This request for public potable water is prudent in this regard. Additionally, the City has completed a roadway

project on Pond Road, which includes its resurfacing and limited widening and replaced several one-lane bridges. Along with these improvements, the Department is recommending the petitioner's participation in required roadway improvements along the subject site's frontage of Pond Road.

Transportation Element -

Policy 1. Promote a policy that supports the creation of a street network, which includes safe and ecologically responsible two (2) lane arterial roadways. Make only improvements required for traffic safety.
Petitioner's Proposal: request will provide for improvements to a portion of Pond Road, which will include the dedication of right-of-way and the installation of a left-turn lane.

Policy 5. Require local access streets within individual subdivisions to be built to City standards, but consider having them remain private.
Petitioner's Request: streets are to be built to the City's minimum requirements and will be private.

Policy 8. Preserve and enhance the scenic environmental qualities that exist along many of the City's roadways through the application of appropriate design standards reflecting sensitivity toward the area's unique environmental characteristics.
Petitioner's Proposal: the use of the Planned Residential Development Overlay District (PRD) allows for the more difficult portions of the site, where topography is prohibitive or floodplain exists, to be protected, while utilizing the ridgetops for development purposes.

It is the opinion of the Department of Planning the requested Planned Residential Development Overlay District (PRD) is consistent with, and adheres to, the City's Master Plan. In fact, the comparison completed above indicates the proposal is in full compliance with the applicable policies of this plan.

< Compatibility of the Use >

The Department, in reviewing this request, would note its compatibility with the area land use and zoning pattern, which also supports the recommendation for its approval. Principally, the issues of compatibility are reflected as follows:

1) The development is at a three (3) acre density, which is consistent with the area pattern. This pattern is no more than one (1) dwelling unit for every three (3) acres of property involved in the proposed development.
2) The development is for single family uses on individual lots, which is the predominant pattern of land use in this area, as defined by those neighboring subdivisions, such as Portland Cove, Trebor, and Gigatt Subdivisions, and other properties along Pond Road.
3) The design the petitioner has employed will preserve much of the picturesque hillside area along Pond Road.
4) The development's other design qualities and components can be addressed through the application of conditions as part of the site-specific ordinance to protect the quality of life in this area.

These other issues further support the recommendation for approval.

< Planned Residential Development Overlay District >

When the City Council approved a new Zoning Code for the City, it deleted the St. Louis County's former Planned Environment Unit (PEU) and replaced it with a new procedure called the Planned Residential Development Overlay District (PRD). This new procedure was intended to address the shortcomings of the previous special procedure and set clear and precise requirements for its use in the future. A list of standards was compiled to create these requirements. These standards include the following:

- Conformity with the land use objectives and policies of the City of Wildwood's Master Plan (Standard One);
- Open Space, including without limitation, parks, recreation areas, playgrounds, and natural areas (Standard Two);
- Adequate landscaping, screening, and buffering (Standard Three);
- Adequate internal traffic circulation and the provision of an appropriate transportation system that serves the property (Standard Four);
- Adequate parking (Standard Five);
- Livability (Standard Six);
- Building design and relationship to surrounding neighborhoods (Standard Seven); and
- The Planned Residential Development Overlay District (PRD) is in the best interest of the community (Standard Eight).

These standards analyzed on an individual basis provide the following information relative to the petitioner's request:

Standard One: The first of these standards is compliance with the objectives and policies of the City's Master Plan. This standard is detailed earlier in this report (Master Plan subtitle).

One (1) of the more discussed aspects of this plan is its use of clustering of the units upon smaller lots to create larger, more contiguous, areas of open space. The

Department is aware the majority of lots in this area of Wildwood were platted at a three (3) acre or greater size and this proposal for one (1) acre parcels of ground is of concern to the community. The City and the Department are supportive of the clustering concept for other reasons noted before. It is clear from scientific research that wildlife populations are impacted even by the most limited disturbance caused by development, such as the installation of driveways and other improvements. Whereas, this same research indicates that greater contiguous areas are more likely to support these wildlife populations, and related habitats, from alteration. The use of the Planned Residential Development Overlay District (PRD) allows for the creation of these larger, more contiguous areas of open space.

Along with this reason, the Department has noted in other discussions on this topic that a form of clustering already occurs in large-lot subdivisions, given the terrain associated with these developments. Given the nature of topography and the narrowness of ridge lines in the City, property owners construct their dwellings as close to the road as possible, and often in plain view of their neighbors' parcel of ground. The majority of the open space is located to the rear of dwelling, much the same as the intended outcome of the City's Planned Residential Development Overlay District (PRD). Accordingly, the Department believes the appearance of this development will not drastically differ than others in the immediate area (three (3) acre lots).

Standard Two:

The second of these standards is open space. This standard is further defined by three (3) subcategories, which include (1.) open space is accessible, functional, and useable; (2.) open space is provided on all private lots; and (3.) the Planned Residential Development Overlay District (PRD) ensures the preservation of the site's natural features.

Under the proposed design, the first and second subcategories regarding useable open space is easily met by the one (1) acre minimum lot size, which is established here, and over thirty-five (35) acres of common ground being provided to future residents for their use as passive recreational areas, habitat protection, and aesthetic value, as well as addressing the locations for stormwater and wastewater treatment facilities. The Department, as part of its recommendation, is seeking the protection of the main drainageway that defines the eastern two-thirds (2/3) of the site from inappropriate disturbance. Within the conditions associated with this recommendation, the Department supports the use of the proposed common ground areas planned on this site for passive purposes only, leading to the relocation of the proposed wastewater facility to another portion of the subject site. This relocation needs to reflect an area of the site that is less visible, a substantial distance from any nearby residentially-used property, and using proposed improvements for access, rather than adding more site disturbance for such.

The petitioner has submitted an analysis from a professional soil scientist indicating 28.7 acres of the development tract of land must be preserved from use or disturbance. Included in this protected area are the site's ephemeral drainageways, steep slopes, and poor conditions caused by soil content or restrictive layers. Accordingly, some fifty (50) acres of the subject site can be disturbed by development activity related to the preparation of the parcel of ground for building pads and infrastructure and utility installation. Petitioner's analysis indicates the protection of 41.09 acres of the site, with disturbance of 36.92 acres of the property for the construction of these proposed homesites. Such an arrangement means the petitioner is utilizing less area of the site for development purposes than allowed by the Natural Resource Protection Standards Analysis. Such a development design is positive and consistent with the intent of the Planned Residential Development Overlay District (PRD), which, again, when utilizing clustering less of the property needs to be disturbed and more can be preserved for perpetuity.

Although compliant to the City's preservation standards, the petitioner, and the design team, has created at least two (2) lots that appear to be fitted into the site, with some difficulty, which indicates to the Department that a reduction in the overall amount of them is needed. The Department believes it is imperative to combine Lot 8 and 9 together to provide a more appropriate buildable area for use and create an appropriate size and configuration to match the surrounding pattern of development. Accordingly, the Department is recommending that no more than twenty-five (25) lots be authorized within the boundaries of this Planned Residential Development Overlay District (PRD).

As part of this trail system, the Department is also recommending that, as part of the dedication of the easement area along State Route 100, the petitioner be responsible for the installation of a public multiple-use trail. This trail would substitute for a sidewalk and extend the length of the property's frontage along State Route 100. This public segment of trail could be utilized by the residents of this proposed subdivision and the surrounding community, so both parties could derive a direct benefit from the ultimate use of this property.

With the application of the City's Public Space Ordinance, this development is now required to provide qualifying amounts consistent with its requirements. The petitioner is planning on providing the required 41,817 square feet of qualifying public space in the following manner: the trail dedication, without its construction, and common ground area. The amount of these dedications and improvements would equate to full compliance for the purposes of the Public Space Ordinance, if the City defers trail construction. In these areas, improvements are planned and would be required to comply with the Public Space Ordinance in this regard.

Two (2) major components must be discussed in regards to the Public Space Ordinance requirements, as it relates to this design. The first component, which is

alluded to in the above paragraph, seeks to allow the public trail easement to be used for qualifying public space, despite a prohibition in the ordinance against it due to it being a function of the zoning process. Therefore, the current request, without the benefit of this waiver, would not meet the minimum area of required public space for the number of recommended lots (common ground can only be credited for fifty (50) percent of the required public space, or approximately twenty-thousand (22,000) square feet).

The Department would note with regards to this matter it supports this allowance of suing his trail easement decision, as qualifying public space, given the unusual nature of this project and the extent of this trail component. The Department is recommending the trail be placed in a minimum thirty (30) foot wide easement to the City, but if needed, be increased in size to accommodate stormwater features in this area and topography. This trail would improve safety and allow its users a better experience from all perspectives. The trail's location in this easement would be premised on site characteristics and City of Wildwood requirements.

The second component relates to the existing cemetery that is located on the subject site and its placement in common ground, which is being credited to a certain amount for qualifying public space for this development. The cemetery is protected for perpetuity and the future homeowners association must allow access to it for family members to visit as well. Both of these protections are established by State Statute and supported by the City. It is important to state the cemetery will need some immediate cleanup of its area, while on-going maintenance will be the responsibility of the newly formed Homeowners Association. The Department does not object to this cemetery being part of the qualifying public space for this development and, given its historic nature, is appropriate from that perspective as well.

Standard Three:

The third of these standards is landscaping, buffering, and screening. This standard is further defined by five (5) subcategories, which include (1.) the use of a variety of plants, colors, and hard surfaces for character in the development; (2.) the use of appropriate sized plantings; (3.) the inclusion of attractive streetscapes; (4.) the use of buffering between activities by landscaping; and (5.) the creation of continual maintenance provisions as part of the Planned Residential Development Overlay District (PRD).

With regards to the variety of plants, colors, and surfaces and sizing and maintenance, the City's Tree Manual requires that all developments comply with these requirements. The conditions of the Planned Residential Development Overlay District (PRD) allow the City to impose requirements consistent with the intent of this standard, and specifically in the area of the centralized treatment facility, the development's entry area, and the hillside where the main internal roadway is to be located. These areas are either visible from adjoining roadways or properties or need

softening for the residents who will reside near them or pass by when entering or leaving the development. In the instance of this request, the standards of the Tree Manual will be applied.

The need for buffering throughout the site is lessened, given the size of lots and their proposed layout. Additionally, the preservation of existing tree masses at the proposed percentages by the petitioner provides an excellent buffer as well. This amount of tree preservation is well over forty (40) acres of the site and meets the City's requirements in this regard.

The petitioner is proposing to create a Homeowners Association, which will be responsible for maintenance and upkeep of the centralized wastewater treatment plant, along with all other improvements, including the private roadways. This association will be created at the time of the platting of this development and the City requires certain considerations be placed in the indentures to provide for this continual maintenance responsibility for improvements. Therefore, this subcategory will be met under the current requirements of the City's Zoning Ordinance and Subdivision and Development Regulations.

Standard Four:

The fourth of these standards is internal circulation and appropriate linkages. This standard is further defined by five (5) subcategories, which include (1.) reductions in the speed of vehicular movements; (2.) reductions in pedestrian-vehicle conflicts; (3.) encouragement of connections between the new streets and the existing network; (4.) reductions in land area devoted to streets; and (5.) institution of appropriate design and construction standards.

With regards to the petitioner's request, the Department would note the single main internal street is to be built, which will serve the twenty-five (25) recommended lots. This street will be placed in a standard right-of-way dimension (forty (40) feet), with a twenty (20) foot pavement area. Given the nature of this development and the width of the ridgelines, where this development is planned, no sidewalks are proposed. Eliminating sidewalks will reduce site grading to a degree. Conversely, an easement is being requested on both sides of the right-of-way area to allow for a future installation of a trail system, if sought by a majority of the individual owners of lots.

The location of the proposed access point onto Pond Road for this development was discussed by many parties at the public hearing, all noting their concerns about safety of it at this proposed location. The proposed access point was shown at a location, where a double turn and varying slopes exist and creates concerns about sight distance, accidents, and overall safety. The petitioner has proposed to relocate the access point further to the south on Pond Road and construct it at a location that avoids the double curves that are located where the current access point onto this roadway is situated. This location has been reviewed by the City's Department of Public Works and it has determined that minimum sight distance is provided for such

and its location there can be accommodated, based upon compliance to Wildwood design criteria. Therefore, the Department is supporting this change in the location of the development's access point.

This relocation of the access point does increase the extent of grading associated with its construction, in a very visible portion of the site along Pond Road. Therefore, the Department is recommending the petitioner use retaining walls on both sides of the proposed access point, and associated roadway, to reduce the extent of grading and the site disturbance to a smaller, overall portion of the property. These walls must be constructed respectful of sight distance, while complementing the natural and built environments around them in terms of material, color, and style.

Although during the public hearing on this matter, a discussion was held on whether to potentially use Lynda Jayne Lane for primary access to this site, given it might have less sight distance issues associated with it than Pond Road. The Department does not support it. The Department would note the roadway is rural in nature and somewhat in disrepair, which could be corrected by this petitioner, but would bring a certain level of traffic to this area, which depends on a right-in/right-out access point onto State Route 100. The Department believes Lynda Jayne Lane can be used for secondary emergency access, but not for the overall development's use.

The provision of stub streets in this development is not planned, given two (2) sides of the subject site abut existing roadways and a third has established three (3) acre, occupied lots located at the common boundary. However, the western boundary of this site does abut a large tract of land that might benefit from an option of a future stub street connection. However, the Department has found that extending stub streets in large-lot subdivisions, with private roadways, is difficult, given payments for maintenance of the improvements between two (2) different homeowners association is often cited as an issue and attributing responsibility for wear and tear between the parties an on-going problem. Although the difficulty does exist, the Planning and Zoning Commission and City Council could create a reservation area, with the option for future use, if determined appropriate for this connection.

Given certain segments of the internal roadway do exceed a ten (10) percent grade, it is important to note such and identify if acceptable or not, as part of this subdivision's design. This grade is not normally acceptable to many developers or buyers in new residential communities, but, given the characteristics of this site, the need for this grade is premised on limiting site disturbance and following a cleared area already existing on the site. With these roadways intended to be private, the City's 'Rural Roadway Standards' allow for this grade to be considered favorably and, in the Department's opinion, is acceptable.

The Department is recommending the dedication of right-of-way along Pond Road to the City for further widening of the pavement area and other future improvements

to the roadway. The petitioner has indicated this dedication on the submitted Preliminary Development Plan, but does not indicate any improvements therein. Although Pond Road functions, given the volume of traffic at generally satisfactory levels of service, the Departments of Public Works and Planning are recommending a left-turn lane be constructed on Pond Road to accommodate westbound turning movements into this development. This left-turn lane will assure the safety of drivers and can be considered a creditable charge to the required Traffic Generation Assessment Fee of the City for this project.

An issue that remains with the Pond Road improvement is the lack of any pedestrian facilities along its length. As noted above, the petitioner is providing a twenty (20) foot dedication of land area to right-of-way purposes, but does not indicate any improvements therein. The length of the site's frontage on this roadway is significant and installing a sidewalk would be costly, but the Department does believe such a feature is needed at this location. However, the Department would recommend the petitioner provide an escrow, in an amount sufficient to cover the cost of its construction at a future point. The installation of this sidewalk could then be bundled with the City's trail project on State Route 100, between the community park and Pond Road, and obtain some economies of scale in this regard. The City's trail project is funded for 2016 construction, so this improvement could be completed within the next couple of years.

The fire district has requested an emergency access be provided, beyond just the proposed curb cut onto Pond Road. This emergency access point is located at the westernmost end of the proposed internal street and would eventually access Lynda Jayne Lane. The access point would be controlled and could only be used by police, fire, and EMS services. The Department supports this secondary emergency access point and believes its construction is appropriate for the safety of these residents. The fire district must first approve the location, design, engineering, and construction specifications of this secondary emergency access point, before action on the Site Development Plan by the City's Planning and Zoning Commission could proceed. This staging will ensure this access roadway meets all needed standards for use in an emergency situation.

Standard Five:

The fifth of these standards is parking. This standard is further defined by three (3) subcategories, which include (1.) the utilization of appropriate design considerations to reduce the impact on the development's character; (2.) the reduction in land area used for parking; and (3.) the adherence to City standards.

The design of this development is typical of most rural subdivisions. Parking is provided in an enclosed structure, which supports a minimum of two (2) spaces per household. The Zoning Ordinance requires two (2) spaces for each residence.

Standard Six: The sixth of these standards is livability. This standard is further defined by four (4) subcategories, which include (1.) noise reduction; (2.) visual separation; (3.) lighting limits; and (4.) amount of cut and fill.

The petitioner's design, with the larger lots and their placement addresses many of the issues relative to noise reduction and visual separation between the individual lots and residences themselves. In most instances, the minimum distance between dwellings is sixty (60) feet. Additional tree preservation within the sideyard setback areas between the respective dwellings is anticipated by the Department of Planning to further improve the character of this subdivision in that specific regard. All street lighting will meet the City's requirement for reducing trespass and pollution. The issue of cut and fill is minimized by the petitioner's use of the Planned Residential Development Overlay District (PRD) and compliance to the Natural Resource Protection Standards.

Standard Seven: The seventh of these standards is building and neighborhood design. This standard is further defined by five (5) subcategories, which include (1.) variety and quality of design; (2.) compatibility; (3.) orientation; (4.) density; and (5.) view.

The petitioner's proposal appears to address many of these considerations. Although single family dwellings are proposed, in an area of similar uses, the type and design will be different than what currently exists there. The Department has, by its earlier recommendation, determined the density of this development adheres to the appropriate underlying zoning district classification that supports the Master Plan. The building orientation in this proposed development is a reflection of topography and the ridgelines formed by them. These site factors generally create a north/south street with homesites facing east/west. Cooling considerations are a factor, given the direction of movement of the morning and evening sun in the summer months.

Standard Eight: The eighth standard is community interest. The development of this site for residential uses is consistent with the Master Plan's recommendation for conceptual land use in this area of the City. The use of the Planned Residential Development Overlay District (PRD) would appear to be in the overall, and best, interest of the City, since it allows the City to protect the site's natural characteristics, while allowing for the utilization of the property for its permitted use – single family dwellings.

Summary and Recommendation

The Department has found, based upon the review and analysis of the petitioner's proposal, the requested Planned Residential Development Overlay District (PRD) is consistent with the City's Master Plan; compatible with the surrounding land use pattern; and complies with the Planned Residential Development Overlay District (PRD) requirements of the Zoning Code. Therefore, it is the recommendation of the Department of Planning the requested Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District (the current zoning district designation of this

property and not changing under this proposal) be supported by the Planning and Zoning Commission and such action be contingent upon the petitioner adhering to all the requirements of Attachment B of this Information Report.

ATTACHMENT B
Conditions

ATTACHMENT B - CONDITIONS

1. PERMITTED USES

This Planned Residential Development (P.R.D.) Overlay District shall authorize the maximum development of twenty-five (25), detached single family dwellings on individual lots, with common ground, and all permitted accessory structures. Common ground areas shall be a minimum of thirty-five (35) acres in overall area, preserved for perpetuity as such, and cannot be subdivided after the initial Record Plat for this development is approved by City Council. The minimum area of this Planned Residential Development Overlay District shall be seventy-eight (78) acres. **A centralized wastewater treatment facility shall provide service to this site and be of a type and design, as reviewed and acted upon by the Planning and Zoning Commission on the required Site Development Plan.**

2. LOT SIZES, DEPTHS, AND BUILDING REQUIREMENTS

a. The developer(s)/Homeowners Association of this residential subdivision shall have the option of providing a recreational facility, which can include an outdoor swimming pool and related cabana. The placement and construction of this recreational amenity must comply with the Natural Resource Protection Standards Analysis conducted for this site.

b. Each dwelling unit shall be located on an individual lot of record, which shall not be less than one (1) acre in overall size. The minimum width of any lot within this P.R.D. Overlay District shall be two hundred (200) feet in distance at the front building line, except for parcels of ground located within any cul-de-sac **and Lots 15 through 19**. These lot frontages (within the cul-de-sacs) shall be as approved on the Site Development Plan by the Planning and Zoning Commission.

c. The depth of all lots within this residential subdivision shall be a minimum two hundred (200) feet in size, **except Lot 7.**

d. No building and/or structure shall be more than two (2) stories above final grade, as measured from the front building line on any individual lot at street elevation.

e. The maximum area of this 78.0 acre tract of land, which can be used for development and related land disturbance for the permitted and accessory uses, shall not exceed thirty-six point nine (36.9) acres, not including the Director of Planning's five (5) percent variance.

f. The minimum amount of this 78.0 acre tract of land, which must be preserved as part of this development, shall be forty-one point one (41.1) acres in overall size, not including the Director of Planning's five (5) percent variance.

g. Lot sizes, configurations, and locations shall comply with the City's general lot design standards set forth in its *Subdivision and Development Regulations*. Variations to these lot design standards referenced therein must be submitted and acted upon by the Planning and Zoning Commission, as part of its current review process. Any requested modifications to these lots shall be based upon locations that are most suitable for disturbance and consistent with the Natural Resource Protection Standards of the City's *Subdivision and Development Regulations*.

3. PLAN SUBMITTAL REQUIREMENTS

Within twelve (12) months of the P.R.D. Overlay District approval by the City Council, and prior to any site disturbance, the developer shall submit to the Planning and Zoning Commission for their review and approval a Site Development Plan. Where due cause is shown by the developer, this time interval may be extended once by the Planning and Zoning Commission in accord with requirements of Chapter 415.510 of the City of Wildwood Zoning Ordinance. Said Site Development Plan shall include, but not be limited to, the following information:

a. Outboundary plat and legal description of the property.
b. A general numbered lot plan, with setback lines from all streets and roadways on and adjacent to the property. A typical configuration for a lot indicating all site design information such as, but not limited to, right-of-way width, improvement dimensions and locations, setbacks, and building placement, along with minimum and maximum sizes.
c. A general plan indicating setback lines along the perimeter of the subject tract of land and surrounding property lines and related improvements within one hundred (100) feet of this site's boundaries, i.e. curb cut and access locations, stormwater facilities, and utility installations.
d. Location of all roadways adjacent to the property, including required roadway right-of-way dedication and pavement widening, with existing and proposed improvements and sidewalks, and general location, size, right-of-way, and pavement width of all interior drives.
e. The location and size of all freestanding signs, lighting, fences, and other above ground structures, except retaining walls less than two (2) feet in height per section.
f. Existing and proposed contours at vertical intervals of not more than two (2) feet.
g. General location of sanitary sewer and stormwater facilities.
h. Parking and density calculations.
i. Conceptual location and size of common ground areas, if provided.
j. A Landscape Plan including, but not limited to, the location, size, and general type of plant materials to be used in accord with the City of Wildwood's Chapter 410 and accompanying Tree Manual.
k. An inventory of the percent of tree canopy or individual trees to be retained on the site indicated on a Tree Preservation Plan completed in accordance with the City of Wildwood Chapter 410 Tree Preservation and Restoration Code and accompanying Tree Manual.
l. Location of all existing and proposed easements.
m. All other information not mentioned above, but required on a Preliminary Plat in accord with Chapter 420.060 of the City of Wildwood *Subdivision and Development Regulations*.

4. SITE DEVELOPMENT PLAN DESIGN CRITERIA

The above Site Development Plan shall adhere to the following specific design criteria:

Building Setbacks – Residential

a. All buildings or structures[1], other than boundary and/or retaining walls, approved fences, detention/retention facilities, and/or light standards, shall adhere to the following setbacks, as specified in Chapter 415.110 R-1 One Acre Residence District of the City of Wildwood's Zoning Ordinance, except as noted below:

[1] *The definition of structure includes the centralized wastewater treatment plant.*

1.) Thirty (30) feet from any roadway right-of-way, whether public or private, except a one hundred (100) foot distance from State Route 100 and a three hundred (300) foot distance from Pond Road, shall be required.

2.) Fifteen (15) feet from any side yard property line of any individual lot, but a minimum of thirty (30) feet shall be maintained between buildings on adjoining lots

3.) Thirty (30) feet from any rear yard property line of any individual lot.

Parking Setbacks - Residential

b. All parking stalls or loading spaces, excluding points of ingress or egress and streets and roads, shall comply with the requirements of Chapter 415.110 R-1 One Acre Residence District of the City of Wildwood's Zoning Ordinance, except for a one hundred (100) foot distance from State Route 100 and a three hundred (300) foot distance from Pond Road shall be required, **while also excepting Lot 1, which shall be as approved on the Site Development Plan**. All single family dwellings shall be constructed with rear or side-entry garages only; no front-loaded garages are authorized.

Miscellaneous Setbacks - Right-of-Way and Other Locations

c. No portion of any residential building foundation shall encroach within twenty-five (25) feet of the 'Final Resource Protection Line.' However, no land disturbance, as defined by the City's Grading Code, shall be authorized within **two hundred (200)** ~~two hundred fifty (250)~~ feet of the property's northern boundary line, **excepting the installation of a required berm and landscaping**, and seven hundred (700) feet of Pond Road, **except Lot 1 (and the allowable residential street approach ~~and centralized wastewater treatment facility~~).**

Access and Roadway Improvements

d. Access to Pond Road shall be limited to one (1) residential street approach located to provide required sight distance and flood-free access to all lots and constructed to conform to the requirements of the Department of Public Works in this regard. All work within the right-of-way shall be as directed by the Department of Public Works and no work in the same shall commence until authorized by the Department of Public Works.

e. Dedicate land area along the property's entire frontage that abuts Pond Road, at a minimum width of twenty (20) feet, while also providing sufficient right-of-way area for the construction of a left-turn lane into the subject site, including the installation of storm drainage facilities, as directed by the City of Wildwood Department of Public Works. The required sidewalk to be constructed in the Pond Road right-of-way area may be escrowed in lieu of its construction by the developer to the City of Wildwood, if deemed appropriate by the Department of Public Works and the Department of Planning. **Both of these required improvements can be considered creditable charges to the Traffic Generation Assessment Fee (TGA) that is assessed by the City on this development.**

f. Construct an internal private roadway system, within a forty (40) foot right-of-way easement, for vehicles and pedestrians to serve the residential lots within this development that complies with the requirements of the City of Wildwood's 'Rural Roadway Standards' and as approved by the Department of Public Works. Street widths shall be as approved on the Site Development Plan by the Planning and Zoning Commission. Earthen swales along portions of the internal street may not be required, where stormwater volumes justify their elimination. Along with this forty (40) foot

right-of-way area, provide eight (8) foot wide roadway maintenance, pedestrian, and utility easements on either side of this roadway dedication.

g. Dedicate a minimum thirty (30) foot easement/dedication along State Route 100 to the City of Wildwood and construct a multiple-use trail that conforms to its standards, which shall be as directed by the Department of Public Works. This trail must minimally provide an adequate distance from edge of the State Route 100 pavement area to create separation between vehicles and pedestrians. This requirement shall also mean the easement might meander through the area of the subject site abutting the State Route 100 right-of-way edge to address public safety considerations. **In lieu of construction of this multiple-use trail, a fee-in-lieu of may be accepted by the City of Wildwood for this purpose.**

h. No direct residential access from any individual lot within this development shall be allowed or authorized to State Route 100, Pond Road, and Lynda Jayne Lane.

Miscellaneous Roadway Requirements

i. Installation of landscaping and ornamental entrance monument or identification signage, if proposed, shall be reviewed by the Department of Public Works for sight distance considerations and approved prior to its installation or construction.

j. If required sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to vertical alignment and other off-site improvements, may be required to provide the required sight distance as directed by the Department of Public Works.

k. The developer shall design, engineer, and construct a secondary access point into this residential subdivision for emergency purposes only. The design and engineering associated with this secondary emergency access shall be submitted and acted upon by the Fire Marshal of the Metro West Fire Protection District, before the Site Development Plan can be finalized by the Planning and Zoning Commission and any action forthcoming thereafter. This secondary emergency access point shall have controlled access/barrier that is permanent in nature and shall be the responsibility of the Homeowners Association to maintain and keep functional.

Parking Requirements

l. Parking spaces shall be provided as required by Chapter 415.340 Off-Street Parking and Loading Requirements of the City of Wildwood Zoning Ordinance for the R-1 One Acre Residence District. Minimally, two (2) parking spaces for each single family dwelling shall be provided.

Landscape Requirements - Specific

m. Landscaping shall adhere to all requirements of Chapter 410 of the City's Tree Preservation and Restoration Code and its accompanying Tree Manual, including the submittal of a Tree Preservation Plan in conjunction with the Site Development Plan.

n. All streets and roads shall be appropriately landscaped as required by the Chapter 410 Tree Preservation and Restoration Code and be approved by the Planning and Zoning Commission on the

Site Development Plan.

o. The areas of existing vegetation within the P.R.D. Overlay District boundaries identified as to be retained shall be marked on the site prior to the commencement of any disturbance in accord with the City of Wildwood's Chapter 410. These areas shall be indicated on the Site Development Plan submitted to the City of Wildwood for Planning and Zoning Commission review and approval. Existing mature tree canopy shall be preserved in accordance with the requirements of City of Wildwood's Chapter 410 Tree Preservation and Restoration Code. Initial clearing and grubbing of the site shall be limited to the installation of the internal roadway system.

p. Landscaping within the defined common ground areas shall comply with Chapter 410 Tree Preservation and Restoration Code requirements and accompanying Tree Manual. Those areas of common ground to be used for stormwater detention/retention shall comply with the City of Wildwood requirements in this regard. The Planning and Zoning Commission on the Site Development Plan shall approve the planting pattern.

q. A registered Landscape Architect shall prepare, submit, and sign all plan(s).

r. **A berm shall be constructed, with appropriate landscaping in size, type, and number, on Lot 2, so as to provide a visual separation between existing and proposed dwellings. The specifics of the berm's construction and associated landscaping shall be as reviewed and acted upon by the Planning and Zoning Commission on the required Site Development Plan.**

Signs

s. Signs for this P.R.D. Overlay District shall be erected in accordance with Chapter 415.410 Sign Regulations of the City of Wildwood Zoning Ordinance for the R-1 One Acre Residence District.

t. The location of all signage shall be as approved on the Site Development Plan by the Planning and Zoning Commission. Signage not located on common ground must be erected within an easement.

Lighting Requirements

u. The location of all lighting standards shall be as approved on the Site Development Plan. No on-site illumination source shall exceed sixteen (16) feet in height or be so situated that light is cast directly on adjoining properties. Minimally, lighting levels and their design specifications shall be approved by the Planning and Zoning Commission, as part of a Lighting Plan submitted in conjunction with the Site Development Plan, and comply with City of Wildwood's Lighting Code – Chapter 415.450 of the Zoning Ordinance. **Street lights authorized within this development shall not exceed a total of four (4) in total number.**

Miscellaneous Conditions

v. Parking, circulation, and other applicable site design features shall comply with Chapter 1101, Section 512.4 "Physically Handicapped and Aged" of the S.L.C.R.O. 1974, as amended.

w. Hours of construction and grading activity shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. No development (grading and

construction) activity shall be authorized on Sundays.

x. All retaining walls exceeding three (3) feet in height per section or crossing individual property lines shall be constructed of an appropriate inter-locking concrete block system or boulders. Walls crossing property lines shall be located in a maintenance easement. The Planning and Zoning Commission, as part of the Site Development Plan review process, shall approve said materials and design.

y. The generalized location of all utility easements for proposed service to this development shall be shown on a Typical Lot Diagram, as approved by the Planning and Zoning Commission on the Site Development Plan. Installation of utilities within the respective easements shall adhere to the requirements of the Natural Resource Protection Standards Analysis and, whenever practical, be placed in areas of existing or proposed disturbance relating to previous site activity, the construction of streets, or the layout of building lots.

z. All utilities serving this site shall be installed underground in accord with the requirements of the City of Wildwood's Subdivision and Development Regulations. Any existing easements located on the subject site, which are not being utilized, shall be vacated under the standard procedures of the City of Wildwood Subdivision and Development Regulations.

Sewage Treatment Plant

aa. A minimum four (4) foot high, sight-proof, chain link fence shall be installed around the perimeter of the area where the centralized sewage treatment facility is to be located on the site. This fence shall be constructed with a black vinyl coating, including support structures as well. Wood slatting may be incorporated in its design. The Planning and Zoning Commission shall approve the location of this fence on the Site Development Plan.

bb. Mechanical equipment associated with the operation of this facility shall be adequately screened and soundproofed to reduce noise associated with its operation over any given hour at the boundaries of the Planned Residential Development Overlay District.

cc. Mechanical systems shall be equipped with alarm systems, which will notify operators of any malfunctions or system failures and an emergency power source to provide for its operation in an event of a power failure. Minimally, the alarm shall be wired to directly notify the operator or maintenance contractor of the failure or shutdown. In the event of a system failure, operators shall meet all emergency procedures, as established by the Missouri Department of Natural Resources and the City of Wildwood.

dd. The proposed access roadway and maneuvering area will be a maximum of twelve (12) feet in width and paved. The remaining area within the perimeter of the fence not paved shall be surfaced in an appropriate dust-proof material, as determined and approved by the City of Wildwood's Department of Public Works.

ee. The developer shall provide a copy of a signed "pump and haul" agreement, whereby failure of the plant would implement a discharge shutdown; waste would be transported to an approved Metropolitan St. Louis Sewer District facility for disposal.

ff. The operator shall submit monthly inspection reports to the Missouri Department of Natural Resources and the City of Wildwood indicating adherence to all applicable standards established for the maintenance and operation of these types of facilities. This report must include a lab analysis of plant discharge samples (pH, BOD, TSS, fecal coliform) obtained and analyzed by a licensed, accredited laboratory.

gg. Operators of this facility shall provide verification of licensing with the Missouri Department of Natural Resources in the form of an approved Operating License. Along with this licensing requirement, the developer or Homeowners Association shall provide to the City of Wildwood a bond or cash deposit in the amount of five thousand dollars ($5,000.00) to guarantee the upkeep of this facility, per Section 510.090 of the City of Wildwood's Municipal Code. This bond or cash deposit shall be in place during the operation of the wastewater treatment facility.

hh. At any point in the future, the petitioner or the relevant Homeowners Association (or any entity of it), will be required to close this treatment plant, when public sanitary sewer service is available to this site by the Metropolitan St. Louis Sewer District (MSD) or other comparable public district/agency. De-commissioning of the plant shall be the responsibility of the owner/developer and completed according to Missouri Department of Natural Resources (MDNR) and Metropolitan St. Louis Sewer District (MSD) standards. **Final determination of the plant's decommissioning shall be at the sole discretion of the Metropolitan St. Louis Sewer District (MSD) and the City of Wildwood.**

ii. The Homeowners Association shall be required to employ a maintenance contractor that has offices or facilities within a fifty (50) mile radius of the subject site. Verification shall be provided in the form of the signed contract with the location of the office/facility clearly noted.

jj. The location of this centralized wastewater treatment facility shall be **in a common ground area owned by the Homeowners Association and located between proposed Lots 13 and 14, as shown on the revised Preliminary Development Plan that is dated March 22, 2016.** ~~**and to the south of the proposed residential street approach, but no closer than one thousand five hundred (1,500) feet of the State Route 100 right-of-way and two hundred (200) feet of any lot with an existing dwelling located upon it.**~~ ~~not be closer to the south boundary of this Planned Residential Development Overlay District than the following: six hundred (600) feet from Pond Road and three hundred (300) feet from the southern boundary of the property~~.

5. PUBLIC SPACE REQUIREMENTS

Developer shall construct improved public space in conformance with or otherwise satisfying the requirements of the City's Public Space Ordinance, Chapter 415.260 of the City of Wildwood's Zoning Ordinance. The City Council accepts the findings of the Public Space Study adopted therein and determines the compliance with the Public Space Ordinance provisions will address the impact of this specific development on public space needs in a manner and amount that is equal to or less than an amount that is roughly proportional to the actual or anticipated impact. The installation of required public space improvements shall be as required by the applicable ordinance, but shall be completed prior to issuance of any zoning authorizations for building permits in excess of fifty (50) percent of the total dwellings authorized by this ordinance. Unless otherwise approved pursuant to the procedures set forth in the Public Space Ordinance, the public space attributable to this development, based upon the number of permitted lots, shall be 41,818 square feet or its

equivalent. Qualifying public space shall be deemed to include, in this instance only, the public multiple use trail that is referenced in Section 4(g.) of this ordinance and designed in accordance with the recommendations contained therein. This trail shall be located within an easement, a width to be determined, so as to provide ample and safe separation from the edge of pavement along State Route 100. The design and construction shall conform to the City of Wildwood requirements and be as directed by the Department of Public Works.

6. TRAFFIC GENERATION ASSESSMENT FEE

The developer shall contribute to the West Area Traffic Generation Assessment Trust Fund established by Section 140.210 of the City of Wildwood's Revised Codes. This assessment may be paid in full at the time of the first Zoning Authorization for any building or structure, or at the time of each Zoning Authorization for the individual dwellings. This contribution shall not exceed the amount established by multiplying the ordinance-required number of parking spaces by the following rate:

Type of Development	*Required Contribution*
Single Family Dwelling	$1,212.72 /Parking Space

(Parking space, as defined by Chapter 415.340 of the City of Wildwood Zoning Ordinance.)

Credits to this fee are at the sole discretion of the City Council of the City of Wildwood. If the type of proposed development differs from that listed, rates shall be provided by the Department of Public Works.

The amount of this required contribution, if not submitted by January 1, 2017, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accord with the construction cost index, as determined by the City of Wildwood Department of Public Works.

7. VERIFICATIONS PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN

Prior to approval of the Site Development Plan, the developer shall provide the following:

Stormwater Improvements

a. Submit to the Planning and Zoning Commission an engineering plan approved by the Department of Public Works showing that adequate handling of the stormwater drainage of the site is provided.

   1. The developer is required to provide adequate stormwater systems in accordance with the City of Wildwood standards.
   2. All stormwater shall be discharged at an adequate natural discharge point.
   3. Retention/detention of differential runoff of stormwater shall be required. Stormwater management shall be provided in permanent retention/detention facilities, such as ponds or other acceptable alternatives. These retention/detention facilities shall be completed and in operation prior to the issuance of building permits for an approved dwelling unit, except display lots.
   4. All proposed retention/detention facilities and related stormwater improvements shall be located in a common ground area and insure perpetual maintenance to the Homeowners

Association to be created at the time of platting of this development.

5. The developer of this site shall be solely responsible to provide the necessary mechanisms, as part of the Site Development Plan/Improvement Plan process, to implement "best management practices" for stormwater management and the construction of related facilities. Minimally, these practices/facilities should include rain gardens, vegetative swales, and other options to substantially reduce the amount of stormwater leaving the subject site.
6. The developer shall provide adequate detention and/or hydrologic calculations for review and approval of all stormwater that will encroach on City of Wildwood right-of-way.
7. A bond or letter of credit will be required by the City of Wildwood to cover any downstream damage to abutting or adjacent properties, common ground areas, or drainageways caused by the developers' use of this subject site (land/disturbance/grading/construction activities, etc.), which shall be used for the restoration of damaged areas to their pre-development condition, if the developers fail to meet their responsibilities in this regard. The amount of this bond and the establishment of the process for creating an accurate baseline condition for the existing downstream facilities shall be at the discretion of the City of Wildwood Department of Public Works, in conjunction with input from the petitioner's engineer.

Geotechnical Report

b. Provide a Geotechnical Report covering development and grading required by improvements involved with this site, as directed by the Department of Public Works. Said report shall verify the adaptability of grading and improvements with soil and geologic conditions that are susceptible to rapid erosion, landslide, and/or creep. A statement of compliance with this study, signed by the Geotechnical Engineer preparing the report, shall be included on all Site Development Plans. The development and construction plans shall be designed to conform to the requirements and conditions of the Geotechnical Report. The Geotechnical Engineer shall be required to sign and seal all plans with a certification the proposed construction will be completed in accordance with the grading and soils requirements and conditions contained in the report.

Natural Resource Protection Standard Plans

c. Provide a revised and final copy of the Natural Resource Protection Plan indicating all areas of the site, which are to be designated as protected and not developable. This revised and final copy of this map shall be reviewed and signed by a qualified soil scientist, who completed the analysis, and a statement indicating compliance with all the requirements of Section 1005.200 of the City of Wildwood's Subdivision and Development Regulations.

Archeological Inventory

d. The archeological assets of this subject site, such as remnants of buildings, structures, or other improvements, shall be cataloged, photographed, and preserved, if possible, by a professional/firm with expertise in this field. This survey shall meet generally accepted industry practices and procedures for the delineation of areas, assets, and other considerations to guarantee that these features are catalogued, recorded, and addressed before any land disturbance can occur on the site. The City of Wildwood's Historic Preservation Commission shall approve the professional/firm chosen by the developer of this project to conduct this assessment and survey, before any of this related activity occurs on the site.

Stormwater Pollution Prevention Plan

e. Submit a Stormwater Pollution Prevention Plan, as part of the Site Development Plan review process, indicating compliance to Federal, State, and local requirements regarding the management of stormwater runoff to prevent siltation and erosion, both on-site and upon downstream properties.

7. RECORDING

Within sixty (60) days of approval of the Site Development Plan by the Planning and Zoning Commission, the approved plan shall be recorded with the St. Louis County Recorder of Deeds.

8. VERIFICATION PRIOR TO PERMITS

Notification to Department of Planning

a. Subsequent to approval of the Site Development Plan and prior to issuance of any grading, foundation, or building permit, all approvals from the Department of Public Works, the Metro West Fire Protection District, the Missouri Department of Transportation, the U.S. Army Corp of Engineers, and the Missouri Department of Natural Resources must be received by the Department of Planning.

b. Prior to issuance of foundation or building permits for any lot adjoining a common area or detention facility, written certification from a professional engineer, which verifies these areas are graded in accordance with approved plans, must be received by the Department of Public Works.

Land Subdivision

c. Record a proper subdivision of the property and comply with all other applicable Subdivision and Development Regulations sections affecting the development of land, except as otherwise specified by this ordinance.

Indentures

d. With the filing of the record plat establishing separate lots, the developer shall record an approved indenture, which defines the necessary assessments and specific trustee obligations in accord with the provisions of Chapters 415.470 and 415.510 of the City of Wildwood Zoning Ordinance.

Public Potable Water

e. The developer shall be required to provide public potable water from the Missouri American Water Company to the property, and related homesites. Verification of this service shall be in a form acceptable to the City of Wildwood. Additionally, the design and location of this water system shall be reviewed and acted upon by the Planning and Zoning Commission, as part of the Site Development Plan submittal process.

Escrow Requirements

f. All improvement and landscaping costs shall be submitted to the City of Wildwood through the standard subdivision escrow procedures.

Traffic Generation Assessment

g. Traffic Generation Assessment contributions shall be deposited with the City of Wildwood in the form of a cash escrow prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the Traffic Generation Assessment Contribution prior to the issuance of building permits for each phase of the development.

Roadway Improvements

h. Based upon the preliminary development plan, improvements to the Pond Road right-of-way must be completed prior to issuance of the building permits in excess of twenty (20) percent of the total.

9. GENERAL DEVELOPMENT CONDITIONS

a. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

b. A grading permit is required prior to any grading on the site. Interim stormwater drainage control in the form of siltation control measures is required and must comply with the Stormwater Pollution Prevention Plan for this development (SWPPP). The developer shall be solely responsible for obtaining any temporary slope and construction licenses needed to address the installation of public and private improvements on this site that require the use of adjoining parcels of ground that are not under their ownership or control. A demolition permit is required for the removal of the existing dwelling and related structures.

c. A copy of the most recently approved Site Development Plan for this P.R.D. Overlay District subdivision shall be prominently displayed at all times in all sales offices of this project

d. The petitioner shall be responsible for obtaining all necessary permits from the Department of Natural Resources Clean Water Commission as they relate to the development of this tract of land.

e. The developer is advised that utility companies will require compensation for relocation of their utility facilities within public right-of-way. The developer should also be aware of extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of infrastructure improvements.

f. If cut and fill operations occur during a season not favorable for immediate establishment of a permanent ground cover, a fast germinating annual, such as Rye or Sudan Grasses, shall be utilized to retard erosion. This restoration must occur within thirty (30) days of the conclusion of preliminary grading as determined by the Director of Public Works.

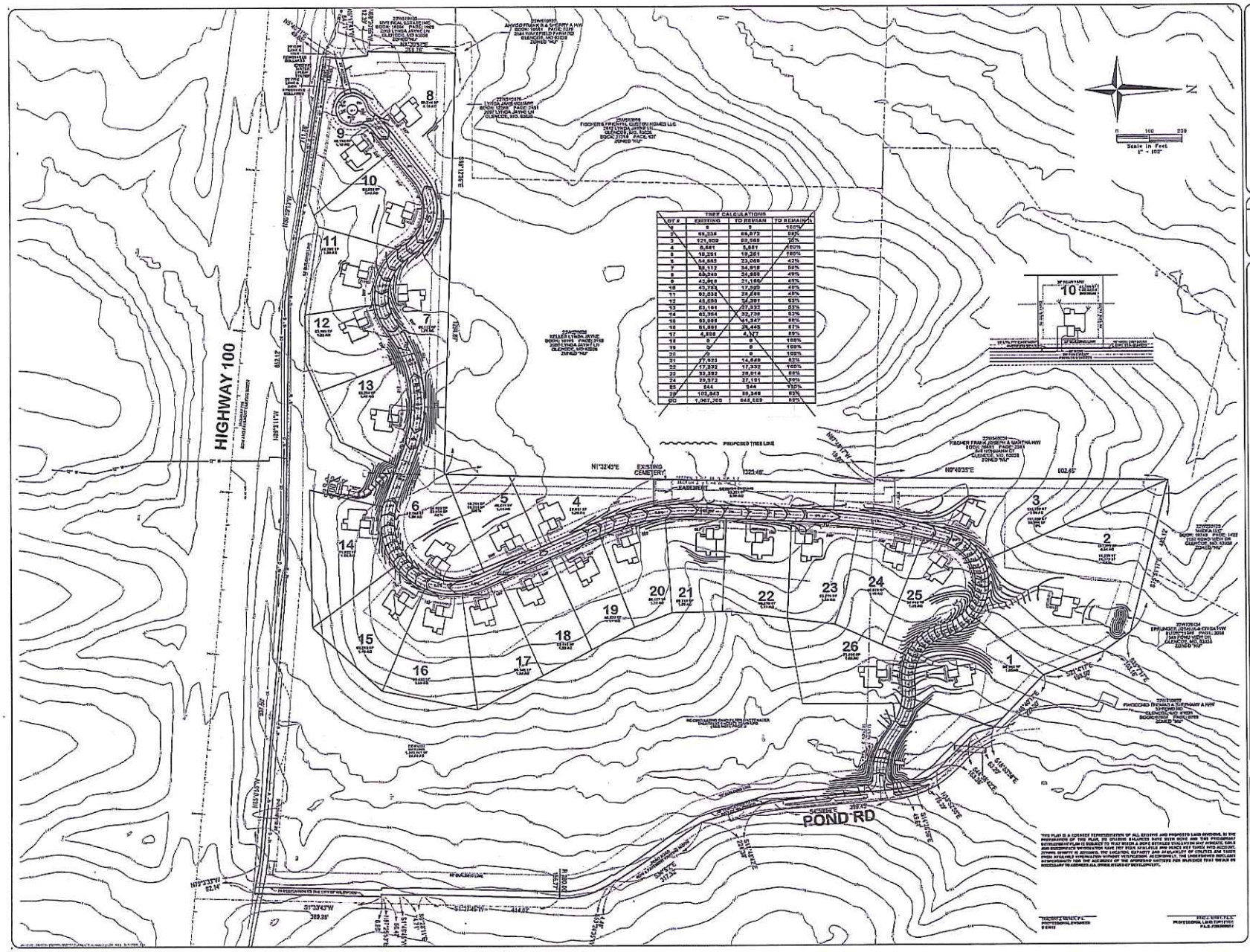
g. Failure to comply with any or all of the conditions of this ordinance shall be adequate cause for revocation of permits by issuing City of Wildwood Departments or Commissions.

h. The Zoning Enforcement Officer of the City of Wildwood, Missouri, shall enforce the conditions of this ordinance in accord with Site Development Plans approved by the Planning and Zoning Commission and the Department of Planning.

i. Any other applicable zoning, subdivision, or other regulations or requirements of the City, whether in effect at the adoption of this ordinance or as may be hereinafter adopted, shall further apply to the development of this property as authorized by this Planned Residential Development Overlay District Ordinance, except as may be provided by law. Nothing herein shall be deemed a waiver of any subdivision, zoning, or other development regulation of the City whether by implication or reference.

j. This zoning approval is conditioned on compliance with the Zoning Ordinance, Subdivision and Development Regulations, and all applicable laws of the City. Such additional regulations are supplemental to the requirements herein and no modification of any applicable regulations shall result from this Planned Residential Development Overlay District, except where this ordinance has expressly modified such regulations by reference to the applicable provision authorizing such modification.

ATTACHMENT C
Preliminary Development Plan



TREE CALCULATIONS			
LOT #	EXISTING	TO REMAIN	TO REMAIN %
1	0	0	100%
2	65,238	65,072	99%
3	121,909	89,989	74%
4	5,881	5,881	100%
5	19,261	19,261	100%
6	54,845	33,069	43%
7	68,112	34,918	50%
8	69,249	34,858	49%
9	43,964	21,166	48%
10	43,783	17,909	40%
11	63,038	28,688	45%
12	48,681	24,391	50%
13	63,161	27,932	44%
14	62,354	27,726	44%
15	63,089	41,247	65%
16	61,081	38,445	63%
17	4,858	4,727	97%
18	0	0	100%
19	0	0	100%
20	0	0	100%
21	17,923	14,649	82%
22	17,332	17,332	100%
23	33,393	29,014	86%
24	39,572	37,151	94%
25	544	544	100%
26	103,943	88,349	85%
00	1,067,208	845,669	80%

1971 POND ROAD

PRELIMINARY DEVELOPMENT & TREE PRESERVATION PLAN

VOLZ Incorporated

REVISED:
11-13-2015
12-14-2016

03-22-2016 PLAN VERSION

ATTACHMENT D
Background Information

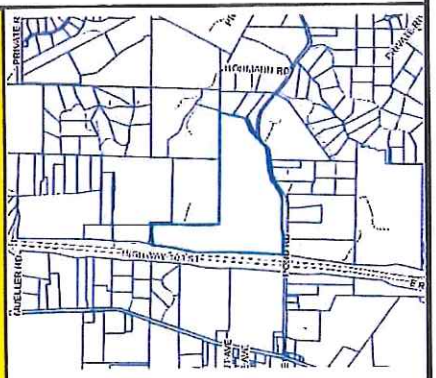
WILDWOOD

16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD
NOTICE OF
PUBLIC MEETING
before the Planning and Zoning Commission
Monday, May 2, 2016, at 7:30 p.m.

AS A RESIDENT OR PROPERTY OWNER NEAR THE SITE THAT IS IDENTIFIED ON THIS MAILER, THE CITY OF WILDWOOD WOULD LIKE TO ENSURE YOU ARE AWARE OF THIS REQUEST/PROPOSAL BECAUSE IT IS LOCATED WITHIN 3,000 FEET OF YOUR PROPERTY. YOUR COMMENTS ARE ENCOURAGED, ALONG WITH YOUR PARTICIPATION AT THE SCHEDULED HEARING OR MEETING. THIS ITEM IS SCHEDULED FOR DISCUSSION AND ITS OUTCOME MAY IMPACT YOUR HOME, NEIGHBORHOOD, OR AREA, SO PLEASE CAREFULLY READ THE DESCRIPTION AND PARTICIPATE AT YOUR DISCRETION. THE CITY OF WILDWOOD ENCOURAGES CITIZEN INPUT AT ALL OF ITS HEARINGS OR MEETINGS AND YOUR INVOLVEMENT WILL ASSIST IT IN REACHING THE BEST DECISION POSSIBLE FOR ALL PARTIES.

* PLEASE SEE YELLOW BOX ON OPPOSITE SIDE OF THIS MAILER FOR A LIST OF WAYS TO EITHER COMMENT ON AND/OR TRACK THIS ITEM.



Street Address of Subject Site:
1971 Pond Road

THE CITY WELCOMES AND ENCOURAGES YOUR COMMENTS AND PARTICIPATION IN ITS PUBLIC PROCESSES.

Listed below is a request that was presented to the Planning and Zoning Commission at a public hearing held on December 21, 2015 and another discussion on February 16, 2016. You and many of your neighbors may have expressed interest in its outcome and the Commission is scheduled to begin its deliberation upon this item again at their upcoming meeting. If inclined, the Commission encourages you to attend this meeting and hear the Department of Planning's recommendation on this matter and participate in its discussion. The meeting will be held on **Monday, May 2, 2016, at 7:30 p.m.** in the City Hall Council Chambers, 16860 Main Street, Wildwood, Missouri 63040. The specific request under consideration is as follows:

P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132 – A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres. (Ward One)**

***RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON AND/OR TRACK THIS REQUEST BY:**

1) Submitting a comment online by visiting: http://www.cityofwildwood.com/comment.
2) Submitting a written comment prior to the hearing and addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.
3) Viewing the Planning and Zoning Commission's agenda, which is available on the City's website at: www.cityofwildwood.com, the Friday before the aforementioned meeting date.

If you should have any questions regarding this information, please feel free to contact the Department of Planning at (636) 458-0440. Thank you in advance for your interest in this matter.

WILDWOOD

ADDENDUM

to

Department of Planning's Information Report (first issued on February 16, 2016)

for the

City of Wildwood Planning and Zoning Commission

March 7, 2016 Executive Meeting

"Planning Tomorrow Today"

Petition No.:	**P.Z. 19-15 1971 Pond Road**
Petitioner:	Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132
Request:	A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land. **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres.**
Location:	North side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road).
Hearing Date:	December 21, 2015
1st Presentation of Information Report:	February 16, 2016 – Postponed for Further Research
2nd Presentation of Information Report:	March 7, 2016

The Department of Planning has met on this particular request several times over the last three (3) weeks with the developer and residents of the area. The two (2) Ward One Council Members, Glen De Hart and Larry McGowen, arranged the meeting with the residents. In these meetings, the Department has been asked to review certain components of its recommendation, while explaining the benefits of a Planned Residential Development Overlay District (PRD) on this site. The outcome of these meetings was the better identification of the requirements for the site's future use for twenty-five (25) residential lots, while also ensuring the residents' questions could at least be addressed to the greatest extent possible.

In terms of the conditions, the Department has modified several of them to address inaccuracies in its measured distances and offer certain options in terms of public improvements, while better defining the land disturbance limits on this site. These changes are indicated in Attachment B of the Department's re-issued Information Report and shown by red and bolded type. These changes will be described at tonight's meeting on this petition.

Eight (8) property owners of the area and the aforementioned City Council members attended the residents' meeting. The intent of this meeting was to identify the neighbors' concerns and determine if the developer and/or City could address them. The main topics of this meeting and the discussion points are summarized below:

Resident Concern	Discussion Points	Outcome
Access of the Subdivision to Pond Road	The residents asked the access point be relocated to State Route 100 or, for some, but not all of the attendees, Lynda Jayne Lane. If these options were not acceptable, move the access point on Pond Road further to the south, nearer to State Route 100.	The Department noted that access to State Route 100 would not be allowed at this time, given this roadway is designated as a limited-access type and prohibited. However, the Department offered to contact the Missouri Department of Transportation (MoDOT) about such, which it did. The Area Engineer for this part of St. Louis County confirmed that State Route 100 is a limited-access type and the likelihood of allowing a curb cut onto it would be slim to none. The Department noted that Lynda Jayne Lane was not a preferred option to it, given it adds turning movements onto State Route 100, at a less than desirable location. The Department did note the current wording of the condition regarding access into and out of the site does not require a specific location on Pond Road, which would allow for it to be shifted, if a better placement exists along the site's frontage. The Department also agreed to investigate the following items: a. traffic counts on Pond Road; and b. accidents and summonses on Pond Road. These items are underway, but not completed at this time.

Resident Concern	Discussion Points	Outcome
The use of the Planned Residential Development Overlay District (PRD)	The residents would prefer that all of the proposed lots be three (3) acres or greater in size and better match the neighborhood's pattern. The residents supported less lots on the site as well, as a way to increase their respective sizes.	The Department explained the benefits of the overlay district, as set forth in the Zoning Ordinance, and applied to this site. As part of this discussion, the Department noted it would provide copies of the Connecticut River Valley Study, which was used by the City in developing its goals, objectives, and policies of the Master Plan for its support of the overlay district concept. That study was made available to the residents on March 3rd.
Privacy Concerns Along the Perimeter of the Site	The residents asked if the proposed lots, and associated clearing, could be better managed to ensure increased privacy along the common boundaries of their properties and this site. Several options were discussed, including buffer strips, with plantings.	The Department concurred with this matter and the developer and City staff noted that many of the abutting properties to this site have substantial buffers. The developer did agree to landscape any areas of the site, where development activity is planned, including land disturbance, which border existing lots that currently may be devoid of trees.
Wastewater Treatment Facility	The residents asked about this plant, its operation and function, along with its location.	The Department noted why the City requires these plants and described the operation of a re-circulating sand filter type. Additionally, the Department described several locations where these plants are currently operational and provided directions to visit them.
Lighting Plan	The residents want the least amount of lighting as possible and preserve the dark sky.	The Department noted that only one (1) street light is required in this development, at the intersection of the private street and Pond Road. Other lighting, if planned, is reviewed under the City's Outdoor Lighting Requirements of its Zoning Ordinance. Accordingly, the Department offered no objection to less lighting of public areas, such as the internal street.

Resident Concern	Discussion Points	Outcome
Electrical Lines	The residents noted that service lines to several of their properties are located through this site and how would the development manage them.	The developer noted that Ameren Missouri will design the electrical network for this site and its integration into the surrounding properties. This design has not been started. The Department also noted that all new utility lines must be placed underground, including any overhead lines on the subject site at this time. The installation and conversion of these lines should not lead to an interruption of service to surrounding properties, given Ameren Missouri's participation in the system's design and inspection of this process.
School Buses	The residents noted the school buses stop in the vicinity of this site and safety needs to be addressed in this regard.	The Department noted it would contact Rockwood School District on this matter. That contact has not yet been made.

The Department continues to work on a few of these matters, but believes the discussion of this petition can proceed at tonight's meeting, given the need for input and direction of the Planning and Zoning Commission on the reasonableness of this overlay district request at this location, and its associated design, which the Department is supporting at this time.

If any of the Commission Members should have questions or comments in this regard, please feel free to contact the Department of Planning at (636) 458-0440. Thank you for direction on this matter and consideration of this information.

OLD BUSINESS **AGENDA ITEM**

WILDWOOD

INFORMATION REPORT

City of Wildwood, Missouri
Prepared by the Department of Planning
Draft Date: March 7, 2016 (1st Publication - February 16, 2016)
"Planning Tomorrow Today"

Petition No.:	**P.Z. 19-15**
Petitioner:	**1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132**
Request:	A request for the application of a Planned Residential Development Overlay District (PRD) within the NU Non-Urban Residence District. **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres.**
Location:	Northwest corner of the intersection of Pond Road and State Route 100
Tract Size:	78.0 acres
Locator No.:	22Y240055 (Locator Number: 23W520053/Street Address: 1971 Pond Road)
Public Hearing Date:	December 21, 2015
Information Report Decision Date and Vote:	March 7, 2016 – **TBD**
Report:	Attachment A
Conditions:	Attachment B
Preliminary Development Plan:	Attachment C
Background Information:	Attachment D
School District:	Rockwood
Fire District:	Metro West
Ward:	One

Recommendation: The Department of Planning is recommending the Planning and Zoning Commission support the requested application of a Planned Residential Development Overlay District (PRD) upon the existing NU Non-Urban Residence District zoning district designation of this 78.0 acre site, which would authorized up to twenty-five (25) single family dwellings on individual lots, with common ground and public space.

1. In this report, the Department has determined the request complies with the Master Plan's Conceptual Land Use Classification of Non-Urban Residential Area, as well as a number of its goals, objectives, and policies in this regard.
2. In this report, the Department has noted the compatibility of this residential use with the surrounding development pattern.
3. In this report, the Department also notes the compliance of the proposed design of the site with the eight (8) standards that must be met for the City to authorize a Planned Residential Development Overlay District (PRD), which is partially met through the Department's recommended changes explained in the Information Report.

ATTACHMENT A - REPORT

Area Synopsis (includes land use and zoning information)

The site of petitioner's request is a seventy-eight (78) acre tract of land located at the northwest corner of the intersection of State Route 100 and Pond Road (in Ward One). The property is a single lot of record, one (1) of the largest tracts of land remaining in the City of Wildwood. The parcel of ground is L-shaped, being defined by adjoining property lines and the rights-of-way of State Route 100 and Pond Road The subject site's frontage along State Route 100 exceeds two thousand five hundred (2,500) feet, while the amount along Pond Road is over two thousand six hundred (2,600) feet.

Pond Road is a City-maintained roadway, which is rural in nature. This roadway is considered rural due to its width and the lack of stormwater improvements, shoulders, and sidewalks. A number of bridges exist within the Pond Road right-of-way, many new, being installed by the City of Wildwood to replace single lane types. The width of this roadway is approximately twenty-two (22) feet in size and has a limited system of earthen swales for stormwater drainage. Traffic volumes are generally medium and seasonal in this regard, since this roadway serves the Pond Athletic Association, along with a low-density residential land use pattern. Pond Road, from its southern terminus at Old Manchester Road, to its northern terminus at State Route BA, has a north-south and east-west orientation.

State Route 100 is an inter-county arterial roadway maintained by the State of Missouri. The roadway has an east-west orientation through the City of Wildwood and was one (1) of the first streets commissioned by the State Legislature in 1830 to provide access between St. Louis and Jefferson City, the capital. This arterial roadway is a limited access highway and four (4) lanes in width, with a large, grass median. Also associated with the roadway are stabilized shoulders on both sides of the driving surfaces. The right-of-way is also used for stormwater facilities, which includes concrete swales and other improvements. The traffic levels on this roadway are high and it serves a rural land use pattern, but also Town Center Area as well.

The site is one (1) of the last parcels of ground of this size that has had limited use over the last twenty (20) years. Parts of the site were used for agricultural purposes, which ended about a decade ago. The area of former crop production is now full of second growth trees. The site has a major drainageway, which trends through it, from State Route 100 on the south end of the property to its northern boundary. A number of small tributaries intersect this larger feature, giving the site a varied topography. This site also exhibits large expanses of grass areas that are overgrown, but not heavily wooded. Linking all of these natural areas are cleared paths for access. Slopes range between two (2) percent to greater than thirty (30) percent, with an overall relief of the tract of land being almost two hundred fifty (250) feet. Soils are typical of this area of the City and very rocky at some locations. This site has a natural beauty associated with its vegetative cover, topography, and views, making it a natural landmark in this area of Wildwood.

The site also has several structures located upon it and these reflect past activities associated with it. These structures include a dilapidated storage building, a large barn, and a family cemetery. These structures and cemetery are located in the western side of the property, almost at its property line. The

barn is significant in height and size, but in disrepair. The cemetery area is also overgrown. A review of St. Louis County records does not indicate the barn construction date, but it would appear to be in the early 1900's.

The site is zoned NU Non-Urban Residence District and has been since 1995. Prior to 1995, the site was zoned NU Non-Urban District by St. Louis County. This designation was applied in 1965 and this date is important due to the St. Louis County Council's adoption of a comprehensive Zoning Ordinance and Map for all properties located in the unincorporated areas. The NU District designation was chosen to act as a holding category for future development, since no clear land use pattern had been established in these urban fringe areas at that time. Subsequently, as development proceeded, the land use pattern would be set. The City of Wildwood changed this holding pattern designation with the incorporation of this community and gave it true standing as a residential district. Surrounding properties have generally retained this 1965 zoning district designation. This pattern can be witnessed by a review of zoning and land use in the vicinity of the site.

To the North: Bounding the northern portion of the site is the Gigatt and Trebor Estates Subdivisions, which are zoned NU Non-Urban Residence District. These subdivisions consist of minimum three (3) acre sized lots, with single family dwellings constructed upon them. This residential pattern extends to the north, until a grouping of properties, which are used by the Pond Athletic Association for recreational purposes under an Amended Conditional Use Permit (CUP) that was first granted by St. Louis County in 1964 and amended by the City of Wildwood in 2006. This property is zoned a combination of the NU Non-Urban Residence District and the FPNU Floodplain Non-Urban Residence District, with the aforementioned Amended Conditional Use Permit (CUP).

To the East: Abutting to the east is Pond Road. Crossing Pond Road is a series of large lots zoned NU Non-Urban Residence District, which are utilized for single family dwellings.

To the West: Adjoining to the west are several large parcels of ground that exceed twenty-five (25) acres in size and are zoned NU Non-Urban Residence District. These lots are either used for single family residential purposes or vacant at this time. Access to these lots is via Lynda Jayne Lane, Wakefield Farms Road, and Hohmann Court. This large lot pattern extends to the west, reaching Mueller Road, where the West County Community Church is located, which is zoned NU Non-Urban Residence District, with a Planned Residential Development Overlay District (PRD).

To the South: Crossing State Route 100 is a parcel of ground owned by the Living Word Church. The property has a large sanctuary building located upon it, along with an individualized treatment plant for wastewater and several large parking lot areas. Abutting the church property is the Wildwood Middle School site, which is also zoned NU Non-Urban Residence District. Given the sizes of these lots, they extend from State Route 100 all the way south to Manchester Road.

Petitioner's Request

The petitioner, Payne Family Homes, is requesting the authorization of a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District for the development of twenty-six (26) single family residences on individual lots. The lots would range in size from approximately one (1) acre to over three (3) acres in area. The development does include an area of land dedicated as common ground that is over thirty-five (35) acres in size, while under petitioner's proposal, over forty (40) acres of the site will be protected due to the analysis required by the Natural Resource Protection Standards of the City's Subdivision and Development Regulations. The site is not served by the Metropolitan St. Louis Sewer District (MSD) for either sanitary or storm sewers, but all other utilities are in proximity to the site or the general area.

At a public hearing, petitioner's representative noted the dwellings would be a mix of one (1), one and one-half (1½), and two (2) story type units and would be consistent, if not greater, than the size of dwellings in the immediate area. Price information and sizes was not provided at that time, but will be very similar to the residences just completed in the Vintage Grove Subdivision located in the City of Wildwood (Old State Road, at its intersection with Ridge Road).

Other design elements of this proposal, as reflected either in the petitioner's presentation or indicated on the Preliminary Development Plan, are as follows:

1. This residential subdivision will dedicate a forty (40) foot private roadway easement for access purposes, and be constructed according to the City of Wildwood's 'Rural Roadway Standards,' to serve the proposed lots. No sidewalks are proposed. No stub streets are planned to the properties located immediately to the north or west.
2. The development will be served from Pond Road. Access is provided by a single curb cut onto Pond Road, which is located at the current entry/exit to the site. No improvements are planned to Pond Road, except a twenty (20) foot wide dedication of land area to the City of Wildwood is indicated.
3. The design of the site incorporates the dedication of a variable width trail easement along the property's State Route 100 frontage for public use. The dedication of the easement does not indicate the construction of the multiple-use trail within it.
4. The clustering of lots is intended to address the soil and slope characteristics of the site.
5. The development's design concept indicates the use of thirty (30) foot frontyard setback areas, fifteen (15) foot for all sideyard areas, and thirty (30) foot for all rearyard areas on the individual lots. Along with these requirements, the petitioner's plan indicates the required twenty-five (25) foot foundation setback from the proposed 'Final Resource Protection Line.'
6. This development utilizes lot widths and depths that vary, but comply with City standards in this regard. The proposed minimum lot width is one hundred seventeen (117) feet at the front building line, which is just a single instance, while some of the frontages exceed five hundred (500) feet.
7. The development will preserve over forty-two (42) acres of the forty-eight (48) acres of existing tree cover on the subject site.
8. The development's design concept includes the provision of a minimum of two (2) parking spaces for each single family dwelling.

9. A centralized sewage treatment plant will serve the proposed lots, with a capacity of twelve thousand (12,000) gallons per day. The plant type will be a recirculating sand filter design. The facility is shown on the plan being served by a ten (10) foot wide gravel roadway, from an access point off of Pond Road.
10. The proposed design of this subdivision indicates compliance to the City's Lighting Code and no standard is to exceed sixteen (16) feet in height.
11. The site will be served by underground utilities, according to the City's Subdivision and Development Regulations.
12. The design of the site includes the removal of all existing structures, while the cemetery will be preserved in a common ground area that is proposed for dedication. Access to the cemetery will be from the proposed private street that is to be constructed as part of this development.
13. The need for a secondary emergency access to these proposed lots is indicated on the plan by a twenty (20) foot wide asphalt strip that extends from the westernmost cul-de-sac to existing Lynda Jayne Lane.

Major concerns and considerations identified by comments that were provided at the Planning and Zoning Commission's public hearing included the following:

1. The location of the development's access point at a double curve, with limited sight distance.
2. The use of the Planned Residential Development Overly District (PRD) procedure and the need for only three (3) acre or greater lots being developed upon this site.
3. The use of Lynda Jayne Lane and the ownership of it.
4. The impact of stormwater runoff onto surrounding properties caused by the development of the subject site.
5. The lack of pedestrian improvements on Pond Road, per the submitted plan.
6. The location of the wastewater treatment plant and its access to Pond Road.

Analysis

Incumbent to the Department of Planning's consideration of this request is the definition of its respective characteristics. These characteristics are analyzed to determine the appropriateness of the request relative to several key predictors. These predictors are as follows: (1) the compliance of the request to the City's Master Plan; (2) the compatibility of the use with the surrounding development pattern; and (3) the adherence of the request to the Planned Residential Development (P.R.D.) Overlay District standards. Each of these predictors must be favorable before the Department can consider a recommendation, which supports the request.

< Master Plan >

The Department would first note the importance of the City's Master Plan in guiding its decisions on development requests. The City's Master Plan was intended to provide fundamental principles to be followed by future development decisions with a substantial amount of the detail provided for implementing such principles to ensure the tenets of this document were not circumvented. Accordingly, the City has been able to apply its plan with greater certainty and consistency than was the case with

development decisions utilizing St. Louis County plans.

Formulation of Plan

Within the framework of the Master Plan, the community set forth to create specific land use classifications for the entire City. These classifications were to reflect the input from the community, the environmental assessment completed by a consultant to the City, and the existing level of development and zoning patterns within Wildwood. To this end, the City created and retains four (4) general land use classifications for the entire sixty-eight (68) square miles comprising this community. These classifications included the **Industrial Category, the Town Center Category, the Sub-urban Category, and the Non-Urban Category**. Each of these categories includes a list of requirements for the future development of properties. The categories are clearly designated on a map of the City, as dictated by the planning principles noted above and in the Master Plan. It is important to note, that in 2002, the City Council approved the creation of the **5th Land Use Category** for historic assets. This category is intended to provide the needed incentives to encourage property owners of historic assets to consider their protection, preservation, and adaptive reuse. With this category, the density of residential uses, or the type of activities, can be modified relative to the other land use categories in the Master Plan, to provide the needed incentives or capital to accomplish the City's goal of historic preservation.

Master Plan Update 2006

Over the course of 2005, the City and a group of citizen volunteers worked on updating the Master Plan, as this document approached its ten (10) year anniversary. The Master Plan must be updated every ten (10) years to address the City's Charter requirement relative to the Comprehensive Zoning Plan, which is the Master Plan's Conceptual Land Use Categories Map. This update process was intended to study, review, and, if appropriate, modify, the content of the document to address changing conditions, new technologies, and the desires of the community. This process came to a successful conclusion on February 21, 2006, when the City's Planning and Zoning Commission approved the Master Plan Update 2006 by a unanimous vote (7 to 0). The City Council then ratified this action of the Planning and Zoning Commission on March 27, 2006.

The **Master Plan Update 2006** edition reflected a refinement of the original document and retained a number of its major, and one-of-a-kind, requirements and characteristics. In surveying the public, the overwhelming majority wanted this document to continue forward in preserving the unique character of this area, preserving the environment, and retaining the Non-Urban Category as the principal land use classification in the City of Wildwood (See Master Plan/Planning Element – Objective #1). Additionally, the Master Plan continued to promote environmental protection as the overarching goal of the City in all aspects, including the implementation of planning practices, provision of services, development of transportation and utility infrastructure, and the protection of open spaces and existing major park holdings. In considering the changes to the document, the Planning and Zoning Commission noted the following: "these benefits (listed below) are equally tangible and further reinforce the desire of those voters supporting the incorporation in 1995, now ten (10) years later, that Wildwood must retain its unique character." These other benefits from the proposed revisions to the plan are as follows:

1. Memorialized the history and successes of the last ten (10) years as a community and recognizes the support of residents and property owners in this effort.
2. Promoted policies to encourage the recycling of all waste materials in the City, particularly construction wastes and debris, and continued to prioritize the protection of Wildwood's and the surrounding area's environmental resources by encouraging reuse of products.
3. Re-enforced the concept of the Town Center Area and the planning process associated with it by encouraging the provision of public potable water, sanitary sewers, and other utilities to its unserved portions.
4. Placed greater responsibilities on developers of properties to protect groundwater resources for potable water purposes.
5. Required the City to improve communication efforts with residents, property owners, and businesses about its regulations and laws, while improving current enforcement procedures associated with them.
6. Recognized the need to provide a mix of housing types in the City for all age groups and income levels.
7. Planned reduction in density of residential housing in the remaining areas of the City designated as 'Sub-urban Residential Area.'
8. Encouraged the more harmonic development of property with the surrounding natural and built environments.
9. Summarized major challenges facing the City in the upcoming ten (10) year period.
10. Imported priority to providing Internet service to the whole community at a serviceable standard.
11. Supported the continued use of private contractors to provide public services.
12. Implemented the first of many policies to preserve current housing stock and promote its maintenance.
13. Re-enforced the current policies of the City in terms of addressing unsafe streets, roadways, and bridges by repair and replacement.
14. Introduced internal review procedures to meet the goals, objectives, and policies of the other four (4) elements of the Master Plan for City-initiated projects and efforts.
15. Demanded more effort and resources be provided to improve open space and recreational opportunities in the City.
16. Maintained land use categories for the overwhelming majority of the City, thereby meeting the expectations of the community participating in this process.

Along with all these benefits, maintaining a strong Master Plan will further improve the quality of life in the City, while promoting property values as well. Accompanying these items are a better environment, managed and planned growth, safer streets, roadways, and bridges, and greater public space in the future. This update, as led by the Master Plan Advisory Group, positioned the City well for the upcoming ten (10) year period of time.

Previous Applications

The City has been applying the City's Master Plan for over twenty (20) years, since its adoption in February 1996. In this twenty (20) year period, the Department has always advised potential developers of

properties within this community of the requirements of the Master Plan in terms of its land use classifications. In these pre-development conferences, the requirements of the Master Plan are explained in terms of the allowable uses and related densities. Ultimately, developers submitting proposals not complying are encouraged to modify them, since inconsistencies with the plan would not justify the Commission's support in many cases and would not comply with the ordinances of the City, which have further implemented the Master Plan.

With the application of the Master Plan, the City has been able to obtain development concepts that comply with it. In these instances, development densities and designs were in compliance with the Master Plan, or comparable enough to be addressed, as part of the overall zoning process through discussion. The City has yet to approve a rezoning which is not compliant to the Master Plan in terms of the Land Use Classifications of the Master Plan. Residential development has occurred throughout the City, with many in the Non-Urban Residential Areas of it. Major examples of all of these three (3) acre projects that utilized the Planned Residential Development Overlay District (PRD) process, in conjunction with its NU Non-Urban Residence District zoning, include the following:

Subdivision Name (PRD[1] is referenced)	Master Plan Designation	Characteristics
Meridien (PRD)	Non-Urban Area	Thirty (30) lots on ninety-nine (99) acres
Bartizan Pointe Estates (PRD)	Non-Urban Area	Twelve (12) lots on forty (40) acres
Shepard Oaks Estates (PRD)	Non-Urban Area	Thirteen (13) lots on forty-two (42) acres
Radcliffe Place (PRD)	Non-Urban Area	Sixteen (16) lots on forty-nine (49) acres
Wills Trace (PRD)	Non-Urban Area	Twenty-one (21) lots on sixty-six (66) acres
Woodland Hills (PRD)	Non-Urban Area	Five (5) lots on sixteen (16) acres
Quail Ridge (PRD)	Non-Urban Area	Thirteen (13) lots on thirty-nine (39) acres
Homestead (PRD)	Non-Urban Area	Sixty (60) lots on two hundred (200) acres
Breton Woods (PRD)	Non-Urban Area	Twelve (12) lots on forty (40) acres
Arbor Trace (PRD)	Non-Urban Area	Seven (7) lots on twenty-five (25) acres
Saddlebrook (PRD)	Non-Urban Area	Eight (8) lots on twenty-seven (27) acres

[1] PRD – Planned Residential Development Overlay District

< Compliance of the Request to the Master Plan – P.R.D. in the NU District >

With this submittal of the request for the development of this site, it is apparent to the Department of Planning that petitioner's proposal does comply with the Master Plan and can be supported in its current form. Accordingly, the Department would support the approval of the Planned Residential Development Overlay District (PRD) for the subject site to allow no more than twenty-five (25) lots. The reduction in the proposed lots reflects a desire to have a lot width standard (at the front building line) that is no less than two hundred (200) feet in length. This two hundred (200) foot standard is required on any three (3) acre lot created in the City of Wildwood and would provide the same appearance for these proposed lots, as if all of them that would be developed in this planned subdivision have a greater size.

A comparison of the requirements of the Master Plan to the components of the petitioner's proposal clearly indicates a number of consistencies with it and meeting the intended purpose of this designation, i.e. maintain rural land use pattern. This comparison is provided below.

Master Plan Component – Non-Urban Residential Area	Petitioner's Proposal	Compliance/Non-Compliance Issues
Low density residential development – one (1) dwelling per every three (3) acres. No range in districts provided, only NU Non-Urban Residence District with the use of a Planned Residential Development Overlay District (PRD) on a majority of the site.	NU Non-Urban Residence District with a Planned Residential Development Overlay District (PRD) – twenty-six (26) units in total	The allowable density of future residential units on this 78 acre site is based upon the gross acreage of the property. In this case, the net acreage of the site is the same as its gross acreage, since no public rights-of-way dedications are planned, nor is their any designated floodplain located on the site. This net acreage would allow a yield of twenty-six (26) lots under the NU Non-Urban Residence District zoning regulation requirements. Since the petitioner is requesting twenty-six (26) lots, the density is consistent with the Master Plan requirements in this regard, as well as with the regulations of the NU Non-Urban Residence District. However, the Department is not supporting the maximum density upon this property, given the resultant lot configurations and the need to create a minimum two hundred (200) feet of frontage on each of them.
Type of use limited to single family dwellings on individual lots.	Single family detached dwellings.	The permissible zoning districts identified in the Master Plan only allow single family detached uses, which are planned on this site.
Lot size cannot be less than one (1) acre in area.	Minimum lot sizes are one (1) acre in area.	All lots meet or exceed the minimum size requirement of the 'Non-Urban Area' of the Master Plan and the requirements of the City's Zoning Code in this regard.

Of the three (3) major requirements of the 'Non-Urban Residential Area' of the Master Plan, petitioner's proposal does comply with each of them.

A comparison of the requirements of the Master Plan to the components of the petitioner's proposal clearly indicates a number of consistencies with it and meeting the intended purpose of this designation, i.e. maintain rural land use pattern. This comparison is provided below.

In the case of petitioner's proposal, a number of the policies within the different elements of the Master Plan are adhered to by its design and the use of the City's Planned Residential Development Overlay District (PRD). This adherence is critical in the analysis of this request by the Department of Planning. In summary, the consistencies between the request and the key elements of the Master Plan are as follows:

Environmental Element -

Policy 1. Implement the conservation principles put forward in the St. Louis County General Plan Update (see Attachment D).
Petitioner's Proposal: request adheres to eight (8) of the applicable list of eight (8) items noted as policies to limit the amount of stormwater runoff generated by a development and control its erosional tendencies downstream.

Policy 2. Recognize that terrain in the City varies and the more environmentally sensitive areas are located in the west and southern portions of the community.
Petitioner's Proposal: request is for Planned Residential Development Overlay District (PRD) in the NU District, which minimizes developed area of the site and maintains three (3) acre density in this area as well.

Policy 4. Require that natural drainageways remain undisturbed.
Petitioner's Request: very limited disturbance in the area of this site's watercourses.

Policy 5. Require that areas of steep slopes and highly erodible soils remain in their natural state.
Petitioner's Request: slopes greater than 30% are completely preserved, while others between 7% to 29% are partially protected from development. Overall, almost fifty-two (52%) percent of the entire 78 acre tract of land is preserved and will remain undeveloped forever. This preservation amount is based upon the soil and slope characteristics of the site.

Policy 7. Continue to employ the current procedure, as part of the City's development regulations, for the mapping of landforms and soil conditions and evaluate their suitability for development.
Petitioner's Request: Natural Resource Protection Maps A and B have been completed.

Policy 8. Maintain the current flexible procedure within the development regulations that allows an owner of land to better utilize the site's natural characteristics through the application of innovative design and construction practices and the clustering of units, while offering community amenities and open spaces. The application of this procedure should be consistent with the environmental parameters of the site.
Petitioner's Request: the use of the Planned Residential Development Overlay District (PRD) is proposed and the clustering of homesites is achieved.

Additionally, it is important to note the appointed City Council at the time of this community's incorporation, upon the recommendation of the Planning and Zoning Commission, included NU District zoned properties as potential candidates for the use of the Planned Residential Development Overlay District (PRD). Under St. Louis County's jurisdiction, the Planned Environment Unit Procedure could not be applied to NU District zoned tracts of land. However, a Density Development Procedure could be used.

The intent in allowing NU District zoned properties to use the Planned Residential Development Overlay District (PRD) was primarily to limit the amount of site disturbance on any property. Additionally, this inclusion acknowledged the following rationales: (1) the clustering of units does not increase the overall number of homesites on any given site; (2) the clustering of units would ultimately limit the amount of disturbance and create greater contiguous areas of open space on any given property; (3) the clustering of units promotes economic efficiencies in the installation of utilities and other site infrastructure; (4) the clustering of units better utilizes the developable areas of the site, which is consistent with the Natural Resource Protection

Standards; and (5) the clustering of units allows for a variety of housing styles and choices in the City of Wildwood.

Policy 9. Require all developments to submit a plan that includes the delineation of the site's natural drainageways.
Petitioner's Request: both the Preliminary Development Plan and the Natural Resource Protection Attribute Maps define the property's natural drainageways.

Policy 16. Require tertiary treatment of sewage effluent.
Petitioner's Request: A centralized treatment plant will be required providing a tertiary level of discharge.

Policy 17. Encourage the extension of public potable water to all areas of the City to prevent future safety and health problem relating to fire protection and sewage effluent from non-public systems contaminating area waterways and aquifers.
Petitioner's Request: The Department is recommending this developer extend public potable water to the site. Water service is available to the subdivision from a line located along State Route 100.

Planning Element -

Policy 3. Continue the Non-Urban Residence District zoning as the major land use designation in the City of Wildwood. In addition, maintaining an existing NU District designation is especially appropriate in areas of steep topography and highly erodible soil profiles.
Petitioner's Request: underlying zoning designation of NU District remains unchanged in this proposal.

Community Services -

Policy 2. Follow a policy of fiscal prudence in considering major new development initiatives.
Petitioner's Request: The petitioner is attempting to introduce a major residential development into this area, where infrastructure is limited in some regards. The Department is seeking the extension of public potable water to the site to meet the demands of this development upon the utility network in this area. This request for public potable water is prudent in this regard. Additionally, the City has completed a roadway

project on Pond Road, which includes its resurfacing and limited widening and replaced several one-lane bridges. Along with these improvements, the Department is recommending the petitioner's participation in required roadway improvements along the subject site's frontage along Pond Road.

Transportation Element -

Policy 1. Promote a policy that supports the creation of a street network, which includes safe and ecologically responsible two (2) lane arterial roadways. Make only improvements required for traffic safety.
Petitioner's Proposal: request will provide for improvements to a portion of Pond Road, which will include the dedication of right-of-way and the installation of a left-turn lane.

Policy 5. Require local access streets within individual subdivisions to be built to City standards, but consider having them remain private.
Petitioner's Request: streets are to be built to the City's minimum requirements and will be private.

Policy 8. Preserve and enhance the scenic environmental qualities that exist along many of the City's roadways through the application of appropriate design standards reflecting sensitivity toward the area's unique environmental characteristics.
Petitioner's Proposal: the use of the Planned Residential Development Overlay District (PRD) allows for the more difficult portions of the site, where topography is prohibitive or floodplain exists, to be protected, while utilizing the ridgetops for development purposes.

It is the opinion of the Department of Planning the requested Planned Residential Development Overlay District (PRD) is consistent with, and adheres to, the City's Master Plan. In fact, the comparison completed above indicates the proposal is in full compliance with the applicable policies of this plan.

< Compatibility of the Use >

The Department, in reviewing this request, would note its compatibility with the area land use and zoning pattern, which also supports the recommendation for its approval. Principally, the issues of compatibility are reflected as follows:

1) The development is at a three (3) acre density, which is consistent with the area pattern. This pattern is no more than one (1) dwelling unit for every three (3) acres of property involved in the proposed development.
2) The development is for single family uses on individual lots, which is the predominant pattern of land use in this area, as defined by those neighboring subdivisions, such as Portland Cove, Trebor, and Gigatt Subdivisions, and other properties along Pond Road.
3) The design the petitioner has employed will preserve much of the picturesque hillside area along Pond Road.
4) The development's other design qualities and components can be addressed through the application of conditions as part of the site-specific ordinance to protect the quality of life in this area.

These other issues further support the recommendation for approval.

< Planned Residential Development Overlay District >

When the City Council approved a new Zoning Code for the City, it deleted the St. Louis County's former Planned Environment Unit (PEU) and replaced it with a new procedure called the Planned Residential Development Overlay District (PRD). This new procedure was intended to address the shortcomings of the previous special procedure and set clear and precise requirements for its use in the future. A list of standards was compiled to create these requirements. These standards include the following:

- Conformity with the land use objectives and policies of the City of Wildwood's Master Plan (Standard One);
- Open Space, including without limitation, parks, recreation areas, playgrounds, and natural areas (Standard Two);
- Adequate landscaping, screening, and buffering (Standard Three);
- Adequate internal traffic circulation and the provision of an appropriate transportation system that serves the property (Standard Four);
- Adequate parking (Standard Five);
- Livability (Standard Six);
- Building design and relationship to surrounding neighborhoods (Standard Seven); and
- The Planned Residential Development Overlay District (PRD) is in the best interest of the community (Standard Eight).

These standards analyzed on an individual basis provide the following information relative to the petitioner's request:

Standard One: The first of these standards is compliance with the objectives and policies of the City's Master Plan. This standard is detailed earlier in this report (Master Plan subtitle).

One (1) of the more discussed aspects of this plan is its use of clustering of the units upon smaller lots to create larger, more contiguous, areas of open space. The

Department is aware the majority of lots in this area of Wildwood were platted at a three (3) acre or greater size and this proposal for one (1) acre parcels of ground is of concern to the community. The City, and the Department, is supportive of the clustering concept for other reasons than noted before. It is clear from scientific research that wildlife populations are impacted even by the most limited disturbance caused by development, such as the installation of driveways and other improvements. Whereas, this same research indicates that greater contiguous areas are more likely to support these wildlife populations, and related habitats, from alteration. The use of the Planned Residential Development Overlay District (PRD) allows for the creation of these larger, more contiguous areas of open space.

Along with this reason, the Department has noted in other discussions on this topic that a form of clustering already occurs in large-lot subdivisions, given the terrain associated with these developments. Given the nature of topography and the narrowness of ridge lines in the City, property owners construct their dwellings as close to the road as possible, and often in plain view of their neighbors' parcel of ground. The majority of the open space is located to the rear of dwelling, much the same as the intended outcome of the City's Planned Residential Development Overlay District (PRD). Accordingly, the Department believes the appearance of this development will not drastically differ than others in the immediate area (three (3) acre lots).

Standard Two:

The second of these standards is open space. This standard is further defined by three (3) subcategories, which include (1.) open space is accessible, functional, and useable; (2.) open space is provided on all private lots; and (3.) the Planned Residential Development Overlay District (PRD) ensures the preservation of the site's natural features.

Under the proposed design, the first and second subcategories regarding useable open space is easily met by the one (1) acre minimum lot size, which is established here, and over thirty-five (35) acres of common ground being provided to future residents for their use as passive recreational areas, habitat protection, and aesthetic value, as well as addressing the locations for stormwater and wastewater treatment facilities. The Department, as part of its recommendation, is seeking the protection of the main drainageway that defines the eastern two-thirds (2/3) of the site from inappropriate disturbance. Within the conditions associated with this recommendation, the Department supports the use of the proposed common ground areas planned on this site for passive purposes only, leading to the relocation of the proposed wastewater facility to another portion of the subject site. This relocation needs to reflect an area of the site that is less visible, a substantial distance from any nearby residentially-used property, and using proposed improvements for access, rather than adding more site disturbance for such.

The petitioner has submitted an analysis from a professional soil scientist indicating 28.7 acres of the development tract of land must be preserved from use or disturbance. Included in this protected area are the site's ephemeral drainageways, steep slopes, and poor conditions caused by soil content or restrictive layers. Accordingly, some fifty (50) acres of the subject site can be disturbed by development activity related to the preparation of the parcel of ground for building pads and infrastructure and utility installation. Petitioner's analysis indicates the protection of 41.09 acres of the site, with disturbance of 36.92 acres of the property for the construction of these proposed homesites. Such an arrangement means the petitioner is utilizing less area of the site for development purposes than allowed by the Natural Resource Protection Standards Analysis. Such a development design is positive and consistent with the intent of the Planned Residential Development Overlay District (PRD), which, again, when utilizing clustering less of the property needs to be disturbed and more can be preserved for perpetuity.

Although compliant to the City's preservation standards, the petitioner, and the design team, has created at least two (2) lots that appear to be fitted into the site, with some difficulty, which indicates to the Department that a reduction in the overall amount of them is needed. The Department believes it is imperative to combine Lot 8 and 9 together to provide a more appropriate buildable area for use and create an appropriate size and configuration to match the surrounding pattern of development. Accordingly, the Department is recommending that no more than twenty-five (25) lots be authorized within the boundaries of this Planned Residential Development Overlay District (PRD).

As part of this trail system, the Department is also recommending that, as part of the dedication of the easement area along State Route 100, the petitioner be responsible for the installation of a public multiple-use trail. This trail would substitute for a sidewalk and extend the length of the property's frontage along State Route 100. This public segment of trail could be utilized by the residents of this proposed subdivision and the surrounding community, so both parties could derive a direct benefit from the ultimate use of this property.

With the application of the City's Public Space Ordinance, this development is now required to provide qualifying amounts consistent with its requirements. The petitioner is planning on providing the required 41,817 square feet of qualifying public space in the following manner: the trail dedication, without its construction, and common ground area. The amount of these dedications and improvements would equate to full compliance for the purposes of the Public Space Ordinance, if the City defers trail construction. In these areas, improvements are planned and would be required to comply with the Public Space Ordinance in this regard.

Two (2) major components must be discussed in regards to the Public Space Ordinance requirements, as it relates to this design. The first component, which is

alluded to in the above paragraph, seeks to allow the public trail easement to be used for qualifying public space, despite a prohibition in the ordinance against it due to it being a function of the zoning process. Therefore, the current request, without the benefit of this waiver, would not meet the minimum area of required public space for the number of recommended lots (common ground can only be credited for fifty (50) percent of the required public space, or approximately twenty-thousand (22,000) square feet).

The Department would note with regards to this matter it supports this allowance, given the unusual nature of this project and the extent of this trail component. The Department is recommending the trail be placed in a minimum thirty (30) foot wide easement to the City, but if needed, be increased in size to accommodate stormwater features in this area and topography. This trail would improve safety and allow its users a better experience from all perspectives. The trail's location in this easement would be premised on site characteristics and City of Wildwood requirements.

The second component relates to the existing cemetery that is located on the subject site and its placement in common ground, which is being credited to a certain amount for qualifying public space for this development. The cemetery is protected for perpetuity and the future homeowners association must allow access to it for family members to visit as well. Both of these protections are established by State Statute and supported by the City. It is important to state the cemetery will need some immediate cleanup of its area, while on-going maintenance will be the responsibility of the newly formed Homeowners Association. The Department does not object to this cemetery being part of the qualifying public space for this development and, given its historic nature, is appropriate from that perspective as well.

Standard Three: The third of these standards is landscaping, buffering, and screening. This standard is further defined by five (5) subcategories, which include (1.) the use of a variety of plants, colors, and hard surfaces for character in the development; (2.) the use of appropriate sized plantings; (3.) the inclusion of attractive streetscapes; (4.) the use of buffering between activities by landscaping; and (5.) the creation of continual maintenance provisions as part of the Planned Residential Development Overlay District (PRD).

With regards to the variety of plants, colors, and surfaces and sizing and maintenance, the City's Tree Manual requires that all developments comply with these requirements. The conditions of the Planned Residential Development Overlay District (PRD) allow the City to impose requirements consistent with the intent of this standard, and specifically in the area of the centralized treatment facility, the development's entry area, and the hillside where the main internal roadway is to be located. These areas are either visible from adjoining roadways or properties or need

softening for the residents who will reside near them or pass by when entering or leaving the development. In the instance of this request, the standards of the Tree Manual will be applied.

The need for buffering throughout the site is lessened, given the size of lots and their proposed layout. Additionally, the preservation of existing tree masses at the proposed percentages by the petitioner provides an excellent buffer as well. This amount of tree preservation is well over forty (40) acres of the site and meets the City's requirements in this regard.

The petitioner is proposing to create a Homeowners Association, which will be responsible for maintenance and upkeep of the centralized wastewater treatment plant, along with all other improvements, including the private roadways. This association will be created at the time of the platting of this development and the City requires certain considerations be placed in the indentures to provide for this continual maintenance responsibility for improvements. Therefore, this subcategory will be met under the current requirements of the City's Zoning Ordinance and Subdivision and Development Regulations.

Standard Four: The fourth of these standards is internal circulation and appropriate linkages. This standard is further defined by five (5) subcategories, which include (1.) reductions in the speed of vehicular movements; (2.) reductions in pedestrian-vehicle conflicts; (3.) encouragement of connections between the new streets and the existing network; (4.) reductions in land area devoted to streets; and (5.) institution of appropriate design and construction standards.

With regards to the petitioner's request, the Department would note the single main internal street is to be built, which will serve the twenty-five (25) recommended lots. This street will be placed in a standard right-of-way dimension (forty (40) feet), with a twenty (20) foot pavement area. Given the nature of this development and the width of the ridgelines, where this development is planned, no sidewalks are proposed. Eliminating sidewalks will reduce site grading to a degree. Conversely, an easement is being requested on both sides of the right-of-way area to allow for a future installation of a trail system, if sought by a majority of the individual owners of lots.

The location of the proposed access point onto Pond Road for this development was discussed by many parties at the public hearing, all noting their concerns about safety of it at this proposed location. The proposed access point was shown at a location, where a double turn and varying slopes exist and creates concerns about sight distance, accidents, and overall safety. The petitioner has proposed to relocate the access point further to the south on Pond Road and construct it at a location that avoids the double curves that are located further north on this roadway. This location has been reviewed by the City's Department of Public Works and it has determined that minimum sight distance is provided for such and its location there can be

accommodated, based upon compliance to Wildwood design criteria. Therefore, the Department is supporting this change in the location of the development's access point.

This relocation of the access point does increase the extent of grading associated with its construction, in a very visible portion of the site along Pond Road. Therefore, the Department is recommending the petitioner use retaining walls on both sides of the proposed access point, and associated roadway, to reduce the extent of grading and the site disturbance to a smaller, overall portion of the property. These walls must be constructed respectful of sight distance, while complementing the natural and built environments around them in terms of material, color, and style.

Although during the public hearing on this matter, a discussion was held on whether to potentially use Lynda Jayne Lane for primary access to this site, given it might have less sight distance issues associated with it than Pond Road. The Department does not support it. The Department would note the roadway is rural in nature and somewhat in disrepair, which could be corrected by this petitioner, but would bring a certain level of traffic to this area, which depends on a right-in/right-out access point onto State Route 100. The Department believes Lynda Jayne Lane can be used for secondary emergency access, but not for the overall development's use.

The provision of stub streets in this development is not planned, given two (2) sides of the subject site abut existing roadways and a third has established three (3) acre, occupied lots located at the common boundary. However, the western boundary of this site does abut a large tract of land that might benefit from an option of a future stub street connection. However, the Department has found that extending stub streets in large-lot subdivisions, with private roadways, is difficult, given payments for maintenance of the improvements between two (2) different homeowners association is often cited as an issue and attributing responsibility for wear and tear between the parties an on-going problem. Although the difficulty does exist, the Planning and Zoning Commission and City Council could create a reservation area, with the option for future use, if determined appropriate for this connection.

Given certain segments of the internal roadway do exceed a ten (10) percent grade, it is important to note such and identify if acceptable or not, as part of this subdivision's design. This grade is not normally acceptable to many developers or buyers in new residential communities, but, given the characteristics of this site, the need for this grade is premised on limiting site disturbance and following a cleared area already existing on the site. With these roadways intended to be private, the City's 'Rural Roadway Standards' allow for this grade to be considered favorably and, in the Department's opinion, acceptable.

The Department is recommending the dedication of right-of-way along Pond Road to the City for further widening of the pavement area and other future improvements

to the roadway. The petitioner has indicated this dedication on the submitted Preliminary Development Plan, but does not indicate any improvements therein. Although Pond Road functions, given the volume of traffic at generally satisfactory levels of service, the Departments of Public Works and Planning are recommending a left-turn lane be constructed on Pond Road to accommodates southbound turning movements into this development. This left-turn lane will assure the safety of drivers and can be considered a creditable charge to the required Traffic Generation Assessment Fee of the City for this project.

An issue that remains with the Pond Road improvement is the lack of any pedestrian facilities along its length. As noted above, the petitioner is providing a twenty (20) foot dedication of land area to right-of-way purposes, but does not indicate any improvements therein. The length of the site's frontage on this roadway is significant and installing a sidewalk would be costly, but the Department does believe such a feature is needed at this location. However, the Department would recommend the petitioner provide an escrow, in an amount sufficient to cover the cost of its construction at a future point. The installation of this sidewalk could then be bundled with the City's trail project on State Route 100, between the community park and Pond Road, and obtain some economies of scale in this regard. The City's trail project is funded for 2016 construction, so this improvement could be completed within the next couple of years.

The fire district has requested an emergency access be provided, beyond just the proposed curb cut onto Pond Road. This emergency access point is located at the westernmost end of the proposed internal street and would eventually access Lynda Jayne Lane. The access point would be controlled and could only be used by police, fire, and EMS services. The Department supports this secondary emergency access point and believes its construction is appropriate for the safety of these residents. The fire district must first approve the location, design, engineering, and construction specifications of this secondary emergency access point, before action on the Site Development Plan by the City's Planning and Zoning Commission could proceed. This staging will ensure this access roadway meets all needed standards for use in an emergency situation.

Standard Five: The fifth of these standards is parking. This standard is further defined by three (3) subcategories, which include (1.) the utilization of appropriate design considerations to reduce the impact on the development's character; (2.) the reduction in land area used for parking; and (3.) the adherence to City standards.

The design of this development is typical of most rural subdivisions. Parking is provided in an enclosed structure, which supports a minimum of two (2) spaces per household. The Zoning Ordinance requires two (2) spaces for each residence.

Standard Six: The sixth of these standards is livability. This standard is further defined by four (4) subcategories, which include (1.) noise reduction; (2.) visual separation; (3.) lighting limits; and (4.) amount of cut and fill.

The petitioner's design, with the larger lots and their placement addresses many of the issues relative to noise reduction and visual separation between the individual lots and residences themselves. In most instances, the minimum distance between dwellings is sixty (60) feet. Additional tree preservation within the sideyard setback areas between the respective dwellings is anticipated by the Department of Planning to further improve the character of this subdivision in that specific regard. All street lighting will meet the City's requirement for reducing trespass and pollution. The issue of cut and fill is minimized by the petitioner's use of the Planned Residential Development Overlay District (PRD) and compliance to the Natural Resource Protection Standards.

Standard Seven: The seventh of these standards is building and neighborhood design. This standard is further defined by five (5) subcategories, which include (1.) variety and quality of design; (2.) compatibility; (3.) orientation; (4.) density; and (5.) view.

The petitioner's proposal appears to address many of these considerations. Although single family dwellings are proposed, in an area of similar uses, the type and design will be different than what currently exists there. The Department has, by its earlier recommendation, determined the density of this development adheres to the appropriate underlying zoning district classification that supports the Master Plan. The building orientation in this proposed development is a reflection of topography and the ridgelines formed by them. These site factors generally create a north/south street with homesites facing east/west. Cooling considerations are a factor, given the direction of movement of the morning and evening sun in the summer months.

Standard Eight: The eighth standard is community interest. The development of this site for residential uses is consistent with the Master Plan's recommendation for conceptual land use in this area of the City. The use of the Planned Residential Development Overlay District (PRD) would appear to be in the overall, and best, interest of the City, since it allows the City to protect the site's natural characteristics, while allowing for the utilization of the property for its permitted use – single family dwellings.

Summary and Recommendation

The Department has found, based upon the review and analysis of the petitioner's proposal, the requested Planned Residential Development Overlay District (PRD) is consistent with the City's Master Plan; compatible with the surrounding land use pattern; and complies with the Planned Residential Development Overlay District (PRD) requirements of the Zoning Code. Therefore, it is the recommendation of the Department of Planning the requested Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District (the current zoning district designation of this

property and not changing under this proposal) be supported by the Planning and Zoning Commission and such action be contingent upon the petitioner adhering to all the requirements of Attachment B of this Information Report.

ATTACHMENT B
Conditions

ATTACHMENT B - CONDITIONS

1. PERMITTED USES

This Planned Residential Development (P.R.D.) Overlay District shall authorize the maximum development of twenty-five (25), detached single family dwellings on individual lots, with common ground, and all permitted accessory structures. Common ground areas shall be a minimum of thirty-five (35) acres in overall area, preserved for perpetuity as such, and cannot be subdivided after the initial Record Plat for this development is approved by City Council. The minimum area of this Planned Residential Development Overlay District shall be seventy-eight (78) acres. A re-circulating sand filter type, centralized wastewater treatment facility shall be provided to serve this site.

2. LOT SIZES, DEPTHS, AND BUILDING REQUIREMENTS

a. The developer(s)/Homeowners Association of this residential subdivision shall have the option of providing a recreational facility, which can include an outdoor swimming pool and related cabana. The placement and construction of this recreational amenity must comply with the Natural Resource Protection Standards Analysis conducted for this site.

b. Each dwelling unit shall be located on an individual lot of record, which shall not be less than one (1) acre in overall size. The minimum width of any lot within this P.R.D. Overlay District shall be two hundred (200) feet in distance at the front building line, except for parcels of ground located within any cul-de-sac **and Lots 14 through 18**. These lot frontages (within the cul-de-sacs) shall be as approved on the Site Development Plan by the Planning and Zoning Commission.

c. The depth of all lots within this residential subdivision shall be a minimum two hundred (200) feet in size, **except Lot 17.**

d. No building and/or structure shall be more than two (2) stories above final grade, as measured from the front building line on any individual lot at street elevation.

e. The maximum area of this 78.0 acre tract of land, which can be used for development and related land disturbance for the permitted and accessory uses, shall not exceed thirty-six point nine (36.9) acres, not including the Director of Planning's five (5) percent variance.

f. The minimum amount of this 78.0 acre tract of land, which must be preserved as part of this development, shall be forty-one point one (41.1) acres in overall size, not including the Director of Planning's five (5) percent variance.

g. Lot sizes, configurations, and locations shall comply with the City's general lot design standards set forth in its *Subdivision and Development Regulations*. Variations to these lot design standards referenced therein must be submitted and acted upon by the Planning and Zoning Commission, as part of its current review process. Any requested modifications to these lots shall be based upon locations that are most suitable for disturbance and consistent with the Natural Resource Protection Standards of the City's *Subdivision and Development Regulations*.

3. PLAN SUBMITTAL REQUIREMENTS

Within twelve (12) months of the P.R.D. Overlay District approval by the City Council, and prior to any site disturbance, the developer shall submit to the Planning and Zoning Commission for their review and approval a Site Development Plan. Where due cause is shown by the developer, this time interval may be extended once by the Planning and Zoning Commission in accord with requirements of Chapter 415.510 of the City of Wildwood Zoning Ordinance. Said Site Development Plan shall include, but not be limited to, the following information:

a. Outboundary plat and legal description of the property.
b. A general numbered lot plan, with setback lines from all streets and roadways on and adjacent to the property. A typical configuration for a lot indicating all site design information such as, but not limited to, right-of-way width, improvement dimensions and locations, setbacks, and building placement, along with minimum and maximum sizes.
c. A general plan indicating setback lines along the perimeter of the subject tract of land and surrounding property lines and related improvements within one hundred (100) feet of this site's boundaries, i.e. curb cut and access locations, stormwater facilities, and utility installations.
d. Location of all roadways adjacent to the property, including required roadway right-of-way dedication and pavement widening, with existing and proposed improvements and sidewalks, and general location, size, right-of-way, and pavement width of all interior drives.
e. The location and size of all freestanding signs, lighting, fences, and other above ground structures, except retaining walls less than two (2) feet in height per section.
f. Existing and proposed contours at vertical intervals of not more than two (2) feet.
g. General location of sanitary sewer and stormwater facilities.
h. Parking and density calculations.
i. Conceptual location and size of common ground areas, if provided.
j. A Landscape Plan including, but not limited to, the location, size, and general type of plant materials to be used in accord with the City of Wildwood's Chapter 410 and accompanying Tree Manual.
k. An inventory of the percent of tree canopy or individual trees to be retained on the site indicated on a Tree Preservation Plan completed in accordance with the City of Wildwood Chapter 410 Tree Preservation and Restoration Code and accompanying Tree Manual.
l. Location of all existing and proposed easements.
m. All other information not mentioned above, but required on a Preliminary Plat in accord with Chapter 420.060 of the City of Wildwood *Subdivision and Development Regulations*.

4. SITE DEVELOPMENT PLAN DESIGN CRITERIA

The above Site Development Plan shall adhere to the following specific design criteria:

Building Setbacks – Residential

a. All buildings or structures[1], other than boundary and/or retaining walls, approved fences, detention/retention facilities, and/or light standards, shall adhere to the following setbacks, as specified in Chapter 415.110 R-1 One Acre Residence District of the City of Wildwood's Zoning Ordinance, except as noted below:

[1] *The definition of structure includes the centralized wastewater treatment plant.*

1.) Thirty (30) feet from any roadway right-of-way, whether public or private, except a one hundred (100) foot distance from State Route 100 and a three hundred (300) foot distance from Pond Road, shall be required.
2.) Fifteen (15) feet from any side yard property line of any individual lot, but a minimum of thirty (30) feet shall be maintained between buildings on adjoining lots
3.) Thirty (30) feet from any rear yard property line of any individual lot.

Parking Setbacks - Residential

b. All parking stalls or loading spaces, excluding points of ingress or egress and streets and roads, shall comply with the requirements of Chapter 415.110 R-1 One Acre Residence District of the City of Wildwood's Zoning Ordinance, except for a one hundred (100) foot distance from State Route 100 and a three hundred (300) foot distance from Pond Road shall be required, **while also excepting Lot 1, which shall be as approved on the Site Development Plan.** All single family dwellings shall be constructed with rear or side-entry garages only; no front-loaded garages are authorized.

Miscellaneous Setbacks - Right-of-Way and Other Locations

c. No portion of any residential building foundation shall encroach within twenty-five (25) feet of the 'Final Resource Protection Line.' However, no land disturbance, as defined by the City's Grading Code, shall be authorized within **two hundred (200)** ~~two hundred fifty (250)~~ feet of the property's northern boundary line and seven hundred (700) feet of Pond Road, **except Lots 1 and 25 (and the allowable residential street approach and centralized wastewater treatment facility).**

Access and Roadway Improvements

d. Access to Pond Road shall be limited to one (1) residential street approach located to provide required sight distance and flood-free access to all lots and constructed to conform to the requirements of the Department of Public Works in this regard. All work within the right-of-way shall be as directed by the Department of Public Works and no work in the same shall commence until authorized by the Department of Public Works.

e. Dedicate land area along the property's entire frontage that abuts Pond Road, at a minimum width of twenty (20) feet, while also providing sufficient right-of-way area for the construction of a left-turn lane into the subject site, including the installation of storm drainage facilities, as directed by the City of Wildwood Department of Public Works. The required sidewalk to be constructed in the Pond Road right-of-way area may be escrowed in lieu of its construction by the developer to the City of Wildwood, if deemed appropriate by the Department of Public Works and the Department of Planning. **Both of these required improvements can be considered creditable charges to the Traffic Generation Assessment Fee (TGA) that is assessed by the City on this development.**

f. Construct an internal private roadway system, within a forty (40) foot right-of-way easement, for vehicles and pedestrians to serve the residential lots within this development that complies with the requirements of the City of Wildwood's 'Rural Roadway Standards' and as approved by the Department of Public Works. Street widths shall be as approved on the Site Development Plan by the Planning and Zoning Commission. Earthen swales along portions of the internal street may not be required, where stormwater volumes justify their elimination. Along with this forty (40) foot right-of-way area, provide eight (8) foot wide roadway maintenance, pedestrian, and utility

easements on either side of this roadway dedication.

g. Dedicate a minimum thirty (30) foot easement/dedication along State Route 100 to the City of Wildwood and construct a multiple-use trail that conforms to its standards, which shall be as directed by the Department of Public Works. This trail must minimally provide an adequate distance from edge of the State Route 100 pavement area to create separation between vehicles and pedestrians. This requirement shall also mean the easement might meander through the area of the subject site abutting the State Route 100 right-of-way edge to address public safety considerations. **In lieu of construction of this multiple-use trail, a fee-in-lieu of may be accepted by the City of Wildwood for this purpose.**

h. No direct residential access from any individual lot within this development shall be allowed or authorized to State Route 100, Pond Road, and Lynda Jayne Lane.

Miscellaneous Roadway Requirements

i. Installation of landscaping and ornamental entrance monument or identification signage, if proposed, shall be reviewed by the Department of Public Works for sight distance considerations and approved prior to its installation or construction.

j. If required sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to vertical alignment and other off-site improvements, may be required to provide the required sight distance as directed by the Department of Public Works.

k. The developer shall design, engineer, and construct a secondary access point into this residential subdivision for emergency purposes only. The design and engineering associated with this secondary emergency access shall be submitted and acted upon by the Fire Marshal of the Metro West Fire Protection District, before the Site Development Plan can be finalized by the Planning and Zoning Commission and any action forthcoming thereafter. This secondary emergency access point shall have controlled access/barrier that is permanent in nature and shall be the responsibility of the Homeowners Association to maintain and keep functional.

Parking Requirements

l. Parking spaces shall be provided as required by Chapter 415.340 Off-Street Parking and Loading Requirements of the City of Wildwood Zoning Ordinance for the R-1 One Acre Residence District. Minimally, two (2) parking spaces for each single family dwelling shall be provided.

Landscape Requirements - Specific

m. Landscaping shall adhere to all requirements of Chapter 410 of the City's Tree Preservation and Restoration Code and its accompanying Tree Manual, including the submittal of a Tree Preservation Plan in conjunction with the Site Development Plan.

n. All streets and roads shall be appropriately landscaped as required by the Chapter 410 Tree Preservation and Restoration Code and be approved by the Planning and Zoning Commission on the Site Development Plan.

o. The areas of existing vegetation within the P.R.D. Overlay District boundaries identified as to be retained shall be marked on the site prior to the commencement of any disturbance in accord with the City of Wildwood's Chapter 410. These areas shall be indicated on the Site Development Plan submitted to the City of Wildwood for Planning and Zoning Commission review and approval. Existing mature tree canopy shall be preserved in accordance with the requirements of City of Wildwood's Chapter 410 Tree Preservation and Restoration Code. Initial clearing and grubbing of the site shall be limited to the installation of the internal roadway system.

p. Landscaping within the defined common ground areas shall comply with Chapter 410 Tree Preservation and Restoration Code requirements and accompanying Tree Manual. Those areas of common ground to be used for stormwater detention/retention shall comply with the City of Wildwood requirements in this regard. The Planning and Zoning Commission on the Site Development Plan shall approve the planting pattern.

q. A registered Landscape Architect shall prepare, submit, and sign all plan(s).

Signs

r. Signs for this P.R.D. Overlay District shall be erected in accordance with Chapter 415.410 Sign Regulations of the City of Wildwood Zoning Ordinance for the R-1 One Acre Residence District.

s. The location of all signage shall be as approved on the Site Development Plan by the Planning and Zoning Commission. Signage not located on common ground must be erected within an easement.

Lighting Requirements

t. The location of all lighting standards shall be as approved on the Site Development Plan. No on-site illumination source shall exceed sixteen (16) feet in height or be so situated that light is cast directly on adjoining properties. Minimally, lighting levels and their design specifications shall be approved by the Planning and Zoning Commission, as part of a Lighting Plan submitted in conjunction with the Site Development Plan, and comply with City of Wildwood's Lighting Code – Chapter 415.450 of the Zoning Ordinance.

Miscellaneous Conditions

u. Parking, circulation, and other applicable site design features shall comply with Chapter 1101, Section 512.4 "Physically Handicapped and Aged" of the S.L.C.R.O. 1974, as amended.

v. Hours of construction and grading activity shall be limited to 7:00 a.m. to 6:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturday. No development (grading and construction) activity shall be authorized on Sundays.

w. All retaining walls exceeding three (3) feet in height per section or crossing individual property lines shall be constructed of an appropriate inter-locking concrete block system or boulders. Walls crossing property lines shall be located in a maintenance easement. The Planning and Zoning Commission, as part of the Site Development Plan review process, shall approve said materials and design.

x. The generalized location of all utility easements for proposed service to this development shall be shown on a Typical Lot Diagram, as approved by the Planning and Zoning Commission on the Site Development Plan. Installation of utilities within the respective easements shall adhere to the requirements of the Natural Resource Protection Standards Analysis and, whenever practical, be placed in areas of existing or proposed disturbance relating to previous site activity, the construction of streets, or the layout of building lots.

y. All utilities serving this site shall be installed underground in accord with the requirements of the City of Wildwood's Subdivision and Development Regulations. Any existing easements located on the subject site, which are not being utilized, shall be vacated under the standard procedures of the City of Wildwood Subdivision and Development Regulations.

Sewage Treatment Plant

z. A minimum four (4) foot high, sight-proof, chain link fence shall be installed around the perimeter of the area where the centralized sewage treatment facility is to be located on the site. This fence shall be constructed with a black vinyl coating, including support structures as well. Wood slatting may be incorporated in its design. The Planning and Zoning Commission shall approve the location of this fence on the Site Development Plan.

aa. Mechanical equipment associated with the operation of this facility shall be adequately screened and soundproofed to reduce noise associated with its operation over any given hour at the boundaries of the Planned Residential Development Overlay District.

bb. Mechanical systems shall be equipped with alarm systems, which will notify operators of any malfunctions or system failures and an emergency power source to provide for its operation in an event of a power failure. Minimally, the alarm shall be wired to directly notify the operator or maintenance contractor of the failure or shutdown. In the event of a system failure, operators shall meet all emergency procedures, as established by the Missouri Department of Natural Resources and the City of Wildwood.

cc. The proposed access roadway and maneuvering area will be a maximum of twelve (12) feet in width and paved. The remaining area within the perimeter of the fence not paved shall be surfaced in an appropriate dust-proof material, as determined and approved by the City of Wildwood's Department of Public Works.

dd. The developer shall provide a copy of a signed "pump and haul" agreement, whereby failure of the plant would implement a discharge shutdown; waste would be transported to an approved Metropolitan St. Louis Sewer District facility for disposal.

ee. The operator shall submit monthly inspection reports to the Missouri Department of Natural Resources and the City of Wildwood indicating adherence to all applicable standards established for the maintenance and operation of these types of facilities. This report must include a lab analysis of plant discharge samples (pH, BOD, TSS, fecal coliform) obtained and analyzed by a licensed, accredited laboratory.

ff. Operators of this facility shall provide verification of licensing with the Missouri Department of Natural Resources in the form of an approved Operating License. Along with this licensing

requirement, the developer or Homeowners Association shall provide to the City of Wildwood a bond or cash deposit in the amount of five thousand dollars ($5,000.00) to guarantee the upkeep of this facility, per Section 510.090 of the City of Wildwood's Municipal Code. This bond or cash deposit shall be in place during the operation of the wastewater treatment facility.

gg. At any point in the future, the petitioner or the relevant Homeowners Association (or any entity of it), will be required to close this treatment plant, when public sanitary sewer service is available to this site by the Metropolitan St. Louis Sewer District (MSD) or other comparable public district/agency. De-commissioning of the plant shall be the responsibility of the owner/developer and completed according to Missouri Department of Natural Resources (MDNR) and Metropolitan St. Louis Sewer District (MSD) standards. **Final determination of the plant's decommissioning shall be at the sole discretion of the Metropolitan St. Louis Sewer District (MSD) and the City of Wildwood.**

hh. The Homeowners Association shall be required to employ a maintenance contractor that has offices or facilities within a fifty (50) mile radius of the subject site. Verification shall be provided in the form of the signed contract with the location of the office/facility clearly noted.

ii. The location of this centralized wastewater treatment facility shall be **in a common ground area owned by the Homeowners Association and to the south of the proposed residential street approach, but no closer than one thousand five hundred (1,500) feet of the State Route 100 right-of-way and two hundred (200) feet of any lot with an existing dwelling located upon it.** ~~not be closer to the south boundary of this Planned Residential Development Overlay District than the following: six hundred (600) feet from Pond Road and three hundred (300) feet from the southern boundary of the property~~.

5. PUBLIC SPACE REQUIREMENTS

Developer shall construct improved public space in conformance with or otherwise satisfying the requirements of the City's Public Space Ordinance, Chapter 415.260 of the City of Wildwood's Zoning Ordinance. The City Council accepts the findings of the Public Space Study adopted therein and determines the compliance with the Public Space Ordinance provisions will address the impact of this specific development on public space needs in a manner and amount that is equal to or less than an amount that is roughly proportional to the actual or anticipated impact. The installation of required public space improvements shall be as required by the applicable ordinance, but shall be completed prior to issuance of any zoning authorizations for building permits in excess of fifty (50) percent of the total dwellings authorized by this ordinance. Unless otherwise approved pursuant to the procedures set forth in the Public Space Ordinance, the public space attributable to this development, based upon the number of permitted lots, shall be 41,818 square feet or its equivalent. Qualifying public space shall be deemed to include, in this instance only, the public multiple use trail that is referenced in Section 4(g.) of this ordinance and designed in accordance with the recommendations contained therein. This trail shall be located within an easement, a width to be determined, so as to provide ample and safe separation from the edge of pavement along State Route 100. The design and construction shall conform to the City of Wildwood requirements and be as directed by the Department of Public Works.

6. TRAFFIC GENERATION ASSESSMENT FEE

The developer shall contribute to the West Area Traffic Generation Assessment Trust Fund established by Section 140.210 of the City of Wildwood's Revised Codes. This assessment may be paid in full at the time of the first Zoning Authorization for any building or structure, or at the time of each Zoning Authorization for the individual dwellings. This contribution shall not exceed the amount established by multiplying the ordinance-required number of parking spaces by the following rate:

Type of Development	*Required Contribution*
Single Family Dwelling	$1,212.72 /Parking Space

(Parking space, as defined by Chapter 415.340 of the City of Wildwood Zoning Ordinance.)

Credits to this fee are at the sole discretion of the City Council of the City of Wildwood. If the type of proposed development differs from that listed, rates shall be provided by the Department of Public Works.

The amount of this required contribution, if not submitted by January 1, 2017, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accord with the construction cost index, as determined by the City of Wildwood Department of Public Works.

7. VERIFICATIONS PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN

Prior to approval of the Site Development Plan, the developer shall provide the following:

Stormwater Improvements

a. Submit to the Planning and Zoning Commission an engineering plan approved by the Department of Public Works showing that adequate handling of the stormwater drainage of the site is provided.

1. The developer is required to provide adequate stormwater systems in accordance with the City of Wildwood standards.
2. All stormwater shall be discharged at an adequate natural discharge point.
3. Retention/detention of differential runoff of stormwater shall be required. Stormwater management shall be provided in permanent retention/detention facilities, such as ponds or other acceptable alternatives. These retention/detention facilities shall be completed and in operation prior to the issuance of building permits for an approved dwelling unit, except display lots.
4. All proposed retention/detention facilities and related stormwater improvements shall be located in a common ground area and insure perpetual maintenance to the Homeowners Association to be created at the time of platting of this development.
5. The developer of this site shall be solely responsible to provide the necessary mechanisms, as part of the Site Development Plan/Improvement Plan process, to implement "best management practices" for stormwater management and the construction of related facilities. Minimally, these practices/facilities should include rain gardens, vegetative swales, and other options to substantially reduce the amount of stormwater leaving the subject site.

6. The developer shall provide adequate detention and/or hydrologic calculations for review and approval of all stormwater that will encroach on City of Wildwood right-of-way.
7. A bond or letter of credit will be required by the City of Wildwood to cover any downstream damage to abutting or adjacent properties, common ground areas, or drainageways caused by the developers' use of this subject site (land/disturbance/grading/construction activities, etc.), which shall be used for the restoration of damaged areas to their pre-development condition, if the developers fail to meet their responsibilities in this regard. The amount of this bond and the establishment of the process for creating an accurate baseline condition for the existing downstream facilities shall be at the discretion of the City of Wildwood Department of Public Works, in conjunction with input from the petitioner's engineer.

Geotechnical Report

b. Provide a Geotechnical Report covering development and grading required by improvements involved with this site, as directed by the Department of Public Works. Said report shall verify the adaptability of grading and improvements with soil and geologic conditions that are susceptible to rapid erosion, landslide, and/or creep. A statement of compliance with this study, signed by the Geotechnical Engineer preparing the report, shall be included on all Site Development Plans. The development and construction plans shall be designed to conform to the requirements and conditions of the Geotechnical Report. The Geotechnical Engineer shall be required to sign and seal all plans with a certification the proposed construction will be completed in accordance with the grading and soils requirements and conditions contained in the report.

Natural Resource Protection Standard Plans

c. Provide a revised and final copy of the Natural Resource Protection Plan indicating all areas of the site, which are to be designated as protected and not developable. This revised and final copy of this map shall be reviewed and signed by a qualified soil scientist, who completed the analysis, and a statement indicating compliance with all the requirements of Section 1005.200 of the City of Wildwood's Subdivision and Development Regulations.

Archeological Inventory

d. The archeological assets of this subject site, such as remnants of buildings, structures, or other improvements, shall be cataloged, photographed, and preserved, if possible, by a professional/firm with expertise in this field. This survey shall meet generally accepted industry practices and procedures for the delineation of areas, assets, and other considerations to guarantee that these features are catalogued, recorded, and addressed before any land disturbance can occur on the site. The City of Wildwood's Historic Preservation Commission shall approve the professional/firm chosen by the developer of this project to conduct this assessment and survey, before any of this related activity occurs on the site.

Stormwater Pollution Prevention Plan

e. Submit a Stormwater Pollution Prevention Plan, as part of the Site Development Plan review process, indicating compliance to Federal, State, and local requirements regarding the management of stormwater runoff to prevent siltation and erosion, both on-site and upon downstream properties.

7. RECORDING

Within sixty (60) days of approval of the Site Development Plan by the Planning and Zoning Commission, the approved plan shall be recorded with the St. Louis County Recorder of Deeds.

8. VERIFICATION PRIOR TO PERMITS

Notification to Department of Planning

a. Subsequent to approval of the Site Development Plan and prior to issuance of any grading, foundation, or building permit, all approvals from the Department of Public Works, the Metro West Fire Protection District, the Missouri Department of Transportation, the U.S. Army Corp of Engineers, and the Missouri Department of Natural Resources must be received by the Department of Planning.

b. Prior to issuance of foundation or building permits for any lot adjoining a common area or detention facility, written certification from a professional engineer, which verifies these areas are graded in accordance with approved plans, must be received by the Department of Public Works.

Land Subdivision

c. Record a proper subdivision of the property and comply with all other applicable Subdivision and Development Regulations sections affecting the development of land, except as otherwise specified by this ordinance.

Indentures

d. With the filing of the record plat establishing separate lots, the developer shall record an approved indenture, which defines the necessary assessments and specific trustee obligations in accord with the provisions of Chapters 415.470 and 415.510 of the City of Wildwood Zoning Ordinance.

Public Potable Water

e. The developer shall be required to provide public potable water from the Missouri American Water Company to the property, and related homesites. Verification of this service shall be in a form acceptable to the City of Wildwood. Additionally, the design and location of this water system shall be reviewed and acted upon by the Planning and Zoning Commission, as part of the Site Development Plan submittal process.

Escrow Requirements

f. All improvement and landscaping costs shall be submitted to the City of Wildwood through the standard subdivision escrow procedures.

Traffic Generation Assessment

g. Traffic Generation Assessment contributions shall be deposited with the City of Wildwood in the form of a cash escrow prior to the issuance of building permits. If development phasing is

anticipated, the developer shall provide the Traffic Generation Assessment Contribution prior to the issuance of building permits for each phase of the development.

Roadway Improvements

h. Based upon the preliminary development plan, improvements to the Pond Road right-of-way must be completed prior to issuance of the building permits in excess of twenty (20) percent of the total.

9. GENERAL DEVELOPMENT CONDITIONS

a. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

b. A grading permit is required prior to any grading on the site. Interim stormwater drainage control in the form of siltation control measures is required and must comply with the Stormwater Pollution Prevention Plan for this development (SWPPP). The developer shall be solely responsible for obtaining any temporary slope and construction licenses needed to address the installation of public and private improvements on this site that require the use of adjoining parcels of ground that are not under their ownership or control. A demolition permit is required for the removal of the existing dwelling and related structures.

c. A copy of the most recently approved Site Development Plan for this P.R.D. Overlay District subdivision shall be prominently displayed at all times in all sales offices of this project

d. The petitioner shall be responsible for obtaining all necessary permits from the Department of Natural Resources Clean Water Commission as they relate to the development of this tract of land.

e. The developer is advised that utility companies will require compensation for relocation of their utility facilities within public right-of-way. The developer should also be aware of extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of infrastructure improvements.

f. If cut and fill operations occur during a season not favorable for immediate establishment of a permanent ground cover, a fast germinating annual, such as Rye or Sudan Grasses, shall be utilized to retard erosion. This restoration must occur within thirty (30) days of the conclusion of preliminary grading as determined by the Director of Public Works.

g. Failure to comply with any or all of the conditions of this ordinance shall be adequate cause for revocation of permits by issuing City of Wildwood Departments or Commissions.

h. The Zoning Enforcement Officer of the City of Wildwood, Missouri, shall enforce the conditions of this ordinance in accord with Site Development Plans approved by the Planning and Zoning Commission and the Department of Planning.

i. Any other applicable zoning, subdivision, or other regulations or requirements of the City, whether in effect at the adoption of this ordinance or as may be hereinafter adopted, shall further apply to

the development of this property as authorized by this Planned Residential Development Overlay District Ordinance, except as may be provided by law. Nothing herein shall be deemed a waiver of any subdivision, zoning, or other development regulation of the City whether by implication or reference.

j. This zoning approval is conditioned on compliance with the Zoning Ordinance, Subdivision and Development Regulations, and all applicable laws of the City. Such additional regulations are supplemental to the requirements herein and no modification of any applicable regulations shall result from this Planned Residential Development Overlay District, except where this ordinance has expressly modified such regulations by reference to the applicable provision authorizing such modification.

ATTACHMENT C
Preliminary Development Plan

2/7/14

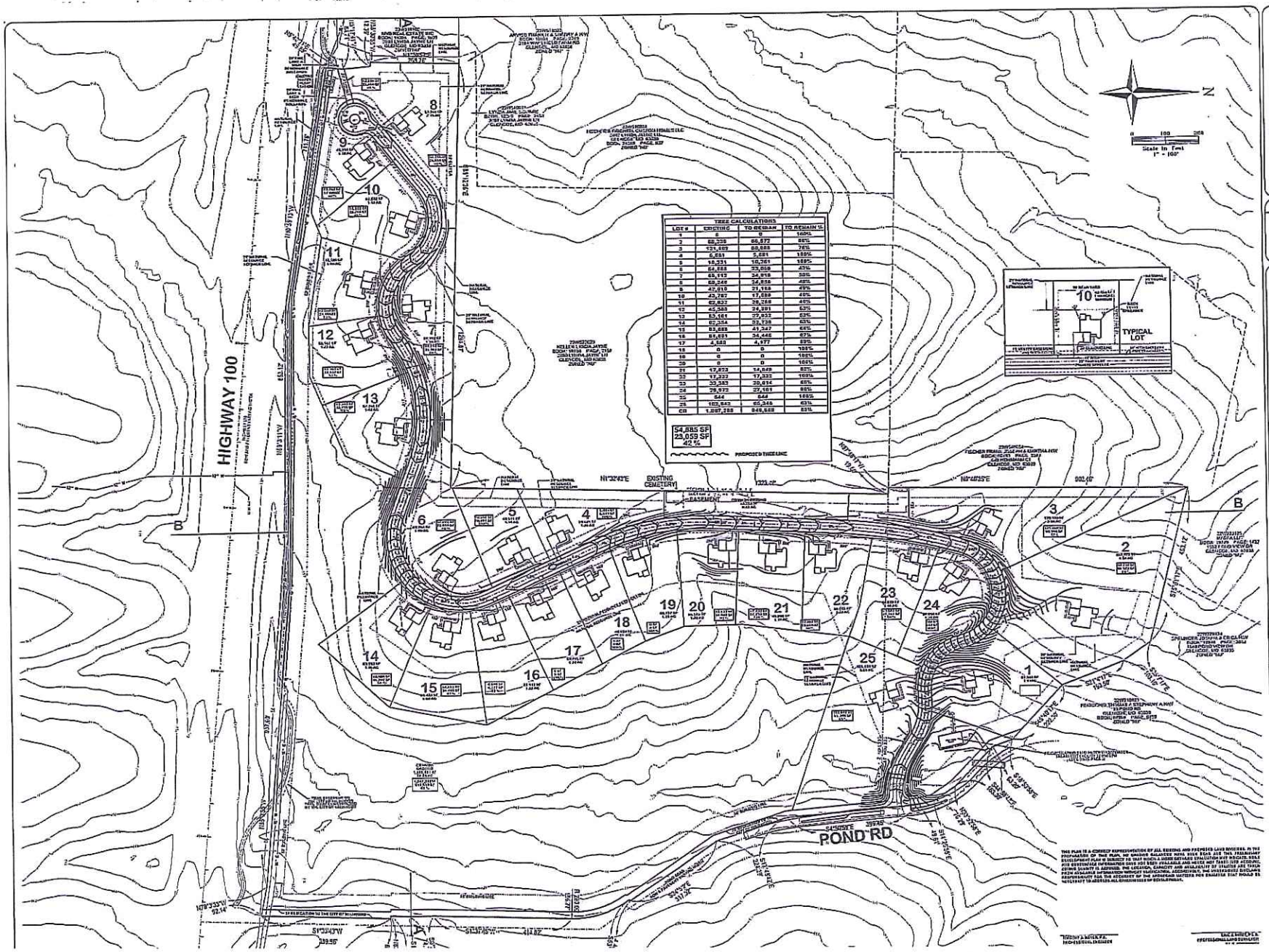
PRELIMINARY DEVELOPMENT & TREE PRESERVATION PLAN

1971 POND ROAD

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH - RANGE 3 EAST, ST. LOUIS COUNTY, MISSOURI

VOLZ Incorporated

PAYNE Family HOMES

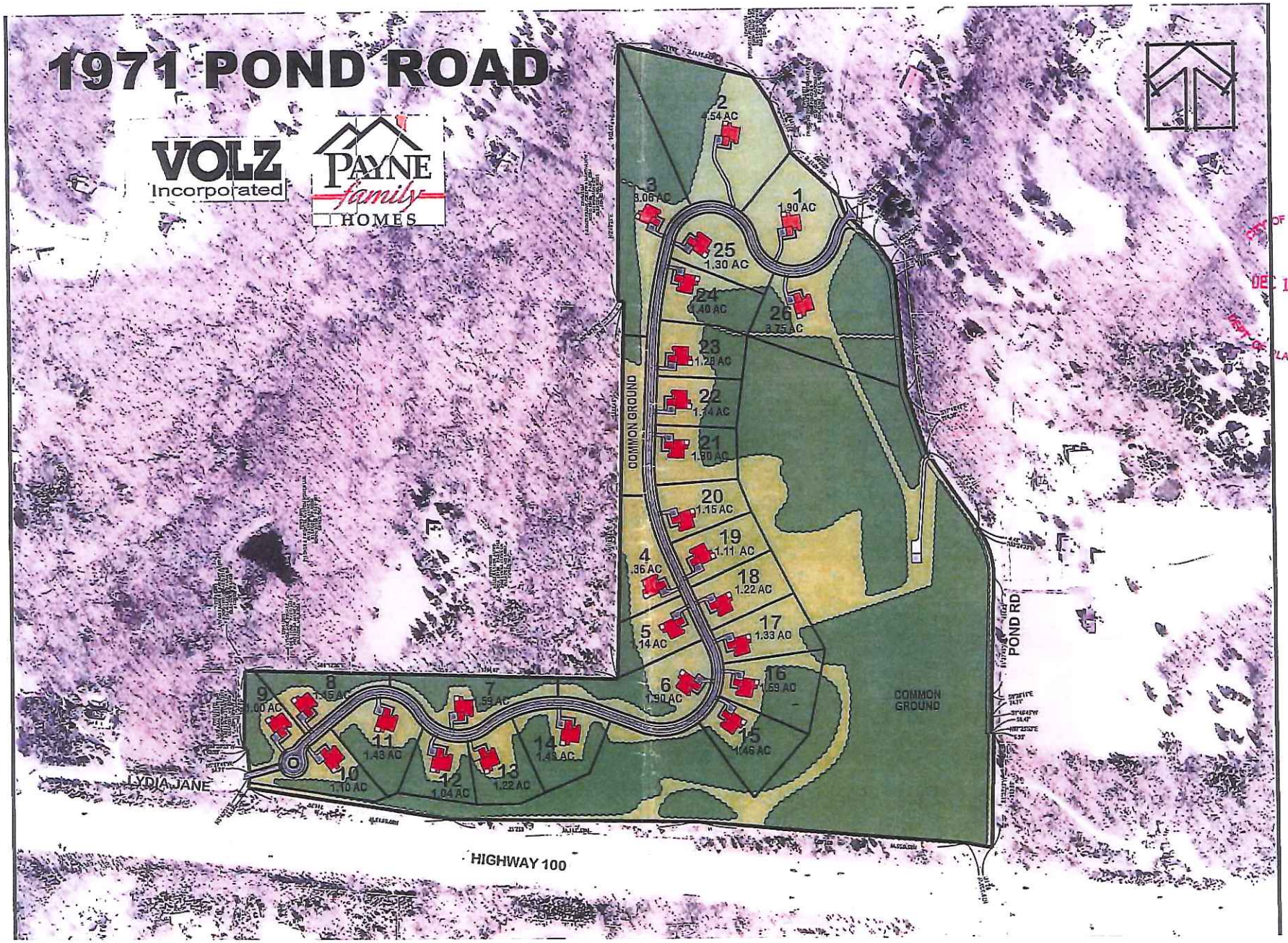

HIGHWAY 100
POND RD
EXISTING CEMETERY
TYPICAL LOT
TREE CALCULATIONS
LOT # | EXISTING | TO BE GRAB | TO REMAIN %
1 | 0 | 0 | 100%
2 | 68,336 | 66,572 | 98%
3 | 121,489 | 89,885 | 74%
4 | 5,681 | 5,681 | 100%
5 | 18,231 | 10,361 | 100%
6 | 54,868 | 33,059 | 43%
7 | 69,143 | 34,918 | 50%
8 | 69,246 | 34,858 | 49%
9 | 42,819 | 21,168 | 49%
10 | 43,787 | 17,689 | 40%
11 | 62,832 | 30,268 | 48%
12 | 45,588 | 24,891 | 53%
13 | 53,161 | 27,833 | 52%
14 | 62,384 | 33,138 | 53%
15 | 83,889 | 41,347 | 64%
16 | 51,681 | 34,446 | 67%
17 | 4,588 | 4,577 | 99%
18 | 0 | 0 | 100%
19 | 0 | 0 | 100%
20 | 0 | 0 | 100%
21 | 17,833 | 14,649 | 82%
22 | 17,333 | 17,333 | 100%
23 | 32,583 | 20,634 | 63%
24 | 28,572 | 27,161 | 95%
25 | 544 | 544 | 100%
26 | 102,843 | 65,348 | 63%
CB | 1,207,788 | 646,628 | 53%
54,885 SF
23,059 SF
42 %
PROPOSED TREELINE
Scale In Feet
1" = 100'
N
VOLZ
INCORPORATED
REVISED:
11-13-2013
12-15-2013
1971 POND ROAD
A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH
- RANGE 5 EAST AND PART OF SECTIONS 34 AND 35, TOWNSHIP 45 NORTH - RANGE 5
EAST, ST. LOUIS COUNTY, MISSOURI
PRELIMINARY DEVELOPMENT
& TREE PRESERVATION PLAN

3/7/14

1971 POND ROAD

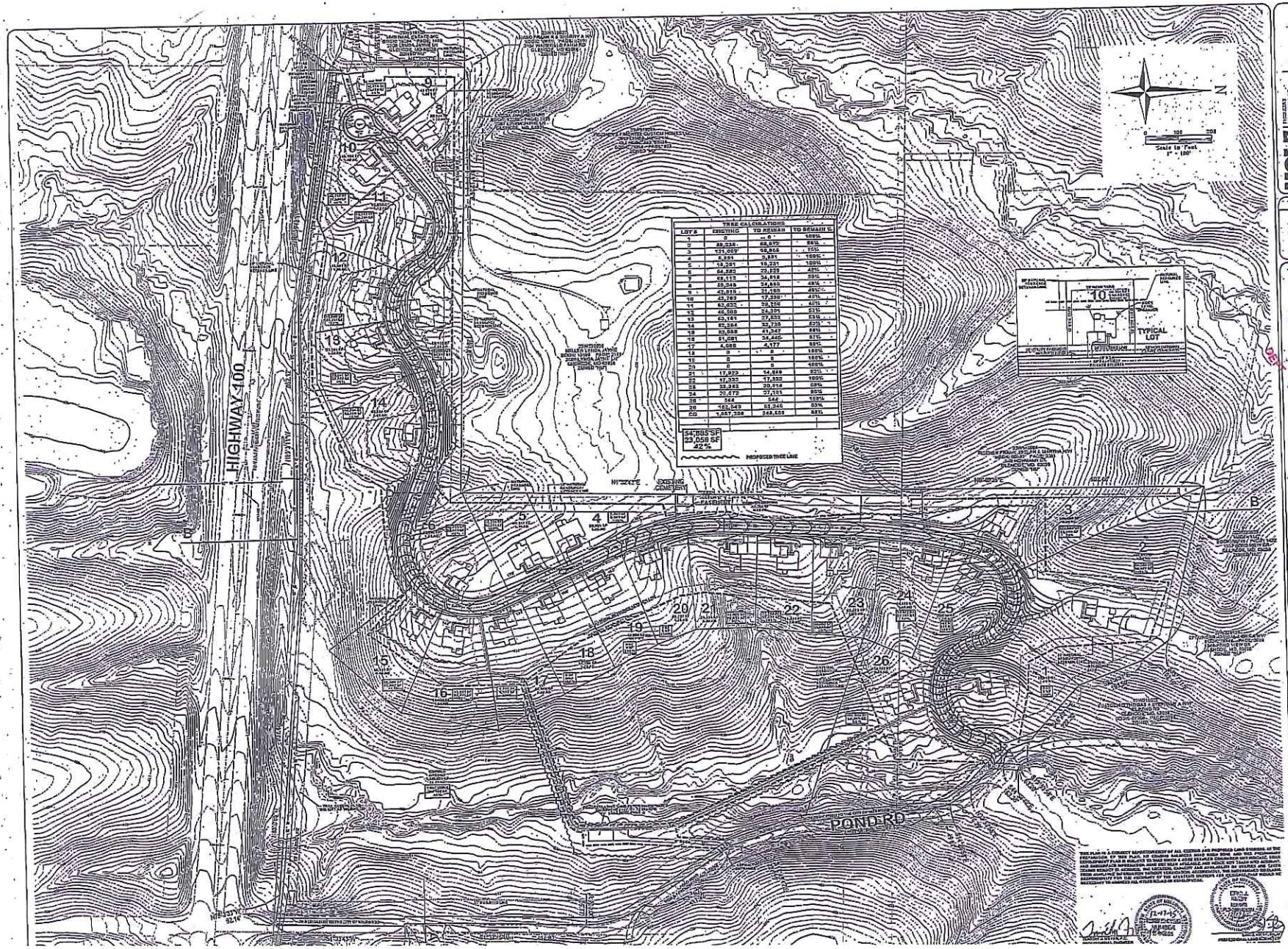
VOLZ Incorporated

PAYNE family HOMES



CITY OF WILDWOOD
DEC 18 2015
DEPT. OF PLANNING

Original Submittal 12/18/15



TREE CALCULATIONS			
LOT #	EXISTING	TO REMAIN	TO REMAIN %
1	0	0	100%
2	69,336	69,672	85%
3	121,009	98,866	75%
4	5,881	5,881	100%
5	18,391	18,231	100%
6	64,383	23,939	43%
7	68,113	34,918	51%
8	59,348	24,855	49%
9	42,918	21,165	49%
10	45,793	17,399	38%
11	63,632	26,356	41%
12	46,588	24,395	53%
13	63,141	27,653	43%
14	63,364	33,733	53%
15	63,889	41,342	65%
16	51,081	34,445	67%
17	4,588	4,177	91%
18	0	0	100%
19	0	0	100%
20	0	0	100%
21	17,922	14,849	83%
22	17,933	17,933	100%
23	32,282	20,914	65%
24	20,679	17,153	83%
25	544	544	100%
26	162,943	53,245	33%
CO	1,657,356	748,488	45%
54,885 SF			
23,058 SF			
42 %			

PROPOSED TREE LINE

VOLZ
Incorporated

REVISED:
11-17-2015
12-15-2015

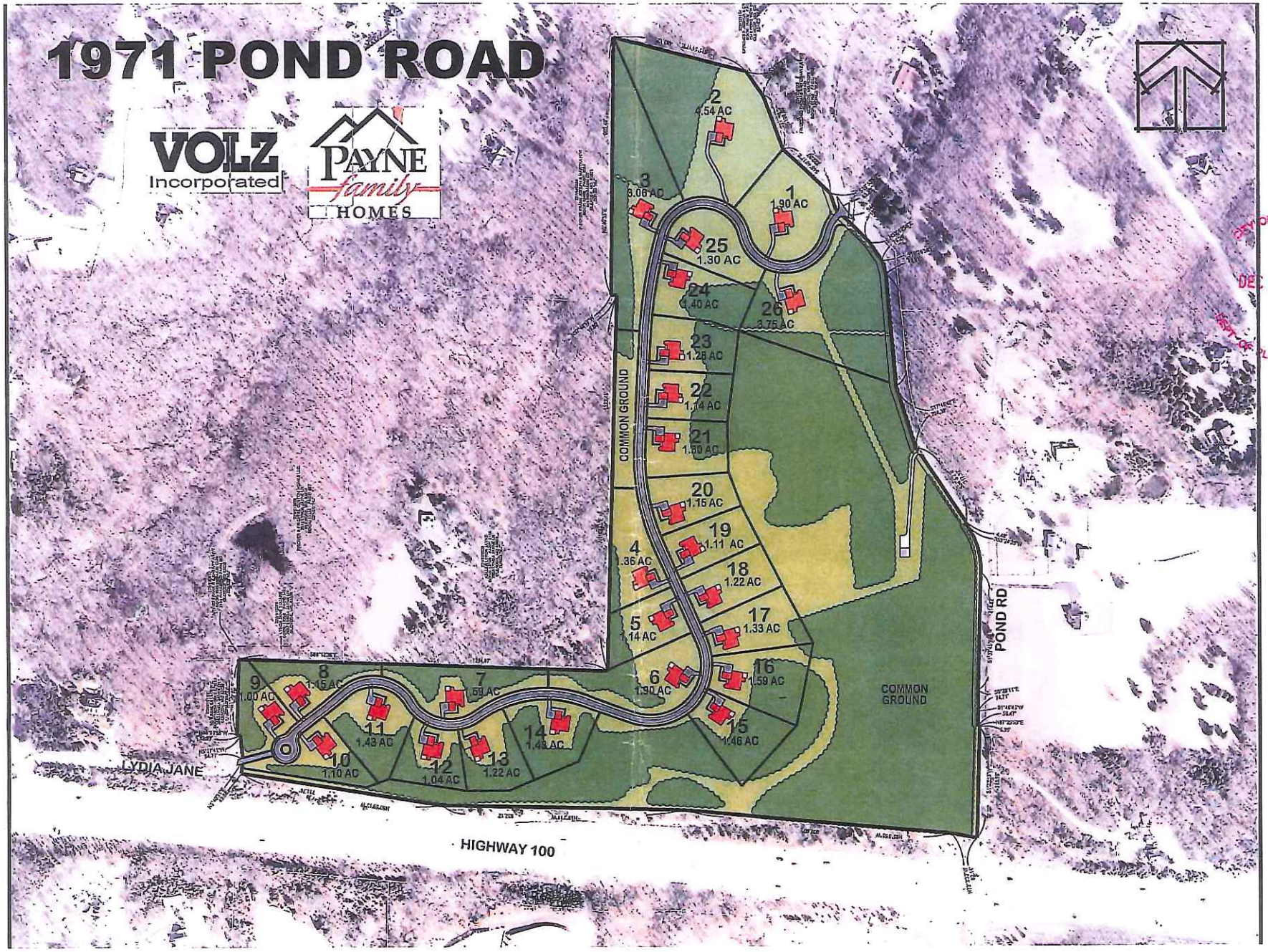
DEC 18 2015
DEPT. OF PLANNING & PARKS
CITY OF WILDWOOD

1971 POND ROAD

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH, RANGE 5 EAST AND PART OF SECTION 35, TOWNSHIP 45 NORTH - RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI

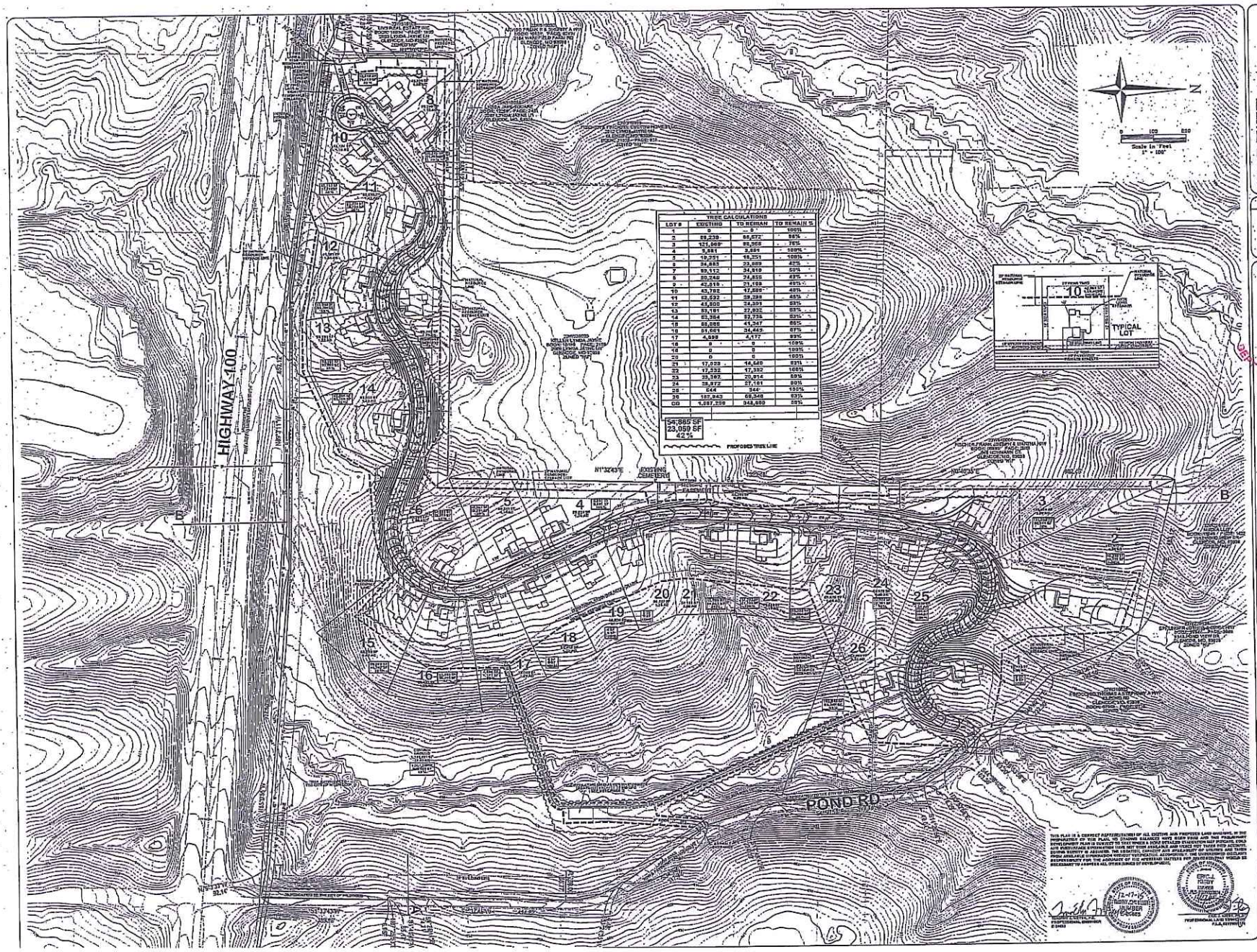
PRELIMINARY DEVELOPMENT & TREE PRESERVATION PLAN

12/18/15



CITY OF WILDWOOD
DEC 18 2015
DEPT OF PLANNING & ZONING

Original Submittal 12/18/15



TREE CALCULATIONS			
LOT #	EXISTING	TO REMAIN	TO REMAIN %
1	0	0	100%
2	89,230	85,672	96%
3	121,067	89,968	74%
4	3,881	3,881	100%
5	19,251	19,251	100%
6	34,865	23,059	66%
7	69,112	34,910	50%
8	80,240	24,855	69%
9	40,619	21,169	53%
10	43,782	17,599	40%
11	63,532	39,389	62%
12	45,600	34,331	75%
13	33,161	27,932	84%
14	83,364	62,775	75%
15	68,888	45,347	66%
16	51,663	34,449	67%
17	4,898	4,117	84%
18	0	0	100%
19	0	0	100%
20	0	0	100%
21	17,028	16,549	97%
22	17,332	17,332	100%
23	33,362	20,014	60%
24	38,872	37,181	96%
25	544	544	100%
26	157,943	68,349	43%
OS	1,087,239	848,680	78%

VOLZ
Incorporated
REVISED:
11-13-2015
12-18-2015
CITY OF WILDWOOD
DEC 18 2015
DEPT. OF PLANNING & PARKS
12/18/15

1971 POND ROAD

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH, RANGE 3 EAST AND PART OF SECTION 35, TOWNSHIP 45 NORTH, RANGE 3 EAST, ST. LOUIS COUNTY, MISSOURI

PRELIMINARY DEVELOPMENT & TREE PRESERVATION PLAN

Bid No. 2-01
23-0027-02
2015

DRAWING 1

GENERAL NOTES:

THIS SITE IS IN THE FOLLOWING DISTRICTS:

METRO WEST FIRE PROTECTION DISTRICT
ROCKWOOD SCHOOL DISTRICT
BOHOMME CREEK WATERSHED

THE SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:

AMEREN
LACLEDE GAS COMPANY
MISSOURI AMERICAN WATER COMPANY
SOUTHWESTERN BELL TELEPHONE COMPANY
CHARTER COMMUNICATION (CABLE TV)

SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE CITY OF WILDWOOD. THE WASTEWATER TREATMENT PLANT IS A RE-CIRCULATING WASTEWATER TREATMENT PLANT 12,000 GALLONS PER DAY.

THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL CONDITIONS AND SHALL BE INDICATED ON THE LOCATION SHALL BE DETERMINED BY FIELD IMPROVEMENT PLANS.

GRADING AND DRAINAGE SHALL BE PER CITY OF WILDWOOD STANDARDS.

BE ADVISED, A GRADING PERMIT OR IMPROVEMENT PLAN APPROVAL WILL NEED TO BE OBTAINED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES ON THE SITE.

THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES EITHER ON OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION, OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THERE PROVIDED SHALL BE NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

LANDSCAPING AND LIGHTING PLANS WILL BE PROVIDED AT FUTURE DATE AND COMPLY WITH CITY OF WILDWOOD REGULATIONS. STREET LIGHTS AT INTERSECTIONS.

EXISTING PAVEMENT & FLOW WIDTHS VARY ALONG HIGHWAY 109 & POND ROAD.

ENTRANCE, STREET INTERSECTION, CUL-DE-SAC SHALL BE CONSTRUCTED TO CITY OF WILDWOOD STANDARDS.

SLOPES SHALL NOT EXCEED 3:1, UNLESS SUPPORTED BY GEOTECHNICAL REPORT.

FIRE FLOWS 1518 GPM AT 20 PSI HYDRANT SPACING IS 600' APART. ANY STREET LESS THAN 26 FEET WIDE WILL NEED TO RESTRICT PARKING ON ONE SIDE. EMERGENCY ACCESS OFF OF LYNDA JANE LANE MUST BE BUILT TO HOLD A 70,000 POUND VEHICLE. (NO PARKING SIGNS ON ONE SIDE OF STREET)

ACCESS WILL BE GRANTED TO THE FAMILY MEMBERS OF THOSE BURIED IN THE CEMETERY VIA THE PRIVATE ROADWAY AND EASEMENT TO THE CEMETERY AREA.

STORMWATER NOTES:

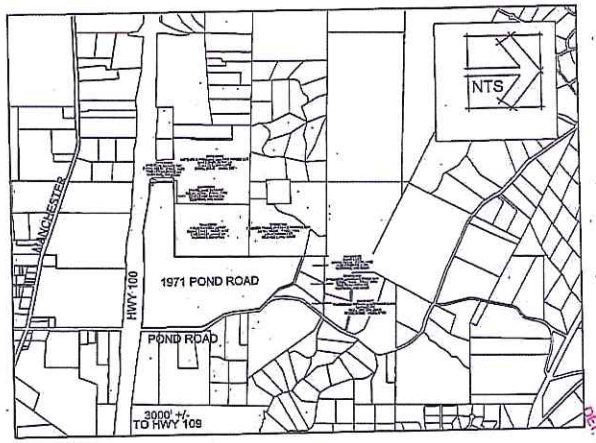
THE PROPOSED POND ROAD SUBDIVISION WILL HAVE 26 LOTS ON 16 ACRES. ALL THE LOTS WILL BE A MINIMUM OF 1 ACRES WITH THE OVERALL AVERAGE BEING 1.7 ACRES, IN AN EFFORT TO SAVE AS MUCH OF THE EXISTING VEGETATION ON SITE AND BY AVOIDING TRADITIONAL LANDS STORM WATER DETENTION BASINS. STORM WATER MANAGEMENT IS PROPOSED TO BE HANDLED IN AN LID (LOW IMPACT DEVELOPMENT) MANNER. THIS METHOD WILL INVOLVE TREATING DIFFERENTIAL RUNOFF AT ITS SOURCE WITH THE USE OF A VARIETY OF BMPS WHICH MAY INCLUDE AMENDED SOILS, RAIN GARDENS, LEVEL ROCK EMBANKS, AND DRY WELLS. THE TYPICAL ROAD WAY SECTION WILL NOT HAVE CURBS BUT

PROJECT NOTES:	
AREA OF SITE:	16.00 ACRES
EXISTING ZONING:	"RUR" RURAL
PROPOSED ZONING:	"RUR" FRD – PLANNED RESIDENTIAL DEVELOPMENT
PROPOSED COMMON GROUND:	2.849 ACRES
LOCATION NUMBERS:	23H110153
OWNER OF RECORD:	ADRIENNE MILFORD & TRUSTEE
SITE ADDRESS:	1971 POND RD WILDWOOD, MO. 63069
PREPARED FOR:	PAYNE family HOMES 1055 TRUMAN BLVD., SUITE B SAINT LOUIS, MO 63132 MAIN OFFICE: 314.996.4266
PREPARED BY:	VOLZ Incorporated 1055 TRUMAN BLVD. (HWY. BLVD.) ST. LOUIS, MO 63132 314.434.6370 MAIN 314.434.1209 FAX
NUMBER OF LOTS ALLOWED:	1.60 AC / 2 AC = 26 LOTS
PARKING REQUIREMENT & PROVIDED:	2 SPACES PER LOT (2 LOTS) = 52 SPACES
FEMA:	29189C0045H - THERE IS NO FLOOD PLAIN ON THIS SITE

Standard for Public Space Calculations:	1 acre (4) acres for every one hundred (100) Single Family Dwelling Units (1,742.4 square feet per one single family dwelling)
Amount of Required Public Space	40,000 Square feet / 1.00 acres
Amount of Provided Public Space	125,948 Square feet / 2.89 Acres
Multiple Line Tree	31,000 Square feet
Underground Detention Area	0
Front Lawn Dedication	0
Private/Semi Common Ground	2.849 AC Square feet = 124,100 SF / 2.89 Ac
Site Amenities Improvements	Total Footage (See below on lines)
Picnic Tables	0
Benches	0
Trash Receptacles	0
Shade Shelter	0
Trail	7,000 LIN FT OF TRAIL
Other Public Space Items (if provided)	
Fee in Lieu	

TREE PROTECTION NOTES

1) PRECONSTRUCTION MEETING HELD ON-SITE TO INCLUDE A PRESENTATION OF TREE PROTECTION MEASURES TO OPERATORS, CONSTRUCTION SUPERVISORS, DEVELOPER'S REPRESENTATIVE, AND CITY ZONING INSPECTORS.
2) CLEARING LIMITS STAKED, NO ROADS STAKED BY DEVELOPER IN ORDER TO FACILITATE LOCATION FOR TRENCHING AND FENCING INSTALLATION.
3) NO CLEARING OR GRADING SHALL BEGIN IN AREAS WHERE TREE TREATMENT AND PRESERVATION MEASURES HAVE NOT BEEN COMPLETED.
4) THE SCHEDULE OF TREE TREATMENT AND PRESERVATION MEASURES SHALL BE:
   A. ROOT PRUNING TRENCHING
   B. TREE PROTECTION FENCING
   C. TREE PRUNING AND CHEMICAL TREATMENT
   D. AERATION SYSTEMS INSTALLED.
   E. MOIST INSTALLATION.
5) THE PLANTINGS ON THE ENTRANCE LANDSCAPE PLAN MAY BE MODIFIED WITH THE SUBMITTAL OF THE IMPROVEMENT PLANS

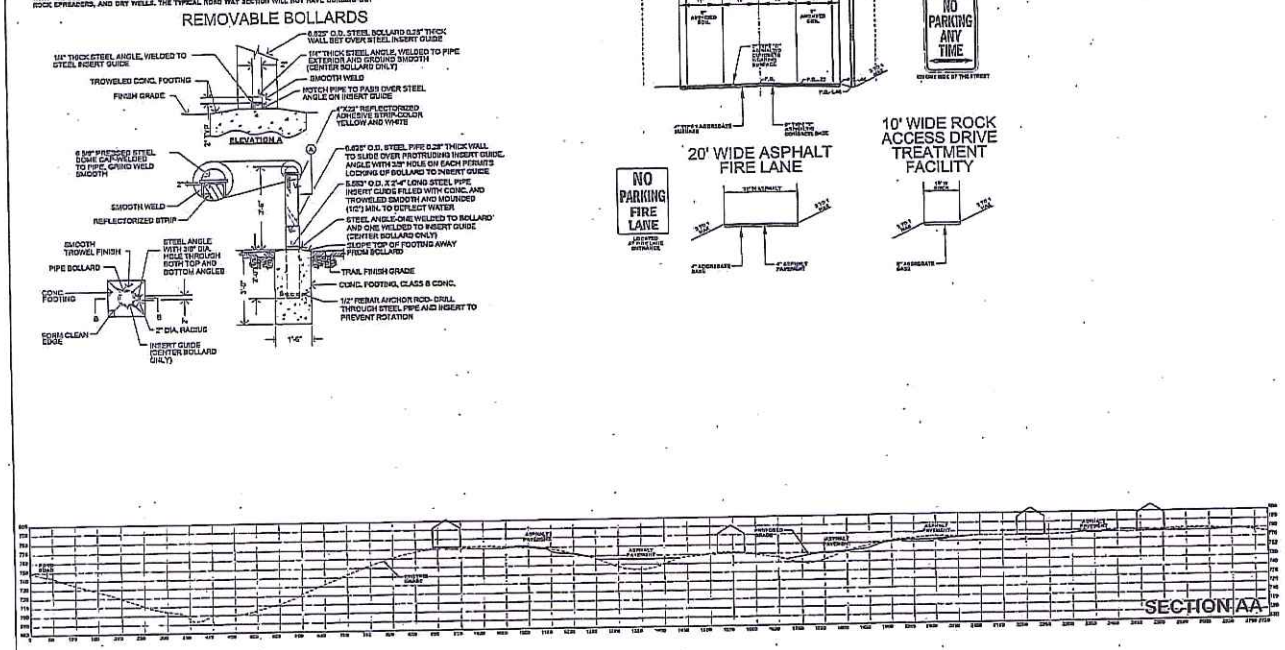


LOCATION MAP

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH – RANGE 3 EAST AND PART OF SECTIONS 34, TOWNSHIP 45 NORTH – RANGE 3 EAST, ST. LOUIS COUNTY (MISSOURI) AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 34; THENCE ALONG THE WEST LINE OF SAID SECTION 34 NORTH 01 DEGREES 49 MINUTES 25 SECONDS EAST 1012.87 FEET TO THE SOUTH LINE "CATHERINE TRACTS" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 118 PAGE 34 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG SAID SOUTH LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 78 DEGREES 01 MINUTES 17 SECONDS EAST 482.12 FEET, NORTH 33 DEGREES 47 MINUTES 17 SECONDS EAST 180.16 FEET, SOUTH 21 DEGREES 38 MINUTES 17 SECONDS EAST 193.50 FEET, SOUTH 48 DEGREES 48 MINUTES 17 SECONDS EAST 322.31 FEET TO THE WEST LINE OF POND ROAD, VARYING WIDTH; THENCE SOUTHWARDLY ALONG THE WEST LINE OF POND ROAD, VARYING WIDTH THE FOLLOWING COURSES AND DISTANCES: SOUTH 18 DEGREES 33 MINUTES 36 SECONDS EAST 61.33 FEET, SOUTH 44 DEGREES 28 MINUTES 43 SECONDS EAST 197.34 FEET, SOUTH 10 DEGREES 28 MINUTES 18 SECONDS EAST 76.29 FEET, SOUTH 14 DEGREES 24 MINUTES 26 SECONDS EAST 49.61 FEET, SOUTH 01 DEGREES 18 MINUTES 18 SECONDS EAST 318.49 FEET, SOUTH 17 DEGREES 48 MINUTES 42 SECONDS EAST 254.24 FEET, SOUTH 04 DEGREES 45 MINUTES 02 SECONDS EAST 347.25 FEET, SOUTH 01 DEGREES 24 MINUTES 38 SECONDS WEST 4.48 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 01 DEGREES 01 MINUTES 38 SECONDS WEST 299.49 FEET FROM THE LAST MENTIONED POINT A DISTANCE OF 184.27 FEET, SOUTH 01 DEGREES 37 MINUTES 48 SECONDS WEST 414.22 FEET, SOUTH 04 DEGREES 18 MINUTES 11 SECONDS EAST 147.1 FEET, SOUTH 01 DEGREES 48 MINUTES 48 SECONDS WEST 61.7 FEET, NORTH 87 DEGREES 24 MINUTES 33 SECONDS EAST 4.05 FEET, SOUTH 01 DEGREES 35 MINUTES 48 SECONDS WEST 308.86 FEET TO THE NORTH RIGHT-OF-WAY LINE OF MISSOURI ROUTE 109, VARYING WIDTH, AS ESTABLISHED BY INSTRUMENT RECORDED IN BOOK 6047 PAGE 1654 OF THE ST. LOUIS COUNTY RECORDS; THENCE WESTWARDLY ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES: NORTH 70 DEGREES 49 MINUTES 33 SECONDS WEST 93.84 FEET, NORTH 88 DEGREES 18 MINUTES 31 SECONDS WEST 501.00 FEET, NORTH 83 DEGREES 23 MINUTES 41 SECONDS WEST 603.42 FEET, NORTH 88 DEGREES 28 MINUTES 13 SECONDS WEST 711.24 FEET, NORTH 81 DEGREES 46 MINUTES 31 SECONDS EAST 49.88 FEET, NORTH 85 DEGREES 17 MINUTES 43 SECONDS WEST 54.71 FEET, NORTH 14 DEGREES 39 MINUTES 15 SECONDS WEST 18.35 FEET TO THE EAST LINE OF LYDIA JANIE LANE, 26 FEET WIDE; THENCE NORTHWARDLY ALONG THE SAID EAST LINE NORTH 01 DEGREES 39 MINUTES 37 SECONDS EAST 207.74 FEET TO THE NORTH LINE OF THE SOUTHEAST ¼ OF THE NORTHEAST ¼ OF SECTION 3; THENCE EASTWARDLY ALONG SAID NORTH LINE SOUTH 89 DEGREES 43 MINUTES 28 SECONDS EAST 1294.49 FEET TO THE WEST LINE OF SAID SECTION 2; THENCE NORTHWARDLY ALONG SAID WEST LINE OF SECTION 2 NORTH 01 DEGREES 22 MINUTES 43 SECONDS EAST 1323.28 FEET TO THE NORTHEAST CORNER OF SECTION 3 NORTH – RANGE 3 EAST; THENCE WESTWARDLY ALONG SAID NORTHLINE NORTH 87 DEGREES 49 MINUTES 17 SECONDS WEST 13.81 FEET TO THE POINT OF BEGINNING AND CONTAINING 16.0 ACRES ACCORDING TO CALCULATIONS BY VOLZ INC. DURING SEPTEMBER 2015.

THIS PLAN IS A CORRECT REPRESENTATION OF ALL EXISTING AND PROPOSED LAND DIVISIONS, AT THE TIME OF SUBMITTAL OF THIS PLAN. THE ENGINEER SHALL NOTIFY THE OWNER OF ANY ADDITIONAL LAND DIVISIONS PRIOR TO SUBMITTAL OF THE DEVELOPMENT PLAN IN ORDER TO THEY PROVIDE A NEW ENGINEERING EVALUATION THEY INDICATE, WHICH DEVELOPMENT PLAN IN ORDER TO THEY PROVIDE A NEW ENGINEERING EVALUATION THEY INDICATE, WHICH MAY INCLUDE ADDITIONAL IMPROVEMENTS, THE UNDERSIGNED, ENGINEER AND OWNER OF THE PROPERTY, ACCEPTS THE RESPONSIBILITY FOR THE ACCURACY OF THE APPROVED PLAN PER ORDINANCE THAT WOULD BE NECESSARY TO ADDRESS ALL OTHER ISSUES OF DEVELOPMENT.



VOLZ Incorporated
PAYNE family HOMES

CITY OF WILDWOOD
DEC 18 2015
DEPT OF PLANNING & PARKS

12/18/15

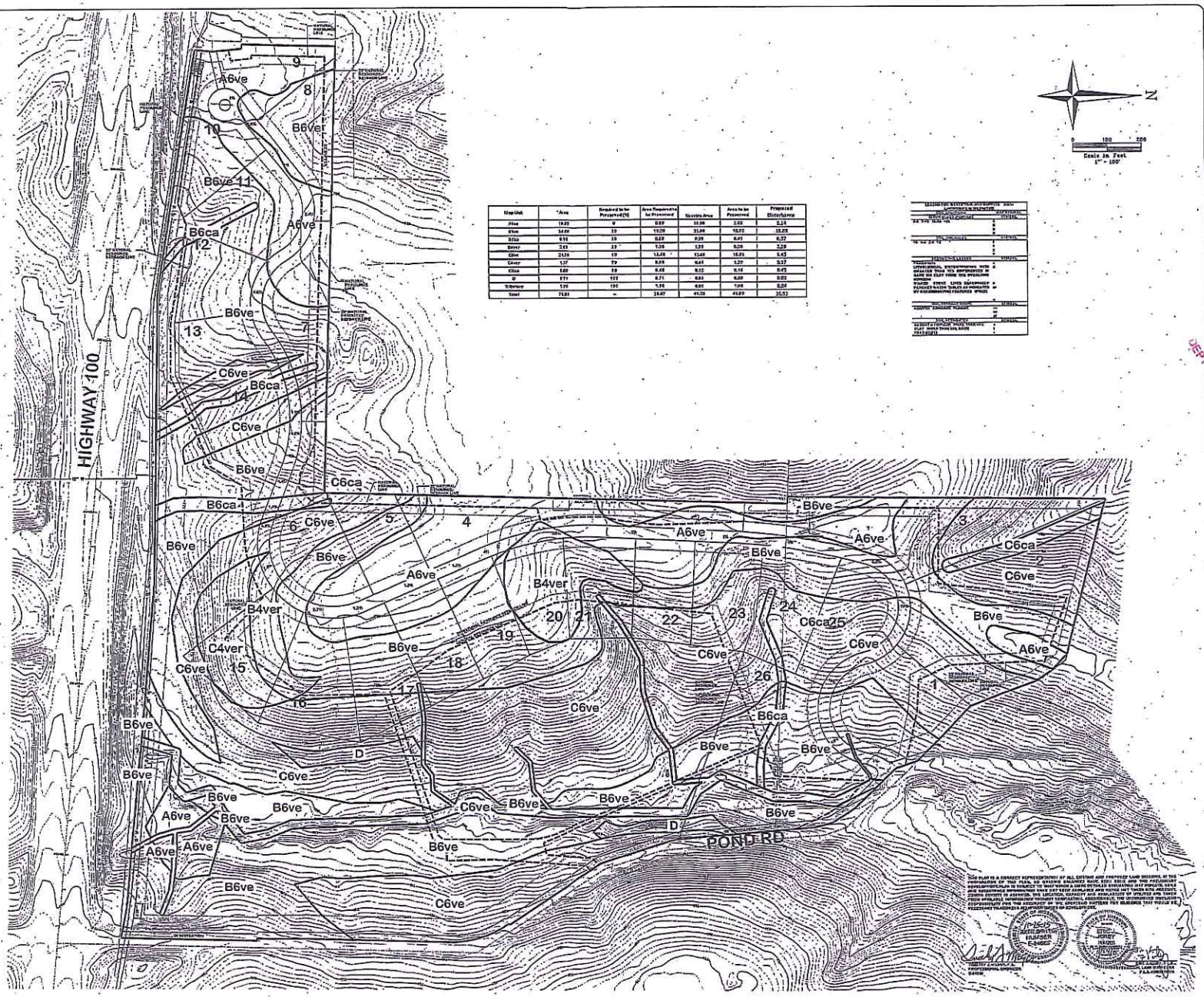
1971 POND ROAD

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH – RANGE 3 EAST AND PART OF SECTIONS 34, TOWNSHIP 45 NORTH – RANGE 3 EAST, ST. LOUIS COUNTY MISSOURI

PRELIMINARY DEVELOPMENT PLAN

Bid / Rev No. 518
2015-12-03
2016

SHEET 2



Map Unit	*Area	Required to be Preserved(%)	Area Required to be Preserved	Undisturbed Area	Area to be Preserved	Proposed Disturbance
A6ve	19.82	0	0.00	10.26	2.65	9.16
B6ve	54.60	15	11.20	31.26	15.72	15.05
B6ca	9.91	15	0.89	0.35	6.41	6.57
B6ver	2.81	15	1.39	1.33	0.20	2.28
C6ve	24.19	15	14.46	13.60	10.91	5.45
C6ver	1.37	75	0.96	0.41	1.27	0.17
C6ca	1.60	15	0.46	0.12	0.14	0.43
D	7.71	100	0.71	0.00	0.00	0.01
Tributary	1.91	100	1.91	0.00	1.91	0.04
Total	72.81	-	30.87	41.33	41.29	30.52

VOLZ Incorporated

PAYNE Family HOMES

CITY OF WILDWOOD

DEC 18 2015

DEPT OF PLANNING & PARKS

12/18/15

1971 POND ROAD

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH
RANGE 3 EAST AND PART OF SECTION 35, TOWNSHIP 45 NORTH - RANGE 3
EAST, ST. LOUIS COUNTY, MISSOURI

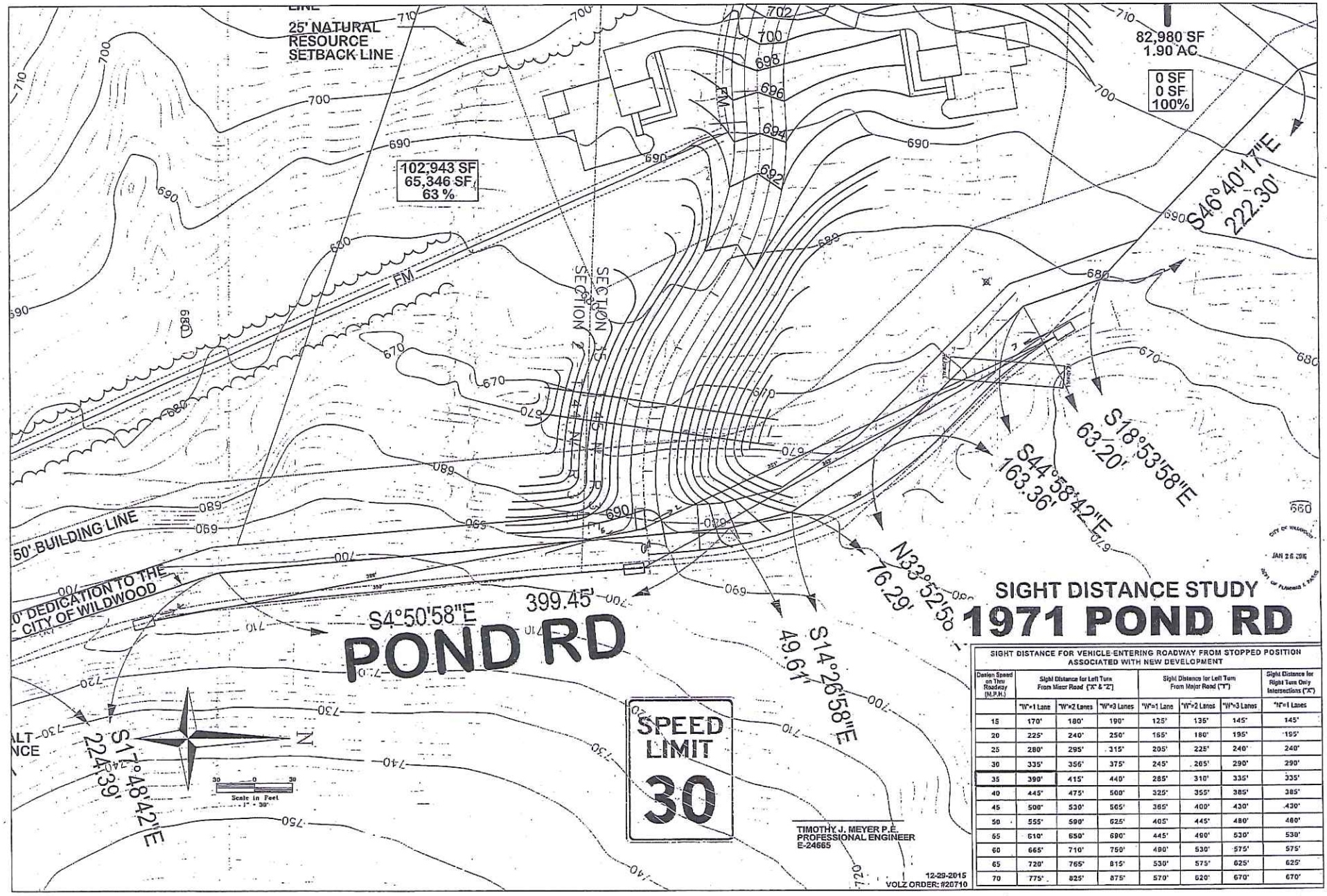
NATURAL RESOURCE PROTECTION PLAN

Sheet Size 24" x 36"

DATE 12/15/2015

2010

DRAWING 3

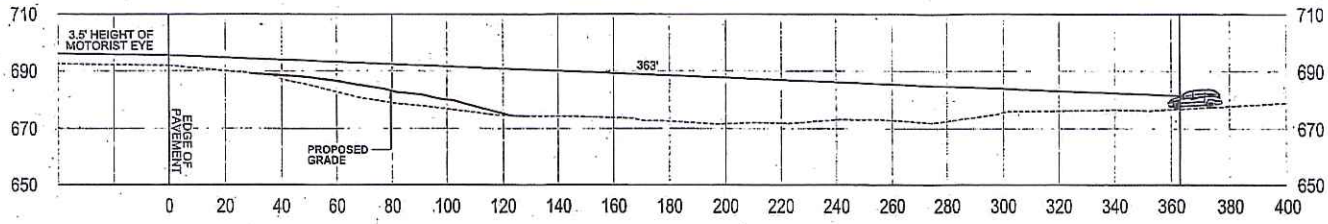


SIGHT DISTANCE STUDY
1971 POND RD

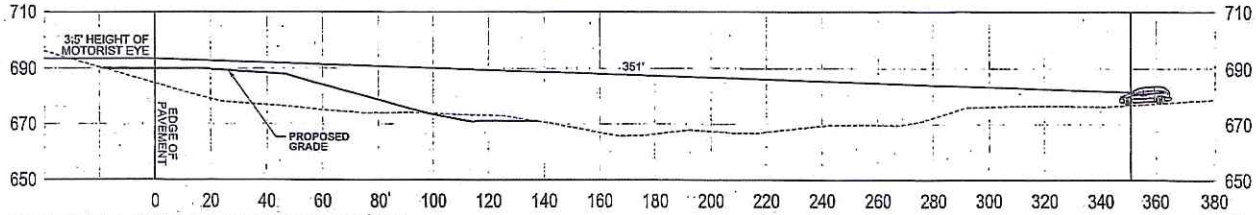
SIGHT DISTANCE FOR VEHICLE ENTERING ROADWAY FROM STOPPED POSITION ASSOCIATED WITH NEW DEVELOPMENT

Design Speed on Thru Roadway (M.P.H.)	Sight Distance for Left Turn From Minor Road ("X" & "Z")			Sight Distance for Left Turn From Major Road ("Y")			Sight Distance for Right Turn Only Intersections ("X")
	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lanes
15	170'	180'	190'	125'	135'	145'	145'
20	225'	240'	250'	165'	180'	195'	195'
25	280'	295'	315'	205'	225'	240'	240'
30	335'	356'	375'	245'	265'	290'	290'
35	390'	415'	440'	285'	310'	335'	335'
40	445'	475'	500'	325'	355'	385'	385'
45	500'	530'	565'	365'	400'	430'	430'
50	555'	590'	625'	405'	445'	480'	480'
55	610'	650'	690'	445'	490'	530'	530'
60	665'	710'	750'	490'	530'	575'	575'
65	720'	765'	815'	530'	575'	625'	625'
70	775'	825'	875'	570'	620'	670'	670'

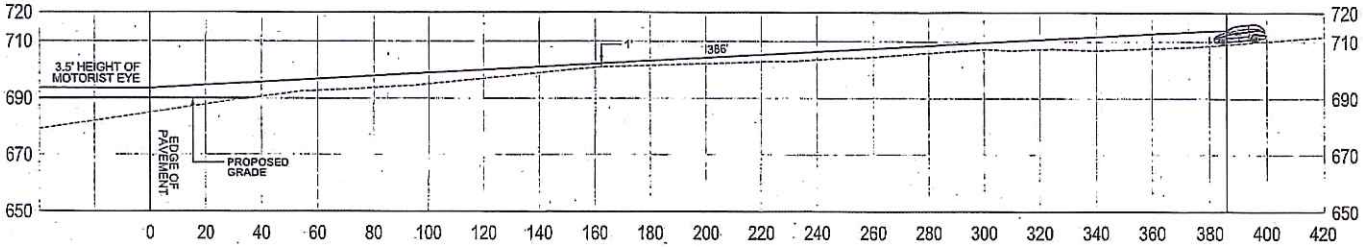
12/18/15



MAIN ENTRANCE LEFT TURN



MAIN ENTRANCE LOOKING NORTH



MAIN ENTRANCE LOOKING SOUTH

TIMOTHY J. MEYER P.E.
PROFESSIONAL ENGINEER
E-24665

JAN 21 2016
CITY OF WILDWOOD
DEPT. OF PLANNING & ZONING

SIGHT DISTANCE STUDY
1971 POND RD

SIGHT DISTANCE FOR VEHICLE ENTERING ROADWAY FROM STOPPED POSITION ASSOCIATED WITH NEW DEVELOPMENT

Design Speed on Thru Roadway (M.P.H.)	Sight Distance for Left Turn From Minor Road ("X" & "Z")			Sight Distance for Left Turn From Major Road ("Y")			Sight Distance for Right Turn Only Intersections ("X")
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15	170'	180'	190'	125'	135'	145'	145'
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60	665'	710'	750'	490'	530'	575'	575'
65	720'	765'	815'	530'	575'	625'	625'
70	775'	825'	875'	570'	620'	670'	670'

12-29-2015
VOLZ ORDER: #20710

12/15/15

ATTACHMENT D
Background Information

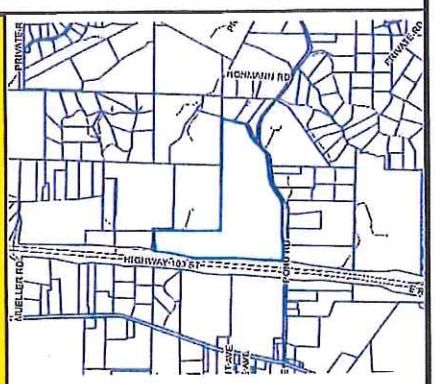
WILDWOOD

16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD
NOTICE OF
PUBLIC MEETING
before the Planning and Zoning Commission
Monday, March 7, 2016, at 7:30 p.m.

AS A RESIDENT OR PROPERTY OWNER NEAR THE SITE THAT IS IDENTIFIED ON THIS MAILER, THE CITY OF WILDWOOD WOULD LIKE TO ENSURE YOU ARE AWARE OF THIS REQUEST/PROPOSAL BECAUSE IT IS LOCATED WITHIN 3,000 FEET OF YOUR PROPERTY. YOUR COMMENTS ARE ENCOURAGED, ALONG WITH YOUR PARTICIPATION AT THE SCHEDULED HEARING OR MEETING. THIS ITEM IS SCHEDULED FOR DISCUSSION AND ITS OUTCOME MAY IMPACT YOUR HOME, NEIGHBORHOOD, OR AREA, SO PLEASE CAREFULLY READ THE DESCRIPTION AND PARTICIPATE AT YOUR DISCRETION. THE CITY OF WILDWOOD ENCOURAGES CITIZEN INPUT AT ALL OF ITS HEARINGS OR MEETINGS AND YOUR INVOLVEMENT WILL ASSIST IT IN REACHING THE BEST DECISION POSSIBLE FOR ALL PARTIES.

* PLEASE SEE YELLOW BOX ON OPPOSITE SIDE OF THIS MAILER FOR A LIST OF WAYS TO EITHER COMMENT ON AND/OR TRACK THIS ITEM.



Street Address of Subject Site:
1971 Pond Road

THE CITY WELCOMES AND ENCOURAGES YOUR COMMENTS AND PARTICIPATION IN ITS PUBLIC PROCESSES.

Listed below is a request that was presented to the Planning and Zoning Commission at a public hearing held on December 21, 2015. You and many of your neighbors may have expressed interest in its outcome and the Commission is scheduled to take action upon this item at their upcoming meeting. If inclined, the Commission encourages you to attend this meeting and hear the Department of Planning's recommendation on this matter and participate in its discussion. The meeting will be held on **Monday, March 7, 2016, at 7:30 p.m.** in the City Hall Council Chambers, 16860 Main Street, Wildwood, Missouri 63040. The specific request under consideration is as follows:

P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132 – A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres. (Ward One)**

***RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON AND/OR TRACK THIS REQUEST BY:**

1) Submitting a comment online by visiting: **http://www.cityofwildwood.com/comment.**
2) Submitting a written comment prior to the hearing and addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.
3) Viewing the Planning and Zoning Commission's agenda, which is available on the City's website at: **www.cityofwildwood.com**, the Friday before the aforementioned meeting date.

If you should have any questions regarding this information, please feel free to contact the Department of Planning at (636) 458-0440. Thank you in advance for your interest in this matter.

Travis Newberry

From: Joe Vujnich
Sent: Tuesday, February 16, 2016 5:15 PM
To: Travis Newberry
Subject: Fwd: 1971 Pond Rd

Begin forwarded message:

> **From:** "Cummings, Thomas" <tec@paynefamilyhomes.com>
> **Date:** February 16, 2016 at 2:54:32 PM CST
> **To:** Joe Vujnich <JVujnich@cityofwildwood.com>
> **Cc:** David Schneider <melmjon@gmail.com>, "Duepner, Jerry" <jgd@paynefamilyhomes.com>, Cathy Armfield <carmfield@tricountyr.com>, "rbrown@cityofwildwood.com" <rbrown@cityofwildwood.com>, "ryan@cityofwildwood.com" <ryan@cityofwildwood.com>, Tim Woerther <twoerther@cityofwildwood.com>, "rgolterman@lewisrice.com" <rgolterman@lewisrice.com>
> **Subject: 1971 Pond Rd**
>
> Joe:
>
> Please accept this email as the request of petitioner to postpone the consideration of the Planning & Zoning case related to the above property that is scheduled for report and consideration this evening.
>
> There are several new items that appeared in the Department's report issued late Friday that are impactful to the proposed development, and which petitioner would like to meet with Staff to discuss, so that we might better understand the operation of the development conditions being proposed.
>
> I have left you a voicemail earlier today, but not heard back yet, so I thought it best to follow up in writing.
>
> Please respond to this email to confirm your receipt of the same, and confirm that the item will be removed from tonight's agenda.
>
> Thank you in advance for your prompt response to this very time sensitive message.
>
> Sincerely,
>
> Tom
> 314-287-3110 (m)

Travis Newberry

From: noreply@cityofwildwood.com
Sent: Tuesday, February 16, 2016 4:39 PM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	*Field not completed.*
Position on Request	Do Not Support
General Comments	In the master plan this area is considered the NUdistrict. It was suggested back in 1965 that this area should be preserved for its natural landscape and proposed that single family homes be built on 20 acres or more; however, they realized this was not an adequate request. So, it was agreed upon that each lot should be AT LEAST 3 acres. This development is trying to be pushed through using the residential overlay district so that it doesn't have to comply with the master plan. There is a reason the master plan is in effect and now the city planning is trying to push development at the expense of the natural landscape/beauty of the land west of 109. The 3 acre minimum was not so that people had privacy, it was so that clusters of homes are not built on this land. this land was meant to be undisturbed not have subdivisions on. I realize development is good for the city and I welcome it as long as it benefits the entire wildwood community forever and not just the pockets of the developers for a couple generations. The development of this proposal will have profound negative impact for the rest of history. Take caulks creek for example. Development in that area ruined the land forever. I do not understand why the planning department of wildwood pushes development like that in this rural setting. The proposal from the department states that this is land is a natural landmark in this area due to its

Suggestions	less dwellings, thick buffer of woods between current established properties, sidewalk from pond ballpark to the wildwood community park.
	(Section Break)
Name	Erica Sprunger
Address	1548 Pond View Drive
City	Wildwood
State	MO
Zip	63038
Phone Number	636-751-3581
Email	esprunger@gmail.com

Email not displaying correctly? View it in your browser.

Travis Newberry

From: noreply@cityofwildwood.com
Sent: Wednesday, March 02, 2016 5:49 PM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	*Field not completed.*
Position on Request	Other
General Comments	Unsure if I support this proposed development. My questions are: What water supply is being used, (public or private). If private will drilling wells in this location affect the wells already in the area. If so, what options d0 exisiting homeowners have. Will the developer/city correct this situation if it occurs. How will the sewer/septic /system be handled, especially on the lesss than 3 acre plots? Ground water run off. How will developer control the water run off so that exisiting properties will not be affected? Will developer/city correct and pay for any damages caused by water run off that is caused by the new development? Also, traffic. As everyone in the area is aware of spring/summer is major ballpark traffic, plus the biker traffic. Putting a entrance on the S curve on pond may not be the best idea. Ballparkers are known for speeding in this area. Plus I think it would put bikers at risk for being hit on this curve.
Suggestions	Would like to see published all answers to the above questions, but any other questions raised by people living in the area. Would like to see the entrance to subdivision be on manchester road only. Would like guarantees that well and water run off issues be resolved before starting subdivision.

(Section Break)

Name	Maria Tate
Address	17274 Portland Cove Ln
City	Glencoe
State	Missouri
Zip	63038-1352
Phone Number	6364051205
Email	tatemaria@hotmail.com

Email not displaying correctly? View it in your browser.

Travis Newberry

From: noreply@cityofwildwood.com
Sent: Monday, February 29, 2016 11:03 AM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	*Field not completed.*
Position on Request	Do Not Support
General Comments	Application does not adhere to minimum 3 acre lot
Suggestions	*Field not completed.*
	(Section Break)
Name	John Bondurant
Address	2055 Wakefield Lake Drive
City	Wildwood
State	MO
Zip	63038
Phone Number	6364588365
Email	mohogfan@junoc.om

Email not displaying correctly? View it in your browser.

From: Glen De Hart <gbwrecycling@att.net>
Subject: Fwd: Payne Development on Pond Road and 100
Date: February 24, 2016 at 4:53:12 PM CST
To: Joe Vujnich <JVujnich@cityofwildwood.com>

Sent from my iPhone

Begin forwarded message:

Resent-From: <gdehart@cityofwildwood.com>
From: Barbara Schaich-Rogers <bschaich18@gmail.com>
Date: February 24, 2016 at 4:48:35 PM CST
To: <lmcgowan@cityofwildwood.com>, <gdehart@cityofwildwood.com>
Subject: Payne Development on Pond Road and 100

I am a resident in your ward and live at 1200 Pond Road. I purchased the land my home is on in 1979 to live in a rural area. I expected growth and I was part of the "Greenbelt" group that willed Wildwood into creation so that it would be responsible growth. The Master Plan, I thought, did not allow clustered housing west of 109. The Payne group has proposed clustered housing which is less that 3 acre lots. This planned development is definitely west of 109. I understand that there will be an added lane on Pond Road. Pond Road does not need any more traffic. We have enough between the ball park traffic and, more importantly, all the people who use it to cut through to BA.

I hope this development is voted down. Other developers have complied with the 3 acre minimum and Payne should be no exception.

Thank you for taking my comments into consideration.
Barbara Schaich-Rogers

JAN 28 2016
PLANNING & PARKS

VOLZ
314-426-6212
0649 Indianhead Ind Blv.
St Louis MO. 63132
Engineers
Land Planners
Land Surveyors

61

50

WILDWOOD

16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD
NOTICE OF
PUBLIC MEETING
before the Planning and Zoning Commission
Tuesday, February 16, 2016, at 7:30 p.m.

AS A RESIDENT OR PROPERTY OWNER NEAR THE SITE THAT IS IDENTIFIED ON THIS MAILER, THE CITY OF WILDWOOD WOULD LIKE TO ENSURE YOU ARE AWARE OF THIS REQUEST/PROPOSAL BECAUSE IT IS LOCATED WITHIN 3,000 FEET OF YOUR PROPERTY. YOUR COMMENTS ARE ENCOURAGED, ALONG WITH YOUR PARTICIPATION AT THE SCHEDULED HEARING OR MEETING. THIS ITEM IS SCHEDULED FOR DISCUSSION AND ITS OUTCOME MAY IMPACT YOUR HOME, NEIGHBORHOOD, OR AREA, SO PLEASE CAREFULLY READ THE DESCRIPTION AND PARTICIPATE AT YOUR DISCRETION. THE CITY OF WILDWOOD ENCOURAGES CITIZEN INPUT AT ALL OF ITS HEARINGS OR MEETINGS AND YOUR INVOLVEMENT WILL ASSIST IT IN REACHING THE BEST DECISION POSSIBLE FOR ALL PARTIES.

* PLEASE SEE YELLOW BOX ON OPPOSITE SIDE OF THIS MAILER FOR A LIST OF WAYS TO EITHER COMMENT ON AND/OR TRACK THIS ITEM.

Street Address of Subject Site:
1971 Pond Road

THE CITY WELCOMES AND ENCOURAGES YOUR COMMENTS AND PARTICIPATION IN ITS PUBLIC PROCESSES.

Listed below is a request that was presented to the Planning and Zoning Commission at a public hearing held on December 21, 2015. You and many of your neighbors may have expressed interest in its outcome and the Commission is scheduled to take action upon this item at their upcoming meeting. If inclined, the Commission encourages you to attend this meeting and hear the Department of Planning's recommendation on this matter and participate in its discussion. The meeting will be held on **Tuesday, February 16, 2016, at 7:30 p.m.** in the City Hall Council Chambers, 16860 Main Street, Wildwood, Missouri 63040. The specific request under consideration is as follows:

P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132 – A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres. (Ward One)**

***RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON AND/OR TRACK THIS REQUEST BY:**

1) Submitting a comment online by visiting: **http://www.cityofwildwood.com/comment.**
2) Submitting a written comment prior to the hearing and addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.
3) Viewing the Planning and Zoning Commission's agenda, which is available on the City's website at: **www.cityofwildwood.com**, the Friday before the aforementioned meeting date.

If you should have any questions regarding this information, please feel free to contact the Department of Planning at (636) 458-0440. Thank you in advance for your interest in this matter.

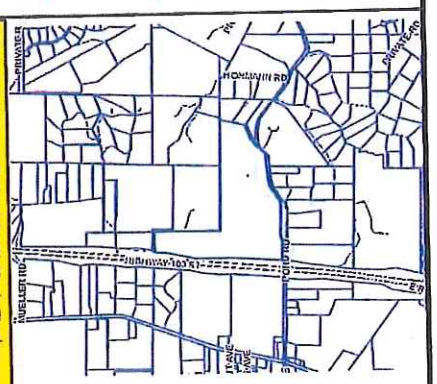
WILDWOOD

16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD
NOTICE OF
PUBLIC HEARING
before the Planning and Zoning Commission
Monday, December 21, 2015, at 7:30 p.m.

AS A RESIDENT OR PROPERTY OWNER NEAR THE SITE THAT IS IDENTIFIED ON THIS MAILER, THE CITY OF WILDWOOD WOULD LIKE TO ENSURE YOU ARE AWARE OF THIS REQUEST/PROPOSAL BECAUSE IT IS LOCATED WITHIN 3,000 FEET OF YOUR PROPERTY. YOUR COMMENTS ARE ENCOURAGED, ALONG WITH YOUR PARTICIPATION AT THE SCHEDULED HEARING OR MEETING. THIS ITEM IS SCHEDULED FOR DISCUSSION AND ITS OUTCOME MAY IMPACT YOUR HOME, NEIGHBORHOOD, OR AREA, SO PLEASE CAREFULLY READ THE DESCRIPTION AND PARTICIPATE AT YOUR DISCRETION. THE CITY OF WILDWOOD ENCOURAGES CITIZEN INPUT AT ALL OF ITS HEARINGS OR MEETINGS AND YOUR INVOLVEMENT WILL ASSIST IT IN REACHING THE BEST DECISION POSSIBLE FOR ALL PARTIES.

* PLEASE SEE YELLOW BOX ON OPPOSITE SIDE OF THIS MAILER FOR A LIST OF WAYS TO EITHER COMMENT ON AND/OR TRACK THIS ITEM.



Street Address of Subject Site:
1971 Pond Road

THE CITY WELCOMES AND ENCOURAGES YOUR COMMENTS AND PARTICIPATION IN ITS PUBLIC PROCESSES.

The Planning and Zoning Commission of the City of Wildwood will conduct a public hearing on **Monday, December 21, 2015, at 7:30 p.m., in the City Hall Council Chambers, 16860 Main Street, Wildwood, Missouri 63040** for the purposes of obtaining testimony regarding request(s) for either the modification of zoning district designations, application of special procedures, change in the underlying regulations of the Zoning Ordinance, action on Record Plats, update on zoning matters, or amendment of the Master Plan, which will then be considered for action. This hearing is open to all interested parties to comment upon this request, whether in favor or opposition, or provide additional input for consideration. If you do not have comments regarding this request, no action is required on your part. Written comments are requested to be submitted prior to this hearing and should be addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040 or via the City's website at **www.cityofwildwood.com/comment**. The following request will be considered at this time:

P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132 – A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres. (Ward One)**

***RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON AND/OR TRACK THIS REQUEST BY:**

1) Submitting a comment online by visiting: **http://www.cityofwildwood.com/comment.**
2) Submitting a written comment prior to the hearing and addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.
3) Viewing the Planning and Zoning Commission's agenda, which is available on the City's website at: **www.cityofwildwood.com**, the Friday before the aforementioned meeting date.

If you should have any questions regarding this information, please feel free to contact the Department of Planning at (636) 458-0440. Thank you in advance for your interest in this matter.

P.Z. Number(s): _____
(as assigned by department)

CITY OF WILDWOOD
SEP 18 2015
DEPT OF PLANNING & PARKS

PETITION

before the
CITY OF WILDWOOD'S
PLANNING AND ZONING COMMISSION
FOR THE PURPOSE OF HEARING REQUESTS
FOR ONE OR A COMBINATION OF THE FOLLOWING:
(PLEASE CHECK THOSE ITEMS WHICH ARE APPLICABLE)

____ Change in Zoning
__✓__ Conditional Use Permit
__✓__ Approval of a Planned District or other special procedure (C-8/M-3/PRD)

APPLICANT/OWNER INFORMATION

Applicant's Name: PAYNE FAMILY HOMES LLC
Mailing Address: 10407 BAUR BLVD. SUITE B
ST. LOUIS, MO. 63132
Telephone Number, with Area Code: 314.996.0300
Fax Number, with Area Code: _____
E-Mail Address: tec@payne family homes.com TOM CUMMINGS
Interest in Property (Owner or Owner Under Contract):
OWNER UNDER CONTRACT

If owner under contract, please attach a copy of the contract.

Owner's Name (if different than applicant):
SCHNEIDER MILDRED E TRUSTEE
Address: 1971 POND RD
GLENCOE, MO 63038
Telephone Number, with Area Code: _____

SITE INFORMATION

Postal Address of the Petitioned Property(ies):
1971 Pond Rd.

Locator Number(s) of the petitioned Property(ies):
23W520053

Total Acreage of the Site to the Nearest Tenth of an Acre:
78.0 AC

Current Zoning District Designation: "NU"

Proposed Zoning District Designation: "NU" PRD PLANNED RESIDENTIAL DEVELOPMENT

Proposed Planned District or Special Procedure: PRD PLANNED RESIDENTIAL DEVELOPMENT

USE INFORMATION

Current Use of Petitioned Site: Undeveloped Land & Cemetery

Proposed Use of Site: Residential Community

Proposed Title of Project: TBD

Proposed Development Schedule (include approximate date of start and completion of the project):
Site Development: SUMMER/FALL 2016
Home Construction: SPRING 2017

CONSULTANT INFORMATION

Engineer's/Architect's Name: TIM MEYER / JEFF ATKINS

Address: VOLZ INC
10849 INDIAN HEAD INDL BLVD.

Telephone Number, with area code: 314.890.1226 / 314.890.1218

Fax Number, with area code: 314.890.1250

E-Mail Address: tmeyer@volzinc.com / jatkins@volzinc.com

Soil Scientist/Forester's Name: SCI - JENNIFER MULLIKIN

Address: 130 POINT WEST BLVD.
ST. CHARLES, MO 63301

Telephone Number, with area code: 636.949.8200

Fax Number, with area code: 636.949.8269

E-Mail Address: shardinge@scienglineering.com jmullikin@scienglineering.com

ACKNOWLEDGEMENT INFORMATION

The petitioner(s) state(s) they (he) (she) will comply with all the requirements of the city of wildwood with regard to the procedures relating to its administration of land use and development controls within its boundaries, including the payment of all applicable fees.

The petitioner(s) further represent(s) and agree(s) that they (he) (she) has (have) not made any arrangement to pay any commission, gratuity, or consideration, directly or indirectly, to any official, employee, or appointee of the City of Wildwood with respect to this application.

The petitioner(s) hereby certify(ies) that (indicate one):

( ) I (we) have a legal interest in the hereinabove described property.

(✓) I am (we are) the duly appointed agent of the petitioner(s) and that all information given and represented on this application is an accurate and true statement of fact. Any misrepresentation of information on this application or accompanying information shall constitute grounds for the City of Wildwood, Missouri to terminate review of this petition and return all materials, minus any fees, associated with its review up to and through that point.

SIGNATURE: Thomas E Cummings

NAME (PRINTED): Thomas E. Cummings

ADDRESS: 10407 BAUR BLVD
St. Louis, Mo 63132

TELEPHONE NUMBER: 314-287-3110

[PLEASE NOTE: THE ABOVE NAMED PERSON SHALL RECEIVE ALL OFFICIAL NOTICES REGARDING THIS REQUEST, INCLUDING THE PUBLIC HEARING NOTICE.]

SUBSCRIBED AND SWORN BEFORE ME THIS 14th DAY OF September, 20 15.

SIGNED: Nancy Copling
(NOTARY PUBLIC)

SEAL:
NANCY COPLING
Notary Public, Notary Seal
State of Missouri
St. Charles County
Commission # 11250033
My Commission Expires October 04, 2015

NOTARY PUBLIC Nancy Copling
STATE OF MISSOURI.

MY COMMISSION EXPIRES 10/4/15.

FOR OFFICE USE ONLY

1ST SUBMITTAL DATE: _____
FEE: _____; RECEIVED BY: _____
PRELIMINARY DEVELOPMENT PLAN: YES NO
PACKET COMPLETE: YES NO

2ND SUBMITTAL DATE: _____
PACKET COMPLETE: YES NO

3RD SUBMITTAL DATE: _____
PACKET COMPLETE: YES NO

4TH SUBMITTAL DATE: _____
PACKET COMPLETE: YES NO

VOLZ incorporated

ENGINEERING
LAND PLANNING
LAND SURVEYING
TRANSPORTATION
CONSTRUCTION MANAGEMENT

September 4, 2015

EJK

RE: 1971 Pond Rd
Zoning Legal
20710-0

A tract of land being part of Sections 2 and 3, Township 44 North – Range 3 East and part of Section 35, Township 45 North – Range 3 East, St. Louis County Missouri and being more particularly described as follows:

Beginning at the Southwest corner of said Section 35; thence along the West line of said Section 35 North 00 degrees 40 minutes 35 seconds East 902.46 feet to the South line "Eatherton Tracts" a subdivision according to the plat thereof recorded in Plat Book 168 page 54 of the St. Louis County Records; thence Eastwardly along said South line the following courses and distances: South 75 degrees 51 minutes 17 seconds East 483.12 feet, South 35 degrees 07 minutes 17 seconds East 103.16 feet, South 21 degrees 04 minutes 17 seconds East 198.50 feet, South 46 degrees 40 minutes 17 seconds East 222.30 feet to the West line of Pond Road, varying width; thence Southwardly along the West line of Pond Road, varying width the following courses and distances: South 18 degrees 53 minutes 58 seconds East 63.20 feet, South 44 degrees 58 minutes 42 seconds East 163.36 feet, South 33 degrees 52 minutes 58 seconds East 76.29 feet, South 14 degrees 26 minutes 58 seconds East 49.61 feet, South 04 degrees 50 minutes 58 seconds East 399.45 feet, South 17 degrees 48 minutes 42 seconds East 224.39 feet, South 34 degrees 05 minutes 02 seconds East 317.32 feet, South 53 degrees 24 minutes 35 seconds West 4.48 feet, along a curve to the right whose radius point bears South 53 degrees 24 minutes 36 seconds West 280.00 feet from the last mentioned point a distance of 186.77 feet, South 01 degrees 37 minutes 45 seconds West 414.82 feet, South 00 degrees 28 minutes 11 seconds East 74.71 feet, South 01 degrees 46 minutes 45 seconds West 56.47 feet, North 87 degrees 25 minutes 53 seconds East 6.95 feet, South 01 degrees 33 minutes 43 seconds West 389.96 feet to the North right-of-way line of Missouri Route 100, varying width, as established by instrument recorded in Book 6641 page 1064 of the St. Louis County Records; thence Westwardly along said North right-of-way line the following courses and distances: North 79 degrees 03 minutes 33 seconds West 92.14 feet, North 85 degrees 00 minutes 55 seconds West 937.60 feet, North 89 degrees 03 minutes 11 seconds West 852.12 feet, North 80 degrees 59 minutes 13 seconds West 711.76 feet, North 05 degrees 40 minutes 31 seconds East 49.88 feet, North 05 degrees 17 minutes 41 seconds West 84.71 feet, North 88 degrees 30 minutes 55 seconds West 12.39 feet to the East line of Lynda Jayne Lane, 20 feet wide; thence Northwardly along the said East line North 01 degrees 30 minutes 57 seconds East 269.78 feet to the North line of the Southeast ¼ of the Northeast ¼ of Section 3; thence Eastwardly along said North line South 88 degrees 12 minutes 36 seconds East 1294.87 feet to the West line of said Section 2; thence Northwardly along said West line of Section 2 North 01 degrees 32 minutes 43 seconds East 1323.48 feet to the North line of Township 44 North – Range 3 East; thence Westwardly along said Northline North 87 degrees 48 minutes 17 seconds West 19.80 feet to the point of beginning and containing 78.0 Acres according to calculations by Volz Inc. during September 2015.

STATE OF MISSOURI
ERIC J. KIRBY
NUMBER
PLS-2005000074
9/04/15
PROFESSIONAL LAND SURVEYOR

Eric J. Kirby, P.L.S.
Professional Land Surveyor
Mo. P.L.S. 2005000074

PAYNE family HOMES

CITY OF WILDWOOD
SEP 18 2015
DEPT OF PLANNING & PARKS

September 18, 2014

City of Wildwood Planning and Zoning Commission
c/o City of Wildwood Planning Department
16860 Main Street
Wildwood, Missouri 63040

Re: 1971 Pond Rd. (St Louis County Parcel ID Number: 23W520053)

Dear Commissioners:

Payne Family Homes, LLC requests that the City grant a Planned Residential Overlay District (PRD) for the above referenced property. The tract in question is generally located west of Pond Rd., north of Highway 100. The PRD requested, seeks to permit flexible design to preserve the site characteristics by allowing a 3 acre density residential use of the property.

We believe the requested change is appropriate and consistent with existing and approved developments to the West, North, and East of the tract. The proposed community would consist of twenty five (25) single family residences on approximately 78 acres of land. The community would be served by a single street with access onto Pond Rd to the Northeast, and a cul de sac providing emergency access only from Lynda Jane Lane to the Southwest. In conjunction with the proposed community, no new through streets are proposed.

Within the proposed community, stormwater would be handled in accordance with a Stormwater Management Plan utilizing a low impact design. No detention basins are proposed. Best management practices would be employed to prevent or reduce pollutants in storm water runoff from the proposed community.

We believe the residential character of the proposed community would be compatible with the surrounding area and beneficial to the City, and thus the requested PRD would be appropriate and beneficial to the City.

10407 Baur Blvd. Suite B St. Louis, MO 63132 Phone: 314.996.0300 / Fax: 314.996.0309

Thank you for your consideration in this matter.

Sincerely,

Thomas E. Cummings
Vice President of Land Acquisition

10407 Baur Blvd. Suite B St. Louis, MO 63132 Phone: 314.996.0300 / Fax: 314.996.0309

WILDWOOD

December 9, 2015

Payne Family Homes
ATTN: Tom Cummings
10407 Baur Boulevard
Suite B
St. Louis, MO 63132

Re: P.Z. 19-15 Pond Road Project; a request for the application of a Planned Residential Development Overlay District (PRD), in the NU Non-Urban Residence District, for a requested twenty-five (25) lot subdivision on a seventy-eight (78) acre site that is located at the northwest corner of State Route 100 and Pond Road.

Dear Mr. Cummings:

The Department of Planning has completed its second review of your application package for a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District, at the above-referenced location. This review centered on the plan's compliance with the applicable sections of the City's Zoning Ordinance and the related requirements and design criteria of the City of Wildwood. In this comparison, a number of items were discovered that must be addressed. These items are as follows:

1. Please correct the Tree Preservation Plan, so the information on each lot matches the items identified in the tree calculation table. The amount of tree preservation is inconsistent on a number of lots between them and the table.
2. Please increase the right-of-way width for the internal private street to forty (40) feet in width, so it is in compliance with the City's Rural Roadway Standards.
3. Please increase the pavement on the internal private street to meet the City's Rural Roadway Standards, which require: four (4) inches of Type 1 Aggregate Subbase, six (6) inches of Type "X" Asphaltic Concrete Base and two (2) inches of Type "C" Asphaltic Concrete Wearing Surface.
4. Please correct either the Preliminary Development Plan, or the Typical Private Road Section, to list the intended pavement width. The plan shows a twenty (20) foot pavement width, while the road section shows twenty-two (22) feet.
5. Please indicate some type of bollard system to keep traffic from utilizing the emergency fire access drive between the internal private street and Lynda Jayne Lane, but still allow it to be accessible by the fire district. Consultation with the Fire Marshal is recommended on this item.
6. Please provide verification from the Metro West Fire Protection District of its review, and conceptual approval, of the design of the fire access drive, including the bollard system requested in Item #5.
7. Please provide preliminary comments from the Missouri Department of Transportation (MoDOT), the Metro West Fire Protection District, and Missouri Department of Natural Resources (wastewater facility) on this matter.
8. Please provide the full diameter of the cul-de-sac bulb, so lane widths can be determined.
9. Please indicate the twenty (20) foot wide dedication of land area along Pond Road to the City of Wildwood.
10. Please add a note indicating access will be granted to the family members of those buried in the cemetery via the private roadway and an easement, through the common ground, to the cemetery area.
11. Please correct either the outboundary survey or legal description of the property, whichever is incorrect, as there appears to be two (2) instances where they do not correspond to each other.
12. Please provide the width, at the front building line, on each proposed lot.

Once the revisions are completed, please resubmit fifteen (15) full sets of the revised Preliminary Development Plan to the Department of Planning for distribution to the Planning and Zoning Commission members, as part of the public hearing packet. These sets of plans should be provided to the Department by Thursday, December 17th. Please be advised that additional comments may be identified between this letter's date and the December 21, 2015 hearing at the Planning and Zoning Commission. If you should have any questions or comments in this regard, please feel free to contact the Departments of Public Works and/or Planning at (636) 458-0440.

Sincerely,
CITY OF WILDWOOD

Joe Vujnich

Joe Vujnich, Director
Department of Planning and Parks

CC: The Honorable Timothy Woerther, Mayor
Council Members Glen DeHart and Larry McGowen, Ward One
Ryan Thomas, P.E., City Administrator
Rick Brown, P.E., P.T.O.E., Director of Public Works
Rob Golterman, City Attorney
Travis Newberry, Planner
Terri Gaston, Senior Planner
Kathy Arnett, Assistant Director of Planning and Parks

VOLZ incorporated

ENGINEERING
LAND PLANNING
LAND SURVEYING
TRANSPORTATION
CONSTRUCTION MANAGEMENT

CITY OF WILDWOOD
NOV 30 2015
DEPT OF PLANNING & PARKS

November 25, 2015

Joe Vujnich, Director
Department of Planning and Parks
City of Wildwood
16860 Main Street
Wildwood, Mo. 63040

Re: P.Z. 19-15 Pond Road Project; a request for the application of a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District.

Dear Mr. Vujnich,

Please see comments addressed below per the October 19, 2015 review letter for P.Z. 19-15 Pond Road Project

1. Please see the attached sheet with comments that need to be added to the plan sheets that were submitted in conjunction with the application for the Planned Residential Development Overlay District (PRD).
   Comments are address further down in the letter.
2. Please note in the General Notes Section of Sheet 2 the following: Metro West Fire Protection District is the service provider, not Monarch Fire Protection District; and the property is located in the Bonhomme Creek Watershed, not the Caulks Creek Watershed.
   Notes were revised per this comment on page 2.
3. Please fully complete the Public Space Table indicating the amount of provided public space that is planned, which can include the common ground at a fifty (50) percent rate (privately-held public space) and the proposed multiple-use trail that is shown paralleling State Route 100, since it would not be the intent of the City to build this trail, but require it as function of this residential project. Easements may need to be created to accommodate portions of this trail that will be constructed outside of the State Route 100 right-of-way area.
   The Public Space Table has been revised per this comment on page 2. Easements will be provided as required on the subdivision plat.
4. Please note the layout of four (4) lots, per the information provided by the Natural Resource Protection Analysis, are in highly protected areas of the site and need to be modified to limit their impact there. These lots include Lots 3, 13, 23, and 24.
   Page 1 of the PDP shows the revised location of houses per this comment.
5. Please provide a cross-section diagram of the proposed private roadway, including its construction specifications.
   Cross section has been provided on page 2.
6. Please provide grade information, in one hundred (100) foot sections, along the entire length of the private street that is proposed to serve these planned lots.
   Percent of grade have been added along the street at major grade changes see page 1 along the street.
7. Please provide details regarding the proposed wastewater treatment plant, including the type and capacity, along with information on the access roadway, including a cross-section detail of its width and construction specifications. The City has only approved re-circulating sand filter plants in the City over the last twenty (20) years
   A note has been revised on page 2 and provides additional information regarding the wastewater treatment plant.
8. Please indicate if sight distance requirements can be met at the proposed intersection of the planned private street and Pond Road.
   Please see the sight distance study provided.
9. Please provide a more detailed section of the emergency access roadway (fire lane) that is planned to Lynda Jayne Lane.
   A section has been added to page 2.

10. Please provide preliminary comments from the Missouri Department of Transportation (MoDOT), the Metro West Fire Protection District, and Missouri Department of Natural Resources (wastewater facility) on this matter.
    Emails from agencies have been provided.
11. Please verify if this site is located in the Metropolitan St. Louis Sewer District boundaries. The Department does not believe the property is located within the district's current service boundaries. If not served by the district, please revise the General Notes to eliminate any references to "MSD."
    Please see revised notes that address this typo from the last submittal on page 2.
12. Please provide the floodplain panel for this site's location and notice of its extent on the site, if any.
    Panel # 29189C0260K has been added to the notes on page 2. As requested
13. Please dimension the cul-de-sac bulb that is planned on this site.
    Cul-de-sac has been dimensioned on page 1.
14. Please indicate a twenty (20) foot wide dedication of land area from this site to the City of Wildwood for Pond Road right-of-way purposes.
    Dedication has been added to the plan on page 1.
15. Please note that, in a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District, the area of right-of-way, if private, does not need to be subtracted from the gross acreage of the site, which may allow a twenty-sixth lot.
    Noted and revised on Page 2.

City of Wildwood Checklist addressed below:

Identify pavement and right-of-way width along State Route 100 & Pond Road.
Both roads have pavement and ROW of varying widths and labeled on the plan.
Show and dimension all improvements, i.e., existing and new right-of-way and pavement, sidewalks, TSCL, etc.
Dimensions have been added to the plan there are no sidewalks proposed.
Please add as a note: Entrance, street intersection, cul-de-sac shall be constructed to City of Wildwood standards.
Note has been added to plan on page 2 as requested.
Please add the note: Grading and Drainage shall be per City of Wildwood standards.
This note has been added to the plan.
Please add the note: Slope shall not exceed 3 (horizontal) : 1 (vertical), unless supported by geotechnical report.
This note has been added to the plan.
Designate Public or Private streets.
The streets will be private and shown on the typical section and typical lot.
Provide the Zoning of Adjacent Parcels, if different than the site.
The Zoning are the same but have been added to the plan.
Identify the Storm water Drainage Facilities, including Retention Ponds and Detention Facilities, if applicable.
A note has been added to page 2 that addresses Storm Water.
Identify all Light Standards - Location and Height.
Lighting has been added to the plan on page 1 and with a note on page 2.
Identify any Other Structures (Fences, Canopies, etc.) - with Dimensions.
Existing structures have been added to the plan on page 1. We have not completed a survey of the property and one will be provided at a later time.

Sincerely,

Volz Inc.

Jeff Atkins
Director of Planning

WILDWOOD

October 19, 2015

Payne Family Homes
ATTN: Tom Cummings
10407 Baur Boulevard
Suite B
St. Louis, MO 63132

Re: P.Z. 19-15 Pond Road Project; a request for the application of a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District, for a requested twenty-five (25) lot subdivision on a seventy-eight (78) acre site that is located at the northwest corner of State Route 100 and Pond Road.

Dear Mr. Cummings:

The Department of Planning has completed its initial review of your application for the application of a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District, at the above-referenced location. This review centered on the plan's compliance with the applicable sections of the City's Zoning Ordinance and its related requirements and design criteria of the City of Wildwood. In this comparison, a number of preliminary items were discovered that must be addressed before the item can be scheduled for public hearing before the City's Planning and Zoning Commission. These items are as follows:

1. Please see the attached sheet with comments that need to be added to the plan sheets that were submitted in conjunction with the application for the Planned Residential Development Overlay District (PRD).
2. Please note in the General Notes Section of Sheet 2 the following: Metro West Fire Protection District is the service provider, not Monarch Fire Protection District; and the property is located in the Bonhomme Creek Watershed, not the Caulks Creek Watershed.
3. Please fully complete the Public Space Table indicating the amount of provided public space that is planned, which can include the common ground at a fifty (50) percent rate (privately-held public space) and the proposed multiple-use trail that is shown paralleling State Route 100, since it would not be the intent of the City to build this trail, but require it as function of this residential project. Easements may need to be created to accommodate portions of this trail that will be constructed outside of the State Route 100 right-of-way area.
4. Please note the layout of four (4) lots, per the information provided by the Natural Resource Protection Analysis, are in highly protected areas of the site and need to be modified to limit their impact there. These lots include Lots 3, 13, 23, and 24.
5. Please provide a cross-section diagram of the proposed private roadway, including its construction specifications.
6. Please provide grade information, in one hundred (100) foot sections, along the entire length of the private street that is proposed to serve these planned lots.
7. Please provide details regarding the proposed wastewater treatment plant, including the type and capacity, along with information on the access roadway, including a cross-section detail of its width and construction specifications. The City has only approved re-circulating sand filter plants in the City over the last twenty (20) years.
8. Please indicate if sight distance requirements can be met at the proposed intersection of the planned private street and Pond Road.
9. Please provide a more detailed section of the emergency access roadway (fire lane) that is planned to Lynda Jayne Lane.

10. Please provide preliminary comments from the Missouri Department of Transportation (MoDOT), the Metro West Fire Protection District, and Missouri Department of Natural Resources (wastewater facility) on this matter.
11. Please verify if this site is located in the Metropolitan St. Louis Sewer District boundaries. The Department does not believe the property is located within the district's current service boundaries. If not served by the district, please revise the General Notes to eliminate any references to "MSD."
12. Please provide the floodplain panel for this site's location and notice of its extent on the site, if any.
13. Please dimension the cul-de-sac bulb that is planned on this site.
14. Please indicate a twenty (20) foot wide dedication of land area from this site to the City of Wildwood for Pond Road right-of-way purposes.
15. Please note that, in a Planned Residential Development Overlay District (PRD) in the NU Non-Urban Residence District, the area of right-of-way, if private, does not need to be subtracted from the gross acreage of the site, which may allow a twenty-sixth lot.

Once the revisions are completed, please resubmit three (3) full sets of the revised Preliminary Development Plan and other requested items to the Department of Planning for further review. Please be advised that additional comments may follow after this resubmittal, given the extent of information that will be necessary as part of the rezoning. If you should have any questions or comments in this regard, please feel free to contact the Departments of Public Works and/or Planning at (636) 458-0440.

Sincerely,
CITY OF WILDWOOD

Joe Vujnich

Joe Vujnich, Director
Department of Planning and Parks

CC: The Honorable Timothy Woerther, Mayor
Council Members Glen DeHart and Larry McGowen, Ward One
Ryan Thomas, P.E., City Administrator
Rick Brown, P.E., P.T.O.E., Director of Public Works
Rob Golterman, City Attorney
Kathy Arnett, Senior Planner I
Terri Gaston, Planner

CITY OF WILDWOOD
PLAN/PLAT REVIEW CHECKLIST

Please note: All checked items must be responded to on plan's resubmittal

P. Z. # 19-15 DEVELOPMENT NAME 1971 Pond Road

____ Provide Missouri Department of Transportation Conceptual Approval.

____ Provide Metropolitan St. Louis Sewer District Conceptual Approval.

____ Submit a Flood Plain Study to the Department of Public Works.

____ Submit a Geotechnical Study to the Department of Public Works.

____ A Professional Engineer and Engineer preparing geotechnical report must sign and seal the mylar.

____ Submit a street stub study to the Department of Public Works.
NOTE: Developer shall install a street extension sign at roadway terminus which reads "THIS STREET TO BE EXTENDED AS PART OF FUTURE DEVELOPMENT".

____ Submit steep grade verification to Department of Public Works.

____ Add all ordinance conditions to the Site Development Plan, including TGA language.

✓ Identify pavement and right-of-way width along State Route 100 and Pond Road.

✓ Show and dimension all improvements, i.e., existing and new right-of-way and pavement, sidewalks, TSCL, etc.

____ Provide Temporary Slope Construction License (TSCL) as directed by the Department of Public Works.

____ Provide photos per Section 30 of the Department of Public Works "Design Criteria Handbook."

____ Provide verification of required sight distance at all access points.

✓ Please add as a note: Entrance, street intersection, cul-de-sac shall be constructed to City of Wildwood standards.

____ Indicate Driveways with on-site turnaround capabilities as directed by the Department of Public Works.

____ Show sight triangle at intersection/median. No plants, trees, signs, etc. shall be placed in this area as to restrict sight distance.

____ Show and note all sidewalks will be constructed to City of Wildwood ADA standards.

____ Provide easement for sidewalk conforming to City of Wildwood ADA standards adjacent to right-of-way.

____ Clarify if grading is proposed. If so, show and note grading per City of Wildwood standards.

CITY OF WILDWOOD
PLAN/PLAT REVIEW CHECKLIST
PAGE 2

____ Show existing and proposed contours based on U.S.G.S. datum.

✓ Please add the note: ~~Grading and~~ Drainage shall be per City of Wildwood~~ and MSD standards.~~

✓ Please add the note: Slope shall not exceed 3 (horizontal) : 1 (vertical), unless supported by geotechnical report.

____ Please add the note: Stormwater shall be discharged at an adequate natural discharge point. Sinkholes are not adequate natural discharge points.

____ Provide and show cross access (through the site) (between the proposed lots).

✓ Designate Public or Private streets.

____ Provide Book and Page in which right-of-way, roadway, easement, TSCL, etc. has been recorded.

____ Please provide a Location Map.

____ Please provide a North Arrow.

____ Please identify the Plan Scale.

____ Please identify the Subject Site's Zoning District.

____ Please provide the Subdivision Name, if applicable.

____ Provide the Lot Number, if applicable.

____ Identify the Dimensions of the Site.

____ Identify the Area of the Site.

✓ Provide the Zoning of Adjacent Parcels, if different than the site.

____ Identify the Plan Submitter - Name, Address, Phone.

____ Provide the Proposed Building Use and Construction Type.

____ Identify the Building and Structure Distance from Adjacent Property Lines.

____ Provide the Building Dimensions and Gross Floor Area.

____ Provide the Parking and Loading Space Calculations, as well as, the Location and Sizes of all Proposed Spaces.

____ Identify the Parking Setbacks.

____ Identify the Drive Aisle Widths.

____ Identify the Type and Location of the Proposed Sanitary Sewer Treatment.

CITY OF WILDWOOD
PLAN/PLAT REVIEW CHECKLIST
PAGE 3

✓ Identify the Stormwater Drainage Facilities, including Retention Ponds and Detention Facilities, if applicable.

___ Provide a Landscaping Plan and Legend.

___ Provide a rendering of all Proposed Signs, which identifies their Size, Height and Location on the Plan.

✓ Locate all Easements - Existing and Proposed.

✓ Identify all Light Standards - Location and Height.

✓ Identify any Other Structures (Fences, Canopies, etc.) - with Dimensions.

If you should have any questions regarding the information provided on these sheets, please feel free to contact the Department of Planning at 636-458-0440

Kathy Arnett

From: Dave Phipps <daveph@metrowest-fire.org>
Sent: Tuesday, November 17, 2015 1:43 PM
To: Kathy Arnett
Cc: Jeff Atkins
Subject: Pond Rd. Development

Kathy,

The Bureau of Fire Prevention has reviewed the development at Pond Rd. and Hwy 100, Fire flow is 1500 GPM at 20 PSI hydrant spacing is 6 hundred feet apart, any street less than 26 feet wide will need to restrict parking on one side, emergency access off of Lynda Jane Lane must be built to hold a 70,000 pound vehicle. They have our conceprual approval.

David E. Phipps
Fire Marshal
Metro West Fire Protection District
(636) 821-5806

Jeff Atkins

From: Tim Meyer <tmeyer@volzinc.com>
Sent: Wednesday, November 25, 2015 8:58 AM
To: 'Jeff Atkins'
Subject: FW: Wildwood Subdivision

From: LePage, Cindy [mailto:cindy.lepage@dnr.mo.gov]
Sent: Monday, November 16, 2015 9:05 AM
To: 'Tim Meyer' <tmeyer@volzinc.com>
Subject: RE: Wildwood Subdivision

Tim

I understand you are proposing a centralized treatment system for a new 26 lot subdivision. An antidegradation report and engineering report are required before we can determine the applicability of a recirculating sand filter at this location. There will also need to be an appropriate continuing authority established, approvable plans and specifications, and public notice of an operating permit completed prior to a construction permit being issued.

Let me know if you need anything else.

Cindy LePage, P.E.
Water Protection Program, Engineering Section
Construction Permits Unit Chief
cindy.lepage@dnr.mo.gov
Phone: (573) 751-6618
Fax: (573) 522-9920

http://dnr.mo.gov/env/wpp/permits/ww-construction-permitting.htm

The Year of Water: Promoting, Protecting and Enjoying our Natural Resources. Learn more at dnr.mo.gov.

From: Tim Meyer [mailto:tmeyer@volzinc.com]
Sent: Friday, November 13, 2015 1:29 PM
To: LePage, Cindy
Subject: RE: Wildwood Subdivision

Cindy, thanks for sending this information. I have attached a site plan and location map of the property. We are working through a preliminary comment letter with the city of Wildwood. They are asking us for "preliminary comments" from DNR which I realize you can not provide at this time since we have never submitted anything. We will be starting soon the Antidegradation Implementation Procedure with the intent to most likely be proposing a recirculating sand filter system to treat 12,000 gpd for the 26 lots. Would it be possible for you to just email back that you acknowledge the proposed treatment plant and that the AIP and final plans will be needed as part of your normal review and approval process.

Thanks, Call if you have any questions.

Timothy J Meyer PE
Senior Corp. Vice President
VOLZ Incorporated
Direct] 314.890.1226
Main] 314.426.6212
web] <www.volzinc.com[volzinc.com]>

From: LePage, Cindy [mailto:cindy.lepage@dnr.mo.gov]
Sent: Friday, October 23, 2015 2:04 PM
To: 'tmeyer@volzinc.com' <tmeyer@volzinc.com>
Subject: Wildwood Subdivision

Tim

Our Wastewater Construction Permitting webpage contains links to all of our guidance documents and applications.
http://dnr.mo.gov/env/wpp/permits/ww-construction-permitting.htm

Since this will be a new facility and potentially a new discharge the plan must be approved through the Antidegradation Process. This is a step before the engineering report that I neglected to tell you about. There is a link to that information on the Wastewater Construction Permitting webpage. Antidegradation is only required if the facility will be discharging so if you are proposing a land application system you can skip this step. There are application forms and a fee is required. http://dnr.mo.gov/env/wpp/permits/antideg-implementation.htm

After you are through with the Antidegradation process you can submit your facility plan. Include the relevant information mapped out in the Facility Plan Guidance for Wastewater Treatment Facilities with a Design Flow of 22,500 gpd or Greater, Fact Sheet--PUB2416
http://dnr.mo.gov/pubs/pub2416.htm

Feel free to contact me if you have further questions.

Cindy LePage, P.E.
Water Protection Program, Engineering Section
Construction Permits Unit Chief
cindy.lepage@dnr.mo.gov
Phone: (573) 751-6618
Fax: (573) 522-9920

http://dnr.mo.gov/env/wpp/permits/ww-construction-permitting.htm

The Year of Water: Promoting, Protecting and Enjoying our Natural Resources. Learn more at dnr.mo.gov.

Jeff Atkins

From:	JOHN "JAY JAY" BRADEN <John.Braden@modot.mo.gov>
Sent:	Thursday, November 19, 2015 10:53 AM
To:	Jeff Atkins
Cc:	Federico Lagos
Subject:	11-19-15 - Pond Road
Importance:	High

CITY OF WILDWOOD
NOV 30 2015
DEPT OF PLANNING & PARKS

Jeff,

We have completed our review of your preliminary plans to construct a 26 home subdivision, located on Pond Road at MO 100 in St. Louis County and we find the plan to be feasible. We would like to encourage improvements to the WB right turn lane from Pond Road to MO 100. Any work within MODOT right of way will require a permit issued from this office after review of detailed plans.

When you are ready to move forward with this work please submit a permit request to the department. Should you have any questions or comments, you may contact me via email at john.braden@modot.mo.gov .

Jay-Jay Braden
Missouri Department of Transportation
Sr. Traffic Specialist - SW St. Louis County
601 Salt Mill Road, Chesterfield, MO 63017
Fax: 573.522.6491 **Mobile:** 314.380.0074
www.modot.mo.gov/stlouis/news_and_information/Permits.htm

From: Jeff Atkins [mailto:jatkins@volzinc.com]
Sent: Thursday, November 12, 2015 10:14 AM
To: JOHN "JAY JAY" BRADEN
Subject: Pond Road

Jay Jay,

I am not sure if I sent you this plan as of yet, but we are proposing a 26 Lot subdivision at Hwy 100 & Pond Road. Our access will be off Pond Road and we will have a Fire Lane that will tie in to Lynda Jane Lane for emergency access. If you have any conceptual comments we will need to address them during the Preliminary. Please let us know by letter or email if this project is conceptual ok or if you have any comments.

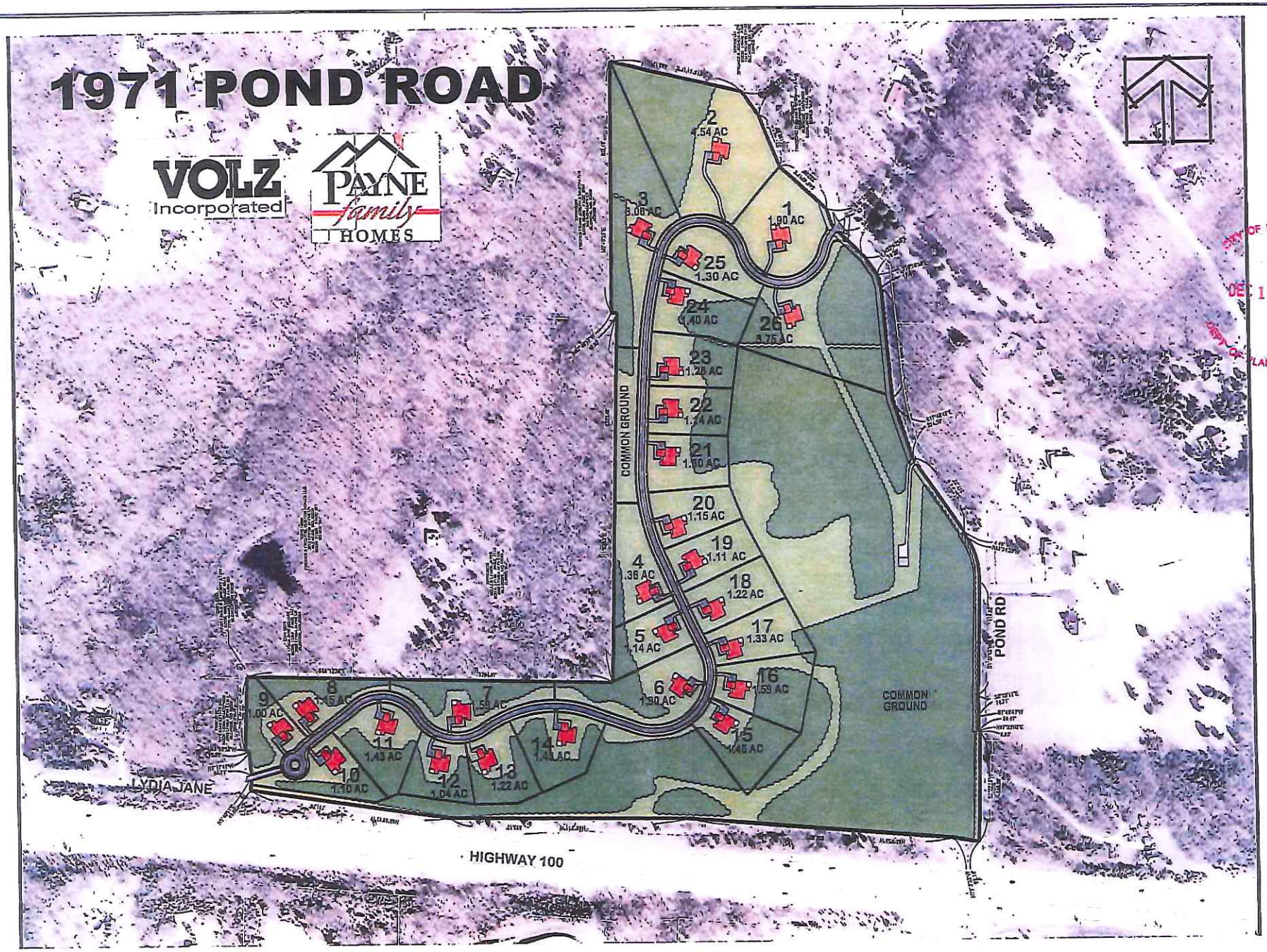
Thank you,

Jeff Atkins
Director of Planning
VOLZ Incorporated
Direct] 314.890.1218
Main] 314.426.6212
Fax] 314.890.1250
web] <www.volzinc.com>

1971 POND ROAD

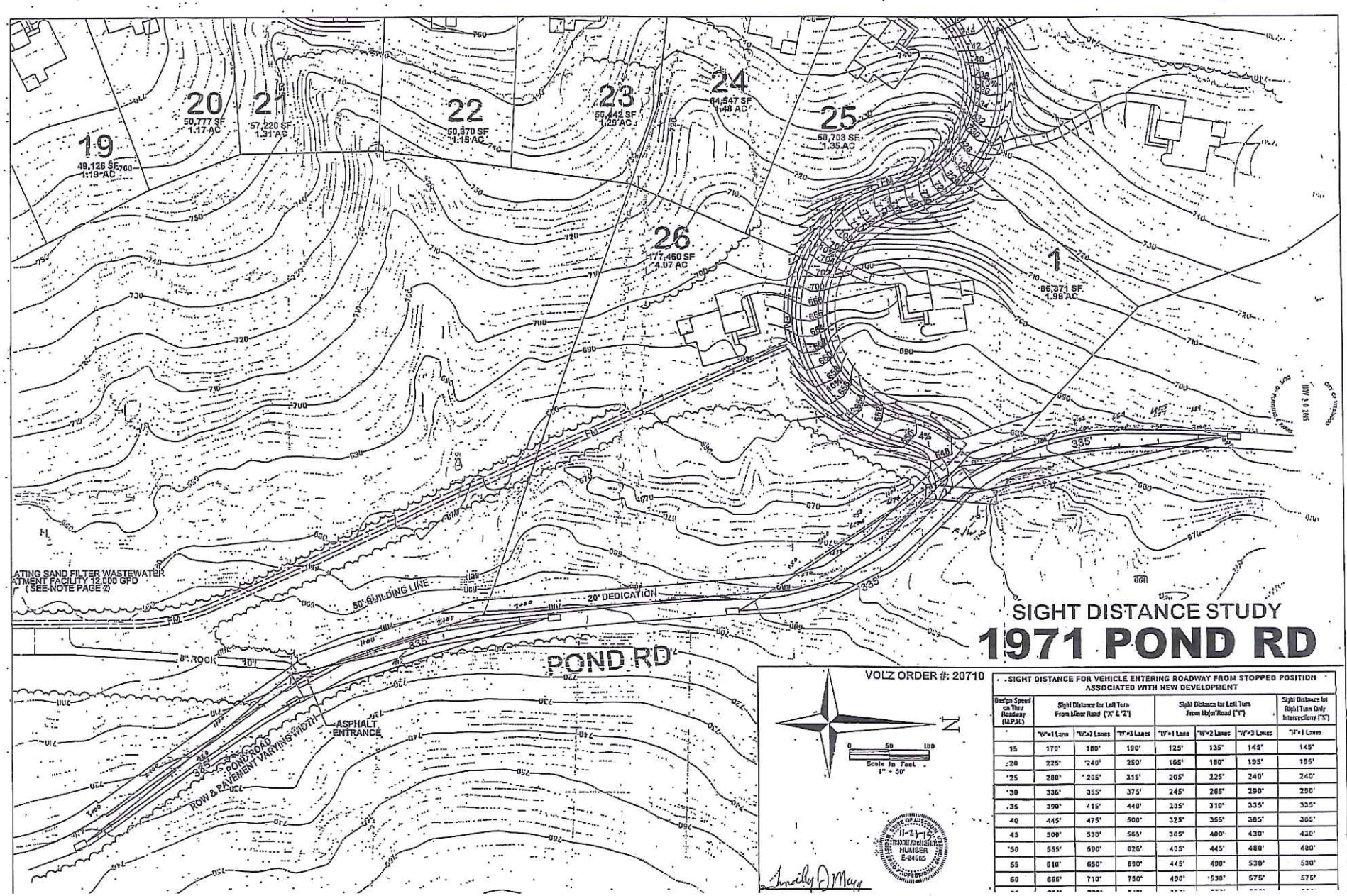
VOLZ Incorporated

PAYNE family HOMES



CITY OF WILDWOOD
DEC 18 2015
DIV. OF PLANNING & PARKS

PRELIMINARY DEVELOPMENT & TREE PRESERVATION PLAN
1971 POND ROAD
A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH - RANGE 5 EAST AND PART OF SECTION 35, TOWNSHIP 45 NORTH - RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI
VOLZ
Incorporated
DEC 18 2015
DEPT. OF PLANNING & PARKS
OF WILDWOOD
TYPICAL LOT
HIGHWAY 100
POND ROAD
N



SIGHT DISTANCE FOR VEHICLE ENTERING ROADWAY FROM STOPPED POSITION ASSOCIATED WITH NEW DEVELOPMENT

Design Speed on Thru Roadway (M.P.H.)	Sight Distance for Left Turn From Minor Road ("X" & "Z")			Sight Distance for Left Turn From Major Road ("Y")			Sight Distance for Right Turn Only Intersections ("X")
	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lanes
15	170'	180'	190'	125'	135'	145'	145'
20	225'	240'	250'	165'	180'	195'	195'
25	280'	285'	315'	205'	225'	240'	240'
30	335'	355'	375'	245'	265'	290'	290'
35	390'	415'	440'	285'	310'	335'	335'
40	445'	475'	500'	325'	355'	385'	385'
45	500'	530'	565'	365'	400'	430'	430'
50	555'	590'	625'	405'	445'	480'	480'
55	610'	650'	690'	445'	490'	530'	530'
60	665'	710'	750'	490'	530'	575'	575'

GENERAL NOTES:

THIS SITE IS TO BE SERVED BY THE FOLLOWING UTILITIES:

METRO WEST FIRE PROTECTION DISTRICT
ROCKWOOD SCHOOL DISTRICT
DONOHUE CREEK WATERSHED

THIS SITE IS TO BE SERVED BY THE FOLLOWING UTILITY SERVICE AREAS:

AMEREN
LACLEDE GAS COMPANY
MISSOURI AMERICAN WATER COMPANY
SOUTHWESTERN BELL TELEPHONE COMPANY
CHARTER COMMUNICATION (CABLE TV)

SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE CITY OF WILDWOOD. THE WASTEWATER TREATMENT PLANT IS A RECIRCULATING WASTEWATER TREATMENT PLANT (7,875 GALLONS PER DAY.

THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL CONDITIONS AND SHALL BE DISCUSSED ON THE LOCATION SHALL BE DETERMINED BY FIELD IMPROVEMENT PLANS.

GRADING AND DRAINAGE SHALL BE PER CITY OF WILDWOOD STANDARDS.

BE ADVISED, A GRADING PERMIT OR IMPROVEMENT PLAN APPROVAL WILL NEED TO BE OBTAINED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES ON THIS SITE.

THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN AND SHALL BE LOCATED BY EXCAVATION, OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

LANDSCAPING AND LIGHTING PLANS WILL BE PROVIDED AT FUTURE DATE AND COMPLY WITH CITY OF WILDWOOD REGULATIONS. STREET LIGHTS TO BE SOLAR.

EXISTING PAVEMENT & ROAD WIDTHS VARY ALONG HOMEBAY SITE & POND ROAD.

ENTRANCE, STREET INTERSECTION, CUL-DE-SAC SHALL BE CONSTRUCTED TO CITY OF WILDWOOD STANDARDS.

SLOPES SHALL NOT EXCEED 3:1, UNLESS SUPPORTED BY GEOTECHNICAL REPORT.

FIRE FLOW IS 1500 GPM AT 20 PSI HYDRANT SPACING IS 400' APART, ANY STREET LESS THAN 30' BETWEEN WILL NEED TO REMOVE PARKING ON ONE SIDE. EMERGENCY ACCESS OFF OF LYNDA JAYE LANE MUST BE BUILT TO HOLD A 76,000 POUND VEHICLE. (NO PARKING SIGNS ON ONE SIDE OF STREET)

ACCESS WILL BE GRANTED TO THE FAMILY MEMBERS OF THOSE BURIED IN THE CEMETERY VIA THE PRIVATE ROADWAY AND EASEMENT TO THE CEMETERY AREA.

STORM WATER NOTE:

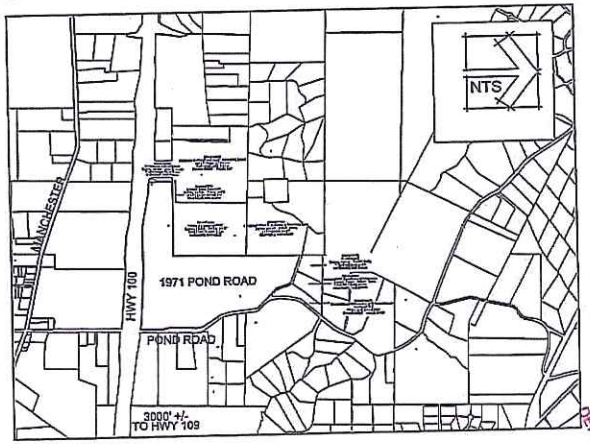
THE PROPOSED POND ROAD SUBDIVISION WILL HAVE 39 LOTS ON 70 ACRES. ALL THE LOTS WILL BE A MINIMUM OF 1 ACRES WITH THE OVERALL AVERAGE BEING 1.7 ACRES. IN AN EFFORT TO GIVE AS MUCH OF THE EXISTING WOODLANDS ON SITE AND BY AVOIDING TRADITIONAL LATOE STORM WATER RETENTION BASINS, STORM WATER MANAGEMENT IS PROPOSED TO BE HANDLED IN AN LID (LOW IMPACT DEVELOPMENT) MANNER. THIS METHOD WILL INVOLVE TREATING INFRASTRUCTURE (INFRA AT ITS SOURCE WITH THE USE OF A VARIETY OF BMP'S WHICH MAY INCLUDE ENHANCED SOILS, RAIN GARDENS, LEVEL ROCK SPREADERS, AND DRY WELLS. THE TYPICAL ROAD WAY SECTION WILL NOT HAVE GUTTERS OUT

PROJECT HISTORY:	
AREA OF SITE:	70.00 ACRES
EXISTING ZONING:	"NU" NON-URBAN
PROPOSED ZONING:	"NU" PRD - PLANNED RESIDENTIAL DEVELOPMENT
PROPOSED COMMON GROUND:	29.00 ACRES
LOCATION PURCHASE: OWNER OF RECORD: SITE ADDRESS:	SAYMANSKI ROYBIDEN MILDRED B TRUSTEE 1971 POND RD ELLISVILLE, MO. 63038
PREPARED FOR:	PAYNE Family HOMES 16437 GAUTI BLVD, SUITE B EAST LOUIS, MISSOURI 63123 DAVID DUNCE 314-434-4000
PREPARED BY:	VOLZ Incorporated 1010 WEST MEAD ROAD, BLDG. ST. LOUIS, MO 63123 314.638.2233 MAIN 314.638.2234 FAX
NUMBER OF LOTS ALLOWED:	70 @ ACT 3 AC = 38 LOTS
PARKING REQUIREMENT & PURPOSE:	2 SPACES PER UNIT PER LOTS = 33 SPACES
TRIPS:	3.14 TRIPS PER UNIT - WEEK IS REPRESENTED CAR ON THE 2015

Structure for Public Space Calculations	
	1 per 10 acres for every 100 Residents (100) Single Family Dwelling Units (1,000.4 acres for 1 per 100 Single Family Units)
Amount of Required Public Space	10.004 Acres (1 per 10 acres)
Amount of Provided Public Space	29.00 Acres
a. Subject Site Total	31.004 Acres Lot
b. Undevelopable Detention Area	0
c. Public Land Dedication	0
d. Private Detention Common Ground	1.444 Acres (Acres Total - Acres = 10.0 Ac)
Undevelopable Requirements	Total (Acres) (Percentage Total)
e. Public Setbacks	0
f. Slopes	0
g. Steep Preservation	0
h. Floodplains	0
i. Roof	0.000 Acres of Roof
Other Public Space Claims (if provided)	
	0
Total Acres	

TREE PROTECTION NOTES

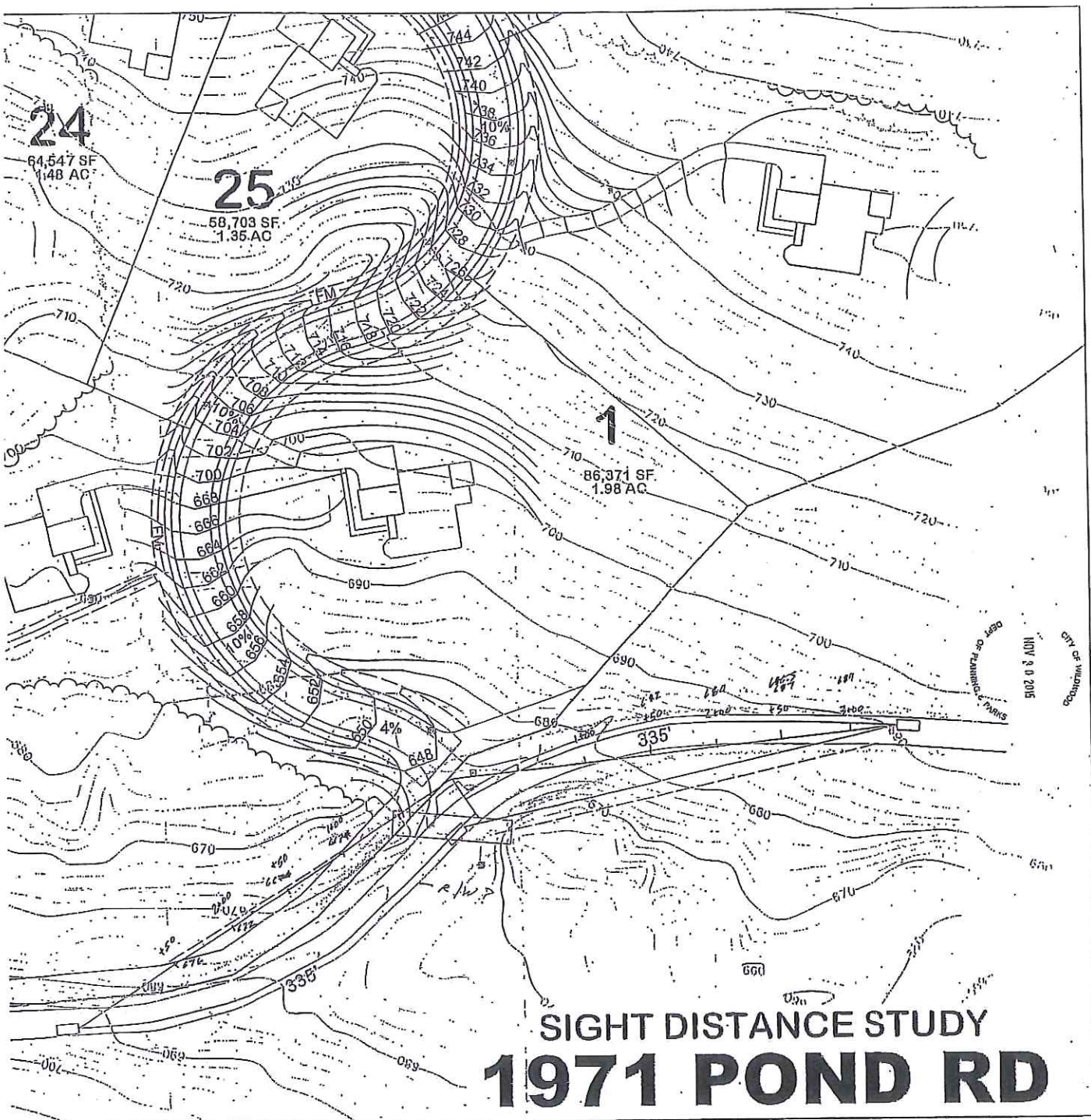
1) PRECONSTRUCTION MEETING WILL HOLD ONLY TO INCLUDE A PRESENTATION OF TREE PROTECTION MEASURES TO OPERATORS, CONTRACTORS/SUPERVISORS, DEVELOPER'S REPRESENTATIVE, AND CITY TREE INSPECTORS.
2) CLEARING LIMITS SHALL BE WORKED STAKED BY DEVELOPER IN ORDER TO FACILITATE LOCATION FOR TRENCHING AND FENCING INSTALLATION.
3) NO CLEARING OR GRADING SHALL BEGIN IN AREAS WHERE TREE TREATMENT AND PRESERVATION MEASURES HAVE NOT BEEN COMPLETED.
4) PER THE GUIDICE OF TREE TREATMENT AND PRESERVATION MEASURES SHALL BE:
   A. ROOT PRUNING TRENCHING.
   B. TREE PROTECTION FENCING
   C. TREE PRUNING AND CHEMICAL TREATMENT
   D. AERATION SYSTEMS INSTALLER.
   E. BOW INSTALLATION.
5) THE PLANTING ON THE ENTRANCE LANDSCAPE PLAN MAY BE MODIFIED WITH THE SUBMITTAL OF THE IMPROVEMENT PLANS



LOCATION MAP

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH – RANGE 3 EAST AND PART OF SECTION 35, TOWNSHIP 45 NORTH – RANGE 3 EAST, ST. LOUIS COUNTY MISSOURI AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

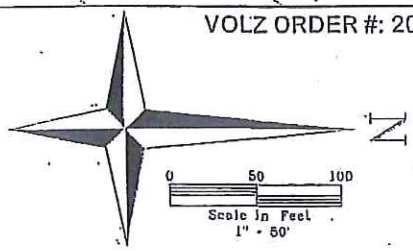
BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 35; THENCE ALONG THE WEST LINE OF SAID SECTION 35 NORTH 00 DEGREES 49 MINUTES 13 SECONDS EAST 1414.24 FEET TO THE SOUTH LINE "EATHERTON TRACTS" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 118 PAGE 54 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG SAID SOUTH LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 89 DEGREES 51 MINUTES 47 SECONDS EAST 474.32 FEET, SOUTH 88 DEGREES 47 MINUTES 17 SECONDS EAST 1414.8 FEET, NORTH 88 DEGREES 48 MINUTES 17 SECONDS EAST 1414.8 FEET, SOUTH 89



SIGHT DISTANCE STUDY

1971 POND RD

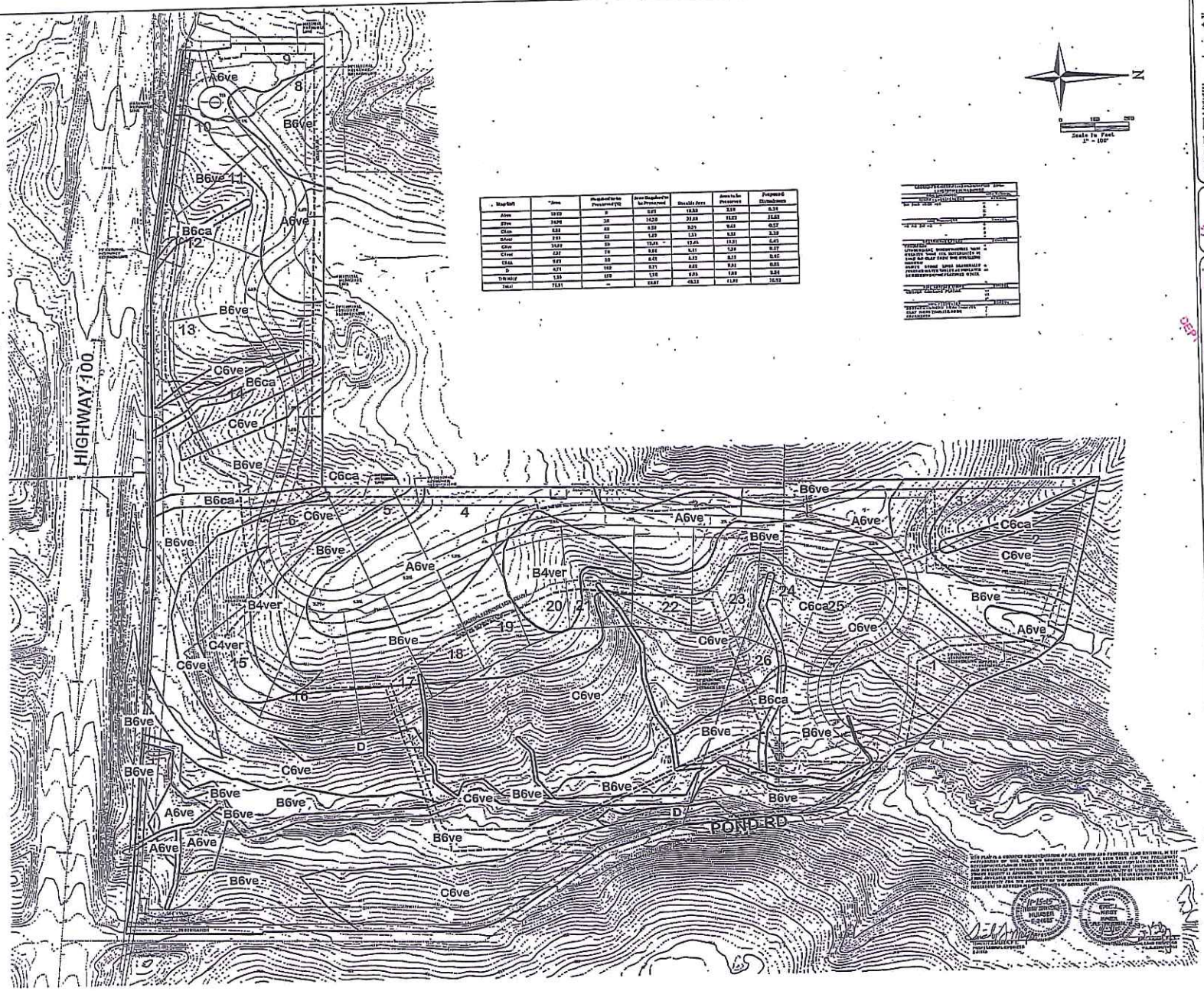
VOLZ ORDER #: 20710



STATE OF MISSOURI
11-12-15
TIMOTHY JOHN MEYER
NUMBER
E-24665
REGISTERED PROFESSIONAL ENGINEER

SIGHT DISTANCE FOR VEHICLE ENTERING ROADWAY FROM STOPPED POSITION ASSOCIATED WITH NEW DEVELOPMENT

Design Speed on Thru Roadway (M.P.H.)	Sight Distance for Left Turn From Minor Road ("X" & "Z")			Sight Distance for Left Turn From Major Road ("Y")			Sight Distance for Right Turn Only Intersections ("X")
	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"N"=1 Lanes
15	170'	180'	190'	125'	135'	145'	145'
20	225'	240'	250'	165'	180'	195'	195'
25	280'	295'	315'	205'	225'	240'	240'
30	335'	355'	375'	245'	265'	290'	290'
35	390'	415'	440'	285'	310'	335'	335'
40	445'	475'	500'	325'	355'	385'	385'
45	500'	530'	565'	365'	400'	430'	430'
50	555'	590'	625'	405'	445'	480'	480'
55	610'	650'	690'	445'	490'	530'	530'



Stockpile	Zone	Stockpile to be Preserved	Zone Stockpile to be Preserved	Stockpile Area	Area to be Preserved	Proposed Disturbance
A6ve	12.00	0	0.00	19.50	2.00	0.00
B6ve	24.00	30	14.00	31.00	15.00	15.00
C6ve	0.00	00	0.00	0.00	0.00	0.00
B4ver	2.00	00	1.00	1.00	0.00	1.00
C6ca	31.00	00	13.00	13.00	13.00	0.00
C6ve	0.00	00	0.00	0.00	1.00	0.00
B6ca	0.00	00	0.00	0.00	0.00	0.00
D	0.00	00	0.00	0.00	0.00	0.00
Totals/	1.00	00	1.00	0.00	1.00	0.00
Total	71.00	—	28.00	43.00	31.00	16.00

VOLZ Incorporated

PAYNE Family HOMES

CITY OF WILDWOOD

DEC 18 2015

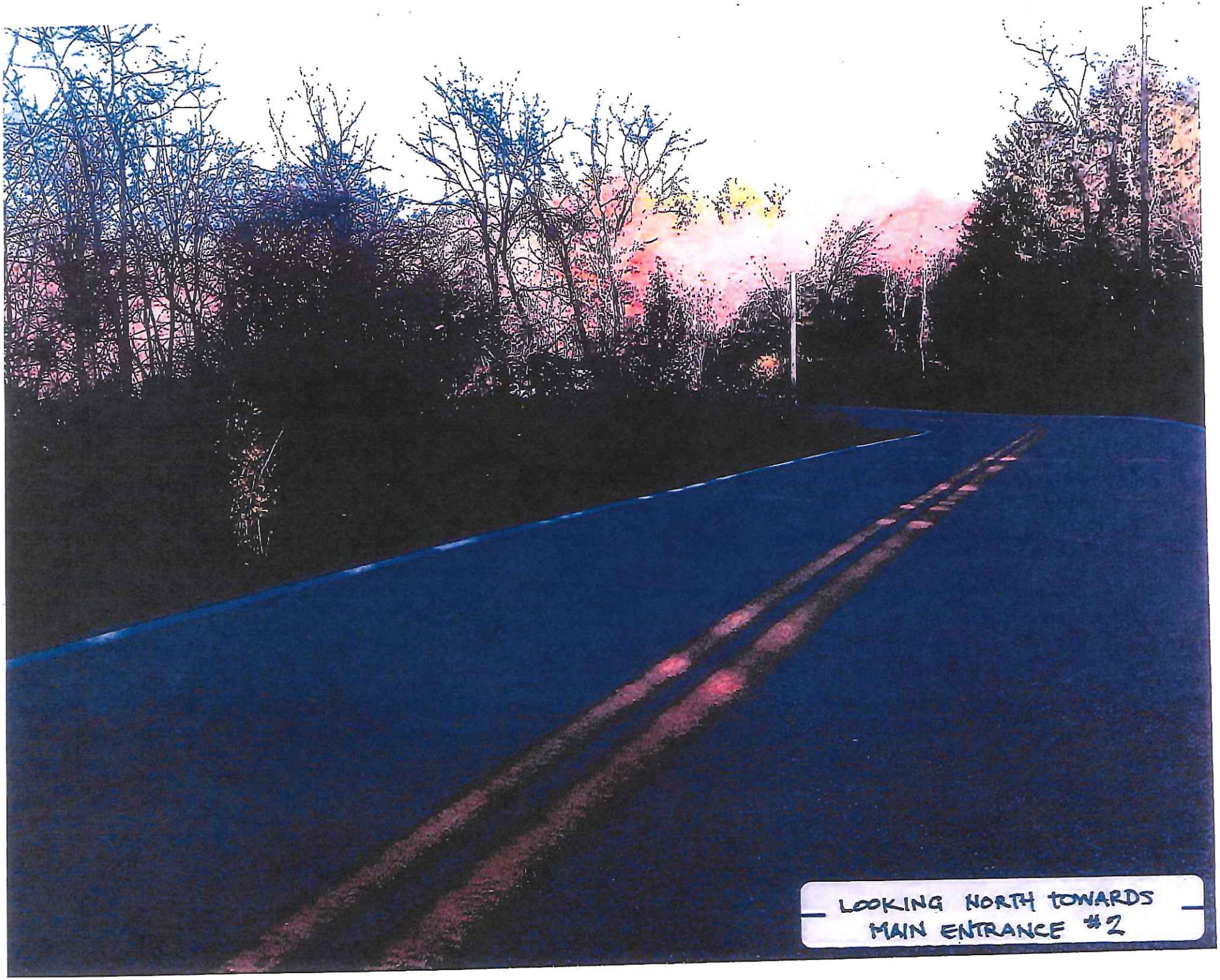
DEPT. OF PLANNING & PARKS

1971 POND ROAD

A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH - RANGE 3 EAST AND PART OF SECTION 35, TOWNSHIP 45 NORTH - RANGE 3 EAST, ST. LOUIS COUNTY, MISSOURI

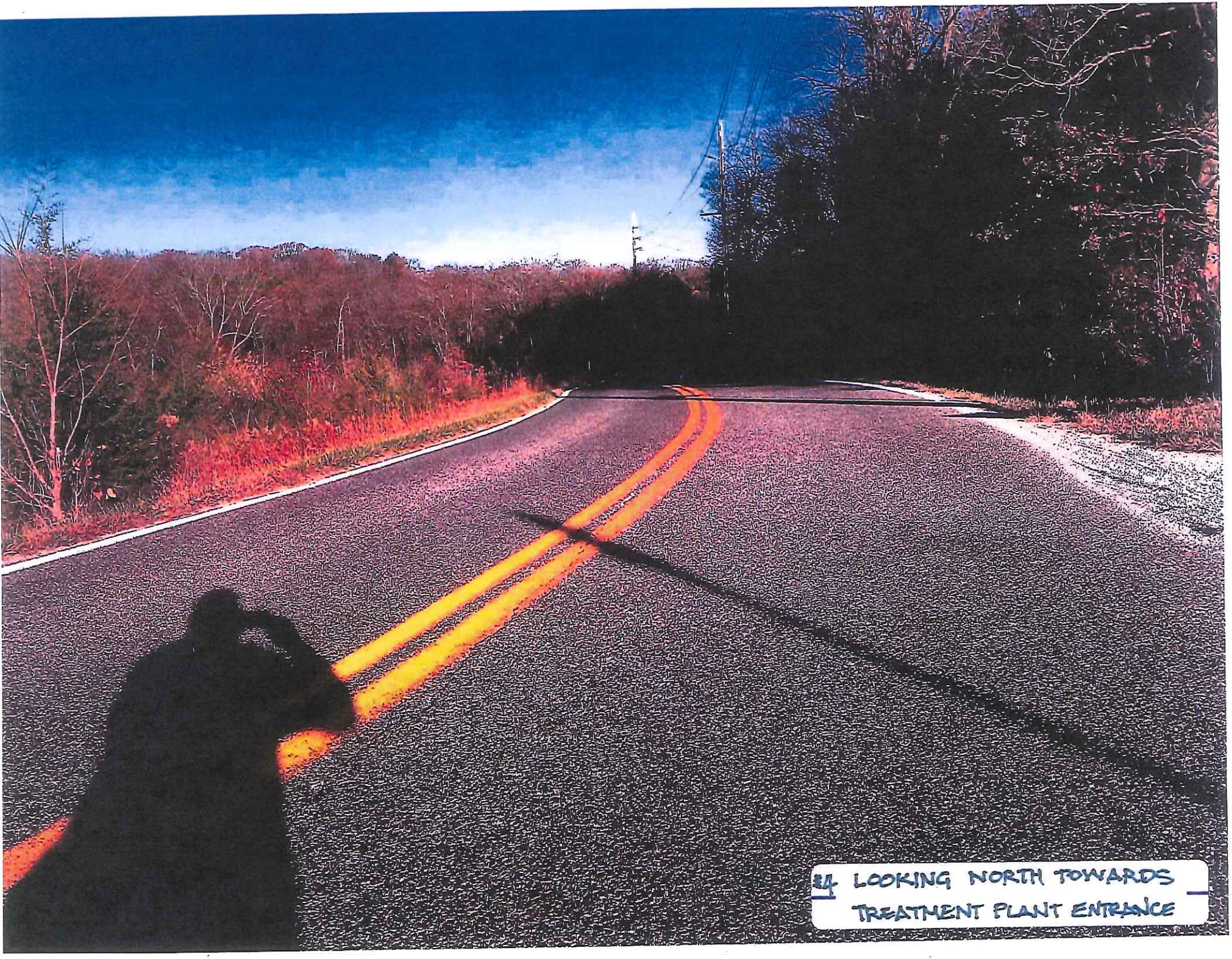
NATURAL RESOURCE PROTECTION PLAN

3



LOOKING NORTH TOWARDS
MAIN ENTRANCE #2

#3 LOOKING SOUTH TOWARDS
TREATMENT PLANT ENTRANCE



#4 LOOKING NORTH TOWARDS TREATMENT PLANT ENTRANCE

CITY OF WILDWOOD, MISSOURI
RECORD OF PROCEEDINGS

MEETING OF THE PLANNING AND ZONING COMMISSION
CITY HALL, 16860 MAIN STREET, WILDWOOD, MISSOURI
DECEMBER 21, 2015

The Planning and Zoning Commission meeting was called to order by Chair Bopp, at 7:30 p.m., on Monday, December 21, 2015, at Wildwood City Hall, 16860 Main Street, Wildwood, Missouri.

I. Welcome to Attendees and Roll Call of Commission Members

Chair Bopp requested a roll call be taken. The roll call was taken, with the following results:

PRESENT – (8)
Chair Bopp
Commissioner Archeski
Commissioner Peasley
Commissioner Lee
Commissioner Gragnani
Commissioner Liddy
Mayor Woerther

ABSENT- (2)
Commissioner Renner
Commissioner Bauer
Council Member Manton

Other City Officials present: Director of Planning Vujnich, City Attorney Golterman, Planner Newberry, and Assistant Director of Planning and Parks Arnett.

II. Review Tonight's Agenda / Questions or Comments

There were no questions or comments on the agenda.

III. Approval of Minutes from the December 7, 2015 Meeting

A motion was made by Commissioner Gragnani, seconded by Commissioner Lee, to approve the minutes from the December 7, 2015 meeting. A voice vote was taken regarding the motion for approval of the minutes. Hearing no objections, Chair Bopp declared the motion approved.

IV. Department of Planning Opening Remarks

The Department did not have any opening remarks.

V. Public Hearings – Two (2) Items for Consideration

(a.) **P.Z. 23-15 Pond Athletic Association, c/o Keith Ellis, 17131 Lafayette Trails Drive, Wildwood, Missouri 63038** - A request for a Conditional Use Permit (CUP) in the NU Non-Urban Residence District and FPNU Floodplain Non-Urban Residence District for the installation of sponsorship type banners on existing fencing associated with the athletic fields that are part of the Pond Athletic Association. This facility is located on the west side of Pond Road, north of Hohmann Road (Locator Numbers: 22W330042 and 22W330051/Street

Address: 1725 and 1613 Pond Road). **Proposed Use: Sponsorship type banners for a not-for-profit use, with a minimum of two (2) operational athletic fields on the same lot. (Ward One)**

Chair Bopp gave an overview of the public hearing process for all in attendance and requested the advertisement be read into the record.

Assistant Director Arnett read the request into the record.

Director Vujnich entered a number of items into the record, including the following: the City's Zoning Code, the Master Plan, and the Charter. He then narrated a slide show of photographs describing the subject site and the surrounding roadways and adjacent properties.

Keith Ellis, 17131 Lafayette Trails Drive, speaking in representation of Pond Athletic Association, noted 2016 will be PAA's 53rd year and today there are six (6) ballfields on the site. The Association is requesting a CUP be granted to allow for banners to be hung inside the park and not visible from the road.

Discussion was held among the Commission Members regarding the following: the length of time the Conditional Use Permit would be authorized; and the past use of sponsorship banners, prior to the City's incorporation, and as part of the 50th Anniversary Celebration in 2013.

Gregg Maryniak, 1518 Scofield Valley Lane, noted he has been a resident of Portland Cove for sixteen (16) years and had two (2) children that played at PAA. He stated he is opposed to the use of banners, which would change the appearance of the ballpark and the fencing into an opaque visual barrier.

Discussion was then held among the Commission Members regarding the following: the number of signs that were installed, as part of the 50th Anniversary Celebration in 2013, which was sixty (60); the extent of evergreen trees planted along Pond Road and the potential for additional trees near the main entrance into the ballpark to block the view of the signs, when traveling north along it; the number of ballfields, four (4), which back to Pond Road or the neighboring property; the Athletic Association's agreement to adhere to suggestions to preserve the character of the ballpark; the location of the banners installed in 2013; the Board of Adjustment variance that was granted in 2013; the ability to limit the number and location of banners, as part of the CUP process; the use of windscreening currently on fencing, which prevents seeing through it; and the potential for making the backs of signs green, so the visual impact of the banners is minimized.

A motion was made by Commissioner Peasley, seconded by Commissioner Archeski, to close the public hearing. A voice vote was taken regarding the motion. Hearing no objections, Chair Bopp declared the motion approved and the public hearing closed.

(b.) **P.Z. 19-15 1971 Pond Road, Payne Family Homes L.L.C., 10407 Baur Boulevard, Suite B, St. Louis, Missouri, 63132** – A request for the application of a Planned Residential Development Overlay District (PRD), within the NU Non-Urban Residence District for a 78.0 acre tract of land that is located on the north side of State Route 100, west of Pond Road (Locator Number: 23W520053/Street Address: 1971 Pond Road). **Proposed Use: A total of twenty-six (26) individual lots, with common ground, and required public space areas. Lots would range in size from one (1) acre to four and one-half (4.5) acres. (Ward One)**

Assistant Director Arnett read the request into the record.

Director Vujnich referenced items that were provided to the Commission, including the Preliminary Development Plan and Sight Distance Study. He then narrated a slide show of photographs describing the subject site and the surrounding roadways and adjacent properties.

Tom Cummings, 10407 Baur Boulevard, 63132, noted he is representing Payne Family Homes. He provided an overview of the proposed subdivision for twenty-six (26) homes on seventy-eight (78) acres. He then provided the petitioner's rationales for requesting the PRD, including the preservation of thirty-five (35) acres of contiguous open space, the proposed amount of tree removal, which is less than a traditional subdivision, and the use of low impact development practices. He also noted the petitioner is in agreement to conduct a traffic study, if required.

Discussion was then held among the Commission Members regarding the following: the location of the cemetery on the site; the rationales used in selecting the location of the access point to the property; and the ability for the City to direct the location of the curb cut, since Pond Road is a City-maintained roadway.

Gregg Maryniak, 1518 Scofield Valley Lane, noted his main concern with this development is the location of the access point, where historically there have been a significant number of accidents and traffic issues in this location.

Maureen Maryniak, 1518 Scofield Valley Lane, noted her concern with the location of the entrance. She supported the extent of open space preserved along Pond Road, but would like the entrance moved to a safer location. She also noted her concern with the smaller lot sizes, which she believes is in opposition to the Master Plan, and questioned the location for a construction entrance.

John Gragnani, 1510 Scofield Valley Lane, noted he has lived off Pond Road for over 25 years and he believes the PRD is the best way to deal with the topography of this land. He stated his concerns with Bonhomme Creek flooding along the front of the Portland Cove Subdivision and noted that, if this subdivision causes an increase in flow within the creek, it could damage the ballpark. He also noted his concern with the placement of the sewage treatment facility and with the access drive's proposed location.

Lynda Jayne Keller, 2000 Lynda Jayne Lane, noted two (2) sides of her property border this subdivision and she would like to see an alternative plan that shows lot sizes of a three (3) acre minimum, especially since the vast majority (twenty-two (22)) lots are only one (1) acre in size). She also noted her concerns the developer may request at a later date to add more homes in the common ground area, the proposed emergency access to Lynda Jayne Lane, which she opposes, and the lack of confirmation on who owns and maintains that road. She requested it be in writing the common ground area can't be developed.

Tom Smith, 17221 Portland Crest Court, noted he is concerned with the location of the access drive to this subdivision, given he believes it is at a dangerous location. He is also concerned with the size of the lots proposed on this subdivision and believes it is in contradiction to the Master Plan and will set a precedent.

Jan Sprunger, 1547 Pond View Drive, noted her property adjoins this project and her access from her home is to Pond Road. She is concerned that she has no way to walk to the Community Park, given there is no trail along Pond Road, and none proposed as part of this development. She added that Pond Road has a high amount of traffic and it is too dangerous to walk on the shoulder. She also noted that she values the three (3) acre minimum lot size, and is concerned with the loss of trees on this property, which will increase the level of noise from State Route 100. She questioned if the subdivision would be served by public water or wells. Finally, she noted her concern with the location of the access drive and she asked that a trail be installed along Pond Road.

Josh Sprunger, 1548 Pond View Drive, noted his opposition to this plan because of safety concerns with the access drive location and the increased traffic on Pond Road, environmental concerns with the percentage of tree removal and the additional water runoff from increased impervious surfaces, and the decrease in quality of life, with the reduction in lot sizes below three (3) acres, and the increased noise from construction.

Tom Finocchio, 1633 Pond Road, noted he is concerned with the safety along Pond Road and, specifically, the location of the access drive.

Tom Cummings noted the petitioner is listening attentively and they will evaluate the location of the access drive.

Discussion was then held among the Commission Members regarding the following: the access to the locking mechanism on the bollards at the fire access area; the purpose of the PRD and its history and creation, as part of the Master Plan; the other applications of the PRD in other NU Non-Urban Residence District zoned areas, such as Shepard Oaks, which will be included in the Department's report on this request at a future meeting; the lack of service by Metropolitan St. Louis Sewer District in this area, but the City's application of the Phase II stormwater requirements, which will treat the majority of runoff onsite; the possibility of improving Lynda Jayne Lane and using it for access to this development; the type and location of the sanitary sewage treatment facility; the limited access rights on State Route 100, but the City will contact MoDOT to inquire if they will consider an access point; the potential for trails, especially along State Route 100 and, at least, an easement for public trail use through the common ground area; the need for any traffic study to take into consideration the traffic from the ballfields; and the potential for existing traffic data completed on previous City road projects along Pond Road.

A motion was made by Commissioner Archeski, seconded by Commissioner Liddy, to close the public hearing. A voice vote was taken regarding the motion. Hearing no objections, Chair Bopp declared the motion approved and the public hearing closed.

VI. Old Business – One (1) Item for Consideration

Letter of Recommendations – One (1) Item for Consideration

(a.) **P.Z. 10-15 St. Charles Tower, c/o Kathryn Roderique, 4 West Drive, Suite 100, Chesterfield, Missouri, 63017** - A request for a Conditional Use Permit (CUP) within the NU Non-Urban Residence District for a 10.6 acre tract of land, of which two thousand (2,000) square feet of this total lot's area is to be utilized for a telecommunications tower facility and encumbered by a lease area established for this purpose. This tract of land is generally located northwest of the intersection of Babler Park Drive and Old Eatherton Road (Locator Number 21W310270/Street Addresses: 1400 Babler Park Drive – Lifepointe Church). **Proposed Use - A one hundred twenty (120) foot telecommunications tower and related equipment shelter area.** The tower is proposed to be a monopole type, with exterior antenna arrays. **(Ward Three)**

Assistant Director Arnett read the request into the record.

Director Vujnich provided an overview of the draft of the Commission's Letter of Recommendation, which reflected the vote approving a one hundred ten (110) foot monopole tower. He then reviewed an Addendum to the Letter of Recommendation provided to the Commission tonight, which addresses the type of platform for the mounting of the antennas to provide a greater level of service, which is in demand from smart phones and tablets.

A motion was made by Commissioner Archeski, seconded by Commissioner Peasley, to accept the Letter of Recommendation.

Discussion was then held among the Commission Members regarding the following: the telecommunication tower approvals on other properties in the City, which have not been installed; the timing for construction of the tower; the fact that two (2) carriers are interested in this tower; the sight line studies that were requested from the Garden Valley Farms Subdivision; and the coverage this tower will provide to the area.

Kathryn Roderique, representing the petitioner, noted their agreement with the conditions, as proposed.

Greg Yocum, RF Engineer for the petitioner, provided the following: an RF coverage map showing the expected coverage from this tower; the reasons for the decline the in use of flush-mounted antennas on monopole towers due to the need of the triangular arrays to meet the needs of today's smartphones and tablet demands; and a sight analysis from the Garden Valley Farms Subdivision.

Chair Bopp called the question.

A roll call vote was taken, with the following results:
Ayes: Commissioner Archeski, Commissioner Peasley, Commissioner Lee, Commissioner Gragnani, Commissioner Liddy, and Chair Bopp.
Nays: None
Absent: Commissioner Renner, Commissioner Bauer, and Council Member Manton.
Abstain: Mayor Woerther
Whereupon, Chair Bopp declared the motion approved by a vote of 6-0, with one (1) abstention.

VII. <u>New Business</u> – One (1) Item for Consideration

(a.) A response to a communication from Jenny Mitchell, Director of Property Management for the Desco Group, which is dated October 20, 2015, that seeks a change to the Amended MXD Mixed-Use Development District Ordinance that governs the Schnucks Wildwood Crossing Center to allow for a third freestanding monument sign along the property's Manchester Road frontage - **St. Louis County's P.C. 219-85 Alfred L. Hicks and J.L. Mason of Missouri, Inc. (Ward – Seven)**

Assistant Director Arnett read the request into the record.

Director Vujnich reviewed the request for an additional sign at the Wildwood Crossing development. He provided the history of sign compliance on this property, since shortly after the City's incorporation, including the addition of two (2) monument signs in lieu of an advertising sign along State Route 100 and the addition of a sign, as part of the Mobil on the Run redevelopment project. He noted there are a total of four (4) freestanding signs along this frontage, including those displays for Jack in the Box and Electro Savings Credit Union. He stated the Department understands that signage is important and the City has modified regulations to assist in this regard over the years. He noted, however, the Department opposed this additional sign due to the existence of other options, in lieu of the addition of another freestanding sign.

Discussion was then held among the Commission Members regarding the following: the option of changing the existing signs to multi-tenant signs to achieve this same end; and the potential of adding signage to the existing retaining wall.

Jim Treis, Superior Building Group, noted that he is the general contractor who would be installing the sign and that the Desco Group, the property owner, has selected a sign that is similar in appearance to the other signs in this development. He also noted his wife owns Puppingham Palace and needs the additional signage for business visibility.

Director Vujnich requested a postponement, so the Department can discuss this situation with its sign consultant and continue with some research on other options.

A motion was made by Mayor Woerther, seconded by Commissioner Gragnani, to postpone the request. A voice vote was taken regarding the motion. Hearing no objections, Chair Bopp declared the motion approved and the item postponed.

VIII. Site Development Plans-Public Space Plans-Record Plats – One (1) Item for Consideration

(a.) A recommendation report on a Site Development Plan (SDP) package for **P.Z. 7-13 ButlerDurrel Security, c/o Dennis Tacchi and Associates - Architects;** C-8 Planned Commercial District; north side of Manchester Road, east of Woods Road; which supports the reuse of the historic bungalow located on this site for an office in association with the petitioner's business. **(Ward Eight)**

Assistant Director Arnett read the request into the record.

Director Vujnich reviewed the key elements of this property's reuse as a commercial business and noted the Site Plan Subcommittee found the submitted plan to be in compliance with the site-specific ordinance and other requirements and recommended approval of it. He then reviewed details regarding the reuse of the building, the location of parking, landscaping, lighting, the large amount of open space on the back portion of the property, and other site improvements associated with it. He also noted, as part of the listing on the historic registry, the petitioner is requesting zoning incentives, which include the waiver of public space dedication and Manchester Road escrow contribution.

A motion was made by Mayor Woerther, seconded by Commissioner Archeski, to approve the Site Development Plan.

Chair Bopp called the question.

A roll call vote was taken, with the following results:
Ayes: Commissioner Peasley, Commissioner Lee, Commissioner Archeski, Commissioner Gragnani, Commissioner Liddy, Mayor Woerther, and Chair Bopp.
Nays: None
Absent: Commissioner Renner, Commissioner Bauer, and Council Member Manton.
Abstain: None
Whereupon, Chair Bopp declared the motion approved by a vote of 7-0.

IX. Other – No Items for Consideration

Department staff and Mayor Woerther thanked all of the Commission Members for their service and wished everyone happy holidays.

Per Chair Bopp's request, Mayor Woerther outlined the City Council action on the Villages at Bright Leaf proposal from its meeting the previous week.

Commissioner Archeski questioned if signs within a business, which can be seen from the outside, are regulated. Director Vujnich noted the City can apply the Outdoor Lighting requirements, if these signs are illuminated, and also do count as part of the calculable sign square footage.

Director Vujnich then outlined the Master Plan Advisory Committee meeting schedule for January and the cancellation of the January 4th Planning and Zoning Commission meeting.

X. Closing Remarks and Adjournment

A motion was made by Commissioner Archeski, seconded by Commissioner Peasley, to adjourn the meeting. A voice vote was taken. Hearing no objections, Chair Bopp adjourned the meeting at 9:32 p.m.

Approved by: Ronald W. Peasley

Secretary – City of Wildwood Planning and Zoning Commission

Note: Recordation of the opinions, statements, and/or other meeting participation in these minutes shall not be deemed to be an acknowledgement or endorsement by the Commission of the factual accuracy, relevance, or propriety thereof.

* If comment cards were submitted indicating they did not wish to speak at tonight's meeting, they have been attached and made part of the official record.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Thursday, December 10, 2015 8:07 AM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	payne family homes llc
Position on Request	Other
General Comments	I own the 28 acres adjoining this project. It was my understand that this property (and mine) required EACH homesite to be on a minimum of 3 acres. I realize this project contains 78 acres and will have 26 homesites which follows that rule, but it says homesites range from "1 acre to 4 1/2 acres." How is this allowed?
Suggestions	I will be attending this meeting on December 21. I'd like to see a blueprint of this proposed subdivision.
	(Section Break)
Name	Lynda Jayne Keller
Address	2000 Lynda Jayne Lane
City	Wildwood
State	MO
Zip	63038
Phone Number	636-458-5303

Email lynda.keller@earthlink.net

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Friday, December 11, 2015 11:20 AM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	*Field not completed.*
Position on Request	Do Not Support
General Comments	I am worried about a few things with this plan. First I think all lots should be at least 3 acres. I thought that was the requirement in this area of Wildwood. Plus I am a bit worried about the traffic from the subdivision if it spills into Pond right before the highway. It's already a bit dangerous coming up the hill before you get to that plot of land.
Suggestions	As long as the lots are at least 3 acres or more and the entrance doesn't make it more tricky for traffic on the road I would support the idea.

(Section Break)

Name	Mike and Linda Hoffey
Address	2402 Rockwood Trail Ct
City	Wildwood
State	MO
Zip	63038
Phone Number	3147243665

Email Lhoffey@att.net

Email not displaying correctly? View it in your browser.

Kathy Arnett

From:	noreply@cityofwildwood.com
Sent:	Sunday, December 13, 2015 8:43 AM
To:	Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject:	Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	Changes in Master Plan to accommodate higher density residential construction (subdivision)
Position on Request	Do Not Support
General Comments	Reducing the approved lot size to less than three acres for residential construction west of Highway 109 is in direct conflict with the wishes of the population of Wildwood. An "overlay" district is merely an accommodation to the builder/developer to allow them more dense construction which provides higher profitability for them at the cost of lifestyle for the current residents. Once the "overlay" issue is opened it will set a precedent for significantly increased residential density in an area which the population has repeatedly voted against higher density. A minimum lot size of three acres, at 78 acres total, would allow the builder to build one less home than requested and still allow three acres for required infrastructure. This would retain the Master Plan intact with no changes and should satisfy the city's constituency.
Suggestions	A traffic light at the intersection of Highway 100 and Pond Road would be a necessity, as well as widening Pond Road from at least Pond Hill Court to Highway 100.

(Section Break)

Name	Tom Smith

Address	17221 Portland Crest Court
City	Glencoe
State	MO
Zip	63038
Phone Number	314 283-4365
Email	stomsmith@hotmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Saturday, December 19, 2015 10:37 AM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	Density & Sight Distance
Position on Request	Do Not Support
General Comments	In reviewing the plans/topography maps, it is apparent that the density of the proposed subdivision significantly exceeds the guidelines laid out in the Master Plan, and that much of the issue is with the topography of the property at issue. This is a Builder/Developer problem and should not be a City of Wildwood issue to accomodate the builder/developer or their profitability. Also, the 20' easement granted to the City does not fall at the entry to the proposed subdivision which means that the roadway at the entry location on to Pond Road is inadequate. The sight distance to the north on Pond Road is unsatisfactory (I drive this every day and one cannot see around the curve, nor up the hill at that location.) Also, stop lights at the intersection of Pond Road and Highway 100 should be built into the requirements for the developer.
Suggestions	While a subdivision should not be out of the question for this location, the layout and acreage requirements per homesite should be revisited and revised to meet the criteria acceptable to the residents in the area, which means minimum three acre lots and acceptable roadway conditions.

(Section Break)

Name	Tom Smith
Address	17221 Portland Crest Court
City	Wildwood
State	MO
Zip	63038
Phone Number	314 283-4365
Email	stomsmith@hotmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, December 20, 2015 8:29 PM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	Payne Family Homes
Position on Request	Do Not Support
General Comments	We recently moved to this area (we live on Portland Crest) and were told that all homes in this area were a minimum of 3 acres. That was an important factor in choosing our home. Only 3 of the homes in this development are even over 2 acres. Because the overall development is 78 acres does not even come close to meeting the criteria of the minimum 3 acre home site. Approving this development will be a very bad precedent to future development of this area.
Suggestions	All home sites in this development should be a minimum of 3 acres.
	(Section Break)
Name	John and Cindy Rogers
Address	17151 Portland Crest Court
City	Wildwood
State	MO
Zip	63038

Phone Number	314-732-5157
Email	rogersjc@charter.net

Email not displaying correctly? View it in your browser.

Kathy Arnett

From:	Russell Pemberton <russellpemberton@gmail.com>
Sent:	Monday, December 21, 2015 3:15 PM
To:	Kathy Arnett
Cc:	Donald & Leslie Granger; Frank & Sherry Arviso; Lynda; cameron792@msn.com; Roger & Sandy Schwartz
Subject:	New Development - Lynda Jayne Lane Access

Hi Kathy,

Thanks again for your time today - I appreciate your help.

In lieu of myself attending tonight's zoning and planning meeting at 7:30pm, I'm writing to you now regarding the proposed development referred to as 1971 Pond Road:

http://www.cityofwildwood.com/AgendaCenter/9/646?MOBILE=ON&year=2015

It appears the proposed development may access Lynda Jayne Lane and although the access will be blocked at both ends with bollards, we don't wish to create or give the appearance of a walking path or any access for that matter which may increase any type of traffic or inadvertently lead someone to trespass into our private subdivison or onto any surrounding private properties. We also do not want to create an area where individuals may congregate, etc.

Why does Lynda Jayne Lane need to provide any access to the proposed development when the entrance is on Pond Road? I assume the proposed development could be built even without access to Lynda Jayne Lane?

I assume this access will NOT be used for any construction access?

I assume NO TRESPASSING signage will be displayed at both ends of the access which would help to mitigate any potential future issues?

I assume NO PARKING signage will be installed on Lynda Jayne Lane to prevent any parking, especially from "1971 Pond Road" homeowners who may take advantage of this access?

I have copied additional property owners on this email seeking further comments/concerns.

Russell Pemberton, Trustee
Wakefield Farm Subdivision
Neighborhoid Watch Coordinator
2007 Wakefield Farm Road
Wildwood MO 63038

Travis Newberry

From:	noreply@cityofwildwood.com
Sent:	Monday, December 21, 2015 4:06 PM
To:	Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject:	Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	PRD application
Position on Request	Do Not Support
General Comments	I do not support Payne Family Homes' application for the following reasons: 1. The entrance to the subdivision would be at one of the most dangerous stretches of Pond Road, between Route 100 and the Pond Athletic Association facilities. People frequently speed along this curvy, hilly stretch of road and adding an entrance at the proposed spot would create a dangerous intersection. 2. It is already difficult to exit onto eastbound Route 100 from Pond Road north of the highway during rush hour, given the many people who turn left from westbound 100 onto Pond toward the church and Middle School, and many others who turn left onto northbound Pond Road from eastbound 100. In my opinion, adding another 25-50 cars to this mix would necessitate the addition of a traffic light at this intersection; however, the Payne proposal does not include such a light. 3. There is no proposed method of handling stormwater runoff from the entrance road. Water from this steep entrance road would run across Pond Road into the creek on the horse farm. This water would further erode the creek that runs through the horse farm and would then run under Portland Crest Court, potentially washing out the sole entrance to homes along this private road. 4. The proposed plans show rooflines sticking up above the ridge line. This is unusual in this area and it would degrade the sight lines along

	Route 100. I am in favor of the development of this site in general; however, the Payne Family Homes plan is not the right one for this site.
Suggestions	1. Develop the 1971 Pond Road site according to the existing zoning in the Master Plan, i.e. with houses that are each on an individual lot of 3 or more acres. 2. Provide a traffic light at Pond Rd and Route 100 as part of the proposal. 3. Move the subdivision entrance to the straight part of Pond Road, along the edge of the property south of the proposed entrance. 4. Include a plan to handle stormwater runoff from the entrance road.
	(Section Break)
Name	Sandra Curtiss
Address	17229 Portland Crest Ct
City	Wildwood
State	MO
Zip	63038
Phone Number	314-600-2691
Email	sandra.w.curtiss@gmail.com

Email not displaying correctly? View it in your browser.

Travis Newberry

From: noreply@cityofwildwood.com
Sent: Tuesday, December 22, 2015 3:11 PM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Travis Newberry
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	P.Z 19-15 1971 Pond Road
Item Description	*Field not completed.*
Position on Request	Do Not Support
General Comments	Several huge concerns: My husband has lived on the same property which is adjacent to this property for over 30 years and this proposed subdivision will negatively impact the land we live on and have invested a lot of our hard earned money on to live and enjoy. 1. Safety due to increased cars/traffic a) There is too much traffic on pond as it is prior to adding my conservative estimate of an additional 700-1200+ more trips a day back and forth on pond road. traffic studies should be done on pond as it is and the studies would need to be done in the spring months to get a true estimate. b) The suggested single entrance is very unreasonable to dump out all that traffic on to pond Pond is a very narrow winding road that cannot support the traffic as it is and that entrance location has 2 major blind spots- on a sharp curve with hills on both sides. Very common to come across an accidents there. People in the ditch, fences broken, mailboxes gone, etc. In the meeting 100 was suggested for an entrance but it was said that modot would not readily agree to that. If 100 can't handle the traffic, how can you expect pond. c) It is impposible as it is to take my children on a bike or stroller ride. I find ridiculous that I can't exercise on the road I live on and pay astronomical taxes for. There isn't a bike bath either that I would use. We have to risk our lives and our children's to get to the bike path or I walk in a private

subdivision (portland cove) across the street but still have to walk on pond to get there. d) During the extremely busy ballpark months traffic has been backed up at least ½ mile on pond and 100 2. Land concerns a) There will be so much concrete and asphalt that water will not be able to absorb when there are significant rains. The creek at the bottom of the hill (next to the road) currently floods easily with rains with tons of land to try to absorb water. Has the city spoken with any county engineers regarding water runoff? b) With so many houses and the construction to build, there will be contamination to the land, air, water supply and creek from construction dust, debris and litter, runoff of chemicals on the grass, air pollution, etc. The risk to the environment is very high in particular when reconstruction of the land is near streams and creeks. Most of us are on wells and eventually they will be contaminated and considered unsafe. Most people do not understand the significance of good well water. c) Land erosion will be inevitable d) Wildwood boasts how many acres of trees and vegetation it has an is so strict when a homeowner wants to cut down a tree, how can we allow construction to tear down 1000s of trees and shrubs e) There is a master plan that states all lots must be 3 acres. Subdivisions try and get around that by having 3 acres of land per lot. This is not acceptable and what was not meant and understood by citizens when the city developed that plan many years ago. The "common ground" is not even usable in this instance. The 3 acre minimum was to prevent this exact type of development (house on top of house). This is a rural area that a developer is trying to urbanize and make millions off of at the expense of those of us who chose to live in the "country" yet be close to urban conveniences. Purchasing the property we live on came at a great cost but we made the commitment to enjoy our land, space/privacy, woods, wildlife and most importantly quiet and safe living. Developing this land as proposed will have negative effects on the land, air and water supply and road safety for generations to come.

Suggestions

Build a beautiful, 1 home estate mansion on the property. The property would have amazing views and the land would be enjoyed by the family much more than those on a smaller property with no land. This land is truly amazing and would not be used appropriately for 26 homes. The 26 homes would be better built on less beautiful, natural landscape as those who choose to build and buy a home in a subdivision with house next to house do not care about the natural land. They do not care to have wide open space with lots of woods, wild blackberries, and wildlife. People who choose to live with neighbors in arm's reach could find better suited spaces where

GENERAL NOTES:

THIS SITE IS THE FOLLOWING DISTRICTS:

METRO WEST FIRE PROTECTION DISTRICT
ROCKWOOD SCHOOL DISTRICT
BONHOMME CREEK WATERSHED

THE SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:

AMEREN
LACLEDE GAS COMPANY
MISSOURI AMERICAN WATER COMPANY
SOUTHWESTERN BELL TELEPHONE COMPANY
CHARTER COMMUNICATION (CABLE TV)

SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE CITY OF WILDWOOD. THE WASTEWATER TREATMENT PLANT IS A RE-CIRCULATING WASTEWATER TREATMENT PLANT 12,000 GALLONS PER DAY.

THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL CONDITIONS AND SHALL BE INDICATED ON THE LOCATION SHALL BE DETERMINED BY FIELD IMPROVEMENT PLANS.

GRADING AND DRAINAGE SHALL BE PER CITY OF WILDWOOD STANDARDS.

BE ADVISED, A GRADING PERMIT OR IMPROVEMENT PLAN APPROVAL WILL NEED TO BE OBTAINED PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES ON THIS SITE.

THE UNDERGROUND UTILITIES SHOWN HEREON WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL SIZE/TONE, HORIZONTAL, SIZE, TYPE, NUMBER, OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION, OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD PRIOR TO ANY GRADING. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

LANDSCAPING AND LIGHTING PLANS WILL BE PROVIDED AT FUTURE DATE AND COMPLY WITH CITY OF WILDWOOD REGULATIONS. STREET LIGHTS 15' HORIZONTAL.

EXISTING PAVEMENT A RURAL WIDTHS VARY ALONG HUGHRAY VIA & POND ROAD.

DRIVEWAYS, STREET INTERSECTION CULDE-SAC SHALL BE CONSTRUCTED TO CITY OF WILDWOOD STANDARDS.

SLOPES SHALL NOT EXCEED 3:1, UNLESS SUPPORTED BY GEOTECHNICAL REPORT.

FIRE FLOW IS 1250 GPM AT 20 PSI HYDRANT SPACING IS 600' APART, ANY STREET LESS THAN 28 FEET WIDE WILL NEED TO RESTRICT PARKING ON ONE SIDE, EMERGENCY ACCESS CITY OF LYNDA JANE LANE MUST BE BUILT TO HOLD A 75,000 POUND VEHICLE. (NO PARKING SIGNS ON ONE SIDE OF STREET)

ACCESS WILL BE GRANTED TO THE FAMILY MEMBERS OF THOSE BURIED IN THE CEMETERY VIA THE PRIVATE ROADWAY AND EASEMENT TO THE CEMETERY AREA.

STORM WATER NOTE:

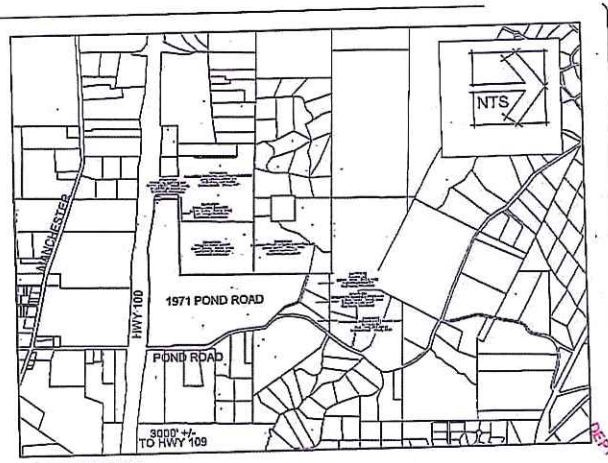
THE PROPOSED POND ROAD SUBDIVISION WILL HAVE 24 LOTS ON 75 ACRES. ALL THE LOTS WILL BE A MINIMUM OF 1 ACRES WITH THE OVERALL AVERAGE BEING 3.7 ACRES. IN AN EFFORT TO SAVE AS MUCH OF THE EXISTING WOODLAND ON SITE AND BY AVOIDING TRADITIONAL LARGE STORM WATER DETENTION BASINS, STORM WATER MANAGEMENT IS PROPOSED TO BE HANDLED IN AN LID (LOW IMPACT DEVELOPMENT) MANNER. THIS METHOD WILL INVOLVE TREATING DIFFERENTIAL RUNOFF AT ITS SOURCE WITH THE USE OF A VARIETY OF BMP'S WHICH MAY INCLUDE AMENDED SOILS, RAIN GARDENS, LEVEL SPREADERS, AND DRY WELLS. THE TYPICAL ROAD WAY SECTION WILL NOT HAVE CURBING BUT

PROJECT NAME:	1971 POND ROAD
SIZE OF SITE:	75.00 ACRES
EXISTING ZONING:	"PUD" RESIDENTIAL
PROPOSED ZONING:	"PUD" R-1 - PLANNED RESIDENTIAL DEVELOPMENT
PROPOSED GROSS DENSITY:	2.93 ACRES
LOCATION MUNICIPAL:	2 MILES
OWNER OF RECORD:	CONCIDER WILDRED & TRUSTEE
SITE ADDRESS:	1971 POND RD ELLISVILLE, MO. 63021
PREPARED FOR:	PAYNE Family Homes HOMES 14402 BAUR BLVD, SUITE B BAUR LOUIS, MISSOURI 63132 MAIN OFFICE: 314-835-4355
PREPARED BY:	VOLZ Incorporated 16806 MORAN HEAD INDS., BLVD. ST. LOUIS, MO. 63132 314.434.6313 MAIN 314.434.1200 FAX
NUMBER OF LOTS ALLOWED:	7.50 AC/3 AC = 2.5 LOTS
PARKING REQUIREMENT & PROVIDED:	2 SPACES PER LOT (24 LOTS) = 48 SPACES
ZONING:	SINGLE FAMILY - 1 UNIT PER 3 ACRES PLUS 1 ACRE ON THIS SITE

Minimum Required Public Space Contribution:	1 acre (4) acres for every one hundred (100) Single Family/ Duplex Units (0.24)(4) acres for every one (1) High family dwelling
Amount of Required Public Space	2.40 ACRES
Amount of Provided Public Space	2.40 ACRES
a. Gross Site Area	75.00 ACRES
b. Deductions (Not Detention) Area	0
c. Public Land Dedication	0
d. Private Land Common Ground	2.40 ACRES
e. Net Site Area (a-b-c-d)	72.60 ACRES
f. Lot Frontage (not including R.O.W.)	1,900 (Average 200 feet per lot)
g. Public Streets	0
h. Easements	0
i. Other Rights of Ways	0
j. Steep Rocks	0
k. Total	2.40 (INCL. OF TRAIL)
Other Public Space Uses (if provided)	
Fee in Lieu	

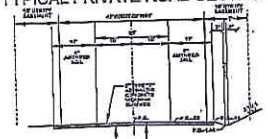
TREE PROTECTION NOTES:

1) PRECONSTRUCTION MEETING HELD ON SITE TO INCLUDE A PRESENTATION OF TREE PROTECTION MEASURES TO OPERATORS, CONSTRUCTION SUPERVISORS, DEVELOPER'S REPRESENTATIVE, AND CITY ARBORIST.
2) CLEARING LIMITS SHALL BE MINOR STAKED BY DEVELOPER IN ORDER TO FACILITATE LOCATION FOR TRENCHING AND FENCING INSTALLATION.
3) NO CLEARING OR GRADING SHALL BEGIN IN AREAS WHERE TREE TREATMENT AND PRESERVATION MEASURES HAVE NOT BEEN COMPLETED.
4) THE SEQUENCE OF TREE TREATMENT AND PRESERVATION MEASURES SHALL BE:
   A. ROOT PRUNING TRENCHING
   B. TREE PROTECTION FENCING
   C. TREE PRUNING AND CHEMICAL TREATMENT
   D. AERATION SYSTEMS INSTALLED.
   E. SOIL INSTALLATION.
5) THE PLANTING ON THE DETAILED LANDSCAPE PLAN MAY BE VARIED WITH THE SUBMITTAL OF THE IMPROVEMENT PLANS



LOCATION MAP

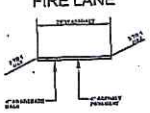
TYPICAL PRIVATE ROAD SECTION



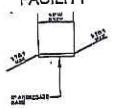
NO PARKING ANY TIME

20' WIDE ASPHALT FIRE LANE

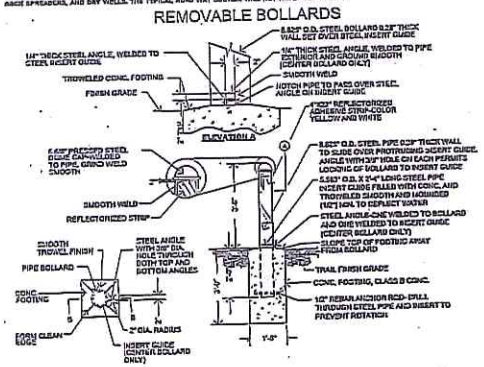
NO PARKING FIRE LANE

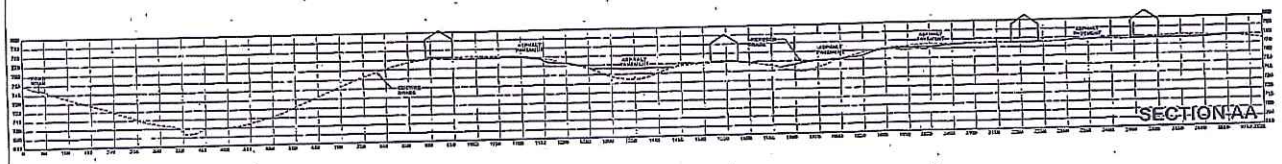


10' WIDE ROCK ACCESS DRIVE TREATMENT FACILITY



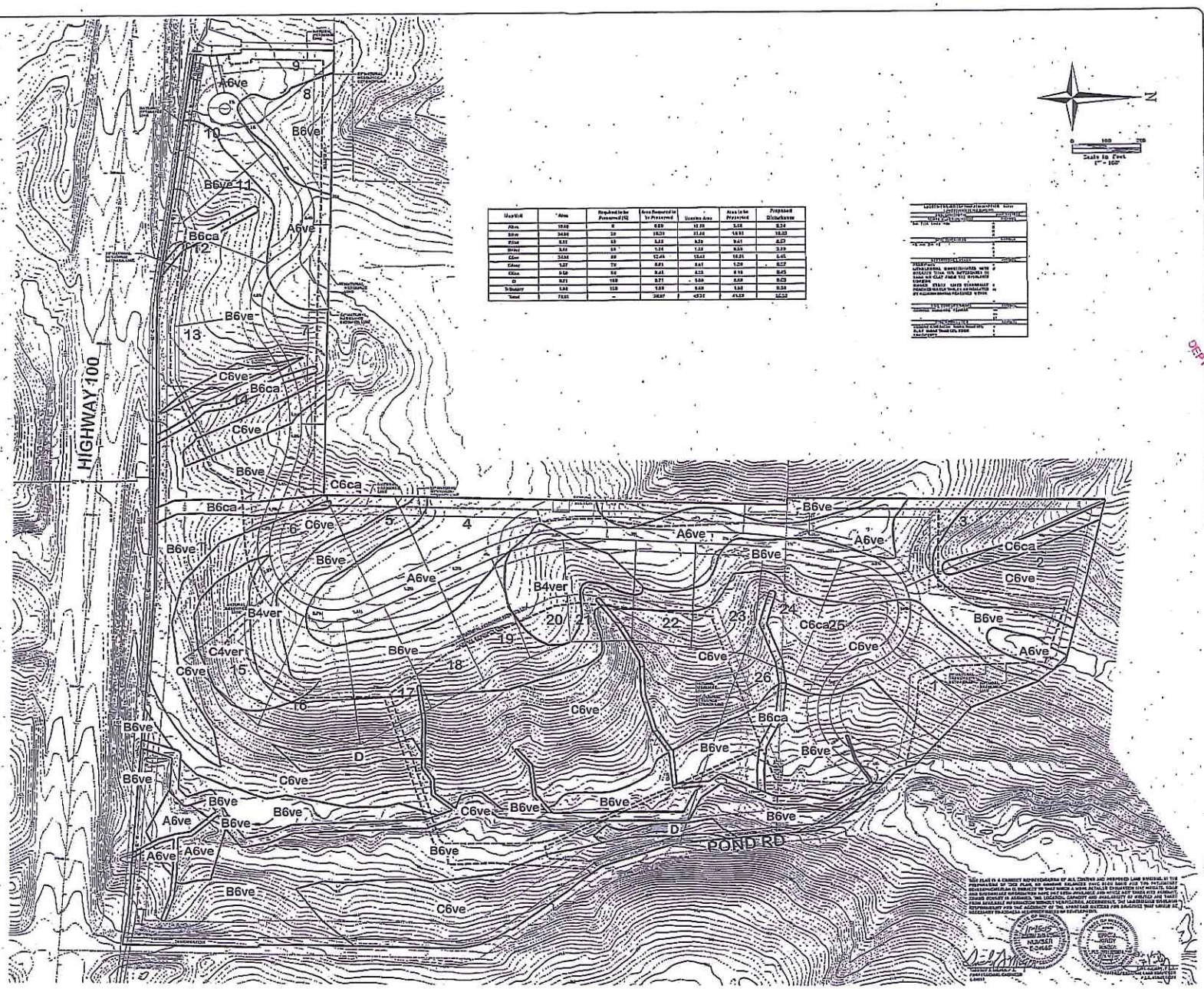
REMOVABLE BOLLARDS





A TRACT OF LAND BEING PART OF SECTIONS 2 AND 3, TOWNSHIP 44 NORTH – RANGE 5 EAST AND PART OF SECTIONS 34, TOWNSHIP 45 NORTH – RANGE 5 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 34; THENCE ALONG THE WEST LINE OF SAID SECTION 34 SOUTH 00 DEGREES 24 MINUTES 38 SECONDS EAST 1831.45 FEET TO THE NORTH LINE OF "EATHERTON TRACTS" A SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 14 PAGE 34 OF THE ST. LOUIS COUNTY RECORDS; THENCE EASTWARDLY ALONG SAID SOUTH LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 79 DEGREES 21 MINUTES 19 SECONDS EAST 40.10 FEET, SOUTH 13 DEGREES 42 MINUTES 12 SECONDS EAST 1122.50 FEET, SOUTH 14 DEGREES 13 MINUTES 12 SECONDS EAST 1125.00 FEET, SOUTH 44 DEGREES 41 MINUTES 12 SECONDS EAST 220.00 FEET TO THE WEST LINE OF POND ROAD, VARYING WIDTH; THENCE SOUTHWARDLY ALONG THE WEST LINE OF POND ROAD, VARYING WIDTH THE FOLLOWING COURSES AND DISTANCES: SOUTH 19 DEGREES 29 MINUTES 48 SECONDS EAST 1120.00 FEET, SOUTH 44 DEGREES 56 MINUTES 42 SECONDS EAST 1120.00 FEET, SOUTH 19 DEGREES 29 MINUTES 48 SECONDS EAST 1120.00 FEET, SOUTH 14 DEGREES 29 MINUTES 48 SECONDS EAST 206.00 FEET, SOUTH 29 DEGREES EAST 1066.00 FEET, SOUTH 14 DEGREES 29 MINUTES 48 SECONDS EAST 1120.00 FEET, SOUTH 19 DEGREES 29 MINUTES 48 SECONDS EAST 1120.00 FEET, SOUTH 24 DEGREES 49 MINUTES 48 SECONDS EAST 2020.00 FEET, SOUTH 19 DEGREES 29 MINUTES 48 SECONDS EAST 1120.00 FEET, ALONG A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS SOUTH 63 DEGREES 24 MINUTES 38 SECONDS WEST 250.00 FEET FROM THE LAST DESCRIBED POINT A DISTANCE OF 196.77 FEET, SOUTH 18 DEGREES 37 MINUTES 48 SECONDS WEST 411.00 FEET, SOUTH 00 DEGREES 18 MINUTES 18 SECONDS EAST 347.1 FEET, SOUTH 21 DEGREES 24 MINUTES 48 SECONDS WEST 1000.00 FEET, SOUTH 00 DEGREES 24 MINUTES 38 SECONDS EAST 1000.00 FEET, SOUTH 21 DEGREES 24 MINUTES 48 SECONDS WEST 1000.00 FEET TO THE NORTH RIGHT-OF-WAY LINE OF HUGHRAY ROUTE 100, VARYING WIDTH, AS ESTABLISHED BY INSTRUMENT RECORDED IN BOOK 8101 PAGE 1004 OF THE ST. LOUIS COUNTY RECORDS; THENCE WESTWARDLY ALONG SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING COURSES AND DISTANCES: SOUTH 78 DEGREES 43 MINUTES 30 SECONDS WEST 1000.00 FEET, NORTH 88 DEGREES 56 MINUTES 58 SECONDS WEST 1000.00 FEET, NORTH 88 DEGREES 13 MINUTES 11 SECONDS WEST 1000.00 FEET, NORTH 88 DEGREES 43 MINUTES 30 SECONDS WEST 1000.00 FEET, NORTH 88 DEGREES 43 MINUTES 30 SECONDS EA



Map Unit	Acres	Required to be Preserved (%)	Area Required to be Preserved	Existing Area	Area to be Preserved	Proposed Disturbance
A6ve	10.60	0	0.00	11.35	5.68	5.67
B6ve	34.60	50	18.30	31.04	16.93	14.03
B6ca	5.33	50	2.67	5.26	2.63	2.63
B4ver	3.60	50	1.80	1.53	0.55	0.99
C6ve	34.84	80	27.87	18.64	10.91	7.73
C6ca	5.87	70	4.11	4.41	1.26	3.17
C4ver	3.50	50	1.75	4.12	2.10	2.02
D	0.21	100	0.21	0.69	0.68	0.03
Industry	5.00	100	5.00	5.00	5.00	0.00
Total	73.61	-	36.87	43.21	24.23	18.98

SOIL PLAN IS A CONCEPT REPRESENTATION BY ALL CENTERS AND PROVIDES LAND SUITABILITY FOR PURPOSES OF THIS PLAN. NO GUARANTEE BALANCES THAT MAY EXIST ARE TIPS INCLUDING REPRESENTATION IS INTENDED TO SHOW WHICH AREAS INTERFERE DURATION THAT MIGHT, EVEN WITH SUFFICIENT INFORMATION, MAKE THE AREA AVAILABLE AND WHICH ARE SAFER AND ARE CLEARLY SUITABLE AS ALREADY. THE LOCATION, CAPACITY AND AVAILABILITY OF ENERGY AND SUPPLY FROM REGIONAL INFORMATION MAYBE VERY PRELIMINARY, ACCURATE, THE UNDERLYING GEOLOGY AND BALANCING THAT MAYBE NEEDED BY ADDITIONAL GEOLOGICAL INVESTIGATIONS.

DEC 18 2015

DEPT OF PLANNING & PARKS

CITY OF WILDWOOD

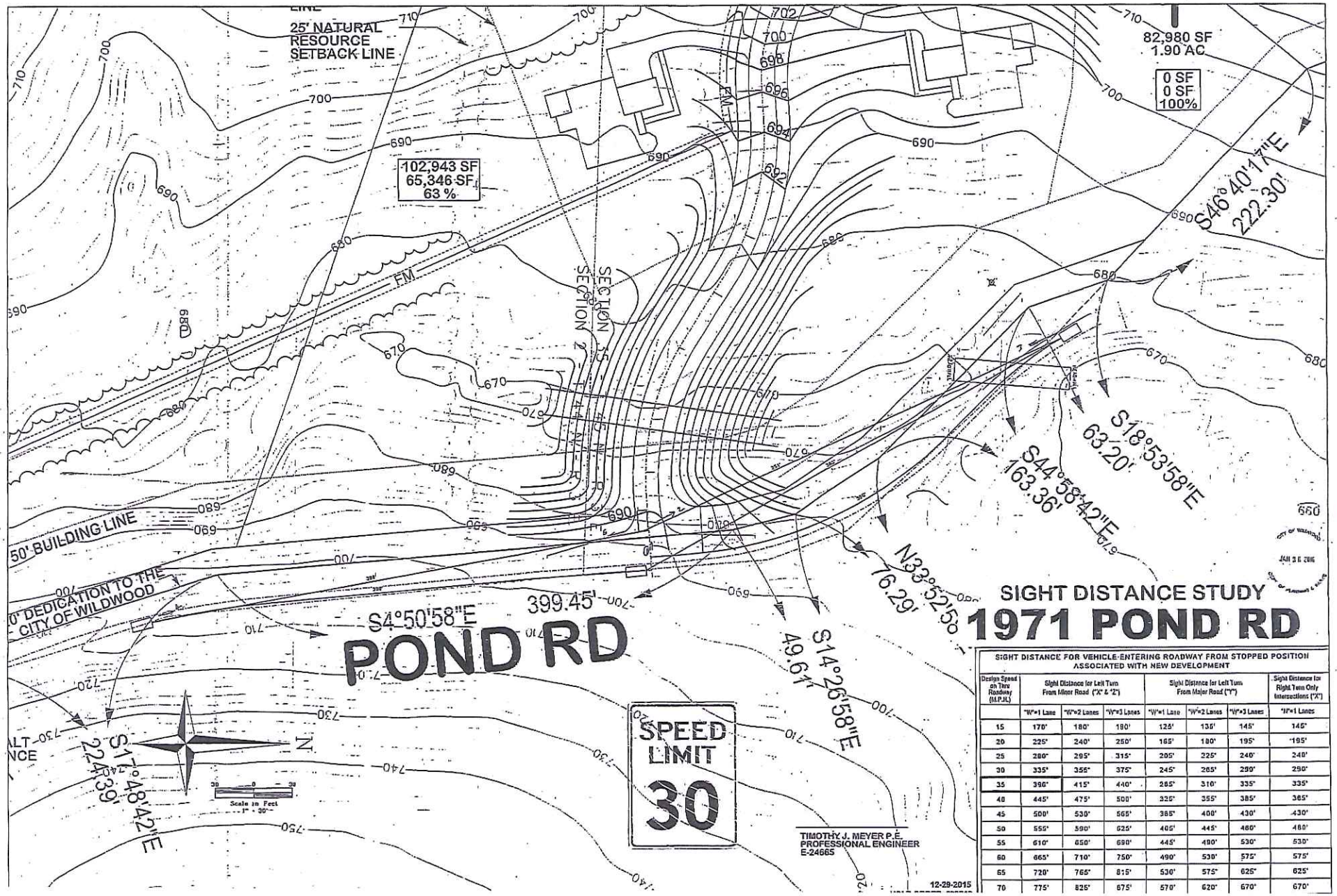
VOLZ INCORPORATED

PAYNE FAMILY HOMES

1971 POND ROAD

A TRACT OF LAND BEING PART OF SECTIONS 3 AND 10, TOWNSHIP 44 NORTH, RANGE 3 EAST, ST. LOUIS COUNTY, MISSOURI

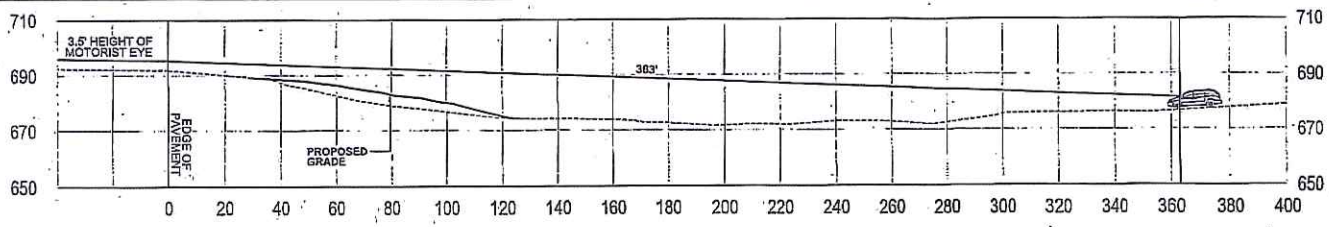
NATURAL RESOURCE PROTECTION PLAN



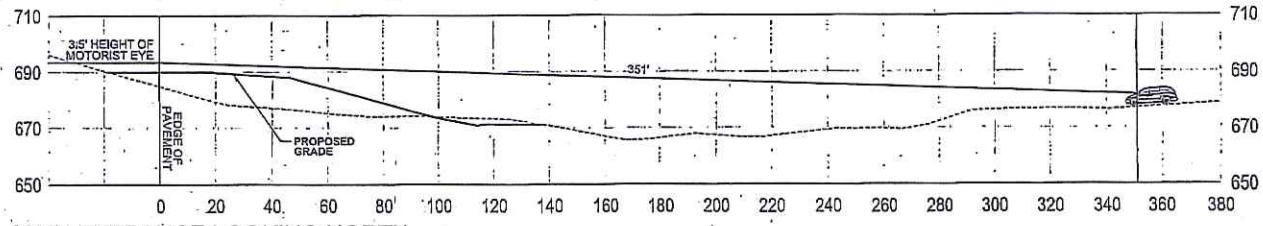
SIGHT DISTANCE FOR VEHICLE-ENTERING ROADWAY FROM STOPPED POSITION ASSOCIATED WITH NEW DEVELOPMENT

Design Speed on Thru Roadway (M.P.H.)	Sight Distance for Left Turn From Minor Road ("X" & "Z")			Sight Distance for Left Turn From Major Road ("Y")			Sight Distance for Right Turn Only Intersections ("X")
	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lanes
15	170'	180'	190'	125'	135'	145'	145'
20	225'	240'	250'	165'	180'	195'	195'
25	280'	295'	315'	205'	225'	240'	240'
30	335'	355'	375'	245'	265'	290'	290'
35	390'	415'	440'	285'	310'	335'	335'
40	445'	475'	500'	325'	355'	385'	385'
45	500'	530'	565'	365'	400'	430'	430'
50	555'	590'	625'	405'	445'	480'	480'
55	610'	650'	690'	445'	490'	530'	530'
60	665'	710'	750'	490'	530'	575'	575'
65	720'	765'	815'	530'	575'	625'	625'
70	775'	825'	875'	570'	620'	670'	670'

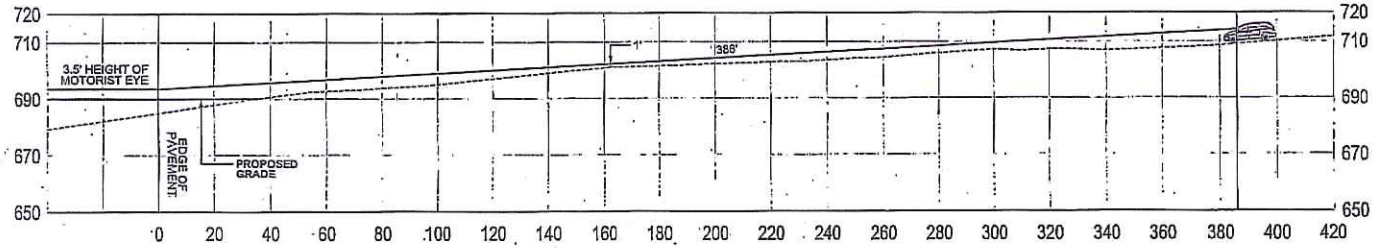
12/18/15



MAIN ENTRANCE LEFT TURN



MAIN ENTRANCE LOOKING NORTH



MAIN ENTRANCE LOOKING SOUTH

TIMOTHY J. MEYER P.E.
PROFESSIONAL ENGINEER
E-24665

JAN 2 8 2015

12/19/15

SIGHT DISTANCE STUDY
1971 POND RD

SIGHT DISTANCE FOR VEHICLE ENTERING ROADWAY FROM STOPPED POSITION ASSOCIATED WITH NEW DEVELOPMENT

Design Speed on Thru Roadway (MPH)	Sight Distance for Left Turn From Minor Road ("A" & "2")			Sight Distance for Left Turn From Major Road ("Y")			Sight Distance for Right Turn Only Intersections ("X")
	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lane	"W"=2 Lanes	"W"=3 Lanes	"W"=1 Lanes
15	170'	180'	190'	125'	135'	145'	145'
20	225'	240'	250'	165'	180'	195'	195'
25	280'	295'	315'	205'	225'	240'	240'
30	335'	355'	375'	245'	265'	290'	290'
35	390'	415'	440'	285'	310'	335'	335'
40	445'	475'	500'	325'	355'	385'	385'
45	500'	530'	565'	365'	400'	430'	430'
50	555'	590'	625'	405'	445'	480'	480'
55	610'	650'	690'	445'	490'	530'	530'
60	665'	710'	750'	490'	530'	575'	575'
65	720'	765'	815'	530'	575'	625'	625'
70	775'	825'	875'	570'	620'	670'	670'

WILDWOOD®

MEMORANDUM

To: Planning/Economic Development/Parks Committee Members
Cc: Mayor James R. Bowlin and Administration/Public Works Committee Members

From: Ryan S. Thomas, City Administrator

Date: August 12, 2016

Re: Consultant Contract for Design/Engineering Services relating to Loop Trail Completion at Wildwood Family YMCA and St. Louis Community College – Wildwood Campus (Ward – One)

Background

Currently, the collective properties of the Wildwood Family YMCA and adjacent 4.3 acre vacant parcel of land owned by the St. Louis Community College have pedestrian facilities along their northern and western boundaries (concrete sidewalks), and it has long been planned that a full pedestrian loop be established by constructing an asphalt trail along the remaining eastern and southern boundaries.

Along the eastern boundary of the Wildwood Family YMCA property, a trail easement was established with the development of this facility. Along the southern boundary of the St. Louis Community College property, a right-of-way and easement exists, and a cash escrow in the amount of $23,530.00 was deposit by the developer of the Meadows of Wildwood to construct a the trail segment along its development frontage. If not utilized by the year 2021, this escrow is to be refunded to the developer.

The 2016 Capital Improvement Sales Tax Fund Budget includes $150,000 in design funding and $1,000,000 in construction funding for general trail development. One of the City's pre-qualified consultants, Cochran Engineering, has been requested to provide a design fee proposal and construction cost estimate, which are both attached.

The design fee proposal totals $20,378.50, and the total project cost (design, construction and material testing) is estimated at $159,235.17. With the aforementioned escrow, the remaining cost to the City for the project is estimated at $135,705.17.

Recommendation

It is recommended that the City enter into a contract with Cochran Engineering to complete the trail design, as proposed.

Reasons for Recommendation

1. The proposed improvements would see substantial use, given the active population from the Wildwood Family YMCA, St. Louis Community College and nearby residents.
2. A cash escrow is available to partially fund the improvement, which would be forfeited if the project is not completed in the next five (5) years.
3. Funds have been allocated in the 2016 Budget for the improvements.

I will be available for any comments or questions at the August 16, 2016 Planning/Economic Development/Parks Committee Meeting.

RST

YMCA Loop Trail

August 12, 2016

1:4,800

0 0.04 0.08 0.16 mi

0 0.05 0.1 0.2 km

Freehand Buffer

User drawn lines

Sales (Last 2 Years)

St. Louis County GIS Service Center

Created by: St. Louis County GIS Service Center
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August 4, 2016

Mr. Ryan Thomas, P.E.
City of Wildwood
16860 Main Street
Wildwood, MO 63040

SENT VIA: email

RE: Proposal – Professional Design Services
Wildwood YMCA Asphalt Trail

Dear Mr. Thomas:

Thank you for giving Cochran the opportunity to submit this proposal to provide professional design services for the above-referenced project. In accordance with our discussions, we offer the following professional services:

SCOPE OF WORK:

1. Design a proposed 10 foot wide asphalt trail that will complete a pedestrian loop around the Wildwood YMCA. The trail will be along the east side of the YMCA property and the property to the south, then will be along the southern edge of the property immediately south of the YMCA. The trail will tie into the existing sidewalks on the west and north sides of the property on Generations Drive and New College Avenue.
2. Perform a topographic survey of the area to locate existing features, utilities, develop contours and locate property monumentation to aid in the design of the improvements.
3. Prepare the deeds, descriptions and R/W documents for the City's use in acquiring the necessary easements for the proposed asphalt trail.
4. Prepare construction plans of the improvements for bidding purposes.
5. Prepare a project manual including bidding, front end documents, contracts, general conditions, job special provisions and specifications.
6. Obtain the necessary approvals and clearances from environmental and other governing agencies
7. Assist the City of Wildwood through the bidding phase.
8. Provide material testing services and assist the City of Wildwood during the construction phase of the project.

SERVICES INCLUDED:

1. Topographic Survey
2. Meetings (City and Review Agencies)
3. Construction Plans
4. Standard Details
5. Project Manual and Specifications
6. Construction Material Testing

Initials _____

SERVICES NOT INCLUDED:

1. Architectural Services
2. Environmental/Geotechnical/Wetlands/Traffic Studies or Reports
3. Recording Fees
4. All Permit Fees
5. Boundary Survey
6. Off-site Conceptual Work and/or Cost Estimation
7. Construction Administration/Inspection
8. Right-of-Way Acquisition
9. Construction Stakeout (Cochran can provide under separate proposal on a time and material basis.)
10. Retaining Wall Design over 4 feet in height
11. Pedestrian Bridge Design

OWNER'S RESPONSIBILITY:

1. The Owner shall give prompt and thorough consideration to all sketches, drawings, bid documents and other documents placed before him. Prompt decisions will be required if project is to proceed on schedule.

2. Advertisement and receipt of construction bids.

3. General day-to-day review of construction.

FEE:

The total amount of fee to be paid for the professional services outlined in this proposal shall be a lump sum fee of **$20,378.50** for the design and bidding phase of the project. The material testing for the construction portion of the project shall be on a time and material basis with a maximum not to exceed amount of **$3,000.00**.

This fee is good for a period of thirty (30) days from the date of this proposal.

PAYMENT:

1. An invoice for progress payments will be submitted monthly during the performance period of this contract for professional services rendered. It is agreed that monthly progress payments for fees earned under this agreement are due and payable within fifteen (15) days of submission of invoices. Any invoices remaining unpaid beyond fifteen (15) days will accrue interest at the rate of one and one-half (1½%) per month on the unpaid balance.

2. It is further understood that if the project is abandoned, or if any work being performed is suspended in whole or in part prior to the completion of any phase, payment will be due in direct proportion to the amount of work accomplished.

3. In addition, payment will be due for all reimbursable expenses incurred prior to receipt of written notice or such abandonment or suspension.

Initials _____

TIME OF PERFORMANCE:

We will make every effort to complete the project within the Owner's time frame and according to schedule. Cochran will not, however, be responsible for delays caused by events beyond our control.

TERMS AND CONDITIONS:

Attached to this proposal is a copy of the Cochran Standard Terms and Conditions. These terms and conditions shall apply to this proposal for professional services, which can also serve as a letter agreement. This document is enclosed for your review and reference.

GENERAL:

The terms and conditions of this contract shall apply to all work performed for the benefit of the project, including work that affects the property, any contiguous property that may be acquired at a later date, and any work performed off the site that benefits the project (permits, licenses, easements, etc.).

Cochran's reputation is based on understanding and meeting all the project objectives of our clients. We look forward to having an opportunity to demonstrate that responsiveness by providing timely and cost effective professional services.

If you would like to authorize Cochran to perform the professional services outlined in this proposal, please indicate your acceptance of the terms of this letter agreement by signing in the space provided below **AND** initializing **ALL** other pages. Return one (1) copy for our contract files.

If you have any questions or changes regarding this proposal, please contact me at 314-842-4033. Thank you.

THIS CONTRACT CONTAINS A BINDING ARBITRATION PROVISION, WHICH MAY BE ENFORCED BY THE PARTIES.

Sincerely,

Tary Todd, P.E.
Director of Road & Bridge Design
Cochran

Acceptance:
City of Wildwood

By: _____

Title: _____

Date: _____

Attachments: Cochran Terms & Conditions

COCHRAN STANDARD TERMS AND CONDITIONS

1. Unless expressly stated in the attached proposal letter ("Proposal"), the Proposal must be accepted in writing within thirty days or the Proposal is void and unenforceable.
2. The acceptance of the Proposal is conditioned upon these Terms and Conditions and the terms of the Proposal, which shall be the only terms and conditions applicable to any agreement between Cochran and Client. Requesting performance of the work by Cochran, sending a notice to proceed with the work, or an acknowledgment of the Proposal by the issuance of a purchase order by Client, notwithstanding any terms additional to or different from those contained herein, shall be deemed to be an acceptance of these Terms and Conditions by Client.
3. The Proposal and these Terms and Conditions constitute the entire agreement ("Contract") between Cochran and the Client for the services identified in the Proposal. All prior proposals, negotiations, representations, recommendations, statements or agreements made or entered into prior to or contemporaneously with this Contract, whether oral or in writing, are superseded by this Contract unless they are expressly incorporated herein by reference. Any terms contained in any communication from Client which are inconsistent with the Contract shall not be binding upon Cochran.
4. Cochran may submit invoices on not less than a monthly basis. Cochran's invoices are due and payable within fifteen (15) days of the submission of each invoice. Interest will accrue at the rate of one and one-half percent (1.5%) per month on all unpaid invoices from the date payment was due. In the event that Client disputes an invoice, Client will pay the undisputed portion of the invoice and provide a written explanation to Cochran of the basis for Client's dispute. If Client fails to pay in full any of Cochran's invoices, Cochran may immediately, without waiving any other rights it may have, suspend work pending resolution of the payment dispute. Client's failure to pay any of Cochran's invoices in full shall be considered a material breach of this Contract.
5. Unless specifically stated to the contrary in the Proposal, reimbursable expenses are in addition to the amounts identified for Cochran's fees for basic and additional services. Reimbursable expenses shall include, but are not limited to: Client-authorized out-of-town travel, transportation, and subsistence expenses; fees paid for securing approval of jurisdictional authorities; postage, courier, or other delivery fees; material costs for models, mock-ups, or other presentation media; photographic film and development expenses.
6. This Contract is binding upon the heirs, successors and assigns of the parties hereto and may not be assigned by either party without the prior written consent of the other party.
7. Nothing in this Contract is intended to create any enforceable third party rights against Client or Cochran.
8. Cochran will perform all of its services consistent with that degree of skill and learning ordinarily used under the same or similar circumstances by the members of Cochran's profession working in the same locale.
9. If, and to the extent that Cochran's scope of work includes construction phase services, any such services shall be provided in accordance with and governed by the applicable terms of AIA Document A201 General Conditions of the Contract for Construction, 2007 Edition ("General Conditions") If there is a conflict between the General Conditions and this Contract, this Contract will control.
10. When making any interpretation or decision as required by the General Conditions, Cochran will not show partiality to any party, and shall not be liable for interpretations or decisions rendered in good faith.
11. Cochran has no responsibility or obligation to supervise or direct the work activities of the Client's employees and representatives, or any construction contractors, sub-contractors or any of their employees, or other persons not employed by Cochran.
12. Cochran will abide by any job-site safety programs identified in writing by the Client but will not be responsible for job-site safety of any persons not directly employed by Cochran.
13. Cochran has no responsibility or obligation with respect to the construction means, methods, sequencing or procedures of any construction contractors, sub-contractors or any of their employees.
14. Cochran is not responsible for the failure of any contractor to perform work properly and in accordance with any applicable documents, plans, specifications, codes or standards.
15. Cochran is not responsible for the identification of unsafe conditions, nor for the identification, handling, or removal of hazardous and/or toxic substances found on or brought to the site. Prior to the start of work, the Client shall disclose and identify in writing to Cochran, to the best of Client's knowledge, all hazardous and/or toxic substances located on the site. Client agrees to defend, indemnify and hold Cochran harmless from and against all claims, demands and liabilities of any kind or nature resulting from any hazardous and/or toxic substances that are found on the site and which were not identified by Client – even if not known by Client.
16. Cochran will have no obligation to commence its work until receipt of a written notice-to-proceed from Client and all other information required to be provided by Client. Cochran shall complete its work within any time limits identified in the Proposal. Cochran shall be entitled to an extension of time for performance of its work due to any delays that are due to any cause beyond Cochran's reasonable control. In no event will Client be entitled to any costs, losses, expenses or damages (including, but not limited to, claims or damages attributable to home office overhead costs, loss of profits, loss of business opportunities and/or additional financing costs) as a result of any delay caused or attributable to Cochran.
17. Cochran and Client waive any and all claims against each other for consequential, indirect, incidental and special damages arising out of or relating to this Contract, the alleged breach thereof, and/or Cochran's work; including, but not limited to, lost profits, loss of business, financing costs, extended home office overhead and similar types of damages.
18. Provided that written notice of a material breach of this Contract has been provided to the defaulting party and the defaulting party has failed to cure or taken reasonable efforts to cure its default within seven (7) calendar days of its receipt of the notice, the non-defaulting party may terminate this Contract by sending notice of termination to the defaulting party.

19. If the Contract is terminated for any reason not attributable to Cochran, Client will pay for the work performed by Cochran up to the date of termination plus all of Cochran's costs related to the termination (e.g., close-out costs, costs of terminating contracts with consultants, etc.).
20. In the event that there are any changes in applicable laws, codes or regulations after the Contract is executed that result in the need for Cochran to perform additional services and/or incur additional costs, Client shall pay Cochran for said services and costs at the rates set forth in the Proposal.
21. All documents and electronic media produced by Cochran under this Contract ("Instruments of Service") shall remain the property of Cochran, and Cochran shall retain all rights to the same, including copyrights, and they may be used by the Client only for the project identified in the Proposal. In the event of the termination of this Contract, the Client shall return the Instruments of Service to Cochran, and the Instruments of Service may not be used by the Client or a third party to complete the project without the written consent of Cochran.
22. Client and Cochran waive all rights against each other, any contractors and other professionals, and any of their respective consultants, contractors, suppliers, subcontractors, agents and employees, for damages caused by perils to the extent covered by insurance, except such rights as they may have to the insurance proceeds.
23. This Contract and the rights of the parties shall be governed by the laws of the State of Missouri.
24. Any claims, disputes, or other matters in question arising out of or relating to this Contract, the alleged breach thereof, and/or Cochran's work, at Cochran's sole election and discretion, shall be decided by binding arbitration in accordance with the Construction Industry Arbitration Rules of the AAA. A demand for arbitration must be made within a reasonable time, and before the expiration of the applicable statute of limitations. Unless it consents in writing, Cochran may not be joined in any other arbitration involving the same project. The arbitration shall be held where the project is located.
25. In the event of any dispute, claim, arbitration or litigation arising out of or relating to this Contract, the alleged breach thereof, and/or Cochran's work, the prevailing party shall be awarded its attorney's fees, expert witness fees, expenses, arbitration fees and expenses, and court costs at the trial and all appellate levels; including costs and fees related to collection efforts. Determination of which party prevailed shall be made by the judge or arbitrator(s). The determination shall be made by reviewing the claims resolved at trial or arbitration (which excludes any claims resolved prior to the taking of evidence), and then determining which party achieved the greater success by quantifying the amounts awarded the party recovering damages or obtaining relief and comparing that result to the relief and/or damages requested by that party at the trial or arbitration. If that party received less than 50% of the relief and/or damages it sought, then the other party prevailed. If that party receives more than 50% of the relief and/or damages it sought, then it prevailed. The judge or arbitrator(s) may consider the percentage of recovery when determining the amount of fees and expenses to be awarded to the prevailing party. If more than one claim is presented, then the judge or arbitrator(s) may elect to evaluate who is the prevailing party on a claim by claim basis, or in the aggregate as they deem appropriate. In making the determination of which party prevailed, the judge or arbitrator(s) shall take into consideration any settlement offers or demands made prior to trial or arbitration.
26. **THE TOTAL LIABILITY OF COCHRAN AND ANY OF COCHRAN'S CONSULTANTS FOR ANY ACTIONS, DAMAGES, CLAIMS, DEMANDS, JUDGMENTS, LOSSES, COSTS, OR EXPENSES (INCLUDING ATTORNEY'S FEES AND COURT OR ARBITRATION COSTS AND FEES) ARISING OUT OF OR RESULTING FROM COCHRAN'S OR ITS CONSULTANTS' NEGLIGENT ACTS, ERRORS, OMISSIONS OR BREACHES OF CONTRACT IS LIMITED TO THE LESSER OF THE CONTRACT PRICE OR THE AMOUNT OF PROFESSIONAL LIABILITY INSURANCE MAINTAINED BY COCHRAN AND AVAILABLE TO PAY SAID CLAIM. THIS LIMITATION OF LIABILITY IS APPLICABLE TO ALL CLAIMS THAT MAY BE ASSERTED AGAINST COCHRAN OR ITS CONSULTANTS ARISING OUT OF OR RELATING TO THE PROJECT OR THIS CONTRACT, WHETHER THE CLAIMS ARISE IN CONTRACT, TORT, STATUTE, OR OTHERWISE.**

Updated 01/2016

Initials _____

City of Wildwood

YMCA Asphalt Trail

Construction Estimate

STATE OF MISSOURI
TARY TODD
NUMBER
E-24182
REGISTERED PROFESSIONAL ENGINEER

Bid No.	Item No.	Description	Unit	Quantity	Unit Cost	Extended Cost
		BICYCLE/PEDESTRIAN FACILITY ITEMS				
1	1500.1	Mobilization	LS	1	$8,000.00	$8,000.00
2	2000.1	Clearing and Grubbing	AC	0.8	$25,000.00	$18,939.39
3	2200.1	Removal of Improvements	LS	1	$5,000.00	$5,000.00
4	2300.1	Earthwork	STA	16.5	$1,200.00	$19,800.00
5	2300.2	Type 5 Aggregate for Trail Base (4")	SY	2,200	$5.00	$11,000.00
6	2350.1	Silt Fence	LF	3,300	$3.00	$9,900.00
7	3000.1	Storm Sewer (15" Class III RCP)	LF	60	$75.00	$4,500.00
8	3000.3	Storm Sewer (15" RCP Flared End Section)	EA	6	$1,250.00	$7,500.00
9	4000.1	Asphalt Pavement (BP-1) (Surface Course) (3")	TON	309	$80.00	$24,750.00
10	5000.1	Concrete Sidewalk	SF	450	$5.00	$2,250.00
10	5000.2	Detectable Warning Devices	SF	60	$45.00	$2,700.00
		Sub-total Bicycle/Pedestrian Facility Items				**$114,339.39**
		LANDSCAPING/STREETSCAPING ITEMS				
21	9000.1	Seed, Mulch and Fertilize	SY	3,667	$2.50	$9,166.67
		Sub-total Landscaping/Streetscaping Items				**$9,166.67**
		Construction Cost =				**$123,506.06**
		Contingencies at 10% =				**$12,350.61**
		Total Construction Cost =				**$135,856.67**
		Design Engineering =				**$20,378.50**
		Material Testing =				**$3,000.00**
		Project Budget =				**$159,235.17**

WILDWOOD®

August 16, 2016

MEMORANDUM

To: Planning/Economic Development/Parks Committee Members

From: Department of Planning and Parks

Re: **Reservation and Registration Update**

Cc: The Honorable James R. Bowlin, Mayor
Administration/Public Works Committee Members of the City of Wildwood
Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks
Gary Crews, Superintendent of Parks and Recreation

Monthly Accounting for Parks & Recreation ♦♦♦

At the request of the Committee Members, Department staff has been providing the costs associated with the maintenance and upkeep of the City's parks and trails facilities since the beginning of this year. This information has been provided in the form of an annual accounting from the year 2006 through 2015, and, again, beginning in 2016, a monthly accounting on a per park basis has been provided. In conjunction with this maintenance report, the Committee has now requested an accounting of the fees collected from pavilion rentals and program registrations.

Current Registration/Reservation Status ♦♦♦

The Department has calculated three (3) main categories of information. These categories include the following:

- ✓ Number of Completed Registrations
  - This number includes Dog Park membership registrations of both households and the number of dogs, as well as event registrations
- ✓ Number of Reservations for pavilion rentals in three (3) parks
  - Community Park
  - Anniversary Park
  - Old Pond School Park
- ✓ Fees Collected
  - Membership registrations
  - Event registration
  - Pavilion rentals

The Department has waited until Spring 2016 to provide an accurate count of the overall number of households registered, as well as how many dogs were enrolled, given the facility opened in late Fall 2015. The number of Dog Park memberships is the only information provided from the previous year (2015). With

the addition of the RecDesk software in March, pavilion reservations are now completed online and payment collected via credit card at the time of reservation. Therefore, pavilion rentals have been calculated beginning in March 2016, when the system was first operational. The pavilion in Community Park was not open and available for reservation until April 2016. Department staff would also note the calculations of event registrations are totaled for each event and listed during the month the event was held, not necessarily when the reservations were made. The final item of note is the accounting provided is not necessarily net income for the City. Expenditures occur for each event, maintenance and upkeep within each park, and fees to partners, who assist the City in the execution of these tasks.

The fees collected for the year to date, again on a per month basis of when the event was completed, are provided below:

2016 Fees Collected	
January	$11,585
February	$750
March	$1,660
April	$6,610
May	$2,840
June	$810
July	$1130
Year to Date Total	$26,385

The quantities of registrations and reservations for the year, in addition to the fees collected to date, is identified by each month, on the attached spreadsheet.

The Department can provide more background on this matter at tonight's meeting, if members have specific questions in this regard. If any of the Committee Members should have other questions or comments before tonight's meeting about this information, please feel free to contact the Department of Planning and Parks at (636) 458-0440. A presentation is planned on this matter at tonight's meeting. Thank you for your review of this information and participation in tonight's discussion.

Registration and Reservation Results and Fees

	2015		January 2016			February 2016			March 2016			April 2016			May 2016			June 2016					
	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Jan - June	Registrations Through June	Fees Collected Through June
Dog Park Households *	131	$ 7,248.50		20	$ 1,000.00		15	$ 750.00		32	$ 1,600.00		20	$ 1,000.00		16	$ 800.00		5	$ 250.00		239	$ 12,648.50
Dog Park Dogs *	174			31			19			40			25			22			7			318	
Anniversary Park Pavilion **									2		$ 60.00	5		$ 170.00	8		$ 230.00	2		$ 60.00	17		$ 520.00
Community Park Pavilion **												21		$ 2,100.00	17		$ 1,750.00	5		$ 500.00	43		$ 4,350.00
Old Pond School Pavilion **												1		$ 30.00	2		$ 60.00	0		$ -	3		$ 90.00
Event Registration *				331	$ 11,585.00		479			100			243	$ 3,310.00		84			225	$ -		1462	$ 14,895.00
Event Breakdown ***			Frozen Feet 1/2 Marathon (331@$35) = $11,585			ECRP (95@Free) = $0.00 Cabin Fever Hike (240@Free) = $0.00 Family Snow Day at Hidden Valley (144@Free) = $0.00			ECRP (100@Free) = $0.00			ECRP (83@Free) = $0.00 Spring Crop (11@$30) = $330 Tree Hugger 5K Run (149@$20) = $2980			ECRP (84@Free) = $0.00			GreenRock Trail Hike (183@Free) = $0.00 Plein Air Event (17@Free) = $0.00 Home Alone Class (25@Free) = $0.00					
2015 Totals		$ 7,248.50																			2015 Totals	131	$ 7,248.50
																					Jan - June 2016 Totals		
2016 Totals					$ 12,585.00			$ 750.00			$ 1,660.00			$ 6,610.00			$ 2,840.00			$ 810.00	63	1570	$ 25,255.00

- The above calculations have been completed using three (3) main categories of information. These categories include the following:

  * Number of Completed Registrations - This number includes Dog Park membership registrations of both households and the number of dogs, as well as event registrations

  ** Number of Reservations for pavilion rentals in three (3) parks - 1. Community Park; 2. Anniversary Park; and 3. Old Pond School Park

  *** Fees Collected - 1. Membership registrations; 2. Event registration; and 3. Pavilion rentals.

- The calculations began in Spring 2016 to provide an accurate count of the dog park area, which now includes the overall number of households registered, as well as how many dogs were enrolled, given the facility opened in late Fall 2015. The number of Dog Park memberships is the only information provided from the previous year (2015). With the addition of the RecDesk Software in March, pavilion reservations are now completed online and payment collected via credit card at the time of reservation. Therefore, pavilion rentals have been calculated beginning in March 2016, when the system was first operational. The pavilion in Community Park was not open and available for reservations until April 2016. The Committee would also note the calculations of event registrations are totaled for each event and listed during the month the event was held, not necessarily when the reservations were made. The final item of note is the accounting provided is not necessarily net income for the City. Expenditures occur for each event, along with maintenance and upkeep within each park and fees to partners, who assist the City in the execution of these tasks.

Registration and Reservation Results and Fees

	July 2016			August 2016			September 2016			October 2016			November 2016			December 2016					
	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	Reservations Made	Registrations Completed	Fees Collected	2016 Total Reservations	2016 Total Registrations	2016 Total Fees Collected
Dog Park Households *		15	$ 400.00																	254	$ 639.00
Dog Park Dogs *		19																		337	
Anniversary Park Pavilion **	1		$ 30.00																18		$ 550.00
Community Park Pavilion **	7		$ 700.00																50		$ 5,050.00
Old Pond School Pavilion **	0																		3		$ 90.00
Event Registration *		25																		1487	$ 14,895.00
Event Breakdown ***	Babysitting 101 Class (25@Free) = $0.00																				
																			2015 Totals	131	$ 7,248.50
																				2016 Totals	
2016 Totals			$ 1,130.00			$ -			$ -			$ -			$ -			$ -	71	1610	$ 26,385.00

- The above calculations have been completed using three (3) main categories of information. These categories include the following:

* Number of Completed Registrations - This number includes Dog Park membership registrations of both households and the number of dogs, as well as event registrations

** Number of Reservations for pavilion rentals in three (3) parks - 1. Community Park; 2. Anniversary Park; and 3. Old Pond School Park

*** Fees Collected - 1. Membership registrations; 2. Event registration; and 3. Pavilion rentals.

- The calculations began in Spring 2016 to provide an accurate count of the dog park area, which now includes the overall number of households registered, as well as how many dogs were enrolled, given the facility opened in late Fall 2015. The number of Dog Park memberships is the only information provided from the previous year (2015). With the addition of the RecDesk Software in March, pavilion reservations are now completed online and payment collected via credit card at the time of reservation. Therefore, pavilion rentals have been calculated beginning in March 2016, when the system was first operational. The pavilion in Community Park was not open and available for reservations until April 2016. The Committee would also note the calculations of event registrations are totaled for each event and listed during the month the event was held, not necessarily when the reservations were made. The final item of note is the accounting provided is not necessarily net income for the City. Expenditures occur for each event, along with maintenance and upkeep within each park and fees to partners, who assist the City in the execution of these tasks.

- Dog Park Registration Fees were prorated beginning on July 5th and became $25.00 for membership through December 31, 2016.

WILDWOOD®

August 16, 2016

MEMORANDUM

To: Planning/Economic Development/Parks Committee Members

From: Department of Planning and Parks

Re: **On-Going and Long-Term Maintenance Costs for Parks and Trail Facilities**

Cc: The Honorable James R. Bowlin, Mayor
Administration/Public Works Committee Members of the City of Wildwood
Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks
Gary Crews, Superintendent of Parks and Recreation

Annual Allocations/Expenditures ♦♦♦

The City Council, during its Strategic Planning Process in March 2015, identified its desire to ensure that, as facilities are added to the City's system of parks and trails, the costs associated with their maintenance and upkeep are addressed and managed as well. The Chair of the Planning/Economic Development/Parks Committee also requested, which was agreed to by the members, that each month an update of spending on parks and trail maintenance be provided, along with any unusual allocations in this regard as well. Therefore, as part of this reporting of monthly expenses and expenditures, the Department is providing the summary of annual expenditures by it, in its maintenance of all facilities since 2006, which is identified below:

Year	Original Budget Allocation ($)	Amended Budget Allocation ($)	Actual Amount ($)
2006	15,000	64,000	68,454
2007	62,500	58,486	57,880
2008	67,000	67,000	65,176
2009	68,000	120,000	112,608
2010	120,000	110,000	103,275
2011	125,000	135,000	127,995
2012	135,000	164,000	173,980
2013	175,000	160,000	129,788
2014	175,000	161,200	133,033
2015	160,000	160,000	172,679*
2016	**170,000**	TBD	TBD

*As of December 31, 2015 (Final)

Current Allocations/Expenditures ♦♦♦

The Department, in calculating the expenditures for Fiscal Year 2016, did so upon the date the work was completed, not necessarily the month in which the invoice was paid. Since the Committee's last meeting, all of the invoices for the month of June and July, and a portion of August, that have been paid thus far have been totaled and identified. These expenditures include the following items:

- ✓ Trash removal in park properties and trail locations
- ✓ Grass cutting
- ✓ Dead tree removal and other storm related cleanup
- ✓ Fertilization and weed cleanup

The spending for the year to date, again on a per month basis of when the work was completed, is provided below:

2016 Expenditures	
January	$7,555.14
February	$8,188.90
March	$32,293.32
April	$21,735.64
May	$19,983.80
June	$18,518.28
July	$19,402.91
August (incomplete)	$4,406.91
Year to Date Total	$127,677.99

The spending for the year, to date, is identified by each park, on the attached spreadsheet.

The Department can provide more background on this matter at tonight's meeting, if members have specific questions in this regard. If any of the Committee Members should have other questions or comments before tonight's meeting about this information, please feel free to contact the Department of Planning and Parks at (636) 458-0440. A presentation is planned on this matter at tonight's meeting. Thank you for your review of this information and participation in tonight's discussion.

FY-2016 Parks and Trails Maintenance Costs

	Park/Trail			AL FOSTER TRAILHEAD	ANNIVERSARY PARK	BELLEVIEW FARM PARK	BLUFF VIEW PARK	COMMUNITY PARK	GLENCOE PARK	KOHN PARK	OLD POND SCHOOL	ROCK HOLLOW TRAIL	PEDESTRIAN BRIDGES	TAYLOR/100 TRAIL	EVENTS	GENERAL TRAILS	GENERAL WORK		
	INVOICE #	DATE	WORK COMPLETED															INVOICE TOTAL	SPECIFIC LOCATION
JANUARY	37517	12/1/2015	Fire Extinguisher Inspection														$ 40.00	$ 40.00	City Hall - Work done in 2015, but paid in 2016
	9716	1/4/2016	Clean out Trash Containers		$ 40.00		$ 40.00	$ 60.00	$ 40.00		$ 40.00	$ 40.00	$ 40.00	$ 40.00				$ 340.00	
	9722	1/5/2016	Remove Christmas Tree														$ 368.25	$ 368.25	
	9723	1/5/2016	Reinstall Pipe Bollard										$ 127.00					$ 127.00	109 & Windsor Meadow
	9743	1/15/2016	Clean out Trash Containers		$ 40.00			$ 60.00	$ 80.00									$ 180.00	
	9743	1/15/2016	Pick up sticks									$ 180.00						$ 180.00	
	9745	1/15/2016	Trim Honeysuckle										$ 460.00					$ 460.00	Cambury Trail & North Ped Bridge
	9745	1/15/2016	Pick up Trash													$ 300.00		$ 300.00	
	9746	1/15/2016	Clean out Trash Containers													$ 40.00		$ 40.00	Eatherton Trail
	9750	1/19/2016	Clear Snow												$ 1,203.00			$ 1,203.00	Al Foster and Duck Loop (Frozen Feet Run)
	9753	1/19/2016	Plow Snow					$ 195.00										$ 195.00	
	9117355	2/8/2016	Pest Control								$ 52.00							$ 52.00	
	9754	1/21/2016	Clear Snow												$ 2,372.39			$ 2,372.39	Glencoe Pkg Lot; Rock Hollow Trail (Frozen Feet Run)
	9755	1/22/2016	Spread Ice Melt												$ 317.50			$ 317.50	Rock Hollow Trail (Frozen Feet Run)
	9756	1/22/2016	Sign Drop Off & Pickup												$ 97.50			$ 97.50	Frozen Feet Run
	9765	1/27/2016	Clean out Trash Containers		$ 40.00		$ 40.00		$ 80.00			$ 40.00	$ 40.00	$ 40.00				$ 280.00	
	9769	1/28/2016	Install Chains on Trash Cans				$ 175.50											$ 175.50	
	9770	1/28/2016	Install 2 Dog Stations				$ 234.00											$ 234.00	
	9773	1/29/2016	Clean out Trash Containers					$ 60.00			$ 40.00							$ 100.00	
	9776	1/29/2016	Repair Gates					$ 493.00										$ 493.00	
			JANUARY TOTALS	$ -	$ 120.00	$ -	$ 489.50	$ 868.00	$ 200.00	$ -	$ 132.00	$ 260.00	$ 667.00	$ 80.00	$ 3,990.39	$ 340.00	$ 408.25	$ 7,555.14	JANUARY TOTAL
	INVOICE #	DATE	WORK COMPLETED															INVOICE TOTAL	SPECIFIC LOCATION
FEBRUARY	9779	2/2/2016	Chip Brush Piles					$ 505.00										$ 505.00	
	9785	2/4/2016	Clean Picnic Table Pads						$ 591.50									$ 591.50	
	9787	2/5/2016	Clean out Trash Containers		$ 40.00		$ 40.00	$ 45.00	$ 80.00		$ 40.00	$ 40.00	$ 40.00					$ 325.00	
	9787	2/5/2016	Trash Pickup													$ 480.00		$ 480.00	
	9802	2/15/2016	Clean out Trash Containers					$ 60.00										$ 60.00	
	9806	2/17/2016	Clean out Trash Containers		$ 40.00		$ 40.00	$ 60.00	$ 80.00		$ 40.00	$ 40.00	$ 40.00	$ 40.00				$ 380.00	
	9811	2/18/2016	Clean up beds & cut back plants		$ 620.00													$ 620.00	
	9820	2/19/2016	cut grass plants & empty trash					$ 60.00								$ 625.00		$ 685.00	La Salle Trail
	9823	2/23/2016	Clean out Trash Containers		$ 40.00		$ 40.00	$ 60.00	$ 80.00		$ 40.00		$ 40.00	$ 40.00				$ 340.00	
	9828	2/24/2016	Snow plow					$ 195.00										$ 195.00	
	9833	2/26/2016	Install rock					$ 1,670.40										$ 1,670.40	
	9837	2/26/2016	Tent Install												$ 546.00			$ 546.00	Cabin Fever Hike
	9838	2/26/2016	Clear trees				$ 303.00											$ 303.00	
	9840	2/29/2016	Clear trail debris									$ 889.00						$ 889.00	
	9841	2/29/2016	Install new dog station									$ 130.00						$ 130.00	
	9843	2/29/2016	Pick up lumber/rake mulch					$ 253.50										$ 253.50	
	9845	2/29/2016	Clean out Trash Containers		$ 40.00		$ 40.00	$ 60.00	$ 75.50									$ 215.50	
			FEBRUARY TOTALS	$ -	$ 780.00	$ -	$ 463.00	$ 2,968.90	$ 907.00	$ -	$ 120.00	$ 1,099.00	$ 120.00	$ 80.00	$ 546.00	$ 1,105.00	$ -	$ 8,188.90	FEBRUARY TOTAL
	INVOICE #	DATE	WORK COMPLETED															INVOICE TOTAL	SPECIFIC LOCATION
MARCH	9848	3/2/2016	Clean and mulch beds								$ 1,362.50							$ 1,362.50	
	9849	3/2/2016	Install playground chips		$ 1,000.00						$ 2,588.52							$ 3,588.52	
	9851	3/4/2016	Install playground chips		$ 1,056.00				$ 1,000.00									$ 2,056.00	
	9853	3/4/2016	Clean out Trash Containers					$ 60.00					$ 40.00	$ 40.00		$ 40.00		$ 180.00	
	9855	3/7/2016	Clean out Trash Containers		$ 40.00		$ 40.00	$ 60.00	$ 80.00									$ 220.00	
	9856	3/8/2016	Clean out Trash Containers										$ 45.00					$ 45.00	
	9857	3/7/2016	Install Playground chips					$ 1,158.00										$ 1,158.00	
	9861	3/8/2016	Clean up down tree limbs						$ 305.00									$ 305.00	
	9862	3/9/2016	Mulch					$ 4,812.50										$ 4,812.50	
	9864	3/11/2016	Mulch		$ 1,765.00													$ 1,765.00	
	9865	3/11/2016	Clean out Trash Containers					$ 60.00										$ 60.00	
	9869	3/11/2016	Install Dog Signs					$ 194.00										$ 194.00	
	9871	3/14/2016	Downed tree removal									$ 1,270.00						$ 1,270.00	
	9877	3/16/2016	Mulch										$ 1,785.00					$ 1,785.00	
	9878	3/15/2016	Mulch						$ 2,100.00									$ 2,100.00	
	9879	3/16/2016	Mulch													$ 2,760.00		$ 2,760.00	Lafayette High to P-G Loop
	9883	3/17/2016	Clean out Trash Containers					$ 60.00									$ 15.00	$ 75.00	Town Center Trash Containers
	9887	3/18/2016	Mulch						$ 390.00									$ 390.00	

FY-2016 Parks and Trails Maintenance Costs

	Park/Trail			AL FOSTER TRAILHEAD	ANNIVERSARY PARK	BELLEVIEW FARM PARK	BLUFF VIEW PARK	COMMUNITY PARK	GLENCOE PARK	KOHN PARK	OLD POND SCHOOL	ROCK HOLLOW TRAIL	PEDESTRIAN BRIDGES	TAYLOR/100 TRAIL	EVENTS	GENERAL TRAILS	GENERAL WORK		
	9892	3/18/2016	Install weed prevention					$ 180.00										$ 180.00	
	9893	3/25/2016	Clean out Trash Containers		$ 40.00		$ 40.00	$ 60.00					$ 40.00	$ 40.00		$ 40.00		$ 260.00	
	9896	3/25/2016	Mulch													$ 3,795.00		$ 3,795.00	Hamilton-Carr/tunnel/Wildwood Greenway
	9897	3/25/2016	Grass cutting & trimming		$ 75.00				$ 660.00				$ 420.00			$ 520.00		$ 1,675.00	
	9897	3/25/2016	Clean out Trash Containers					$ 120.00										$ 120.00	
	9907	3/18/2016	Clean pavilion area					$ 396.00										$ 396.00	
	9908	3/18/2016	Put up and take down Tent												$ 546.00			$ 546.00	WBA Balloon Glow
	9919	3/25/2016	Clean inlets and paint					$ 684.92										$ 684.92	
	9926	3/31/2016	Replace 6 signs with new poles													$ 509.88		$ 509.88	Pond-Grover Loop Area
			MARCH TOTALS	$ -	$ 3,976.00	$ -	$ 80.00	$ 7,845.42	$ 4,535.00	$ -	$ 3,951.02	$ 1,270.00	$ 2,330.00	$ 80.00	$ 546.00	$ 7,664.88	$ 15.00	$ 32,293.32	**MARCH TOTAL**
	INVOICE #	DATE	WORK COMPLETED															INVOICE TOTAL	SPECIFIC LOCATION
	9899	4/1/2016	Clean out Trash Containers					$ 60.00										$ 60.00	
	9899	4/1/2016	Grass cutting & trimming		$ 75.00		$ 320.00	$ 200.00	$ 560.00		$ 75.00	$ 40.00				$ 380.00		$ 1,650.00	
	9927	4/1/2016	Board up buildings & paint			$ 254.50												$ 254.50	
	9938	4/4/2016	Pick up broken light		$ 234.00													$ 234.00	
	9941	4/5/2016	Check light poles		$ 65.00													$ 65.00	
	9943	4/6/2016	Clean & wash down Trash Containers					$ 708.50										$ 708.50	
	9947	4/7/2016	Install signs and clean debris					$ 312.50										$ 312.50	
	9127748	4/7/2016	Pest control								$ 52.00							$ 52.00	
	9930	4/8/2016	Clean out Trash Containers		$ 40.00		$ 45.00	$ 100.00	$ 40.00									$ 225.00	
	9930	4/8/2016	Grass cutting & trimming				$ 75.00		$ 660.00		$ 75.00		$ 420.00			$ 470.00		$ 1,700.00	
	9951	4/8/2016	Delivery of memorial bench													$ 104.00		$ 104.00	
	9952	4/10/2016	Clean for rental								$ 75.00							$ 75.00	
	9956	4/12/2016	Bench assemply & plaque install													$ 332.67		$ 332.67	
	9959	4/14/2016	Grade entrance					$ 606.85										$ 606.85	
	9960	4/14/2016	Remove trash								$ 75.00							$ 75.00	
	9961	4/15/2016	Set up & take down tent for event												$ 693.00			$ 693.00	WBA Balloon Glow
	9963	4/15/2016	Clean out Trash Containers		$ 40.00			$ 60.00										$ 100.00	
	9963	4/15/2016	Grass cutting & trimming		$ 75.00		$ 200.00	$ 200.00	$ 660.00			$ 45.00						$ 1,180.00	
	9965	4/15/2016	Grass cutting & trimming												$ 80.00			$ 80.00	WBA Balloon Glow (Town Center fields)
APRIL	9966	4/15/2016	Grass cutting & trimming					$ 125.00										$ 125.00	
	9969	4/18/2016	Seal bathroom floors					$ 1,370.90										$ 1,370.90	
	32668	4/21/2016	Lock Installation					$ 483.00										$ 483.00	
	1355	4/23/2016	Dewinterize bathroom		$ 382.00													$ 382.00	
	9970	4/22/2016	Clean out Trash Containers		$ 75.00			$ 60.00										$ 135.00	
	9970	4/22/2016	Grass cutting & trimming		$ 75.00				$ 660.00	$ 90.00	$ 75.00		$ 420.00			$ 965.00		$ 2,285.00	
	9974	4/29/2016	Clean out Trash Containers		$ 40.00													$ 40.00	
	9974	4/29/2016	Grass cutting & trimming		$ 75.00		$ 200.00	$ 485.00	$ 660.00		$ 75.00							$ 1,495.00	
	9976	4/29/2016	Grass cutting & trimming														$ 40.00	$ 40.00	Town Center near Garden
	9979	4/20/2016	Clean out Trash Containers														$ 40.00	$ 40.00	Town Center
	9979	4/20/2016	Grass cutting & trimming		$ 75.00			$ 360.00	$ 400.00	$ 140.00	$ 95.00	$ 45.00					$ 1,250.00	$ 2,365.00	
	9989	4/20/2016	Install signs														$ 760.50	$ 760.50	
	9991	4/21/2016	Aerate, overseed, fertilize					$ 571.14										$ 571.14	
	9994	4/21/2016	Adjust doors & install shelf					$ 260.00										$ 260.00	
	9997	4/22/2016	Work at park					$ 390.00										$ 390.00	
	9998	4/23/2016	Clean Park & trash containers					$ 320.00										$ 320.00	
	10004	4/27/2016	Power wash walk, repair bldg, clean					$ 520.00										$ 520.00	
	10007	4/28/2016	Seal sidewalk, fix lights					$ 1,106.08										$ 1,106.08	
	10009	4/29/2016	Remove tree from trail													$ 244.00		$ 244.00	Glencoe Area
	10011	4/30/2016	Clean Park & trash containers		$ 135.00			$ 160.00										$ 295.00	
			APRIL TOTALS	$ -	$ 1,386.00	$ 254.50	$ 840.00	$ 8,458.97	$ 3,640.00	$ 230.00	$ 597.00	$ 130.00	$ 840.00	$ -	$ 773.00	$ 2,495.67	$ 2,090.50	$ 21,735.64	**APRIL TOTAL**
	INVOICE #	DATE	WORK COMPLETED															INVOICE TOTAL	SPECIFIC LOCATION
	10017	5/3/2016	Backfill sidewalk					$ 184.00										$ 184.00	
	10020	5/2/2016	Work on drinking fntn and irrigation		$ 372.27													$ 372.27	
	10021	5/2/2016	Repair drinking fountain								$ 175.50							$ 175.50	
	10022	5/2/2016	Clean out trash containers		$ 40.00			$ 60.00										$ 100.00	
	10023	5/3/2016	Install motion sensors					$ 195.00										$ 195.00	
	10024	5/4/2016	Brush hog			$ 1,002.50												$ 1,002.50	
	10025	5/4/2016	Trim back trees and bushes	$ 1,527.00														$ 1,527.00	
	10027	5/5/2016	Clean up brush & branches							$ 808.00								$ 808.00	
	10034	5/6/2016	Clean park & trash containers		$ 135.00			$ 160.00										$ 295.00	

FY-2016 Parks and Trails Maintenance Costs

	Park/Trail			AL FOSTER TRAILHEAD	ANNIVERSARY PARK	BELLEVIEW FARM PARK	BLUFF VIEW PARK	COMMUNITY PARK	GLENCOE PARK	KOHN PARK	OLD POND SCHOOL	ROCK HOLLOW TRAIL	PEDESTRIAN BRIDGES	TAYLOR/100 TRAIL	EVENTS	GENERAL TRAILS	GENERAL WORK		
MAY	10035	5/7/2016	Clean park & trash containers		$ 135.00			$ 160.00										$ 295.00	
	10038	5/9/2016	Clean out trash containers		$ 40.00			$ 60.00										$ 100.00	
	10084	5/12/2016	Repair wash out area and clean park					$ 174.00										$ 174.00	
	10049	5/14/2016	Grass cutting & trimming		$ 75.00		$ 200.00	$ 325.00	$ 660.00	$ 80.00	$ 75.00					$ 410.00		$ 1,825.00	
	10088	5/16/2016	Clean out trash containers		$ 40.00			$ 60.00										$ 100.00	
	10089	5/17/2016	Repair locks on bathroom stalls					$ 130.00										$ 130.00	
	10092	5/18/2016	Clean park & trash containers					$ 160.00										$ 160.00	
	10094	5/19/2016	Clean park & trash containers					$ 160.00										$ 160.00	
	10054	5/20/2016	Grass cutting & trimming					$ 200.00	$ 730.00		$ 75.00	$ 45.00				$ 650.00		$ 1,700.00	
	8253	5/20/2016	Tree work														$ 5,185.00	$ 5,185.00	
	10099	5/21/2016	Clean park & trash containers		$ 405.00			$ 480.00										$ 885.00	
	10102	5/24/2016	Fix Potholes				$ 609.53											$ 609.53	
	10103	5/24/2016	Repair drinking fountain & misc. work		$ 227.50													$ 227.50	
	10108	5/26/2016	Clean out trash containers					$ 60.00										$ 60.00	
	10112	5/27/2016	Clean up park						$ 1,068.00									$ 1,068.00	
	10115	5/27/2016	Clean up property														$ 175.50	$ 175.50	338 Highway 109
	10116	5/27/2016	Clean park & trash containers					$ 160.00										$ 160.00	
	10059	5/27/2016	Grass cutting & trimming		$ 75.00			$ 120.00	$ 660.00	$ 80.00	$ 75.00					$ 650.00		$ 1,660.00	
	10118	5/28/2016	Clean park & trash containers		$ 270.00			$ 320.00										$ 590.00	
	10120	5/31/2016	Clean out trash containers					$ 60.00										$ 60.00	
			MAY TOTALS	$ 1,527.00	$ 1,814.77	$ 1,002.50	$ 809.53	$ 3,228.00	$ 3,118.00	$ 968.00	$ 400.50	$ 45.00	$ -	$ -	$ -	$ 1,710.00	$ 5,360.50	$ 19,983.80	**MAY TOTAL**
	INVOICE #	DATE	WORK COMPLETED															INVOICE TOTAL	SPECIFIC LOCATION
JUNE	10124	6/3/2016	Brush hog													$ 213.00		$ 213.00	
	10127	6/3/2016	Clean up park		$ 135.00			$ 480.00			$ 97.50							$ 712.50	
	10069	6/3/2016	Grass cutting & trimming		$ 150.00		$ 200.00	$ 505.00	$ 80.00	$ 80.00	$ 75.00	$ 105.00				$ 1,230.00		$ 2,425.00	
	9141807	6/3/2016	Pest Control								$ 52.00							$ 52.00	
	10130	6/6/2016	Clean up park					$ 160.00										$ 160.00	
	6159095	6/7/2016	Annual Termite Treatment								$ 621.86							$ 621.86	
	10136	6/7/2016	Install message board boxes					$ 175.39										$ 175.39	
	10138	6/8/2016	Install new dog station													$ 130.00		$ 130.00	
	10139	6/8/2016	Clean out trash containers					$ 60.00										$ 60.00	
	10142	6/9/2016	Trimming													$ 375.00		$ 375.00	
	10144	6/9/2016	Clean out trash containers					$ 60.00										$ 60.00	
	10145	6/10/2016	Remove dead trees in dog park					$ 1,270.00										$ 1,270.00	
	10146	6/10/2016	Clean up park		$ 270.00			$ 320.00										$ 590.00	
	10062	6/10/2016	Clean out flower beds					$ 160.00			$ 180.00							$ 340.00	
	10071	6/10/2016	Grass cutting & trimming		$ 75.00			$ 300.00	$ 735.00		$ 95.00					$ 320.00		$ 1,525.00	
	10147	6/11/2016	Remove height bar at parking garage														$ 65.00	$ 65.00	
	10149	6/12/2016	Water leak		$ 97.50													$ 97.50	
	10150	6/13/2016	Repair of trash cans														$ 1,401.92	$ 1,401.92	
	10151	6/13/2016	Install new GFI and clean park								$ 353.53							$ 353.53	
	10153	6/15/2016	Clean out park					$ 160.00										$ 160.00	
	10155	6/16/2016	Deliver and pick up trash cans														$ 276.00	$ 276.00	
	10157	6/16/2016	Pick up gates														$ 58.50	$ 58.50	
	10160	6/17/2016	Clean out park		$ 135.00			$ 320.00			$ 97.50							$ 552.50	
	10065	6/17/2016	Clean out flower beds		$ 120.00				$ 280.00									$ 400.00	
	10075	6/17/2016	Clean out trash containers		$ 97.50			$ 60.00	$ 100.00									$ 257.50	
	10075	6/17/2016	Grass cutting & trimming		$ 75.00		$ 200.00	$ 125.00	$ 820.00	$ 80.00	$ 75.00	$ 50.00			$ 100.00	$ 735.00		$ 2,260.00	June Concert
	10077	6/17/2016	Grass cutting & trimming														$ 60.00	$ 60.00	
	2016-7322	6/23/2016	Sprinkler System seasonal start-up								$ 160.00							$ 160.00	
	2016-7510	6/23/2016	Service sprinkler system								$ 32.08							$ 32.08	
	2016-7328	6/23/2016	Sprinkler System seasonal start-up		$ 150.00													$ 150.00	
	10170	6/24/2016	Clean out flower beds and weed					$ 120.00	$ 120.00		$ 40.00							$ 280.00	
	10175	6/24/2016	Clean out trash containers		$ 40.00			$ 60.00			$ 40.00							$ 140.00	
	10175	6/24/2016	Grass cutting & trimming		$ 75.00			$ 160.00			$ 75.00					$ 905.00		$ 1,215.00	
	10195	6/21/2016	Power wash fence at Cambury Trail													$ 717.00		$ 717.00	
	10197	6/21/2016	Install signs on new gate					$ 97.00										$ 97.00	
	10200	6/23/2016	Remove dead limb					$ 261.00										$ 261.00	
	10201	6/23/2016	Repair hose leak					$ 65.00										$ 65.00	
	10210	6/28/2016	Remove tree from trail									$ 234.00						$ 234.00	Storm Damage
	10213	6/28/2016	Clean park		$ 135.00			$ 320.00										$ 455.00	

FY-2016 Parks and Trails Maintenance Costs

	Park/Trail			AL FOSTER TRAILHEAD	ANNIVERSARY PARK	BELLEVIEW FARM PARK	BLUFF VIEW PARK	COMMUNITY PARK	GLENCOE PARK	KOHN PARK	OLD POND SCHOOL	ROCK HOLLOW TRAIL	PEDESTRIAN BRIDGES	TAYLOR/100 TRAIL	EVENTS	GENERAL TRAILS	GENERAL WORK		
	10216	6/30/2016	Clean out trash containers					$ 60.00										$ 60.00	
			JUNE TOTALS	$ -	$ 1,555.00	$ -	$ 400.00	$ 5,298.39	$ 2,135.00	$ 160.00	$ 1,994.47	$ 389.00	$ -	$ -	$ 100.00	$ 4,625.00	$ 1,861.42	$ 18,518.28	**JUNE TOTAL**
	INVOICE #	DATE	WORK COMPLETED															INVOICE TOTAL	SPECIFIC LOCATION
JULY	2016-7995	7/5/2016	Repair valve and line leak		$ 214.00													$ 214.00	
	10179	7/1/2016	Clean out trash containers		$ 40.00			$ 120.00										$ 160.00	
	10179	7/1/2016	Grass cutting and trimming and weeds		$ 90.00				$ 660.00	$ 80.00	$ 75.00	$ 45.00				$ 430.00	$ 75.00	$ 1,455.00	
	10182	7/8/2016	Clean out trash containers				$ 60.00		$ 100.00									$ 160.00	
	10182	7/8/2016	Grass cutting and trimming and weeds		$ 75.00			$ 170.00								$ 460.00	$ 75.00	$ 780.00	
	10184	7/8/2016	Grass cutting and trimming								$ 75.00							$ 75.00	
	10187	7/15/2016	Clean out trash containers		$ 40.00													$ 40.00	
	10187	7/15/2016	Grass cutting and trimming		$ 75.00		$ 200.00	$ 425.00	$ 540.00		$ 75.00					$ 560.00	$ 135.00	$ 2,010.00	
	10192	7/15/2016	Clean flower beds and weeds		$ 60.00			$ 100.00								$ 90.00		$ 250.00	
	10220	7/4/2016	Clean park and pick up trash					$ 540.00										$ 540.00	
	10227	7/6/2016	Relocate trash can				$ 59.00	$ 58.00										$ 117.00	
	10228	7/6/2016	Clean park					$ 160.00										$ 160.00	
	10230	7/7/2016	Clean trail from storm debris									$ 845.00						$ 845.00	Storm Damage
	10234	7/8/2016	Clean park					$ 160.00										$ 160.00	
	10236	7/9/2016	Clean park		$ 135.00			$ 160.00										$ 295.00	
	10241	7/12/2016	Clean park					$ 160.00										$ 160.00	
	10249	7/15/2016	Clean up storm debris						$ 2,023.50									$ 2,023.50	Storm Damage
	10252	7/15/2016	Install parts					$ 65.00										$ 65.00	
	10253	7/15/2016	Clean park					$ 320.00										$ 320.00	
	10255	7/16/2016	Spray weeds					$ 65.00										$ 65.00	
	10256	7/18/2016	Clean up storm debris				$ 762.00					$ 762.00						$ 1,524.00	Storm Damage
	10262	7/22/2016	Clean out trash containers					$ 60.00										$ 60.00	
	10262	7/22/2016	Grass cutting and trimming		$ 75.00			$ 200.00		$ 80.00	$ 75.00	$ 45.00				$ 210.00		$ 685.00	
	10266	7/30/2016	Clean out trash containers					$ 60.00	$ 60.00									$ 120.00	
	10266	7/30/2016	Grass cutting and trimming and weeds		$ 75.00			$ 365.00	$ 710.00		$ 75.00					$ 1,170.00	$ 130.00	$ 2,525.00	
	10277	7/19/2016	Clean up storm debris									$ 1,735.50						$ 1,735.50	
	10281	7/19/2016	Clean park					$ 100.00										$ 100.00	
	10288	7/21/2016	Empty trash and clean area														$ 87.75	$ 87.75	Bus stop at Manchester & SR 100
	10290	7/24/2016	Clean park					$ 320.00										$ 320.00	
	10293	7/25/2016	Install sign				$ 48.50											$ 48.50	
	10299	7/26/2016	Install Information Box					$ 130.00										$ 130.00	
	10300	7/27/2016	Brush hog park			$ 892.00												$ 892.00	
	10302	7/27/2016	Remove trees														$ 300.00	$ 300.00	
	10308	7/29/2016	Remove tree									$ 261.00						$ 261.00	
	10312	7/29/2016	Review Playground Equip for repair					$ 65.00										$ 65.00	
	10313	7/29/2016	Clean park					$ 160.00										$ 160.00	
	10316	7/30/2016	Pick up trash					$ 60.00										$ 60.00	
	10319	7/29/2016	Clean out flower beds						$ 80.00		$ 60.00							$ 140.00	
	10323	7/29/2016	Pull weeds					$ 80.00										$ 80.00	
	2016-7802	7/1/2016	Leak repair														$ 134.66	$ 134.66	
	7 6 16	7/8/2016	Weave post springs					$ 80.00										$ 80.00	
			JULY TOTALS	$ -	$ 879.00	$ 892.00	$ 1,129.50	$ 4,183.00	$ 4,173.50	$ 160.00	$ 435.00	$ 3,693.50	$ -	$ -	$ -	$ 2,920.00	$ 937.41	$ 19,402.91	
AUGUST	10143	8/1/2016	Fertilize park		$ 345.75													$ 345.75	
	10848	8/1/2016	Fertilize park								$ 324.66							$ 324.66	
	10270	8/5/2016	Clean out trash containers					$ 225.00										$ 225.00	
	10270	8/5/2016	Grass cutting and trimming		$ 75.00		$ 250.00	$ 150.00	$ 360.00		$ 75.00	$ 50.00				$ 295.00	$ 90.00	$ 1,345.00	
	10324	8/5/2016	Clean out flower beds and weeds		$ 80.00			$ 60.00	$ 60.00								$ 60.00	$ 260.00	
	10332	8/4/2016	Remove water bags from trees				$ 65.00	$ 65.00										$ 130.00	
	10333	8/5/2016	Clean up storm damage					$ 409.50										$ 409.50	Storm damage
	10338	8/6/2016	Clean park		$ 270.00			$ 320.00										$ 590.00	
	10339	8/8/2016	Clean up trash		$ 59.00			$ 58.00										$ 117.00	
	10345	8/8/2016	Grass cutting and trimming and weeds	$ 75.00				$ 165.00	$ 300.00	$ 120.00								$ 660.00	
			AUGUST TOTALS	$ 75.00	$ 829.75	$ -	$ 315.00	$ 1,452.50	$ 720.00	$ 120.00	$ 399.66	$ 50.00	$ -	$ -	$ -	$ 295.00	$ 150.00	$ 4,406.91	
			YEAR TO DATE TOTALS	**$1,527.00**	**$10,510.77**	**$2,149.00**	**$4,211.53**	**$32,850.68**	**$18,708.50**	**$1,518.00**	**$7,629.99**	**$6,886.50**	**$3,957.00**	**$240.00**	**$5,955.39**	**$20,860.55**	**$10,673.08**	**$127,677.99**	**YEAR TO DATE TOTAL**

WILDWOOD

City of Wildwood
Council Planning/Economic Development/Parks Committee

Parks and Recreation Update for Mid-July 2016 to Mid-August 2016

August 16, 2016

| **MEMORANDUM** |
| To: Council Planning/Economic Development/Parks Committee Members |
| From: Department of Planning and Parks |
| cc: The Honorable James R. Bowlin, Mayor; Administration/Public Works Committee Members; John A. Young, City Attorney; Ryan S. Thomas, P.E., City Administrator |

| Re: Parks and Recreation - Action Plan Update |

Listed below is a summary of the efforts the City has completed/underway relative to implementing the goals and recommendations for parks and recreation that were set forth in the Citizens Committee for Park Progress' Action Plan. This summary reflects major items that have been the focus of the City, since the Committee's July 2016 meeting:

City of Wildwood Calendar Contest:

- The Contest for the 2017 City of Wildwood Calendar began on July 1, 2016.
- Photographs were accepted from July 1, 2016 through July 22, 2016, at 5:00 p.m.
- Submitted photographs are available for viewing and voting on the City of Wildwood website, which started on August 3, 2016 and will continue through 5:00 p.m. on August 25, 2016.
- Arrangements will be made for final judging of the submitted photographs at first opportunity, after the Celebrate Wildwood Weekend.

International Games Baseball Tournament:

- The International Games Baseball Tournament was held in the City of Wildwood beginning on July 29, 2016 and ending on August 7, 2016.
- Opening Ceremonies for the baseball tournament (held at Pond Ball Park) were held at the Wildwood Town Center Plaza on July 30, 2016, beginning at 5:00 p.m. until 9:00 p.m.
- The City of Wildwood provided, organized, and set-up, twenty (20) pop-up tents, ten (10) picnic tables, ten (10) 3' X 8' tables, and three (3) flags from Europe, Japan, and the United States, while also barricading off the Town Center Plaza, providing music through Allegro Entertainment, and erecting a 30' X 30' tent at Pond Ball Park.
- Despite the very warm weather, the events attendance exceeded planned expectations and was considered a total success.

Art Festival Planning Committee Meeting:

- The Art Festival Planning Committee met on August 3, 2016, at Wildwood City Hall.
- Final details of the Art Festival portion of the Celebrate Wildwood Weekend were summarized for the Committee.
- Fifty-three (53) artists have confirmed attendance at the 2016 event from six (6) different States and over twenty (20) different cities throughout Missouri.
- The final brochure design is nearing completion and event set-up planning is well underway.

Founders' Day Planning Committee:

- The Founders' Day Planning Committee met on August 1, 2016.
- All *main activities* of the Celebrate Wildwood Weekend were discussed at length.
- The final lay-out plan for the 2016 Celebrate Wildwood Weekend is nearing completion and last minute preparations are being finalized.
- Once again, the 2016 Celebrate Wildwood Weekend is the name given to nine (9) independent and separate events that comprise it (musical entertainment, Art Festival, Founders' Parade, food court, car show, Farmers Market, booths for Wildwood organizations/institutions/businesses, Founders' and Veterans tents, and entertainment for children (pony rides, Boy Scout Encampment, bounce houses, face painters, balloon artists, Juggling Jeff).

Trail In Motion Film Festival:

- The Trails in Motion Film Festival took place on July 29, 2016, at the Wildwood B & B Theater.
- Organizers (City of Wildwood and Terrain Runners Club) didn't take into consideration the end of summer vacations, before the start of school, which is believed to have contributed to only sixty (60) seats being sold, but the B & B Theater moved the event to a smaller theater room and ended up being one of the best presentations to date.
- The Trails in Motion Film Festival is a viewing of six (6) to eight (8) short films dealing with trail runs across the world.

Annual Wildwood Back to School Party:

- The 2016 Wildwood Back to School Party was held on August 12, 2016.
- As usual, the event is an evening jam-packed with activities.
- In addition to the standard amenities of complimentary food and drink (hot dogs, kettle corn, snow cones, and soda & water) Babaloo performed from 6:00 p.m. to 7:30 p.m., there was a large number of bounce houses, a huge climbing wall, face painters, the Bubble Bus, and St. Louis Children's Hospital were on-site doing bicycle helmet fittings.
- At 7:30 p.m. Fanfare took the stage to entertain the adults.

Next City Events:

- *Celebrate Wildwood Weekend* – August 26, 27, 28, 2016
- *Meet the Train* – Early Childhood recreation Program – September 14, 2016.
- *Wildwood Barbecue Bash* – September 23, 24, 25, 2016

If you should have any questions or comments in this regard, please feel free to contact the Department of Planning and Parks at (636) 458-0440. Thank you for your review of this information and continued support of these and other events and activities of the City.