WILDWOOD

Agenda
for the
Pond-Grover Loop Road Committee
City Hall Community Room - 16860 Main Street
7:00 PM - 9:00 PM

Re: First Meeting of Committee

I. Welcome To Group Members And Opening Comments By Mayor Woerther And The Departments Of Planning And Public Works

II. Discussion Of Topics And Consideration Of Information By The Committee

1. Review Of Background Materials

A. Pond-Grover Community Area Study – St. Louis County, MO (1989)

Documents: II.A.I. POND-GROVER COMMUNITY AREA STUDY - ST. LOUIS COUNTY 1990.PDF

1. St. Louis County Highway Systems Plan (1985-1990)

B. Master Plan Of The City Of Wildwood – 2006

HTTP://WWW.CITYOFWILDWOOD.COM/DOCUMENTCENTER/VIEW/1221

C. Town Center Engineering Study For Streets And Road – 1997

Documents: II.A.III. TOWN CENTER STREET GRID REPORT - 1997.PDF

D. Town Center Development Manual – 1998

Documents: II.A.IV. TOWN CENTER DEVELOPMENT MANUAL - 1998.PDF

E. Town Center Plan – 2010/2013

Documents: II.A.V. TOWN CENTER - REVISED PLAN 2013.PDF

F. Record Plats For Hickory Manor And Kingstowne Estates Subdivision, Including Governing Ordinances Approved By St. Louis County, MO – 1989-1993

Documents: II.A.VI (PART 1) KINGSTOWNE ESTATES P.E.U. ORDINANCE.PDF, II.A.VI (PART 2) KINGSTOWNE ESTATES RECORD PLAT.PDF, II.A.VI (PART 3) HICKORY MANOR P.E.U. ORDINANCE.PDF, II.A.VI (PART 4) HICKORY MANOR RECORD PLAT.PDF

G. Letter Of Recommendation On Bright Leaf Project And Governing Ordinance – 2016

Documents: II.A.VII (PART 1) LETTER OF RECOMMENDATION - PZ 12 AND 13-15 VILLAGES AT BRIGHT LEAF.PDF, II.A.VII (PART 2) VILLAGES AT BRIGHT LEAF PRD ORDINANCE.PDF

H. Traffic Study From Bright Leaf Project – 2015

Documents: II.A.VIII (PART 1) TRAFFIC STUDY - VILLAGES AT BRIGHT LEAF - 7-14-15.PDF, II.A.VIII (PART 2) TRAFFIC STUDY - VILLAGES AT BRIGHT LEAF - 7-23-15.PDF

I. Letter Of Engagement For New Traffic Study By City Of Wildwood – 2016

2. Process And Goals Of Committee

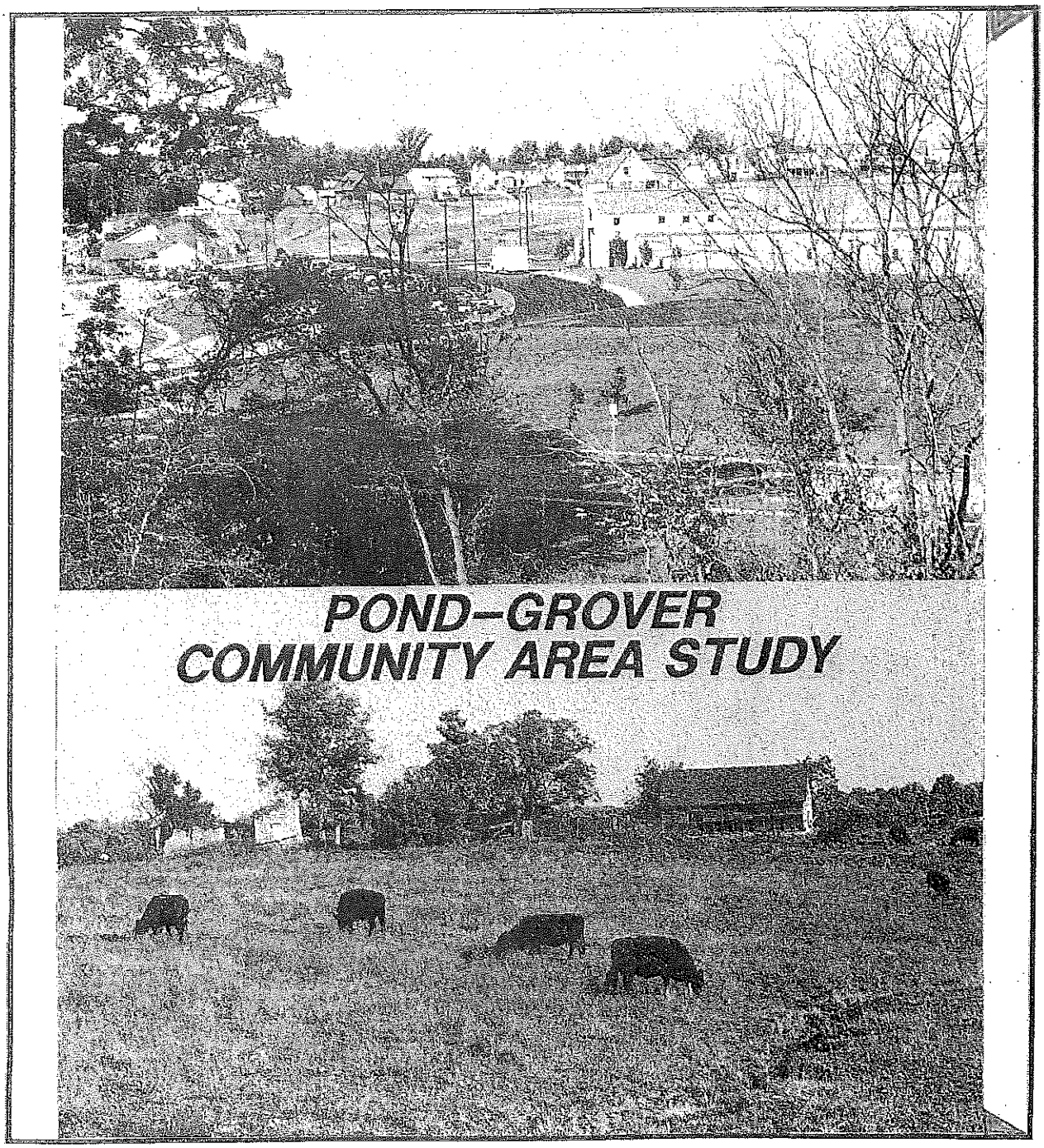
3. Meeting Schedule Of Committee

4. Comments And Questions From Committee Members

III. Public Comment

IV. Next Meeting Date Of The Committee – April 26, 2016 – Thursday (7:00 P.m.)

V. Closing Remarks/Adjournment



POND–GROVER COMMUNITY AREA STUDY

ST. LOUIS COUNTY DEPARTMENT OF PLANNING

December 1990

ST. LOUIS COUNTY PLANNING COMMISSION
GOVERNMENT CENTER . 41 SOUTH CENTRAL . CLAYTON, MISSOURI 63105
889-2516

December 17, 1990

The Honorable County Council
County Government Center
41 South Central Avenue
Clayton, Missouri 63105

Re: Pond-Grover Community Area Study

Council Members:

The accompanying Pond-Grover Community Area Study Report represents the fifth in a series of community-based, intensive land use planning efforts collectively undertaken by the St. Louis County Planning Commission, the St. Louis County Department of Planning, and local residents, business owners, and service providers from a designated area of the unincorporated County. These residents, business owners, and service providers, each appointed by the County Executive, became the Pond-Grover Community Area Study Advisory Committee. This report is the culmination of a twenty-month study process which began in March, 1989 and ended with a Public Hearing held by the St. Louis County Planning Commission in November, 1990. Over the twenty-month period, the seventeen member Pond-Grover Community Area Study Advisory Committee participated in a total of seventeen meetings.

Each of these meetings were held in the Pond-Grover community and were open to the public. The meetings were so structured as to gain input into future development and community issues not only from the Advisory Committee, but also from property owners, community groups, and other outside interests. Additionally, state and local agencies were given the opportunity to participate throughout the process.

The historic communities of Pond and Grover became the focal points of the eleven square mile area under study. The study area encompassed a diversity of interests, people, and environments. The boundaries of the study area were the existing city limits of Ellisville, Missouri to the east, Old State Road and Rockwoods Reservation to the south, Wild Horse Creek Road to the west, and Babler State Park, State Route 109, and Clayton Road to the north. The study area contains the State Route 100/State Route 109 intersection, an identified Major Activity Center in the County General Plan Update - 1985.

Each community area study is unique. The physical environments, the people, and the issues that make up that community vary from one part of the County to another. In the Pond-Grover community, the density of future residential developments, the location of future commercial areas, proposed roadway plans and priorities, and the preservation of the natural environment (native forest cover and environmentally sensitive land) were the major issues as defined by those who live and work there. To this end, the Pond-Grover Advisory Committee deliberated and formulated planning recommendations to achieve a number of long-standing community goals. These goals were:

1) To retain the area west of State Route 109 in its existing low-density residential character;
2) To restrict commercial development to the intersections of major arterials and be integrated and compatible with nearby residential communities;
3) To establish an open space/riparian corridor linking Babler State Park and Rockwoods Reservation in direct support of an overall effort to preserve and protect the natural environment in the Pond-Grover community.
4) To establish and prioritize roadway improvements to encourage greater citizen input and eliminate existing unsafe or overcrowded roadway conditions.

The St. Louis County Planning Commission supports the Advisory Committee's recommendations contained within the report and believes that many of these recommendations reflect existing precedents and policies that the Planning Commission has established over the years in the Pond-Grover area. It is the Planning Commission's intent to consult and adhere to the report's recommendations and the Advisory Committee's community strategies whenever rezoning requests are brought before it within the designated study boundaries.

The Planning Commission has identified a few instances where the recommendations may be inconsistent with current land use precedents within the Pond-Grover area. In those instances where inconsistencies exist, previous precedent requires a greater latitude in the interpretation of the Advisory Committee's recommendations. These specific recommendations include:

Subarea One and One A: Strategy 3 - The Planning Commission concludes that limiting commercial development to a single corner at the intersection of Clayton and Strecker Roads may prove to be difficult because of legal considerations. Therefore, the Planning Commission does support limiting the intensity and type of development (low intensity, neighborhood uses) per the Advisory Committee's recommendation and additionally, supports specific limits on its extent (only within 300 - 500 feet of the intersection), but believes that each corner should be equally treated with respect to possible commercial development proposals.

Subareas Three and Four: Strategies 3 and 5 - The Planning Commission concludes that the 300 foot buffer is not consistent with previous actions by the Commission, nor is it currently applicable to the majority of properties abutting the northern right-of-way line of Old State Road. The Commission, in previous actions, has approved a variety of setback distances along Old State Road to better reflect topography, existing vegetation, density of development, and general location. With the full development of properties between Lawler Ford Road and the Cherry Hills Country Club along Old State Road, the dedication of a standardized setback distance has little application within the area. Therefore, the Commission intends to use the aforementioned criteria for the remaining properties further south along Old State Road (including the Cherry Hills Country Club) when determining appropriate setbacks from the roadway.

Subarea Seven: Strategy 3 - The Planning Commission concludes that limiting highway-oriented commercial uses from this northeast corner of State Routes 100/109 may again prove difficult to accomplish due to past precedents established on the southeast and southwestern corners of the same intersection. However, the Planning Commission agrees that alternative uses should be considered when proposals are reviewed, but will not disregard any appropriate highway-oriented commercial uses if properly designed to mitigate site and traffic impacts.

It is with these points clarified, the St. Louis County Planning Commission is pleased to forward to the St. Louis County Council for their review and consideration of the Pond-Grover Community Area Study Report.

Respectfully submitted,

ST. LOUIS COUNTY PLANNING COMMISSION

D. F. Essen

Donald F. Essen, Chairman

DFE/JV/dlv
(a\council)

ACKNOWLEDGEMENTS

To the Committee and governmental or service provider representatives listed below and all those who attended, called, or wrote regarding the development of this Report, the Department of Planning staff gratefully acknowledges your support, interest, and participation in the process. Involvement of the citizenry is the cornerstone to an area's future. Certainly, no greater future could lie ahead for a community than that which was exemplified by the interest, commitment, and energy of the people who live, work, and shop in the Pond-Grover area.

Pond-Grover Community Area Advisory Committee:

- **Donald F. Essen**
  Chairman of St. Louis County Planning Commission
  Chairman of Advisory Committee

- **Gregory F. Quinn**
  Former St. Louis County Planning Commissioner
  Former Vice-Chairman of Advisory Committee
  Councilman - Seventh District

- **Dan Burns**
  Assistant Superintendent - Rockwoods School District

- **Ron Coleman**
  Recreation Resources
  Business owner in the study area

- **Mary Kay Corsair**
  Covert-Corsair Homes, Inc.
  Business owner in study area

- **Dr. John J. Dann**
  Resident of study area

- **William Harrison**
  Board Member - St. Louis County Public Water District #1

- **Helen James**
  Resident of the study area

- **Thomas K. Lehr**
  Resident of the study area

- **Dr. Thomas Loafmann**
  Resident of the study area

- **Joyce Miner**
  Resident of the study area

- **Fannie Pritchett**
  Resident of the study area

- **John Robertson**
  Resident of the study area

- **Chris Schauffert**
  Resident of the study area

- **Mike Sheahan**
  Mike Sheahan Realtors, Inc.
  Business owner in study area

- **Chief James Silvernail**
  Ballwin Fire Protection District

- **Barry Zimmermann**
  McBride and Sons, Co.
  Resident of the study area

Governmental and Service Provider Representatives:

Missouri Highway and Transportation Department
- J.T. Yarnell, District Engineer
- Freeman McCullah, Assistant District Engineer

St. Louis County Department of Highways and Traffic
- Jan Paynton, Director
- Richard Daykin, Former Director
- Donald Spencer, Planning and Design Engineer
- Jack Gallai, Planning Supervisor
- Joe Passanise, Traffic Planning Supervisor

St. Louis County Department of Parks and Recreation
- Susan Sedgewick, Senior Planner
- Esley Hamilton, Historic Preservation Specialist

Missouri Department of Conservation
- Cathy DeJong, Area Manager

St. Louis County Department of Planning
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- Pete Rogado, Graphics Support

St. Louis County Police Department
- Tom Kraus, Community Relations Officer

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- Booker and Associates, Inc., Traffic Study

Photo Credits (Cover):
- Dr. John J. Dann

POND-GROVER COMMUNITY AREA STUDY

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CREATING A COMMUNITY VISION

INTRODUCTION

General Plan

By charter mandate St. Louis County is required to provide a County plan and review it every five years. The County's General Plan was updated in 1980 and 1985, and a 1990 plan is soon to be completed. One of the implementation strategies included in the 1985 General Plan calls for the "systematic preparation of detailed area studies for unincorporated County." This study is the fifth to be initiated since the 1985 General Plan was adopted.

The Community Area Study Process

Purpose. The intent of the Community Area Study process is to produce a plan, with input from a citizen's advisory committee, which can be used as a guide by the Planning Commission and County Council in land use decision-making. While the focus of the study is principally on land use issues, other issues of a community-wide interest are also included. Most importantly, the study provides guidelines that can be applied to specific zoning petitions and other planning decisions to ensure the orderly development of the area.

The Community Area Study process is conducted under the auspices of the St. Louis County Planning Commission. The process is initiated with the designation of a specific area for study by the Planning Commission. As specified in the 1985 General Plan, an Advisory Committee is appointed by the County Executive that includes area residents, service providers, business/development representatives, and Planning Commission members. Through a series of meetings, the Advisory Committee provides direct input to the study with the assistance of Planning Department staff. Additional input is obtained from public comments received by the Advisory Committee during its meetings and later at a public hearing before the Planning Commission. The report is submitted first to the Planning Commission for adoption and then to the County Council for consideration.

Selection. In order to be considered for selection, an area must meet some basic criteria. First, and most fundamental, in selecting a study area is that it be characterized by active development where that process is not yet complete, and/or have strong potential for future development. The study area should also constitute a "community of interest" where concerns or issues are shared by local interests, such as residents, businesses, or service providers. Additionally, the issues important to the area should be relevant to the public welfare and within the purview of St. Louis County (or can be coordinated with other public entities).

Finally, higher priority is given to an area that:

- Possesses the strongest potential for continued new development, infill development, or redevelopment.
- Includes a major activity center at any stage of development, or any other development or redevelopment with a major or regional influence.
- Has a history of continuous development interest or redevelopment proposals.

- Includes a significant potential for major capital investments by St. Louis County or other service providers.
- Includes identified historic sites, environmentally sensitive areas, or other sites worthy of conservation.
- Possesses unique characteristics or qualities that merit attention.

Recommendations. After a study area is designated by the Planning Commission and an Advisory Committee established, the work of the Committee is focused on developing land use recommendations. The scope of the study is largely limited to potentially developable areas, although areas of redevelopment may also be considered. The Committee assesses numerous factors in developing its land use recommendations, including surrounding land uses, topographic/environmental features, specific site characteristics, road conditions, and other infrastructure issues.

The study recommendations are not intended to supersede the technical review of staff or consideration of the merits of proposed developments by the Planning Commission and County Council. The consideration of site specific design criteria is deferred to the normal zoning review process. The study is intended to support those review processes by establishing guidelines, residential density ranges, and development alternatives by which future proposals may be compared. Other important considerations are derived from public input and are incorporated in the guidelines to reflect the preference of the local community as much as possible.

Implementation. The recommendations of the Pond-Grover Community Area Study will be implemented primarily by St. Louis County through provisions of the Zoning and Subdivision Ordinances and other related regulations. As the Planning Department or other County Departments review proposals or enforce County regulations, there will be opportunities to encourage decisions consistent with the study and to also consider alternatives compatible with the study's guidelines. It should be noted that no specific timeframe has been suggested for implementation since most land use changes will be initiated by private interests. However, as individual land use changes are proposed, they will be reviewed in the context of a larger land use plan.

DEFINING THE COMMUNITY

Physical Boundaries of the Study Area

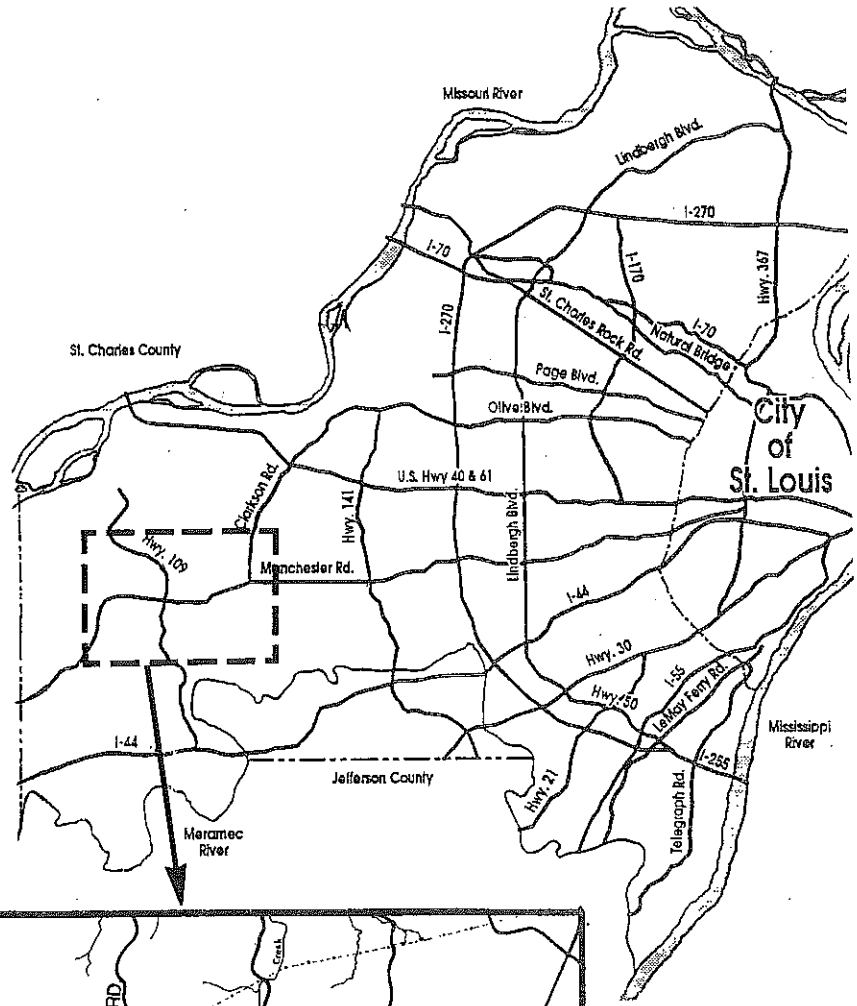
The first task of the St. Louis County Planning Commission and the Department of Planning, within the established guidelines of the community area study process, is the identification and delineation of an area of the unincorporated County that meets the required selection criteria for further study. There are a number of criteria used and these are discussed in greater detail in the Introduction of this report, but the most important, of these is the criteria of growth. If the level of new or proposed growth is escalating and continues at a sustained pace over a number of years, this area then becomes a candidate for an intensive, site-specific planning process. The intent of the study process is to insure that local residents, service providers, and business/ development interests have an active and participatory role in the overall conceptual development of their community.

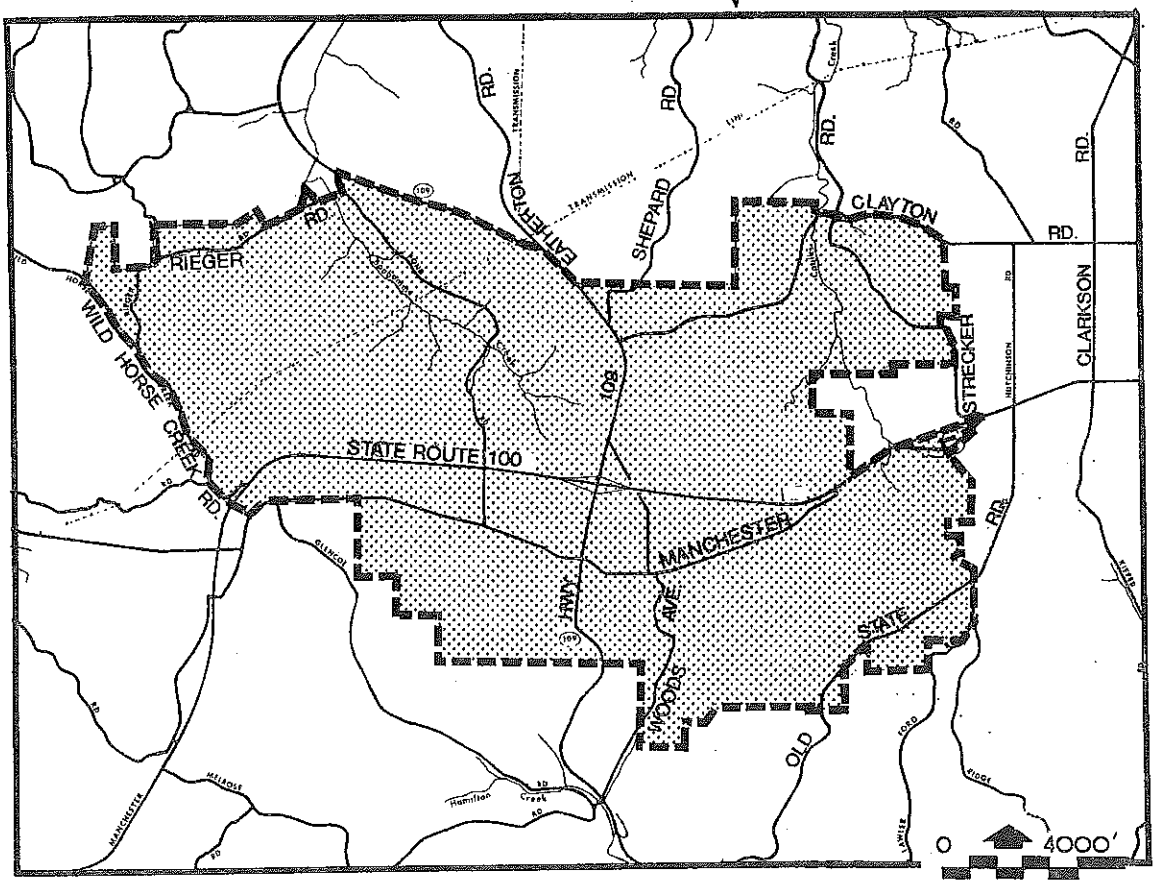
Since 1985, four community area studies have been undertaken. Geographically, one study had been completed in the Chesterfield area (before its incorporation), two had been completed in the north County area - Old Jamestown and Robertson, and one had been completed in the Oakville area of south County. Logical choices for the fifth study area were centered in the southwest or western portions of St. Louis County.

With this general area of the County determined, the Department of Planning began a thorough inventory and analysis of rezoning petitions filed over the past several years. After a detailed analysis of trends since 1985, the community loosely centered at the intersection of State Routes 100 and 109 was identified as an area of significant growth and development activity. This growth is illustrated by the submittal of 57 individual rezoning requests and an average yearly increase of approximately 40 percent in petitions filed with the Department of Planning over that same time span. The generalized area included the historic, unincorporated communities of Pond and Grover.

After this first review is completed, further refinements to the boundaries are undertaken. Several measures are employed in this refinement process, including the use of natural physical boundaries, roads, and defined density changes in development patterns. The specific boundaries for this community area study utilized a number of these types of features. The southern boundary follows the refuge boundaries of Rockwood Reservation. The northern boundary follows Babler State Park, State Route 109, and the subdivisions of Winding Woods, Shepard Valley, and Winding Trails Village (a density change in the development pattern), and Clayton Road. The eastern boundary is the corporate limits of Ellisville and the western boundary is Wild Horse Creek Road (see Location Map).

LOCATION MAP





MAP 1.

The northern and western boundaries, as described above, represent a change from those that had originally been agreed upon by the Planning Commission. The original boundary in this area had been the Union Electric right-of-way that etches a distinctive path across this northwestern corner of the community. The Pond-Grover Advisory Committee, at its second meeting, requested the boundaries be changed to include the area north and west of Babler State Park. The inclusion of this additional area provided a continuous linkage of properties between Babler State Park to the north and Rockwood Reservation to the south. The provision for this linkage allows future land use recommendations to take into consideration the preservation of an open space corridor between these two large open space/recreational areas and provide the community with a truly unique recreational/ecological/aesthetic asset for the future.

Participant Selection and Make-up

The second task in defining the community is to develop a list of Community Area Study Advisory Committee candidates for submittal to the County Executive. The Committee's make-up is crucial to ensuring that the community's interests are accurately reflected by its representatives.

The selection of candidates begins with requests being made of community leaders, such as St. Louis County Planning Commissioners, State Representatives, and County Council members, to nominate individuals who they feel are representative of community interests. These individuals who live, work, or have businesses within the designated area, must be able to gauge public sentiments and determine community issues and concerns for eventual conversion to actual policy recommendations for future growth.

Other organizations, such as the Home Builder's Association and the West County Chamber of Commerce, were also encouraged to submit names of nominees. Finally, the Department of Planning, with the assistance of The Suburban Journals, requested that any other individuals or organizations within the general area forward requests stating their interest in being or having a representative on the Committee. Over seventy-five individuals either called or responded by letter and requested they be considered for selection.

After soliciting candidates through these three means, approximately 100 people were either nominated or requested to be considered for selection to the Committee. To maximize each member's input to the Committee process, several selection guidelines were considered:

a. Representatives from subdivision trustee or homeowner's associations were given priority in the selection process because of the number of people each represents.

b. A geographic mix of residents from the areas east of State Route 109, as well as west of State Route 109, was sought.

c. Service district representatives from the area were given immediate consideration and selection. For the Pond-Grover area, this included the Ballwin Fire Protection District, St. Louis County Public Water District #1, and Rockwood School District.

d. A minimum of two St. Louis County Planning Commissioners, generally those who live in or near the selected geographic area under study, were given immediate nomination. The Planning Commissioners serve as Chairperson and Vice-Chairperson of the Committee.

A total of ten residents, three service providers, three local business representatives, and two Planning Commissioners were selected to serve as Advisory Committee members. The eighteen member committee, the largest of any previous Community Area Study Advisory Committee, in principle represents the range of perspectives held in the community concerning the services, development, and amenities necessary for its desired and proper growth.

Citizen/Resident Participation

Due to the large amount of interest generated within the community, it was the intention of the Committee to provide an opportunity for citizens/residents, to have a forum for their views, opinions, or ideas to be voiced and incorporated into the report.

All community area study meetings were open to the public and announced through local newspapers and direct mailings. Generally, an audience of interested individuals is in attendance at each meeting. A portion of every meeting's agenda provides an opportunity for members of the public to have input. This process allows the Committee to consider issues raised outside its membership, and, if applicable, to incorporate these ideas into its report.

Throughout the process, residents and interested parties also were encouraged to call or write the Committee members or the Department of Planning to express their ideas or opinions. Copies of all written comments were available to the Committee members prior to their meetings.

Finally, representatives of businesses or landowners were afforded the opportunity to make formal presentations to the Committee, within the defined limits of the agenda. These presentations reflected their concerns, ideas, or opinions on how the Pond-Grover community should develop and grow.

UNDERSTANDING THE COMMUNITY

One of the first actions requested of the newly appointed Pond-Grover Advisory Committee was to complete a questionnaire. This questionnaire asked each member to identify major or pressing issues and concerns within the community, and also to provide a listing of features each member considered to be an asset and amenity within the community. The questionnaire presented several general categories under the issue identification heading. These categories were: Infrastructure (road and bridges), Utilities, Commercial development, Residential development, Environment, and Other. The questionnaire was intended to give each Committee member an opportunity to begin formulating ideas about the study area prior to the scheduling of meetings and also to assist the Department of Planning in its gathering of preliminary data which would be used and discussed at future Committee meetings. Similarly, the responses from the questionnaires provided the Department of Planning staff with a better understanding of the commonly held views and visions for the community, thereby giving initial direction to the policy and recommendation development phase of the report.

Concurrently, area service providers were questioned regarding what they felt were major concerns and trends in this area - concern and trends that could either affect service delivery capability or impact the community's quality of life. These service providers included the following: **the Metropolitan St. Louis Sewer District, Missouri Departments of Conservation and Natural Resources, St. Louis County Water Company, St. Louis County Public Water District #1, Laclede Gas Company, Union Electric Company, Southwestern Bell Telephone Company, United Video, and Cencom Cable Television Companies, St. Louis County Library, Rockwood School District, Special School District, the Ballwin Fire Protection District, United States Postal Service-Grover Station, Bi-State Development Agency, Corp of Engineers-St. Louis District, and the Missouri Highway and Transportation Department.**

Identification of Community Assets and Amenities

Within the Pond-Grover community, there are several areas where consensus exists about community assets and amenities. These groupings included the following: the general character of the environment, location, residents, schools, parks and recreation opportunities, roads, existing type of development, and services. Specifically, under these general groupings, the assets and amenities of the community that were identified are:

- General Character - a rural setting that offers a diversity of landscapes and a country feeling.
- Location - accessible to downtown, suburbs, and major attractions throughout the area.
- Residents - people who take pride in their community.
- Schools - high quality schools with a triple A rating.

- Parks and Recreational Opportunities - Rockwoods Reservation and Babler State Park.
- Roads - potential for convenient road system.
- Existing Type of Development - well planned, quality residential and commercial development.
- Services - excellent emergency services (police, fire, ambulance).

These impressions formed the background of the planning recommendations, in that any future development would attempt to protect, preserve, or deter any potential negative impacts that future growth could have on the assets and amenities within the Pond-Grover area.

Identification of Community Issues

The identification of community issues through the original questionnaire indicated no level of consensus among the Committee members. A large number of different responses were received under the eight general categories. Through a ranking process of these numerous responses, consensus was finally developed for the major issues the Advisory Committee agreed should be addressed through the recommendations of the report. Under these general categories, the issues identified are:

- INFRASTRUCTURE

  1. State Route 109
     - Completion and presentation to the public of the Corridor Study.
     - Improvement prior to commercial development.
     - Widening from State Route 100 to New State Route 109/Interstate 44 Interchange.

  2. Clayton Road
     - Improvement between Strecker Road and Clarkson Road.

  3. Traffic Signals
     - Signalized intersection at Manchester Road and State Route 109.

  4. Bridge
     - Improvement at Old State Road and State Route 109.

- UTILITIES

  1. Need to extend urban services
     - Extension of sanitary sewers by the Metropolitan St. Louis Sewer District.
     - Final resolution of water service debate between St. Louis County Public Water District #1 and the St. Louis County Water Company.

- ENVIRONMENT

  1. Preservation of the environment
     - Native tree stands and scenic areas.
     - Wildlife habitats.
     - Quality of existing landscape.

  2. Stormwater runoff controls to prevent soil erosion.

- RESIDENTIAL DEVELOPMENT

  1. Type and density should be compatible with terrain and road capacity.

  2. High quality, single family development should be encouraged.

  3. Multiple family development should be located along major arterials and at major intersections and should not detract from existing single family areas.

  4. Due to physiographic features, the "NU" Non-Urban District zoning pattern should be maintained, while also offering housing for varied socio-economic households.

- COMMERCIAL DEVELOPMENT

  1. Commercial development should be restricted to major arterials at intersections.

  2. Commercial development should not extend along entire corridor of major arterials or secondary roads.

  3. This type of development should include several, well-landscaped, well-planned centers which support residential areas versus piece-meal development of strip centers.

  4. Commercial development should not adversely impact on residential areas.

- OTHER

  1. Zoning should be established which will be more permanent ("NU" Non-Urban District - a three-acre zoning category).

  2. There should be greater citizen input into building and facility expansions and educational programs within the Rockwood School District.

  3. Historic sites should be identified and protected for preservation.

Additionally, many of the Advisory Committee respondents identified three additional issues which were felt to be equally important. These three additional issue areas are:

1. Identify and target lands for future acquisition and/or preservation as public open space or parks.

2. Establish urban design standards for the area to include street trees, beautification and enhancement standards, and protection of significant urban forestry resources.

3. Rockwood School District should rename many of its existing schools to better reflect student population and service area.

As mentioned earlier, the area's service providers identified major issues facing the community which could affect service delivery capabilities or the community's quality of life in the future. These issues are:

- MISSOURI DEPARTMENT OF CONSERVATION

  1. Increased traffic on Glencoe Road through Rockwoods Reservation.

  2. Endangered hawk species, the Coopers Hawk, nests in pine plantations along Manchester Road in Rockwoods Reservation (may be adversely affected by development).

- ROCKWOOD SCHOOL DISTRICT

  1. There is a need to set aside land for an additional elementary school in the area for anticipated future demand.

  2. Accelerate programs for the widening of State Route 109 between State Route 100 and the State Route 109/Interstate 44 interchange.

- UNION ELECTRIC COMPANY

  1. Road improvements should be completed in large sections rather than on a piecemeal basis by individual developers.

- BI-STATE DEVELOPMENT AGENCY

  1. There is a need for additional park-and-ride lots in the general vicinity to serve express bus service.

This prioritization and issue identification exercise provided the Advisory Committee and Department of Planning staff points of common interest or concern to work toward when analyzing and developing planning recommendations for future development in the fifteen subareas. It is the Report's intent to address each of these major areas in the applicable subareas.

Identification of Other Community Concerns

Throughout the entire meeting schedule, several common themes were continually repeated by Committee members regarding the administration of future development proposals by County Government. These themes centered more on issues of an area-wide basis versus a single subarea or grouping of several subareas within the study boundaries. In some instances, these identified themes far exceeded their impact upon the Pond-Grover area and became more countywide in content and application.

Under the Committee's guidance, these themes were treated as any of the other issues identified within the Pond-Grover community. These general planning recommendations are:

1. TRAFFIC STUDIES STRATEGY

   - Given the amount of vacant and developable land, held in single, large holdings and the potential impact these properties would have upon traffic volumes and patterns in the Pond-Grover area (as determined by the Traffic Study by Booker Associates, Inc.), project specific or site-specific traffic studies shall be required when deemed necessary by the St. Louis County Department of Planning. Criteria for requiring such a traffic study to be made will be: land use recommendations as made by the Pond-Grover Community Area Study Advisory Committee, size and intensity of the proposed development, proximity to State Routes 100/109, and any applicable findings of the Traffic Study by Booker Associates, Inc.

2. ARCHITECTURAL REVIEW STRATEGY

   - In an effort to maintain the rural, country flavor of the Pond-Grover community, commercial developments shall be required to submit appropriate renderings of the building's design, facade, and landscaping for review by the St. Louis County Planning Commission. Special attention shall be given to:

     - Building height - proposed or rehabbed buildings shall not exceed the typical building height of structures on the same block.
     - Signage - sign size and style shall be subject to Planning Commission review; signs should not clutter the building's facade or cover windows and/or other architectural details. Illumination of signs shall be discouraged and only permitted if approved on the site plan by the Planning Commission.
     - Roofs - original rooflines should be preserved when possible; new buildings should entail a roof style comparable to other buildings on the block, if possible.
     - Building materials - materials should be consistent with buildings typical of the site area; brick, brick veneer, frame, siding comparable in width and direction with other buildings in the area and stone would be appropriate; others may also be appropriate if approved by the Planning Commission.

- Building setbacks - setbacks for new building shall conform or coordinate with existing buildings, even if lesser setbacks can be permitted by the underlying zoning district. Landscaping of all setback areas shall be required, including front setback areas; parking islands shall be landscaped where large enough to support plant and/or tree growth.
- Demolition - Building demolition shall be discouraged if evidence is found related to architectural/historic merit or potential negative effect on the site area.

The intent of the review is to insure that buildings are constructed reflecting the locational and cultural qualities of the Pond-Grover community. Similarly, the review is intended to ensure compatibility with surrounding physical characteristics and features and reduce conflicting architectural styles between developments.

3. TRUST FUND STRATEGY

- Given the level of needed road and bridge improvements and the limited amount of monies currently in the Pond-Grover Traffic Generation Assessment Trust Fund, a more comprehensive approach to funding roadway improvements through Trust Fund revenue needs to be introduced. This approach includes: dropping developer credits to priority road or bridge projects, assessing greater contributions on larger developments whose impact far exceeds their road frontage, and extending Trust Fund assessments to include the construction or dedication of schools, parks, and other community facilities.

4. SATELLITE GOVERNMENT CENTER STRATEGY

- Despite the incorporation of the City of Chesterfield, the Satellite Government Center should remain open and serve this area of the County. The Center provides local governmental services to a large and growing unincorporated and incorporated population in western St. Louis County. If budget constraints arise, limited hours of operation should be explored in lieu of outright closure.

5. COMMON GROUND STRATEGY

- Future development in areas where topography or other physical characteristics limit full utilization of the site will generally require the application of one of the Special Procedures of the St. Louis County Zoning Ordinance. If the application of the procedures results in the dedication of common ground, the following guidelines shall be employed during the review process by the Department of Planning staff and the Planning Commission. These guidelines are:

  - Common ground areas will be identifiable and will be accessible to all subdivision residents. Entry areas abutting residential properties will be a minimum of twenty feet in width (as required by St. Louis County Subdivision Ordinance) and will be so designed to preserve future access from closure.

- Aesthetic needs will be equally weighed against density concerns. Common ground areas shall be designed not only to encompass the area of the site deemed unbuildable, but also to provide for scenic vistas, open and usable green areas, and the preservation of trees and wildlife habitat.

- The dedication of common ground areas shall be such as to preserve them forever. Indentures shall be written so as to protect them from being sold and converted to other uses in the future. Such conversions circumvent the intent of the Special Procedures provisions of the Zoning Ordinance, and densities often far exceed the eventual carrying capacity of the land and other infrastructure systems in the community.

- Maintenance needs of common ground areas must be addressed in the design and approval stage of the development. These areas must be accessible to utility companies and lawn/landscaping equipment.

The assets and amenities that were described and the issues and recommendations that were identified indicate that Pond-Grover residents have a strong attachment to their community and feel that these essential protections are necessary to protect their quality of life. Understanding this attachment was the first step in providing tangible policies for the future.

DESCRIBING THE COMMUNITY

Historical Perspective and Sites - Its History

The settlement of west St. Louis County was generally less intense than that of the northern or southern parts of the County. Farms were larger and roads were fewer. The west county was also much slower to be settled. E. Dupre's county atlas of 1838 shows many square miles still unclaimed, and Hutawa's 1847 atlas still shows many vacant sections. The first areas to be settled were along the rivers, particularly in the Bonhomme Bottom, the bottom land along the Missouri River. Land grants also reached into the interior along Bonhomme Creek and Wild Horse Creek. Louis Courtois, Senior, was granted over 6,000 acres on the Meramec at the west end of the County in 1800, and, according to testimony later given by Benito Vasquez to the U.S. land commissioners, Courtois and his family were to be seen traveling back and forth from this property as early as 1780.

In the area of Pond and Grover, most of the land along Manchester Road had been claimed by 1838, but the rest of township 44 range 3 was almost entirely vacant. Most of the early claimants settled here briefly, if at all, selling their land to later settlers, particularly the incoming Germans. The exception was Cyrus Speers, who acquired a tract of 160 acres east of Pond Road and straddling Manchester Road about 1835 and opened a store there. (He also bought 40 adjacent acres from John Brockman, but that was not the site of the store, contrary to what Scharf wrote in 1883). The name Pond is said to come from a pond Speers had on his property, but it is not the pond that currently can be seen on the west side of Pond Road north of Manchester Road; the latter is on ground originally owned by Philip Tippett. Speers sold his land in 1846, so he couldn't have operated this store for many years. The most prominent resident of Pond was Frederick Essen, who took over Speer's store in 1853. His widow and children later operated a hotel there.

The primary reason for the location of Pond, and later of Grover, was the presence of Manchester Road, which was for years the most important road to the west in St. Louis County. Although stories of settlement along western Manchester Road go back to before 1820, the road was not officially authorized by the state legislature until 1835. It was intended to provide a route to the state capital in Jefferson City. Ballwin was laid out in 1837, about the same time as Cyrus Speers opened his store. When the railroads began to come into the County in the 1850's however, they followed routes closer to the Missouri and Meramec Rivers, leaving Manchester, Ballwin, Ellisville, Grover and Pond as backwaters, dependent on the much less important highway traffic and on trade with farmers in the immediate vicinity. Pond and Grover did have post offices from time to time, but residents of the vicinity often got their mail from rural routes based in Glencoe in the south or Centaur in the north.

By 1911, when William L. Thomas wrote his history of St. Louis County, Pond (presumably including environs) had a population of about seventy. In addition to the hotel, then run by Frederick Essen's daughter Emma, the settlement included two general stores, two blacksmith shops, and a whip manufactory. One of the blacksmith shops was Peter Blum's, on the south side of Manchester Road just east of Maple. Blum earlier had built the house at 2550 Pond Road. The other was John A. Kern's at 17300 Manchester Road, which is still standing in the form of a gasoline service station, to which it was converted in the 1920's.

Grover in 1911 had a population of about forty. All three of its key businesses survive in somewhat altered form. Fred Rettker's general store at 16962 Manchester Road was then operated by Louis C. Fick. Fick also managed the switchboard of the Grover Mutual Telephone Company, which moved to a new building in Pond in 1920. The blacksmith shop at 16957 Manchester Road had been established as early as 1865 by Fridoline Wetterer and was owned at this time by his successor August Wetterer. The saloon, on the west side of the Eatherton Road intersection, was owned by Christian von Gruben, who, Thomas reported, "will not countenance anything approaching vulgarity, expecting his patrons always to conduct themselves in an orderly and gentlemanly manner." Christian's son Edward later took over the business.

The arrival of the automobile made Pond and Grover for the first time logical places of residence for people who didn't also work there. William and Emilie Poertner laid out a subdivision just west of the Pond Hotel in 1910, while Louis J. and Louisa Funk platted Grover Heights in 1925. Lindy Lane in Grover was privately subdivided by Caroline Paubel beginning in 1927. None of these subdivisions grew rapidly, however. When U.S. Route 66 was originally designated in 1926, the route from Chicago to Santa Monica went down Manchester Road. This brought another spurt of growth, recalled today by the former Big Chief Hotel, actually an early motel, located in Pond. Suburbanization of west county may be said to begin with the incorporation of Ellisville in 1932. More extensive suburbanization, however, has occurred only within the past twenty years, and the recent state highway improvements to State Routes 100 and 109 portend much more extensive development in the near future.

Environmental Assessment - Its Land

St. Louis County is located at the confluence of several varied physical environments. Glaciers, producing a unique landscape in their wake, scoured the northern reaches of the County, while the western and southern areas of the County underwent regional mountain-building episodes forming the familiar ridge and valley character of these areas. The resultant landforms from these major earth shaping occurrences reflect these forces. Since landforms exhibit specific patterns and are recognizable over large distances, regardless of specific geographic or jurisdictional boundaries, groups of these features and related characteristics can be developed for analysis.

These groupings are known as physiographic provinces (areas or regions of similar characteristics). One such province, with the ridge and valley character described earlier, is exhibited across much of central and southern Missouri and has been given the name "The Ozarks." The far western reaches of St. Louis County lie on the eastern flank of the Ozarks. In St. Louis County, the Ozarks province manifests itself as a rolling, upland surface known as the Salem Plateau. Due to its expansiveness and associated localized variability, the Salem Plateau can be divided into subprovinces which allow for a more detailed portrayal of the geologic and topographical characteristics.

Physiographic Provinces. Within the Pond-Grover Study Area, two smaller subprovinces of the Salem Plateau can be identified. These two are the Meramec Hills Subprovince and the Hilly Upland Subprovince. Each of these represents a distinct geologic time period in terms of formational environment. Rock units found in the Meramec Hills Subprovince consist primarily of limestones. These limestones are called the Kimmswick formation and represent the oldest rock units within the study area. In the Hilly Uplands Subprovince, the Burlington-Keokuk limestones,

Burlington-Keokuk limestones, the youngest rock units in the study area, occur. The most distinguishing characteristic between these two limestones is the occurrence of rock fragments of differing composition (chert) in the Hilly Upland Subprovince. These fragments, in fact, can compose up to 50 percent of the total rock strata's content.

The Meramec Hills Subprovince. The Meramec Hills Subprovince can be described as an area that has been dissected by the surface drainage system into a series of deep valleys and steep ridges with minimal flood plain development. Where the floodplain does exist, it lies almost entirely within the channels of the streams and creeks found within the subprovince. The majority of the slopes are over 20 percent, a condition that makes the application of special engineering techniques with development essential. Reliefs range between 200 to 300 feet. The bedrock in some areas is within 20 inches of the surface and lacks the heavy growth of trees indicative of most of the subprovince. This shallow layer of residual soil is clayey and is very permeable. In addition to the red cedar trees in the gladed areas, this subprovince has some of the last forested areas in St. Louis County. These forests are typical of the Ozark Region with oak-hickory type woods, particularly hop hornbeam, yellow oak, and grub oak, along with several species of woody plants, willows, and other species indigenous to Ozark hardwood forests. The development of caverns along solution-enlarged fractures is common, as are natural springs.

The Hilly Uplands Subprovince. The Hilly Uplands Subprovince lies atop steeply-inclined limestone strata which covers older, cavernous limestones (Kimmswick formation). The Burlington-Keokuk limestone has undergone tectonic activity sometime in its past (folding) resulting in the inclination of the rock beds. The terrain varies from rolling to steep uplands with numerous small valleys and Ozark surface characteristics. Slopes range from 10 to 20 percent with localized relief between 200 to 250 feet. The residual soil contains an extremely high content of chert and is very permeable. This type of soil provides a favorable habitat for the white hickory and lowbush blueberry species of trees. Much of this subprovince is unforested today, except for areas along streams and steep slopes. It is probable that these unforested areas existed even before European settlement. The more level and open parts of the upland exhibit prairie-type flora. These include grasses and perennial herbs. Along smaller streams there are cottonwoods, pin oaks, and small thickets of shrubs alternating with tall grasses and ranker growth of herbs. These prairie flora correspond to the areas underlain by the Burlington-Keokuk limestones.

Development Issues. These groupings help to identify potential conflicts which could arise if development is allowed to occur without adequate safeguards to mitigate or protect the environment from degradation or destruction. Within the study area boundaries, several inherent physiographic features exist that require special attention due to their uniqueness, sensitive nature, or potential for harm to the environment through overuse or exploitation. These are:

1. The majority of slopes are over ten percent, with most in excess of twenty percent, requiring special engineering techniques to avoid soil creep, slide, or failure;

2. The destruction of habitat with the clearing and removal of native forest cover via new development;

3. Groundwater contamination with increased development outside of the existing Metropolitan St. Louis Sewer District boundaries, particularly in the Meramec Hills Subprovince;

4. The loss of ecologically sensitive or unique scenic areas to new development and increased urbanization; and

5. Increased erosion within the existing drainage network brought on by additional runoff from new development.

Additionally, if urbanization continues to increase in the area, other environmental conflicts will arise. Some of these will be: increased noise and air pollution, litter and debris, and the loss of native wildlife community.

The practical application of this technique, using physiographic features to develop provincial groupings, is that the groupings illustrate the linkage between the subsurface and surface features of the environment. With this understanding between the two, development decisions can be made intelligently, reflecting environmental concerns and hazards, as well as special procedures necessary to mitigate potential conflicts. Without such an understanding, land use decisions made regardless of either surface or subsurface characteristics are, at best, risky and pose a threat to the health, safety, and welfare of the general public.

A Demographic Profile - Its People

The Pond-Grover community has grown significantly in the last decade. New residential development, particularly east of State Highway 109, has substantially increased the population and number of dwelling units in the area. According to estimates, the study area has a 1990 population of 7,290. This estimate is based on 1980 Census data and has been updated using figures for residential building permits issued between 1980 and 1990 and the projected person per unit rate.

The number of housing units in the Pond-Grover study area is estimated at 2,827 for 1990. More than 80 percent of these housing units have been built since 1980 as shown in Table One below. All multi-family units in the area have been built since 1985.

Table One
Percentage of Units by Year Built

Year	Percent
Pre-1960	9%
1960-1969	2%
1970-1979	6%
1980-1984	16%
1985-1990	67%
	100%

Source: St. Louis County Department of Planning, 1990

Aside from the Department of Planning's estimates for population and dwelling units, other demographic data is not readily available for the study area. Since Census tracts in far western St. Louis County are quite large, and the study area boundaries do not conform to the tracts, extrapolating Census data is not very useful.

Public Services and Facilities - Its Infrastructure

As communities grow and change, so do their service needs from government and other providers. Services vary based upon providers and funding. These services, which include, but are not limited to, fire, police, schools and the provision of gas, electric, and water, are collectively called an area's "infrastructure network." An infrastructure network also includes roads, bridges, and other public facilities essential to a community's existence.

The study area's infrastructure network is in the process of expanding to meet new demands being placed upon it by the area's rapid growth. Much of an infrastructure network and its related services are demand driven and need a minimum threshold population to support them. In fact, these services will seldom exist prior to an established development pattern. Interestingly, growth of an infrastructure network has a multiplier effect. With its growth, additional development can be accommodated by the expanded network, thus providing increased opportunities for new growth.

The study area's infrastructure network can be divided into four broad categories based upon services provided to its residents. These categories and related services are:

Public Utilities

Electricity. Union Electric Company, a state-regulated public utility, provides service into the study area. The northwestern boundary of the study area was previously defined by the Osage-Page right-of-way which has two 34KV high-voltage transmission lines and towers traversing it. Additional facilities include a substation at the southeast corner of State Route 109 and Manchester Road and two single circuit 34KV high-voltage transmission lines along Manchester Road and State Route 109.

Natural Gas. Laclede Gas Company, a state-regulated public utility, provides partial service into the study area. Generally, the area west of State Route 109 and older homes in the developing areas have individual service systems (tanks) and are not currently included within the service network.

Telephone. Southwestern Bell Company, a state-regulated public utility, provides service into the study area. A Southwestern Bell facility is located on Manchester Road east of Pond Road and a major conduit and trunk/toll cables traverse the area along Manchester Road and Old State Road to the east.

Sanitary Sewers. The Metropolitan St. Louis Sewer District services about 50 percent of the study area. This service area is within the Caulks Creek watershed. Homes and businesses in either the Bonhomme or Hamilton and Carr Creeks watersheds dispose of sewage through individual septic systems.

Stormwater. Stormwater control exercised by St. Louis County Government is limited to two components. The first is the Department of Highways and Traffic's review responsibility to insure compliance with current regulations set by the Metropolitan St. Louis Sewer District for all new developments in the unincorporated portions of the County. Again, this is only a review responsibility where water runoff from streets is not directly taken into a stormwater control system and the actual maintenance and upkeep remains the responsibility of individual property owners or their representatives (trustees in most cases). The second is the actual control of stormwater runoff by the Department of Highways and Traffic along County-maintained right-of-way or where runoff from streets enters into a stormwater control system.

The Metropolitan St. Louis Sewer District accepts limited responsibility for the areas outside the 1977 annexation boundary (which roughly follows the Interstate 270 loop). The Metropolitan St. Louis Sewer District does, however, maintain a comprehensive listing of existing and potential stormwater problems found in the study area.

Water. Except for a small portion of the Westglen Farms Subdivision and the area south of the Clayton/Strecker Roads Intersection, water service for the study area is provided by the St. Louis County Public Water District #1. The area not served by the Public Water District is serviced by the St. Louis County Water Company. Additionally, some older residences, particularly west of State Route 109, depend on private wells for household needs.

The Public Water District was established by decree from the Circuit Court of St. Louis County on November 10, 1965 and approved by voters residing within the boundaries in late November of that year. The district was divided into five sub-districts, each having a director, and has provided continuous service since its incorporation.

Cable Television. Two cable television companies provide limited service to the study area. United Video Cablevision of St. Louis provides service to area residents who live north of Manchester Road and east of State Route 109. Cencom Cable provides service to the area south of Manchester Road and east of State Route 109. The area west of State Route 109 has yet to receive cable television service.

Community Services

Fire/Emergency Medical Services. Both of these services are provided by the Ballwin Fire Protection District to study area residents. The District's headquarters and Station Three are located within the study area at the northeast corner of Manchester Road and State Route 109. The 1990-91 tax rate per $100 of assessed valuation for the District is $0.69.

Police. St. Louis County Police Department provides a number of comprehensive services to study area residents. Residents currently receive the following: basic patrol, 911 assistance and computer-aided dispatching, crime scene investigation, lab analysis, evidence and property control, SWAT team experts, helicopter assistance, neighborhood watch programs, and school safety officers. Additionally, the Ballwin Fire Protection District's facility on Manchester Road and State Route 109 acts as a satellite station for administrative needs. Finally, the County Police Department instituted a resident beat officer program in this area as a means to maintain high visibility of personnel and develop better relationships between officers and residents.

Schools. The Rockwood School District has a number of facilities within the study area. These facilities are the "New" Lafayette High School, Babler Elementary School, Green Pines Elementary School, Pond Elementary School, a bus transportation center, and a warehouse and maintenance center. Currently, the Rockwood School District serves some 15,637 students and has an AAA rating. The 1990-91 tax rate for the District is $3.75 per $100 of assessed valuation.

Library. The study area is currently served by the Daniel Boone Branch of the St. Louis County Library located at the intersection of Clarkson/Clayton Roads.

Parks. Within the study boundaries there are two parks. The largest, Mallard Park, is a district park by classification (serving a three-mile radius) and owned by the City of Ellisville. The second park, Winding Trails County Park, is a neighborhood park (serving a one-mile radius) adjacent to Caulks Creek. Both are located near the intersection of Clayton and Strecker Roads. Regional park needs are met by Babler State Park, Rockwoods Reservation, Rockwood Range, and Greensfelder Park. All these parklands lie outside the study area boundaries. Queeny Park serves as the County's designated metropolitan park for the far western reaches of St. Louis County.

Public Transportation and Roads

Public Transportation. Bi-State Transit currently operates fixed route express bus service from the Cities of Ellisville, Clarkson Valley, and Chesterfield. Routes are along Clayton and Manchester Roads respectively.

Roads. Jurisdictional responsibility, along with maintenance and capital improvement programs are split between the State of Missouri and St. Louis County within the study area. State jurisdiction and responsibility are limited to State Routes 100 and 109. County jurisdiction is over the remainder of major arterials, collectors, and subdivisions streets. A number of private roadways are located in the study area and are maintained by individual landowners at their own expense.

Future Demands and Capital Improvements - Its Needs

Prior to 1980, very little of the existing infrastructure network in the Pond-Grover area could be characterized as modern and up-to-date. Existing utilities were generally provided on an individual, site-by-site basis, such as septic systems, private wells, and containerized gas. The transportation network reflected the rural nature of the area with streets, roads, and bridges being narrow, winding, shoulderless, and crowned. In many instances other services, normally considered as amenities, are not as easily accessible to residents of the study areas as they are to other County residents. Such services, like cable television, are demand driven and directly related to a threshold population large enough to justify the need and cost. If this threshold population does not exist, these services are deferred to a later date or until favorable economies of scale can be obtained.

As subsequent development petitions were pursued, a modern community-wide infrastructure network began to take shape. This network has been developed in an incremental fashion and therefore, is not complete nor comprehensive. Additionally, as new development occurred, existing, older businesses and residences, in many instances, did not chose to participate in the infrastructure network's growth. Overall, particularly in the area east of State Route 109, the growth of community-wide utility systems (sewers, water, gas, electric, and telephone), the enlargement of the roadway system, and the improvement of the existing roads have progressed; but limited facility expansion (parks, schools, and government buildings) has also followed (see Map Two). For growth and development to continue, additional improvements are needed to the infrastructure network. More fundamentally, to provide adequate, reliable, and safe services and conditions within the community, the network of infrastructure needs these improvements.

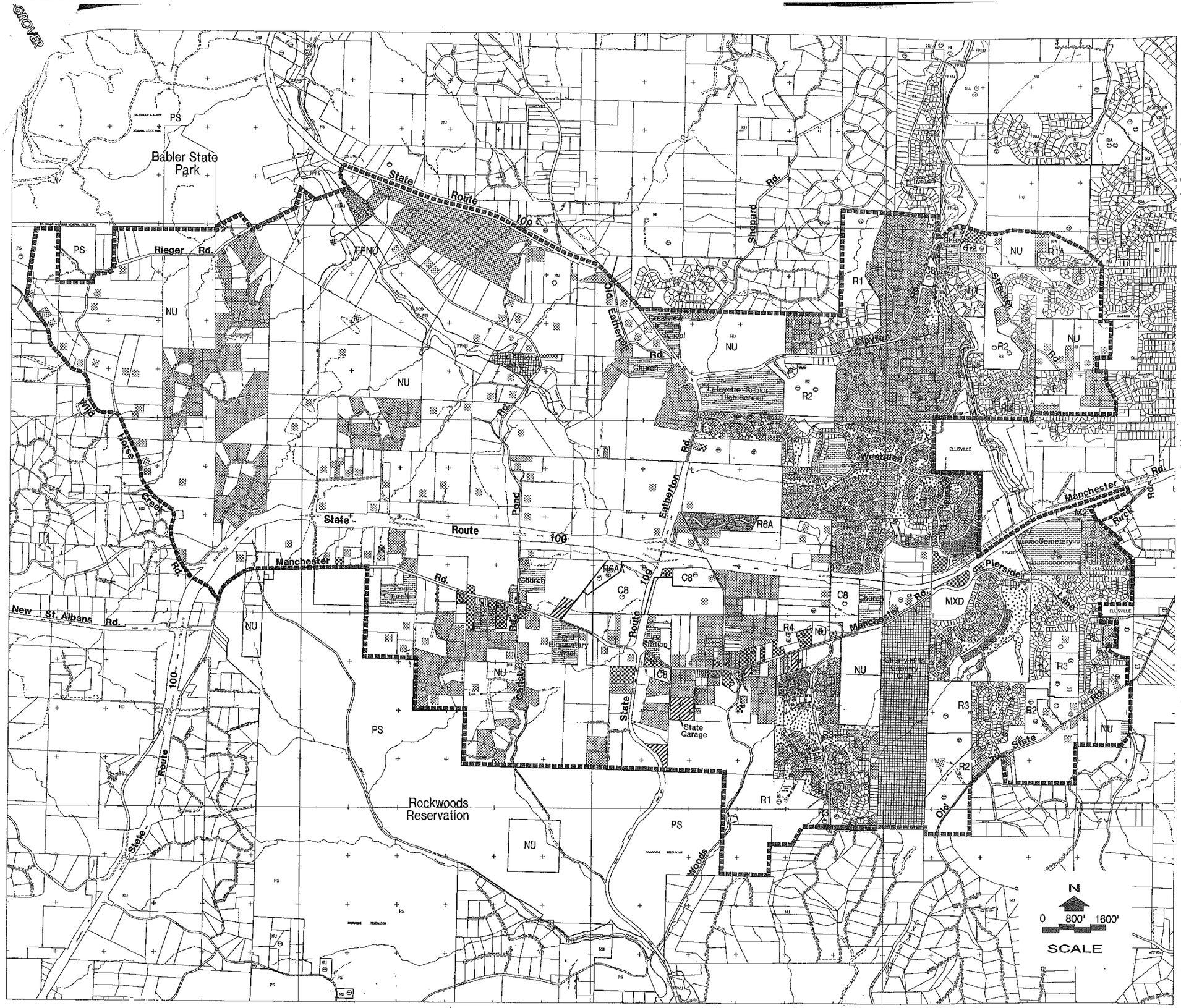
In response to these needs, many of the area's service providers have proposed or are in the planning stages of projects intended to upgrade and improve existing facilities and to meet anticipated demands for future services. Major projects that have been undertaken or scheduled for long-term completion include the following:

Public Utilities

Sanitary Sewers. The Metropolitan St. Louis Sewer District presently has only jurisdictional responsibility and authority in the east half of the study area (Caulks Creek Watershed). The remainder is served by individual septic systems or small neighborhood-size treatment facilities. The District has no immediate plans to further extend its boundaries to include the western boundaries of the study area. Within the Caulk Creek Watershed, the installation of major trunk systems and improvements to the Missouri River Treatment Plant are underway and near completion. With these improvements, the District anticipates that sanitary sewer and collection treatment systems appear adequate for any anticipated growth in the area for the foreseeable future.

Public Water. There is currently a single provider of public, potable water. It is the St. Louis County Water Company. The Public Water District #1 had previously provided service to approximately 700 customers. The Public Water District had received its water from the County Water Company. During 1989, the Public Water District reached capacity. Additionally, that year saw many residents experience shortages brought on by increased demand and drought. A number of solutions were discussed within the community, with voters finally determining a buyout by the County Water Company of the Public Water District's assets as the preferred alternative. The County Water Company has proposed a phased, capital improvement program. This program would improve existing mains and upgrade capacity from where the County Water Company's system ends and the Public Water District's begins. Many of the more specific details remain unclear at this time because of uncertainties in the condition, type, and location of the Public Water District's system, verification of easements, and the projected demand in the future.

Gas and Telephone. Both Laclede Gas Company and Southwestern Bell have extended services into the developed portions of the study area with cables, lines, or circuits along major streets and secondary roadways. Improvements will be made as residential and commercial development occurs. Both foresee no problems in providing adequate services well into the future.



* POND-GROVER

Legend

- Single-Family Residential
- Multiple-Family Residential
- Commercial
- Industrial and Utilities
- Parks & Open Space
- Common Ground
- Cultural & Other Recreational
- Community Facilities

EXISTING ZONING AND LAND USE MAP

* COMMUNITY AREA STUDY

MAP 2.

Electricity. Union Electric Company has extended services into the developed portions of the study area. Additionally, improvements and upgrading of the electrical system are proposed and planned. An existing substation at Manchester Road and State Route 109 will be upgraded to two transformer units in 1993 or adjusted to meet the load growth in the area (whichever is greater). Although no new bulk substations and/or subtransmission facilities are planned in the next five to ten years, the need for additional local distribution substations just north and west of the study area is anticipated in the future, and such substations are being planned.

Community Services

Fire/Emergency Medical Services. The Ballwin Fire Protection District has recently opened a new fire station just northeast of the study area on Clayton Road. With this addition, the District can provide fire and emergency medical services to the entire study area. To decrease response times and accommodate future growth, an additional fire station was recommended near the study area's far western boundaries by the Pond-Grover Advisory Committee (Subarea Fifteen).

Education. The Rockwood School District began construction of an additional elementary school near the intersection of Old State and Lawler Ford Roads in 1990. The District opened this structure September 4, 1990.

Over the past several years, increased enrollments have prompted the District to initiate a major building and renovation program that has benefitted the study area. These recent capital improvements include "new" Lafayette Senior High School, renovation of the "old" Lafayette Senior High School to the "new" Crestview Junior High School, and the conversion of the "old" Crestview Junior High School to Babler Elementary School.

Additionally, the Pond-Grover Advisory Committee identified two locations for three additional schools (see Subareas Four and Fourteen).

Library. The St. Louis County Library is considering building an additional library in the general vicinity of the State Routes 100/109 Intersection. Immediate plans call for the enlargement of the existing Daniel Boone Branch within three to five years and possibly constructing a smaller branch near State Route 109 and Interstate 44 to serve as a popular library. Both decisions are expected to be made within in the near future.

Parks. The St. Louis County Department of Parks and Recreation has identified a number of recreational areas and facilities that are needed throughout the study area in its report Recreation Spaces - Community Places 1982-2000. These needs include the following: a recreation center, four neighborhood parks, one district park, and one metropolitan park. Similarly, the Department of Parks and Recreation has endorsed the establishment of an open space corridor between Babler State Park and Rockwoods Reservation. Although there is a need for additional recreation facilities, no long-range acquisition or construction programs are planned due to monetary constraints.

The Pond-Grover Advisory Committee recommended that several park sites be identified and protected for future use in six subareas (See Subareas One, Four, Five, Seven, Nine/Ten, and Fourteen).

Public Transportation and Roads

Public Transportation. The Bi-State Development Agency has identified a shortage of park-and-ride lots to serve existing fixed route express routes. Specific locations and development plans have yet to be determined and identified.

Roads. The Missouri Highway and Transportation Department (MHTD) is proposing two projects within the designated boundaries of this study. The first is a major Corridor Study for the location of an improved State Route 109. The impetus for the study is to develop a limited access divided highway between Interstate 64 to the north and Interstate 55 to the south. The preliminary research and field work have been completed, and review by the Missouri Highway and Transportation Commission is scheduled for either late October or early November, 1990. The second project is the replacement of the State Route 109 bridge at Old State Road. Neither construction funding nor or specific timelines have been established for these two projects.

The St. Louis County Department of Highways and Traffic is continually updating its 1986 Highway System Plan detailing long-range road improvements throughout St. Louis County. The Highway System Plan does not set definitive dates for completion, but represents more a comprehensive inventory of all possible future projects regardless of funding capability. Included in this Plan are a number of proposed improvements within the study area boundaries. Additionally, Booker Associates, Inc., a private consultant, completed an independent review of roadway needs within the Pond-Grover area and similarly identified a large number of improvements needed for the existing roadway network. Both Booker Associates in its Traffic Study and the St. Louis County Department of Highways and Traffic identified a number of similar roadway improvements necessitated by increased utilization and projected future demand (see Maps Three and Four). These projects are detailed below in Table Two (also see Appendix C):

TABLE 2
PROPOSED ROADWAY IMPROVEMENTS

NAME AND DESIGNATION	GENERAL LOCATION	NATURE OF IMPROVEMENT
Eatherton Road State Route 109 & C - State of Missouri	State Route 100 to Wild Horse Creek Road	Construct and improve to arterial standards
*Manchester Road - St. Louis County	Pond Road east to Westglen Farms Drive intersection at State Route 100	Improve to arterial standards
*Manchester Road - Pierside Lane: Overpass and connecting roadways - St. Louis County	Manchester Road north to Fullerton Meadows Drive	Construct new arterial and bridge over State Route 100

NAME AND DESIGNATION	GENERAL LOCATION	NATURE OF IMPROVEMENT
Pond Road - St. Louis County	Manchester Road north to Pond-Grover Loop Road	Widen to arterial standards
	Pond-Grover Loop Road to Reiger Road	Improve to collector standards
	Reiger Road to State Route 109	Improve to arterial standards
Shepard Road - St. Louis County	Shepard Road at State Route 109 intersection	Realign existing road to intersect at Clayton Road opposite main entrance to high school and cul-de-sac former intersection
Shepard Road Extension - St. Louis County	West of State Route 109 and south to the proposed Pond-Grover Loop Road	Construct new collector connection (suggested)
State Route 100 - State of Missouri	Manchester Road to west of Hutchinson Road	Improve to arterial standards - divided highway
State Route 109 - State of Missouri	I-44 to State Route 100	Improve to arterial standards
Westglen Farms Drive Extension - St. Louis County	South from Clayton Road to existing terminus of Westglen Farms Drive	Construct new collector connection
Pierside Lane Extension -St. Louis County	East from existing Pierside Lane terminus to Old State Road	Construct new arterial
Taylor Road - St. Louis County	Manchester Road north and west to proposed Pond-Grover Loop Road	Construct new arterial

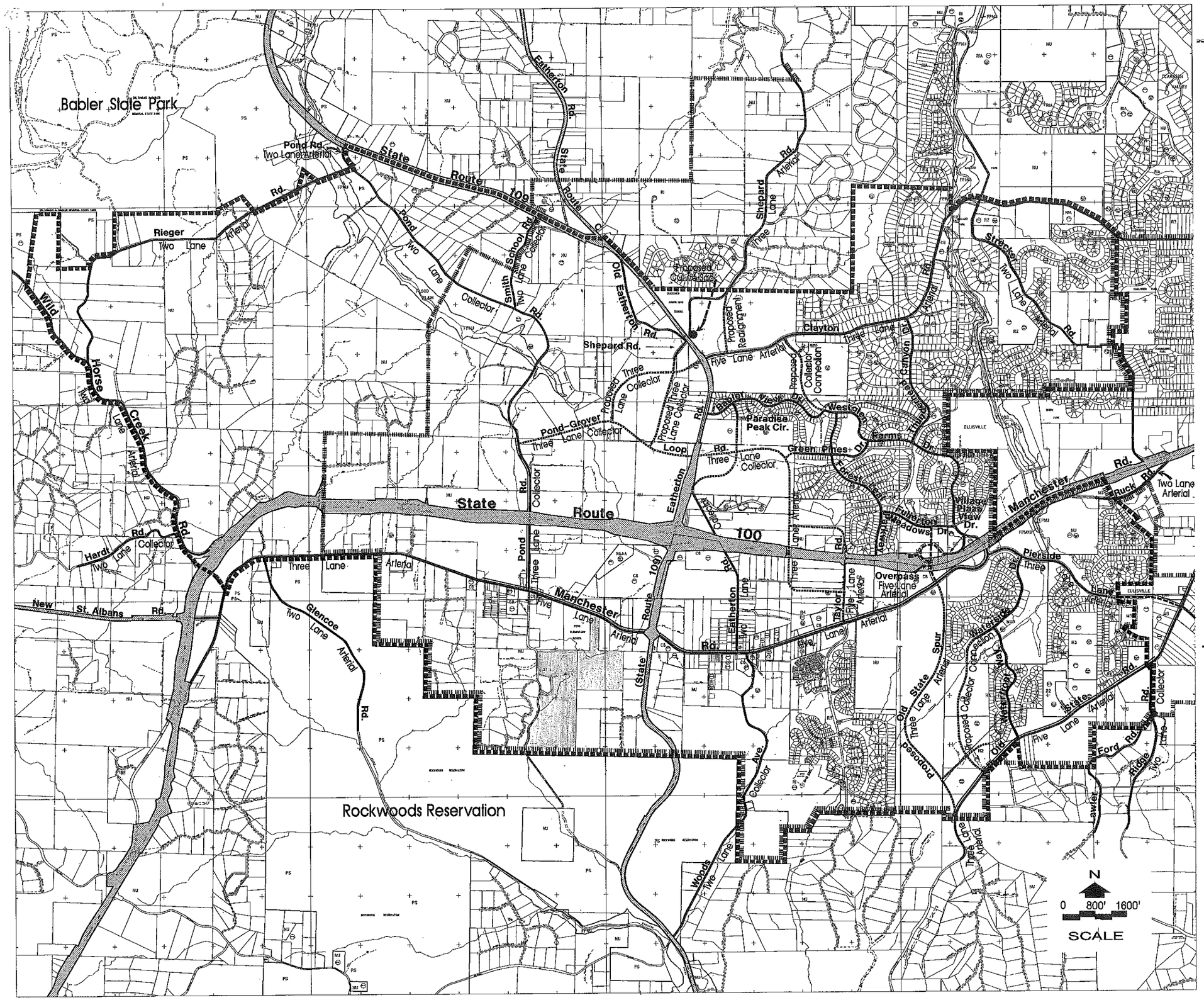
NAME AND DESIGNATION	GENERAL LOCATION	NATURE OF IMPROVEMENT
*Pond-Grover Loop Road - St. Louis County	Taylor Road west and north to Pond Road	Construct new arterial and bridge over State Highway 100
*Old State Road - St. Louis County	State Route 100 south to Eagle Ridge Road	Improve to arterial standards
Waterside Drive Extension - St. Louis County	South from existing terminus of Waterside Drive to Old State Road Spur	Construct new collector connection
Old Eatherton Road - Shepard Road Extension - St. Louis County	State Route 109 and Old Eatherton Road intersection south to Clayton Road Extension	Eliminate existing intersection and construct new collector connection
Paradise Peak Circle Extension - St. Louis County	Paradise Peak Circle south to Pond-Grover Loop Road	Construct a new roadway connection
Clayton Road Extension - St. Louis County	Existing intersection of Clayton Road and State Route 109 (Lafayette Senior) High School) southwest to Pond-Grover Loop Road	Construct a new collector connection (suggested)
Eatherton Road Relocation - St. Louis County	Relocation of access from State Route 109 east and north to Pond-Grover Loop Road opposite Paradise Peak Circle intersection	Construct a new collector connection
Reiger Road - St. Louis County	Wild Horse Creek Road to Pond Road	Improve to arterial standards
Wild Horse Creek Road - St. Louis County	State Route 100 to Ossenfort Road	Improve to arterial standards

NAME AND DESIGNATION	GENERAL LOCATION	NATURE OF IMPROVEMENT
Strecker Road - St. Louis County	State Route 100 to Kehrs Mill Road	Improve to arterial standards
Smith School Road - St. Louis County	State Route 109 to Pond Road	Improve to collector standards

* Except for the extreme western reaches of the Highway 100/Highway 109 Study Area, the remainder lies within the Pond/Grover Road Trust Fund boundaries. This trust fund, like others throughout the unincorporated County, was established to require assessment contributions from developers in this area to fund road and bridge improvements necessitated by increased traffic generation. With each new residential or commercial development, a predetermined fee, based on parking spaces, is required to be deposited with St. Louis County. Subsequently, four road projects have been prioritized and construction will be undertaken when funding reaches anticipated cost.

Without a major, planned capital improvements program addressing each component of the infrastructure network, future demands will predictably exceed the capacity of the system. If this should occur, inconveniences, delays, shortages, and environmental damage to the water and land are almost certain.

NOTE: Maps 3 and 4 are included for background and informational purposes only. Narratives for each respective subarea detail the specifics of Advisory Committee Recommendations regarding roadway widths and alignments.



* POND-GROVER

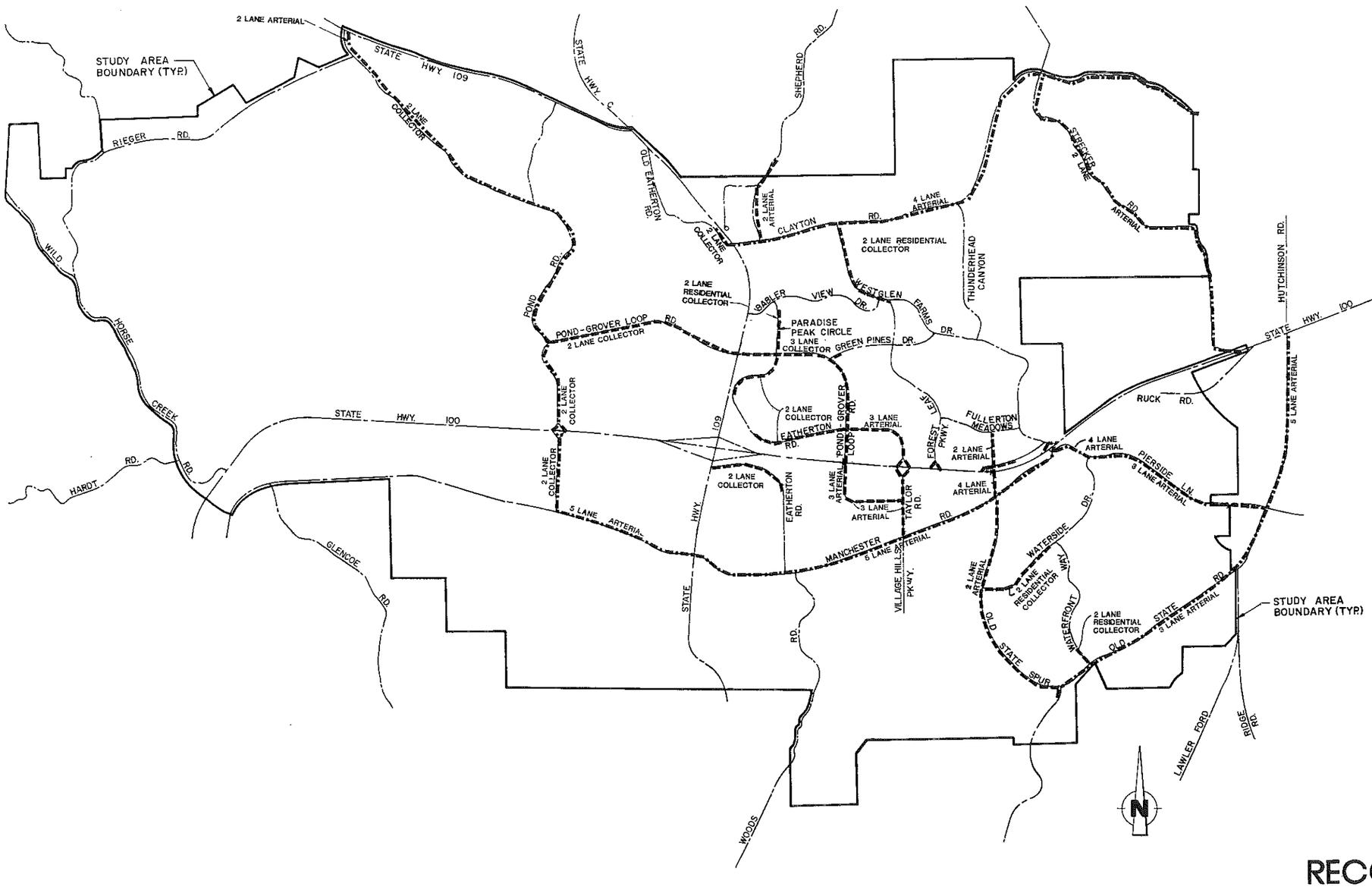
Legend

- Area Study Boundary
- County Roads
- State Roads
- Pond - Grover (Rte 100/109) Road Trust Fund Boundary
- County Road Widening and Resurfacing included in Pond-Grover (Rte 100/109) Road Trust Fund
- Proposed Roads*
  - *Road Improvements that may be completed by Developers.
- Proposed Overpass (Manchester-Pierside)
- Proposed Cul-de-Sac*

HIGHWAY SYSTEMS PLAN MAP

* COMMUNITY AREA STUDY

MAP 3.



TRAFFIC STUDY RECOMMENDATION MAP

Becker Engineers Architects Planners

POND/GROVER
AREA TRAFFIC STUDY
ST. LOUIS COUNTY DEPARTMENT OF
HIGHWAYS AND TRAFFIC

LEGEND
IMPROVEMENTS TO EXISTING ROADWAYS
RECOMMENDED NEW ROADWAYS

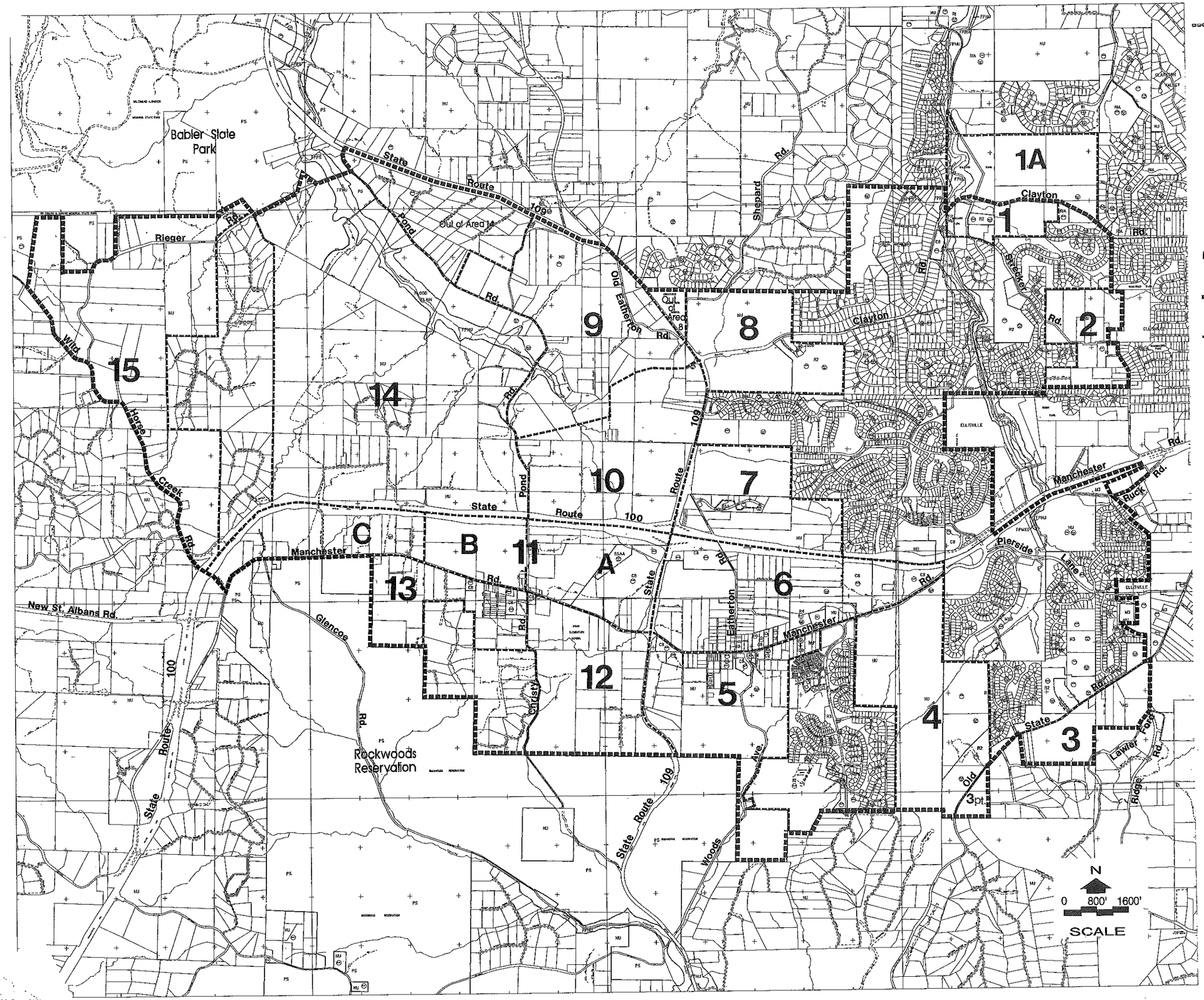
RELATING COMMUNITY VISION TO COMMUNITY GOALS

DELINEATING AREAS OF COMMONALITY - THE SUBAREAS

For ease of analysis and discussion and to better target the time and resources of the Advisory Committee, the eleven square mile study area encompassing the communities of Pond and Grover was divided into smaller subareas based upon common or shared features, interests, or location. The delineation of subareas recognizes the interrelationships between distinct parcels of land linked together by a roadway, common watershed, similar topography, or other shared characteristic or property.

These delineations, fifteen in all, are not entirely inclusive of the eleven square mile study area (see Map Five). In instances where the level of existing development was complete or where the development pattern had been established, no planning recommendations were formulated. Again, this is premised on the assumption that future development or redevelopment in these areas will occur in a complementary and similar pattern to that which has been previously established at the time of this study.

The recommendations that follow reflect land use guidelines for the fifteen subareas where the potential for development is greatest and where a land use pattern has yet to be established (see Map Six).



* POND-GROVER

Legend

Community Area Study Boundary

Subarea Boundaries (1-15)

BOUNDARY MAP

* COMMUNITY AREA STUDY

MAP 5.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea One

Special Features

- The Clayton Road/Strecker Road intersection is located within the subarea.
- The former City of Ellisville's Mallard Park (part of which is now being developed as a church site) is located within the subarea.

Physical Characteristics

- Slopes generally exceed 14 percent throughout and trend in a northerly direction toward Clayton Road.
- Several small, intermittent creeks traverse the subarea, eventually draining into Caulks Creek.
- Portions are heavily wooded with the characteristic oak-hickory species indigenous to the Rolling Upland physiographic subprovince.

Land Use

- Current land uses include a plant nursery and single family homes on large lots.

Zoning/Subdivision Activity

- Current zoning is "NU" Non-Urban District and "R-2" 15,000 square foot Residence District (nine single family units approved on four acres).
- A single rezoning petition has been approved in this subarea since the 1965 adoption of the County's Zoning Ordinance. The petition was: P.C. 208 and 209-88: Vista View Partners: A request for a change from the "NU" Non-Urban District to the "R-2" 15,000 square foot Residence District with a Planned Environment Unit. Proposed use: Nine single family homes.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea One (A) *

Special Features

- The Clayton Road/Strecker Road intersection is also located in this subarea.

Physical Characteristics

- Slopes generally trend southwardly toward Clayton Road and a tributary of Caulks Creek that parallels the roadway and exceed 14 percent.
- Portions are heavily wooded with the characteristic oak-hickory species indigenous to the Rolling Upland physiographic subprovince.
- Several small, intermittent creeks traverse the subarea, eventually draining into Caulks Creek.
- Caulks Creek is located on the western edge of the subarea, within the northwestern portion of the City of Ellisville's Mallard Park (parkland is being sold or has been sold to private interests), creating a significant area of flood plain.

Land Use

- Current land uses consist of vacant parcels and one single family residence on a forty-acre parcel.

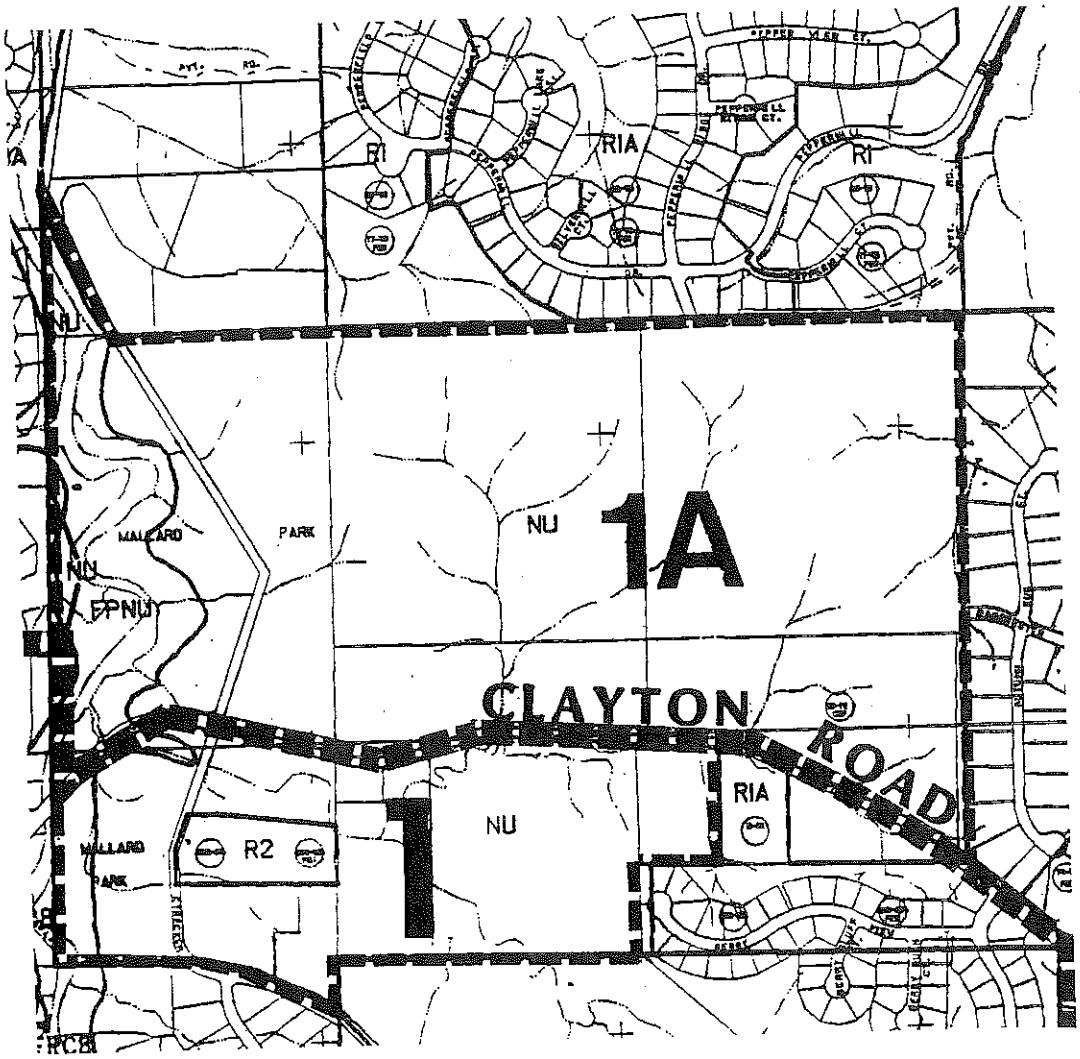
Zoning/Subdivision Activity

- Current zoning is "FPNU" Flood Plain Non-Urban District and "NU" Non-Urban District.
- A single rezoning petition has been approved in this subarea since the 1965 adoption of the County's Zoning Ordinance. The petition was: P.C. 43-72: Masonic Home of Missouri: A Conditional Use Permit in the "NU" Non-Urban District. Proposed use: Housing for children and adults of the Masonic Home of Missouri.

* Although lying outside the established study boundaries, the Committee moved to include this area north of Clayton Road in the study process because of its obvious effect upon Subarea One and adjacent subdivisions, if development would occur.

POND-GROVER COMMUNITY AREA STUDY

SUBAREAS ONE AND ONE (A)



NORTH

NO SCALE

Subarea One: The area is bounded by Clayton Road to the north, the Turnberry Place Subdivision ("R-2": 202 single family units approved) to the east, Winding Trails County Park to the west, and the Village of Winding Trails ("R-1": 32 single family units) and Turnberry Place Subdivisions to the south.

Subarea One (A): The area is bounded by Clayton Road to the south, the Pointe Clayton Subdivision ("R-1A" and "FPR-1A": 162 single family units) to the west, Brentmoor Place ("R-1" and "R-1A": 110 single family units) to the north, and Valley View Subdivision ("R-1" and "R-1A": 198 single family units) to the east.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea One and One (A)

LAND USE STRATEGIES

Residential Components

1. The future development of tracts south of Clayton Road should be primarily considered for residential use in the low-medium density range consistent with surrounding development and compatible with existing topography.

2. The future development of large tracts north of Clayton Road should be primarily considered for residential use in the low to low-medium density range consistent with surrounding development and compatible with existing topography.

Commercial Components

3. Due to site limitations, including a substantial area of flood plain, commercial development at Strecker Road and Clayton Road should be strictly limited to the northeast corner of this intersection and should be a mix of low-intensity, neighborhood uses oriented to meeting the needs of local residents.

4. Given the availability of more appropriate sites within the study area, commercial development in this subarea should not be encouraged along Clayton Road or at any point along Strecker Road, except where noted in Planning Recommendation 3.

Recreational Component

5. The flood plain area west of Strecker Road, formerly owned by the City of Ellisville as Mallard Park, should be maintained as a park with appropriate recreational uses. This is consistent with the identified need for additional park and recreational opportunities in the area and supports the effort to link open space corridors along Caulks Creek. The City of Ellisville, the current property owner, and the St. Louis County Department of Parks and Recreation should cooperatively work toward an eventual agreement.

INFRASTRUCTURE STRATEGIES

6. Improvement of Clayton Road and Strecker Road should be an integral part of any development which occurs adjacent to it. Additionally, the improvement of these two roadways should be considered the highest priority for funding by County government, particularly the length of Clayton Road between Strecker and Valley Roads. Both are heavily travelled and sorely inadequate for increased vehicular traffic because of pavement condition and construction. Additionally, future traffic volumes may require the conversion of the intersection of Clayton and Strecker Roads to a four-way stop for all traffic entering from either roadway (currently traffic is required to stop only when entering the intersection from Strecker Road).

7. In an effort to lessen the impact of the extension of Clayton Road to State Route 109, where it intersects with Westglen Farms Drive and Thunderhead Canyon Drive, the installation of stop signs at these locations should be completed at the earliest possible time. Additional signage may be appropriate after traffic volumes and driving patterns are better established and impacts are more discernable.

8. Existing stub streets should be linked into future residential developments to promote an efficient and continuous internal roadway system.

9. The completion of Clayton Road to State Route 109 has provided a needed east-west alternative to State Route 100. With increased utilization of this roadway, Booker Associates, Inc. has in its Traffic Study recommended that Clayton Road be upgraded from a three-lane width to a four-lane width. Because of the existing residential pattern along Clayton Road from McBride Pointe Drive to the future extension of Westglen Farms Drive (driveways accessing directly onto the roadway), widening of this roadway beyond its existing width should not be considered or undertaken. Potential negative impacts on abutting property owners outweighed possible traffic circulation benefits.

COMMUNITY STRATEGIES

10. To the extent possible, properties should be consolidated to facilitate unified development proposals, particularly south of Clayton Road.

11. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

12. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development at some time in the future.

Subarea Two

Special Features

- Strecker Road bisects the subarea.

Physical Characteristics

- Heavily wooded areas consisting of the characteristic oak-hickory species are prevalent throughout the subarea, particularly along the numerous, small intermittent creeks and streams that flow throughout it.
- Slopes generally exceed fourteen percent and trend toward the north and west.

Land Use

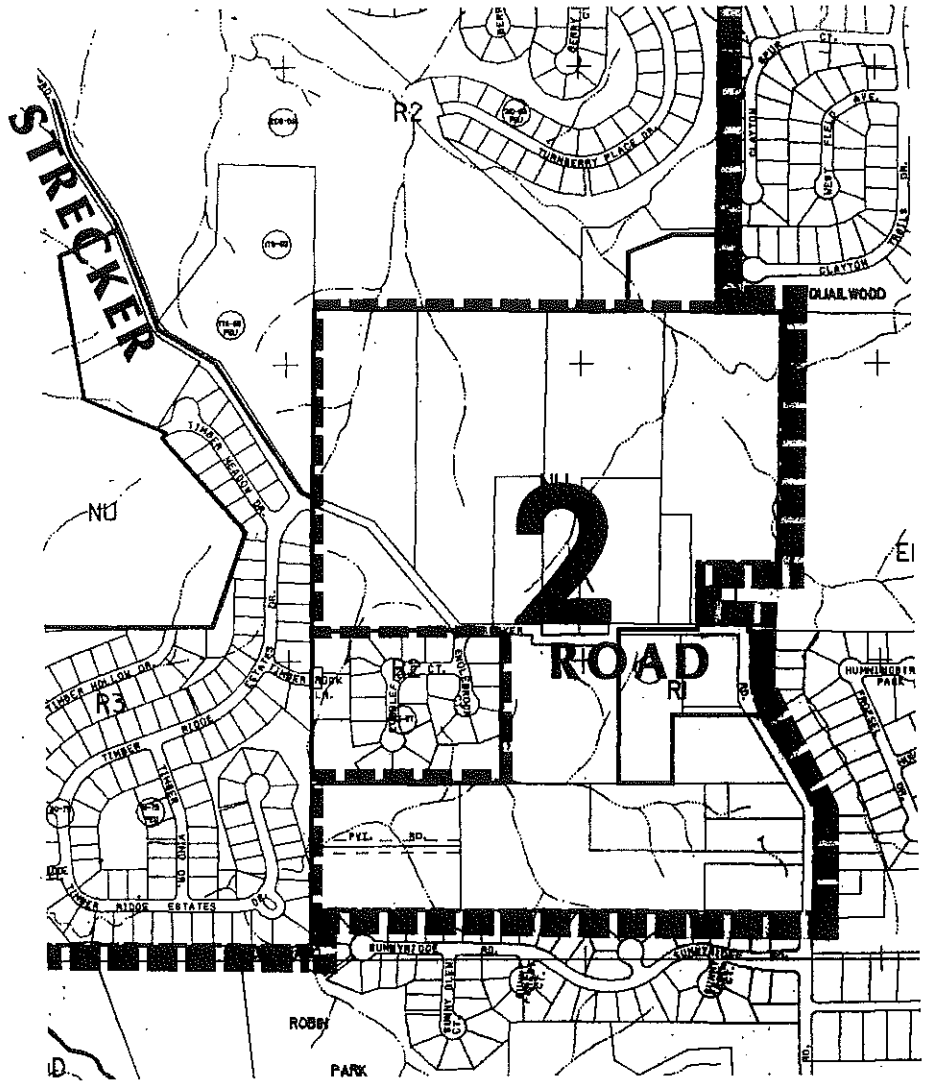
- Current land uses include single family residences on large, rectangular lots that front onto Strecker Road.

Zoning/Subdivision Activity

- Current zoning is "NU" Non-Urban District and "R-1" One Acre Residence District (two single family units on five acres).
- A single rezoning petition has been approved in this subarea since the 1965 adoption of the County's Zoning Ordinance. The petition was: P.C. 71-27: F.J. Niebruegge: A request for a change from the "NU" Non-Urban District to the "R-1" One Acre Residence District. Proposed use: Two single family homes.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA TWO



NORTH

NO SCALE

Subarea Two: The area is bounded on the north by the Turnberry Place Subdivision ("R-2": 202 single family units approved), to the east and south by the municipal boundaries of the City of Ellisville, and to the west by the Timber Ridge Subdivison ("R-3": 160 single family units approved) and the Carriage Crossing Subdivision ("R-2": 19 single family units approved).

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Two

LAND USE STRATEGIES

Residential Components

1. The future development of vacant parcels or the redevelopment of assembled parcels should continue the existing land use pattern of medium-low density residential.

2. In the event of new subdivision development, lots should not front or access onto Strecker Road. Consideration should be given to requiring a minimum depth for lots backing onto Strecker Road or providing a common ground buffer between Strecker Road and rear lots, thus enhancing the visual quality along Strecker Road and mitigating negative impacts of traffic into new residential areas.

Commercial Component

3. Commercial uses should not be introduced within the subarea. However, limited non-residential uses (institutional, public facility) could be introduced into the area provided each is appropriately scaled and does not require access through residential areas.

INFRASTRUCTURE STRATEGIES

4. If significant residential development should occur, a circulation pattern served by internal streets is most appropriate given the through nature of Strecker Road.

5. Improvements to Strecker Road should enhance alignment and sight distance (see Subarea One and One (A) for additional comments on Strecker Road).

COMMUNITY STRATEGIES

6. To the extent possible, properties should be consolidated to facilitate unified development proposals and optimal circulation patterns.

7. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

8. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development at some time in the future.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Three

Special Features

- Old State Road defines the northern and western boundaries of the subarea.
- The large-lot subdivision named Mac Acres bisects the subarea into two non-contiguous sections.
- The Old State Road/State Route 109 bridge is located southwest of the subarea.[1]

Physical Characteristics

- Many of the parcels fronting onto Old State Road have relatively few topographic constraints. Slopes range generally from five to nine percent.
- Wooded areas are isolated along the southern boundary of the subarea.
- The ridge line separating the Caulks Creek Watershed from the Hamilton and Carr Creek and Meramec River Watersheds trends through the subarea. As a result, the drainage pattern of tributaries and steams is not as defined as others in nearby subareas.

Land Use

- Current land uses include single family residences and several, large vacant parcels.
- This subarea includes a Rockwood School District's elementary school.

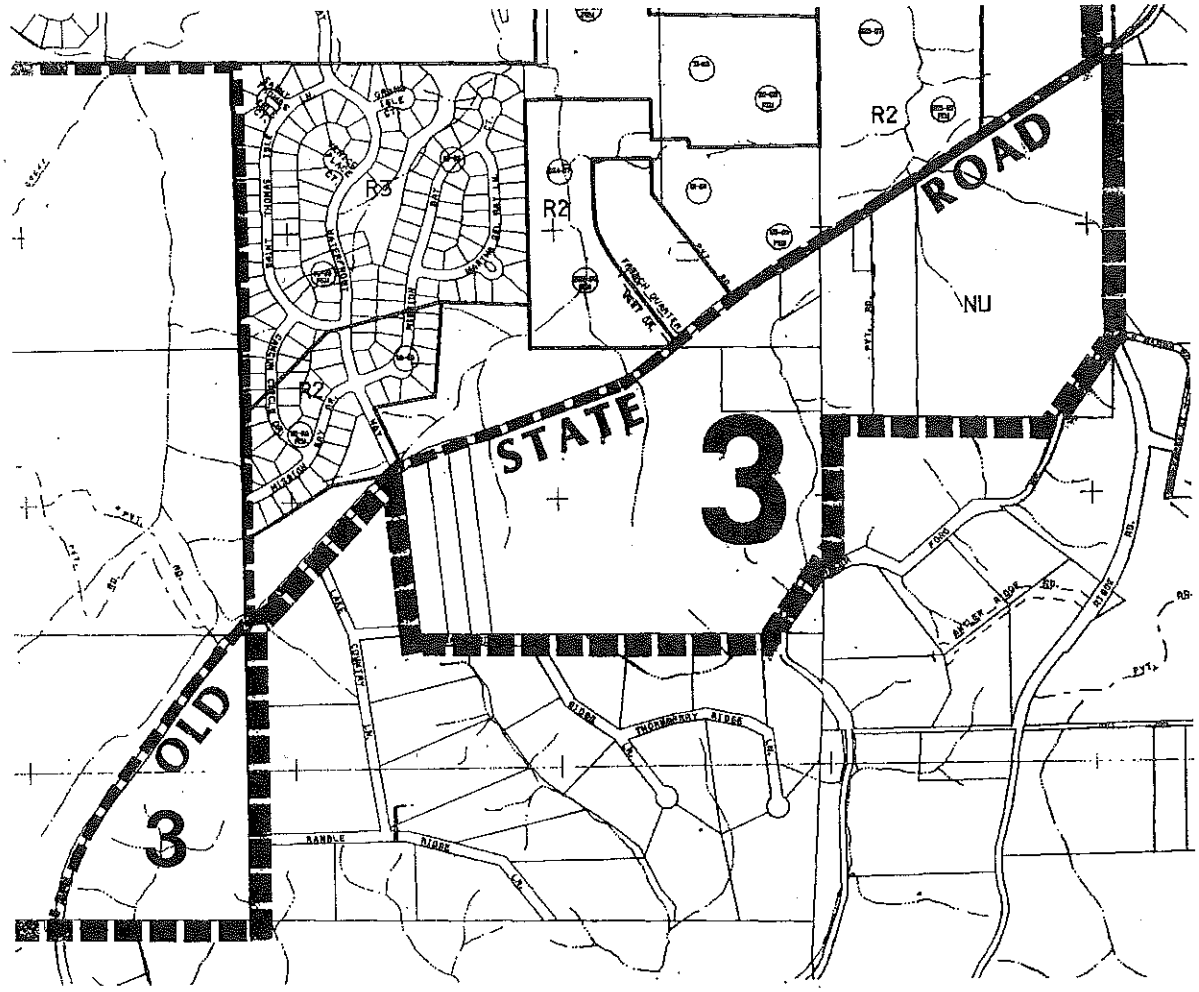
Zoning/Subdivision Activity

- Current zoning designation for the entire subarea is "NU" Non-Urban District.
- P.C. 64 and 65-89, a request for rezoning from the "NU" Non-Urban District to the "R-3" 10,000 square foot Residence District with a Planned Environment Unit (P.E.U.) for the two parcels at the southwestern corner of Old State Road and Lawler Ford Road, was withdrawn prior to Planning Commission action. After the withdrawal, the owners requested that the two parcels be annexed by the City of Ellisville. The petitioned annexation was approved and two development proposals were submitted. The City of Ellisville has approved a 10.9 acre commercial development at the intersection of Ridge and Old State Roads and residential units at the medium-low density range on the remainder of the property.

1 Because of identified safety concerns from Committee Members and residents alike, the Old State Road/State Route 109 Bridge has been included in Subarea Three so as to allow recommendations to be made to reduce or eliminate this existing hazard.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA THREE



NORTH

NO SCALE

Subarea Three: The area is bounded on the north and west by Old State Road, to the east by Lawler Ford Road, and to the south by the large lot subdivisions of Mac Acres, Country Ridge Estates, and Antler Ridge.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Three

LAND USE STRATEGIES

Residential Components

1. Because of the emerging residential pattern in the Old State Road vicinity, further industrial and commercial development should be discouraged as a means to reduce land use conflicts and promote compatible developments.

2. Development densities in this subarea should not reflect the existing densities of the newer, residential areas to the north. If residential development should occur in this subarea, transitions should range from low to medium-low densities along Old State Road to large-lot densities bordering the subarea's southern boundary and be compatible with existing topography.

3. The existing 300 foot green space buffer along the north right-of-way of Old State Road should be maintained, if subsequent development should continue to occur.

4. Extensive buffering, use of common ground, or larger lot sizes with minimum frontage requirements should be encouraged for any future residential developments that may have lots backing onto Old State Road.

Institutional Component

5. Extensive buffering and appropriate land use transitions should be utilized along the boundaries of the Rockwood School District's elementary school at Lawler Ford and Ridge Roads.

INFRASTRUCTURE STRATEGIES

6. Access onto Old State Road should be restricted from the developing residential areas to the north as a means to offset additional circulation and safety concerns brought on by increased utilization, until significant upgrading and improvements have been completed along the roadway.

7. It may be premature to conclude that a five-lane arterial is necessary along the entire length of Old State Road from Manchester Road to Lake Country Lane as proposed. Development of Old State Road as a five-lane arterial, therefore, should be reviewed prior to the commitment of resources to insure that the road widening is necessary and consistent with the level of existing and future traffic demands, and will not unduly degrade the natural character of the community environment along the roadway. Recommendations made by Booker Associates, Inc. in the Traffic Study should act as the guide for future right-of-way dedications along Old State Road.

8. The Missouri State Highway and Transportation Department and the St. Louis County Police Department should make every effort to decrease hazardous road and driving conditions at the Old State Road/State Route 109 bridge. This effort will probably entail the bridge being significantly renovated or replaced and increased patrol and enforcement efforts to reduce speeding and reckless driving.

9. Any future development should carefully address the need for a coordinated approach to the provision of adequate utilities, particularly sanitary sewers and stormwater controls.

COMMUNITY STRATEGIES

10. Future development within this subarea should address the assemblage of smaller parcels to facilitate the development of a continuous, internal circulation system for traffic and appropriate linkages of open space.

11. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

12. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development at some time in the future.

13. Much of the area south of Old State Road is served by a system of private streets or drives. To insure that emergency vehicles (police and fire) are capable of quickly responding and locating a site, homes in private subdivisions or along a private drive should be encouraged to prominently display house numbers in an easily identifiable and visible location. To insure that future, new large-lot subdivisions adhere to this requirement and provide road signage within internal roadway systems of private subdivisions, the St. Louis County Subdivision Ordinance should be revised to insure street signage and house numbering are in place on all new homes and private, residential streets.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Four

Special Features

- This subarea has frontage onto both Manchester and Old State Roads.
- The subarea is the combination of six parcels of property, all of which are greater than twenty acres in size, the largest being 156 acres.

Physical Characteristics

- The ridge line separating the Caulks Creek Watershed from the Hamilton and Carr Creek and Meramec River Watersheds bisects the southern half of the subarea. The headwaters of Caulks Creek lie directly adjacent to this subarea.
- Slopes generally range between five and nine percent and can be characterized as rolling to gently rolling in nature. Steepest slopes are along the existing system of creeks and streams within the subarea (between drainage divides).
- Forest cover, principally oak-hickory in nature, is limited to those areas adjacent to Caulks Creek and its tributaries. The remaining land that is undeveloped is either in original pasture or being farmed.

Land Use

- Current land uses include the Cherry Hills Country Club and several vacant parcels.

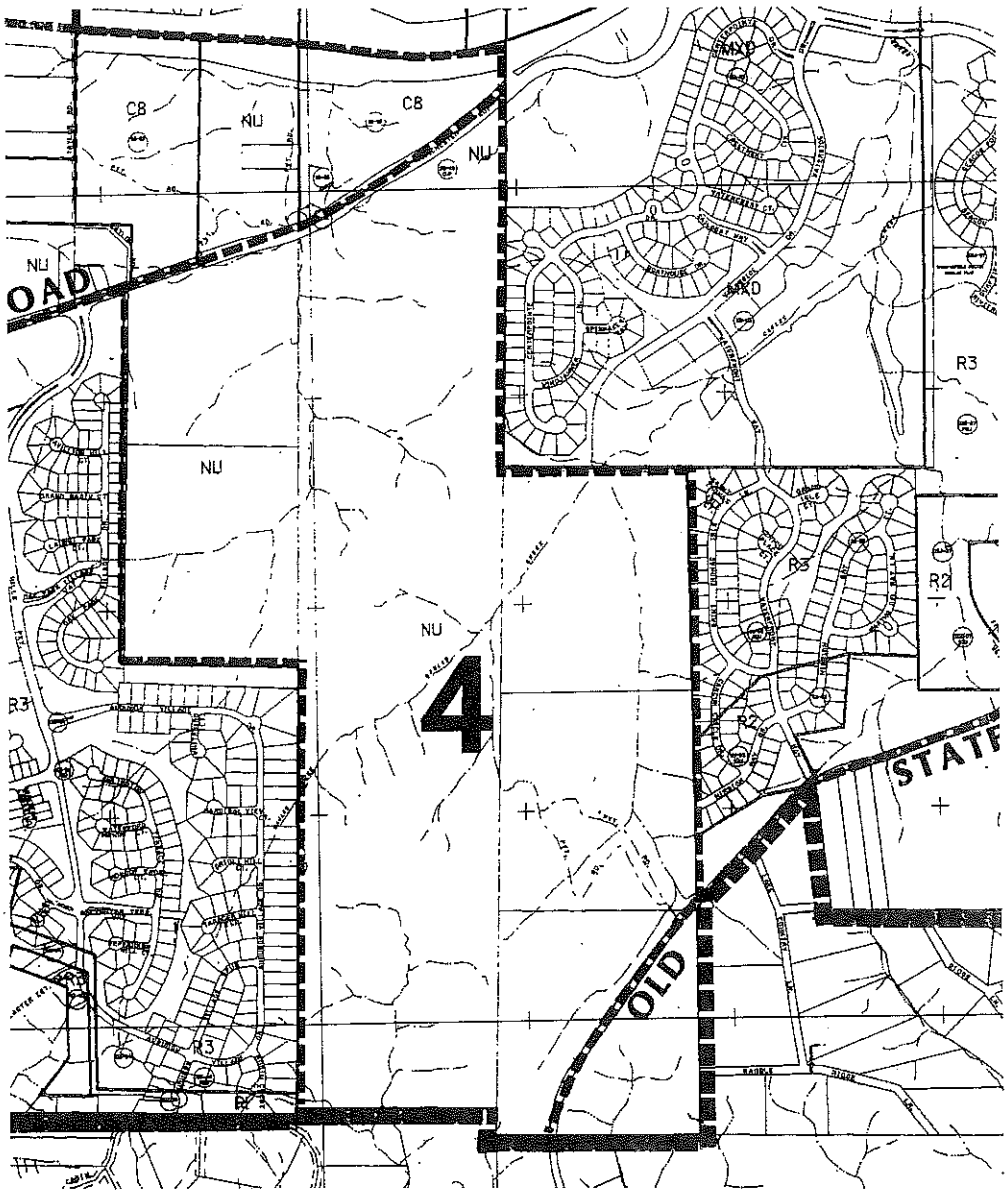
Zoning/Subdivision Activity

- Current zoning for the subarea is "NU" Non-Urban District, "R-2" 15,000 square foot Residence District, and "R-3" 10,000 square foot Residence District.
- Two rezoning petitions were approved in this subarea since the 1965 adoption of the County's Zoning Ordinance. The petitions requested for a Conditional Use Permit in the "NU" Non-Urban District. P.C. 218-69: Cherry Hills Country Club: A Proposed use: Expansion of existing golf clubhouse.

  P.C. 41 and 42-90: J.L. Mason of Missouri, Inc.: A request for a change in zoning from the "NU" Non-Urban District to the "R-2" 15,000 square foot Residence District and "R-3" 10,000 square foot Residence District with an accompanying Planned Environment Unit (P.E.U.). Proposed use: 283 single family homes with associated recreational facilities and common ground.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA FOUR



NORTH

NO SCALE

Subarea Four: The area is bounded by Manchester Road and the Harbors at Lake Chesterfield Subdivision to the north, by the Harbors at Lake Chesterfield Subdivision to the east, by Old State Road to the south, and by the Seven Villages of Cherry Hills Subdivision to the west.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Four

LAND USE STRATEGIES

Residential Components

1. Residential densities should reflect existing pattern of development in the adjacent subdivisions. Densities, therefore, should be in the medium-low range and compatible with existing topography.

2. The Special Procedure provision of the Zoning Ordinance, particularly the Planned Environment Unit, should be considered and encouraged to promote the protection of Caulks Creek and to maintain the natural character of the area. In addition, appropriate landscaping and buffering, including increased setbacks, should be employed along the Harbors of Lake Chesterfield and the Seven Villages of Cherry Hills Subdivisions to maintain current green space and aesthetics. Setback requirements should be established on a petition by petition basis, but minimally should include existing tree masses that border along each of the two subdivisions.

3. In lieu of institutional or multiple family uses directly adjacent to Manchester Road, residential lots should be internally oriented and serviced by an appropriate roadway system. Consequently, extensive buffering, use of common ground, or larger lot sizes should be encouraged on any future residential developments that back onto Manchester Road or Old State Road.

4. If the Cherry Hills Country Club is converted to another use, the utilization of this site should be residential in nature. The "Village Concept" should be employed here. This concept generally includes a mix of housing types, but for the purpose of this subarea it should exclude any multiple family units, including condominiums. The "Village Concept" offers unique opportunities to incorporate more flexible site designs, consistent architectural themes, and efficient roadway systems.

5. The existing 300 foot green space buffer along the north right-of-way of Old State Road should be maintained, if subsequent development should continue to occur.

Commercial Component

6. Commercial land uses should be restricted along Manchester Road in this subarea because of the previously approved commercial developments within the Harbors of Lake Chesterfield and the Seven Villages of Cherry Hills Subdivisions and the existing precedent in Subarea Six.

Institutional/Recreational Component

7. Any large scale, future development in this subarea should be required to donate a school site to the Rockwood School District for the educational needs of this emerging community. Density credits or some other form of relief should be considered to offset the economic impacts to the developer or developers. Given the size and eventual density of development in this subarea, consideration should also be given to the dedication of a neighborhood size park (5-10 acres) to the St. Louis County Department of Parks and Recreation.

INFRASTRUCTURE STRATEGIES

8. Access between Old State Road and Manchester Road, through this subarea, should be restricted to a single arterial road that aligns with the proposed Manchester Road/Pierside Lane Overpass. Additionally, construction of the arterial roadway should begin immediately at the time of development, but access from the Old State Road Spur to the south should not be permitted until improvements to Old State Road are completed.

9. The conceptual location of the proposed Old State Road Spur as it approaches the Manchester Road/Pierside Lane Overpass should be moved further west toward the center of the site (Cherry Hills Country Club). This realignment would provide increased protection to residential properties that are located in the adjacent Harbors at Lake Chesterfield Subdivision. Due to its conceptual nature, this movement of the Old State Road Spur provides additional flexibility for adapting site characteristics to future development proposals.

10. Other existing stub streets should be linked into future residential developments to promote an efficient, safe, and continuous internal roadway system. When stub streets are linked into existing subdivisions, special considerations need to be in place to reduce or eliminate any potential detrimental effects. These considerations should include: increased patrol activity, speed zones, roadway striping and signage, and educational campaigns.

COMMUNITY STRATEGIES

11. Whenever possible, improvements to Manchester Road should be done in an orderly and comprehensive manner to minimize traffic congestion and delays, and development should not proceed on adjacent properties until all improvements are completed.

12. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

13. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development at some time in the future.

14. With the acquisition of right-of-way by the St. Louis County Department of Highways and traffic from private landowners, every reasonable effort should be made to insure that the integrity of the remaining lot is maintained. This process may mean adhering to existing lot lines, whenever possible, to avoid splitting or rendering the remaining lot unusable.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Five

Special Features

- Current zoning is "NU" Non-Urban District, "R-1" One Acre Residence District (a 1.5 acre tract with a C.U.P. for a child care center), "C-2" Shopping District, and "C-8" Planned Commercial District.

- This subarea has extensive road frontage onto Manchester Road and State Route 109. It also contains the southeast corner of this intersection. Currently, the intersection is not fully signalized and has only a two-way stop sign on Manchester Road and a flashing red signal.

- The historic community of Grover is located adjacent to Manchester Road. Several structures in this area are listed in the St. Louis County West Inventory of Historic Buildings - Phase Two: Pond and Grover. 1989 prepared by the St. Louis County Department of Parks and Recreation as holding some historic significance in the early growth of St. Louis County.

- Much of the subarea's southern boundary is defined by the Rockwoods Reservation, a wildlife refuge operated by the Missouri Department of Conservation.

- Woods Road bisects the subarea in a north-south direction.

Physical Characteristics

- Except where urbanization has occurred, this subarea is characterized by heavily forested and very hilly terrain. Species are oak-hickory which are indigenous to the Meramec Hills physiographic subprovince. Slopes exceed fourteen percent in most locations.

- The drainage divide between the Hamilton and Carr Creek Watershed and the Caulks Creek Watershed trends through the northeast corner of the subarea. Much of the ridge line can be defined somewhat by Manchester Road, with slopes dramatically dropping off to the south toward the Meramec River.

Land Use

- Current land uses include the following: numerous single family residences on lots of varying size and shape (large parcels over five acres and post-war lots no greater than 5,000 square foot in size within the Grover area), the largest concentration of industrial sites in the study area (a telecommunications tower, a State Highway Department garage, a Union Electric substation and an oil distributorship), a post office, numerous commercial businesses, and several vacant, undeveloped parcels.

Zoning/Subdivision Activity

- Within the last three years, there has been eight rezonings in this subarea. Two were requests for Conditional Use Permits (C.U.P.) allowing the following uses:

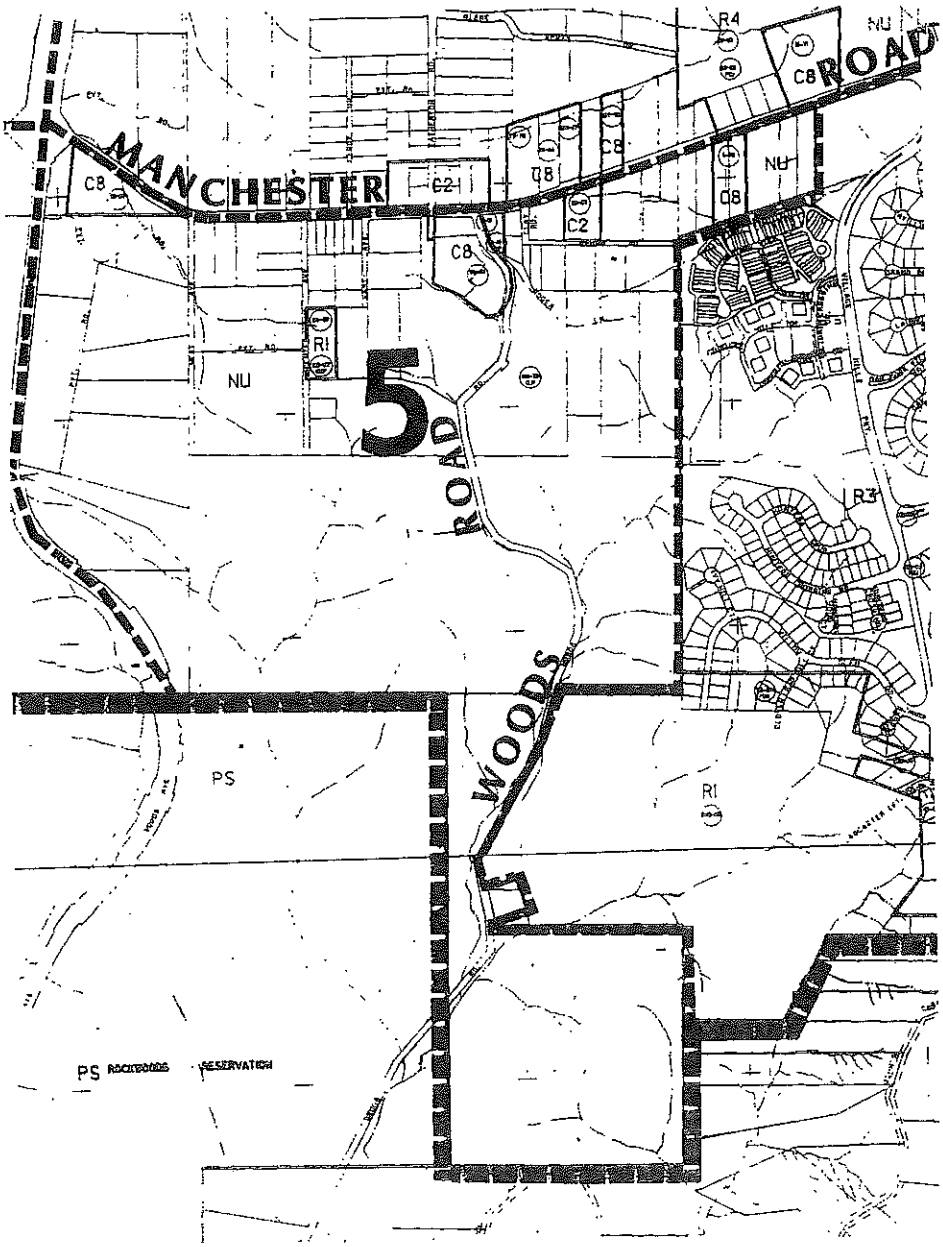
Petition Number	Petitioner	Use
199-87	G.A. & D.J. Baker	Child care center
76-89	The Grover Company	Decorative clock tower

The remaining six requests were changes from the "NU" Non-Urban District to the "C-8" Planned Commercial District:

Petition Number	Petitioner	Use
98-86	Manchester-Woods Partnership	Retail sales, office, warehouse, furniture showroom
180-86	Christine Mary Simcik	Vet clinic, medical offices, dental clinic
65-87	W. Stude and E. Manion	Service station, drive-thru, retail sales
249-88	St. Louis Nursery Partnership	Lawn and garden center
98-89	McKinnon Realty	Offices
112-89	Cliff Rufkar	Feed store

POND-GROVER COMMUNITY AREA STUDY

SUBAREA FIVE



NORTH

NO SCALE

Subarea Five: The area is bounded by the Seven Villages of Cherry Hills Subdivision to the east, by Manchester Road to the north, by State Route 109 to the west, and by Rockwoods Reservation to the south.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Five

LAND USE STRATEGIES

Recreational/Open Space Components

1. Adjacent to Rockwoods Reservation, certain height and setback requirements should be imposed to insure that intrusion from any future development is minimal and does not detract from the surrounding beauty of the area. These requirements should encompass the following:

    a) No structure, building, or tower may exceed sixty feet in height within a prescribed distance of the Reservation's boundary to be determined on a case-by-case basis. Criteria used to develop this distance calculation will be elevations and slopes of site, location of the facility (distance from refuge boundaries), and proposed use.
    b) A minimum 100 foot setback will be employed around the perimeter of the refuge.
    c) Access from any new development should be to the north or west toward Manchester Road or State Route 109 and not to Woods Avenue.

2. The Department of Parks and Recreation and the Department of Planning should encourage and support the designation of Woods Road as a scenic roadway, as it exhibits unique and diverse fauna, flora, and terrain characteristics of the Missouri Ozarks, and is located in proximity to Rockwoods Reservation. A scenic roadway could be established by acquisition of property easements, or by ordinance, which would specify limitations to development and access onto the road. Prior to such designation, sensitivity should be exercised in preserving the existing character of the Woods Road Corridor.

Residential Components

3. Special design and engineering practices will be necessary in those areas exhibiting slopes in excess of fourteen percent. These areas are particularly susceptible to erosion because of extreme grades, rocky soils, and rapid surface runoff. Where slopes exceed fourteen percent, low density residential development is the preferred alternative. There are, however, certain instances where even this low density level of residential development may be unsuitable. In Subarea Five, these particular areas occur adjacent to and near the well-defined system of creeks and streams characteristic of the southern half of the study area.

4. Any future development abutting the existing single family homes in the Seven Villages of Cherry Hills Subdivision should provide an adequate buffer area to reduce visual intrusion and maintain existing aesthetic qualities. This buffer distance can vary according to specific site characteristics (topography, size and location of existing tree stands, and distance to nearest home) and therefore, should be determined on a case-by-case basis.

Design District Components

5. In an effort to maintain the unique, country flavor of the Grover area, particularly its business district, the establishment of a Design District should be encouraged and pursued. Within the district boundaries, certain design standards, architectural styles, and materials will be required to insure that the 19th Century style of many of the older, core buildings is replicated or closely followed by newer construction. For the purposes of this Design District, these requirements will apply to the area of Grover north of Manchester Road (part of Subarea Six).

6. Within the Design District, future land uses should be limited to neighborhood size, retail or service businesses or medium density residential. Appropriate land use mixes within the Design District are preeminent to avoid redundancy of uses along Manchester Road. Additionally, any commercial use must be of appropriate type as to not detract from the purpose of the District. To insure that the reuse of identified structures within the Design District is economically feasible, site development practices as required by the Departments of Planning, Highways and Traffic, and Public Works should be reviewed on a petition by petition basis with the intention of identifying regulations or requirements which would be inapplicable or detrimental to the reuse of these structures, and therefore be waived.

7. Lots abutting Manchester Road within the Design District are generally elongated, narrow lots with minimal actual road frontage. However, the majority of lots are over one acre in size. With these long, deep lots, a potential exists for further development as a second tier (behind existing structures). This development would make restoration and reuse more economically viable and help to maintain the Design District concept. Development would have to meet all the previously stated requirements of the Design District (see Recommendations 3 and 4) and access directly onto Manchester Road.

Commercial/Multiple Family Components

8. Commercial development south of Manchester Road should be limited to a depth equal to the second tier of lots directly to the rear of the established commercial pattern or to the depth of existing commercial zoning (see P.C. 98-86).

9. Commercial development along State Route 109 should be limited to the intersection at Manchester Road and should not be allowed to encroach to the south. Appropriate land uses for these abutting properties along State Route 109 may include: institutional uses or medium to medium-high density residential uses oriented toward Manchester Road or West and Center Avenues, where topography permits. Additionally, to insure that multiple family developments are compatible with the surrounding community, a maximum of two-stories shall be permitted on these types of structures, except in instances where topography and grades would allow an additional story to be added without increasing the overall height of the building. Review of proposed multiple family developments by the St. Louis County Planning Commission should be required to assure appropriate exterior or facade materials and architectural styles are employed. Appropriate setbacks and buffering and landscaping should be employed to reduce adverse impacts associated with State Route 109.

Industrial Component

10. With the largest concentration of existing industrial uses located within this subarea, every effort should be made to provide adequate land use transitions between them and future developments. Similarly, where appropriate, existing conflicts should be addressed by encouraging present owners to provide additional landscaping or property cleanup (trees, shrubs, and fencing), particularly the State Highway Department's garage and substation. Despite this level of existing industrial development in the subarea, this should not be interpreted as a continued precedent for further industrial land use growth.

INFRASTRUCTURE STRATEGIES

11. Any improvement to State Route 109 should include the appropriate protections for cyclists, refuge visitors, and native wildlife along the adjacent Rockwoods Reservation. This may include increased signage, speed zones, and below-grade crossings.

12. Priority should be placed upon the full signalization of the Manchester Road/State Route 109 intersection from its current status as a two-way stop and flashing red signal. With the growth of traffic, the location of the Rockwood School District garage and bus lot, and the existing roadway conditions, increased safety and traffic hazards can be anticipated. Additionally, any signalization should consider the close proximity of the Ballwin Fire Protection District's Firehouse with regard to insuring unrestricted ingress and egress at all times.

13. With the proposed undertaking and future completion of an outer-loop corridor study, changes in State Route 109 are almost a certainty at some point in the future. These changes could include a new alignment, decreased or increased access, additional lanes, medians, and signalization. Such changes will have a major impact on the surrounding community. Several considerations must be made to protect the existing community's integrity, environment, and quality of life. These considerations are:

    a) any widening of State Route 109, along its existing alignment must take into account the location of Babler State Park, Rockwoods Reservation, and Greensfelder County Park. Accommodations should be made to lessen impact on these surrounding properties. The accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.
    b) any movement of the alignment to the east or west must address the immediate impacts on affected landowners and future impacts on surrounding land uses (particularly residential properties).
    c) extensive public forums and related education materials should be provided to all interested parties to assist in the determination of the overall validity and acceptability of proposed location and extent of improvements.

14. Consideration should be given to improving Center Avenue to a two-lane collector standard and providing an appropriate temporary turnaround for non-resident traffic at its terminus.

15. Future development within this subarea should address the assemblage of smaller parcels to facilitate the development of well-planned, architecturally integrated buildings and facilities, a continuous, internal circulation system for traffic, and appropriate linkages of open space. This is particularly imperative along State Route 109 from Manchester Road south to the study area boundaries.

16. Whenever possible, improvements to Manchester Road and State Route 109 should be done in an orderly and comprehensive manner to minimize traffic congestion and delays, and development should not proceed on adjacent properties until all improvements are in place.

17. Any future development should carefully address the need for a coordinated approach to the provision of adequate utilities, particularly sanitary sewers, stormwater controls, and potable water.

COMMUNITY STRATEGIES

18. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

19. Much of the area south of Manchester Road is served by a system of private streets or drives. To insure that emergency vehicles (police and fire) are capable of quickly responding and locating a site, homes in private subdivisions or along a private drive should be encouraged to prominently display house numbers in an easily identifiable and visible location. To insure that future, new large-lot subdivisions adhere to this requirement and provide road signage within internal roadway systems of private subdivisions, the St. Louis County Subdivision Ordinance should be revised to insure street signage and house numbering are in place on all new homes and private, residential streets.

Subarea Six

Special Features

- This subarea has frontage onto Manchester Road, State Route 100, and State Route 109. Because of the road configuration, the shape of the subarea resembles a wedge and contains the southeast corner of the intersection between State Routes 100/109.

- The area immediately around the intersection of Eatherton Road and Manchester Road signifies the historic community of Grover. Several bungalows and other structures are of historic significance because of age, design, or past use.

- Several private streets and one County maintained road (Eatherton) form a noncontinuous internal circulation pattern within the subarea. These roads either stub at a property line or abruptly end at the southern right-of-way of State Route 100.

- Part of the Grover Business District lies directly south of this subarea's boundaries along Manchester Road.

Physical Characteristics

- Part of this subarea, roughly the area west of Eatherton Road, lies in the Bonhomme Creek Watershed (not within Metropolitan St. Louis Sewer District boundaries). The remainder lies within the Caulks Creek Watershed.

- Slopes generally range between five to nine percent, except for several isolated occurrences along State Route 100 to the north and Manchester Road to the south. At these locations, slope exceeds fourteen percent.

- The majority of land within this subarea has undergone some degree of disturbance from urbanization. The extent of native growth, either in wooded areas or pasture, is limited.

- There are several large intermittent creeks and streams which cut across the subarea in a roughly east-west direction.

Land Use

- Current land uses include the headquarters and fire house of the Ballwin Fire Protection District, a church, numerous single family residences, and a large concentration of commercial businesses. Some of these businesses are: Clancy's Mercantile, Bubba and Coys Restaurant, Grover Inn, Hill-Behan Lumber Company, Amoco Service Station, and several small office centers.

Zoning/Subdivision Activity

- Current zoning for the subarea includes the following Districts: "NU" Non-Urban District, "C-8" Planned Commercial District, "C-2" Shopping District, and "R-4" 7,500 square foot Residence District.

- Over the past twenty years, eight petitions requesting zoning changes from the "NU" Non-Urban District to commercial districts have been approved in this area by the St. Louis County Planning Commission and the County Council. These have reinforced the growth of Grover as the historic center of business within the area. These petitions are:

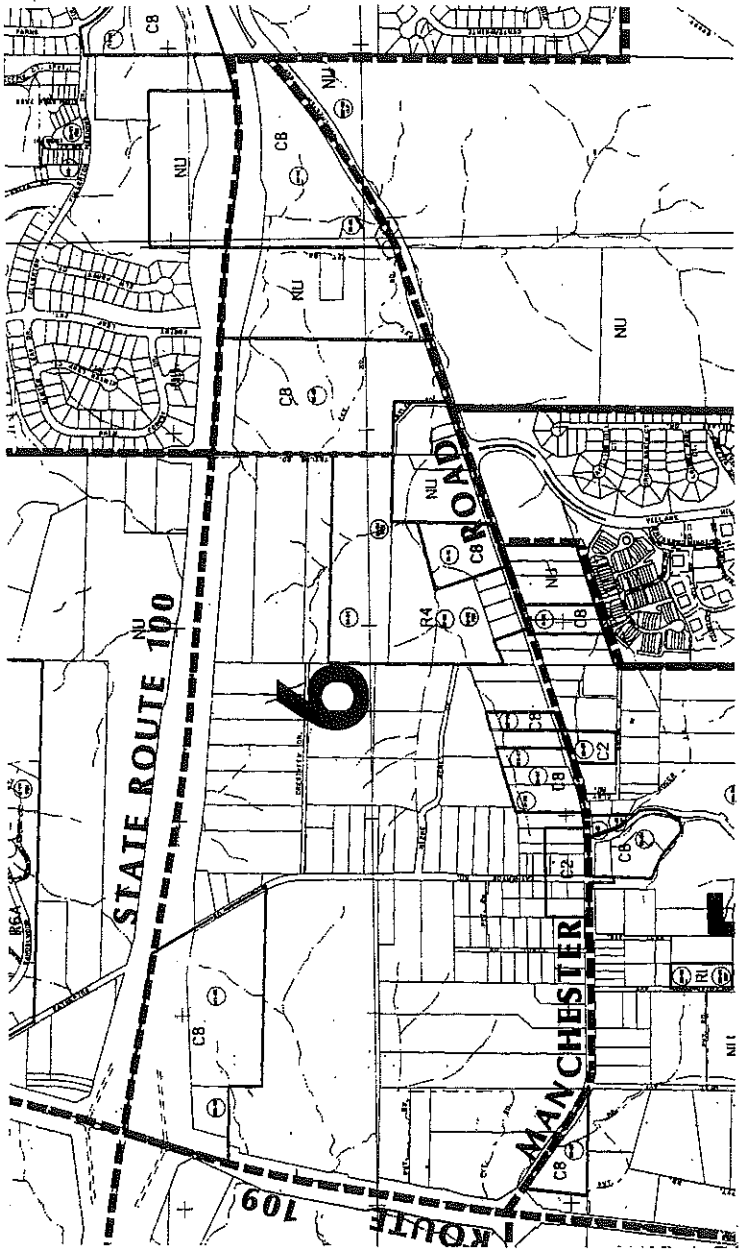
Petition Number	Petitioner	Use
187-88	RDR Investments	Retail/commercial services and offices
161-88	Cherry Hill Acres	Retail/commercial services, offices, and convenience store
229-87	Robert Covert	General offices
236-85	Amoco Oil Company	Convenience store, gas pumps, and car wash
28-84	Ballwin Fire Protection District	Vehicle service center and vehicle rental facility
65-83	Greenberg	A theater, medical/dental offices, fast food restaurant, a sit-down restaurant, a supermarket, and other retail stores
217-78	Ed Holthaus	Offices
73-70	W.A. Sullins	Hardware store and outside storage

Three other petitions were approved over this same time period for the following uses. These are:

Petition Number	Petitioner	Use
114/115-84	Greenberg	Multiple family units (NU to R-6A)
59/60-83	Ridgley Properties	Multiple family units (NU to R-4)
13-71	Ralph and Helen Spaeth	Restaurant (formerly the Barn Dinner Theatre, now Bubba and Coys Restaurant)

POND-GROVER COMMUNITY AREA STUDY

SUBAREA SIX



NORTH

NO SCALE

Subarea Six: The area is bounded to the north by State Route 100, to the south by Manchester Road (forming a tip at their intersection to the east), and to the west by State Route 109.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Six

LAND USE STRATEGIES

Multiple Family Component

1. Due to its proximity to two recent commercial rezonings ("C-8" Planned Commercial District), the Calvary Christian Church site may face pressures to sell part or all of its property at some point in the future. If this were to occur, development of this site should be limited to multiple family units or institutional uses because of site characteristics along State Route 100 and for aesthetic purposes along Manchester Road. Such development will allow for an appropriate mix of uses in this area and will provide a break between two large, planned commercial developments on either side. Additionally, to insure that multiple family developments are compatible with the surrounding community, a maximum of two-stories shall be permitted on these types of structures, except in instances where topography and grades would allow an additional story to be added without increasing the overall height of the building. Review of proposed multiple family developments by the St. Louis County Planning Commission should be required to assure appropriate exterior or facade materials and architectural styles are employed.

Commercial/Multiple Use Components

2. Properties between the proposed Pond-Grover Loop Road and Taylor Road and those adjacent properties to the south along the Pond-Grover Loop Road as it aligns in an east-west direction should be considered as sites for future neighborhood commercial and medical office developments. These uses would be orientated toward the portion of the Pond-Grover Loop Road as it runs in the east-west direction and have significant landscaping and buffering along the southern and northern property lines to mitigate impact on surrounding properties and limit visual clutter along State Route 100.

3. Properties lying west of Taylor Road, not including those mentioned in Recommendation 2, or within the Design District boundaries of Grover to Eatherton Road, should be considered as a single development plan. A similar approach was used in the development of the Chesterfield Village at Clarkson Road and Interstate 64. A mix of compatible land uses would be employed to obtain a campus-like setting of offices, multiple family units, and institutional uses. The integration of the uses would allow for consistent architectural themes, abundant green space, a well-planned and continuous road system, and a diversity of housing and employment opportunities (see Planning Recommendation 1 for multiple family requirements regarding height and building style and materials).

4. The area lying between Eatherton Road and State Route 109 provides an opportunity to limit the encroachment of commercial uses south along State Route 109. With the development of the Slavik petition in Subarea 11A, a curb cut on State Route 109 is planned. A linkage between this curb cut and Crestview Road to the east should be developed. A commercial development, preferably no larger than a community-type center, would be appropriate north of this proposed linkage and the already approved "C-8" Planned Commercial District at the southeast corner of State Route 100/State Route 109. The area south of this linkage should be considered for single family residential development at a medium density level. Special considerations need to be made regarding any future residential development in this area. These are:

    a) Appropriate landscaping and buffering will be necessary along State Route 109, Manchester Road, and the yet unnamed linkage. Included will be plantings, earthen berms, and any other appropriate methods to reduce potential noise and aesthetic problems.

    b) Increased setbacks, larger lots, or the utilization of common ground should be considered along State Route 109 and Manchester Road. Additionally, appropriate steps should be taken to mitigate the noise and traffic generated by the firehouse at the intersection of State Route 109 and Manchester Road.

    c) New residential lots should not front onto any of the aforementioned roadways and all residential lots should be served by an internally orientated road system.

Design District Components

5. In an effort to maintain the unique, country flavor of the Grover area, particularly its business district, the establishment of a Design District should be pursued. Within the district boundaries certain design standards, architectural styles, and materials will be required to insure the 19th Century style of many of the older, core buildings is replicated or closely followed by newer construction. For the purposes of this Design District, these requirements will apply to the area of Grover south of Manchester Road (part of Subarea Five).

6. Within the Design District, future land uses should be limited to neighborhood size, retail or service businesses, or medium density residential. Appropriate land use mixes within the Design District are preeminent to avoid redundancy of uses along Manchester Road. Additionally, any commercial use must be of appropriate type as to not detract from the purpose of the District. To insure that the reuse of identified structures within the Design District is economically feasible, site development practices as required by the Departments of Planning, Highways and Traffic, and Public Works should be reviewed on a petition by petition basis with the intention of identifying regulations or requirements which would be inapplicable or detrimental to the reuse of these structures, and therefore be waived.

7. Lots abutting Manchester Road within the Design District are generally elongated, narrow lots with minimal actual road frontage. However, the majority of lots are over one acre in size. With these long, deep lots, a potential exists for further development as a second tier (behind existing structures). This development would make restoration and reuse more economically viable and help to maintain the Design District concept. Development would have to meet all the previously stated requirements of the Design District (see Recommendations 5 and 6) and access directly onto Manchester Road.

INFRASTRUCTURE STRATEGIES

8. Whenever possible, improvements to Manchester Road and State Route 109 should be done in an orderly and comprehensive manner to minimize traffic congestion and delays, and development should not proceed on adjacent properties until all improvements are in place.

9. Access onto State Route 100 should be limited to the proposed Taylor Road intersection (right in-right out only).

10. The construction and improvement of the intersection at Taylor Road and State Route 100 should not be initiated until adequate funding is available to begin the development of the Pond-Grover Loop Road and Overpass. The sequencing of these road projects is essential to limiting the length of time Taylor Road would be operating as an at-grade, bidirectional intersection.

11. With the proposed development of the Pierside Lane/Manchester Road Overpass, traffic patterns and habits of area drivers will be significantly altered in the immediate area. To offset some of the residents' concerns, the Department of Highways and Traffic and the Department of Planning should initiate a comprehensive public information effort to explain the proposed improvements, impacts, and changes from the roadway completion. This effort should target community leaders and trustee organizations.

12. The effect of the completion of the Manchester Road/Pierside Lane Overpass on Fullerton Meadows Drive will be significant. To insure that the existing two-lane collector can adequately function under increased use, several measures need to be in place prior to the opening of the overpass to protect adjacent homeowners. These measures are:

    a) parking restrictions should be established between Westglen Farms Drive and Forest Leaf Parkway. Level of restrictions to be determined after on-site investigations and review.
    b) increased signage indicating road conditions and safety measures that are present.
    c) additional patrol activity during the first few months after the completion of the overpass to establish and insure that driving habits reflect the nature of the roadway (residential).

13. With the proposed undertaking and future completion of an outer-loop corridor study, changes in State Route 109 are almost a certainty at some point in the future. These changes could include a new alignment, decreased or increased access, additional lanes, medians, and signalization. Such changes will have a major impact on the surrounding community. Several considerations must be made to protect the existing community's integrity, environment, and quality of life. These considerations are:

a) any widening of State Route 109 along its current alignment must take into account the location of Babler State Park, Rockwoods Reservation, and Greensfelder County Park relative to its future location. Accommodations should be made to lessen impact on these surrounding properties. The accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.
b) any movement of the alignment to the east or west must address the immediate impacts on affected landowners and future impacts on surrounding land uses (particularly residential properties).
c) extensive public forums and related education materials should be provided to all interested parties to assist in the determination of the overall validity and acceptability of proposed location and extent of improvements.

14. Any future development should carefully address the need for a coordinated approach to the provision of adequate utilities, particularly sanitary sewers, stormwater controls, and potable water.

COMMUNITY STRATEGIES

15. Future development within this subarea should address the assemblage of smaller parcels to facilitate the development of well-planned, architecturally integrated buildings and facilities; a continuous, internal circulation system for traffic; and appropriate linkages of open space.

16. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

17. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development at some time in the future.

18. With the acquisition of right-of-way by the St. Louis County Department of Highways and traffic from private landowners, every reasonable effort should be made to insure that the integrity of the remaining lot is maintained. This process may mean adhering to existing lot lines, whenever possible, to avoid splitting or rendering the remaining lot unusable.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Seven

Special Features

- This subarea lies at the northeast corner of the State Route 109/State Route 100 intersection, an identified major activity node in St. Louis County.
- Eatherton Road provides access into the Sandlewood Condominiums and several single family homes from State Route 109 and stubs above the roadway grade at State Route 100.
- The subarea has lengthy road frontage onto both State Route 109 and State Route 100. Frontage is generally at grade with the roadway, except adjacent to the intersection of State Route 100/State Route 109.

Physical Characteristics

- Slopes generally range between five and nine percent throughout the area. There is an area where slope exceeds fourteen percent and it is centered along the rear of the Sandlewood Condominium development and trends toward State Route 100 in a southerly direction.
- Forest cover is limited to the areas adjacent to the system of intermittent creeks and streams that flow in a northeasterly direction toward Caulks Creek. This system of intermittent creeks and streams is well developed and defines most of this subarea's landscape.
- The drainage divide between the Caulks Creek Watershed and the Bonhomme Creek Watershed cuts across the subarea and follows Eatherton Road and State Route 109 to the north.

Land Use

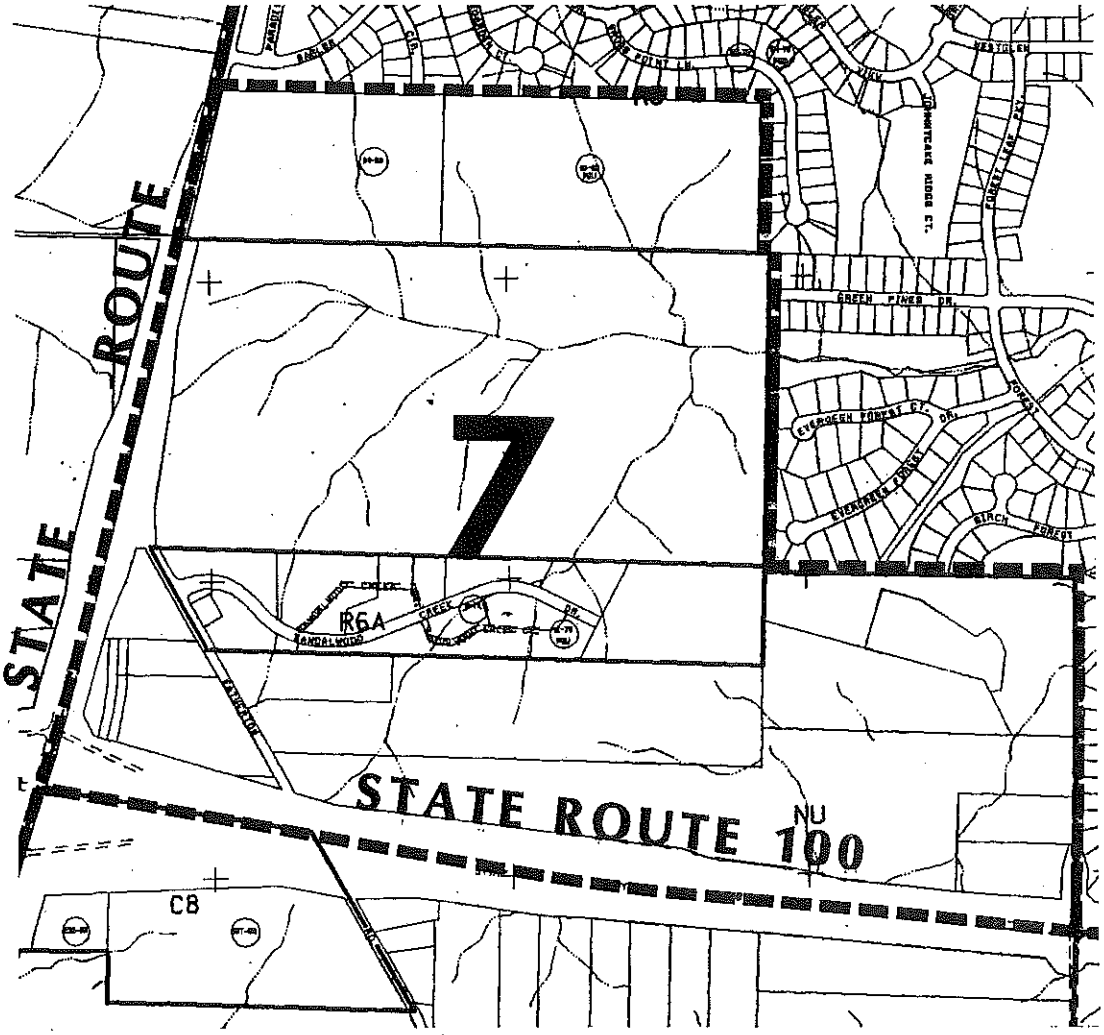
- Current land uses include a plant nursery, a condominium development (212 multiple family units), several single family residences, and one large vacant parcel (77 acres).

Zoning/Subdivision Activity

- Current zoning for the subarea includes the following Districts: "NU" Non-Urban, "R-3" 10,000 square foot Residence District, and "R-6A" 4,000 square foot Residence District.
- Riverdale Homes, P.C. 114 and 115-88, was a request for a change in zoning from the "NU" Non-Urban District to the "R-3" 10,000 square foot Residence District with an accompanying Planned Environment Unit for 104 single family homes to be built on the existing site of the West County Nursery.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA SEVEN



NORTH

NO SCALE

Subarea Seven: The area is bounded on the north and east by the Babler Park Estates ("R-1A" and "R-3": 235 single family units) and the Evergreen ("R-3": 314 single family units and 190 multiple family units) Subdivisions, to the west by State Route 109, and to the south by State Route 100.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Seven

LAND USE STRATEGIES

Commercial Components

1. Due to its location at the intersection of two major highways, the scenic, rural character of the area, and the proximity to high quality housing, Pond-Grover has been cited in other studies as having the potential for attracting a corporate office/satellite research park. The area with extensive frontage on State Route 100, between Eatherton Road and the proposed Loop Road, would be suitable for such a development. The area should be developed in a unified manner, with particular consideration given to the following: its visual impact from State Route 100; appropriate building height and design (limited to a maximum of three stories and approximately 15,000 square feet of office floor area per acre in size); an internal road system which coordinates parking and circulation; and extensive use of green space and buffers between adjacent land uses. This type of office park development should complement the mixed use development, south of State Route 100, recommended for Subarea 6.

2. Given the proximity of State Route 100 and anticipated traffic patterns through this subarea, the properties between the proposed Pond-Grover Loop Road and Taylor Road should be considered as sites for future neighborhood commercial development and not replicating existing commercial uses at The Villages Shopping Center adjacent to Westglen Farms Subdivision.

3. The triangular area bounded by State Route 100, State Route 109, and Eatherton Road is an elevated, highly visible site from State Route 100. While its visibility and access from State Route 109 make it a desirable location for highway oriented commercial uses, such as a service station, alternative uses should also be considered (due to the proximity of potential residential development north of the site). Appropriate alternatives could include: commercial uses of a limited size and intensity; small scale offices; a small scale hotel to complement the proposed office park; or compatible non-residential uses, such as a day care facility.

Residential Component

4. The future development of the seventy-six acre tract, abutted by Evergreen Subdivision on the east and the proposed Riverdale Homes site on the north, should be considered for residential development in the low-medium density range (preferably at the lower end of this range) consistent with adjacent development and compatible with existing topography. Appropriate buffering and transitions should be instituted between Sandalwood Condominiums and any future development adjacent to it. Wooded areas should be integrated with development in this area through the utilization of the Special Procedures Provisions of the St. Louis County Zoning Ordinance.

Institutional/Recreational Component

5. The area bounded by Evergreen Subdivision on the north and east, and by the proposed extension of Taylor Road on the south should be considered for a neighborhood-scale park and an institutional or public facility, such as a library. Such uses would directly serve nearby residents and act as an appropriate green space buffer between residences to the north and any proposed commercial development adjacent to State Route 100.

INFRASTRUCTURE STRATEGIES

6. Access from State Routes 100 and 109 and the establishment of an internal circulation system are of primary importance to future development in this area. The basis of an arterial/collector road network has been proposed by the County Department of Highways and Traffic to include the Pond-Grover Loop Road (three-lane arterial and overpass), Taylor Road (three-lane arterial), and Paradise Peak Circle Extension. This proposed roadway system was supported by the Traffic Study conducted by Booker Associates, Inc., with very minor modifications. However, the specific alignments of Taylor Road and the proposed Pond-Grover Loop Road should be changed to avoid placing arterial roadways at the rear of existing residential lots. These alignments should consider a western relocation. The extent of this western realignment would be determined based upon a case-by-case review of applicable development proposals. Concerns raised regarding the necessity of aligning the intersection of Taylor Road on both the north and south sides of State Route 100 are diminished when viewed against future plans calling for Taylor Road to serve only as a right-in/right-out access intersection with a median strip to be constructed down the center of State Route 100 restricting turning movements.

7. With the proposed undertaking and future completion of an outer-loop corridor study, changes in State Route 109 are almost a certainty at some point in the future. These changes could include a new alignment, decreased or increased access, additional lanes, medians, and signalization. Such changes will have a major impact on the surrounding community. Several considerations must be made to protect the existing community's integrity, environment, and quality of life. These considerations are:

    a) Any widening of State Route 109, along its existing alignment, must take into account the location of Babler State Park, Rockwoods Reservation, and Greensfelder County Park to its future location. Accommodations should be made to lessen its impact on these surrounding properties. The accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.
    b) Any movement of the alignment to the east or west must address the immediate impacts on affected landowners and future impacts on surrounding land uses (particularly residential properties).
    c) Extensive public forums and related educational materials should be provided to assist in the determination of the validity and acceptability of proposed location and extent of improvements.

8. Development should be coordinated or phased with completion of road improvements which will support traffic generated by each individually approved land use.

9. Efforts should be made to mitigate the infiltration of non-residential traffic into nearby and adjacent residential areas.

10. Existing stub streets should be linked into future residential developments to promote an efficient, safe, and continuous internal roadway system. When stub streets are linked into existing subdivisions, special considerations should be given to reducing or eliminating any detrimental effects. Such considerations could include: increased patrol activity, speed zones, roadway striping and signage, and public education programs.

COMMUNITY STRATEGIES

11. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development at some time in the future.

12. With the acquisition of right-of-way by the St. Louis County Department of Highways and traffic from private landowners, every reasonable effort should be made to insure that the integrity of the remaining lot is maintained. This process may mean adhering to existing lot lines, whenever possible, to avoid splitting or rendering the remaining lot unusable.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Eight

Special Features

- Shepard Road winds through the northwestern portion of the subarea and intersects with State Route 109 at Babler Elementary School.

- The western half of the subarea has frontage onto State Route 109 and Clayton Road bisects the remainder of the subarea into two parts. Clayton Road has been recently extended from Black Canyon Court to State Route 109. As part of this project, a traffic signal has been installed at the intersection of Clayton Road and State Route 109 (adjacent to Lafayette High School).

Physical Characteristics

- Slopes are predominantly in excess of 14 percent and are found adjacent to and along a well-developed and extensive system of intermittent creeks and streams. Forest cover is most prevalent in these same locations with the remainder of the acreage found as pasture or grasses.

Land Use

- The remaining land uses within the subarea consist of several large, vacant parcels and one single family residence.

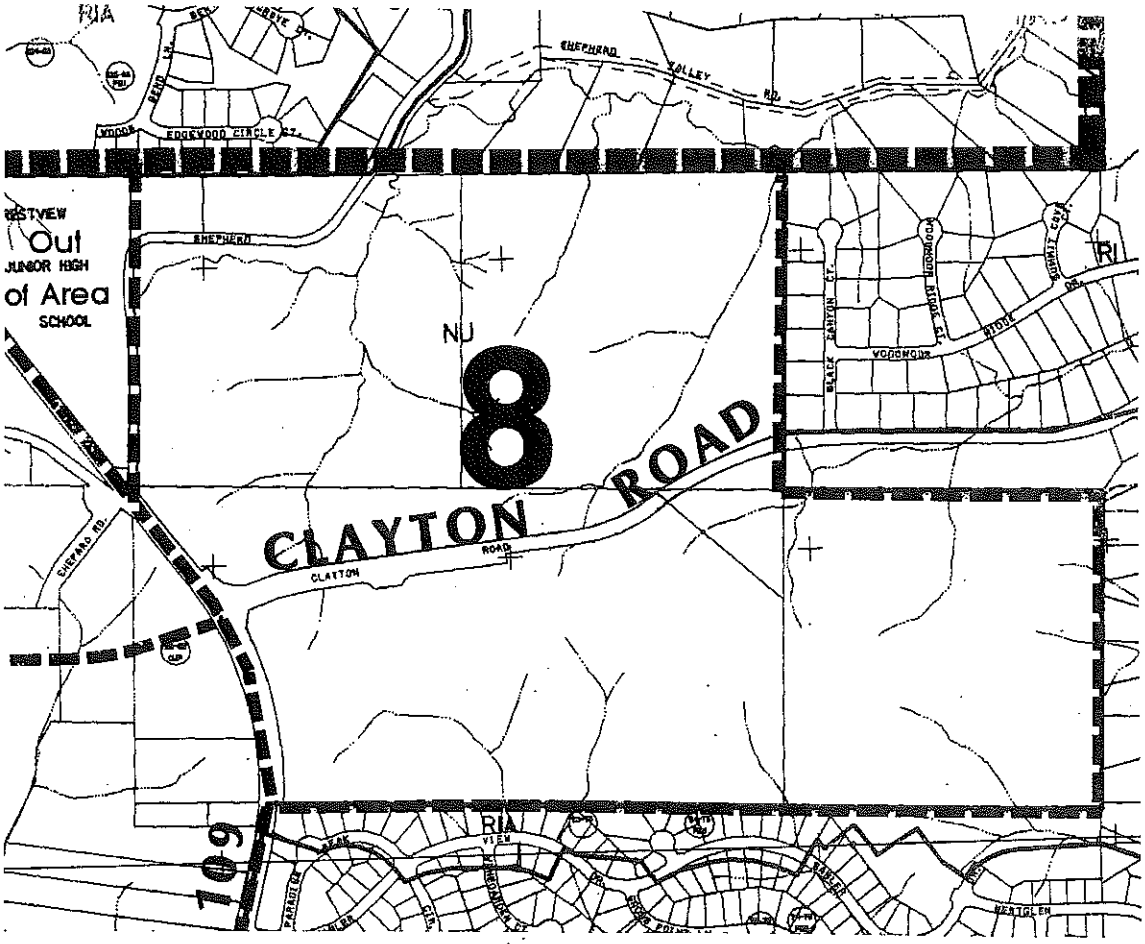
- This subarea is the site of the new Lafayette High School which opened in the fall of 1989.

Zoning/Subdivision Activity

- Current zoning designation in this subarea is the "NU" Non-Urban District.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA EIGHT



NORTH

NO SCALE

Subarea Eight: The area is bounded by Babler Park Estates Subdivision ("R-1A" and "R-3": 235 single family units) to the south, by the Winding Trails Village Subdivision ("R-1", "FPR-1", and "R-1A": 349 single family units and 44 multiple family units) to the east, by the Shepard Valley (27 large-lot single family units) and the Winding Woods ("R-1" and "R-1A": 87 single family units) Subdivisions to the north, and by State Route 109 and Babler Elementary School to the west.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Eight

LAND USE STRATEGIES

Institutional Component

1. With the completion of Clayton Road, its intersection at State Route 109 should be considered a potential site for institutional development. However, due to possible mitigating factors, future development in the vicinity of the State Route 109/Clayton Road intersection should be viewed first as part of a larger residential development plan as recommended in Planning Recommendation 3 (see below).

Residential Components

2. Extensive buffering and landscaping should be employed along the boundaries of Lafayette High School, particularly along the lighted athletic fields. This buffering should include plantings and trees of sufficient growth and height to provide immediate relief to surrounding property owners. Additionally, policies regarding lighting and the scheduling of athletic events should be made available to adjacent landowners.

3. Residential densities in the area directly east of Lafayette High School should be in the medium-low range and reflect existing patterns of development (particularly along the Winding Trails Village Subdivision) and topography. Where topography is less restrictive, higher densities within this range should be considered.

4. Residential densities in the area directly north of Clayton Road should be in the low range. Densities should transition as development moves north from Clayton Road. Largest lots should directly abut the existing large-lot subdivision east of Shepard Road (Shepard Valley).

INFRASTRUCTURE STRATEGIES

5. With the extension of Clayton Road to State Route 109, every effort should be made by the Departments of Planning, Highways and Traffic, and the County Police to mitigate potential adverse impacts on Winding Trails residents. Efforts could include: increased patrol and enforcement activity, additional road signage and striping, limitation of non-residential traffic (trucks), and additional buffering and landscaping for future homesites.

6. Parking on Clayton Road and surrounding subdivision streets should be restricted, particularly on school days for non-resident traffic.

7. Residential development along Clayton Road and Shepard Road should be served by an internally oriented street system (residential lots should not directly front onto either of these two roadways).

8. With the proposed undertaking and future completion of an outer-loop corridor study, changes in State Route 109 are almost a certainty at some point in the future. These changes could include a new alignment, decreased or increased access, additional lanes, medians, and signalization. Such changes will have a major impact on the surrounding community. Several considerations must be made to protect the existing community's integrity, environment, and quality of life. These considerations are:

    a) Any widening of State Route 109 along its current alignment must take into account the location of Babler State Park, Rockwoods Reservation, and Greensfelder County Park to its future location. Accommodations should be made to lessen its impact on these surrounding properties. The accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.
    b) Any movement of the alignment to the east or west must address the immediate impacts on affected landowners and future impacts on surrounding land uses (particularly residential properties.
    c) Extensive public forums and related education materials should be provided to all interested parties to assist in the determination of the overall validity and acceptability of proposed location and extent of improvements.

9. Existing stub streets should be linked into future residential developments to promote an efficient, safe, and continuous internal roadway system. When stub streets are linked into existing subdivisions, special considerations need to be given to reduce or eliminate any detrimental effects. These considerations should include: increased patrol activity, speed zones, roadway striping and signage, and public education programs.

COMMUNITY STRATEGIES

10. The completion of Clayton Road to State Route 109 has provided a needed east-west alternative to State Route 100. With increased utilization of this roadway, Booker Associates, Inc. has in its Traffic Study recommended that Clayton Road be upgraded from a three-lane width to a four-lane width. Because of the existing residential pattern along Clayton Road from McBride Pointe Drive to the future extension of Westglen Farms Drive (driveways accessing directly onto the roadway), widening of this roadway beyond its existing width should not be considered or undertaken. Potential negative impacts on abutting property owners outweighed possible traffic circulation benefits.

11. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

12. With the acquisition of right-of-way by the St. Louis County Department of Highways and traffic from private landowners, every reasonable effort should be made to insure that the integrity of the remaining lot is maintained. This process may mean adhering to existing lot lines, whenever possible, to avoid splitting or rendering the remaining lot unusable.

13. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development at some time in the future.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Nine/Ten

Special Features

- This subarea contains the northwest corner of the State Route 100/State Route 109 intersection, an identified major activity center within St. Louis County.

- The eastern and southern boundaries of the subarea are defined by State Route 109 and State Route 100, with significant frontage along both. Due to topographic characteristics, frontage along State Route 109 is generally at grade with the roadway, while frontage immediately adjacent to State Route 100 has significant grade differences.

- Pond Road and Smith School Road form the remaining two boundaries and can be described best as rural lanes. These roads are generally narrow, winding, hilly, crowned, and shoulderless. Additionally, Pond Road has a number of one-lane bridges adding to already poor road and driving conditions.

- Due to similarity in site characteristics and development issues, Subareas Nine and Ten have been combined. Originally, the proposed extension of Clayton Road west of State Route 109 and the proposed Pond-Grover Loop Road defined the boundary between the two subareas. Since the subareas were delineated, the extension of Clayton Road has not been included in Booker Associates' Traffic Study.

- A number of private roads or drives provide the existing internal circulation pattern into and out of the subarea. These roads or drives generally provide access to a cluster of homes or a single home, each on a large parcel of land.

- Since the entire subarea is situated west of State Route 109, service by the following utilities is not provided: Sanitary or stormwater sewers, gas, or cable television. Potable water is provided by the St. Louis County Public Water District #1 or individual systems.

- Much of the recent development east of this subarea has been at the medium-low residential density range, while to the west, an established pattern of three-acre development has occurred. This subarea is being pressured for high density residential and commercial development, due to its proximity to a high growth area and increased commercial activity, and the nature of the surrounding road system.

Physical Characteristics

- Much of the subarea is heavily wooded and very scenic. The area is characteristic of Hilly Upland physiographic subprovince, with native species of oak-hickory and additional species of white hickory, blueberry, cottonwoods, and pin oaks common along small streams. In fact, the majority of the subarea's southern half (previously Subarea Ten) is thickly wooded with this native vegetation.

- Slopes vary greatly within the subarea. Much of the northern half (previously Subarea Nine) exhibits slopes in excess of fourteen percent, while the remainder has slopes that range between five and fourteen percent. However, in certain locations in this southern half, slopes exceed fourteen percent, particularly along State Route 100 and adjacent to the network of small streams and creeks traversing the subarea.

- These local drainage networks, small intermittent creeks and streams, eventually empty into Bonhomme Creek (which drains into the Missouri River). A small portion of the Bonhomme Creek flood plain is situated in the western extremes of the subarea.

Land Use

- Current land uses include numerous single family residences, a nursery, a church, and several large tracts of vacant land currently used as pasture or for other limited agricultural purposes.

- A Union Electric transmission right-of-way splits the subarea in a northeasterly/southwesterly direction. The right-of-way includes two sets of high tension lines and towers. For maintenance, access, and safety requirements, the areas directly beneath and adjacent to the towers and lines have been cut and cleared, creating a highly visible and linear easement along the ground.

Zoning/Subdivision Activity

- Current zoning designations within the subarea are: "FPNU" Flood Plain Non-Urban and "NU" Non-Urban Districts.

- Two petitions for rezoning have occurred in the subarea since the County's adoption of its Zoning Ordinance in 1965:

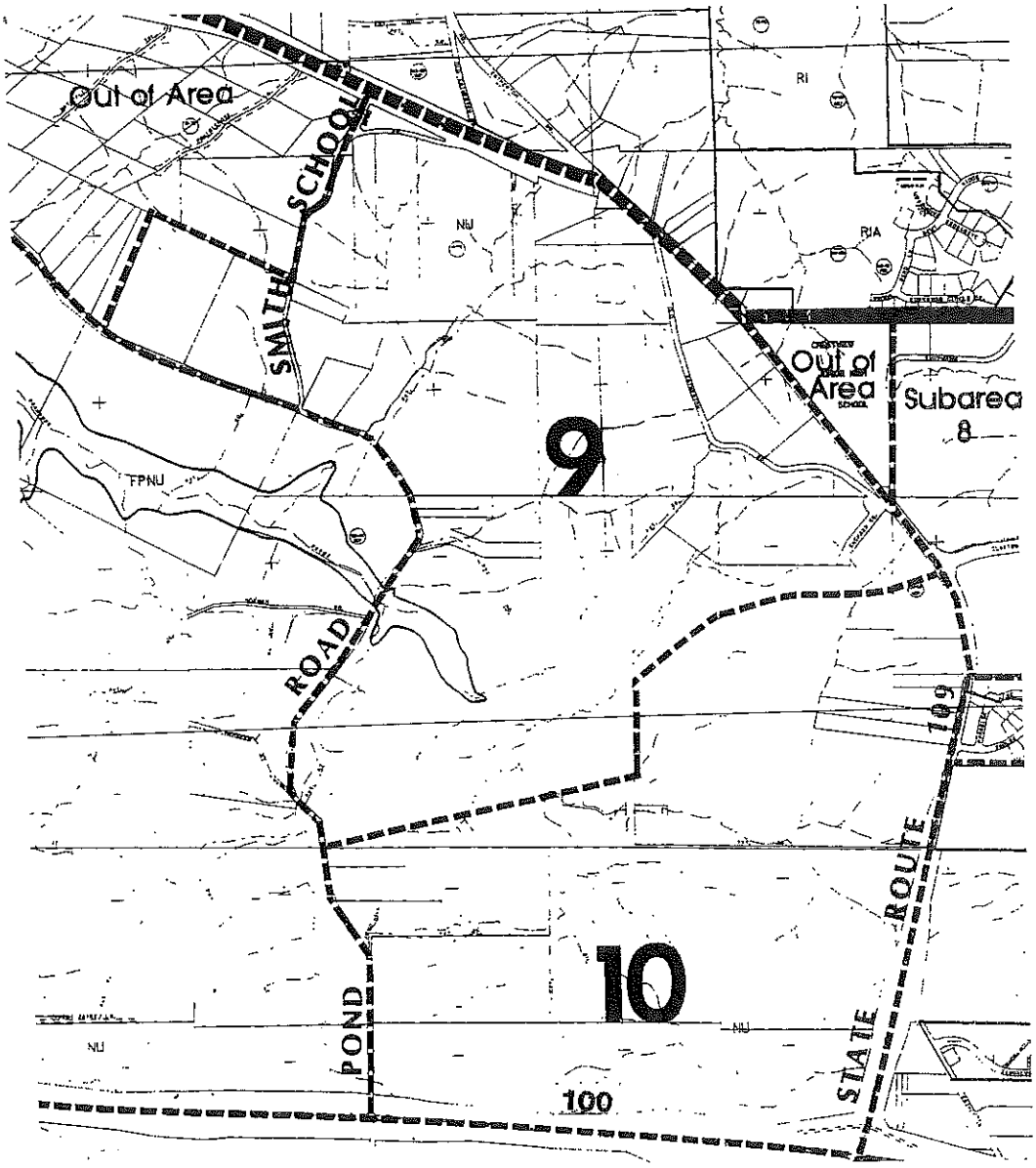
  * P.C. 72-014: "PS" Park and Scenic District to "NU" Non-Urban District - St. Louis County Planning Commission.

  P.C. 88-022: Conditional Use Permit (C.U.P.) in the "NU" Non-Urban District - Joseph Passiglia - plant nursery and salesroom.

  * Property was sold by the Missouri State Park Board to a private individual.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA NINE/TEN



NORTH

NO SCALE

Subarea Nine/Ten: The area is bounded to the east by State Route 109, to the north by Smith School Road, to the west by Pond Road, and to the south by State Route 100.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Nine/Ten

LAND USE STRATEGIES

Residential Components

1. Special design and engineering practices will be necessary in those areas exhibiting slopes in excess of fourteen percent. These areas are particularly susceptible to erosion due to extreme grades, rocky soils, and rapid surface runoff. Where slopes exceed fourteen percent, low density residential development is the preferred alternative. There are, however, certain instances where even this low density level of residential development may be unsuitable. In Subarea Nine/Ten, excessive slopes occur adjacent to and around the well-defined system of creeks and streams characteristic of the western half of the study area.

2. Old Eatherton Road, with its two intersections along state Route 109, creates an island of seven properties. This island currently is residential in character. To avoid non-residential development from encroaching northward along State Route 109 from State Route 100 and establishing a commercial precedent away from this intersection, this island should be maintained as residential properties, with a possible increase in density to the low-medium range.

3. The area west of Old Eatherton Road, south of the proposed Pond-Grover Loop Road, and west of the subarea boundaries should be considered for residential uses only at the low density range, except where noted in Planning Recommendations 11 and 22. This area exhibits a large percentage of the slopes that exceed fourteen percent and is adjacent to an established pattern of low density development (see Planning Recommendation 10 for further details).

4. The area south of the Clayton Road/State Route 109 Intersection and the proposed Pond-Grover Loop Road should be considered for residential development, with densities in the low-medium range in the areas along State Route 109, transitioning to low densities in the western portions of the subarea.

5. The intersection of Pond Road and State Route 100 should not be considered as a location for any future commercial development. This intersection and adjacent properties should be integrated into any future residential development at the low to medium-low density range. Transitions should be employed (where appropriate) and, preferably, residential densities should be at their highest adjacent to the commercial areas near the intersection of State Routes 100/109, and then decreasing as development moves westward along State Route 100 toward Pond Road. Again, site design, buffering and landscaping, and other noise and visual reduction measures should be employed to lessen negative impacts associated with residential properties abutting a major thoroughfare.

6. If the Union Electric transmission right-of-way cannot be incorporated into the overall concept of an open space corridor in this subarea, certain steps need to be established regarding its protection from otherwise unacceptable development. Minimum setbacks and other policies need to be developed, based upon site characteristics and accepted research, relating to health and safety concerns of high-tension wires.

Commercial Component

7. Due to its location at the intersection of two major highways, the scenic, rural character of the area, and the proximity to high quality housing, Pond-Grover has been cited in other studies as having the potential for attracting a corporate office/satellite research park or a community size commercial center. This subarea, with extensive frontage onto State Route 109, between State Route 100 and the proposed Loop Road, would be suitable for such a development. The area should be developed in a unified manner, with particular consideration given to: its visual impact onto surrounding residential properties to the west and State Route 100; appropriate building heights and designs, along with non-traditional site designs and building layouts incorporating existing natural landscapes and topography to minimize grading and filling of creek areas and valley floors; an internal road system which coordinates parking and circulation; and extensive use of green space and buffers between adjacent land uses. Future developments such as these should strive to avoid providing redundant uses and, preferably, be complementary to those existing, approved, or proposed uses on the remaining three corners of the State Route 100/State Route 109 intersection.

Environmental/Recreational Components

8. Similarly, any potential development in the flood plain areas for recreational uses should be encouraged as part of the open space corridor.

9. The expansion and upgrading of the existing Pond Athletic Association's complex may provide a short-term solution to the area's recreational needs. With expansion, additional precautions need to be implemented along Pond Road to reduce safety concerns brought on by additional traffic. These precautions should include the following: an educational campaign for parents emphasizing the poor roadway conditions and need for heightened awareness when driving on the roadway (a short, informational sheet could be handed out at registration periods), increased signage at particularly hazardous curves or bridge locations, reduced speed at these locations, and increased police patrol during the Association's operating hours.

10. As part of the effort to provide an open space/riparian corridor between Babler State Park and Rockwoods Reservation, the flood plain areas adjacent to Bonhomme Creek represent a key element toward its success. Every effort should be made to protect and preserve these flood plain areas from development. This protection does not preclude the inclusion of this land area into a residential development plan under the Special Provisions of the County's Zoning Ordinance. Such a development, however, should be required to either dedicate the flood plain area as common ground with some form of access agreement with St. Louis

County, or donate the area as a gift to the St. Louis County Department of Parks and Recreation. Similar measures should be considered and encouraged along the western banks of Bonhomme Creek, where flood plain is minimal, but slopes exceed 45 percent in some instances and regularly exceed 20 percent. Inclusion of these areas would help to reduce the effects of stormwater erosion and provide a diversity of habitats along Bonhomme Creek. For additional information see: A Five-Year Strategic Action Plan for St. Louis County Objective 3.2, Strategy (d).

11. An unutilized corridor of open space already exists in the subarea adjacent to and beneath the Union Electric transmission right-of-way. Efforts should be undertaken to study and analyze any potential recreational possibilities that may exist through its use, given obvious safety and site concerns.

INFRASTRUCTURE STRATEGIES

12. Development should be coordinated or phased with completion of road improvements that will support traffic generated by each new development.

13. With the proposed undertaking and future completion of an outer-loop corridor study, changes in State Route 109 are almost a certainty at some point in the future. These changes could include a new alignment, decreased or increased access, additional lanes, medians, and signalization. Such changes will have a major impact on the surrounding community. Several considerations must be made to protect the existing community's integrity, environment, and quality of life. These considerations are:

    a) Any widening of State Route 109 along its current alignment must take into account the location of Babler State Park, Rockwoods Reservation, and Greensfelder County Park to its future location. Accommodations should be made to lessen its impact on these surrounding properties. The accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.
    b) Any movement of the alignment to the east or west must address the immediate impacts on affected landowners and future impacts on surrounding land uses (particularly residential properties).
    c) Extensive public forums and related education materials should be provided to all interested parties to assist in the determination of the overall validity and acceptability of proposed location and extent of improvements.

14. Access onto State Route 100 from adjacent properties should be limited to the improved intersection at Pond Road or State Route 109.

15. Based on the recommendations of the Booker Associates' Traffic Study, Pond Road should be upgraded to a two-lane collector with shoulders from State Route 100 to State Route 109. Given the need for higher priority improvements in other parts of the study area, improvements to Pond Road are recommended as a medium priority.

16. Given its current condition and alignment, Old Eatherton Road is unsuitable for increased vehicular traffic. Any proposed development that would require access onto this roadway should be required to improve the roadway to collector standards or higher, depending upon type and density of development, along its entire length.

17. Consideration should be given to improving Smith School Road to a two-lane collector standard. However, due to the level of existing and proposed development and topography, its completion should be considered a low priority, given other more pressing roadway concerns within the Pond-Grover community.

18. The Metropolitan St. Louis Sewer District should undertake a comprehensive analysis of the area west of State Route 109 with the intention of determining feasibility and likelihood of extending services to this area within the near future. The extension of sanitary sewers west of State Route 109 is an issue of primary importance. While the establishment of individual systems is currently unavoidable, the proliferation of such systems in the future should be discouraged and consideration given to an integrated system. Additionally, the Metropolitan St. Louis Sewer District should make every effort to provide service to this area as soon as possible. The design of future sanitary systems should be undertaken with the intent of tying into a larger, integrated system operated by the Metropolitan St. Louis Sewer District. Existing systems should be encouraged to tie into newer systems when economically feasible and available to limit environmental damage and promote public health.

19. Any future development should carefully address the need for a coordinated approach to the provision of stormwater controls.

COMMUNITY STRATEGIES

20. Landscaping, earthen berms, and appropriate site designs should be employed along State Routes 100 and 109 where noise and visual clutter may be problems for new development.

21. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

22. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating stub streets exist within the subdivision and that they may be linked to new development at some time in the future.

23. With the acquisition of right-of-way by the St. Louis County Department of Highways and Traffic from private landowners, every reasonable effort should be made to insure that the integrity of the remaining lot is maintained. This process may mean adhering to existing lot lines, whenever possible, to avoid splitting or rendering the remaining lot unusable.

24. Much of the area west of State Route 109 is served by a system of private streets or drives. To insure that emergency vehicles (police and fire) are capable of quickly responding and locating a site, homes in private subdivisions or along a private drive should be encouraged to prominently display house numbers in an easily identifiable and visible location. To insure that future, new large-lot subdivisions adhere to this requirement and provide road signage within internal roadway systems of private subdivisions, the St. Louis County Subdivision Ordinance should be revised to insure street signage and house numbering are in place on all new homes and private, residential streets.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Eleven (A)

Special Features

- The entire subarea is not currently served by the following utilities: sanitary or stormwater sewers, gas, and cable television. Water is provided by the St. Louis County Public Water District #1 or individual systems.

- The subarea has frontage onto three major roadway systems and lies at the southwest corner of the State Route 100/State Route 109 intersection, an identified major activity node in St. Louis County.

Physical Characteristics

- Wooded areas are prevalent throughout the subarea. These wooded areas are often bordered or are adjacent to scenic, rolling pastures of legumes or grasses.

- Slopes generally are below fourteen percent and present few topographic constraints to development or use. Steepest slopes are found along an intermittent creek that parallels the southern right-of-way line along State Route 100.

Land Use

- Current land uses include: a Southwestern Bell Telephone Company switching/relay center, a church, a number of single family residences, historic Pond School, and several vacant structures and properties.

Zoning/Subdivision Activity

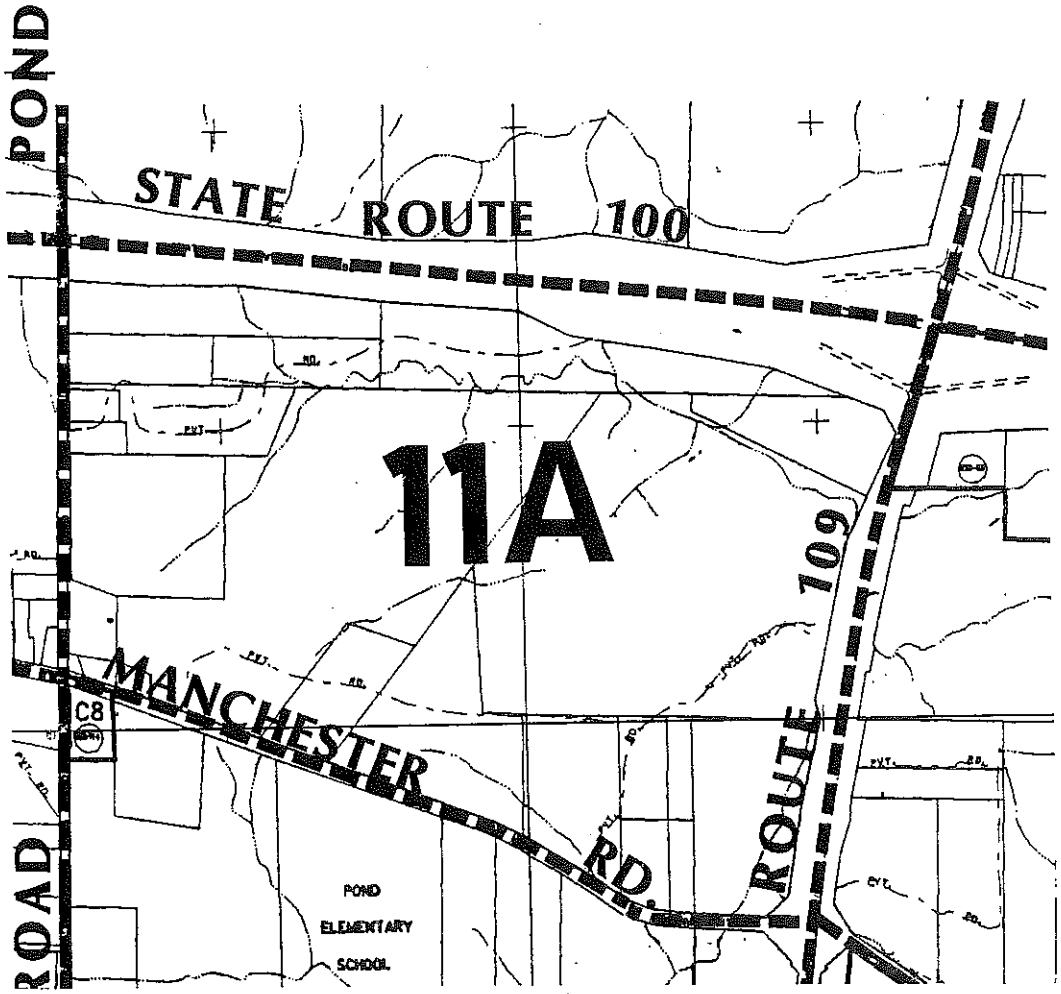
- This subarea includes the site of the Slavik Associates approved petitions, P.C. 8, 9, and 10-89, for a major commercial and multiple family development. The commercial development calls for an enclosed mall approximately 400,000 square feet in size and nine outlots with a sewage treatment plant. Additionally, the petition allows for the development of 108 multiple family units.

- P.C. 102-89, St. Onge Partnership, was a petition for rezoning at the southwest corner of State Route 100 and State Route 109. This petition called for a retail store of approximately 20,000 square feet, a fast food restaurant, convenience store with gas pumps and a car wash, and a sewage treatment plant. The St. Louis County Planning Commission recommended that the site be approved for a general office and either a fast food restaurant or a convenience store with gas pumps and a car wash. In conjunction, a sewage treatment plant was approved.

- Current zoning classifications within the subarea include the following Districts: "NU" Non-Urban District, "C-8" Planned Commercial District, and the "R-6AA" 3,000 square foot Residence District.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ELEVEN (A)



NORTH

NO SCALE

Subarea Eleven (A): The area is bounded to the east by State Route 109, to the north by State Route 100, to the west by Pond Road, and to the south by Manchester Road.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Eleven (A)

LAND USE STRATEGIES

Residential Components

1. The flat, undeveloped area west of the proposed Slavik development could be considered for residential development in the low-medium to medium density range. Appropriate buffering or transitions should be applied to address the effects related to the Slavik development.

2. The development of the northeast quadrant of the Manchester Road-Pond Road Intersection should not detract from the historic character and ambiance of the Pond community. Although not part of the proposed Design District, future development should be primarily residential in nature and at the medium-low density range. Appropriate steps should be undertaken to insure that this area is incorporated into the larger development plan as proposed in Planning Recommendation 2 and flexible site designs, increased setbacks, and unique utilization of landscape materials should be encouraged.

3. Preservation of the Eliza Dreinhofer Italianate-style house, circa 1865, and on-site cemetery plots should be encouraged. This residence and cemetery are located at 17225 Manchester Road. The structure and cemetery could be incorporated into future residential development if consideration is given to appropriate platting and site design.

Multiple Use Component

4. The old Pond School with its on-site cemetery plots should be preserved and considered for adaptive reuse. Since location and economic viability threaten their existence, an effort still should be made to include them in future development plans and protect or adequately address concerns regarding the cemetery's existence and future disposition. Public, institutional, or commercial uses could be appropriate for the site given appropriate design accommodations.

Commercial Component

5. Given the predominance of the proposed Slavik commercial development, future adjacent commercial development should be integrated into this larger site. This integration includes the development of the parcel north of the Slavik site (southwest corner of State Routes 100 and 109 - P.C. 102-89, St. Onge Partnership) and the remaining parcels south of the site (northwest quadrant of Manchester Road and State Route 109). Commercial buildings on these sites should be oriented in a manner that is compatible with the Slavik site plan so that the development of the area is cohesive and visually uniform. Where possible, access should be combined and cross access encouraged for efficient, on-site circulation.

Institutional Component

6. In an effort to concentrate commercial development in more appropriate locations and limit the redundancy of uses, commercial development should be discouraged at the State Route 100 and Pond Road intersection (see Planning Recommendation Number Four, Subarea 11 (B and C) for possible exception). The southeast quadrant of the intersection could be considered for institutional, non-retail uses, or residential development in the medium density range, including attached single family units. However, without the advent of sanitary sewer lines or pocket treatment plants, premature residential development should not be allowed on lots smaller than three acres in size.

INFRASTRUCTURE STRATEGIES

7. Cross-access between commercial development in the eastern portion of this subsection and residential development in the western portion should not be permitted.

8. Given recommended development densities, Manchester Road west of Pond Road should remain a two-lane roadway, as supported in the Booker Associates Traffic Study. East of Pond Road to State Route 109 should be improved to five lanes, although consideration should be given to tapering Manchester to three lanes as it approaches Pond Road.

9. With the proposed undertaking and future completion of an outer-loop corridor study, changes in State Route 109 are almost a certainty at some point in the future. These changes could include a new alignment, decreased or increased access, additional lanes, medians, and signalization. Such changes will have a major impact on the surrounding community. Several considerations must be made to protect the existing community's integrity, environment, and quality of life. These considerations are:

    a) Any widening of State Route 109 along its current alignment must take into account the location of Babler State Park, Rockwoods Reservation, and Greensfelder County Park to its future location. Accommodations should be made to lessen its impact on these surrounding properties. The accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.
    b) Any movement of the alignment to the east or west must address the immediate impacts on affected landowners and future impacts on surrounding land uses (particularly residential properties).
    c) Extensive public forums and related education materials should be provided to all interested parties to assist in the determination of the overall validity and acceptability of proposed location and extent of improvements.

10. Any future development should carefully address the need for a coordinated approach to the provision of stormwater controls.

COMMUNITY STRATEGIES

11. The extension of infrastructure west of State Route 109 is an issue of primary importance. While the establishment of individual systems is currently unavoidable, the proliferation of such systems in the future should be discouraged and consideration given to an integrated system, particularly sanitary sewers. Additionally, the Metropolitan St. Louis Sewer District should make every effort to provide service to this area as soon as possible. The design of future sanitary systems should be undertaken with the intent of tying into a larger, integrated system operated by the Metropolitan St. Louis Sewer District. Existing systems should be encouraged to tie into newer systems when economically feasible and available to limit environmental damage and promote public health.

12. Every effort should be made to resolve the current water supply problem in the St. Louis County Public Water Supply District #1. Without appropriate solutions, water service may not be provided to new development and existing customers face growing shortages.

13. To insure that purchasers of homes in newly platted subdivisions are aware of stub streets, the St. Louis County Planning Commission and the Department of Planning should require, within the conditions of the enabling legislation, that appropriate language be included in all sales contracts indicating that stub streets exist within the subdivision and may be linked to new development in the future.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Eleven (B and C)

Special Features

- This subarea has extensive road frontage onto both Manchester Road and State Route 100. Currently, access between the two roadways is limited to Pond Road.

- The historic community of Pond is located in the southeast corner of the subarea. Several structures in this area are listed in the St. Louis County West Inventory of Historic Buildings - Phase Two: Pond and Grover, 1989 prepared by the St. Louis County Department of Parks and Recreation, and cited as having some historic significance in the early growth of St. Louis County.

- The entire subarea is not currently served by the following utilities: sanitary or stormwater sewers, gas, and cable television. Water is provided by the St. Louis County Public Water District #1 or individual systems.

- Mueller Road is a platted roadway with an improved intersection at State Route 100, but is not paved or maintained.

- The southern boundary of this subarea is adjacent to the Missouri Department of Conservation's Rockwoods Reservation, a wildlife refuge.

Physical Characteristics

- Slopes generally range between five and nine percent and present few topographic constraints to development or use. Steepest slopes are located along State Route 100 and are the result of grading and filling for its widening. The area at the far western tip of this subarea is also characterized by several localized occurrences of slope in excess of fourteen percent.

- Wooded areas are limited, and the majority of vacant land is pasture or native grasses.

- The physiographic divide between the Rolling Uplands Subprovince and the Meramec Hills Subprovince trends in a northwesterly direction from Manchester Road and Rockwood Trail Court toward State Route 100.

- The Meramec Hills Subprovince is characterized by rocky soils, some of the last native forest cover in St. Louis County, and a series of deep valleys and steep ridges with minimal flood plain development.

Land Use

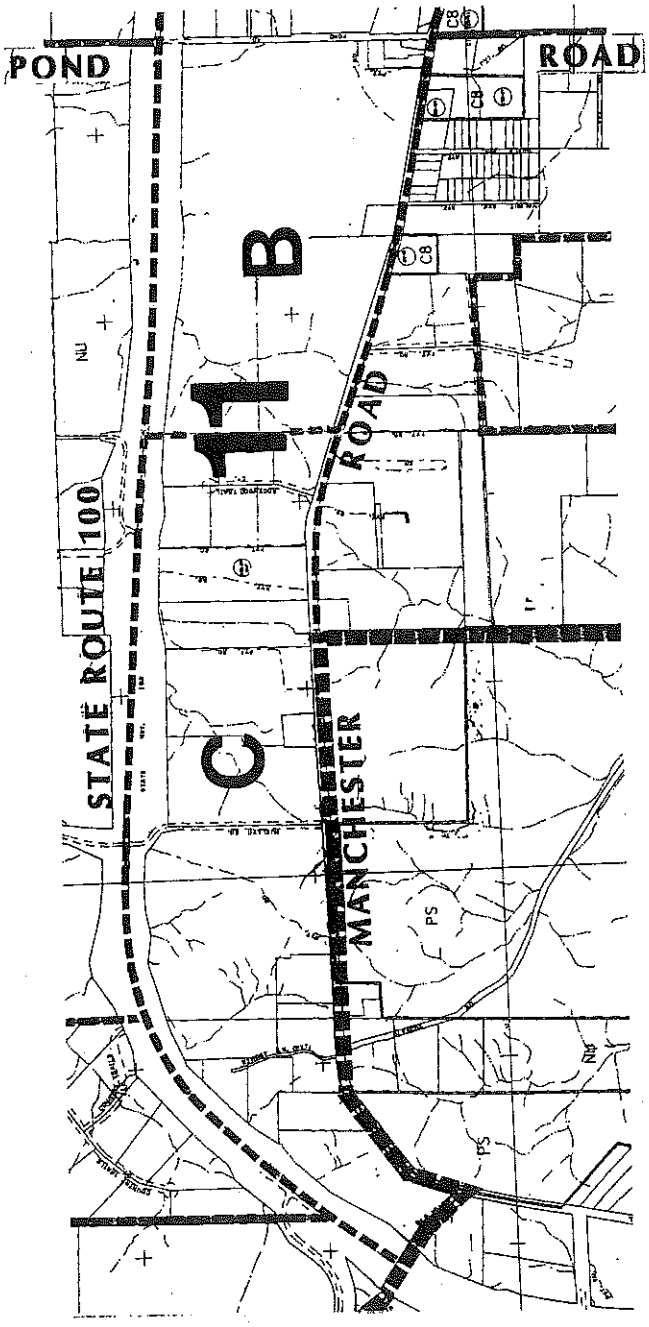
- Current land uses include an antique store, a service station, a veterinary clinic, a church, a building products firm, numerous single family residences (several in a platted large-lot subdivision), and a number of large pastures.

Zoning/Subdivision Activity

- Current zoning designation for this subarea is the "NU" Non-Urban District.
- P.C. 205-88, Thomas Loafmann, was a request for a Conditional Use Permit (C.U.P.) allowing a veterinary surgery/clinic limited to equine service only. The C.U P. was approved on November 28, 1988 by the St. Louis County Planning Commission.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ELEVEN (B and C)



NORTH

NO SCALE

Subarea Eleven (B and C): The area is bounded by Pond Road to the east, by Manchester Road to the south, by Old Wild Horse Creek Road to the west, and by State Route 100 to the north.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Eleven (B and C)

LAND USE STRATEGIES

Residential Components

1. The low-density residential pattern of development should be continued to the western extremes of the subarea (and study boundaries) from the existing Rockwood Trail large-lot subdivision.

2. The area between Pond Road and the Rockwood Trail large-lot single family subdivision should be at the medium-low density range and residential in nature. Transitions should reflect larger lot sizes to the west (approaching Rockwood Trail Subdivision).

Residential/Open Space Component

3. Given the location of Rockwoods Reservation to the subarea's southern boundary, development in this area should be limited to residential uses and lots should be no smaller than three acres in size. Additionally, during construction certain restrictions must be met:

   a) A minimum 100 foot setback will be employed along all properties fronting Manchester Road opposite Rockwoods Reservation.
   b) Every effort should be made to insure that current densities of the pine plantations remain undisturbed. If improvements are made to Manchester Road in this area, the location of additional lanes should be to the north of the existing roadway. In all areas adjacent to the Coopers Hawk Habitat, construction activity should be restricted during the critical nesting months of March, April, and May for a minimum distance of 300 feet from the Reservation's boundary.

Commercial Component

4. Limited commercial development may be considered adjacent to the existing node of commercial activities south of Manchester Road (Subarea Thirteen). The intensity of commercial development should be limited to neighborhood scale uses and have an average gross leasable area of only 50,000 square feet (preferably part of a Planned Environment Unit - P.E.U.). Additionally, given the level of growth that is occurring in the surrounding areas, additional commercial development may be appropriate to meet future demands at other locations. This commercial development should be located at either the Mueller Road or Pond Road intersections (southwest corner) of State Route 100 and be limited to neighborhood scale uses. Due to site distances between Manchester Road and State Route 100, extensive landscaping, screening, and fencing should be required on all future commercial developments to limit visual impact on surrounding residential and recreational properties.

Recreational Components

5. As a means of advancing the open space corridor between Babler State Park and Rockwoods Range to the south, any proposed or future programmed roadway improvements to Manchester Road should include the dedication of an additional eight to ten feet of easement to accommodate a multiple use trail or path. This path or trail would be used to link the two recreation/open space areas together and meet an important recreational need as identified by the St. Louis County Department of Parks and Recreation in Recreation Spaces - Community Places 1982-2000.

6. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

INFRASTRUCTURE STRATEGIES

7. The Metropolitan St. Louis Sewer District should undertake a comprehensive analysis of the area west of State Route 109 with the intention of determining feasibility and likelihood of extending services into this area within the near future.

8. Access onto State Route 100 should be limited to the two improved intersections at Pond Road and Mueller Road. Adjacent properties should be served by either an internal roadway system or Manchester Road to the south.

9. With the improved Mueller Road Intersection at State Route 100, consideration should be given to the improvement of the remaining roadway from its current status (unpaved, unaccessible, overgrown) to collector standards as another north-south access point.

10. Given recommended development densities, Manchester Road west of Pond Road should be maintained as a two-lane collector. Improvements to Manchester Road may only need to include repaving, restriping, and additional shoulder acquisition and repair.

11. Since much of western St. Louis County's history is linked to Manchester Road, from its earliest days as the primary route to the State capital to the advent of the automobile and suburbanization, its recognition as a historic roadway should be considered. Special signage indicating the roadway's significance and preservation of the area's charm and character should be vigorously pursued and supported by County Government (see Planning Perspective 4, Subarea Thirteen for additional details).

12. With any improvement of Pond Road, additional right-of-way should be set aside to provide a multiple use trail or path between Babler State Park and Rockwoods Reservation. This additional right-of-way should be a minimum of eight to ten feet in width and along its entire distance.

COMMUNITY STRATEGIES

13. Landscaping, earthen berms, and appropriate site designs should be employed along State Route 100 where noise and visual clutter may be problems for new development.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Twelve

Special Features

- The subarea has extensive frontage onto both Manchester Road and State Route 109 and contains the southwest corner of the Manchester Road/State Route 109 intersection. Currently, this intersection is not fully signalized and has only a one-way stop sign on Manchester Road with a flashing red signal.

- The southern boundary of the subarea is defined by the Rockwoods Reservation Wildlife Refuge, a Missouri Department of Conservation property.

- Christy Road, the western boundary of this subarea, can be characterized as a rural lane. It is narrow, severely crowned, lacks shoulders, and ends abruptly in the Cougar Trails Subdivision.

- The historic community of Pond is located adjacent to Manchester Road. Several structures in this area are listed in the St. Louis County West Inventory of Historic Buildings - Phase Two: Pond and Grover, 1989 prepared by the St. Louis County Department of Parks and Recreation, and cited as having some historic significance in the early growth of St. Louis County.

- The entire subarea is not currently served by the following utilities: sanitary or stormwater sewers, gas, and cable television. Water is provided by the St. Louis County Public Water District #1 or individual systems.

Physical Characteristics

- The southwestern portion of the subarea lies within the Hamilton and Carr Creek Watershed, while the remainder drains to the north into the Bonhomme Creek Watershed. This drainage divide also roughly defines the boundary between the two physiographic subprovinces within the study boundaries - To the south lies the Meramec Hills Subprovince and to the north, the Hilly Uplands Subprovince. Each subprovince exhibits a unique set of physiographic characteristics reflective of its underlying geologic structure and the resultant surface features from physical and chemical weathering processes.

- Slopes vary within the subarea. In the southwestern portion, slopes exceed fourteen percent, but along Manchester Road and the adjacent properties, slopes seldom exceed the five to nine percent range. These areas of minimal slope (less than nine percent) present few engineering problems for development or use.

- Much of the southern half of the subarea (approximately the area lying in the Hamilton and Carr Creek Watershed) is heavily wooded with the characteristic oak-hickory species typical of the Ozark Region. The northern portion of this subarea is typified by the prairie flora associated with the Hilly Uplands subprovince. Also characteristic throughout the subarea is a well-defined and deeply entrenched system of creeks and streams. The areas adjacent to these creek and stream banks show dense, localized occurrences of oak-hickory forestation.

Land Use

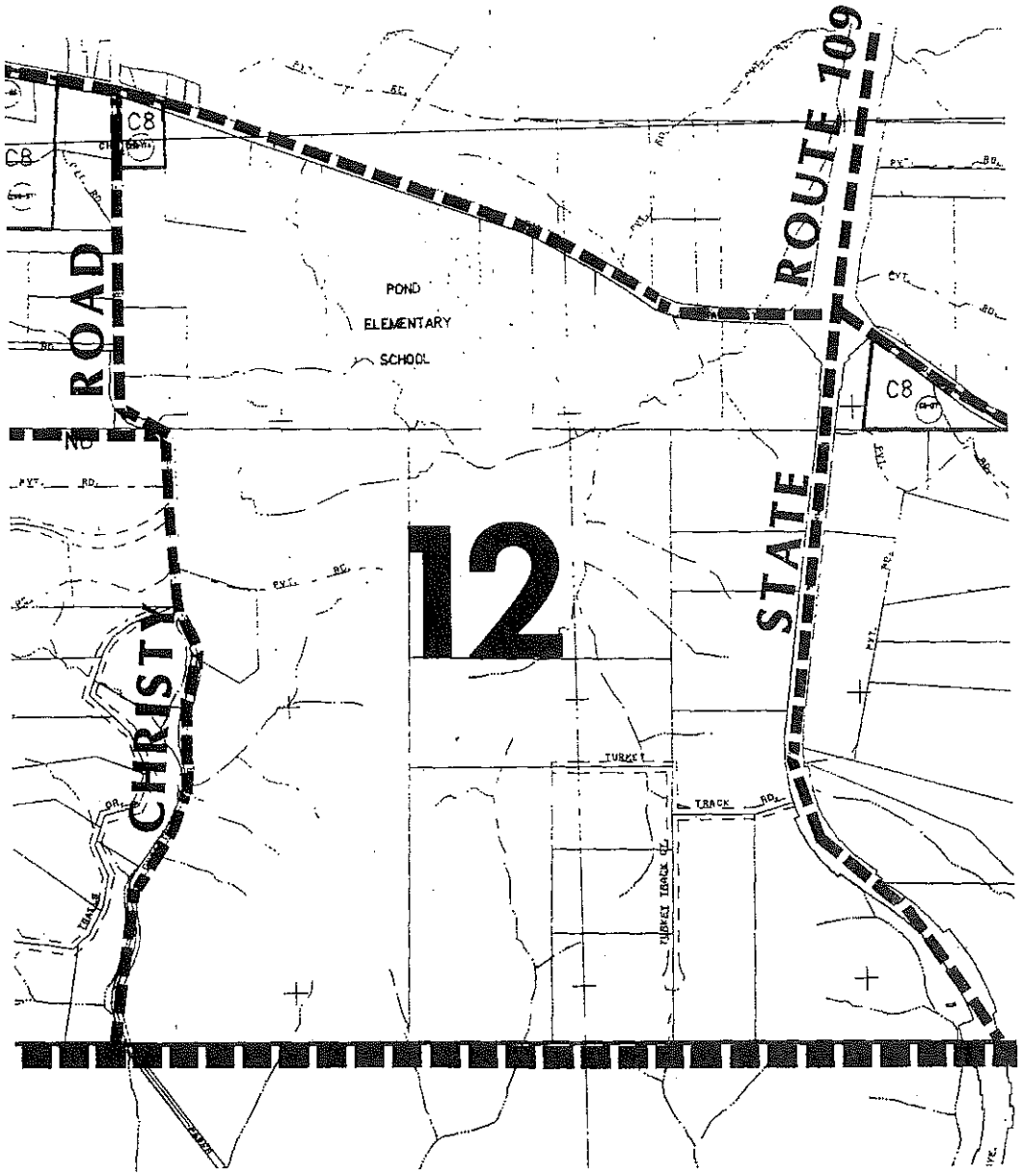
- Current land uses include the following: Pond Elementary School, a convenience store, a surplus auto parts yard, the Pond Inn Restaurant, a new church, numerous single family residences, some of which are part of platted large-lot subdivisions (Turkey Tract Corners and Cougar Trails), and several large, vacant parcels of land.

Zoning/Subdivision Activity

- Current zoning is "NU" Non-Urban District and "C-8" Planned Commercial District (the Pond Inn - P.C. 138-74).

POND-GROVER COMMUNITY AREA STUDY

SUBAREA TWELVE



NORTH

NO SCALE

Subarea Twelve: The area is bounded by State Route 109 to the east, by Manchester Road to the north, by Christy Road to the west, and by Rockwoods Reservation to the south.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Twelve

LAND USE STRATEGIES

Residential Components

1. Residential densities in this subarea, except where noted in Planning Recommendation 3, should be in the medium-low density range. Topography, particularly slope, is less restrictive toward Manchester Road, thus allowing more flexibility. A "Village Concept" similar to that in the Seven Villages of Cherry Hills Subdivision should be considered. This concept offers unique opportunities to incorporate more flexible site designs, consistent architectural themes, efficient roadway systems, and contiguous and usable open space.

2. Special design and engineering practices will be necessary in those areas exhibiting slopes in excess of fourteen percent. These areas are particularly susceptible to erosion due to extreme grades, rocky soils, and rapid surface runoff. Where slopes exceed fourteen percent, low density residential development is the preferred alternative. There are, however, certain instances where even this low density level of residential development may be unsuitable. In Subarea Twelve, these particular areas occur adjacent to and around the well-defined system of creeks and streams characteristic of the southern half of the study area.

3. Any future development in the vicinity of Pruitt's Auto Salvage or the Rockwood School District Garage should be required to provide adequate setbacks, buffering, and landscaping to minimize any future problems arising from possible conflicting land uses. If this future development is residential, potential buyers need to be informed about these two sites. This disclosure can be accomplished by the St. Louis County Planning Commission and the Department of Planning requiring, within the conditions of the enabling legislation, that appropriate language be included in any sales contract stating the existence and operating capacity of these uses.

Commercial/Institutional Component

4. Any future commercial development in this subarea should be limited to the vicinity of the Manchester Road/State Route 109 Intersection. This development should not be a continuation of the freestanding, high-intensity, retail uses proposed at the intersection of State Route 100 and State Route 109, but should be a multiple use facility similar to that of the Grove Retail Center or some comparable type of development. The extent of commercial development should be no further west than the proposed church site and no further south than the existing property lines of the adjacent parcels (see subarea map). Other potential land uses that may be appropriate for the remaining parcels fronting onto either State Route 109 or Manchester Road are residential (as described in Planning Recommendation 1) or institutional uses, preferably churches and related facilities. Limiting commercial to the point of the proposed church site along the southern right-of-way of Manchester Road is contingent upon two factors:

1) Residential development will occur in the southern half of the subarea as described in Planning Recommendation #1; and
2) Primary access from this emerging residential area will be onto Manchester Road insuring that the remaining two parcels of land not designated for commercial activity along this roadway will be included into any new development proposal.

Open Space Component

5. Adjacent to Rockwoods Reservation, certain height and setback requirements should be imposed to insure that intrusion from any future development is minimal and does not detract from the surrounding beauty of the area. These requirements should encompass the following:

   a) No structure, building, or tower may exceed sixty feet in height within a prescribed distance of the reservation's boundaries to be determined on a case-by-case basis. Criteria used to develop this distance calculation will be elevations and slopes of surrounding property, distance from refuge boundaries, and proposed use.
   b) A minimum 100-foot setback will be employed around the perimeter of the refuge.
   c) Access from any new development should be to the north or east toward Manchester Road or State Route 109 and not to Christy Road.

Historic Preservation Component

6. With any proposed road widening along Manchester Road, certain older, historic structures that have limited or non-existent setbacks from the roadway could be adversely affected. In Subarea Twelve, the Pond Inn, is one such structure. Special considerations in planning, design, and construction, as well as a thorough and intensive review of final proposals by the individual property owners and the St. Louis County Historic Buildings Commission, are necessary to insure that these links between the past and present are preserved and not obliterated as new development moves westward.

INFRASTRUCTURE STRATEGIES

7. With the proposed undertaking and future completion of an outer-loop corridor study, changes in State Route 109 are almost a certainty at some point in the future. These changes could include a new alignment, decreased or increased access, additional lanes, medians, and signalization. Such changes will have a major impact on the surrounding community. Several considerations must be made to protect the existing community's integrity, environment, and quality of life. These considerations are:

   a) Any widening of State Route 109 along its current alignment must take into account the location of Babler State Park, Rockwoods Reservation, and Greensfelder County Park to its future location. Accommodations should be made to lessen its impact on these surrounding properties. The accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.

b) Any movement of the alignment to the east or west must address the immediate impacts on affected landowners and future impacts on surrounding land uses (particularly residential properties).
c) Extensive public forums and related education materials should be provided to all interested parties to assist in the determination of the overall validity and acceptability of proposed location and extent of improvements.

8. Any improvement to State Route 109 should include the appropriate protections for cyclists, refuge visitors, and native wildlife along the adjacent Rockwoods Reservation. This protection may include increased signage, speed zones, and below grade crossings.

9. Consideration should be given to improving Christy Road to a two-lane collector standard with a temporary turnaround at the entrance into the Cougar Trails Subdivision. Additionally, appropriate signage indicating Christy Road as not a through street is necessary.

10. Since much of western St. Louis County's history is linked to Manchester Road, from its earliest days as the primary route to the State capital to the advent of the automobile and suburbanization, recognition of this as a historic roadway should be considered. Special signage indicating the roadway's significance and preservation of the area's charm and character should be vigorously supported and pursued by County Government (see Planning Recommendation 4, Subarea Thirteen for additional details).

11. Priority should be placed upon the full signalization of the Manchester Road/State Route 109 intersection from its current status as a two-way stop and flashing red signal, as recommended in the Booker Associates' Traffic Study. With the growth of traffic, the location of the Rockwood School District garage and bus lot, and the existing roadway conditions, increased safety and traffic hazards can be anticipated.

12. Given recommended development densities, Manchester Road west of Pond Road should remain a two-lane roadway, as supported in the Booker Associates' Traffic Study. East of Pond Road to State Route 109 should be improved to five lanes, although consideration should be given to tapering Manchester to three lanes as it approaches Pond Road.

13. The extension of infrastructure west of State Route 109 is an issue of primary importance. While the establishment of individual systems is currently unavoidable, the proliferation of such systems in the future should be discouraged and consideration given to an integrated system, particularly sanitary sewers. Additionally, the Metropolitan St. Louis Sewer District should make every effort to provide service to this area as soon as possible. The design of future sanitary systems should be undertaken with the intent of tying into a larger, integrated system operated by the Metropolitan St. Louis Sewer District. Existing systems should be encouraged to tie into newer systems when economically feasible and available to limit environmental damage and promote public health.

14. Whenever possible, improvements to Manchester Road and State Route 109 should be done in an orderly and comprehensive manner to minimize traffic congestion and delays and development should not proceed on adjacent properties until all improvements are completed (phasing).

15. Every effort should be made to resolve the current water supply problem in the St. Louis County Public Water Supply District #1. Without appropriate solutions, water service may not be provided to new development and existing customers face growing shortages.

16. Any future development should carefully address the need for a coordinated approach to the provision of stormwater controls.

COMMUNITY STRATEGIES

17. Future development within this subarea should address the assemblage of smaller parcels to facilitate the development of well-planned, architecturally integrated buildings and facilities, a continuous, internal circulation system for traffic, and appropriate linkages of open space. This need is particularly imperative along State Route 109 from Manchester Road south to the study area boundaries.

18. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

19. Much of the area west of State Route 109 is served by a system of private streets or drives, including this subarea. To insure that emergency vehicles (police and fire) are capable of quickly responding and locating a site, homes in private subdivisions or along a private drive should be encouraged to prominently display house numbers in an easily identifiable and visible location. To insure that future, new large-lot subdivisions adhere to this requirement and provide road signage within internal roadway systems of private subdivisions, the St. Louis County Subdivision Ordinance should be revised to insure street signage and house numbering are in place on all new homes and private, residential streets.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Thirteen

Special Features

- This subarea has road frontage along Manchester Road (a two-lane arterial maintained by the St. Louis County Department of Highways and Traffic).

- The western boundary of the subarea, along with a portion of its southern boundary, is defined by Rockwoods Reservation. Rockwoods Reservation is an approximately 2,000 acre wildlife refuge operated by the Missouri Department of Conservation. Located along the western boundary are the pine plantations cited as one of the few remaining nesting sites in the Midwest for the endangered Coopers Hawk.

- Part of the historic community of Pond is located adjacent to Manchester Road. Several structures in this area are listed in the St. Louis County West Inventory of Historic Buildings - Phase Two: Pond and Grover. 1989 prepared by the St. Louis County Department of Parks and Recreation as having some historic significance in the early growth of St. Louis County. Two of the more prominent and important historic structures within the Pond-Grover area are the Pond Hotel and the Bethel Methodist Church and Cemetery. The Bethel Methodist Cemetery in Pond is one of the most notable historic cemeteries in St. Louis County, dating from 1873. The Pond Hotel dates from 1841 and operated as a residential hotel and restaurant through 1951.

- The entire subarea is not currently served by the following utilities: sanitary or stormwater sewers, gas, and cable television. Potable water is provided by the St. Louis County Public Water District #1 or individual systems.

Physical Characteristics

- Slopes along Manchester Road and adjacent properties to the south range between five and nine percent. In the southern portion of this subarea, however, slopes are found in excess of fourteen percent reflecting changes in underlying geology and physiographic subprovince. The dividing line between these two subprovinces roughly follows the same line as the Hamilton and Carr Watershed (Meramec Hills Subprovince) and the Bonhomme Creek Watershed (Hilly Uplands Subprovince) drainage divide.

- In the areas exhibiting steeper slopes, large, dense growths of oak-hickory trees are very common and widespread.

Land Use

- Current land uses include the Bethel Methodist Church and Cemetery, the Allen Roofing Company, several small commercial establishments (in Pond), the vacant and dilapidated Big Chief Hotel, numerous single family residences on larger lots, and several vacant parcels of land.

Zoning/Subdivision Activity

- Current zoning designations include the following: the "NU" Non-Urban District and the "C-8" Planned Commercial District.

- There have been three rezonings in the subarea since 1981:

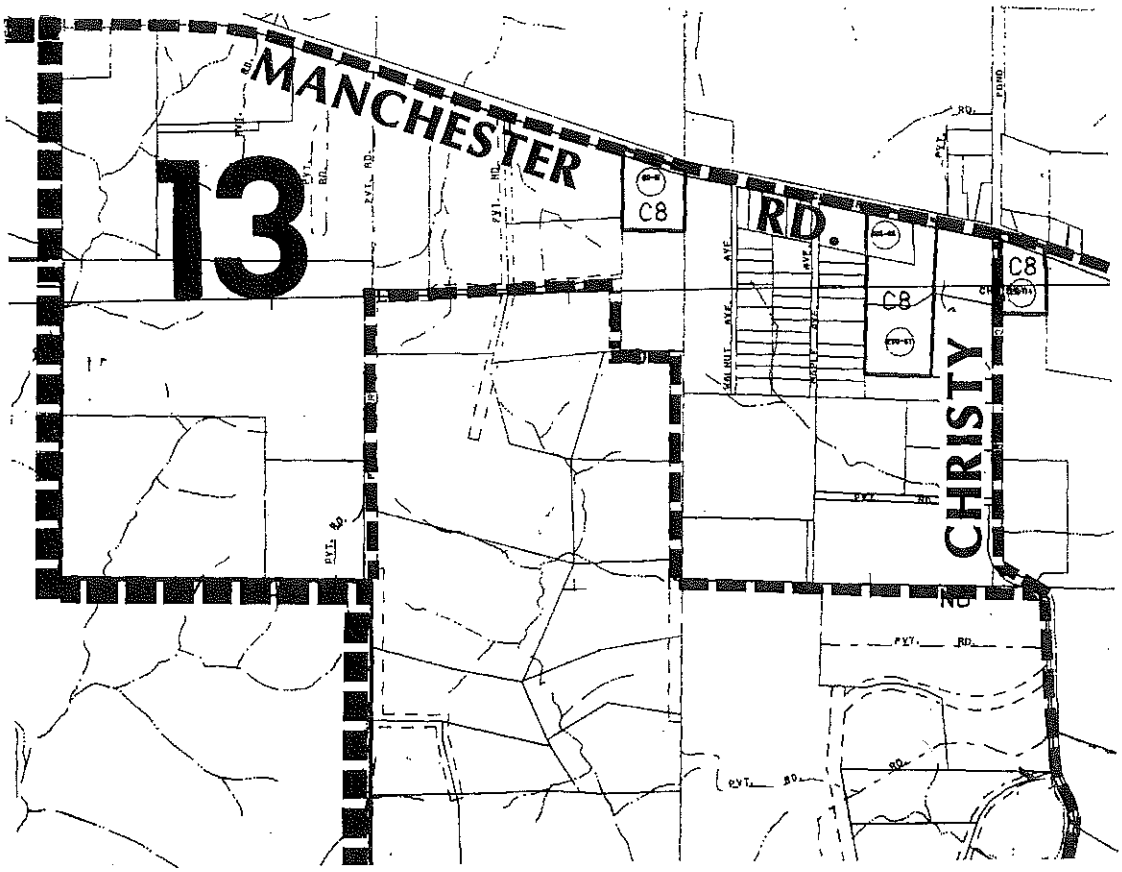
  P.C. 81-69: "NU" Non-Urban District to the "C-8" Planned Commercial District - Frank Erickson - Restaurant, Retail and Office Space.

  P.C. 86-185: "C-8" Planned Commercial District to an Amended "C-8" Planned Commercial District - Virgil and Linda Issak - Filling Station with vehicle repair facilities.

  P.C. 87-299: "NU" Non-Urban District to the "C-8" Planned Commercial District - Allen Roofing and Siding - Offices, warehouses, and outside storage area.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA THIRTEEN



NORTH

NO SCALE

Subarea Thirteen: The area is bounded by Christy Road to the east, by Manchester Road to the north, by Rockwoods Reservation to the west, and by Rockwoods Reservation and the large lot subdivisions of Cougar Trails and Bridal Trails West to the south.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Thirteen

LAND USE STRATEGIES

Residential Components

1. Due to topographic constraints, the existing pattern of low density residential development, and the subarea's proximity to the Rockwoods Reservation, low density residential development should be encouraged throughout, except within the defined Design District's boundaries.

2. Special design and engineering practices will be necessary in those areas exhibiting slopes in excess of fourteen percent. These areas are particularly susceptible to erosion due to extreme grades, rocky soils, and rapid surface runoff. Where slopes exceed fourteen percent, low density residential development is the preferred alternative. There are, however, certain instances where even this low density level of residential development may be unsuitable. In Subarea Thirteen, these particular areas occur adjacent to and around the well-defined system of creeks and streams characteristic of the southern half of the study area.

Residential/Open Space Component

3. Given the location of Rockwoods Reservation to the subarea's western and southern boundaries, development in this area should be residential and minimum lot size should be three acres. Additionally, during design and construction certain restrictions must be met:

    a) Construction activity should be limited during the critical nesting months of the Coopers Hawk. These months are March, April, and May. A minimum 300 foot buffer should be maintained between any future development and the western boundary of Rockwoods Reservation (Coopers Hawk habitat) during the prescribed construction period.
    b) A minimum 100-foot setback will be employed along all other properties adjacent to Rockwoods Reservation.
    c) Every effort should be made to insure that current densities of the pine plantations remain undisturbed.
    d) No structure, building, or tower may exceed sixty feet in height within a prescribed distance of the reservation boundaries to be determined on a case-by-case basis. Criteria used to develop this distance calculation will be elevations and slopes of surrounding property, distance from refuge boundaries, and proposed use.

Historical Preservation Component

4. Two properties within Subarea Thirteen require special attention due to their age, history, and community importance. The former Pond Hotel and the Bethel Methodist Church and Cemetery represent two of the more unique community landmarks in west St. Louis County. Every effort, including local protection and possible nomination to the National Register of Historic Sites, should be undertaken to preserve and protect these structures from being destroyed and lost to future generations. Another structure, Big Chief Hotel, constructed. 1929, is one of the last remnants of "Route 66" fame in western St. Louis County and may be a worthwhile addition to either the "District" concept or the historic roadway recognition effort.

Design District Components

5. In an effort to maintain the unique, country flavor of the Pond area, particularly the business district near the intersection of Christy and Manchester Roads, and the remaining area to the west, including the Bethel Methodist Church and Cemetery, the establishment of a Design District should be encouraged. Within the district boundaries certain design standards, architectural styles, and materials will be required to insure the 19th Century style of many of the older, core buildings is replicated or closely followed by newer construction. For the purposes of this Design District, these requirements will apply to the vacant property between the Bethel Methodist Church and Cemetery and the Big Chief Hotel (to the east).

6. Within the Design District, future land uses should be limited to neighborhood size, retail or service businesses or medium density residential. Appropriate land use mixes within the Design District is preeminent to avoid redundancy of uses along Manchester Road. Additionally, any commercial use must be of appropriate type as not to detract from the purpose of the District. To insure that the reuse of identified structures within the Design District is economically feasible, site development practices as required by the Department of Planning, Highways and Traffic, and Public Works should be reviewed on a petition by petition basis with the intention of identifying regulations or requirements that would be inapplicable or detrimental to the reuse of these structures, and therefore should be waived.

7. Lots abutting Manchester Road within the Design District are generally elongated, narrow lots with minimal actual road frontage. However, the majority of lots are over one acre in size. With these long, deep lots, a potential exists for further development behind existing structures. This development would make restoration and reuse more economically viable and help to maintain the Design District concept. Development would have to meet all the previously stated requirements of the Design District (see Recommendations 3 and 4) and have access only onto Manchester Road.

INFRASTRUCTURE STRATEGIES

8. Since much of western St. Louis County's history is linked to Manchester Road, from its earliest days as the primary route to the State capital to the advent of the automobile and suburbanization, recognition of it as a historic roadway should be considered. Special signage indicating the roadway's significance and preservation of the area's charm and character should be vigorously pursued and supported by County Government (see Recommendation 4 for additional details).

9. Consideration should be given to improving Christy Road to a two-lane collector standard with a temporary turnaround at the entrance into the Cougar Trails Subdivision. Additionally, appropriate signage indicating Christy Road as not a through street is necessary.

10. Given recommended development densities, Manchester Road west of Pond Road should be maintained as a two-lane collector. Improvements to Manchester Road may only need to include repairing, restriping, and additional shoulder acquisition and repair.

11. Whenever possible, improvements to Manchester Road should be done in an orderly and comprehensive manner to minimize traffic congestion and delays and development should not proceed on adjacent properties until all improvements are completed.

12. The Metropolitan St. Louis Sewer District should undertake a comprehensive analysis of the area west of State Route 109 with the intention of determining feasibility and likelihood of extending services into this area within the near future.

COMMUNITY STRATEGIES

13. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees to be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

14. Future development within this subarea should address the assemblage of smaller parcels to facilitate the development of well-planned, architecturally integrated buildings and facilities, a continuous, internal circulation system for traffic, and appropriate linkages of open space.

15. Much of the area west of State Route 109 is served by a system of private streets or drives, including this subarea. To insure that emergency vehicles (police and fire) are capable of quickly responding and locating a site, homes in private subdivisions or along a private drive should be encouraged to prominently display house numbers in an easily identifiable and visible location. To insure that future, new large-lot subdivisions adhere to this requirement and provide road signage within internal roadway systems of private subdivisions, the St. Louis County Subdivision Ordinance should be revised to insure street signage and house numbering are in place on all new homes and private, residential streets.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Fourteen

Special Features

- The subarea is not currently served by any internal roadway system. Existing access is via a system of private streets, roads, or driveways, which do not meet any County requirements regarding design or construction standards.

- Pond Road and Reiger Road are both primarily rural roadways, meaning that each is generally narrow, crowned, shoulderless, and hilly. Additionally, several one-lane bridges are located along Pond and Reiger Roads increasing safety concerns.

- The subarea has a lengthy frontage along State Route 100, but has only improved intersections at Pond Road and Mueller Road. Each of these intersections was significantly upgraded with the widening of State Route 100.

- Babler State Park, a Missouri Department of Natural Resources property, defines the northern boundary of the subarea. This park is approximately 2,500 acres in size and has a variety of active and passive recreational facilities available.

- The western boundary is defined by a group of large-lot subdivisions developed under the provisions of the St. Louis County Subdivision Ordinance and represents an established pattern of development and density. Additionally, one of the earlier large-lot subdivisions in the Pond-Grover area is located in the center of this subarea (Wakefield Farms).

Physical Characteristics

- The subarea lies within the Hilly Uplands Subprovince and exhibits certain physiographic characteristics. These characteristics include: rolling to steep uplands with numerous small valleys, slopes ranging from ten to twenty percent with localized relief between 200 to 250 feet, and an extremely high content of chert in the soil. This subarea has the greatest concentration of slopes that exceed fourteen percent of any of the other fourteen subareas.

- Forest cover is extensive due largely to the lack of disturbance this area has experienced. Species of trees are commonly oak-hickory, but low-bush blueberry and cottonwoods are abundant along creek and stream banks. Urbanization and development have been minimal and when it has occurred, it has been low density residential.

- Besides the location of Bonhomme Creek, numerous small, tributary creeks and streams are common in this subarea and run perpendicular to Bonhomme Creek in a northeasterly/southwesterly direction.

- The entire study area's largest extent of flood plain occurs in this subarea and is found along Bonhomme Creek. The flood plain occurs along a narrow valley between two ridges of more resistent rock units. Bonhomme Creek is a deeply-entrenched, intermittent creek with steep banks and heavy vegetation along its course. High flow occurs during spring or after heavy, intense single-event storms.

Land Use

- Current land uses include the Pond Athletic Fields, a small area of Babler State Park, single family residences primarily on lots greater than three acres in size (actually, most are greater than ten acres in size), and numerous, undeveloped, vacant parcels of land.

- A Union Electric transmission right-of-way splits the subarea in a northeasterly/southwesterly direction. The right-of-way includes two sets of high tension lines and towers. For maintenance, access, and safety requirements, the areas directly beneath and adjacent to the towers and lines have been cut and cleared creating a highly visible, linear easement along the ground.

Zoning/Subdivision Activity

- Current zoning is "FPNU" Flood Plain Non-Urban District, "NU" Non-Urban District, and "PS" Park and Scenic District (a small portion of Babler State Park that crosses over Reiger Road to the south).

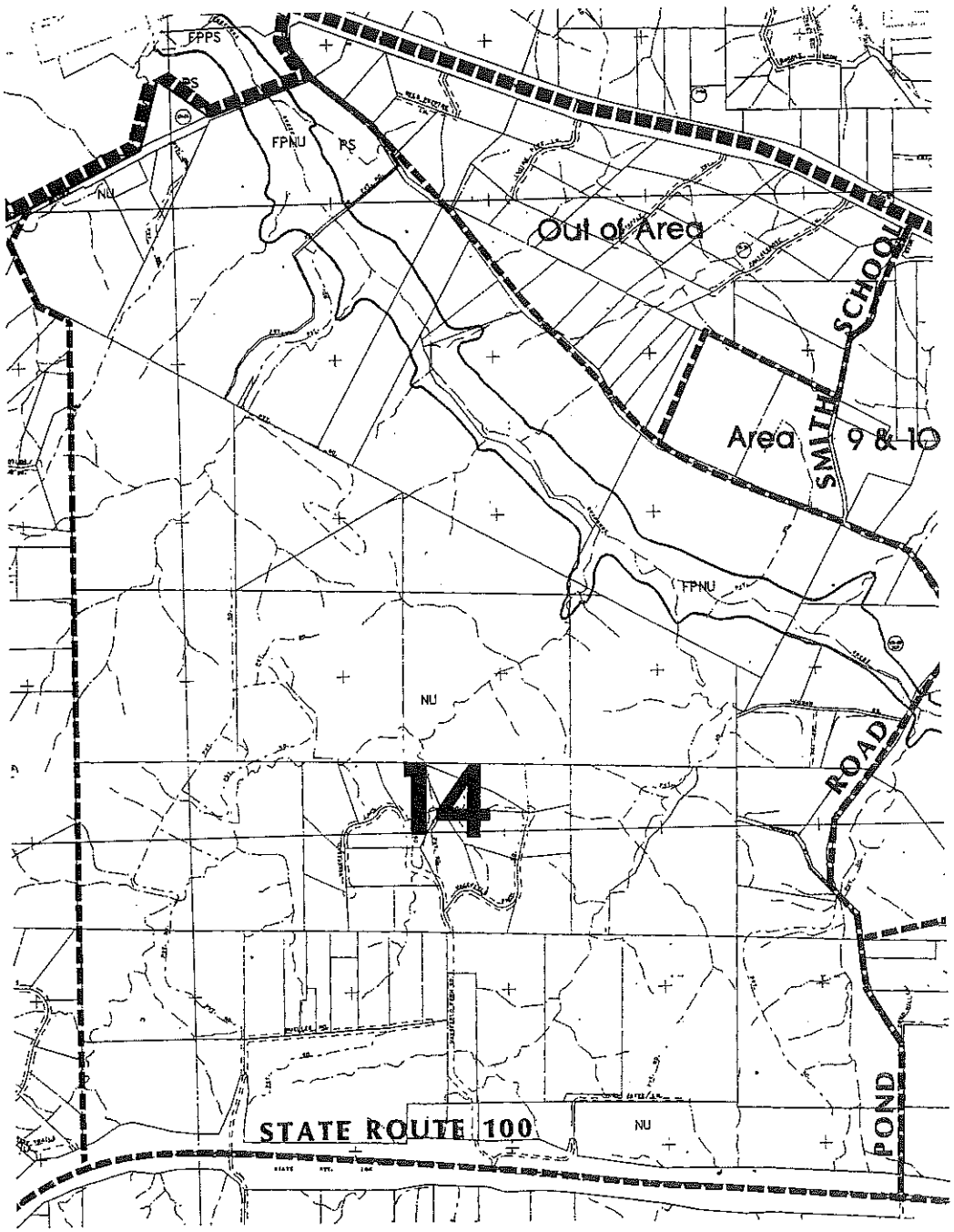
- Two rezoning petitions have been approved in this subarea since 1965:

  125-65: Conditional Use Permit in the "NU" Non-Urban District - Pond Athletic Association - Recreational Uses

  119-84: "PS" Park and Scenic District to the "NU" Non-Urban District - St. Louis County Planning Commission.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA FOURTEEN



NORTH

NO SCALE

Subarea Fourteen: The area is bounded by Pond Road to the east, by Babler State Park to the north, by a group of large lot, single family subdivisions named Shiloh Valley, Shiloh Ridge, Shiloh Acres, Shiloh Crest, and Country Trail Estates to the west, and by State Route 100 to the south.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Fourteen

LAND USE STRATEGIES

Residential Components

1. If the Union Electric transmission right-of-way cannot be incorporated into the overall concept of an open space corridor in this subarea, certain steps need to be established regarding its protection from otherwise unacceptable development. Minimum setbacks and other policies need to be developed, based upon site characteristics and accepted research, relating to health and safety concerns of high-tension wires.

2. An existing pattern of large-lot development has been established in this subarea. Residential densities near the Shiloh and Wakefield Subdivisions should reflect this precedent. However, depending upon topography, lot sizes may approach the higher limits of the low density residential range and appropriate transitions should be applied where necessary.

3. Special design and engineering practices will be necessary in those areas exhibiting slopes in excess of fourteen percent. These areas are particularly susceptible to erosion due to extreme grades, rocky soils, and rapid surface runoff. Where slopes exceed fourteen percent, low density residential development is the preferred alternative. There are, however, certain instances where even this low density level of residential development may be unsuitable. In Subarea Fourteen, these areas are prevalent throughout.

Commercial Component

4. Commercial development should be discouraged due to the subarea's proximity to the State Route 100/State Route 109 Intersection, a recognized major commercial activity node. Additionally, in Subarea Eleven, accommodations have been made for the potential, future service needs of residents at the intersections of Pond and Mueller Roads with State Route 100.

Environmental/Recreational Components

5. As part of the effort to provide an open space/reparian corridor between Babler State Park and Rockwoods Reservation, the flood plain areas adjacent to Bonhomme Creek represent a key element toward its success. Every effort should be made to protect and preserve these flood plain areas from development. This does not preclude the inclusion of this land area into a residential development plan under the Special Provisions of the County's Zoning Ordinance, but should be required to either dedicate the flood plain area as common ground with some form of access agreement with St. Louis County or donate the area as a gift to the St. Louis County Department of Parks and Recreation. Similar measures should be considered and encouraged along the western banks of Bonhomme Creek, where flood plain is minimal, but slopes exceed 45 percent in some instances and regularly exceed 20 percent. Inclusion of these areas would help to reduce the effects of stormwater erosion and provide for a diversity of habitats along Bonhomme Creek. For additional information see: A Five-Year Strategic Action Plan for St. Louis County Objective 3.2, Strategy (d).

6. Similarly, any potential development in the flood plain areas for recreational uses should be encouraged as part of the open space corridor.

7. An unutilized corridor of open space already exists in the subarea adjacent to and beneath the Union Electric transmission right-of-way. Efforts should be undertaken to study and analyze any potential recreational possibilities that may exist through its use, given obvious safety and site concerns.

8. As a result of demographic changes and increasing demand, shortages in recreational facilities and programs within the Pond-Grover community will grow. In response, a longer-term, more comprehensive solution to the recreation needs of the community has to be considered. Based upon an identified need, the longer-term solution may be the development of a metropolitan park in this subarea as identified within the report Recreation Spaces - Community Places 1982-2000 authored by the Departments of Parks and Recreation and Planning in 1983. Emphasis should be on facility development in the area along Pond Road or between the Pond Athletic Association Complex and State Route 100. Siting should consider the following locational variables: existing and proposed road system, proximity to flood plain corridor, topography, availability, and potential linkages to existing recreational facilities.

Institutional Component

9. Until this park and associated facilities are available, the recent expansion and upgrading of the existing Pond Athletic Association's complex may provide a short-term solution to the area's recreational needs. With expansion, additional precautions need to be implemented along Pond Road to reduce safety concerns brought on by additional traffic. These precautions should include the following: an educational campaign for parents emphasizing the poor roadway conditions and need for heightened awareness when driving on the roadway (a short, informational sheet could be handed out at registration periods), increased signage at particularly hazardous curves or bridge locations, reduced speed at these locations, and increased police patrol during the Association's operating hours.

Open Space Component

10. Adjacent to Babler State Park, certain height and setback requirements should be imposed to insure that intrusion from any future development is minimal and does not detract from the area's natural beauty. These requirements should encompass the following:

    a) No structure, building, or tower may exceed sixty feet in height within a prescribed distance of the park's boundaries to be determined on a case-by-case basis. Criteria used to develop this distance calculation will be elevations and slopes of surrounding property, distance from park boundaries, and proposed use.
    b) A minimum 100-foot setback will be employed around the perimeter of the park.

c) Any widening or movement of the current alignment of State Route 109 must take into account the location of Babler State Park. Accommodations should be made to lessen its impact on this park property. These accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.

Institutional Component

11. With continued population growth anticipated well into the next decade, the designation of an elementary school and middle school site should be considered in the vicinity of Mueller Road and State Route 100 Intersection. This general area provides good access, an improved intersection, a westward orientation, and largely undeveloped tracts of land.

INFRASTRUCTURE STRATEGIES

12. Access onto State Route 100 from any new development within the subarea should be limited to the improved intersections at Mueller and Pond Roads.

13. Based on the recommendations of the Booker Associates' Traffic Study, Pond Road should be upgraded to a two-lane collector with shoulders from State Route 100 to State Route 109. Given the need for higher priority improvements in other parts of the sutdy area, improvements to Pond Road are recommended as a medium priority.

14. Due to the current condition and characteristics of Pond Road north of the proposed Pond-Grover Loop Road and Reiger Road (hilly, narrow, one-lane bridges, shoulderless, and winding), any proposed development will need to address road improvements beyond their respective frontage. Any slight increase in traffic onto either Pond or Reiger Roads without a comprehensive and unified program of improvements along their entire lengths would overburden the existing system and increase safety risks to drivers and other users (cyclists, joggers, and pedestrians). Additionally, due to the scenic and rural nature of Pond and Reiger Roads, their recognition and designation as scenic roadways should be considered and pursued. With such designation, all new development and roadway improvements would have to adhere to strict design standards to protect and preserve the unique site and aesthetic qualities along each roadway.

15. With any improvement of Pond Road, additional right-of-way should be set aside to provide a multiple-use trail or path between Babler State Park and Rockwoods Reservation. This additional right-of-way should be a minimum of eight to ten feet in width and along its entire distance.

16. The Metropolitan St. Louis Sewer District should undertake a comprehensive analysis of the area west of State Route 109 with the intention of determining feasibility and likelihood of extending services into this area within the near future. In the interim, the design of future sanitary systems should be undertaken with the intent of tying into a larger, integrated system operated by the Metropolitan St. Louis Sewer District. Existing systems should be encouraged to tie into newer, community systems when economically feasible and available to limit environmental damage and promote public health.

17. Any future development should carefully address the need for a coordinated approach to the provision of stormwater controls.

COMMUNITY STRATEGIES

18. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees to be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

19. Much of the area west of State Route 109 is served by a system of private streets or drives, including this subarea. To insure that emergency vehicles (police and fire) are capable of quickly responding and locating a site, homes in private subdivisions or along a private drive should be encouraged to prominently display house numbers in an easily identifiable and visible location. To insure that future, new large-lot subdivisions adhere to this requirement and provide road signage within internal roadway systems of private subdivisions, the St. Louis County Subdivision Ordinance should be revised to insure street signage and house numbering are in place on all new homes and private, residential streets.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

Subarea Fifteen

Special Features

- Wild Horse Creek Road and Reiger Road are two County maintained roads within the subarea. Both can be characterized as rural roads that are narrow, winding, hilly, and shoulderless. Wild Horse Creek Road is a popular route with many area bicyclists, with resulting concerns among area residents about safety considerations.

- The subarea has minimal roadway frontage onto State Route 100. Due to the alignment of the intersection of Wild Horse Creek Road with State Route 100, none of the properties in the subarea actually have direct frontage onto the roadway.

- The northern boundary of the subarea is defined by Babler State Park, a Missouri Department of Natural Resources property. The park is approximately 2,500 acres in size and has a variety of active and passive recreational facilities available.

- Lot sizes and shapes reflect a limited development pattern. Generally, lots are extremely large, greater than ten acres in size, and rectangular, all characteristic of past survey practices.

Physical Characteristics

- The current route of Wild Horse Creek Road, from State Route 100 to the intersection with Reiger Road, defines the ridgeline between two distinct watersheds. To the east lies the Bonhomme Creek Watershed and to the west lies the Wild Horse Creek Watershed, both eventually emptying into the Missouri River to the north.

- The entire subarea is located within the Hilly Upland physiographic subprovince. Surface characteristics indicative of this subprovince are: rolling-to-steep upland terrain with numerous small valleys and Ozark surface characteristics, slopes generally ranging between ten and twenty percent with many areas exceeding twenty percent, and reliefs ranging between 200 to 250 feet between valley floors and ridge tops.

- Much of the property in this subarea is wooded with native growths of oak-hickory being typical.

Land Use

- Current land uses include single family residences on large lots, many over ten acres in size and numerous vacant parcels of undeveloped land.

- A Union Electric transmission right-of-way splits the southern half of the subarea in a northeasterly/southwesterly direction. The right-of-way includes two sets of high tension lines and towers. For maintenance, access and safety requirements, the areas directly beneath and adjacent to the towers and lines have been cut and cleared creating a highly visible and linear easement along the ground.

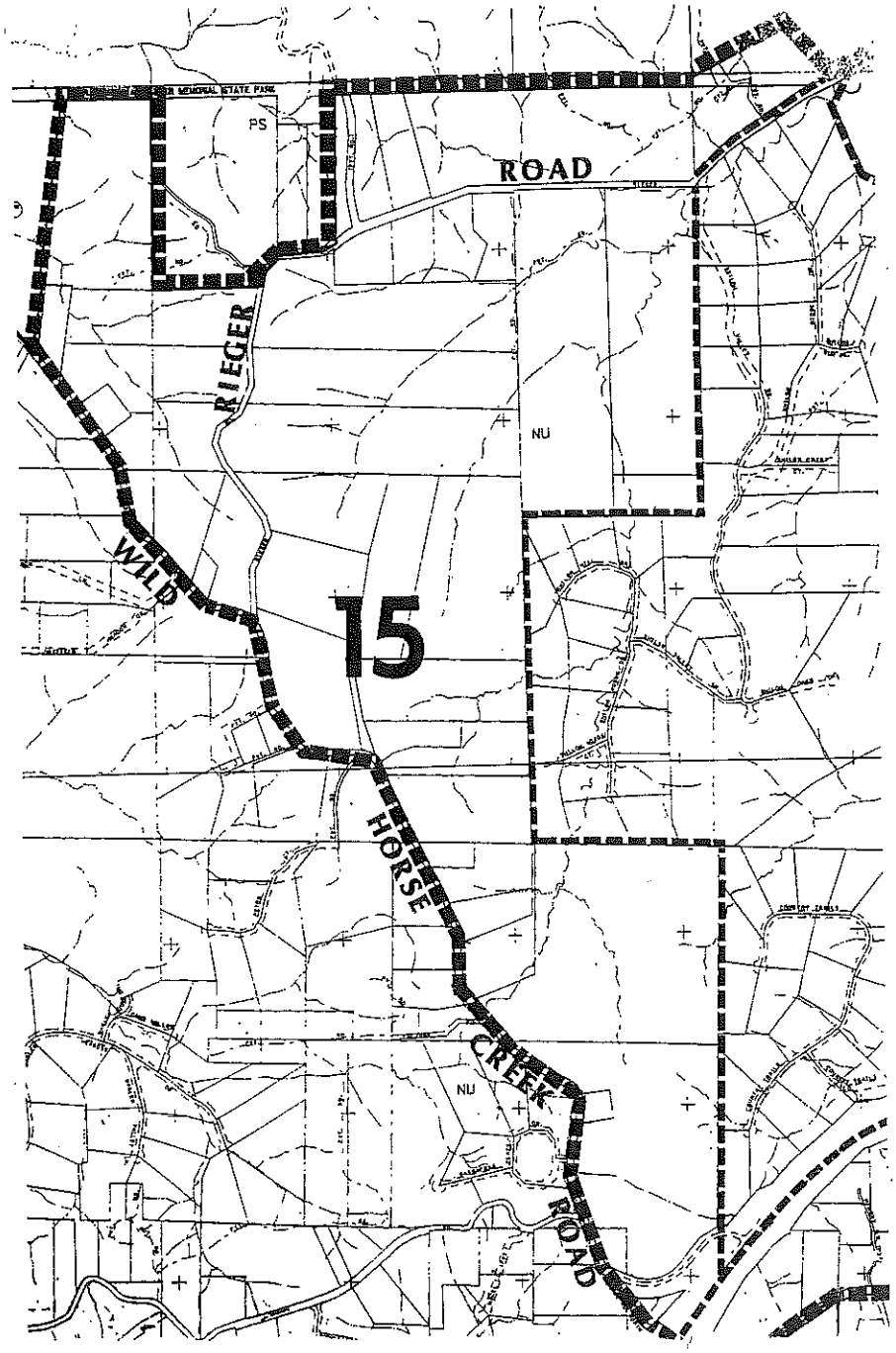
Zoning/Subdivision Activity

- Current zoning includes the following district designation of the "NU" Non-Urban District.

- Within the subarea, development has been limited to a single large lot subdivision in the "NU" Non-Urban District. The subdivision, South Fork, has a total of four lots fronting onto Reiger Road. No other zoning or subdivision activity has occurred in this subarea.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA FIFTEEN



NORTH

NO SCALE

Subarea Fifteen: The area is bounded by the group of large-lot single family subdivisions named Shiloh Valley, Shiloh Ridge, Shiloh Acres, Shiloh Crest, and Country Trail Estates to the east, by Babler State Park to the north, by Wild Horse Creek to the west, and State Route 100 to the south.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: PLANNING RECOMMENDATIONS

Subarea Fifteen

LAND USE STRATEGIES

Residential Components

1. Special design and engineering practices will be necessary in those areas exhibiting slopes in excess of fourteen percent. These areas are particularly susceptible to erosion due to extreme grades, rocky soils, and rapid surface runoff. Where slopes exceed fourteen percent, low density residential development is the preferred alternative. There are, however, certain instances where even this low density level of residential development may be unsuitable. In Subarea Fifteen, these areas are prevalent throughout.

2. An existing pattern of large-lot development has been established in this subarea. Residential densities near the Shiloh and South Fork Subdivisions should reflect this precedent. Depending upon topography, lot sizes may approach the higher limits of the low density residential range, and appropriate transitions should be instituted where necessary.

3. If the Union Electric transmission right-of-way cannot be incorporated into the overall concept of an open space corridor in this subarea, certain steps need to be established regarding its protection from otherwise unacceptable development. Minimum setbacks and other policies need to be developed, based upon site characteristics and accepted research, relating to health and safety concerns of high-tension wires.

Commercial Component

4. Commercial development should be discouraged in this subarea due to the existing road system, population densities, and proximity to existing and proposed commercial centers to the east.

Institutional Component

5. As residential growth continues to move westward, even into adjacent Franklin County, the need for readily available emergency medical services and fire protection has grown accordingly. This subarea, with its proximity to the western extremes of St. Louis County and nearby residential areas, should be considered a potential site for a fire station facility. The siting of such a facility should consider the State Route 100 and Wild Horse Creek Road Intersection or vicinity, which offers good visibility, access, and an orientation toward the southern portion of the Ballwin Fire Protection District's boundaries.

Recreational Component

6. An unutilized corridor of open space already exists in the subarea adjacent to and beneath the Union Electric transmission right-of-way. Efforts should be undertaken to study and analyze any potential recreational possibilities that may exist through its use, given obvious safety and site concerns.

Open Space Component

7. Adjacent to Babler State Park, certain height and setback requirements should be imposed to insure that intrusion from any future development is minimal and does not detract from the area's natural beauty. These requirements should encompass the following:

   a) No structure, building, or tower may exceed sixty feet in height within a prescribed distance of the park's boundaries to be determined on a case-by-case basis. Criteria used to develop this distance calculation will be elevations and slopes of surrounding property, distance from park boundaries, and proposed use.
   b) A minimum 100-foot setback will be employed around the perimeter of the park.
   c) Any road improvements along Wild Horse Creek Road or Reiger Road must take into account the location of Babler State Park to its eventual configuration. Accommodations should be made to lessen impact on the park property. These accommodations should address effects on wildlife and surrounding habitat, visual and noise intrusion into park settings, access and safety considerations for users, and ancillary traffic patterns.

INFRASTRUCTURE STRATEGIES

8. The Metropolitan St. Louis Sewer District should undertake a comprehensive analysis of the area west of State Route 109 with the intention of determining feasibility and likelihood of extending services into this area within the near future. In the interim, the design of future sanitary systems should be undertaken with the intent of tying into a larger, integrated system operated by the Metropolitan St. Louis Sewer District. Existing systems should be encouraged to tie into newer, community systems when economically feasible and available to limit environmental damage and promote public health.

9. Any future improvement of Wild Horse Creek Road from its current condition and capacity should include the provision for additional easement to be acquired for the construction of a multiple-use trail or path at a minimum eight to ten feet in width. This path will reduce the existing vehicle/cyclist competition on a roadway that is narrow, hilly, winding, and crowned, and improve safety conditions along it.

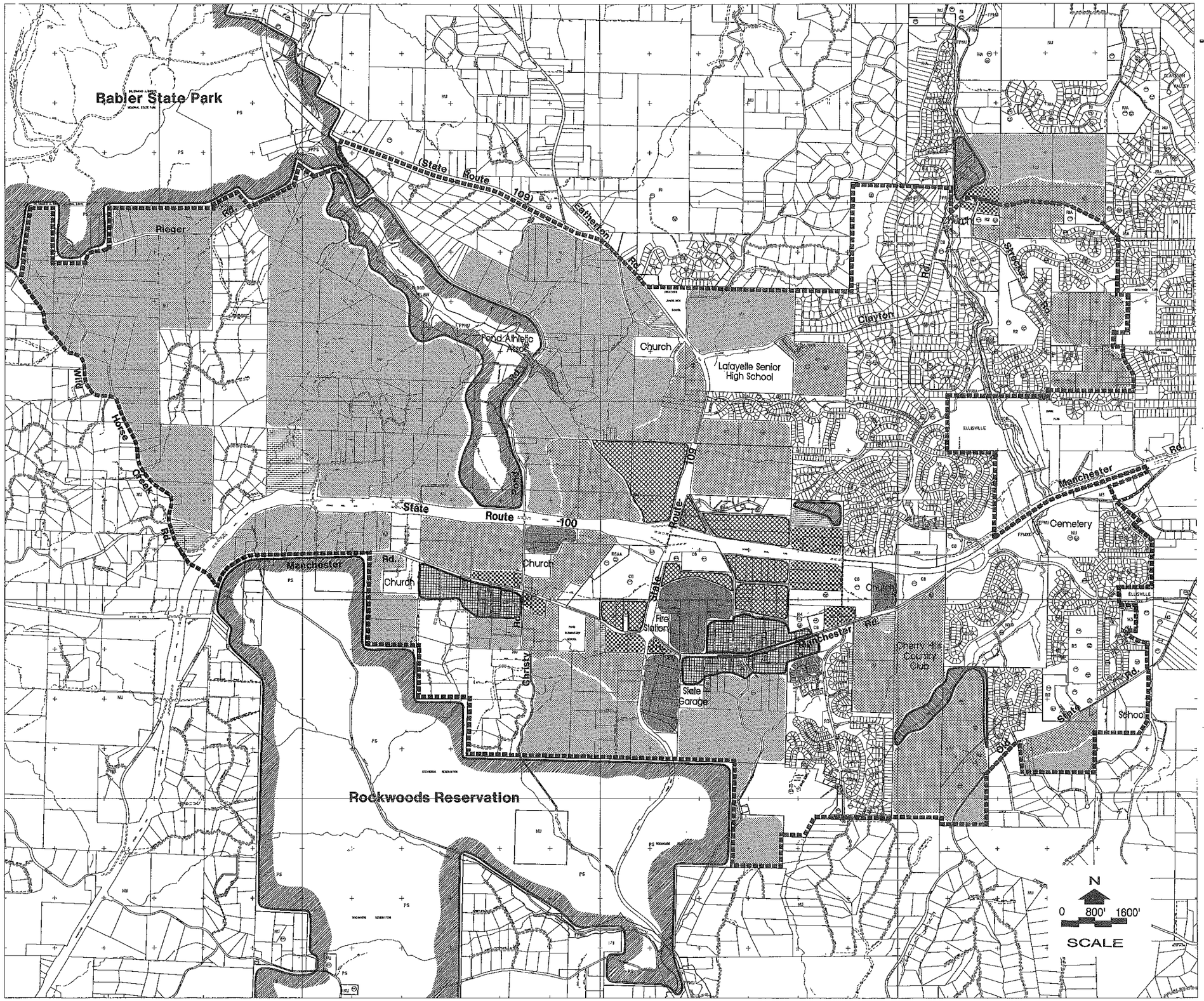
10. Due to the current condition and characteristics of Reiger Road, any proposed development will need to address road improvements beyond their respective frontage. Any slight increase in traffic on Reiger Road, without a comprehensive and unified program of improvements along its entire length, would overburden the existing system and increase safety risks to drivers and other users (cyclists, joggers, and pedestrians). Additionally, due to the scenic and rural nature of Reiger Road, its recognition and designation as a scenic roadway should be considered and pursued. With such designation, all new development and roadway improvements would have to adhere to strict design standards to protect and preserve the unique site and aesthetic qualities along this roadway.

11. Any future development should carefully address the need for a coordinated approach to the provision of stormwater controls. On-site detention systems should be designed to insure that off-site erosion, within the existing system of creeks and streams, is maintained or reduced to pre-development rates.

COMMUNITY STRATEGIES

12. Preservation of the remaining forest cover should be paramount and vigorously enforced during the design, review, and development stages by the St. Louis County Departments of Planning and Public Works. Additional strategies to accomplish this preservation may include the following: a review of existing County ordinances to identify potentially detrimental effects caused by their enforcement, a taxing district for preservation purposes, or a requirement that an inventory of trees to be shown on the Site Development Plan indicating those to be retained and requiring some type of escrow or bond for their protection.

13. Much of the area west of State Route 109 is served by a system of private streets or drives, including this subarea. To insure that emergency vehicles (police and fire) are capable of quickly responding and locating a site, homes in private subdivisions or along a private drive should be encouraged to prominently display house numbers in an easily identifiable and visible location. To insure that future, new large-lot subdivisions adhere to this requirement and provide road signage within internal roadway systems of private subdivisions, the St. Louis County Subdivision Ordinance should be revised to insure street signage and house numbering are in place on all new homes and private, residential streets.



* POND-GROVER

Legend

- Low Density Residential
- Medium-Low Density Residential
- Medium Density Residential (including multiple family)
- Design District Boundaries
- Neighborhood & Service Commercial
- Office, Community Center Commercial, or Mixed Use
- Open Space/Recreational
- Institutional (schools, churches, or public facilities)

NOTE: The location of these depicted uses are approximations and are not intended to represent precise boundaries or locations. For more specific information refer to the Planning Recommendations for each of the respective subareas.

FUTURE LAND USE MAP

* COMMUNITY AREA STUDY

MAP 6.

APPENDICES

APPENDIX A

Zoning and Subdivision Activity in the Study Area

ZONING ACTIVITY SINCE 1985

YEAR	PETITION NUMBER	PETITION NAME	ZONING CHANGE	SIZE (ACRES)	STATUS
1985					
	210-85	Bridge Holding Corp.	Development Plan in M-3 (Offices, communications, data processing, electronic assembly)	25.0	A
	219-85	Al Hicks and J.L. Mason	NU and FPNU to MXD and FPMXD (Retail, office, 172 single family lots, 492 multiple family units)	172.4	A
	236-85	Amoco Oil Co.	NU to C-8 (Service station, convenience store)	1.6	A
	242-85	Cherry Hills Partnership	NU to R-1 (55 single family lots)	70.8	A
1986					
	98-86	Manchester-Woods Partnership	NU and C-2 to C-8 (Offices, warehouses, retail uses, furniture showroom)	3.8	A
	103-86	The Clarkson Group	M-3 to R-6A (See 104-86)	31.5	A
	104-86	The Clarkson Group	P.E.U. in R-6A (270 multiple family units)	31.5	A
	118-86	Al Hicks and J.L. Mason	NU to R-2 and R-3 (See 119-86)	52.3	A
	119-86	Al Hicks and J.L. Mason	P.E.U. in R-2 and R-3 (158 single family lots)	52.3	A

ZONING ACTIVITY SINCE 1985 / continued

YEAR	PETITION NUMBER	PETITION NAME	ZONING CHANGE	SIZE (ACRES)	STATUS
	180-86	Christine Mary Simcik	NU to C-8 (Vet clinic, dental clinic, medical offices)	1.4	A
	185-86	V.L. & L.M. Isaak	Amended C-8 (Service station, vehicle repair)	.8	A
	209-86	J.R. Green Properties	NU to R-1A and R-3 (See 210-86)	87.0	A
	210-86	J.R. Green Properties	P.E.U. in R-1A and R-3 (202 single family lots)	87.0	A
1987					
	65-87	W. Stude & E. Manion	NU to C-8 (Service station, drive-thru, retail)	2.7	A
	183-87	C. Kersten & R. Frame	NU to R-2 (19 single family lots)	11.9	A
	198-87	G.A. & D. J. Baker	NU to R-1 (See 199-87)	1.5	A
	199-87	G.A. & D. J. Baker	C.U.P. in R-1 (Child care center)	1.5	A
	229-87	R.W. Covert III	Amended C-8 (Offices)	1.1	A
	252-87	Suntide, Inc.	M-3 to R-2 and R-3 (See 253-87)	46.1	A
	253-87	Suntide, Inc.	P.E.U. in R-2 and R-3 (138 single family lots)	46.1	A
	254-87	Suntide, Inc.	NU to R-2 and R-3 (See 255-87)	31.4	A
	255-87	Suntide, Inc.	P.E.U. in R-2 and R-3 (82 single family units)	46.1	A

ZONING ACTIVITY SINCE 1985 / continued

YEAR	PETITION NUMBER	PETITION NAME	ZONING CHANGE	SIZE (ACRES)	STATUS
	279-87	RDR Investments	NU to C-7 (Commercial)	11.5	W
	282-87	Al Hicks & J.L. Mason	M-3 to R-3 (See 283-87)	67.9	A
	283-87	Al Hicks & J.L. Mason	P.E.U. in R-3 (166 single family lots; See 210-85)	67.9	A
	299-87	Allen Roofing & Siding	NU and C-8 to C-8 and Amended C-8 (Offices, warehouses, storage)	3.7	A
1988					
	19-88	Rucci Development Co., Inc.	NU to R-1A	3.2	A
	20-88	J.P. Passiglia	C.U.P. in NU (Plant nursery, salesroom)	6.1	A
	31-88	DeShetler Homes	NU to R-2 and R-3 (See 32-88)	20.0	A
	32-88	DeShetler Homes	P.E.U. in R-2 and R-3 (54 single family lots)	20.0	A
	48-88	Villages of Cherry Hills Development Co.	R-1 to R-3	4.3	A
	74-88	Village Plaza Inc.	Amended C-8 (Bank, vet clinic, retail)	4.8	A
	85-88	Greenberg Development	R-4 to C-8 (Commercial)	12.1	D
	114-88	Riverdale Homes	NU to R-3 (See 115-88)	34.4	A
	115-88	Riverdale Homes	P.E.U. in R-3 (104 single family lots)	34.4	A

ZONING ACTIVITY SINCE 1985 / continued

YEAR	PETITION NUMBER	PETITION NAME	ZONING CHANGE	SIZE (ACRES)	STATUS
	134-88 (formerly 103/104-85)	J.L. Mason	Amended P.E.U. in R-6A (106 single family lots; 32 multiple family units)	29.0	A
	144-88	M.A. Development Co.	NU to C-8 (Commercial)	4.3	W
	161-88	Cherry Hills Acres Development	NU to C-8 (Commercial)	12.2	A
	178-88	C.C. Estates	NU to R-2 (See 179-88)	11.6	A
	179-88	C.C. Estates	P.E.U. in R-2 (26 single family lots)	11.6	A
	187-88	RDR Investments	NU to C-8 (Commercial)	11.5	A
	205-88	T.G. & F.L. Loafmann	C.U.P. in NU (Vet clinic)	8.2	A
	208-88	Vista View Partnership	NU to R-2 (See 209-88)	4.0	A
	209-88	Vista View Partnership	P.E.U. in R-2 (9 single family lots)	4.0	A
	249-88	St. Louis Nursery Partnership	NU to C-8 (Lawn & garden center)	3.3	A
1989					
	8-89	Slavik Associates	NU to R-6AA (See 9-89)	7.7	A
	9-89	Slavik Associates	P.E.U. in R-6AA (108 multiple family units)	7.7	A
	10-89	Slavik Associates	NU to C-8 (Retail, offices, cinema, child care center, service station, car wash, convenience store)	42.9	A

ZONING ACTIVITY SINCE 1985 / continued

YEAR	PETITION NUMBER	PETITION NAME	ZONING CHANGE	SIZE (ACRES)	STATUS
	64-89	Jim Hespen and Louis Mitschang	NU to R-3	23.6	W
	65-89	Jim Hespen and Louis Mitschang	P.E.U. in R-3	23.6	W
	74-89	Ina T. Farms	C.U.P. in NU (Riding stable)	7.2	A
	81-89	Nothum Homes	NU to R-3 (See 82-89)	20.0	A
	82-89	Nothum Homes	P.E.U. in R-3 (68 single family units)	20.0	A
	98-89	McKinnon Realty	NU to C-2 (Offices)	1.4	A
	102-89	St. Onge Partnership	NU to C-8 (Convenience store or fast-food restaurant with one office building)	4.7	A
	122-89	Cliff Rufkahr	NU to C-8 (Feed store)	1.4	A
1990					
	1-90	Mrs. Janet Hoven	NU to C-8 (Retail center)	24.3	H
	2-90	Mrs. Janet Hoven	NU to R-3 (Day care center)	5.3	H
	23-90	Cherry Hills Square, Inc.	Amended C-8 (Clock tower)	1.3	A
	25-90	D and D Development	NU to R-2 (See 35-90)	29.0	A
	35-90	D and D Development	P.E.U. in R-2 (45 single family units)	29.0	A
	41-90	J.L. Mason of Missouri	NU to R-2/R-3 (See 42-90)	93.7	A

ZONING ACTIVITY SINCE 1985 / continued

YEAR	PETITION NUMBER	PETITION NAME	ZONING CHANGE	SIZE (ACRES)	STATUS
	42-90	J.L. Mason of Missouri	P.E.U. in R-2/R-3 (283 single family units)	93.7	A
	43-90	Quest Microwave III, Inc.	C.U.P. in the NU	8.5	W
	70-90	The Jones Company	NU to R-2 (See 71-90)	44.9	A
	71-90	The Jones Company	P.E.U. in R-2 (106 single family units)	44.9	A
	81-90	Shell Oil Company	NU and C-8 to Amended C-8 and C-8 (Gas station with convenience store and car wash)	1.7	A
	90-90	Pond Athletic Association	C.U.P. in NU (Ballfields)	7.89	A
	107-90	Helmuth and Doris Wiemann	C.U.P. in NU (Plant nursery)	7.2	A

Status Codes (Final County Council Action).

A = Approved
D = Denied
W = Withdrawn
H = Held

Source: St. Louis County Department of Planning, November 1990.

SUBDIVISION ACTIVITY VIA THE REZONING PROCESS SINCE 1977

YEAR	PETITION NUMBER	APPROVED UNITS	PETITIONER AND SUBDIVISION NAME
1977			
	51-77	414 Single family 150 Multiple family	Jones Co. - Westglen Farms
	107-77	358 Single family	Manlin-Liebert, Inc. - Winding Trails
	110-77	314 Single family 190 Multiple family	MB Holding Co. - Evergreen
1978			
	93/94-78	235 Single family	J.R. Green - Babler Park Estates
	198-78	160 Single family	Manlin-Liebert, Inc. - Winding Trails
1979			
	12-79	212 Multiple family	J.R. Green - Sandlewood Condominiums
	31-79	142 Single family 66 Multiple family	Concord Homes - Timber Ridge Estates
1984			
	195-84	324 Single family 420 Multiple family	Taylor-Morley-Simon - Cherry Hills
1985			
	219-85	172 Single family 492 Multiple family	Al Hicks - Lake Chesterfield
	*242-85	55 Single family	Cherry Hills Partnership
1986			
	118/119-86	158 Single family	Al Hicks - Lake Chesterfield
	209/210-86	202 Single family	J.R. Green - Turnberry Place
1987			
	183-87	19 Single family	C. & R. Kersten - Carriage Crossing
	252/253-87	138 Single family	Suntide, Inc. - Lake Chesterfield
	254/255-87	82 Single family	Suntide, Inc. - Lake Chesterfield
	282/283-87	166 Single family	Al Hicks - Lake Chesterfield

Subdivision Activity / continued

YEAR	PETITION NUMBER	APPROVED UNITS	PETITIONER AND SUBDIVISION NAME
1988			
	31/32-88	54 Single family	DeShetler Homes - Lake Chesterfield
	*114/115-88	104 Single family	Riverdale Homes
	134-88	106 Single family 32 Multiple family	J.L. Mason - Tarten Green
	*178/179-88	26 Single family	CC Estates - Clayton Woods
	*208/209-88	9 Single family	Vista View Properties - Vista View Estates
1989			
	81/82-89	68 Single family	Nothum Homes
1990			
	25/35-90	45 Single family	D and D Development
	41/42-90	283 Single family	J.L. Mason of Missouri-Nantucket
	70/71-90	106 Single family	Jones Company
	**	22 Single family	The Courtyards at West Park

* Approved, but not under construction.

** An amended Final Development Plan was submitted for an area of the original Evergreen Subdivision (110-77) requesting a change from multiple family units to single family units.

Source: St. Louis County Department of Planning, November 1990.

*LARGE LOT SUBDIVISIONS IN THE "NU" NON-URBAN DISTRICT

SUBDIVISION NAME	UNITS	GENERAL LOCATION
Niere Acres	14 Single family	Eatherton Road
Turkey Tract Corners	18 Single family	Highway 109
Cougar Trails	12 Single family	Christy Avenue
Wakefield Farms	17 Single family	North of Highway 100
Rockwood Trail	6 Single family	South of Highway 100
Country Trail Estates	22 Single family	West of Highway 109
Bridal Trails West	19 Single family	South of Manchester Road
Lancaster Estates	14 Single family	Terminus of Village Hills Parkway
Portland Cove	38 Single family	East side of Pond Road, north of State Route 100

*LARGE LOT SUBDIVISIONS WITHIN BOUNDARY EXTENSION

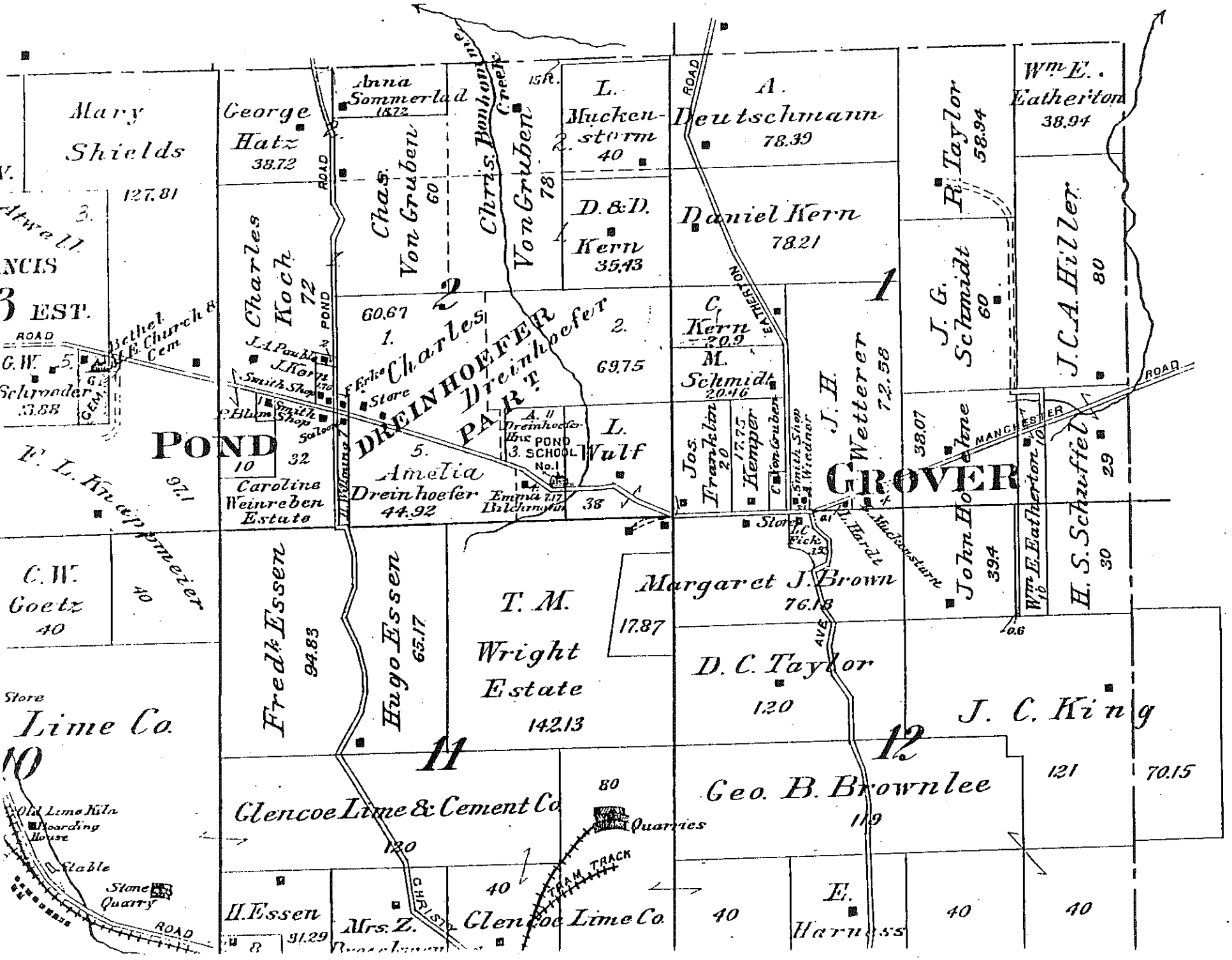
SUBDIVISION NAME	UNITS	GENERAL LOCATION
Shiloh Valley, Ridge, Acres, and Crest	52 Single Family	Reiger Road
Oak Creek Estates	7 Single Family	Pond Road
Babler Hills	33 Single Family	State Highway 109
Southfork	4 Single Family	Reiger Road

* A large-lot subdivision constitutes a single family residential subdivison wherein all lots are three acres or more in area and each boundary side is greater than 200 feet in length, and is a permitted use within the "NU" Non-Urban Zoning District.

Source: St. Louis County Department of Planning, November 1990.

APPENDIX B

Inventory of Historic Structures



Mary Shields 127.81
George Hatz 38.72
Anna Sommerlad 18.72
Chas. Von Gruben 60
Chris. Bonhomme Creek
Von Gruben 78
L. Muckenstorm 40
A. Deutschmann 78.39
R. Taylor 58.94
Wm. E. Eatherton 38.94
D. & D. Kern 35.43
Daniel Kern 78.21
J. G. Schmidt 60
J. C. A. Hiller 80
Charles Koch 72
Charles Dreinhoefer Dreinhoefer Part
60.67
69.75
C. Kern 20.9
M. Schmidt 20.46
J. H. Wetterer 72.58
38.07
John Hoehne 39.4
Wm. E. Eatherton 10
H. S. Schuffel 29
30
G. W. Schroeder 33.88
Bethel M. E. Church & Cem
POND
10
32
Caroline Weinreben Estate
Amelia Dreinhoefer 44.92
A. Dreinhoefer Hrs
POND 3. SCHOOL No. 1
Emma Bilchington
L. Wulf
38
Jos. Franklin 20
17.75 Kemper
C. Von Gruben
Smith Shop
A. Wiedner
GROVER
F. L. Knappmeier 97.1
C. W. Goetz 40
40
Fredk. Essen 94.83
Hugo Essen 65.17
T. M. Wright Estate 142.13
Margaret J. Brown 76.18
17.87
D. C. Taylor 120
J. C. King 121
70.15
Store
Lime Co.
Old Lime Kiln
Boarding House
Stable
Stone Quarry
Glencoe Lime & Cement Co. 120
80
Quarries
Geo. B. Brownlee 119
TRAM TRACK
H. Essen 91.29
Mrs. Z.
Glencoe Lime Co.
40
E. Harness
40
40
ROAD
POND
EATHERTON
MANCHESTER
AVE
CHRIST

Historic Inventory
Pond and Grover

1.	Duffy-Lang House	1909 Eatherton Rd. (Hwy 109)
2.	Henry Knappmeyer Farm	2100 Eatherton Rd. (Hwy 109)
3.	Shotwell-Kern Farm	2310 Eatherton Road
4.	George Kern Farm	2418 Eatherton Road
5.	Second John E. Schnarr House	16941 Manchester Road
6.	First John E. Schnarr House	16943 Manchester Road
7.	Wetterer House	16955 or 16865 Manchester Road
8.	Wetterer Smith Shop	16957 Manchester Road
9.	Rettker-Fick Store	16962 Manchester Road
10.	Christian von Gruben Saloon	17005 Manchester Road
11.	Annie Rickard House	17011 Manchester Road
12.	Thomas J. Coyle House	17014 Manchester Road
13.	James Franklin House	17049 Manchester Road
14.	Pond School	17109 (?) Manchester Road
15.	Eliza Dreinhofer House	17225 Manchester Road
16.	Pond Inn	17250 Manchester Road
17.	Kern Service Station	17300 Manchester Road
18.	Pond Hotel	17301 Manchester Road
19.	Anthony Kessels House	17330 Manchester Road
20.	Big Chief Hotel	17340 (?) Manchester Road
21.	William Knappmeyer Farm	17466 Manchester Road
22.	Bethel Methodist Church	17500 Manchester Road
23.	Frederick William Stosberg	17724 Manchester Road
24.	Thomas M. Nichols House	501 Old State Road
25.	Conway-Ruwwe House	1205 Old State Road
26.	Henry Kroner House	1450 Old State Road
27.	"Overbrook," Frederick Steines Farm	1333 Pond Road
28.	August von Gruben House	2204 Pond Road
29.	Andrew J. Kern House	2541 Pond Road
30.	Peter Blum House	2550 Pond Road
31.	Henry Kempf House	145 Strecker Road
32.	Strecker-Kempf House	165 Strecker Road
33.	Ben Baumer House	246 Strecker Road

APPENDIX C

Traffic Study Recommendations
by Booker Associates, Inc.

4.2 Recommended Roadway Improvements

Traffic projections within the Pond-Grover Study Area indicate that the volume of traffic will dramatically increase on the existing roadway system as "end-state" development changes the area from typically rural residential to a mixed-use suburban community. In order to provide a roadway system with the capacity to carry the ultimate development of the area, roadway improvements will be required. These improvements will consist of the widening of existing roadways and the construction of new roadways, ramps, and overpasses. The recommended ultimate roadway system with "end-state" development Average Weekday Traffic (AWT) volumes are shown on Sheets 1 through 24 and the recommended roadway system improvements are listed below. A key map for area location of Sheets 1 through 24 is shown on Figure C. The guidelines of the recommended number of lanes for the existing roadway system and new roadway construction which constitutes the ultimate roadway system are shown in Table 2. These guidelines provide a Level of Service "C", which provides stable flow operation but the freedom to maneuver is not noticeably restricted. This is generally an acceptable operating "Level of Service". The summary and comparison of existing AWT volumes and number of existing lanes to the recommended ultimate roadway system AWT volumes and number of lanes are shown in Table 3.

TABLE 2
Guidelines for Roadway Improvements

Functional Classification	Speed Limit MPH	Parking	Number of Lanes	Average Weekday Traffic (AWT)
Collector/Arterial	30-45	No	2	13,000
Collector/Arterial	30-45	No	3	15,145
Collector/Arterial	30-45	No	4	26,000
Collector/Arterial	30-45	No	5	28,145
Collector	25-30	Yes	2	7,000
Collector	25-30	Yes	3	8,155
Limited Access Expressway	45-55	No	2	16,000
Limited Access Expressway	45-55	No	4	32,000
Limited Access Expressway	45-55	No	6	48,000
Divided Freeway	55	No	4	48,000
Divided Freeway	55	No	6	72,000

The recommended roadway improvements described below were developed using the anticipated AWT volumes for the end-state development shown on Sheets 1 through 24 and the general guidelines for numbers of lanes shown in Table 2.

4.2.1 Clayton Road

Clayton Road from State Route 109 east to the eastern boundary of the Pond-Grover Study Area will function as an east-west arterial roadway and will continue to provide access to primarily residential development and Lafayette High School. As traffic volumes increase on State Route 100, Clayton Road will also serve as a possible route for east-west through traffic providing motorists an alternate roadway to bypass congestion on Route 100.

Projected Average Weekday Traffic (AWT) volumes along Clayton Road are shown on Sheets 5, 8, 9, and 10 for the "end-state" development of the Pond-Grover Study Area. AWT volumes will range from 19,296 vehicles per weekday between State Route 109 and Shepherd Road/Lafayette High School entrance to 14,018 to 18,197 vehicles per weekday from Shepherd Road to Strecker Road. East of Strecker Road, Clayton Road will carry 18,516 vehicles per weekday.

Existing Clayton Road will be unable to carry the projected "end-state" development traffic volumes from State Route 109 to Valley Road east of the study's eastern boundary. **It is recommended that Clayton Road be upgraded to a four-lane arterial from State Route 109 to Valley Road. Due to the steep driveway grades along the north side of Clayton Road, an emergency parking lane should be constructed from east of Thunderhead Canyon Drive to High Pointe Drive. The existing signalized intersection at State Route 109 should be improved by the construction of additional approach lanes and channelization to provide adequate capacity through the intersection.**

4.2.2 Strecker Road

Strecker Road will continue to function as north-south arterial roadway and provide access to primarily low and medium density residential development.

Projected AWT volumes along Strecker Road are shown on Sheets 5, 10, 11, and 17 for the "end-state" development of the Pond-Grover Study Area. AWT volumes will range from 4,402 vehicles per weekday south of Clayton Road to 6,481 north of State Route 100.

It is recommended that Strecker Road remain a two-lane arterial roadway. The existing two-lane roadway contains four 15 mph curves and a 20 mph curve. Sight distances are limited due to the curves and hills. Although it is recommended that Strecker Road remain a two-lane arterial roadway, geometric improvements should be made to provide a safer roadway. With increased residential development along Strecker Road, adequate sight distances and shoulders should be provided. The existing signalized intersection at State Route 100 should be improved by the construction of additional approach lanes and channelization to provide adequate capacity through the intersection.

4.2.3 Shepherd Road

Shepherd Road north of Clayton Road will continue to function as an arterial roadway and provide access to low and medium density residential development.

Projected AWT volumes along Shepherd Road are shown on Sheets 4 and 9. AWT volumes will range from 4,396 vehicles per weekday north of the study area boundary to 7,220 north of Clayton Road.

Existing Shepherd Road is a winding, shoulderless, two-lane roadway with access to State Route 109. **In order to improve travel on Route 109, it is recommended that existing Shepherd Road be terminated east of State Route 109 and a cul-de-sac be constructed. Shepherd Road should be relocated to Clayton Road north of the Lafayette High School entrance. With the increased residential development north of Clayton Road, Shepherd Road should be upgraded to a two-lane arterial with shoulders.**

West of State Route 109, existing Shepherd Road provides access to a church. **It is recommended that the Shepherd Road/Old Eatherton Road access to State Route 109 be terminated and Old Eatherton Road be extended south as a two-lane collector roadway with shoulders to the State Route 109 and Clayton Road**

signalized intersection. The extension of Shepherd and Clayton Roads west of State Route 109 to Pond-Grover Loop Road may be developed if necessary to provide local access to residential development north of Pond-Grover Loop Road and west of State Route 109.

4.2.4 Northeast Residential Streets

The area bounded by Clayton Road on the north, Strecker Road on the east, State Route 100 on the south, and State Route 109 on the west is primarily residential development. This area is presently served by a number of residential collectors. North-south residential collectors include Forest Leaf Parkway, Westglen Farms Drive, and Thunderhead Canyon Drive, and east-west residential collectors include Babler View Drive, Green Pines Drive, and Fullerton Meadows Drive. The lack of an existing north-south collector roadway from Clayton Road to State Route 100 in this area has resulted in this system of residential collector roadways providing both access to the existing subdivisions and a roadway system for "cut through" traffic. The "end-state" development of the Pond-Grover Study Area will result in increased traffic volumes not only on the existing residential collectors but also the roadways surrounding the area. The recommended roadway system for this area may change the traffic patterns within the area. However, the existing roadway system with the recommended roadway improvements will continue to provide a safe and adequate capacity roadway system to serve this residential area.

Analysis for signalized intersections at Forest Leaf Parkway and Westglen Farms Drive with State Route 100 indicated that "end-state" development traffic volumes will exceed the capacity of the intersections. It is **recommended that access to and from westbound State Route 100 be limited to right-on and right-off ramps at Forest Leaf Parkway, at Westglen Farms Drive at the proposed Taylor Road and at the proposed Manchester-Pierside overpass ramps. Access to and from eastbound State Route 100 will be provided by the proposed right-on and right-off ramps at the proposed Taylor Road and at Manchester Road.**

The extension of Westglen Farms Drive from north of Babler View Drive north to Clayton Road will provide an additional north-south residential collector, thus relieving increased pressure from Thunderhead Canyon Road.

The extension of Green Pines Drive as a residential collector to the proposed Pond-Grover Loop Road will provide an additional east-west connection to State Route 109.

The extension of Paradise Peak Circle as a two-lane residential collector to the proposed Pond-Grover Loop Road will provide access for the residential development of the land along this roadway.

Access to State Route 109 from Eatherton Road east of State Route 109 should be terminated. It is recommended that Eatherton Road be extended northward to the proposed Pond-Grover Loop Road/ Paradise Peak Circle intersection and eastward to the proposed Pond-Grover Loop Road/Taylor Road intersection. The extension of Eatherton Road as a two-lane collector will provide access for the residential and commercial development of the northeast corner of State Route 100 and 109.

Projected "end-state" development AWT volumes along the residential collectors serving this area are shown on Sheets 5, 9, 10, 15, and 16. AWT volumes on Forest Leaf Parkway will range from 1,321 vehicles per weekday north of State Route 100 to 3,694 north of Green Pines Drive. AWT volumes on Westglen Farms Drive will range from 2,756 north of State Route 100 to 5,592 vehicles per weekday north of Fullerton Meadows Drive and 4,377 east of Thunderhead Canyon Drive. West of Thunderhead Canyon Drive, Westglen Farms Drive AWT volumes will range from 898 vehicles per weekday to 3,600 north of Babler View Drive. Thunderhead Canyon Drive AWT volumes will range from 4,324 vehicles per weekday south of Clayton Road to 4,749 north of Westglen Farms Drive. Green Pines Drive traffic volumes will range from 4,078 vehicles per weekday east of Pond-Grover

Loop Road to 688 south of Westglen Farms Drive. Fullerton Meadows Drive traffic volumes will range from 2,272 vehicles per weekday west of the Pierside-Manchester overpass to 3,878 east of the overpass.

"End-state" development of the Pond-Grover Study Area will result in a number of roadways in this area exceeding the highest existing traffic volume of 3,050 vehicles per weekday on Thunderhead Canyon Drive south of Clayton Road. However, the recommended roadway system for this area will provide the required capacity and safety necessary to carry the anticipated weekday traffic volumes generated by the "end-state" development.

4.2.5 Manchester Road

Forecasted traffic volumes along Manchester Road are shown on Sheets 12 through 16, 19, and 20. Traffic volumes will range from 1,699 vehicles per weekday west of Glencoe Road to 5,246 west of Pond Road, from 9,620 vehicles per weekday east of Pond Road to 25,636 west of State Route 109 and from 28,277 east of State Route 109 to 29,055 east of Manchester-Pierside overpass.

Manchester Road west of Pond Road will continue to provide access to low to medium-low density residential development. Limited neighborhood commercial development is recommended at the northwest corner of Pond Road and Manchester. **The existing two-lane roadway from the western boundary to Pond Road will provide adequate capacity for the forecasted traffic volumes.**

East of Pond Road to State Route 109, Manchester Road will provide access to residential development and highway oriented commercial and retail development along State Route 109. **The forecasted traffic volumes will exceed the capacity of the existing roadway. Manchester Road should be upgraded to a five-lane arterial along this section and the intersection with State Route 109 signalized.**

Manchester Road east of State Route 109 to State Route 100 will provide access to residential and neighborhood commercial development along the south side of this roadway and residential, office, retail, and commercial development along the north side. Forecasted traffic volumes resulting from the "end-state" development along Manchester Road between State Route 109 to east of the existing Cherry Hills Country Club will exceed the capacity of the existing two-lane roadway. East of Cherry Hills Country Club, existing Manchester Road is five lanes and will provide adequate roadway capacity. **Manchester Road between State Route 109 and the Cherry Hills Country Club should be upgraded to a five-lane arterial roadway.**

Proposed signalized intersections are located at Taylor Road/Village Hills Parkway and proposed Old State Spur/proposed Manchester-Pierside overpass. Intersection improvements are recommended at the existing signalized intersection with Pierside Lane. Traffic volumes at the existing signalized intersection of State Route 100 with Manchester Road will exceed the capacity of the intersection. As a result, right-on and right-off ramps are recommended for access to and from eastbound Route 100. The on-ramp to eastbound Route 100 is recommended to be two lanes and the off-ramp from eastbound Route 100 is recommended to be one lane.

4.2.6 Pond Road

The forecasted AWT volumes along Pond Road are shown on Sheets 3, 8, and 14 for the "end-state" development of the Pond-Grover Study Area. AWT volumes will range from 574 vehicles per weekday south of State Route 109 to 4,643 north of the proposed Pond-Grover Loop Road and 2,445 vehicles per weekday north of the proposed right-on and right-off ramps to westbound State Route 100. Pond Road from State Route 109 to State Route 100 will continue to provide access to primarily low density residential development and the Pond

Athletic Associations's ball fields. South of State Route 100, Pond Road AWT volumes will range from 8,044 vehicles per weekday to 9,343 north of Manchester Road. Pond Road will provide access to low and medium residential development, a church, and limited commercial development.

Existing Pond Road is a narrow, shoulderless, two-lane roadway containing a number of one-lane bridges between State Routes 100 and 109. "End-state" development will increase traffic volumes on this roadway. **It is recommended that Pond Road be upgraded to a two-lane collector with shoulders from State Route 100 to State Route 109 and the one-lane bridges be widened to two-lanes. South of State Route 100 to Manchester Road, "end-state" development will result in increased traffic volumes on Pond Road. It is recommended that this section of Pond Road be upgraded to a two-lane collector.**

Two options were considered at the Pond Road/State Route 100 intersection for "end-state" development conditions. These options included signalization of the intersection and providing right-on and right-off ramps. The signalization of the intersection created unacceptable delays on State Route 100. **The recommended option for access to and from State Route 100 is the right-on and right-off ramps. Access to westbound State Route 100 is provided from Pond Road north of State Route 100 and access to eastbound State Route 100 provided from Pond Road south of State Route 100. North-south access across Route 100 would be eliminated.**

4.2.7 Pond-Grover Loop Road/Taylor Road

The existing roadway system for the Pond-Grover Study Area lacks adequate roadways to provide access for development of the northwest corner of State Routes 100 and 109 and the area generally bounded by Eatherton Road on the west, Babler View Road on the north, the subdivisions west of Forest Leaf Parkway on the east, and Manchester Road on the south. The proposed Pond-Grover Loop Road and Taylor Road will provide access for residential and commercial development of this area.

Forecasted traffic volumes along Pond-Grover Loop Road are shown on Sheets 8, 9, and 15. Traffic volumes will range from 2,353 vehicles per weekday east of Pond Road to 10,317 vehicles per weekday west of State Route 109 and from 9,462 vehicles per weekday east of State Route 109 to 15,451 west of Taylor Road. Pond-Grover Loop Road will carry 12,712 vehicles per weekday over State Route 100.

Forecasted traffic volumes on Taylor Road are shown on Sheet 15. Forecasted traffic volumes on Taylor Road north of State Route 100 will range from 9,699 vehicles per weekday at Pond-Grover Loop Road to 8,959 vehicles per weekday north of the on and off ramps. Forecasted traffic volumes on Taylor Road south of State Route 100 will range from 14,597 south of the on and off ramps to 11,352 vehicles per weekday north of Manchester Road.

The proposed Pond-Grover Loop Road will begin at Pond Road and will generally parallel State Route 100 on the north to State Route 109. This section of Pond-Grover Loop Road is recommended as a two-lane collector roadway. The signalization of the intersection with State Route 109 is proposed. Pond-Grover Loop Road will continue easterly to near the western boundary of the subdivisions west of Forest Leaf Parkway and then turn southerly. The proposed intersection with the extended Eatherton Road from the south and Paradise Peak Circle form the north and the proposed extension of Green Pines Drive to Pond-Grover Loop Road were discussed under northeast residential streets. This section of Pond-Grover Loop Road is recommended as a three-lane collector.

Pond-Grover Loop Road will continue southerly and an intersection is proposed with Taylor Road north of State Route 100. An overpass is proposed over State Route 100 which will provide north-south access across State Route 100 without affecting the operation of Route 100. Pond-Grover Loop Road will then turn easterly and terminate at the proposed intersection with Taylor Road. This section of Pond-Grover Loop Road is recommended as a three-lane arterial.

Proposed Taylor Road north of State Route 100 will provide access to residential and commercial development east of the proposed Pond-Grover Loop Road. **Access to and from westbound State Route 100 is recommended by right-on and right-off ramps. A fully accessible signalized intersection at this location would provide unacceptable delays on State Route 100. This section of Taylor Road is recommended as a three-lane arterial and with Pond-Grover Loop Road forms the northern half of the loop for access to State Route 100.**

Proposed Taylor Road south of State Route 100 will provide access to residential and commercial development north and south of Pond-Grover Loop Road to Manchester Road. **Access to and from eastbound State Route 100 is recommended by right-on and right-off ramps, again due to high traffic volumes on State Route 100. Termination of Taylor Road is recommended at Manchester Road and directly north of Village Hills Parkway, a north-south residential collector which provides access to a large, developed subdivision. The signalization of the intersection with Manchester Road and Village Hills Parkway is proposed. This section of Taylor Road is recommended as a three-lane arterial and with Pond-Grover Loop Road forms the southern half of the loop for access to State Road 100 and Manchester Road.**

4.2.8 Manchester-Pierside Overpass

The proposed Manchester-Pierside Overpass will provide north-south access across State Route 100 without affecting the operation of Route 100. The Manchester-Pierside Overpass is recommended to begin at Manchester Road directly north of the proposed Old State Spur terminus and continue north across State Route 100 to Fullerton Meadows Drive.

"End-state" traffic volumes at the existing signalized intersection of State Route 100 with Manchester Road/ Westglen Farms Drive will result in severe capacity problems at this intersection. **The study recommendation is to provide right-on and right-off ramps to westbound State Route 100 from Westglen Farms Drive and right-on and right-off ramps to eastbound State Route 100 from Manchester Road. Access across Route 100 between Manchester Road and Westglen Farms Drive is proposed to be eliminated. The extension of Village Plaza View Drive, a two lane collector that provides access to commercial development is proposed to the Manchester-Pierside Overpass. This extension will eliminate unnecessary traffic on Fullerton Meadows Drive and Westglen Farms Drive while providing access to Manchester Road and eastbound State Route 100. Access to and from westbound State Route 100 is recommended west of the Manchester-Pierside Overpass with the ramps directly west of the proposed terminus of Village Plaza View Drive. These recommended improvements will provide a loop system similar to that at Pond-Grover Loop Road/Taylor Road with access to State Route 100 and Manchester Road.**

The forecasted traffic volumes on the Manchester-Pierside Overpass are shown on Sheet 16. Traffic volumes will range from 20,646 vehicles per weekday north of Manchester Road to 6,025 vehicles per weekday south of Fullerton Meadows Drive.

It is recommended that the Manchester-Pierside Overpass from Manchester Road to the intersection with Village Plaza View Drive/State Route 100 ramps be constructed as a four-lane arterial and the section north to Fullerton Meadows Drive as a two-lane arterial.

The existing two-lane Fullerton Meadows Drive will provide adequate capacity for the anticipated traffic volumes generated by the "end-state" development of the Pond-Grover Study Area.

4.2.9 Old State Road/Old State Spur/Pierside Lane

Forecasted traffic volumes along Old State Road are shown on Sheets 11, 17, 21, 22, and 24. Volumes will range from 5,760 vehicles per weekday south of the proposed Old State Spur to 13,690 vehicles per weekday south of

State Route 100. Old State Road south of Pierside Lane will continue to provide access to residential development and north of Pierside to commercial and industrial development.

It is recommended that Old State Road be upgraded to a three-lane arterial from the southern study boundary to Pierside Lane and a five-lane arterial from Pierside Lane to State Route 100. The existing signalized intersection with State Route 100 will require major improvements to operate at capacity (Level of Service E) during the p.m. peak hour period. To achieve this level, three through lanes in each direction are required on State Route 100 with dual left turn lanes on westbound Route 100. Four lanes are required on the northbound Old State Road approach, including dual left lanes. If this is not acceptable, an overpass and ramp system will be required to provide a better level of operation, assuming "end-state" traffic volumes.

Forecasted traffic volumes along Old State Spur are shown on Sheets 16, 21, and 24. Traffic volumes along Old State Spur will range from 2,870 vehicles per weekday west of Old State Road to 11,022 vehicles per weekday south of Manchester Road. The proposed Old State Spur will provide access to the residential development of the Cherry Hills Country Club golf course.

It is recommended that Old State Spur be constructed as a two-lane collector from Old State Road to the proposed signalized intersection with Manchester Road and the proposed Manchester-Pierside Overpass.

Forecasted traffic volumes along Pierside Lane are shown on Sheets 16 and 17. Traffic volumes will range from 15,509 vehicles per weekday west of Waterside Drive to 6,081 west of Old State Road and 7,856 east of Old State Road. Pierside Lane will continue to provide access to residential and commercial development.

The extension of Pierside Lane from the western boundary of the City of Ellisville to Old State Road will provide a continuous east-west arterial roadway from Manchester Road to Kiefer Creek Road and an alternate roadway to bypass the severe congestion at the State Route 100/Old State Road signalized intersection.

It is recommended that Pierside Lane be upgraded to a three-lane arterial roadway from Old State Road to Waterside Drive and a four-lane arterial from Waterside Drive to Manchester Road. Upgrading of the existing signalized intersection at Manchester Road is also proposed.

The roadway system provided by the upgrading of Old State Road, the upgrading and extension of Pierside Lane, and the construction of Old State Spur will eliminate the need to use the residential street system north of Old State Road for "cut through" north-south travel. **To improve traffic circulation patterns within the subdivisions and reduce the high concentration of traffic volumes on the residential collectors with access to Pierside Lane, it is recommended that Waterfront Way, which is currently stubbed at the north setback line of Old State Road be extended to Old State Road. In addition, Waterside Drive should be extended to the proposed Old State Spur.** Forecasted Average Weekday Traffic (AWT) volumes generated by the "end-state" development of the Pond-Grover Study Area indicate that the extension of the existing two-lane residential collectors will provide more than adequate capacity for the anticipated traffic volumes.

4.2.10 Old State Road Improvements

During the development of the recommended ultimate roadway system for the Pond-Grover Study Area, consideration was given to improving Old State Road south of the study area boundary to State Route 109 and to improving Route 109/Old State Road intersection sight distance problems created by the Route 109 bridge to the south. Forecasted average weekday traffic (AWT) volumes for the ultimate roadway system are shown on Figure G with and without the Old State Road improvements to Route 109 and are summarized in Table 4. The recommended ultimate number of lanes for both alternatives are also shown in Table 4.

While the improvement of Old State Road to a three-lane arterial south of the study area boundary is anticipated to reduce the average weekday traffic volumes on State Route 100 and Manchester Road, it will not reduce the recommended number of lanes on either roadway. For this reason, the improvement of Old State Road south of the study area boundary was not included in the recommendations for the ultimate roadway system for the Pond-Grover Study Area.

4.2.11 Eatherton Road

Existing Eatherton Road is a non-continuous roadway with access to Manchester Road and terminates south of State Route 100. **It is recommended that Eatherton Road be extended as a two-lane collector to the existing access roadway to the service station on the southeast corner of State Route 100 and 109.**

4.2.12 State Route 100

State Route 100 will remain the principal east-west roadway into and through the study area. As stated previously, this study assumes that the required improvements to this route will be constructed. If the improvements are not constructed, traffic volumes on the County maintained system will result in severe congestion.

Average Weekday Traffic (AWT) volumes along State Route 100 are shown on sheets 11 through 17. Forecasted volumes range from 25,131 vehicles per weekday north of State Route T to 31,896 west of State Route 109 and from 51,066 vehicles per weekday east of the Route 109 interchange to 58,529 of Old State Road.

The four-lane divided, limited access State Route 100 from north of State Route T to the State Route 109 interchange will provide adequate capacity for "end-state" development traffic volumes. Access to Route 100 should be primarily limited to Wild Horse Creek Road and Pond Road.

Ramp improvements will be required at the State Routes 100 and 109 interchange. Recommendations include the widening of the eastbound Route 100 on ramp to two lanes, providing additional turn lanes on the ramps to State Route 109, and the signalization of the two intersections at State Route 109 and the ramps, and widening the State Route 109 overpass.

East of the State Routes 100 and 109 interchange, access to Route 100 within the Pond-Grover Study Area is proposed at Taylor Road, Forest Leaf Parkway, Manchester-Pierside Overpass, Manchester Road/Westglen Farms Drive, Strecker Road/Ruck Road, and Old State Road. Two options were analyzed for access to Route 100, the signalization of the intersections and right-on and right-off ramps with overpasses at Pond-Grover Loop Road and Manchester-Pierside. The signalization of the intersections along State Route 100 included interconnection of the signals to optimize the intersection capacities. The existing four through lanes on Route 100 with additional auxiliary turn lanes will not provide the capacity necessary to handle "end-state" development p.m. peak hour traffic volumes from Taylor Road to Old State Road. As a result, right-on and right-off ramps were analyzed to provide access to and from the four-lane State Route 100. The summary of this analysis is shown in Table 10. During the p.m. peak hour period, the existing four-lane Route 100 will provide adequate capacity for the anticipated traffic volumes if access is limited to right-on and right-off ramps and auxiliary deceleration and acceleration lanes are provided.

The study recommends that access to and from State Route 100 be provided by right-on and right-off ramps at Taylor Road (north and south of Route 100), Forest Leaf Parkway, Westglen Farms Drive, immediately west of the Manchester-Pierside Overpass, and Manchester Road; and that overpasses be constructed at Pond-Grover Loop Road and Manchester-Pierside, and the signalized intersection at Manchester Road/Westglen Farms Drive be eliminated. It is anticipated that average weekday traffic volumes in the range of 32,000 to

41,000 vehicles per day on State Route 100 will result in intolerable delays during the p.m. peak hour period at Signalized intersections along this Route. As State Route 100 approaches this range of volumes, the construction of the proposed overpasses, the closure of the multi-directional intersections, and the restriction to right-in, right-out access onto and off State Route 100 is recommended.

Ruck Road is a two-lane arterial roadway with access to Route 100 and "dead ends" at the St. Louis County maintenance substation. Ruck Road provides the only access from the Tartan Green subdivision, the Storage Inn, a small trucking company, and the St. Louis County maintenance substation. It also provides access to Bussmann's shipping and receiving area and parking lot. Limiting access to and from eastbound State Route 100 with right-on and right-off ramps will create unacceptable circulation patterns for motorists desiring to access Ruck Road from westbound Route 100 or westbound Route 100 from Ruck Road.

Therefore the study recommends the signalization of the "at-grade" intersection at State Route 100 with Ruck Road/Strecker Road and, as mentioned previously, the intersection with Old State Road. The signals should be interconnected with the signals at Clarkson Road (State Route 340)/Kiefer Creek Road. Four through lanes on eastbound and westbound Route 100 will not provide sufficient intersection capacity for the anticipated "end-state" development p.m. peak hour traffic volumes. An additional through lane in each direction on Route 100 is proposed at both intersections.

4.2.13 State Route 109

State Route 109 will continue to serve as the principal north-south roadway into and through the study area. With improvements proposed for State Routes 40/61 and 44, it is anticipated that intercounty traffic volumes will substantially increase along this route. The Missouri Highway and Transportation Department currently is studying the relocation of Route 109 to within a corridor west of its existing location. **Due to uncertainties in the location for this roadway, intercountry traffic anticipated to utilize the Relocated Route 109 were included in the average weekday traffic volumes shown along Route 109 on Sheets 2, 3, 8, 9, 14, 15, and 19.** The traffic volumes distributed on the ultimate roadway system assumes that the required improvements to State Routes 109 and 100 will be constructed. If this does not occur, the traffic volumes resulting from "end-state" development of the Pond-Grover Study Area on the county roadway system will be unreasonable.

Average Weekday Traffic (AWT) volumes along Route 109 will range from 32,291 vehicles per weekday south of Manchester Road to 62,613 south of State Route 100 and from 51,050 vehicles per weekday north of Route 100 to 25,279 south of the Route C junction.

AWT volumes on Route C north of Route 109 are projected at 19,980 vehicles per weekday and north of the Route C junction on Route 109 at 5,678 vehicles per weekday to 4,004 north of the study area.

It is recommended that State Route 109 be upgraded to a six-lane, limited access highway from Clayton Road to Manchester Road, a four-lane limited access highway south of Manchester Road and north of Clayton Road to the Route C junction. Route 109 and Route C north of the Route C junction are recommended to remain two-lane roadways. Access to State Route 109 should be limited to the proposed signalized intersections at Manchester Road, on and off ramps south of State Route 100, on and off ramps north of State Route 100, and Pond-Grover Loop Road, and at the existing signalized intersection at Clayton Road. To optimize the capacity of the intersections, interconnection of the signals is recommended.

4.2.14 Relocated State Route 109

The Missouri Highway and Transportation Department is currently studying the relocation of State Route 109 within a corridor west of its existing location but the exact location has not been determined. However, the

reduction in traffic volumes on existing Route 109 and in the Pond-Grover Study Area will be affected by its final location. The further west State Route 109 is relocated, the less impact there will be on existing Route 109. AWT volumes on the Pond-Grover Study Area roadway system with and without relocating State Route 109 are shown on Figure F and summarized with the recommended number of lanes on Route 109, 100, and C in Table 5. **The relocation of State Route 109 is anticipated to reduce the recommended number of lanes on existing Route 109 between Pond-Grover Loop Road and Clayton Road from six to four and between Clayton Road and Route C junction from four to two. The anticipated number of lanes on Route 109 will not change south of Pond-Grover Loop Road, however, travel conditions will be improved.**

Five phases of construction are proposed for the development of the ultimate roadway system for the Pond-Grover Study Area beginning in the year 1990 and ending with the eventual "end-state" development of the area. No specific timing for the construction of the improvements is given due to the speculative nature of how the development of the study area will occur.

Phase One

- Old State Road Widening
- Pierside Lane (extension to Old State Road)
- Clayton Road (to provide a continuous roadway within study area)
- Old State Spur (old State Road to Manchester Road)

Phase Two

- Manchester Road widening (State Route 109 to State Route 100)
- Manchester-Pierside Overpass
- Manchester-Pierside (Manchester Road to Fullerton Meadows Dr.)
- Taylor Road (south of State Route 100)

Phase Three

- Clayton Road Widening
- Pond-Grover Loop Road and Overpass
- Taylor Road (north of State Route 100)
- Eatherton Road Extension (east of State Route 109 and north of State Route 100)
- Pond Road (south of Pond-Grover Loop Road)
- Strecker Road Improvements
- Shepherd Road Relocation

Phase Four

- Manchester Road Widening (Pond Road to State Route 109)
- Pond Road (State Route 100 to Manchester Road)

Phase Five

- Pond Road Improvements (north of Pond-Grover Loop Road)
- Eartherton Road Relocation (east of State Route 109 and south of State Route 100)

5.0 CONCLUSIONS

The analysis in this report is based on the Missouri Highway and Transportation Department (MHTD) improving Route 100 and 109 as required. These improvements would include widening Route 100 to six through lanes east of Route 109. At this time, MHTD does not have any plans to do this work. Current plans do include the widening of Clarkson Road (Route 340) at Route 100 but the improvements to Route 100 are limited to that intersection. Existing traffic volumes along Route 100 near Clarkson and throughout the study area have already reached MHTD's projections for the year 2000.

MHTD does have plans for relocating Route 109 to the west. At this time, a specific alignment or a typical section has not been established. From the traffic volume projections, it appears that a relocated Route 109 would require a minimum of four lanes.

Even if Route 109 is relocated, existing Route 109 will need to be widened to handle "end-state" development. Widening to six through lanes north of Route 100 and to four through lanes south of Route 100 would be recommended.

The roadway system recommended in this study will provide adequate capacity for the "end-state" development, if the State roadway improvements are programmed and constructed. Level of Service for critical locations range from "B" to "E", with a Level of Service "E" indicating operation at capacity with very unstable traffic flow. The intersections of Route 100 with Ruck/Strecker and Old State are the most congested within the study area.

The magnitude of improvements to Route 100 and 109 is very unlikely to happen in the near future, and it would not be feasible to expect the County roadway system to handle the excess traffic from the State Routes. Therefore, it appears that the level of "end-state" development proposed is too dense for a reasonable future roadway system.

In summary, the proposed County roadway system will provide acceptable, although less than desirable, operating conditions for "end-state" development. At this time, it appears that development within the Pond-Grover Study Area will be limited by the State Routes within and adjacent to the study area.

APPENDIX D

State Route 109 Corridor Study Recommendations

APPENDIX E

Reference Guide to Density Ranges

GENERAL REFERENCE GUIDE TO THE ZONING ORDINANCE OF ST. LOUIS COUNTY

Chapter 1003 , SLCRO (as amended*)

DISTRICTS:	Minimum Area Per Lot/Unit (maximum units per acre)	Setbacks Front	Setbacks Side	Setbacks Rear	Maximum Height	General Permitted Uses
NU Non-Urban (LOW)	3 acres	50 ft.	20 ft.	20 ft.	Based on use	Single family dwellings, agricultural, recreational, wildlife preserves
R-1 Residential (LOW)	1 acre (1.0)	30 ft.	15 ft.	15 ft.	45 ft./3 stories	Single family dwellings, agricultural, recreational, wildlife preserves
R-1A Residential (MED-LOW)	22,000 sq. ft. (1.98)	25 ft.	12 ft.	15 ft.	45 ft./3 stories	Single family dwellings
R-2 Residential (MED-LOW)	15,000 sq. ft. (2.90)	25 ft.	10 ft.	15 ft.	45 ft./3 stories	Single family dwellings
R-3 Residential (MED-LOW)	10,000 sq. ft. (4.35)	20 ft.	8 ft.	15 ft.	45 ft./3 stories	Single family dwellings
R-4 Residential (MED-LOW)	7,500 sq. ft. (5.80)	20 ft.	6 ft.	15 ft.	45 ft./3 stories	Single family dwellings
R-5 Residential (MED-HIGH)	6,000 sq. ft. (7.26)	20 ft.	6 ft. (5)	15 ft. (5)	45 ft./3 stories	Single family dwellings-detached Single family dwellings-attached
R-6A Residential (MED-HIGH)	4,500 sq. ft./lot-S.F. 4,500 sq. ft./unit-2 Fam. 4,000 sq. ft./unit-3 Fam. & M.F. (10.89)	20 ft.	5 ft.-S.F. (5) 10 ft.-Others	15 ft. (5)	4 stories	Single family, 2 family, 3 family, and multiple family dwellings
R-6AA Residential (MED-HIGH)	4,500 sq. ft./lot S.F. 4,500 sq. ft./unit-2 Fam. 3,500 sq. ft./unit-3 Fam. 3,000 sq. ft./unit M.F. (14.52)	20 ft.	5 ft.-S.F. (5)	15 ft. (5)	4 stories	Single family, 2 family, 3 family, and multiple family dwellings
R-6 Residential (MED-HIGH)	4,500 sq. ft./lot-S.F. 2,500 sq. ft./unit-2 Fam. 2,000 sq. ft./unit-3 Fam. & M.F. (21.78)	20 ft.	5 ft.-S.F. (5) 10 ft.-Others	15 ft. (5)	4 stories	Single family, 2 family, 3 family, and multiple family dwellings
R-7 Residential (MED-HIGH)	4,500 sq. ft./lot-S.F. 2,500 sq. ft./unit-2 Fam. 2,000 sq. ft./unit-3 Fam. 1,700 sq. ft./unit-M.F. (24.89)	20 ft.	5 ft.-S.F. (5) 10 ft.-Others	15 ft. (5)	200 ft.	Single family, 2 family, 3 family, and multiple family dwellings; limited commercial with multiple family
R-8 Residential (MED-HIGH)	4,500 sq. ft./lot-S.F. 2,500 sq. ft./unit-2 Fam. 2,000 sq. ft./unit-3 Fam. 500 sq. ft./unit-M.F. (87.12)	20 ft.	5 ft.-S.F. (5) 10 ft.-Others	15 ft. (5)	200 ft.	Single family, 2 family, 3 family, and multiple family dwellings; limited commercial with multiple family
C-1 Neighborhood Shopping	6,000 sq. ft. 10,000 sq. ft. max. GFA (building per lot)	20 ft. (3)	15 ft. (3)	15 ft. (3)	20 ft./1 story	Retail shops, offices, and service facilities (30% maximum building coverage)
C-2 Shopping	12,000 sq. ft. 30,000 sq. ft. max. GFA	15 ft.	15 ft. (3)	15 ft. (3)	40 ft./2 stories	Shops, offices, service facilities, restaurants (excluding certain fast-food restaurants) (25% maximum building coverage)
C-3 Shopping	12,000 sq. ft.	15 ft.	15 ft. (3)	15 ft. (3)	200 ft.	Shops, offices, service stations, restaurants, indoor auto sales (25% maximum building coverage)
C-4 Highway Service Commercial	1 acre/None (4)	50 ft. (5)	20 ft. (3)	20 ft. (3)	30 ft. 45 ft./hotels	Hotels, auto and equipment sales, vehicle service centers, restaurants, advertising signs
C-6 Office and Research Service	12,000 sq. ft.	15 ft.	15 ft. (3)	15 ft. (3)	45 ft./3 stories	Offices, colleges and universities, medical facilities, business schools
C-7 General Extensive Commercial	None (4)(5)	50 ft.	20 ft. (3)	20 ft. (3)	45 ft.	Animal hospitals, offices, outdoor storage, warehousing, advertising signs
C-8 Planned Commercial	(6)	(6)	(6)	(6)	(6)	All "C" Commercial uses

DISTRICTS:	Minimum Area Per Lot/Unit (maximum units per acre)	Setbacks			Maximum Height	General Permitted Uses
		Front	Side	Rear		
M-1 Industrial	1 acre/Vehicle storage yard None/Others (5)	30 ft.	10 ft. (3) 25 ft./NU, PS, R	10 ft. (3) 25 ft. /NU, PS R	200 ft.	Manufacturing from semi-finished materials, offices, warehousing and storage
M-2 Industrial	1 acre/Vehicle storage yard None/Others (5)	30 ft.	10 ft. (3) 25 ft./ NU, PS, R	10 ft. (3) 25 ft./ NU, PS, R	200 ft.	Steel mills, foundries, heavy manufacturing, warehousing and storage
M-3 Planned Industrial	None (6)	(6)	(6) 10 ft./ NU, PS, R	(6) 10 ft./ NU, PS, R	(6)	All "M" Industrial Uses and associated "C" Commercial Uses
MXD Mixed Use Development	None (6)	(6)	(6)	(6)	(6)	Required combination of residential, commerical, and industrial uses. See Ordinance for percentage formula
SPECIAL PROCEDURES: C.U.P. Conditional Use Permit	(7)	(7)	(7)	(7)	(7)	Specifically governed uses in all standard zoning classifications
C.I.D.D. Commercial Industrial Design Development	(7)	(7)	(7)	(7)	(7)	Uses directly associated with allowable uses in the "C" Commercial and "M" Industrial Districts
P.E.U. Planned Environment Unit	(7)	(7)	(7)	(7)	(7)	Applicable to developments with 5 or more lots or units in all "R" Residence Districts
D.D. Density Development	(8)	(7)	(7)	(7)	(7)	Applicable to developments with 5 or more lots or units in the "NU" Non-Urban and "R-1" - "R-5" Residence Districts
L.P.A. Landmark and Preservation Area	(7)	(7)	(7)	(7)	(7)	All uses permitted in underlying districts, stores, shops, offices, limited retail facilities, single, two, and multiple family dwellings (fast-food restaurants excluded)

EXPLANATORY NOTES

(1) Minimum frontage determined by lot size per Subdivision Ordinance.
(2) Specific support commercial uses allowed within multiple family structures - Consult Zoning Ordinance for additional restrictions.
(3) See Ordinance for specific requirements based on adjoining zoning classifications.
(4) See Ordinance for specific requirements based on use type.
(5) See Ordinance for specific requirements, exclusions, further limitations, and/or exceptions.
(6) Based on specific governing ordinance, permit or resolution.
(7) Determined by underlying zoning district and/or specific requirements and limitations established by enabling or specific ordinance.
(8) Based on lot size of next higher density zoning classification but not to exceed an overall density based upon net area of a given tract as governed by the actual zoning classification.

*NOTE: The above chart is intended to serve as a capsulized guide only.-- For complete detailed information, refer to the Zoning Ordinance of St. Louis County.

(ORDINANCE 10,889 AS AMENDED ADOPTED DECEMBER 22, 1982)

TOWN CENTER STREET GRID CADASTRAL CONTROL STUDY REPORT CITY OF WILDWOOD

Prepared for:

City of Wildwood
16962 Manchester Road
Wildwood, Missouri 63040

Prepared by:

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(314) 781-7770

CDG Project No. 97002

September 29, 1997

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EXECUTIVE SUMMARY

The proposed Town Center Street Grid generally works within the core area that is surrounded by Highway 100 to the north; Highway 109 to the west; Old Manchester Road to the south, and Taylor Road to the east. The development of the area north of Highway 100 and just west of Taylor Road will not conform to the proposed master plan layout. In order to construct the roads as portrayed in the master plan, it will be necessary to drastically alter the landscape in this area. It is recommended that the zoning code, as presented in the master plan, be re-worked. We found the code to be a difficult document to interpret. In particular, the minimum and maximum lot widths and depths should be re-evaluated to incorporate minimum area requirements. This is necessary in order to develop odd shaped city blocks.

The drawings prepared for this report incorporates the street widths as decided upon by the Town Center Committee. CDG Engineers recommends that the street widths be widened. Minimum lane width recommendations have been included in Section 8 of this report (Conclusions and Recommendations).

I. INTRODUCTION

The City of Wildwood commissioned a Master Plan for the town center area. This plan was prepared by Andres Duany and Elizabeth Plater-Zyberk, Architects and Town Planners. Results of this study were released in March of 1996. After review of this master plan, the City commissioned CDG Engineers to review the document to determine if the proposed Jeffersonian grid is economically feasible. In particular, we were to evaluate the viability (for development) of the proposed street grid.

II. SCOPE OF WORK

CDG Engineers was commissioned in December of 1996 to review the Wildwood Town Center Master Plan (as revised on November 28, 1996). The following was within CDG's scope of work:

- CDG Engineers was to prepare city block drawings of the town center area. (See limits of work sketch Exhibit A). These drawings were to be prepared using a topographic base map.

- A preliminary street development study was to be prepared for use in determining if the proposed "grid" was economically feasible. Proposed street profiles based on city standards, were to be compared to existing profiles (obtained from topographic base map). We considered that it may be necessary to shift the grid system accordingly to facilitate development. However, every effort was to be made to retain the grid as proposed.

- Upon completion of the block mapping, all city block corners and city streets were to be defined using the Missouri State Coordinate System.

III. STUDY PHILOSOPHY

CDG Engineers and the Town Center Committee established the following philosophy for evaluating the Master Plan.

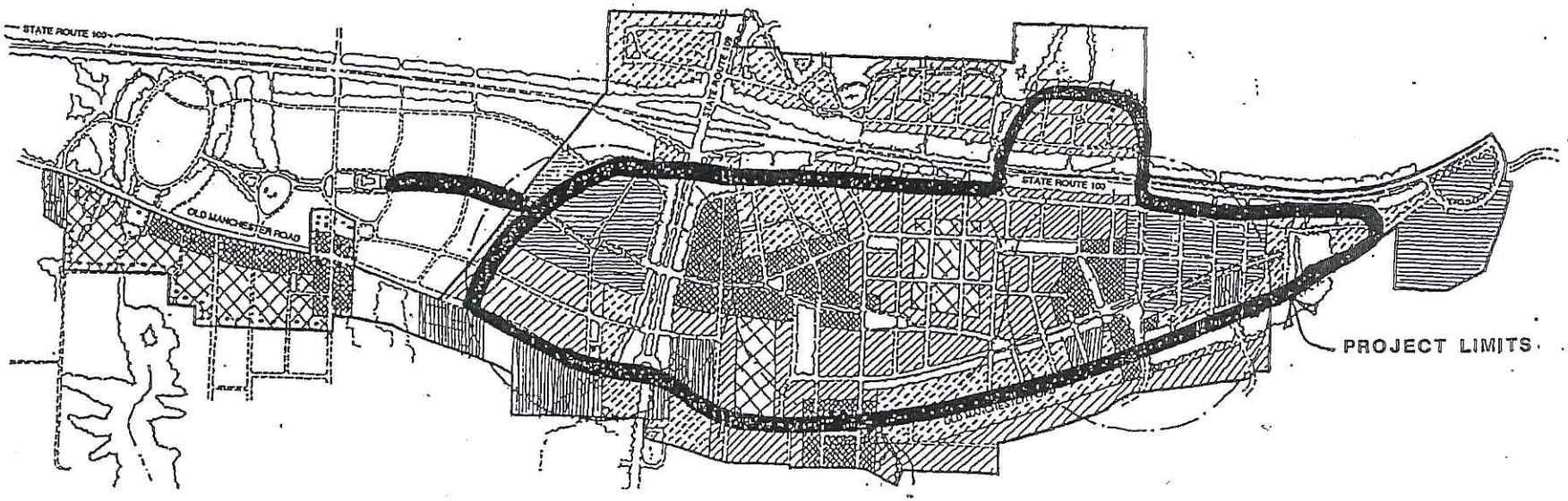
- Attempt to comply with the "spirit" of the Master Plan.

- Work within the rights-of-way existing streets:
  - Lindy Drive
  - Old Grover Subdivision Streets
  - Eatherton
  - Crestview
  - Niere Acres
  - Taylor Avenue
  - Old Manchester Road
  - State Routes 109 & 100

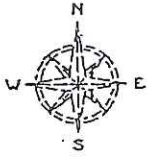
EXHIBIT A

WILDWOOD TOWN CENTER
WILDWOOD, MISSOURI

REGULATING PLAN



- HISTORIC DISTRICT
- HISTORIC BUILDINGS
- OPEN SPACE RESERVE
- SITES OF CIVIC IMPORTANCE
- COMMERCIAL DISTRICT
- WORK PLACE DISTRICT
- NEIGHBORHOOD CENTER ZONE
- NEIGHBORHOOD GENERAL ZONE
- NEIGHBORHOOD EDGE ZONE



- Prepare conceptual designs of street profiles so that the streets will work within the existing "lay of the land" and avoid the need for excessive cuts or fills.
- Minimize disruption to tree masses (if possible).
- Reroute proposed streets to avoid significant lakes and disruption to streams.
- Avoid directing proposed streets and roadways through historic structures.

IV. STUDY METHODOLOGY

The following methodology was utilized to guide the preparation of this study.

A. Base Map Preparation:

- Existing topographic mapping was acquired from the Metropolitan St. Louis Sewer District (MSD). MSD has recently prepared topographic maps showing four foot contours of a large part of the City of Wildwood area. These topographical maps were prepared from aerial photographs. MSD also provided rectified aerial photographs for CDG's use. All of the information was provided in a digital format for use in a CADD system. Unfortunately, the existing data from MSD did not cover the entire study area. The limits of the photography were up to a line located approximately 1200 feet west of Highway 109.

- Additional topographic information was acquired from the United States Geological Survey (USGS). Seven and a half (7½) minute quadrangle maps were obtained from this agency in a digital format.

- The St. Louis County Department of Planning provided copies of their planimetric maps (rights-of-way and property lines) for this study area. This information was also provided in a digital format.

- A base map of the study area was then prepared. The base map includes contours, existing buildings, tree masses, water features such as lakes, ponds and streams, existing road ways, property and right-of-way lines. Data provided by MSD and USGS was based on a common frame of reference, in particular the 1983 State Coordinate System, eastern zone. The reconciliation of these two sources of data was easily accomplished. The planimetric map that illustrates the existing property and rights-of-way lines was complied by St. Louis County Department of Planning based on existing assessor plats and notes and recorded survey plat information. This source of data should not be considered as a property survey document. It is a tool to be used for planning purposes only. The planimetric maps are roughly referenced to the Missouri 1927 State Plane Coordinate System. This source of information was reconciled to the base map by visually aligning property and right-of-way lines with center lines of roadways, fence lines, and building structures that could be clearly seen on the aerial photography. It is surmised that the accuracy of the placement of property and right-of-way lines was approximately ± 5.0 feet.

B. Review and Establishment of Street Types

- The Master Plan establish street types. This involved the defining of rights-of-way, street and sidewalk widths. This information was reviewed in detailed by the Town Center Committee and CDG. Typical sections were developed as a tool for studying the proposed street alignments, both horizontally and vertically. Minimum and maximum street profile grades were reviewed and established.

C. Zoning Code Review

- The proposed zoning code was then reviewed. The code was reviewed in order to establish a minimum and maximum lot size and the corresponding city blocks that must be established.

D. Master Plan Street Grid Review and Reconciliation

- The Master Plan provided a proposed street grid (see page 8 of the Master Plan Study Revision, dated November 28, 1997). This 11 in. by 17-inch drawing was scanned into CDG's CADD system. The scanned image was then enlarged and made into an overlay for use with the base map. The scanned overlay was roughly aligned with the base map. The street grid alignment was then adjusted to conform with the existing streets. Streets and roadways were eliminated or realigned in accordance with the study philosophy and to comply with proposed zoning codes.

E. Proposed Street Profiles

- Proposed street profiles for individuals roads were developed based on the established design criteria for street widths and right-of-way widths, and minimum and maximum street profile grades. Road alignments were adjusted or eliminated to comply with the study philosophy.

F. Curb Rounding Criteria

- Curb rounding criteria was then established. A vehicle turning radius study was performed. This study was performed in order to determine the curb rounding radius required for street intersections. The turning movements of emergency vehicles, school buses and delivery trucks was also analyzed. Rounding standards were then established for street intersections.

G. Cadastral Control Drawings

- Final cadastral control drawings were then prepared. These plats are for planning purposes only. The location of city streets and blocks have been referenced to the Missouri 1983 State Coordinate System Eastern Zone (US Survey Feet).

V. DESIGN CRITERIA

The following design criteria has been established.

A. Vertical Curves

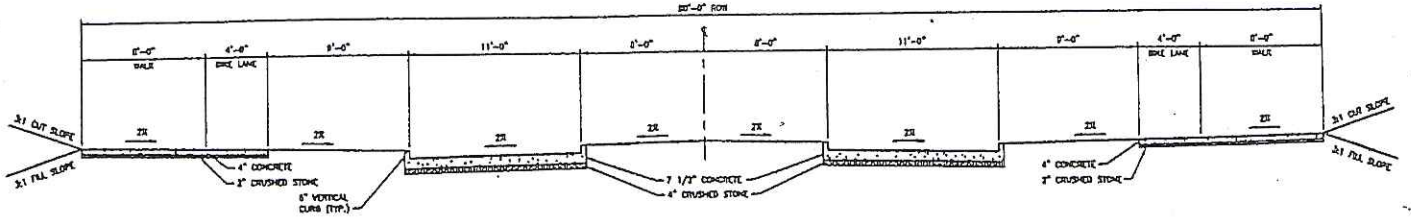
- Maximum longitude grade is 9%, minimum grade is 1%. Design control for vertical curves is to be in accordance with the St. Louis County Department of Highway and Traffic standards (In regard to site distances).

B. Street Widths and Design Speeds

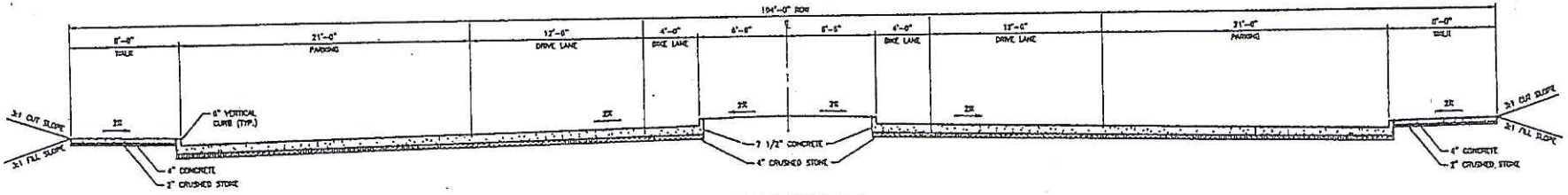
The following table indicates the modified proposed street widths and design speeds.

Street Description	Row Width (FT)	Lane Width (FT)	Sidewalk Width (FT)	Parking Width (FT)	Parking Type	Design Speed (MPH)	Comments
Main Street	104	12.5	8	21	60 degree, 9-foot wide parking stall	15	16 ft. median with curbs and bike lane
Neighborhood Ave.	80	11	8	None	N/A	25	15 ft. median with curbs and bike lane
Crestview Ave.	80	11	8	None	N/A	15	15 ft. median with curbs and bike lane
Street	54	11	8	8	Parallel Parking	15	Curb and gutter
Street (one-way)	27	11	8	None	N/A	15	Curb and gutter
Road	40	9	6	None	N/A	15	No curb and gutter; two roads have no sidewalk
Lane	24	16	None	None	N/A	10	One-way traffic behind lots
Old Manchester Road	60	11	12	7	Parallel parking between trees	30	Status: on hold

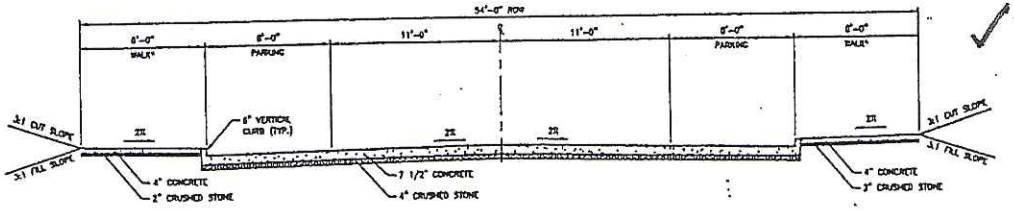
Exhibit B illustrates the proposed typical sections for the roads, streets and avenues for the Town Center area.



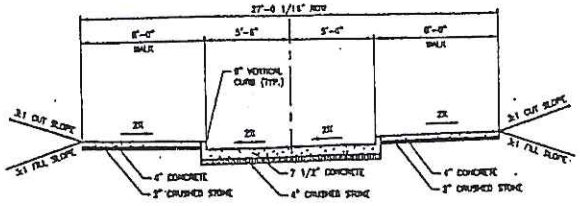
TYPICAL SECTION NEIGHBORHOOD AVENUE
SCALE: 1/4" = 1'-0"



TYPICAL SECTION MAIN STREET
SCALE: 1/4" = 1'-0"



TYPICAL SECTION STREET - TWO WAY
SCALE: 1/4" = 1'-0"
* SIDEWALK HAS TREES IN INDIVIDUAL PLANTERS



TYPICAL SECTION STREET - ONE WAY
SCALE: 1/4" = 1'-0"

EXHIBIT B

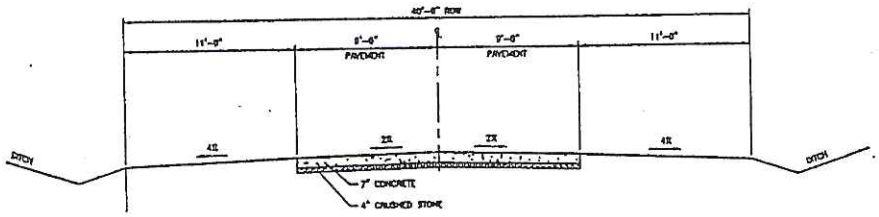
CDG Engineers
Architects Planners, Inc.
Des Peres Plaza 520 S. Kirkwood Street St. Louis, MO 63119
FAX 314-781-5475
FAX 314-781-7779

Planning Tomorrow Today

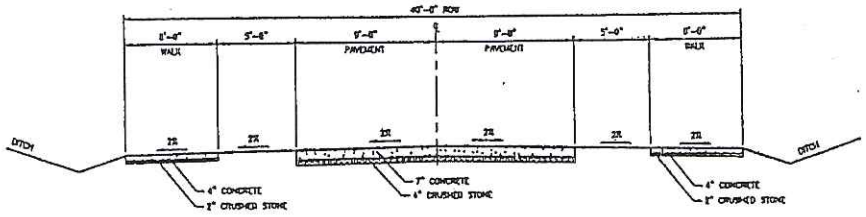
DRAWN BY LJM
CHECKED BY MWB
SCALE 1/4"=1'-0"
DATE 08/22/07

TOWN CENTER
CITY OF WILDWOOD, MO
TYPICAL SECTIONS
SHEET 1 OF 2

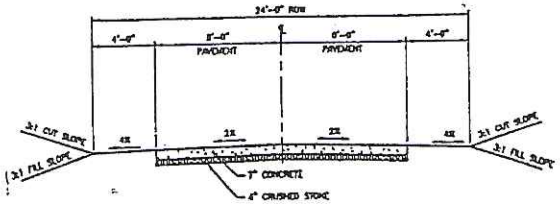
PROJECT # 97002



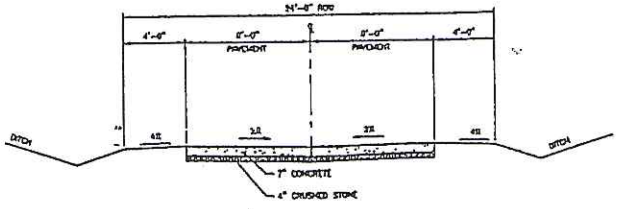
TYPICAL SECTION ROAD - NO SIDEWALKS
SCALE: 1/4" = 1'-0"



TYPICAL SECTION ROAD - WITH SIDEWALKS
SCALE: 1/4" = 1'-0"



TYPICAL SECTION LANE
SCALE: 1/4" = 1'-0"



TYPICAL SECTION LANE - OPTIONAL
SCALE: 1/4" = 1'-0"

EXHIBIT B

CDG Engineers
Architects Planners, Inc.
One Campbell Plaza 525 S. Second Street St. Louis, MO 63102
(314) 421-7770 FAX (314) 421-0462

Planning Partners Policy

DRAWN BY: LRM
CHECKED BY: RDWD
SCALE: 1" = 50'
DATE: 09/12/97

TOWN CENTER
CITY OF WILDWOOD, MO
TYPICAL SECTIONS
SHEET 2 OF 2

PROJECT NO.
97002

C. Vehicular Turning Study

- A study was performed to determine the size of the curb roundings to be constructed within the Town Center area. The following vehicles were analyzed:

  - Fire trucks (typically used by the local fire district)
  - Large school buses
  - City delivery trucks (medium size tractor trailer)
  - Large over-the-road tractor trailers (moving vans)

  See Exhibit C for illustrations of truck turning movements.

- The results of the truck turning analysis indicate that fire trucks and school buses will be able to negotiate the anticipated turns in one turning movement.

- Small tractor trailer rigs (City delivery vehicles) with total length of less than 50' will be able to negotiate all anticipated turns in one turning movement.

- Large over- the-road tractor trailer rigs (typically used by moving companies) will not be able to negotiate all anticipated turns in one turning movement. It will be necessary for these vehicles to "back down" and make the turn in three movements.

- The following Exhibit D illustrates the proposed intersection configuration and shows the proposed curb rounding radii.

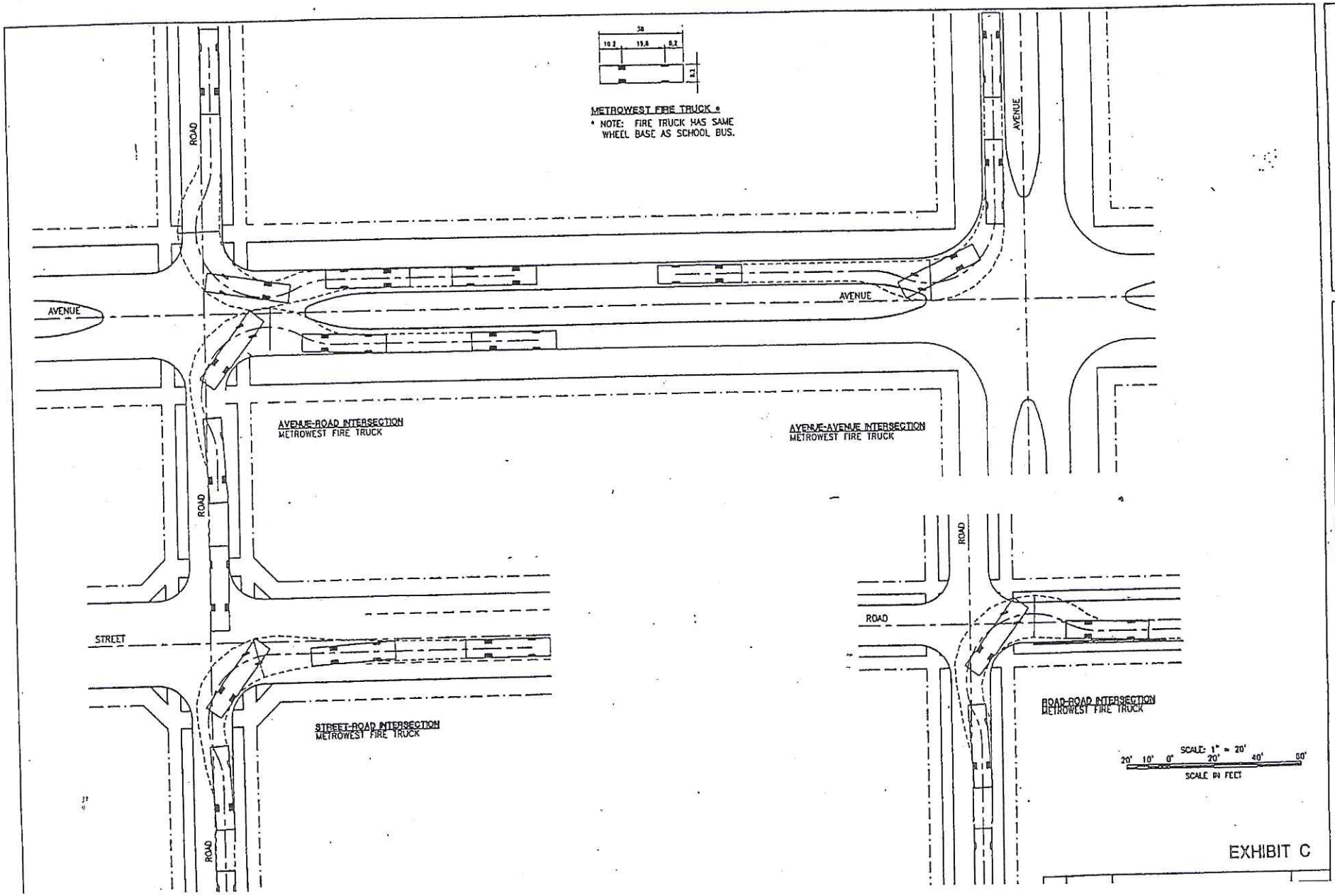


EXHIBIT C

CDG Engineers
Architects Planners, Inc.
One Campbell Plaza 5th & Arsenal Streets St. Louis, MO 63139
TEL 314-781-7779 FAX 314-781-5675

Planning Tomorrow Today

DRAWN BY BJK
CHECKED BY MWB
SCALE AS NOTED
DATE 9/22/97

TOWN CENTER
CITY OF WILDWOOD, MO
TRUCK TURNING STUDY 1/3
FIRE TRUCK

PROJECT NO.
97002

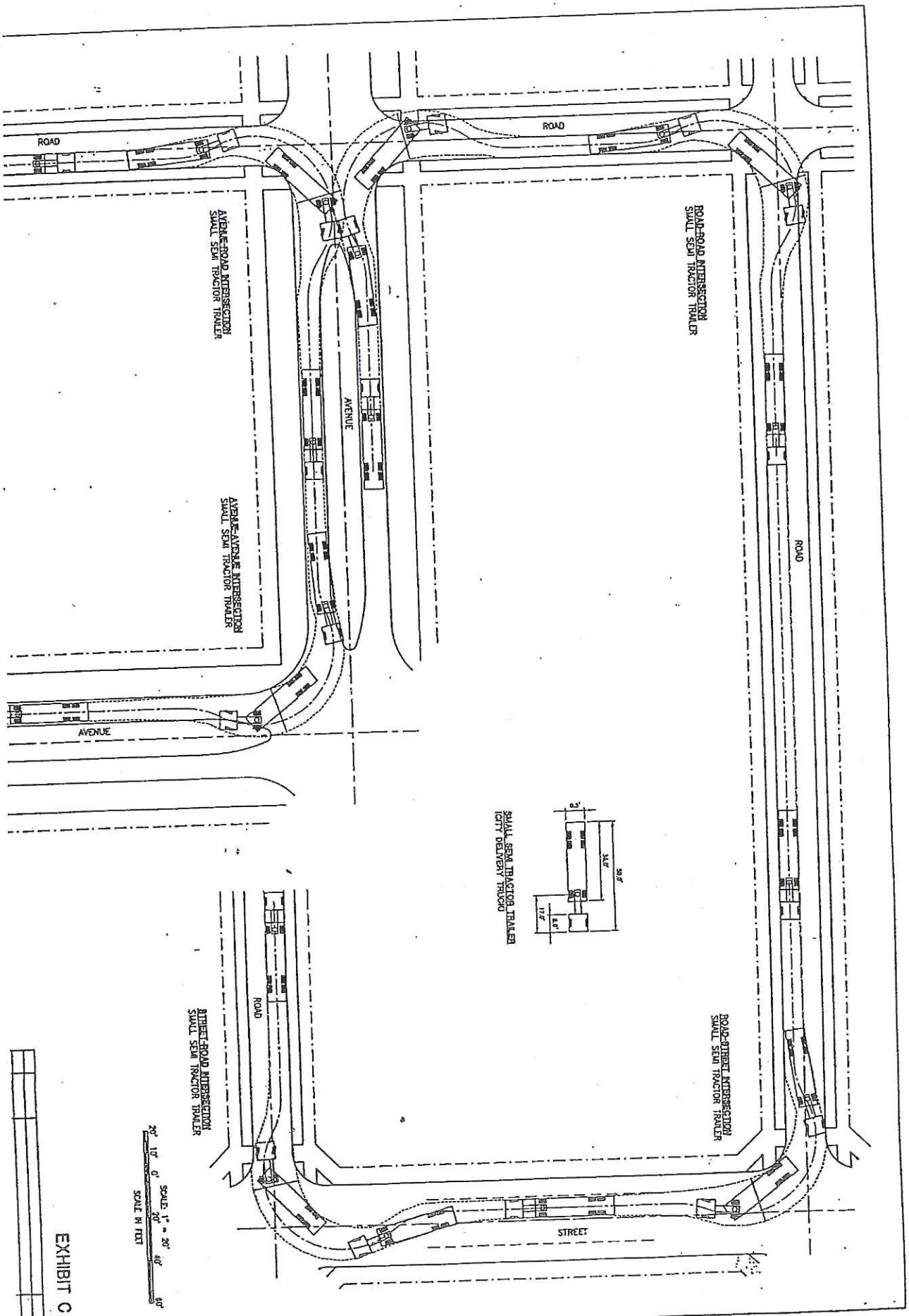


EXHIBIT C

PROJECT NO.	97002
DRAWING NO.	

TOWN CENTER
CITY OF WILDWOOD, MO
TRUCK TURNING STUDY 2/3
ASASHTO WB-40 TRUCK

DRAWN BY: LJ01
CHECKED BY: MWB
SCALE: AS NOTED
DATE: 08/04/97

Planning Tomorrow Today

CDG Engineers
Architects Planners, Inc.
One Campbell Plaza 59th & Arsenal Streets St. Louis, MO 63139
TEL 314-781-7770 FAX 314-781-9973

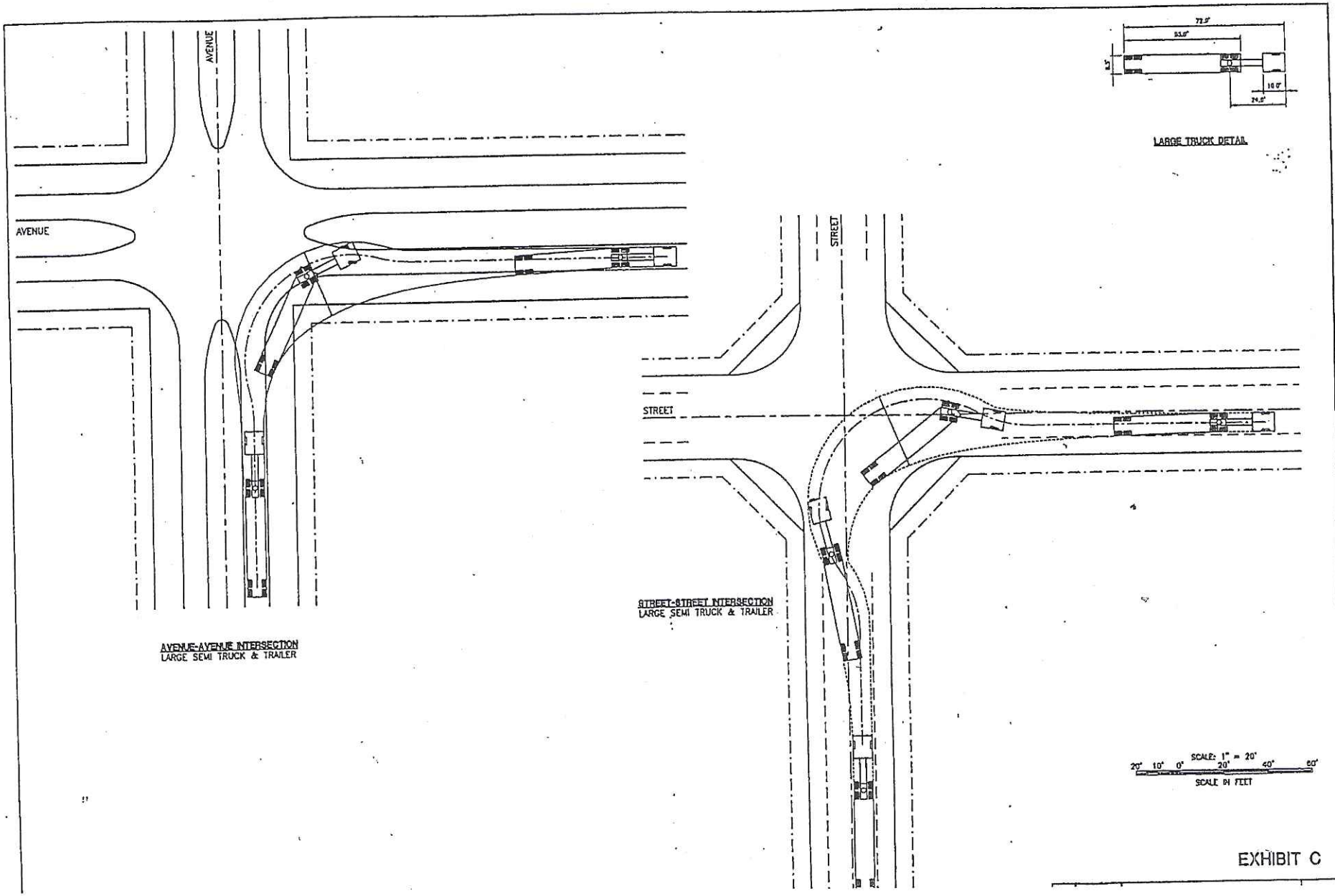


EXHIBIT C

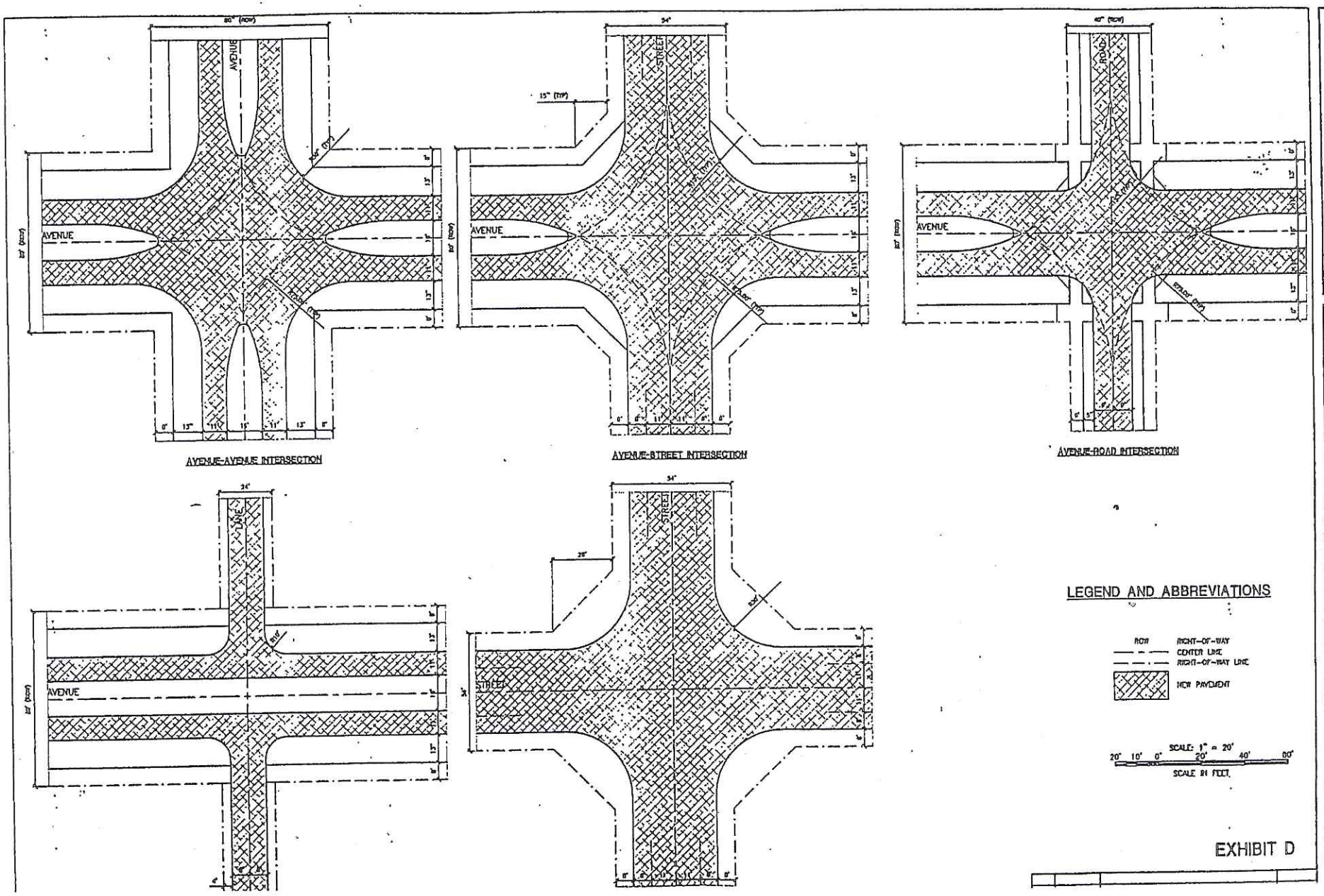
CDG Engineers
Architects Planners, Inc.

Planning Transverse Today

DRAWN BY
LKH
CHECKED BY
MTTB
SCALE
AS NOTED
DATE
08/24/07

TOWN CENTER
CITY OF WILDWOOD, MO
TRUCK TURNING STUDY 3/3
LARGE 75' TRUCK & TRAILER

PROJECT NO.
97002



CDG Engineers
Architects Planners, Inc.

Planning Tomorrow Today

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CHECKED BY
SCALE
AS NOTED
DATE

TOWN CENTER
CITY OF WILDWOOD, MO
INTERSECTION GEOMETRICS
RADII AND LANE WIDTHS 1/2

PROJECT NO.
97002

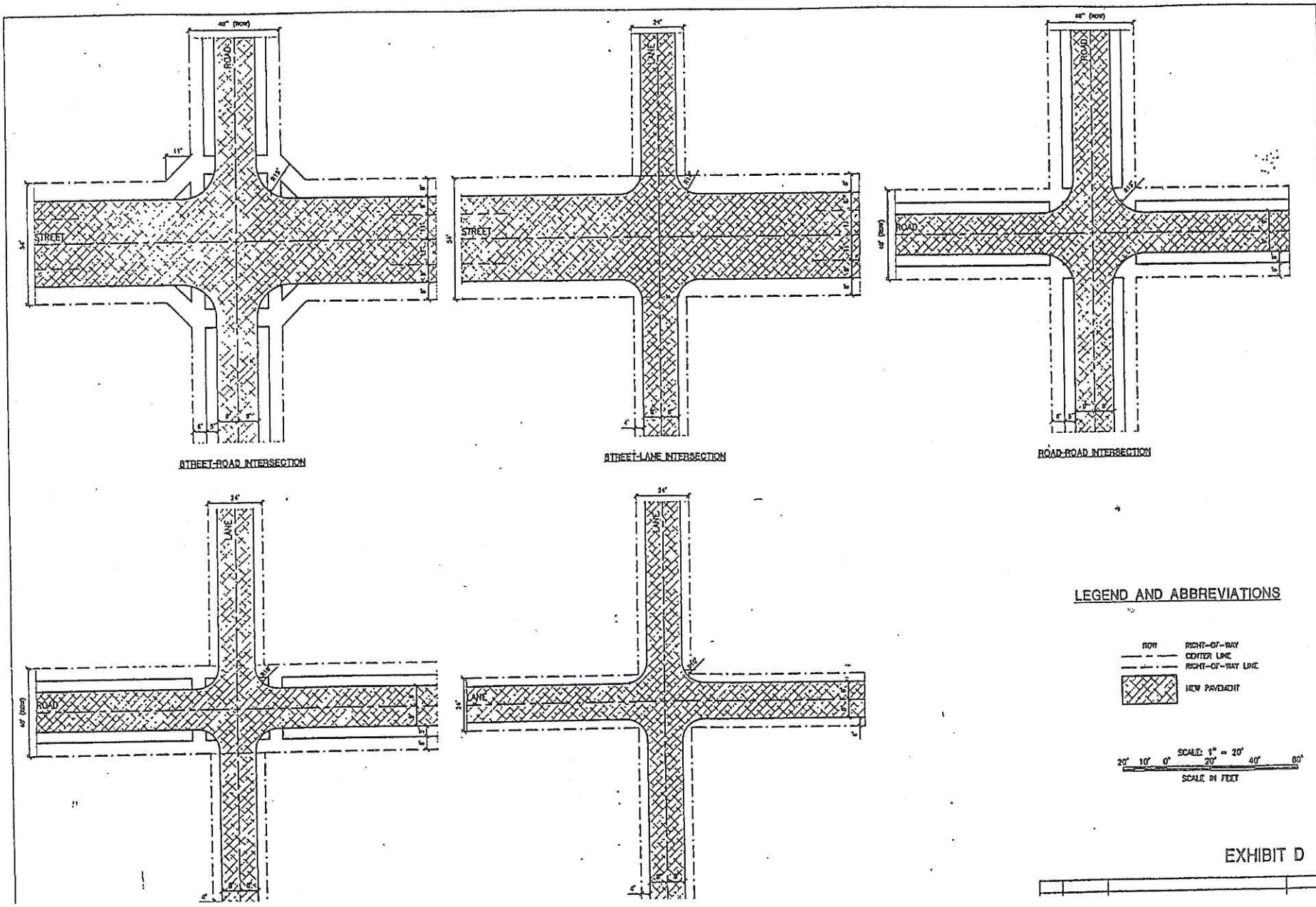


EXHIBIT D

CDG Engineers
Architects Planners, Inc.

Planning Tomorrow Today

DRAWN BY
CHECKED BY
SCALE
AS NOTED
DATE
8/23/07

TOWN CENTER
CITY OF WILDWOOD, MO
INTERSECTION GEOMETRICS
RADII AND LANE WIDTHS 2/2

PROJECT NO.
97002

VI. Drawing List

The following drawings have been prepared for the City's use.

C001	Proposed Street Grid
C003	Existing conditions
C005	Existing property lines (acetate overlay)
C007	Proposed Street Grid and Right-of-way (acetate overlay)
C010	Cadastral Control Street Grid and Intersection Location
C011	Cadastral Control City Blocks and Areas

All of the above referenced drawings have also been transmitted to the city in digital format.

VII. OBSERVATIONS AND FINDINGS

The following is some of CDG's observations and findings concerning the final configuration of the street grid. It is important to note that some of these observations and findings have now been incorporated into more current revisions of the Town Center Master Plan. See enclosed Exhibit E proposed ponds and parks for reference.

- A review of the zoning codes, in particular those concerning minimum lot size, indicated that the lot sizes are based on two dimensions that basically conform to a rectangle. For instance, the commercial work place zone refers to a minimum lot width of 72 feet and a minimum lot depth of 150 feet. It is recommended that the minimum lot depth be reduced to 144 feet. (The lot width of 72 feet & depth of 144 feet have a common denominator of 12 feet). This will make development of a city block on all four sides much easier to accomplish. This is also true of the neighborhood center and general zoning district. The minimum lot depth is recommended to be changed from 100 feet to 96 feet. It is also noted that the theory of making rectangular city blocks with exact number of lots conforming to a rigid lot width will not always work. One of the study philosophies was to utilize the existing rights-of-way in the area such as Lindy Lane and Niere Acres Road. In order to incorporate these existing rights-of-way, it will be necessary to re-think the minimum and maximum lot sizes, possibly to include a minimum area requirement.

- The development of the area north of Highway 100 and just west of Taylor Road will not conform to the proposed master plan layout. In order to construct the roads as portrayed in the master plan, it would be necessary to drastically alter the landscape in this area. Several different design alternatives were considered for this area. The final design configuration incorporates the extension of the Pond Grover Loop Road connecting into Taylor Avenue North.

- The proposed north-south street between Lindy Drive and Old Grover Estates was eliminated. It was determined that there was not sufficient land mass in this area to warrant an additional street. It is noted that this area is now designated as park land.

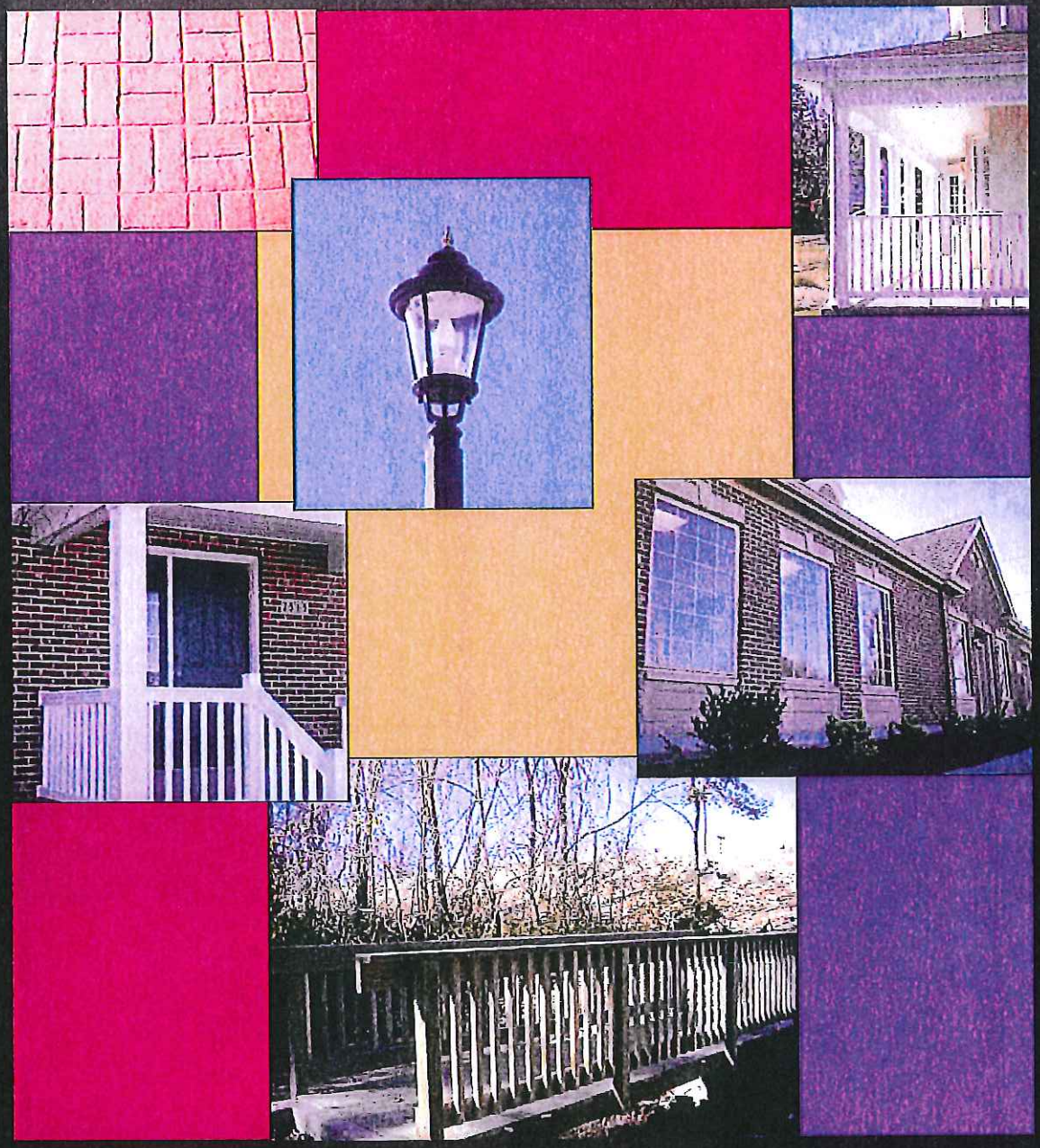
- The design speed for Neighborhood Avenue has been reduced from an anticipated speed of 25 miles per hour to 15 miles per hour. This change was made in order to accommodate the proposed geometric configuration of islands. It is noted that this may present some problems with enforcement of vehicular speed limits.

- The proposed width of Main Street has been increased from a proposed right-of-way width of 85 feet to 104 feet. This is to allow for 60° angle parking. The Master Plan indicates that Main Street should incorporate angle parking, however, the parking widths stated in the Master Plan will not meet local parking standards.

- The north/south road originally planned in City Block 8 (see cadastral control drawing) was eliminated due to the steepness of the proposed grade (in excess of 9% longitudinal slope).

- Town Center Road, near City Block 57,58 and 59, was re-aligned to the north in order to avoid disturbing the existing east/west creek.
- In Block 53, the proposed east-west lane was eliminated. This City block encloses the Hayes' Lake.
- In Block 64, Crab Apple Road and Flowering Dogwood Road were realigned in order to avoid disturbing the existing historic structure located in this area (the old school house).
- The proposed north/south road located on the east edge of City Block 37 has been eliminated.
- Eatherton Street West was realigned between City Blocks 1-8 in order to align with an existing easement located through the Amoco Gas Station property located at the southeast corners of Highway 109 and 100.
- The proposed extension of Lindy Drive North was terminated at Niere Acres Road West.
- The curb roundings for street intersections, as illustrated in this report, represent the bare minimum required in order to allow school buses and emergency vehicle access. This is in keeping with the Town Center Committee's instructions.

EXHIBIT E
SCALE 1" = 300'
SCALE IN FEET
0'
300'
600'
900'
TOWN CENTER
CITY OF WILDWOOD, MO
PROPOSED ROADS & PARKS
EXIST. BLDGS, TREES, WATER
07002
CDG Engineers
Architects Planners, Inc.
Planning Commission Hearing



Wildwood Town Center Development Manual

Acknowledgments

This document is the result of many hours of work by consultants, Department of Planning staff, City Boards and Commissions, and interested parties of Wildwood, primarily its residents. Although not comprehensive in recognizing all individuals, this page is intended to acknowledge some of the key participants in the planning process that resulted in this manual. The City would also like to acknowledge the East-West Gateway Council of Governments for partial funding of this manual.

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James Wasell

Town Center Development Manual (2002) - Looney Ricks Kiss
Carson Looney
Phil Walker
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Michelle Browne

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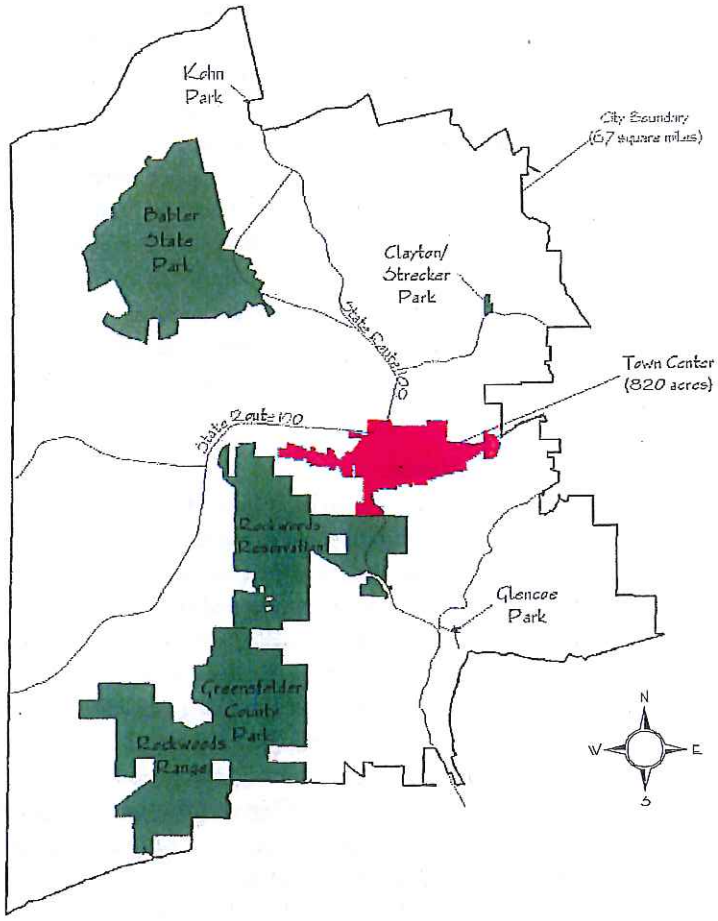
Approval Date: June 28, 2004

History of Planning the Town Center

Planning for the Town Center

In 1996, the City of Wildwood adopted a comprehensive Master Plan to provide a roadmap for the future growth of the entire community. A key element of that plan was the designation of a new Town Center. The intent of this designation was to provide the community with a dynamic mixed-use environment where people could live, work and play, and the entire City with a focal point and stronger sense of community identity. As a result of this action, and later that year, the City engaged the firm of Duany Plater-Zyberk to prepare a Town Center Plan for an 820-acre study area centered at the intersection of State Routes 100 and 109 (see site location Map at right). Following a planning process that culminated with a planning "charrette" (intensive multi-day planning session), the consultants presented the Town Center Plan in early 1996. Because of concerns expressed by property owners in the selected area for this new concept, the City next established a Phase II planning process to address the concerns raised and modify the plan accordingly. Phase II included the creation of a Citizen Advisory Committee to work with the existing Town Center participants, and numerous public meetings were held. The key results of Phase II included a modified "regulating plan" identifying use designations, and the determination of specific permitted activities within each Land Use Category. This Development Manual is an outgrowth of this Phase II process and intended to add a necessary level of specificity in order to help implement the Town Center's planned outcome. It should be noted this manual is based upon the Town Center Master Plan developed by Duany Plater-Zyberk & Company, including much of the language defined by the design standards.



City of Wildwood

1996 Town Center Master Plan Charrette Participants

Purpose and Use

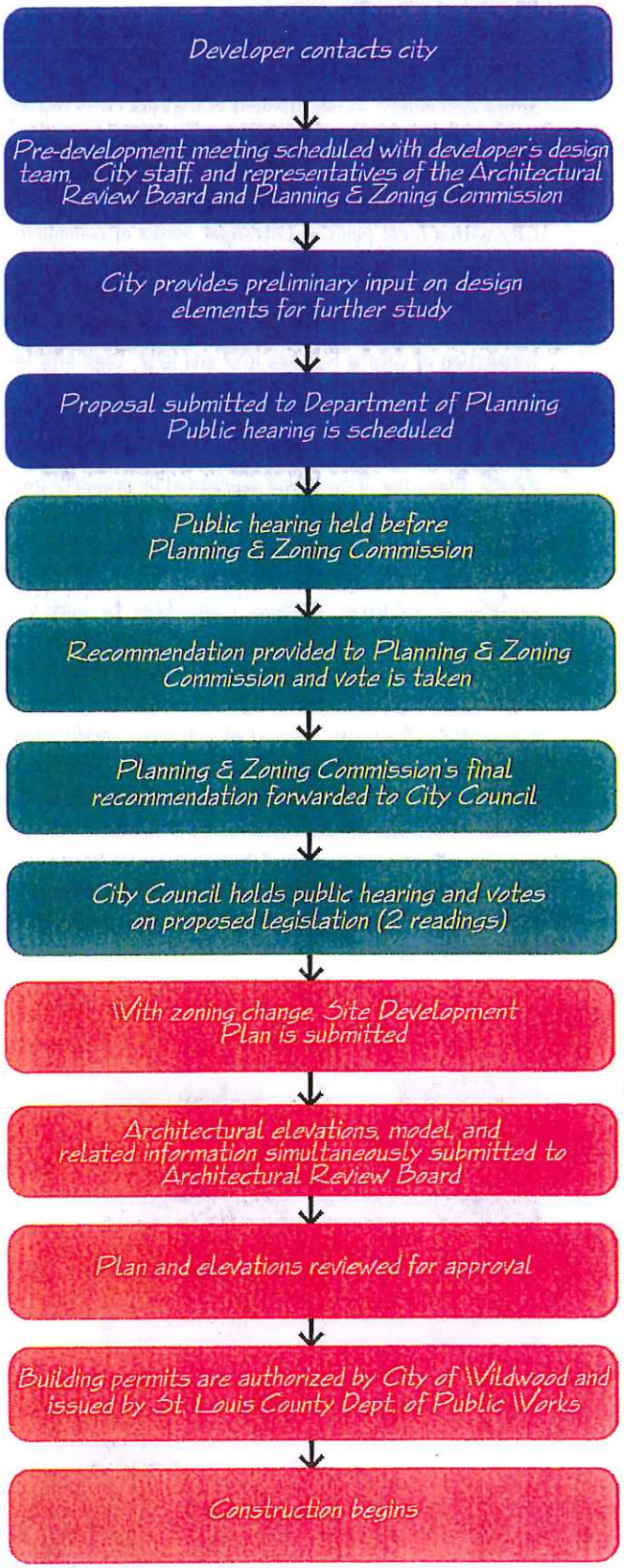
Purpose of the Development Manual

The purpose of this manual is to provide a clear and user-friendly document to lend guidance to anyone interested in development within Wildwood's Town Center. The manual is intended for a variety of people and entities that are part of the development process, including property owners, developers, builders, planners, urban designers, architects, landscape architects, engineers and those working in related fields. It is also intended for the general public's use in gaining a better understanding of the Town Center concept. In particular, the City's Department of Planning and Parks will utilize this manual when reviewing all development applications within the Town Center for compliance purposes.

Using this Manual

This manual is organized by first providing a general background on the study area's existing conditions (pgs. 3-4), and then summarizing the "direction" for the Town Center (pg. 5). Next, the manual defines and identifies the various land use districts, provides definitions, and lists permitted building types (pgs. 6-13). The core portion of the manual is the design standards for each land use district, using both text and graphics to represent concepts (pgs. 16-47), as well as general architectural standards applicable to all districts (pgs. 50-62). Photographs contained herein are for illustration purposes only and do not necessarily represent compliance with all applicable requirements of this Development Manual. The balance of the manual consists of an Appendices Section, with selected excerpts from the Town Center Plan to provide supplementary background information for those interested parties. This section also includes standards for design elements, such as streetscapes, signs, and colors.

This manual will serve as the key regulatory document for any development that occurs within the Town Center and supplements the zoning, subdivision, and other development requirements established by City ordinance. The City's review and approval process for such development is summarized in the chart at right (certain steps may or may not be required or vary depending on site or design characteristics of the proposal):

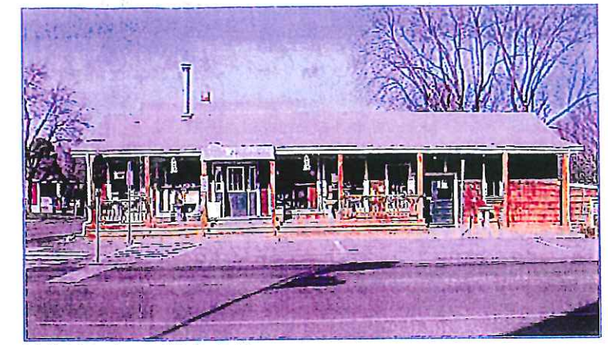


Existing Conditions: Aerial View

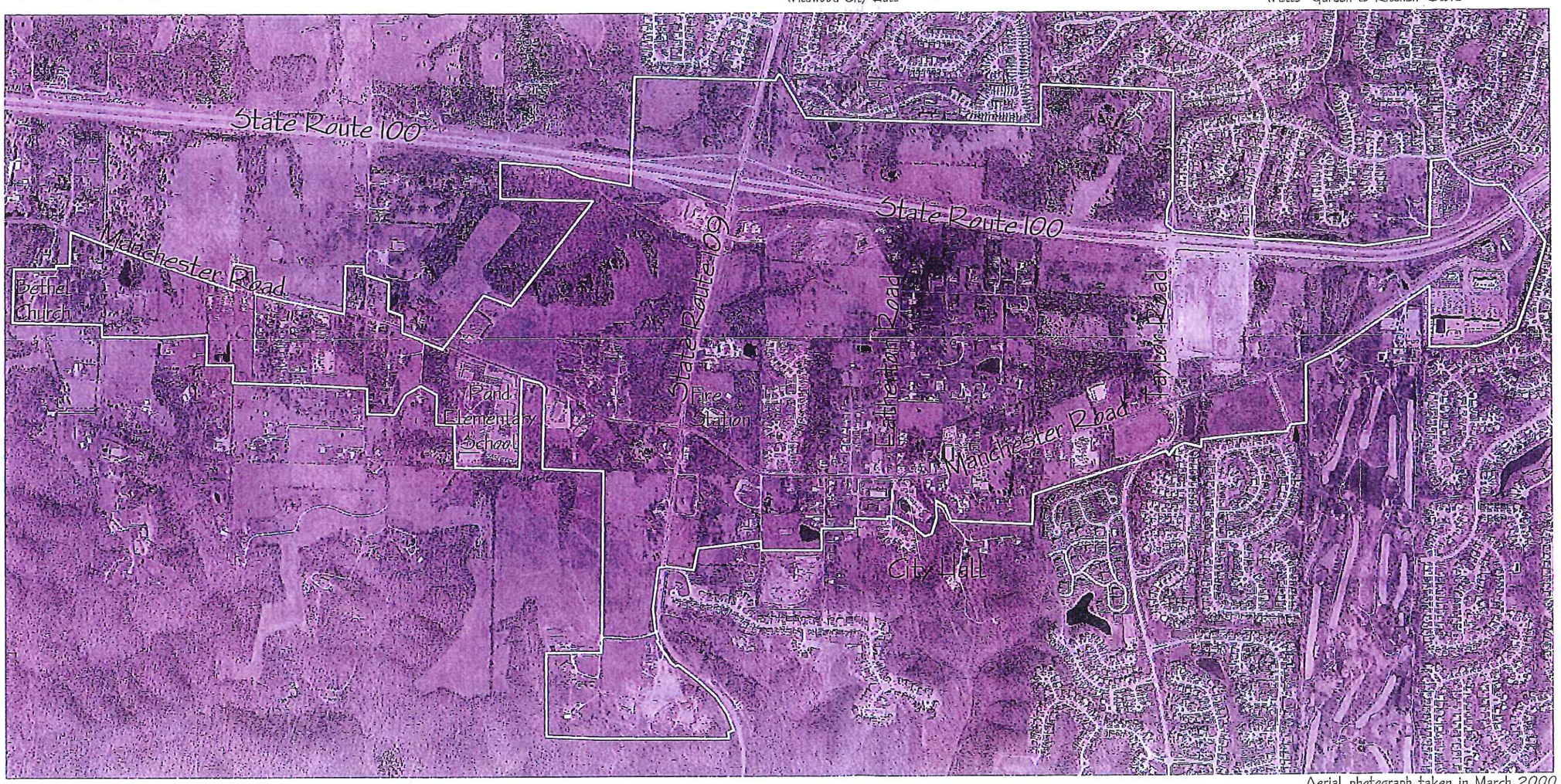
As reflected in this aerial map of the Town Center taken in March 2000, the area (delineated with a white line) has an extremely diverse set of existing physical conditions. The road system ranges from a four-lane highway (Route 100) to two-lane roads, such as Manchester Road and Route 109, to several low-traffic "local" roads. Some portions of the study area are relatively dense in their development patterns, especially along Manchester Road, while other areas consist of undeveloped farm fields.

Likewise, the variety of land uses is broad, including residences, retail, services, offices, churches, schools and other public facilities. Retail development ranges from pre-WWII small scaled buildings fronting onto abutting roads to larger and more suburban style retail centers. Similarly, housing ranges from isolated individual farmhouses, dating from the early 1900s, to more cohesive and expansive suburban subdivisions.

Wildwood City Hall



Wells' "Garden to Kitchen" Store

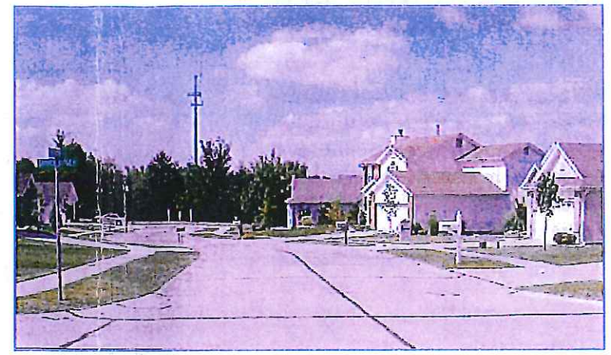


Aerial photograph taken in March 2000

Existing Conditions: Blocks, Lots & Streets

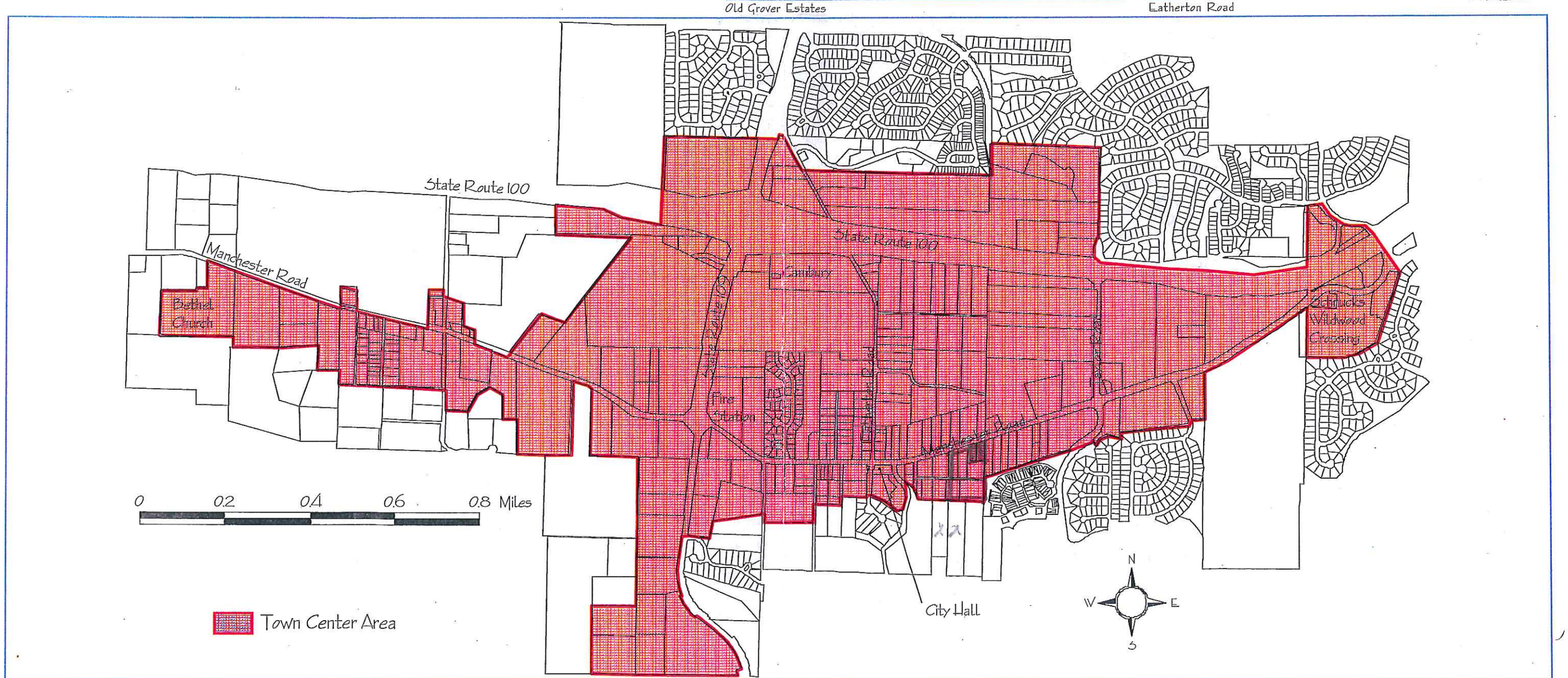
Reflective of the diverse conditions illustrated in the aerial map on the previous page, the existing block, lot and street patterns are equally diverse. Many of the existing blocks are excessively large, precluding efficient driving patterns and discouraging pedestrian activity. The largest lots are located near the intersection of Routes 100 and 109, while the smallest lots are associated with residential development.

Routes 100 and 109 carry relatively high volumes of traffic, but they have limited access points and result in both physical and psychological barriers to access within the Town Center. The only cul-de-sac roads within the Town Center are associated with a suburban residential subdivision located on the north side of Manchester Road, within the Old Grover Estates Subdivision.



Old Grover Estates

Eatherton Road

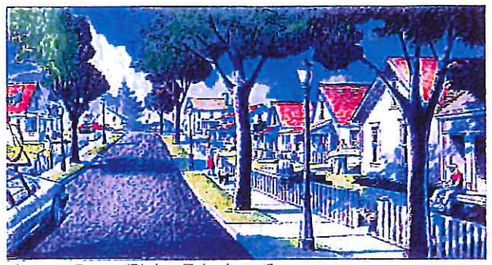


Map Source: City of Wildwood

The Town Center Direction

For a bold plan to be implemented, such as Wildwood's Town Center Plan, it is important that a common "direction" be shared by its many stakeholders. The foundation of that direction was created in 1996, when the concept of the Town Center was adopted as part of the City's Master Plan. Below and at right are some of the more informative statements within the Town Center Plan:

"Input from citizens indicated a preference for development that reflected a "Main Street" concept...In this area, buildings are placed along streets that connect directly to the surrounding neighborhoods, thereby providing multi-modal access, rather than isolated strip center development served only by the automobile."



Source: Duany Plater-Zyberk & Company

"The Town Center Plan establishes a long-term development philosophy that promotes the establishment of mixed-use communities consistent with the concepts of "Town Center Planning."

Source: Duany Plater-Zyberk & Company

"The Town Center in the Wildwood Master Plan envisions a very different concept about how development should take place in the heart of this community."

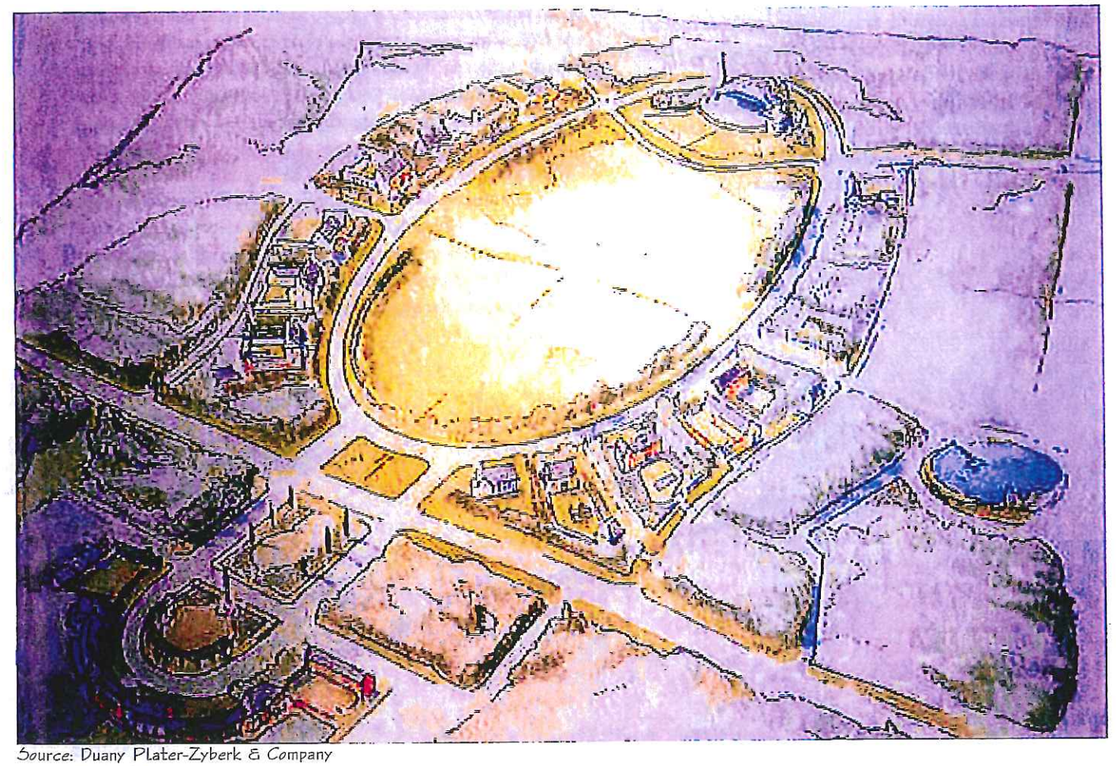
"The Plan promotes special uses, such as congregate care living arrangements for senior citizens who prefer being in or near a community center; parks that serve the young and old alike; and residential neighborhoods that permit higher densities that are appropriate in less centralized locations."

"The Town Center is intended to be a place that safeguards the historic core of the community and, at the same time, permits the development of the commercial services residents of the city need."

"With these higher densities, the need for a public/open space and a comprehensive infrastructure network is essential to the quality of life in the Town Center."

"The design of the Town Center area will provide a sense of identity, town pride, and unique character."

"Building proximity to the street will further strengthen the vertical element, which will provide a visual rhythm throughout the Town Center."



Source: Duany Plater-Zyberk & Company

"The design of the streetscape, as part of the Town Center Plan, links the buildings and structures located along the streets with the public open space created by their platting. Adding to their appeal is trees, wide sidewalks which favor pedestrians, accessible parking, and consistency in lighting and signage. All these improvements work to present an atmosphere along the roadway that is inviting and an extension of the livable area loosely termed the "outdoor room."

Land Use Map: District Descriptions

A key component of the 1997 Town Center Plan is the "Regulating Plan" that creates the districts for defining land use and design. The City's Phase II Plan made minor adjustments to the original version, and the resulting Land Use Map is provided below. A description of each district, borrowing partly from the Town Center Plan, follows.

Commercial (C)
Workplace (W)

Commercial and Workplace districts have the same general intent and standards, but are separated into two districts because their permitted land uses differ. These two districts are the most urban within the Town Center and feature a mixture of commercial uses. Residential uses are not allowed, but physical connections with adjacent neighborhoods encourage transportation options beyond automobiles, like buses and bicycles. Transit service to these districts would be beneficial, since most users live beyond them. Open space is organized into plazas and landscaped streetscapes.

Neighborhood Center (NC)

This designation applies to mixed-use areas within walking distance of surrounding neighborhoods. Housing is limited to apartments, townhouses, and live/work buildings and these units typically front onto streets without front yards, often combining upper floor residences with groundfloor commercial uses. Commercial buildings have groundfloor storefronts fronting directly onto streets. Thoroughfares typically consist of streets and avenues, with parallel parking on both sides. Buildings are served by rear alleys, and open space consists of parks and squares.

Neighborhood General (NG)

This district allows a diverse mix of attached and detached housing and limited non-residential uses, such as civic buildings, churches, and home occupations. Housing ranges from buildings with shallow front setbacks to those with deep front yards. The thoroughfares consist of streets or roads, with curbs and parallel parking.

Neighborhood Edge (NE)

This district is the lowest density residential area in the Town Center, and permitted dwellings consist of single-family houses and cottages. Non-residential uses are limited to civic buildings, churches, child care, and similar activities. Thoroughfares consist of roads, with one driving land and one parking lane in each direction. The district's open space consists of parkways.

Open Space (OS)

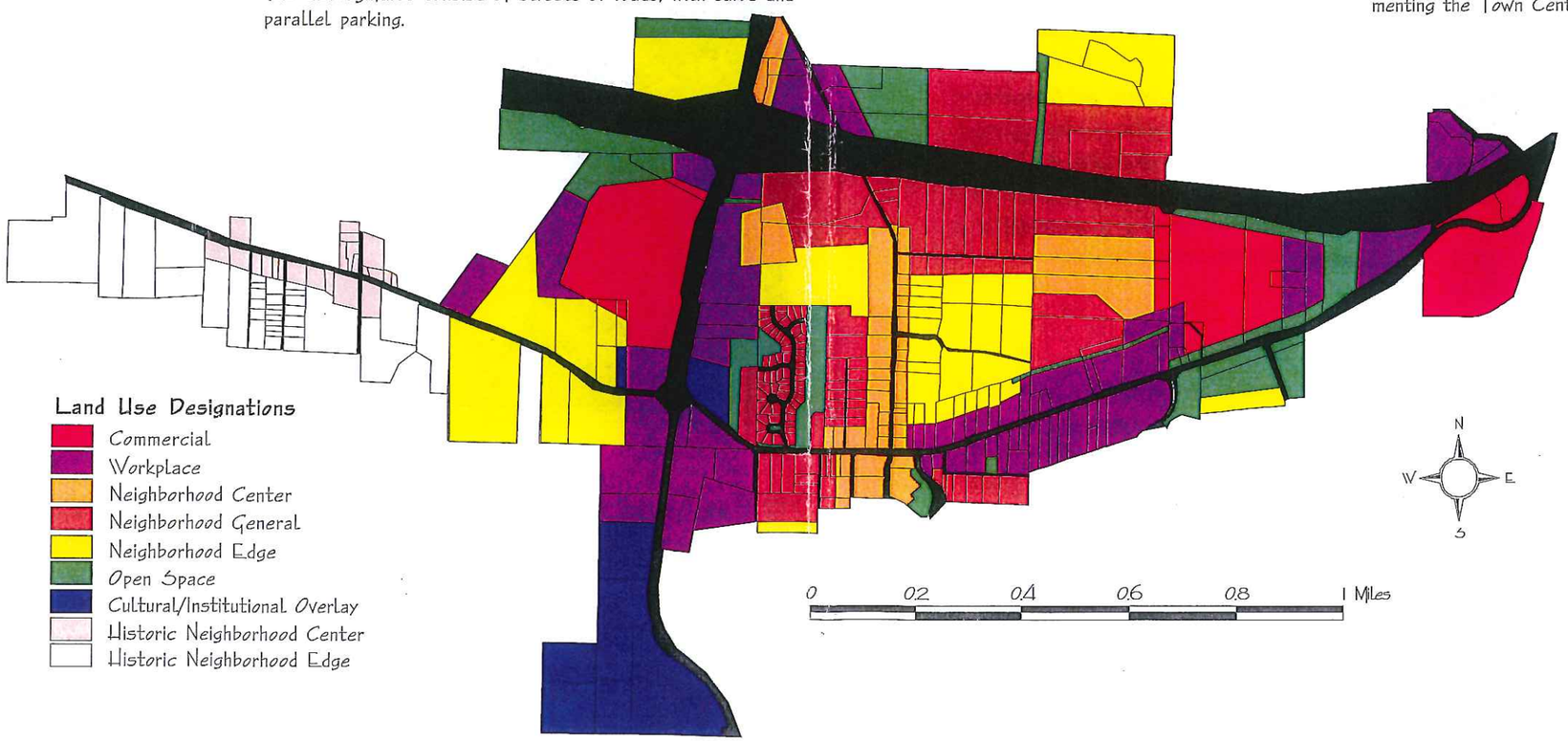
The open space designated within the Town Center varies in purpose, including scenic enhancements, buffering, environmental protection, passive focal points, and active recreation. The final Land Use Map differs slightly from the original Town Center Plan.

Historic Neighborhood Center (HNC)
Historic Neighborhood Edge (HNE)

These two districts are limited to the Pond Historic District. Because they have their own design standards as designated historic districts, only permitted land uses are addressed within this manual. See Ordinance 547 for the historic district regulations.

Cultural/Institutional Overlay (C/I)

This district applies to the Town Center's institutional uses, such as schools and houses of worship, to the extent that they comprise a relavitely extensive land area or a new proposed use. It is not intended for the several individual and isolated institutional uses already existing in the Town Center. The intent is to provide these typical large land uses a level of flexibility that such unique activities need, while still complementing the Town Center concept.



Map Source: City of Wildwood

Permitted Land Use Chart

Regulating Plan - Land Use Categories

Permitted Land Use Chart

Land Use Activities	Land Use Classifications								
Commercial	C**	W*	NC	NG	NE	C/I	OS	HNC	HNE
Animal Hospitals and Veterinary Clinics	✓	✓							
Art or Photo Studio or Galleries	✓	✓	✓			✗		✓	
Bakeries	✓	✓	✓			✗		✓	
Barber and Beauty Shops	✓	✓	✓			✗		✓	
Cleaning, Pickup Stations	✓	✓	✓			✗		✓	
Coffee Shops	✓	✓	✓			✗		✓	
Department or Discount Stores	✗								
Filling Stations for Automobiles	✓	✗							
Financial Institutions w/ Drive-Thru Facilities	✓	✓				✗			
Financial Institutions w/o Drive-Thru Facilities		✓	✓			✗			
Flower or Plant Stores	✓	✓	✓			✗			
Hotels	✓					✗			
Music or Dancing Academies	✓	✓				✗			
Office/Warehouse Facilities	✓	✓	✓						
Parking Areas	✓	✓						✓	
Parking Garages	✓	✓	✓						
Professional Offices including Medical and Dental	✓	✓				✗			
Professional Offices, not medical or dental	✓	✓	✓			✗		✓	
Recreational Facilities, including indoor theaters and outdoor activities	✓					✗			
Recreational Facilities (no indoor theater or outdoor activities)		✓				✗			
Research Laboratories and Facilities	✓					✗			
Restaurants, including fast food, w/ Drive-Thru facilities*	✓					✗			
Restaurants, including fast food, but w/o Drive-Thru facilities	✓	✓				✗			
Restaurants, no fast food	✓	✓	✓			✗		✓	
Sewage Treatment Facilities	✓	✓	✓	✓	✓		✓	✓	✓
Shops for Artists and Similar Specialties		✓	✓			✗		✓	
Stores and Shops for Retail Purposes	✓	✓				✗			
Stores, Shops, and Open-Air Markets for Retail Purposes	✓	✓	✓						
Taverns, Cocktail Lounges, Night Clubs, or Micro-Breweries	✓	✓				✗			
Vehicle Service Centers	✓	✗							

Permitted uses and specific site requirements shall be subject to further definition or qualification as provided by ordinance.

Note: Authorized uses in the Workplace District may also be permitted in the Commercial District. Determinations are made on a case-by-case basis.

Zoning Abbreviations Key

C - Commercial	NG - Neighborhood General	OS - Open Space
W - Workplace	NE - Neighborhood Edge	HNC - Historic Neighborhood Center
NC - Neighborhood Center	C/I - Cultural/Institutional Overlay	HNE - Historic Neighborhood Edge

Permitted Land Use Chart

Land Use Activities	*Land Use Classifications*								
Cultural/Institutional	C**	W*	NC	NG	NE	C/I	OS	HNC	HNE
Cemeteries, Mausoleums					●	▲			●
Child Care Centers	●	●	●	●	●	▲		●	●
Churches	●	●	●	●	●	●		●	●
Civic Buildings (government)	●	●	●	●	●	●		●	●
Colleges, Universities						●			
Libraries				●	●	●			●
Museums						●			
Nursing Homes				●		●			
Park and Open spaces; Public and Private Areas	●	●	●	●	●	●	●	●	●
Philanthropic Institutions						▲			
Post Offices	●	●				●			
Public and Other Utility Facilities	●	●				▲	▲		
Recreational Fields						●	●		
Scenic Areas	●	●	●	●	●	●	●	●	●
Schools				●	●	●			
Wildlife Refuges							●		
Land Use Activities	***Land Use Classifications***								
Housing	C**	W*	NC	NG	NE	C/I	OS	HNC	HNE
Multi-Family Residential (live/work, rowhouses, and apartments)			●	●		●		●	
Single-Family Attached			●	●		▲			
Single-Family Detached				●	●	▲			●
Other Housing	C**	W*	NC	NG	NE	C/I	OS	HNC	HNE
Accessory Dwelling Units			●	●	●			●	●
Bed and Breakfasts				●	●			●	▲
Group Shelters				●	●				●
Home for the Aged				●	●	▲			
Home Occupations			●	●	●			●	●

Note: Authorized uses in the Workplace District may also be permitted in the Commercial District. Determinations are made on a case-by-case basis.

Permitted uses and specific site requirements shall be subject to further definition or qualification as provided by ordinance.

*Any building footprints within the Workplace districts exceeding 10,000 sq. ft. require conditional approval.
**Any building footprints within the Commercial districts exceeding 40,000 sq. ft. require conditional approval.

● Uses permitted by right

▲ Uses requiring conditional use permit

Zoning Abbreviations Key

C - Commercial	NG - Neighborhood General	OS - Open Space
W - Workplace	NE - Neighborhood Edge	HNC - Historic Neighborhood Center
NC - Neighborhood Center	C/I - Cultural/Institutional Overlay	HNE - Historic Neighborhood Edge

Definition of Terms

Ancillary Roof: A roof that covers a subordinate, auxiliary segment of the building.

Arcade: A series of arches supporting a roof structure in which the arches provide openings. Within the context of a Town Center, arcades are typically formed by the groundfloor facade of a structure to provide a canopied sidewalk along the street right-of-way.

Bay Window: A window forming a recess in a room and projecting outward from the wall.

Balcony: A projected platform on a building, cantilevered or supported from below.

Belvedere: A roofed structure situated to command a wide view, especially a small pavilion or tower on top of a building.

Canopy: A covered area, which extends from the wall of a building, protecting an entrance.

Column: A relatively long, slender structural compression member, which supports a load, usually vertically.

Cornice: The exterior trim of a structure at the meeting of the roof and wall, consisting of bed molding, soffit, fascia, and crown molding.

Dormer: A structure projecting from a sloping roof, housing a window or operating louver.

Eave: The projecting overhang at the lower edge of a roof.

Facade: The exterior face of a building. The term often refers to the wall facing a street, but can be applied to the sides and rear of a building.

Fascia (board): A board that is nailed to the end of rafters, sometimes supporting a gutter.

Flashing: A thin impervious material placed in construction to prevent water penetration or to provide water drainage between a roof and wall and at exterior door and window openings.

Frontage Line: The front lot line of a parcel of ground. The frontage line is commonly the same as the right-of-way line.

Gable: The entire triangular end of a building above the level of the eaves, the top of which conforms to the slope of the roof, which butts against it.

Gable Roof: A roof consisting of two surfaces sloping downward in opposite directions from a central ridge.

Garage: An outbuilding or accessory structure for parking a small number of automobiles. A garage is typically located in the rear of a residential lot.

Home Occupation: A business operation conducted within a dwelling that is not a retail, wholesale or manufacturing operation, and that employs no employees not living on the premises and generates no visiting traffic.

Lane: Sometimes refered to as an alley, a lane is an access way located as a central spine to a block for the purposes of providing rear access to a lot.

Muntin: A secondary wood or metal framing member, separating and holding panes of glass within a window.

Outbuilding / Accessory Structure: A structure that is secondary to the primary use of the property. Such structures are most commonly associated with residential buildings, such as storage sheds, garages, pool houses, and accessory dwellings.

Parapet: A low protective wall along the edge of a terrace, roof, balcony and above cornices.

Parking Garage: A structure for parking numerous automobiles. Parking garages are typically multi-level and are associated with either housing developments, offices, public facilities, or mixed uses.

Pilaster: A partial pier or column, often with a base, shaft and capital, that is embedded in a flat wall and projects slightly.

Porch: A structure attached to a building to shelter an entrance, usually roofed and generally open-sided.

Primary Building: The principal building on a lot. The primary building is commonly the largest in scale and floor area and/or its use is more significant and/or more intensive than that of other buildings on the lot.

Primary Street: Within the context of this document, the primary street is always relative to a secondary street. The primary street is greater in magnitude than a secondary street with regard to the number of driving lanes, the volume of traffic, the width of sidewalks, the right-of-way width, or other similar characteristics.

Purlins: Horizontal timbers supporting the rafters of a roof.

Rake: A board or molding along the sloping edge of a gable.

Secondary Street: Within the context of this document, the secondary street is always relative to a primary street. The secondary street is lesser in magnitude than a primary street with regard to the number of driving lanes, the volume of traffic, the width of sidewalks, the right-of-way width, or other similar characteristics.

Shed Roof: A roof shape having only one sloping plane.

Skylight: In a roof, an opening, which is glazed with a transparent or translucent material, used to admit light to the space below.

Soffit: The exposed underside of any overhead component of a building, commonly beneath the eave.

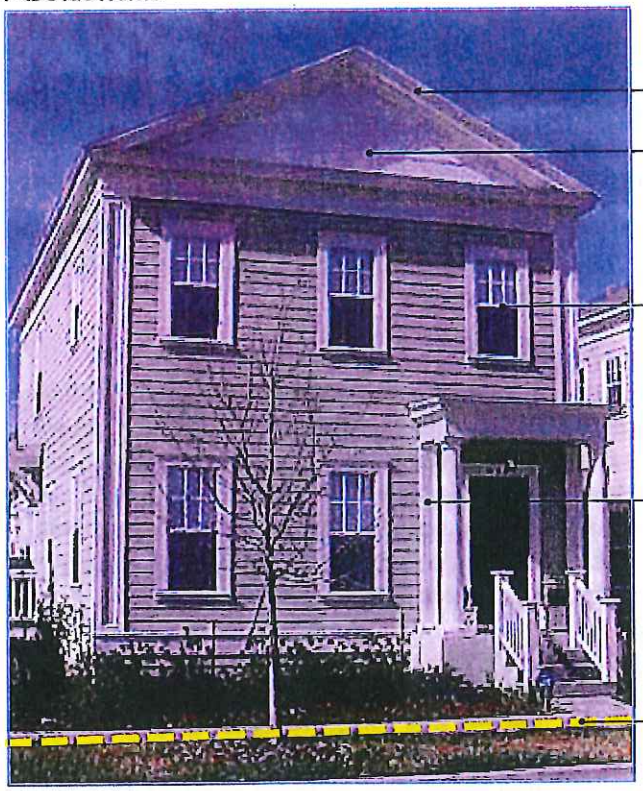
Stoop: A platform or small porch, usually up several steps, at the entrance to a house.

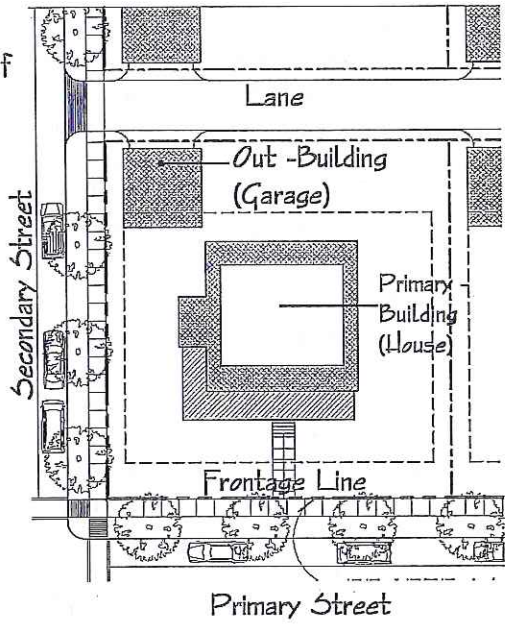
Transom: An opening over a door or window, usually for ventilation containing a glazed or solid sash.

Vertical Bay: A vertical bay is a vertically-oriented plane of a building facade. The exterior edges of the bay are commonly defined by elements, such as facade projections, recesses, and/or pilasters. Vertical bays are helpful in breaking up the massing of a large building's facade.

Definition of Terms

Residential





Commercial

Building Types

A variety of building types are permitted in the Town Center, but only certain varieties are permitted within any given district. The following are descriptions:

Live/Work

A Live/Work building is a flexible structure located at the street (0' from the frontage line) and having one or more residential units above groundfloor commercial space. They may share common walls along side lot lines, and they are only permitted in the Neighborhood Center District. They are typically accessed by service lanes and/or rear parking lots.

Rowhouse

A Rowhouse is a building type that is located in close proximity to the street (5' to 15' from the frontage line). It is technically a single-family dwelling, with common walls along the side lot lines. Although the facades of adjoining units combine to give the general appearance of a single continuous streetwall, the individual units are often distinguishable through the use of various vertical architectural elements (façade projections and/or recesses, entrances, stoops, dormers, roof line variations, etc.). They are accessed by service lanes, as individual driveways on such narrow lots typically detract from the streetscape and the pedestrian experience. Rowhouses are permitted in the Neighborhood Center, Neighborhood General, Cutural/Institutional, and Historic Neighborhood Center Districts.

Apartment

An Apartment is a residential building type accommodating multiple dwellings above and beside each other, and they typically share one or more common entries. Apartment buildings show variations and can be designed either by placing the building in close proximity to the street for their full frontage (5' to 15' from the frontage line) or featuring courtyards serving as a common front yard. Apartment buildings may provide private outdoor space to dwellings through the use of balconies, stoops, and decks, and they often provide common green spaces for the use of residents. Apartment buildings are usually accessed by service lanes and/or rear parking lots. They are permitted in the Neighborhood Center, Neighborhood General, Cutural/Institutional, and Historic Neighborhood Center Districts.

Commercial

A Commercial building is limited to the Commercial and Workplace Districts. Heights range from 1 to 3.5 stories, and they are placed on the lot's frontage line. Commercial buildings are used for retail, services, and office uses and should have ground floor storefronts along their street frontage. They are typically accessed by service lanes and/or rear parking lots.

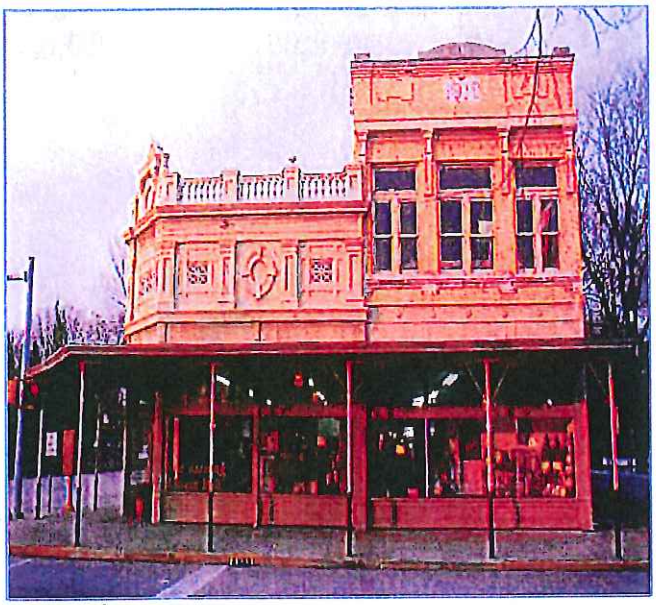
House

A House is a single-family dwelling featuring front, side and rear yards on an individual lot, possibly with an outbuilding in the rear yard. Within the context of the Town Center, a house requires a lot width of 55' or greater, and it can include a driveway accessed from a service lane or street. They are permitted in the Neighborhood General, Neighborhood Edge, and Historic Neighborhood Edge Districts.

Cottage

A Cottage is a single-family dwelling on an individual lot, possibly with an outbuilding to the rear yard. Within the context of the Town Center, a cottage has a lot width less than 55' and has no street-accessed driveway. They are permitted in the Neighborhood General, Neighborhood Edge, and Historic Neighborhood Edge Districts.

Building Types



Live/Work

Commercial

Rowhouse

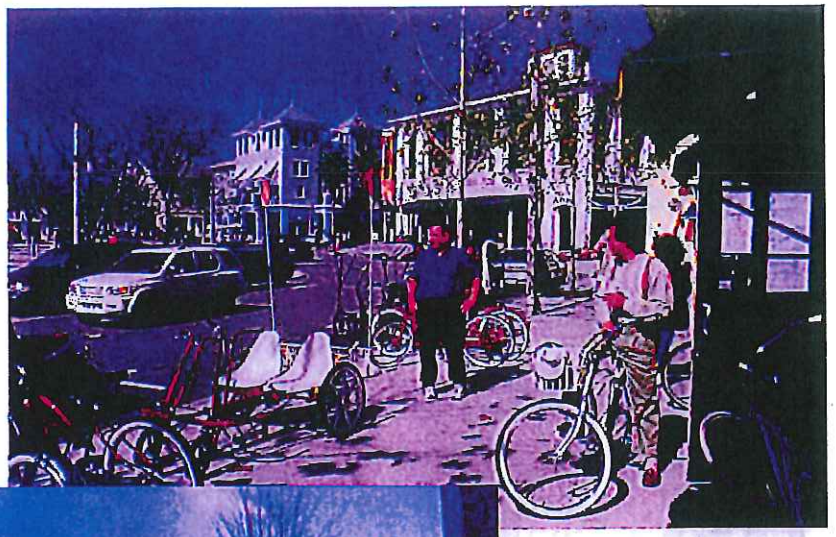
House

Apartment

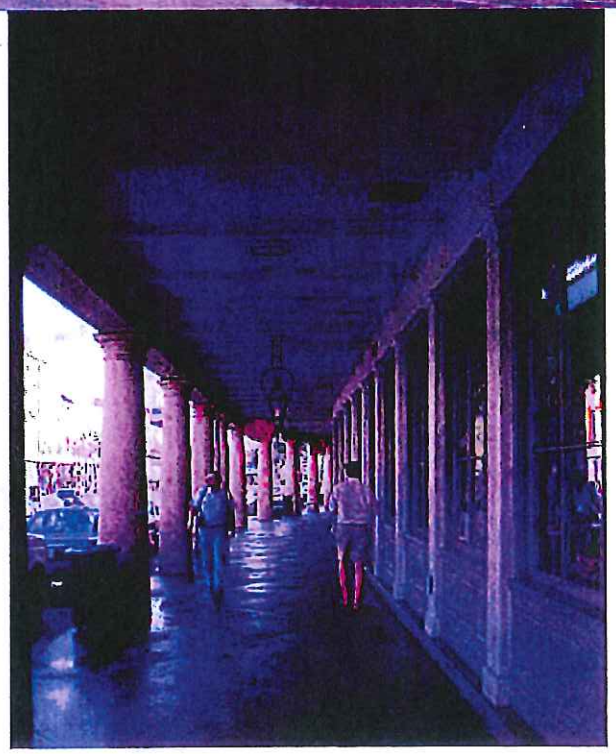
Cottage

Regulating Plan - Land Use Categories

"Commercial & Workplace Districts"



SUBWAY



Commercial & Workplace Districts

Permitted Land Uses

These two districts permit a variety of commercial and institutional uses, while residential uses are prohibited. The design standards below apply to both districts. See the Permitted Land Use Chart on pages 8-9 for details.

Building Types

Permitted Buildings: Commercial Facilities and Parking Garages

Lot Size (unless otherwise site-specific)

Lot Width: 30' minimum / 250' maximum
Lot Depth: 80' minimum / 250' maximum

Building Standards

Front Setback: Facades shall be placed at the lot's frontage line, which is 10' from the edge of public right-of-way, except that recesses can occur for outdoor dining and to create vertical bays. Corner buildings shall accommodate a clear view triangle defined by two points 30' from the intersection of the sidewalk curbs extended
Side & Rear Setbacks: 5' minimum
Max. Building Height: 3.5 stories or 40' measured from the average grade level at the front facade to the eave or top of parapet. Exception: vertical elements (towers, belvederes, etc.) no greater than 240 sq. ft. (footprint) may be up to 50' high measured at the eave.
Building Footprints: Footprints exceeding 40,000 sq. ft. in the Commercial District or 10,000 sq. ft. in the Workplace District require a conditional use permit.

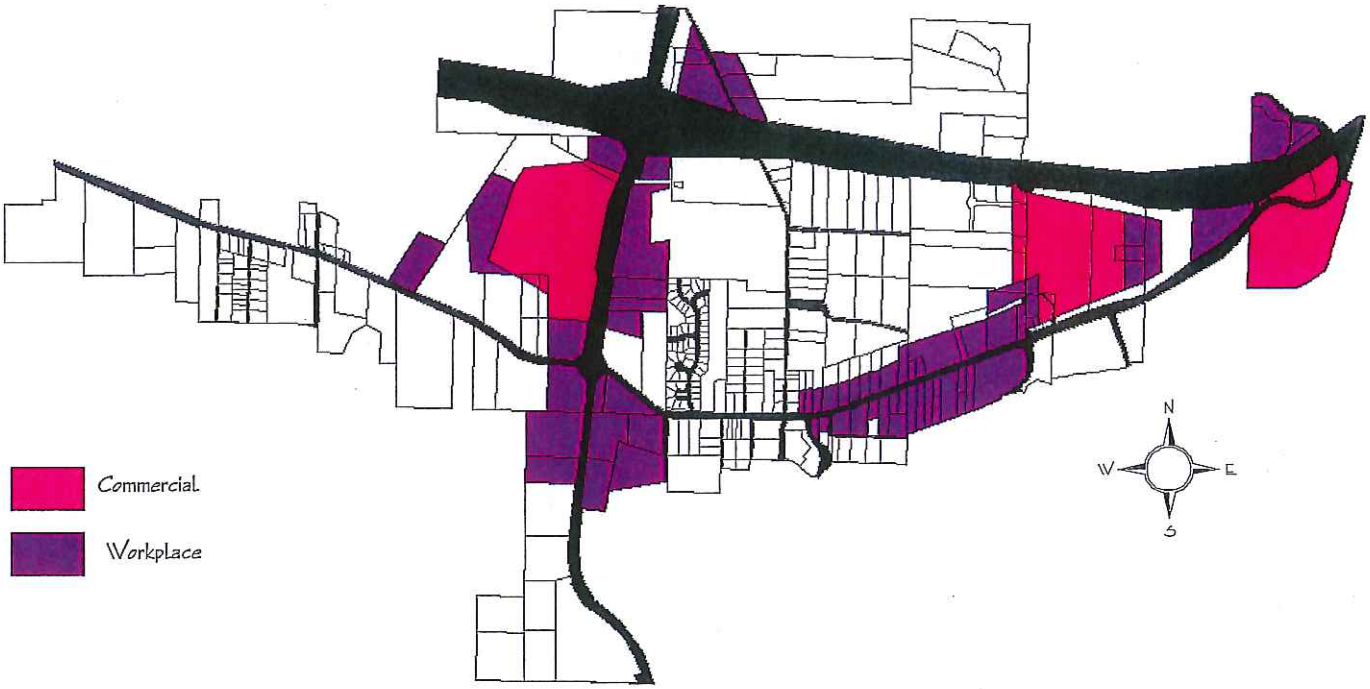
Facade Standards

Elevation: The first story shall be at sidewalk grade.
Interior Height: The first story interior clear ceiling height shall be at least 12', unless the building size dictates otherwise.
Vertical Bays: Facades visible from a street shall be broken into vertical bays not exceeding 30' in width through the use of one or more of the following: facade recesses, facade projections, or pilasters. Supplemental elements might include canopies, roofline changes, and parapet changes.
Arcades: If provided, shall have a minimum depth of 10'.
Ground Floor: Ground floor facades shall have continuous storefront windows along the primary street frontage. This requirement does not preclude vertical elements typically used to separate window units.
Large Spaces: Users requiring over 15,000 sq. ft. shall line the building frontage with separate retail space, having a primary entrance at the street.
Entrance: Each ground floor space shall have at least one primary entrance having direct access to the applicable primary street.

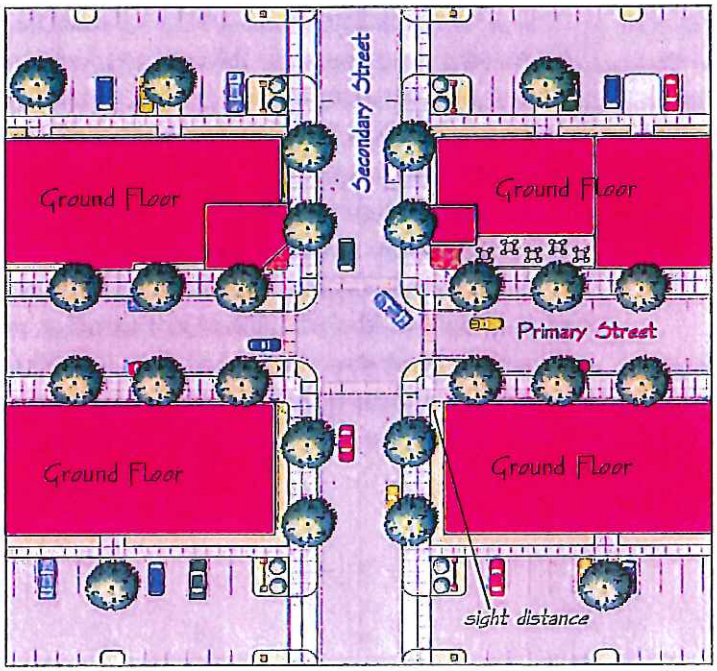
Site Standards

Parking Requirements: Parking shall be provided at a ratio of 3 spaces per 1,000 sq. ft. of gross floor area, although reductions should be considered for shared parking proposals. Directly adjacent on-street parking shall also count towards requirements.
Parking Locations: Off-street parking shall be located behind buildings.
Access: Off-street parking shall only be accessed by a secondary street or service lane.
Walls: In the absence of buildings, garden style walls shall be placed on the frontage line (edge of sidewalk furthest from street) and shall be 32" to 42" in height. Walls shall be brick, stone, or acceptable alternative and have a masonry cap, where consistent.

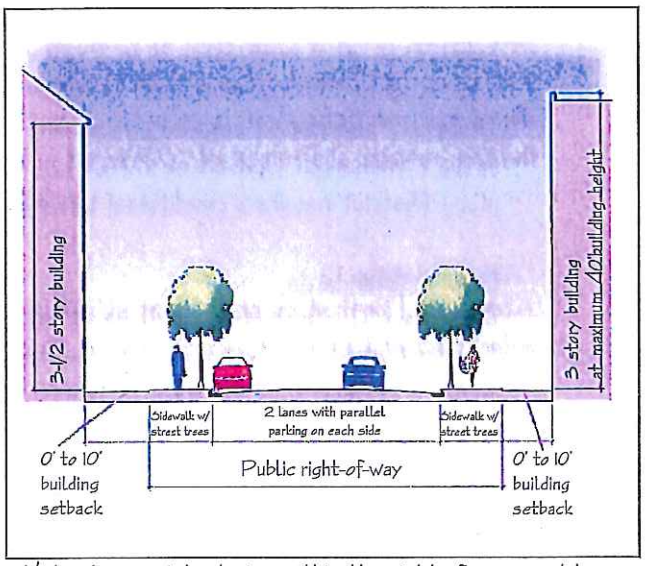
Commercial & Workplace Districts



Town Center areas shown in red and purple represent Commerical and Workplace Districts



Depiction of what above view may look like within the Commercial and Workplace Districts.



Note: Appropriate design within the right-of-way must be based upon the particular street classification.

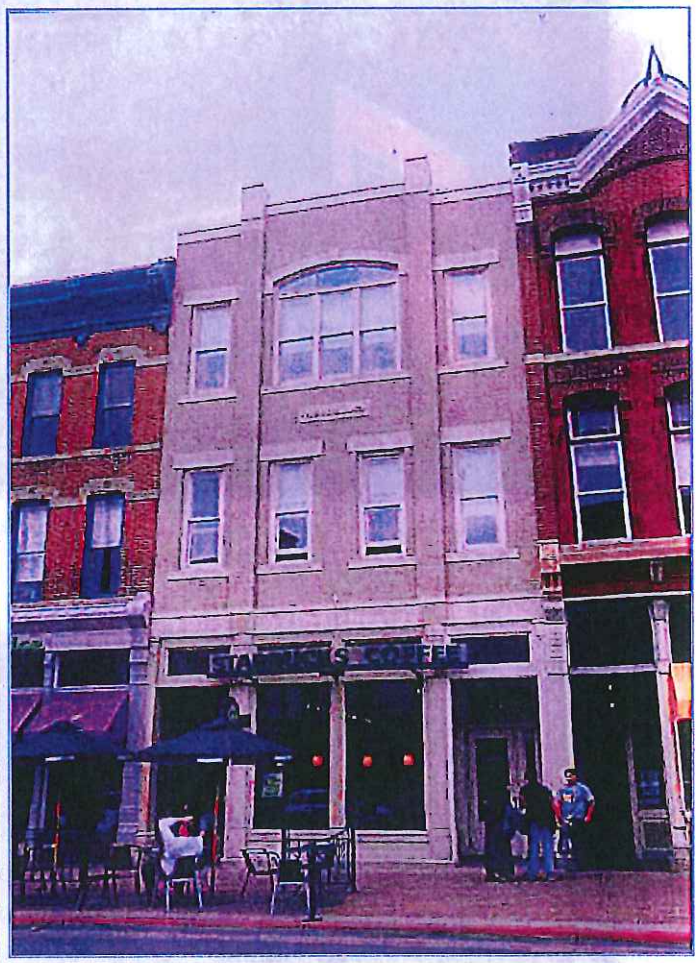
INAPPROPRIATE

The unbroken, horizontally proportioned facade of this building along with off street parking at its front make it inappropriate.

The large front setback of this building, no pedestrian connection to the street, and discontinuous storefront windows make this building inappropriate.

APPROPRIATE

Examples of Commercial & Workplace District



Above examples show buildings forming a continous wall along the street. These building facades help to form an outdoor public room. The ground level retail area opens to the street/sidewalk below, with a greater percentage of glass area than the second level. Building styles may vary, but the general scale and massing relates from one building to the next and can be unified through architectural elements.

APPROPRIATE

Towers are features in this landscape that can provide a logical terminus for a major street or identify a significant public space area for residents and visitors.

Outdoor public spaces are a primary component of these types of buildings, as seen here with the second story balcony, and encouraged in Wildwood's Town Center.

Contemporary architecture has its place in the Town Center. In these examples, brick and glass, and glass and concrete are used to create 'Workplace' type buildings, with distinctive results.

Regulating Plan - Land Use Category

"Neighborhood Center District"

DEARBORN
Optometrist

Neighborhood Center District

Permitted Land Uses

This district permits apartment buildings and rowhouses, low-intensity commercial uses, and institutional uses. Live/Work buildings can have residential or commercial ground floors. See the Permitted Land Use Chart on pages 8-9 for details.

Building Types

Permitted Buildings: Live/Work Buildings, Rowhouses, Apartment Buildings, Parking Garages, and Outbuildings. Garage and outbuilding footprints may not exceed 650 sq. ft. Residential lots may include a secondary residental unit (not to exceed 650 sq. ft.) over the garage or in a detached accessory structure.

Lot Size (unless otherwise site-specific)

Lot Width: 20' minimum / 250' maximum
Lot Depth: 80' minimum / 250' maximum

Building Standards

Front Setback: Facades shall be placed on the lot's frontage line. Corner buildings shall accommodate a clear view triangle defined by two points 30' from the intersection of the sidewalk curbs extended (see sample site plan on next page).
Front Setback Exceptions: Stoops, balconies, porches, and bay windows may encroach within front setbacks, but not within the public right-of-way, between grade and a 10' clearance height. Also, central courtyard recesses are permitted.
Side Setbacks: Buildings shall be 5' to 10' off the side property line.
Min. Rear Setback: 5'
Max. Height for Primary Buildings: 3.5 stories or 40' measured from the average grade level at the front facade to the eave or top of parapet (or as permitted by site specific ordinance approved by the City Council). Exception: vertical elements (towers, belvederes, etc.) no greater than 240 sq. ft. (footprint) may be up to 50' high measured at the eave.
Max. Height for Accessory Structures: 2 stories or 22' measured at the eave or parapet.
Ground Floor: Where ground floor uses are commercial, the ground floor facade along the primary street shall have continuous storefront windows with the exception of necessary piers, columns, pilasters, etc.
Building Height Calculations: Basements with ceilings 3' or less above grade shall not count as a story. Habitable attics with floors 3' or less below the eaves shall count as 1/2 story.
Large Spaces: Users requiring over 15,000 sq. ft. shall line the building frontage with separate retail space having a primary entrance at the street.

Facade Standards

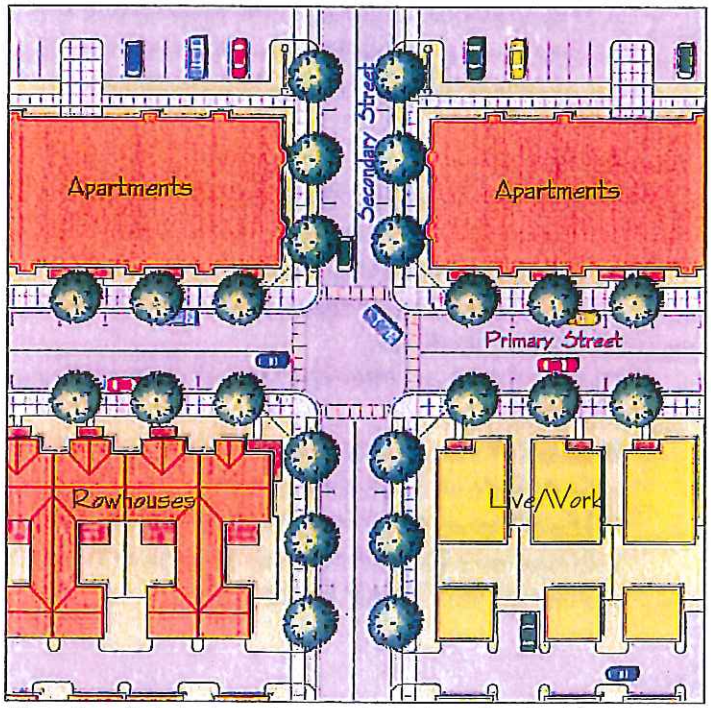
Elevation: Live/Work building ground floors shall be at sidewalk grade, while Rowhouse and Apartment Building ground floors shall be at least 1.5' above grade at the front and at the street side of corner lots.
Interior Height: Min. 10' for ground floor clear heights of primary buildings.
Vertical Bays: Facades visible from a street shall be broken into vertical bays not exceeding 30' in width through the use of one or more of the following: facade recesses, facade projections, or pilasters. Supplemental elements might include canopies, roofline changes, and parapet changes.
Entrance: Each building and ground floor Rowhouse unit shall have its primary entrance with direct access to the applicable primary street. Corner units or units with wrap around porches may have a secondary street entrance.

Site Standards

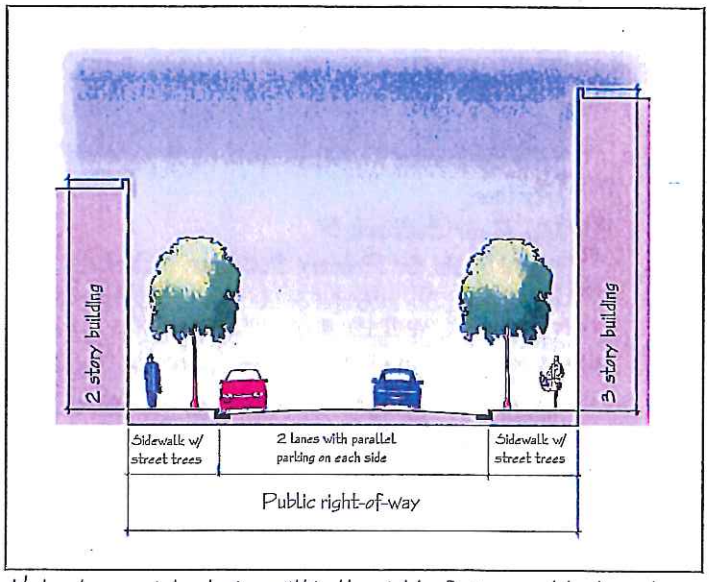
Parking Requirements: Live/Work and Rowhouse: 2 spaces/unit, plus 2.5 spaces/1,000 sq.ft. of non-residential gross habitable building space. Apartment: 1.5 spaces/unit. On-street parking adjacent to the site's frontage line(s) shall also count.
Parking Locations: Off-street parking shall be located behind buildings.
Access: Off-street parking shall only be accessed by a secondary street or service lane.
Walls & Fences: Where voids exist, walls (brick or stone with masonry cap) or picket fences shall be on the frontage line and shall be 32" to 42" in height.

Neighborhood Center District

Town Center areas shown in orange represent the Neighborhood Center District



Depiction of what above view may look like within the Neighborhood Center District.



Note: Appropriate design within the right-of-way must be based upon the particular street classification.

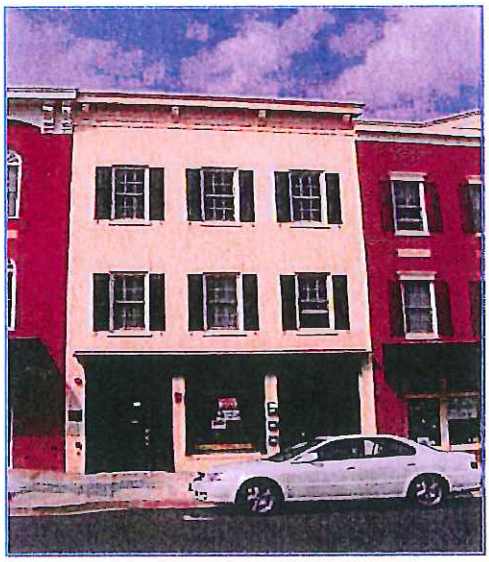
INAPPROPRIATE

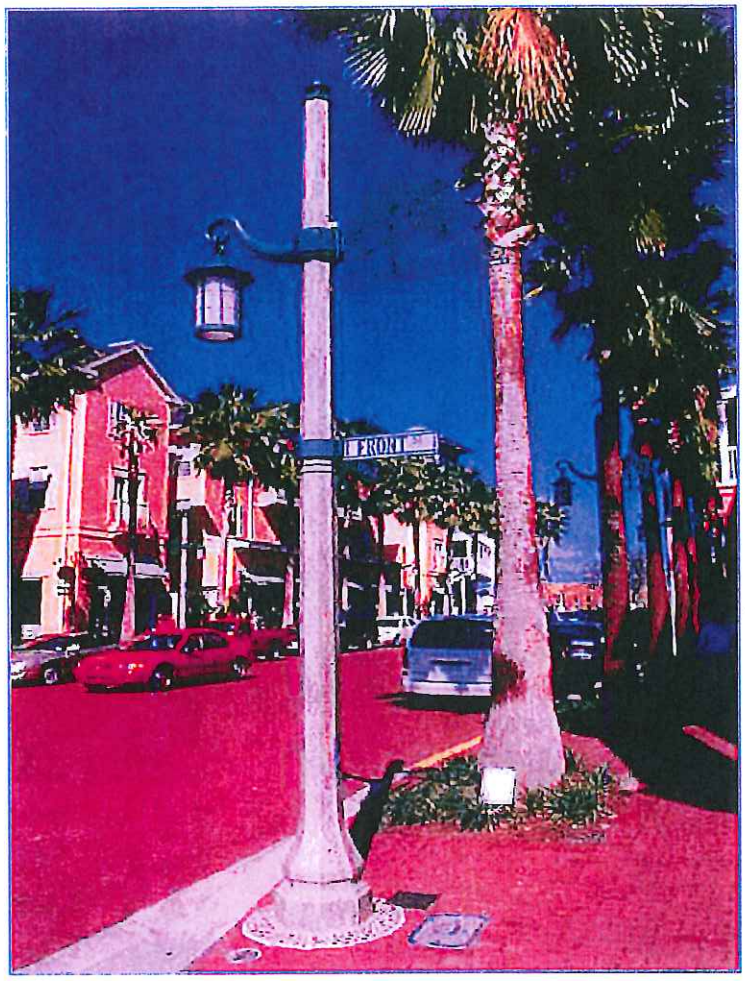
This building's facades are not broken into vertical bays.

This apartment building has no sidewalk connection to the street and is set back too far.

APPROPRIATE

Examples of Neighborhood Center District buildings





Examples above show how facades of live/work buildings and rowhouses are placed on the lot's frontage line. Sidewalks are easily accessible from the streets, as well as the buildings. Vertical bays distinguish one building to the next.

Regulating Plan - Land Use Category

"Neighborhood General District"

Neighborhood General District

Permitted Land Uses

This district permits a wide variety of residential uses. A very limited range of low-intensity commercial uses are allowed, such as Bed & Breakfasts, as well as compatible institutional uses. See the Permitted Land Use Chart on pages 8-9 for more details.

Building Types

Permitted Buildings: Rowhouses, Apartment Buildings, Houses, Cottages, Garages, and associated Outbuildings. Garage and outbuilding footprints may not exceed 650 sq. ft. Residential lots may include a secondary residental unit (not to exceed 650 sq. ft.) over the garage or in a detached accessory structure.

Lot Size (unless otherwise site-specific)

Rowhouse and Apartment Buildings

Lot Width: 20' minimum / 250' maximum

Lot Depth: 80' minimum / 250' maximum

Houses and Cottages

Lot Width: Houses - 55' minimum / 100' maximum, Cottages - 30' minimum / 55' maximum.

Lot Depth: 80' minimum / 150' maximum, if service lane accessed / 250' maximum, if front driveway accessed.

Building Standards

Rowhouse and Apartment Buildings

Front Setback: Facades must be 5' to 15' from the frontage line.

Front Setback Exceptions: Stoops, balconies, porches, and bay windows may encroach within front setbacks, but not within the public right-of-way between grade and a 10' clearance height. Also, central courtyard recesses are permitted.

Side Setbacks: 5' to 15' (no setback between attached Rowhouse units).

Min. Rear Setback: 5'

Max. Building Height for Primary Buildings: 3.5 stories or 40' measured from the average grade level at the front facade to the eave or top of parapet.

Max. Building Height for Outbuildings: 2 stories or 22' measured at the eave.

Building Height Calculations: Basements with ceilings 3' or less above grade shall not count against the number of stories. Habitable attics with eaves no higher than 3' from the floor shall count as 1/2 story.

Houses & Cottages

Front Setback: Main facades must be placed 10' to 35' from the frontage line (edge of sidewalk furthest from street). Along the same side of the street within any given block, the main facade shall not deviate more than 5' from the setback of the main facade of the adjacent buildings. Garages accessed from the front must be recessed a minimum of 15' from the front facade or porch. The 15' minimum recess applies to side facades on corner lots.

Front Setback Exceptions: Stoops, balconies, porches, and bay windows may encroach within front setbacks up to 10'.

Side Setbacks: 5' to 15' for Cottages / 10' to 30' for Houses.

Min. Rear Setback: 5'

Max. Building Height for Primary Buildings: 3.5 stories or 40' measured from the average grade level at the front facade to the eave or top of parapet.

Max. Building Height for Outbuildings: 2 stories or 22' measured at the eave.

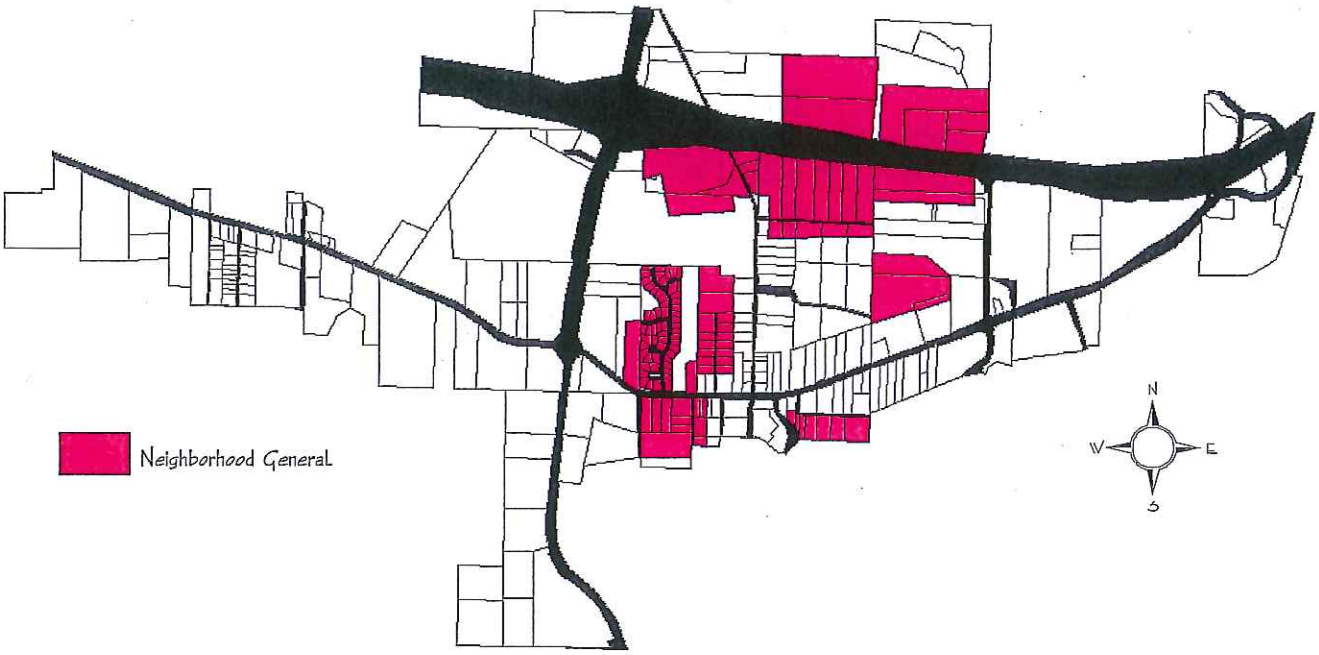
Building Height Calculations: Basements with ceilings 3' or less above grade shall not count against the number of stories. Habitable attics with eaves no higher than 3' from the floor shall count as 1/2 story.
Outbuilding Max. Size: 650 sq. ft. building footprint.
Side Setbacks: 5' to 15' for Cottages / 10' to 30' for Houses.

Facade Standards
Elevation: Ground floors of buildings at the front facade line shall be at least 1.5' above grade at frontage line.
Interior Heights: Ground floor interior clear heights of Rowhouse and Apartment buildings shall be no less than 10'.
Vertical Bays: Facades visible from the street shall be broken into vertical bays not exceeding 30' in width through the use of one or more of the following: facade recesses, facade projections, or pilasters. Supplemental elements might include canopies, roofline changes, and parapet changes.

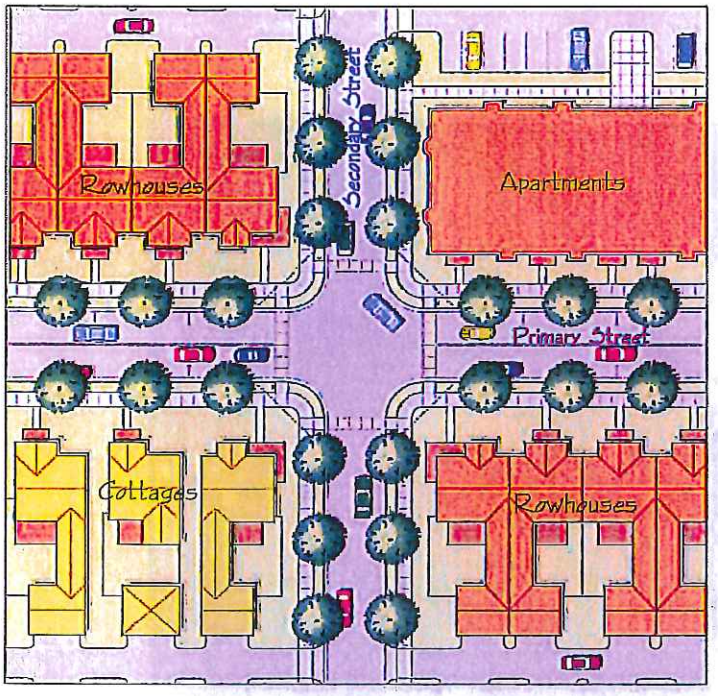
Site Standards
Parking Requirements: Rowhouses, Houses, and Cottages: 2 spaces/unit, plus 2.5 spaces/1,000 sq. ft. of non-residential gross habitable building space. Apartment: 1.5 spaces/unit. In addition to on-site parking, on-street parking adjacent to the frontage line(s) shall also count towards these requirements for Rowhouses and Apartments.
Parking Locations: Off-street parking shall be located behind or at the sides of buildings.
Access: Off-street parking for Apartments and Rowhouses shall be accessed from either a secondary street or service lane. Off-street parking for Houses shall be accessed from either a front driveway or a rear alley. Off-street parking for Cottages may only be accessed from a service lane.
Walls & Fences: Where voids exist, walls (brick, stone, or comparable material, with masonry cap) or picket fences shall be placed within 24" of the frontage line and be 32" to 42" in height.

City of Wildwood, City Hall *Established 1995*

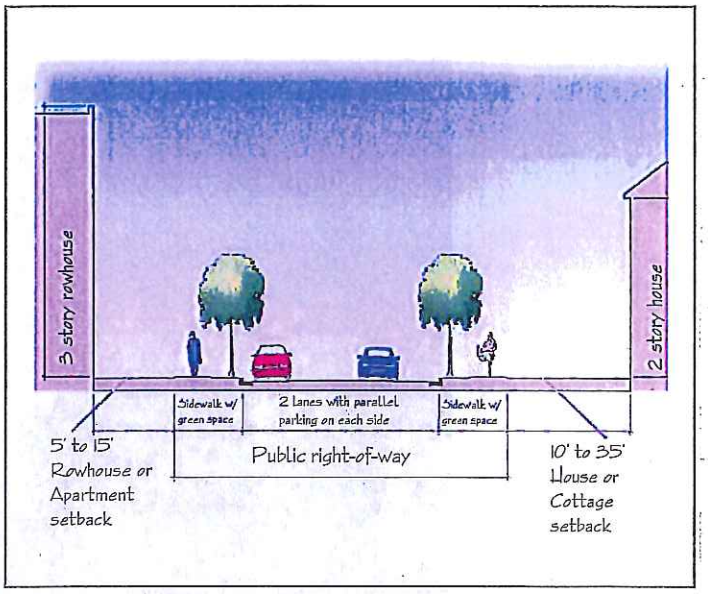
Neighborhood General District



Town Center areas shown in brown represent the Neighborhood General District



Depiction of what above view may look like within the Neighborhood General District.



Note: Appropriate design within the right-of-way must be based upon the particular street classification.

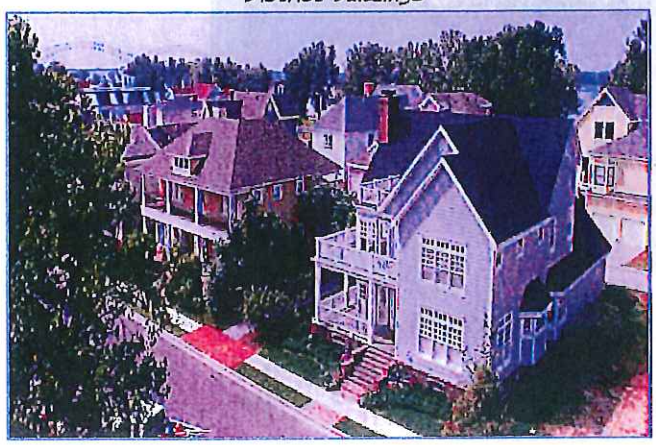
INAPPROPRIATE

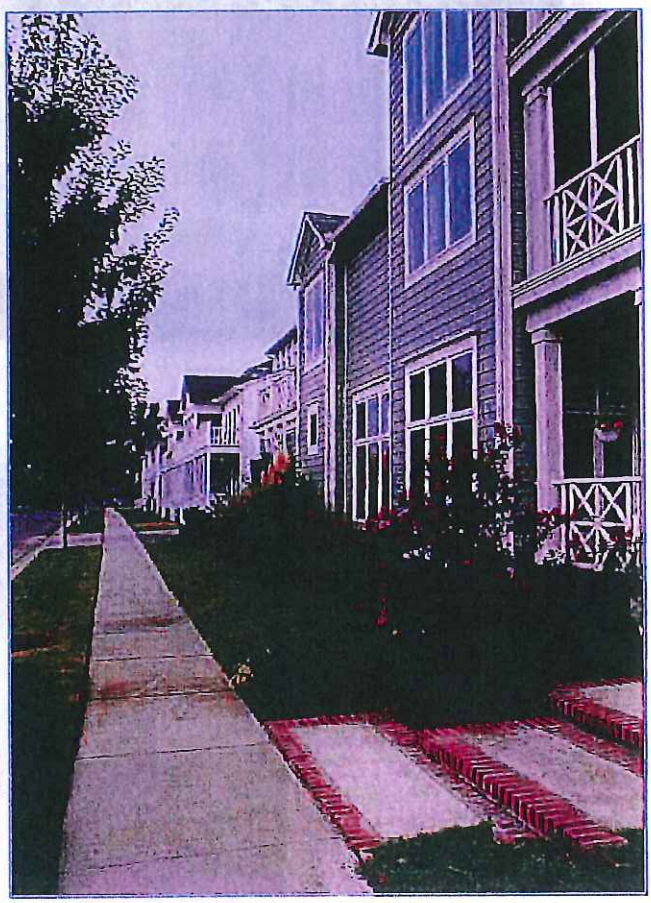
Off-street parking in front of buildings is not permitted.

The lack of vertical bays and a raised first floor, along with parking at its front, make this building inappropriate.

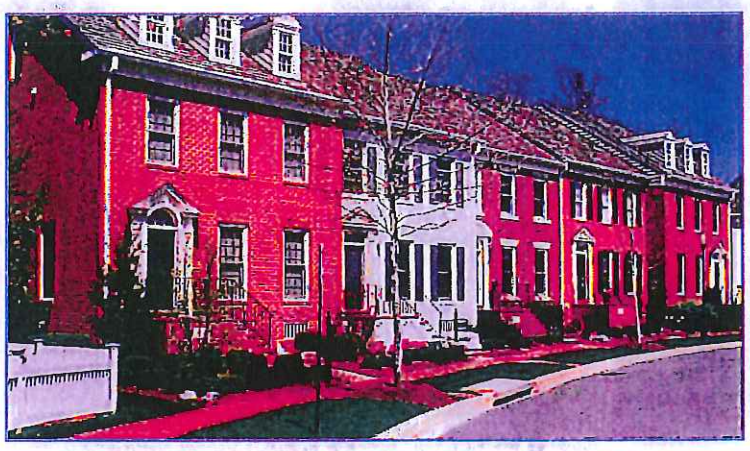
APPROPRIATE

Examples of Neighborhood General District buildings





These examples show the importance of where parking exists; whether in a central or interior location of an apartment building, or in the back of houses, rowhouses or cottages. Buildings shown here form a continous frontage along the perimeter of the block. Setbacks also range from only 5' to 15' from the frontage line.



Additional examples of Neighborhood General District buildings

The design of residential units must take into account the delivery of services. Appropriately designed residential units have services delivered via a lane located to the rear of the building.

Regulating Plan - Land Use Category

"Neighborhood Edge District"

Neighborhood Edge District

Permitted Land Uses

This district permits only single-family residential uses, in addition to a narrow range of potentially compatible non-residential uses, such as parks, churches, schools, child care facilities, and civic buildings. See the Permitted Land Use Chart on pages 8-9 for more details.

Building Types

Permitted Buildings: Houses, Cottages, Garages, Outbuildings, and Secondary Residential Units. Garages and outbuildings may not exceed 650 sq. ft. Residential lots may include a secondary residential unit (not to exceed 650 sq. ft.) or over the garage in a detached accessory structure.

Lot Size (unless otherwise site-specific)

Lot Width: Houses - 55' minimum / 100' maximum, Cottages - 30' minimum / 55' maximum
Lot Depth: 80' minimum / 150' maximum, if service drive accessed / 250' maximum, if front driveway accessed

Building Standards

Front Setback: Facades must be placed 10' to 35' from the frontage line. Along the same side of the street within any given block, the average front yard setback shall create a consistent line from which buildings may not deviate more than 5' on either side.
Front Setback Exceptions: Stoops, balconies, porches, and bay windows may encroach within front setbacks, but not within the public right-of-way between grade and a 10' clearance height. Also, central courtyard recesses are permitted.
Side Setbacks: 5' to 15' for Cottages / 10' to 30' for Houses.
Rear Setback: 25' for primary buildings / 3' for outbuildings.
Max. Building Height for Primary Buildings: 3.5 stories or 40' measured from the average grade level at the front facade to the eave or top of parapet.
Max. Building Height for Outbuildings: 2 stories or 22' measured at the eave.
Building Height Calculations: Basements with ceilings 3' or less above grade shall not count as a story. Habitable attics with floors 3' or less below the eaves shall count as 1/2 story.
Outbuilding Max. Size: 650 sq. ft. building footprint.

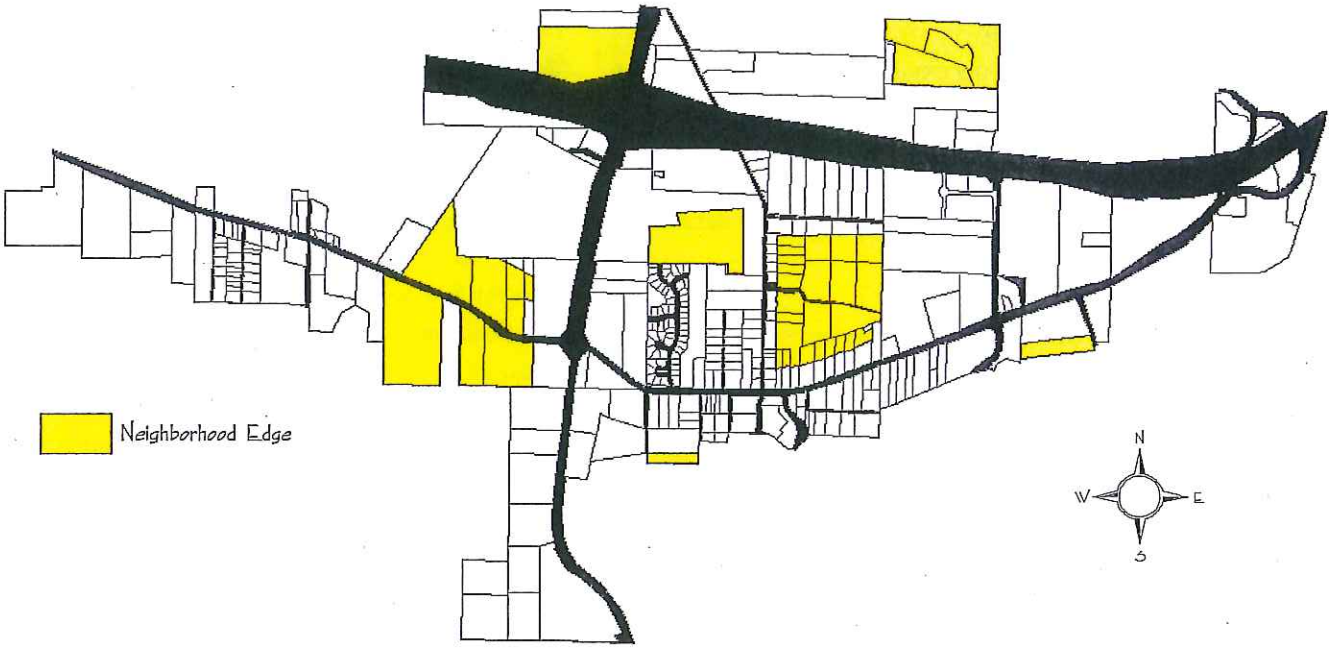
Facade Standards

Elevation: Ground floor of buildings at the front facade shall be at least 1.5' above grade, except that garages be at grade.

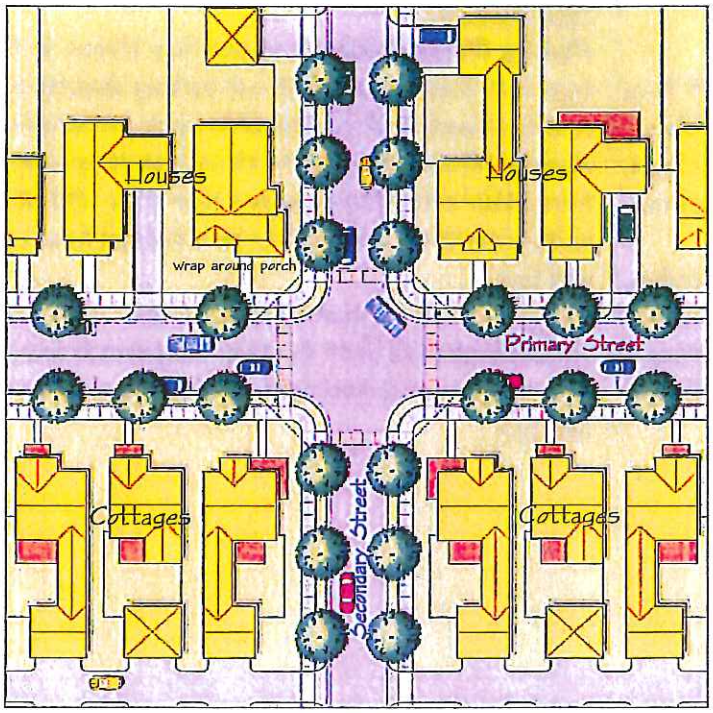
Site Standards

Parking Requirements: 2 spaces per House or Cottage unit. Designated on-street parking directly adjacent to property can count towards parking requirements.
Access: Off-street parking for Houses shall be accessed from either a front driveway or a rear alley. Off-street parking for Cottages may only be accessed from a service lane.
Garage Location: Front access garages must be recessed a minimum of 15' from the front facade or porch. The 15' minimum recess applies to side facades on corner lots.

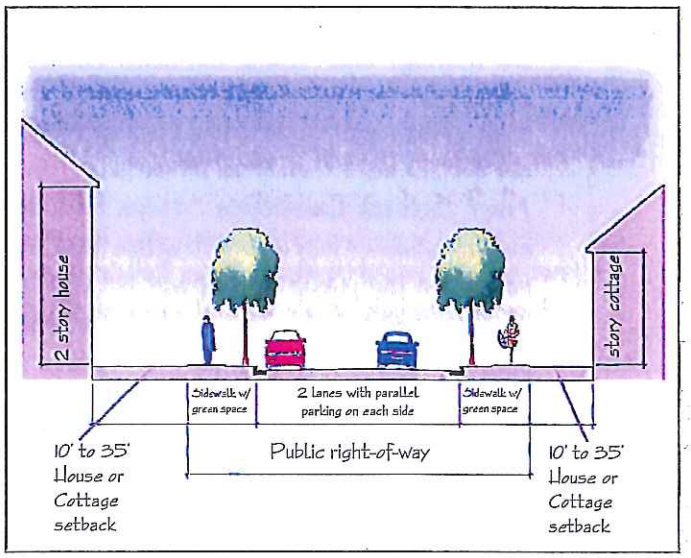
Neighborhood Edge District



Town Center areas shown in yellow represent the Neighborhood Edge District



Depiction of what above view may look like within the Neighborhood Edge District



Note: Appropriate design within the right-of-way must be based upon the particular street classification.

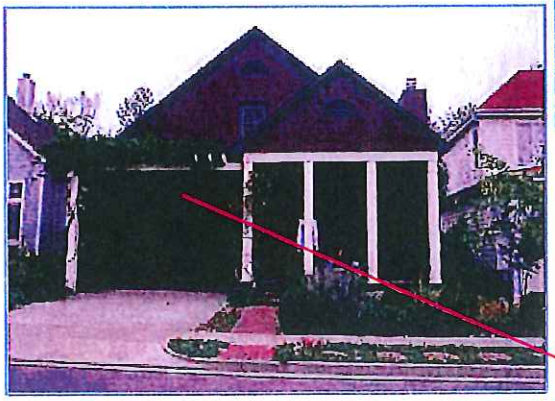
INAPPROPRIATE

Garages must be recessed a minimum of 15' behind the front facade or porch.

Excessive setback and absence of required wall height above windows contribute to the inappropriateness of this house.

APPROPRIATE

Examples of Neighborhood Edge District buildings



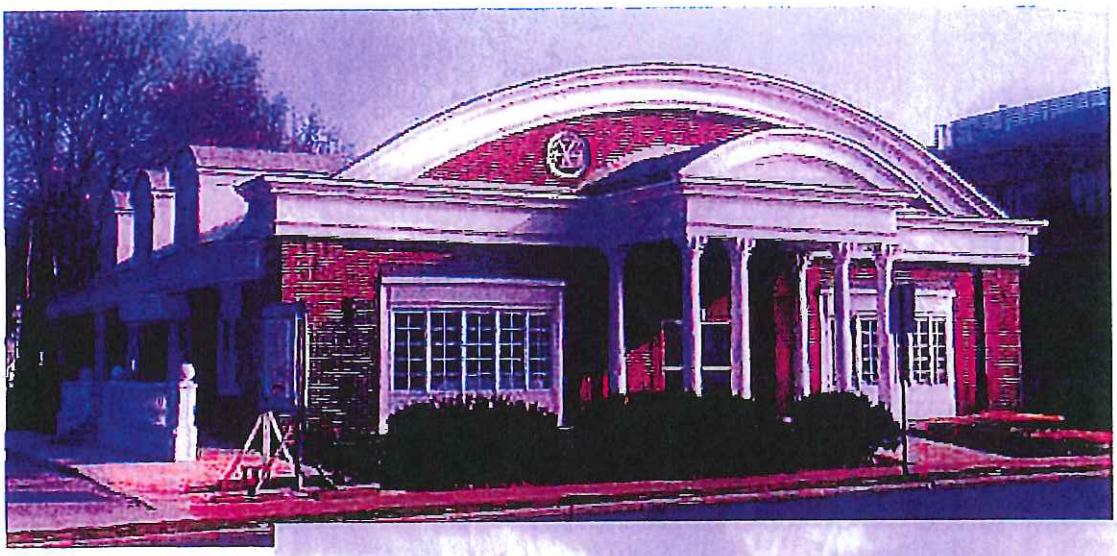
These examples meet both the required wall height, as well as the setback range of 10' to 35'. Most parking is located in the back of the buildings; however, some residences may have attached garages, which must be recessed a minimum of 15' from the front facade or porch. The residence to the left shows a recessed garage, where architectural elements cast a needed shadow on the garage and landscaping softens the look.

APPROPRIATE

The core of the Town Center Area is its residential neighborhoods. Houses in these residential neighborhoods form the traditional fabric and, in this example, reflect key design components, including a useable front porch, appropriate proportions, and a recessed garage.

Regulating Plan - Land Use Category

"Cultural/Institutional Overlay District"



Cultural/Institutional Overlay District

Permitted Land Uses

This district permits "as of right" a variety of institutional uses, such as churches, schools, governmental buildings, libraries, museums, and parks. In the case of colleges and universities, the district also permits "conditional" uses that are supportive and ancillary to the functioning of an institution of higher learning. See the Permitted Land Use Chart on pages 8-9 for more details.

Design Standards

It is the goal of the Town Center standards to enable institutional uses to convey their unique and special status. Consequently, such uses are permitted and encouraged to deviate from the more typical standards of the Town Center. The following principles shall apply:

Building Locations

Within the context of the Town Center, locations at special sites, such as those terminating a street axis, should be sought for individual institutional buildings.

Building Setbacks

Institutional buildings may have more generous front and side setbacks than those of non-institutional buildings in order to emphasize their significance. Consequently, there are no minimum or maximum front, side, or rear building setbacks within the Cultural/Institutional Overlay District.

Building Height

No building within the Cultural/Institutional Overlay District may exceed a height of 50', although vertical architectural elements such as steeples and cupolas may extend up to 25' feet beyond that height limit.

Architectural Character

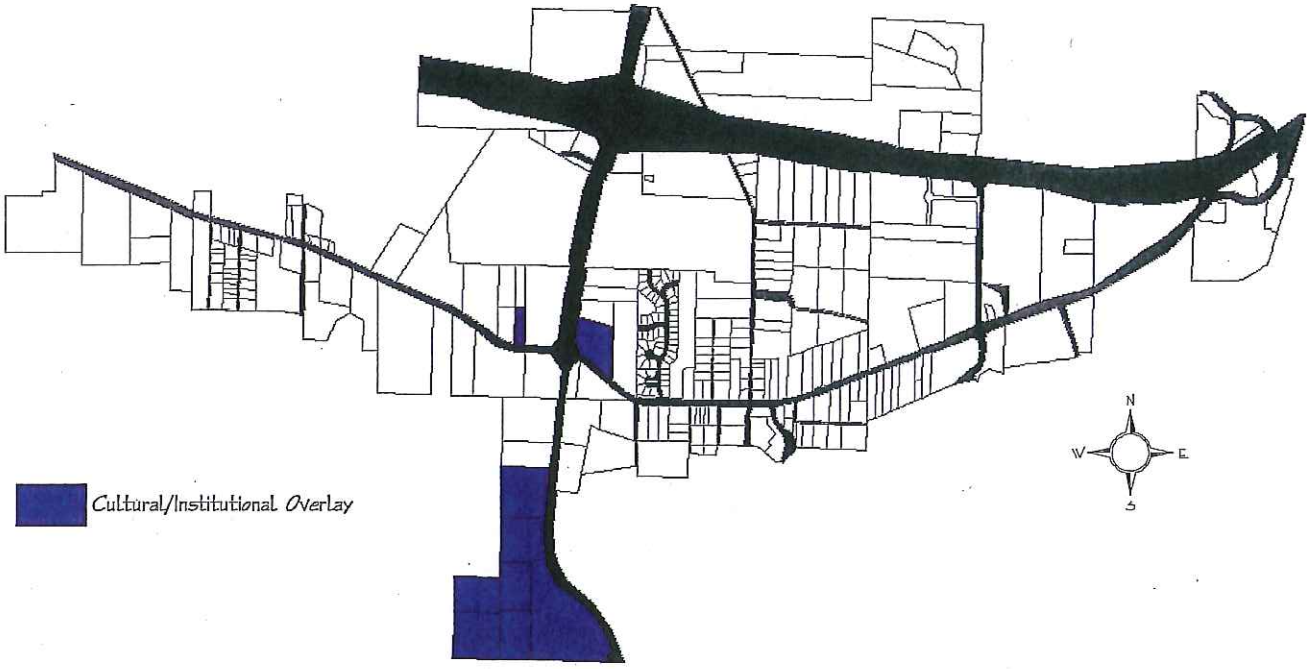
Institutional buildings should have a civic character, which can include classical architectural design elements (symmetry, pediments, columns, etc.), although no specific architectural style is required. Main entrances should be clearly articulated through their prominent location, size, and design. Roof forms might also include cupolas, steeples, and similar vertical architectural elements intended to give the building prominence.

Parking

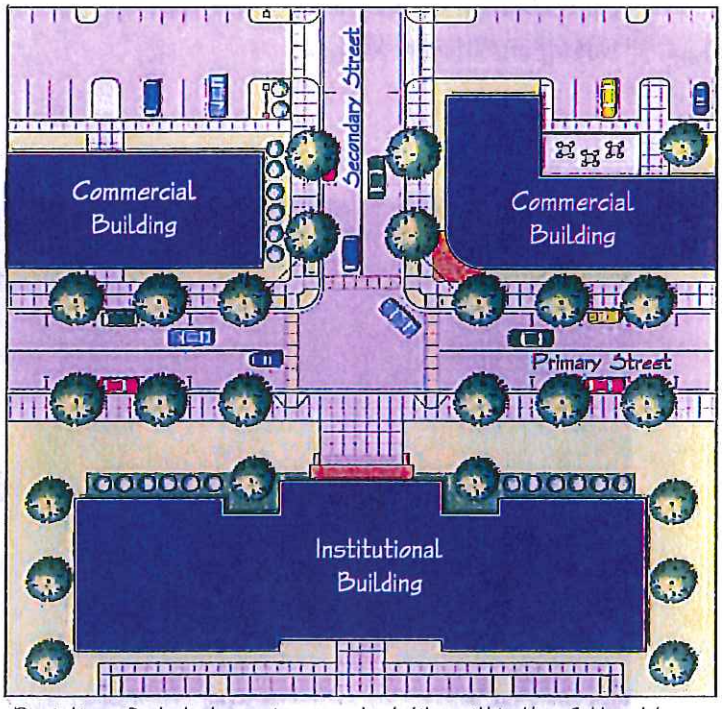
Parking requirements and location shall be determined on a case-by-case basis, depending upon the specific use and projected peak-hour demands. Parking should be located and designed so as to be minimal in appearance when viewed from the street. Arrangements for shared parking are also encouraged.

Wildwood Family YMCA

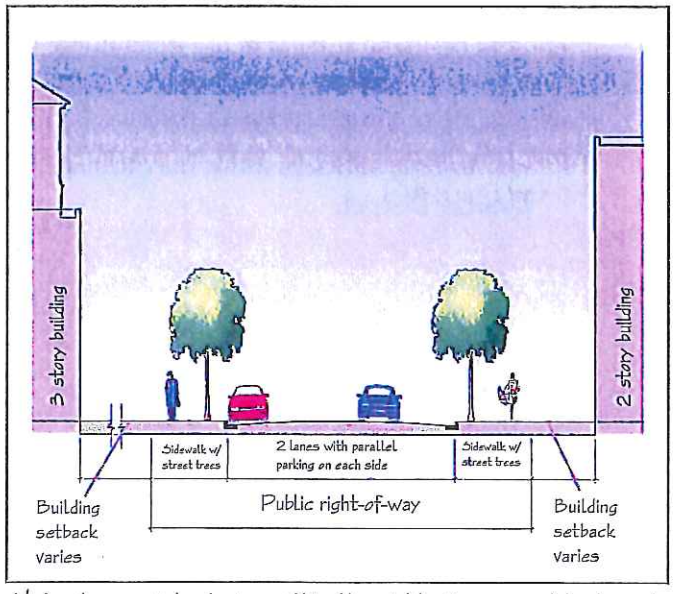
Cultural/Institutional Overlay District



Town Center areas shown in blue represent the Cultural/Institutional Overlay District



Depiction of what above view may look like within the Cultural/ Institutional Overlay District.



Note: Appropriate design within the right-of-way must be based upon the particular street classification.

Examples of Cultural/Institutional Overlay District buildings

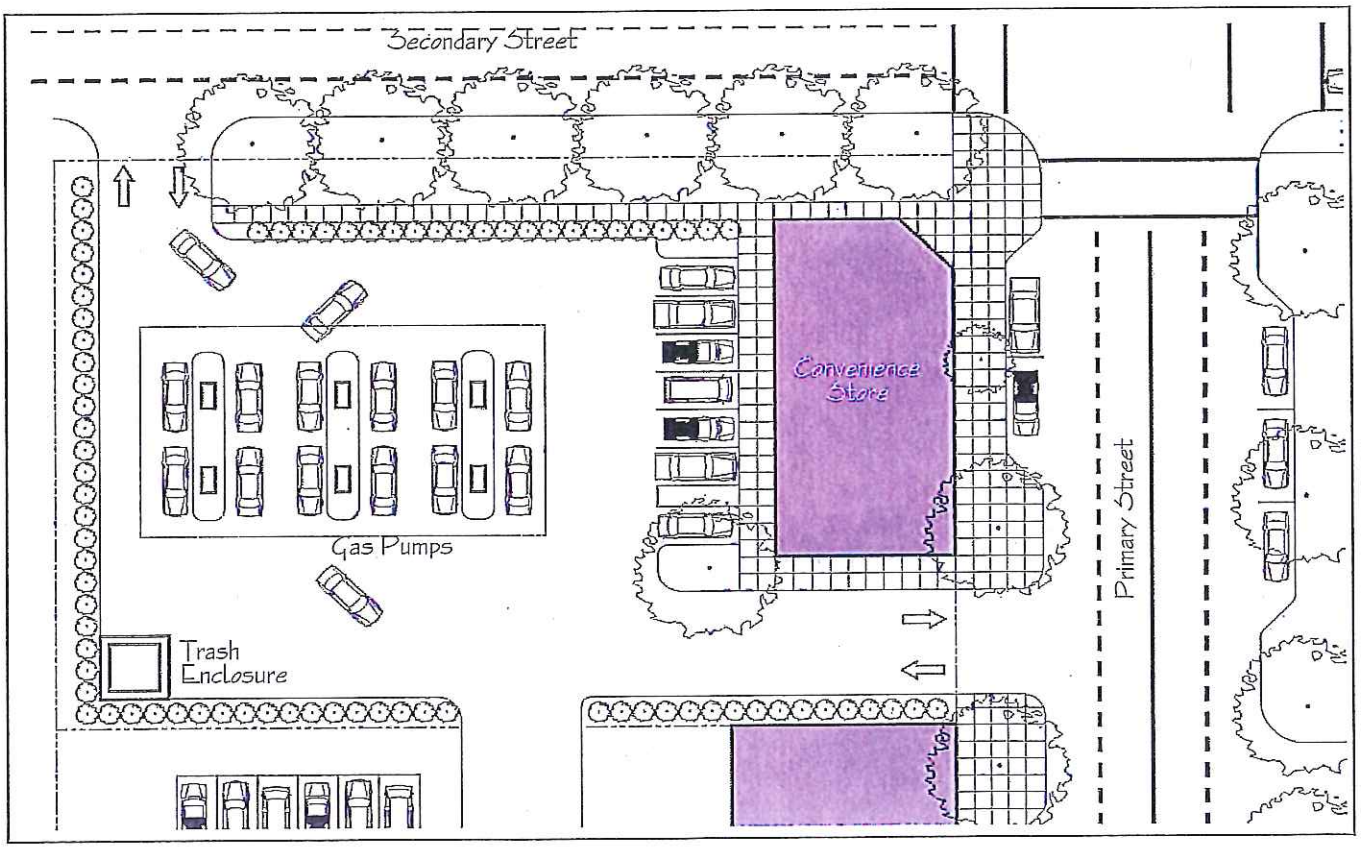
This civic building is used as a focal point and terminates the vista of the street.

Special Uses

Service Stations

The following standards shall apply to any commercial properties providing gasoline pumps:

- Provide a single automobile entry to the site from the primary street. If on a corner lot, an additional entry from the secondary street is permitted.
- The preferred site configuration is to locate the building so it fronts onto the street with the gasoline pumps, canopies, and associated service areas sited behind the building.
- Design the architecture of the building fully on all four sides.
- Provide windows facing the street.
- Pedestrian entrances should be provided on the street side of the building. Pedestrian connections to surrounding properties and the street should be provided, where practical.
- The canopy should be designed to be compatible in architectural character and materials with the associated building.
- The height of the canopy should be in scale with its associated building. The canopy bandwidth minimum clearance should not be less than 14'6".
- Trash dumpsters should be located in a screened enclosure. The enclosure should be of materials and design compatible with the primary structure.
- Parking areas should be visually screened through the use of walls, fences, and/or landscaping, with an emphasis on any portions fronting a street. The method of screening should be determined by a site's context: The higher density portions of the Town Center should emphasize masonry walls and fences, while less dense residential and mixed use areas might emphasize landscape screening. If landscaping is used, it should generally consist of evergreen shrubs planted in an intertwined pattern with a minimum height and spread of 24" at the time of planting in order to provide year-round screening.
- Freestanding signage should be designed as a monument type at a human scale, not to exceed 6' in height.
- Lighting should not glare onto surrounding properties or the street, and should be recessed into the canopy.



INAPPROPRIATE

The canopy is out of scale with its associated building and the pumps front directly onto the primary street.

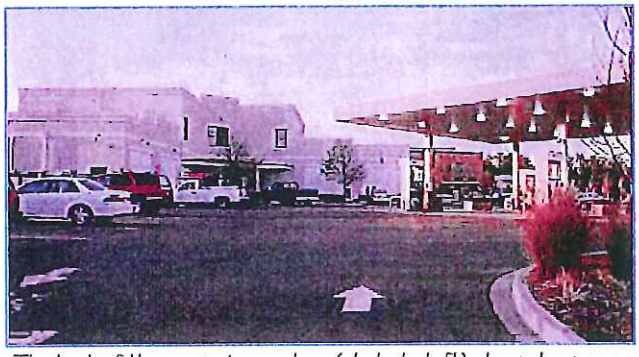
The columns of this canopy are inappropriate for the height and scale of the roof.

APPROPRIATE

Material (brick) for this building is used on all four sides. Appropriate fascia details are also implemented.

The canopy fascia on this building is minimal, with recessed lighting located under the canopy.

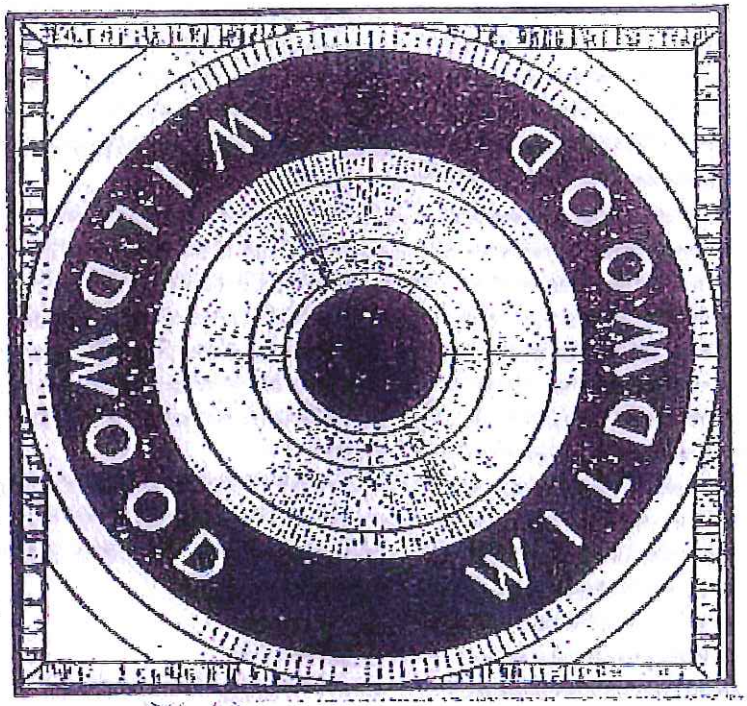
This building illustrates how a convenience store can successfully address the street corner and the sidewalk. (See photo at right)



The back of the convenience store (photo to left) shows how pumps can be hidden from the street.

A monument sign for a convenience store is scaled for both automobiles and pedestrians.

This convenience store has dual entrances, both on the street and toward the service side at the rear, where the gas pumps are located.



Design Elements

Parking, Loading, Refuse, Lighting, and Mechanical Systems

Parking Lots

- *Location* - Parking lots should be located to the side or rear of buildings and, where possible, be accessed from secondary streets or service lanes. Parking lots should run parallel with contours of the surrounding landscape in attempts to save any and all trees. Off-street parking should not occur in front of the primary facade or on corner locations.
- *Design* - Parking areas should be organized into a series of small bays delineated by landscape islands consisting of trees and shrubs. In general, no more than 8 contiguous parking spaces should be allowed. Landscape islands should have a minimum width of 8' or provide an adequate design to accommodate at least one large-maturing shade tree. Driveways to parking areas should be no more than 24' wide.
- *Screening* - The perimeter of all parking lots should be visually screened through the use of walls, fences, and/or landscaping, with an emphasis on any portions fronting a street. The method of screening should be determined by a site's context. The higher density portions of the study area should emphasize masonry walls and fences, while less dense residential areas might emphasize landscape screening. In all cases, parking shall comply with the setback requirements of the underlying zoning district designation. If landscaping is used, it should generally consist of evergreens with a minimum height and spread of 24" at the time of planting to provide year-round screening.

Parking Garages

- Exterior walls of parking garages visible from public streets should have an architectural cladding and flat floor plates facing the primary street.
- Parking garages with street frontage shall comply with all other design standards for buildings within this document.
- Parking garages are encouraged to be designed with ground floor uses compatible with neighboring areas in order to blend with surrounding structures and continue the rhythm of storefronts along the street.
- The treatment of parking garage facades facing streets should give the appearance of an occupied Workplace or Commercial building.

Loading & Refuse

- Loading docks, solid waste facilities, recycling facilities, and other service elements should be placed to the rear or side yard of the building in visually unobtrusive locations with minimum impacts on view.
- Screening should be achieved through the use of walls, fences, and/or landscaping.
- Refuse containers and facilities should be hidden by an opaque wall or fence of sufficient height to screen the bin and any appurtenances, but not less than 6 feet in height. Walls and fences should be constructed to match the architectural detail of the principal structure and contain a securable gate to minimize blowing refuse. Trash containers serving non-residential uses should not be located abutting residential property.
- Recesses in the building and/or depressed access ramps should also be used for service areas.
- Businesses are encouraged to consolidate and share refuse areas and equipment.

Site Lighting

- Site lighting should be pedestrian-scaled and architecturally compatible with lighting installed in adjoining area.
- Lighting should be limited to the amount and intensity necessary for safety, security and to complement architectural character. Lighting is not permitted which would spill onto, or interfere with the character of, the surrounding neighborhood. Compliance with the City's lighting code is required.
- Lighting which is visible from adjacent properties or roads must be indirect or incorporate full shield cut-offs.
- Service area lighting should be designed to avoid spill-over onto adjacent areas.
- No wallpacks are permitted.

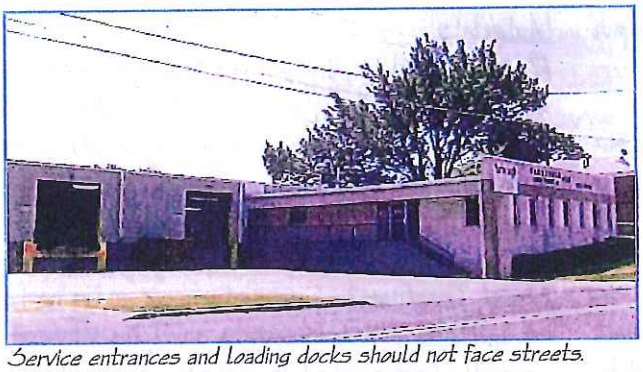
Mechanical Systems

- Mechanical equipment (including air conditioning units, pipes, ducts, vents, access doors, meters, transformers, and other building system equipment) should be positioned away from pedestrian ways and residential structures to minimize noise, exhaust, and visual unsightliness.
- Additional screening of such equipment from public view at ground and roof levels is appropriate to preserve the character of the building architecture and the surrounding district.

INAPPROPRIATE

Perimeter screening should have been used to prevent direct views of this parking lot from the street.

This poorly designed parking garage does not use a building-like exterior or provide trees at the street level. As a result, it does not enhance the built environment.



Service entrances and loading docks should not face streets.

Unscreened dumpsters are visually obtrusive and inappropriate for the Wildwood Town Center.

APPROPRIATE

This parking lot follows the existing contours of the site. Islands are formed to save existing mature trees.

The scale of openings, the materials, and the architectural treatment of the exterior should be compatible with the adjacent buildings.

Locating dumpsters behind buildings and screening them with a material compatible with the adjacent building greatly minimizes the visual impact and blends in with the associated building.

Screening elements such as this wooden fence can effectively minimize the view of the service area from public view.

Roofs

Configurations

Principal Roofs - Basic roof components shall consist of a symmetrical gable or hip with a slope from 6:12 to 12:12 appropriate to the style of the home. Configurations such as cross gables, "L" shapes, and other variations may occur.

Ancillary Roofs - Ancillary roofs may be shed roofs with a slope range from 2:12 to 3:12.

Tower Roofs - Roofs located on towers shall have a slope greater than 6:12.

Roof Trusses - Roof trusses shall have integral eave returns allowing room for either expressed lintels or a frieze board above top story openings.

Flat Roofs - Flat roofs shall have a parapet wall as high as the City Building Code allows. Flat roofs shall be permitted in commercial buildings only and prohibited on residential buildings.

Purlins - If exposed, shall be a minimum width of 1 1/2 square inches.

Eaves - Shall be continuous; however, eaves which overhang more than 16" shall have exposed rafters.

Drainage - Gutters shall be square or half-round, and all downspouts shall be round.

Roof Penetrations - Shall be placed on the rear slope of the roof and painted to match the color of the roof, except those of metal which may be left unpainted. Plumbing stacks and vents shall not be placed on the front slope of any roof or any visible portion of it from the street.

Skylights - Shall be flat and mounted on the rear slope of the roof. No plastic bubble units shall be authorized in the Town Center.

Dormers - If provided, shall be habitable and placed a minimum of 36" from side building walls and have gable or hipped roofs with a slope of 10:12, or shed roofs with a slope of 3:12.

Materials

Roofs - Shall be clad with copper, concrete, clay tiles, wood shingles, fiberglass asphalt shingles, or standing seam sheet metal (pre-painted or natural). Colors and types shall be selected from the Architectural Review Board Master List.

Metal Treatment - Exposed copper or tin roofs, flashing, gutters, and downspouts shall be allowed to age naturally (not painted or sealed).

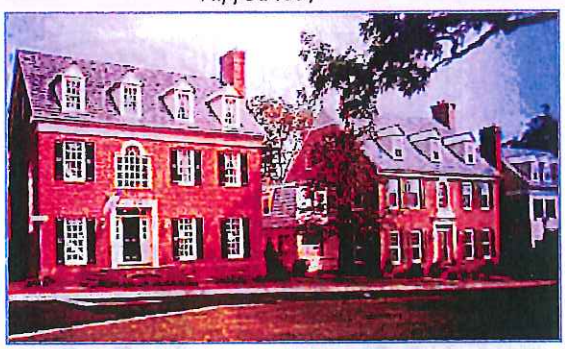
Drainage - Gutters and downspouts, when used, shall be made of galvanized steel, copper (not copper coated), vinyl, or anodized aluminum. Metal chains may be used in lieu of downspouts. Splash blocks shall be brick, gravel, or concrete. In the absence of gutters, brick or gravel shall be placed at the drip line.

Flashing - All flashing shall be copper, tin, vinyl, or anodized aluminum.

Canopies - Canopies shall be constructed of materials and style compatible with the materials, and of the same style as the primary structure.

APPROPRIATE RESIDENTIAL ROOFS

Hipped roof



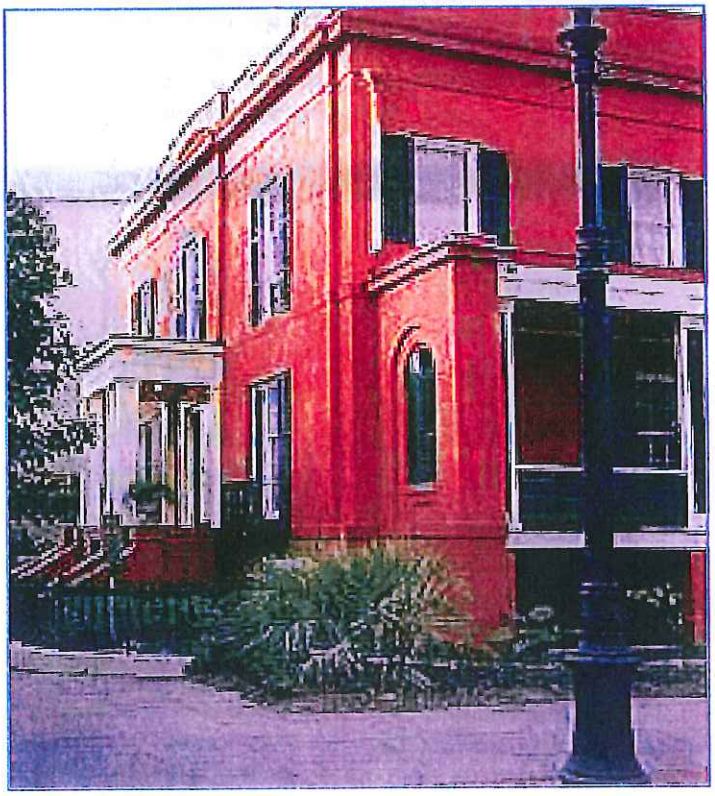
Gabled roof with classical side pediments and dormers

Gabled roof

APPROPRIATE COMMERCIAL ROOFS

Parapet roofs with varying architectural styles

Gable and parapet with appropriate awnings



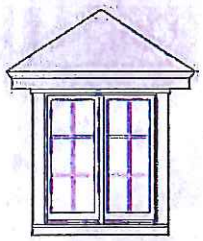
Parapet roof

Dormers

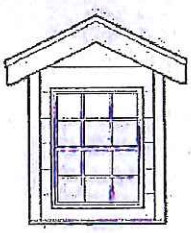
Dormers will generally be composed as a secondary architectural element or form used in a functional fashion to complement the primary form of the main structure. The mass and composition should maintain the character and style of the building. Overly complex or contrived forms, offsets, projections and the resulting roof forms are unacceptable.

Rafter bearing heights, overhang dimensions, cornice and rake details should be carefully studied and crafted to comply with the appropriate style. Typically, dormer roofs will be hipped, gabled, shed, or arched depending on the characteristics of the main building style. In general, dormers will be vertically scaled and proportioned and should tightly frame an appropriately sized and styled window. Dormer overhangs and rakes should be tight to the main body of the dormer.

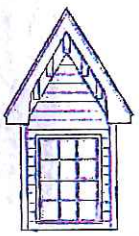
INAPPROPRIATE

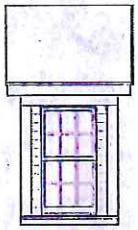


The deep overhang and lack of detail at the base of this dormer makes it inappropriate.

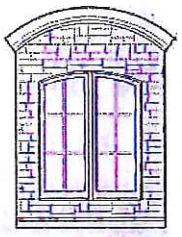


Scale, proportion, details, roof pitch, cornice, windows, and materials are all inappropriate.



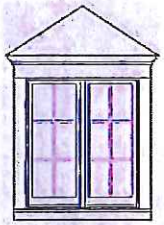


This shed dormer has oversized overhangs and oversized jambs. The proportion of the window to the dormer is inappropriate.

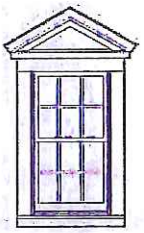


This arched top dormer with extensive space between window head and cornice is inappropriately proportioned and detailed.

APPROPRIATE

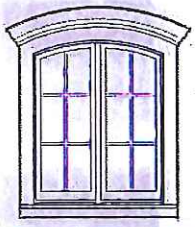


This hipped roof dormer is appropriately detailed with tight head, jamb and sill details.



Appropriately detailed dormers have very minimum trim material to the sides of the window and the window head and cornice/ trim are tight to each other.

This simply stated shed dormer is appropriate in many house designs.



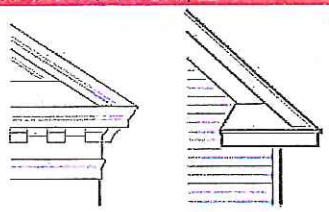
An elegantly proportioned detailed dormer.

Cornices & Rakes

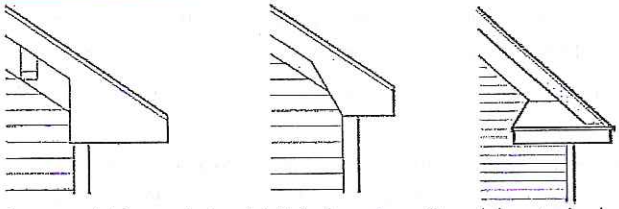
The use of and appropriate selection, detailing, and implementation of cornices and rakes is critical in obtaining approval for an appropriate design.

The construction documents must contain details and sections which clearly illustrate the style, components, sizes, and location of any cornice and rake. Care should be taken to assure the details proposed are appropriate for the style, materials, and overall design.

INAPPROPRIATE



Steep or visible roof pitches above cornice returns are inappropriate.

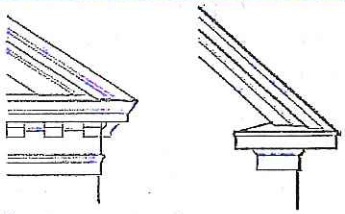


Inappropriately scaled and detailed cornices. Do not terminate deep overhangs with an oversized "box" cornice detail or large cornice return.

This steep gable with inappropriate rake details and oversized cornice returns is inappropriate.

Examples of inappropriate details.

APPROPRIATE



Where appropriate to the style, gable ends will have cornice returns.

Traditionally scaled and detailed cornices will follow time-tested scale and proportions.

Classic cornice and rake detailing with cornice returns provide a timeless quality to this rather generic gable form. Crown mould is used at edge of roof, frieze board at wall is properly scaled and the flashing above the cornice returns is not obviously visible.

Examples of appropriate cornice details, with traditional scale and detail. Each of these details are appropriate to the overall architectural character and style.

Walls

Configurations

Material Transitions - Walls may be built of no more than two materials and shall only change material along a horizontal line, i.e. wood may be combined with stucco when the material change occurs horizontally, typically at a floor line or a gable end, with the heavier material below the lighter, i.e. brick or stone below stucco. Building additions must be made of the same materials as the main building, except when the main building is made of brick, the addition may be wood.

Siding - Siding shall be horizontal with a minimum of 4" exposed to the weather. Boards with more than 8" to the weather shall show a 1" variation from one board to the next. Vertical board and batten may be used. Material changes shall occur at a continuous horizontal line or vertically along an inside corner or at building lines. When horizontal changes occur, the heavier material should generally be placed below the lighter material (i.e. brick/stone below stucco or siding).

Shingles - Shall be a minimum of 8" and a maximum of 10" exposed. Decorative shingles shall not be permitted. Shingles shall be hand-split or machine cut with bottom edges aligned.

Foundation Walls - Shall be exposed 18" to 36" above grade, except for situations where the grade may be flush with the adjacent sidewalk, such as for buildings having ground floor commerical space.

Trims - Shall be minimum grade "B" wood and shall not exceed 1" in thickness. The width at the corners shall be 6". The width around openings shall be 4", except at the front door, which may be any size or configuration. Trim may be painted in any color.

Brick - Shall be horizontal running bond or flemish bond pattern with mortar joints of grapevine patter, with a maximum 1/2" in height. Construction shall be limited to a maximum three (3) courses of brick, not to exceed 8 1/2" in width.

Stucco - Stucco treatment around openings shall not protrude in excess of 1" from the finished wall face.

Garden Walls & Fences - Garden walls shall be a minimum of 8" thick, capped with a similar material and with a minimum 1" overhang. Within front yards, walls and fences shall be placed within 24" of, or at the frontage line (outside edge of sidewalk), and they shall be 32" to 42" in height.

Materials

Building Walls - Shall be clad in local brick, native stone, wood shingles, wood clapboard, drop siding, vinyl siding, wood board and batten, or smooth stucco. Clapboard and siding shall be painted except as noted. Brick may be painted or left unpainted. Wood shingles and siding shall be finished in paint or opaque stain.

Foundation Walls & Piers - Foundation walls and piers may be exposed, smooth-finished, poured concrete, parged block or brick veneer.

Garden Walls - Shall be finished in stone, brick, or stucco matching the principal building. Material composition shall be replicated on both sides of the wall. Gates shall be wood or wrought iron.

Fences - Fences fronting the street shall be made of wood pickets painted white. All other fences shall be made of wood boards with a rectangular section. If painted, fences shall be white. Wood fences may have brick piers. Vinyl materials may be used as a substitute in building walls and fences, but shall be selected from the Master List (see Appendix) to ensure acceptable quality.

APPROPRIATE RESIDENTIAL WALLS

Horizontal siding with wood trim

Horizontal material transitions

Combination of stone and wood shingles

APPROPRIATE COMMERCIAL WALLS

Vertical material transitions may occur along inside corners

Vertical material transitions are allowed at building defining lines

Stucco

Openings

Configurations

Opening Locations - In upper stories, generally should be centered above ground floor openings. Gable end openings must be centered. All openings shall be a minimum of 2' from building corners.

Glazed Areas - Glazed areas on frontage facades of residential buildings shall not exceed 20% of the total surface. Single panes shall be no larger than 100 square inches and shall be historically correct, where applicable. Ground floor retail shall have a minimum of 70% glazed surface area (measured between grade and the interior ceiling level). All sides of residential buildings shall have windows. Glazed areas shall be proportional to the total facade size, and windows in groupings shall be proportionate within their frames.

Windows - Shall be single-hung, double-hung, or triple-hung or operable casement types, with a vertical proportion of at least 1:1.5 (width to height). Windows shall be operable, unless exempted by the Architectural Review Board.

Transoms - May be oriented horizontally with panes of vertical proportions. Multiple windows in the "y" post should be proportionate. Separation for multiple windows is required. Windows on the ground floor shall be slightly larger than those on the upper floors. Windows must represent the use of the floor.

Window Muntins & Lights - Muntins shall be true divided lights or fixed on the exterior surface, thereby creating panels that are square or vertical. All windows shall have equally proportioned lights. Muntins shall be located on the outside of the window, unless varied by the Architectural Review Board.

Porch and Arcade Openings - Shall be vertical and proportional.

Doors - Shall be hinged and have raised panels (not flush with applied trim). Sliding doors are permitted only at residential rear yards. Lights in doors must be rectangular and vertical within the frame. Commercial entrances shall be of "full glass" type where exit doors or service doors front the public right-of-way.

Garage Doors - If facing a street, doors shall be a maximum width of 9', no more than two adjoining doors may exist, and they shall be recessed a minimum of 15' behind the associated building facade plane. Garage doors shall be painted.

Shutters - Shall be sized and shaped to match the opening, when used.

Awnings - Shall be installed so as not to be taut, while rectangular. The use of rolled-up signage shall not be authorized.

Materials

Residential Windows - Shall be painted or clad wood, and shall be glazed with clear glass in residential areas of the Town Center. Window selection shall be appropriate to the building. The color of window screen frames should match the color of the window muntins and frames. Heavily tinted and reflective glass is prohibited for both residential and non-residential uses.

Doors - Shall be wood, embossed steel, or fiberglass, and shall be painted. If glazed, doors shall have clear glass.

Storm Doors - Shall be painted wood or anodized aluminum and match entry doors.

Security Features - Security features, such as window grilles and rolling shutters, must be submitted for approval.

APPROPRIATE RESIDENTIAL OPENINGS

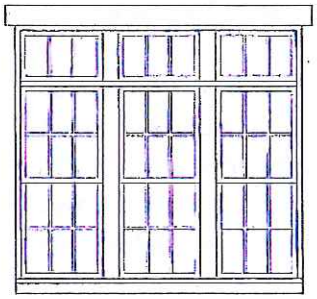
Opening centered in gable end

Upper story window centered above ground floor

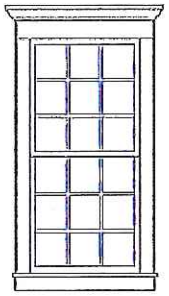
Transom aligned horizontally with windows

Appropriate opening configurations

Appropriate double garage door recess with a minimum setback distance of 15'.



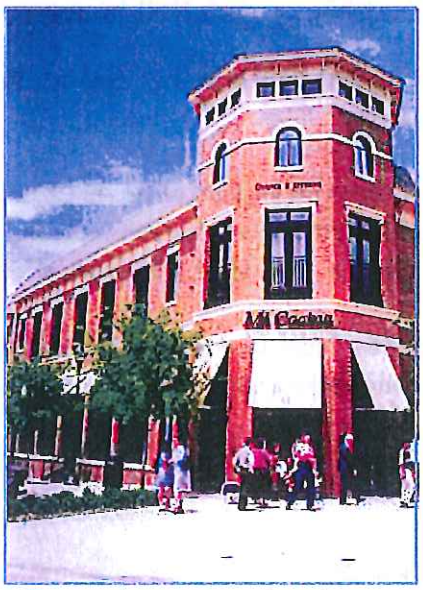
On a divided light window, transom height matches height of light below. Minimum glass height of the transom is 12" (16" preferred).



Muntins shall be true divided light or fixed on the exterior surface.

Where used, shutters shall be sized to match the actual window width and height and installed to appear operable.

APPROPRIATE COMMERCIAL OPENINGS



Appropriate opening configurations

Appropriate commercial opening in that the lower floor exhibits larger area of window space than the upper floor.

Elements

Configurations

Chimneys - When chimneys are used, they shall be a minimum of 2:1 proportion in plan and capped to conceal spark arresters. Flues shall be no taller than required by The Building Code. Chimneys are optional within the Town Center.

Arches - Shall be no less than 12" in depth.

Keystones - Shall be functional and not decorative, but must be proportional, if used.

Porches - Shall be a minimum of 8' in depth and 18" above grade. Surface mounted light fixtures shall be decorative. Other illumination sources shall be authorized based upon architectural merit. Screened porches shall have wood-framed screens. (Crawl space under porches and decks shall be either brick or skirted with framed wood or vinyl lattice installed between supports with no more than 1½" spaces between boards.)

Posts - Shall be no less than 6" x 6" in thickness.

Railings - Shall include top and bottom rails and shall be centered on the pickets. Wood top rails shall be eased at edges and bottom rails shall have a rectangular section. Spindles and balusters on railings shall not exceed 4" on the center if made of wood or metal.

Bay Windows - When at frontages, bay windows shall have a minimum of 3 sides and shall be habitable, extending from the height of the interior floor to the appropriate grade at street level.

Balconies - Balconies shall not exceed 4' in depth. Cantilevers, including balconies and second story bay windows, shall be supported by brackets.

Materials

Columns, Piers, Arches and Chimneys - Shall be stone, wood, brick, or stucco. Interior chimney flues shall be metal or clay flue tile. Spacing and form shall be proportional.

Porches, Posts, Spindles and Balusters - Shall be wood or fiberglass, except railings attached to concrete or brick, which may be steel or wrought iron and painted a black gloss finish. Porches may be enclosed with glass or screens, but glass enclosures are prohibited at frontages. Porch ceilings may be enclosed with painted wood or beaded
vinyl. Exposed joists shall be painted.

Stoops - Shall be wood, brick, or concrete. If concrete, stoops shall have brick or stucco cheek walls. Accessible facilities for commercial uses shall comply with the requirements of this code, where applicable. The Architectural Review Board shall approve accessible facilities for commercial uses based upon merit and code compliance.

Decks - Shall be located in rear yards and where not easily visible from streets or paths. Decks shall be made of polymer lumber or wood and painted or stained (except walking surfaces which shall be unpainted).

Bay Windows - If at frontages, bay windows shall be made of trim lumber.

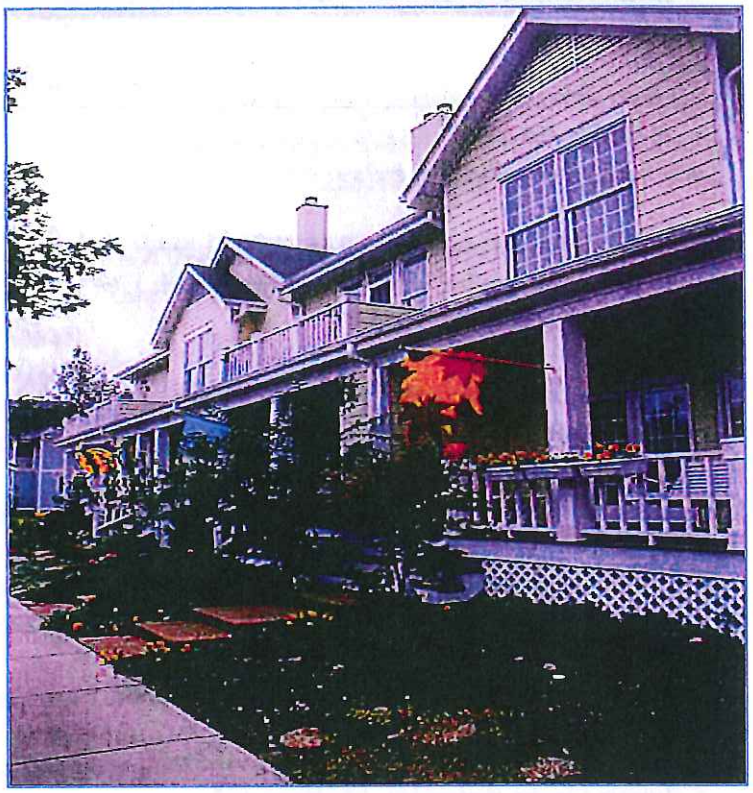
Storefronts - Shall be made of wood. In Commercial/Workplace areas, alternative materials incorporating approved colors can be considered (aluminum, steel, etc.).

Wood Elements - Must be painted or stained with an opaque stain, but walking surfaces may be left natural.

APPROPRIATE RESIDENTIAL ELEMENTS

3-sided bay window

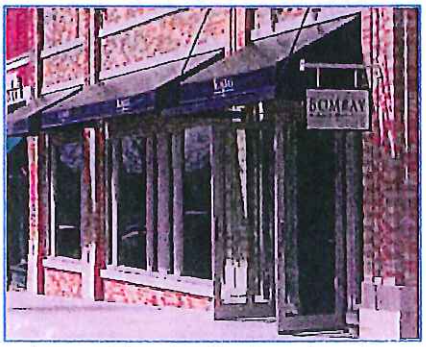
Appropriate chimney



Porch with appropriate depth, posts, railings, and skirting

APPROPRIATE COMMERCIAL ELEMENTS

Appropriate awnings



Appropriate storefronts and awnings

Appropriate storefronts and awnings

Miscellaneous

Colors

Master List - Colors of most materials shall be selected from the Master List. The only exceptions are columns, posts, balconies, shutters, and porches.

Walls - Shall be one color for each material used. Wall colors shall be painted or stained in local earth tones, and shall complement trim colors.

Trim - Shall be a single color that compliments the wall color, but may differ from the wall color. Trim color shall complement those used on walls.

Storefronts - Shall be painted a color selected from the Master List.

Accent Colors - May be used for items such as front doors, window sashes, and shutters, subject to approval from the Architectural Review Board.

Columns, Posts, Balconies, Shutters and Porches - Shall be any color. Window sashes and doors shall be painted or stained with a color from the Master List.

Mortar - Natural color mortars shall be used.

Masonry, Smooth Siding & Trim - Shall generally be a color from the Master List, but alternatives with merit can be considered.

Rough Siding - Shall be a color selected from the Master List.

Exterior Surfaces - All exterior wood shall be painted or stained, except wood roof shingles which may be left to age naturally.

Other Design Components

Permitted Rear Yard Components - If not easily visible from streets, they include: HVAC equipment, utility meters, satellite dishes (18" or less), permanent grills, permanent play equipment, and hot tubs (those at ground level must be covered).

Prohibited Components - Visible panelized materials, window air-conditioning units, above-ground pools (unless inflatable), antennas, solar panels, and signs (on private residential property).

Flagpoles - If attached to a building, must be no more than 6' long and wall-mounted at a 45 degree angle. If freestanding, shall not exceed 20' in height. (Exception: commercial and institutional buildings.)

Security Signs - Must be affixed to walls.

Light Fixtures - Shall be mounted to walls or recessed, have incandescent or metal halide bulbs, and may not produce glare on adjacent properties.

Signs - Shall be made of wood, cast aluminum, or thickly-enameled steel. Signs shall be attached to buildings, integral with the storefronts, no larger than 24" in height, externally lit, and painted colors from the Master List.

Picket Fences - Shall be 3.5' high at front yards. In rear yards where there is a swimming pool, the minimum height of a fence shall be 4'. Picket fences shall have no more than a 2" gap between pickets.

Board Fences - May be as high as 6', but can only be used in side and rear yards. Chain link fences are not permitted anywhere.

Decks - Shall be located in rear yards where not easily visible from streets.

WILDWOOD

March 1, 2010

The Honorable City Council
The City of Wildwood, Missouri
183 Plaza Drive
Wildwood, Missouri 63040

Council Members:

The Planning and Zoning Commission has completed its review of the update of the Town Center Plan, a component of the City's Master Plan, and related Comprehensive Zoning Map of the City Charter, and prepared the following recommendation regarding it for City Council's consideration. This recommendation was completed in accordance with the requirements of Chapter 89 of Missouri Revised Statutes and those regulations of the City relating to public notice and publications (Chapter 415.560 of the City of Wildwood Zoning Ordinance). This recommendation is as follows:

Petition Number:	P.Z. 11-09
Petitioner:	City of Wildwood Planning and Zoning Commission c/o Department of Planning, City Hall, 183 Plaza Drive, Wildwood, Missouri 63040
Request:	A request for the Planning and Zoning Commission's consideration of the updated Town Center Regulating Plan Map and associated Development Manual Text, which has been under review and study over the past seventeen (17) months by the Town Center Advisory Panel, and ultimate action on the same. The Town Center Plan establishes goals, objectives, and policies for the development of the Town Center Area to create neighborhoods, which are self-sufficient in terms of their mix of land use activities; the availability of green space; and the presentation and appearance of its public infrastructure to the community, such as streets and sidewalks. These components of the Town Center Plan are intended to complement each other and create interdependence as well. Along with these goals, objectives, and policies, the Town Center Area establishes types and densities/intensities of land use for these parcels of ground within the boundaries of the City of Wildwood Town Center Area.
General Location:	Town Center Area
Size:	Approximately eight hundred (800) acres
Public Hearing Date:	November 16, 2010
Date and Vote on Information Report:	February 1, 2010 - Approval by a vote of 6 to 4 (Voting Aye - Hayek, Taylor, Gragnani, Woerther, James, and Bopp; Nays - Brophy, Kranz, Peasley, and Dillon)
Date and Vote on Letter of Recommendation:	March 1, 2010
Report:	Attachment A
Adopted Plan and Text:	Attachment B

Panel's Recommended Plan:	Attachment C
Background Information:	Attachment D
School District:	Rockwood
Fire District:	Metro West
Wards:	One, Four, Five, Seven, and Eight

Copies of the City of Wildwood Master Plan, Town Center Plan, 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 Timothy Woerther, Mayor
Daniel E. Dubruiel, City Administrator
Rob Golterman, City Attorney
Joanna Browning, Senior Planner
Liz Montalbano, Planner - Zoning

History of the Town Center Planning Process

The City of Wildwood, Missouri began the development of its Master Plan shortly after its incorporation on September 1, 1995. The first step in the development of the Master Plan was the selection of a consultant to begin the data collection and analysis process towards formulating a plan to achieve the goals of the "Plan of Intent" and the individual ward studies completed after the February 1995 election. Once the consultant had been selected, parameters were set to ensure consistency in the development of land, expenditures for infrastructure, and the delivery of services between the plan and the desires of residents of the City of Wildwood. Jonathan Barnett, a nationally recognized urban planner, was given this responsibility.

Over the next several months, data was collected and analyzed relative to the City and its residents. Numerous citizens provided support and input into this process, creating a sounding board for the preliminary findings of the community profile and analysis. Additionally, a number of focus group discussions were held with interested parties and residents to further identify concerns and desires. Ultimately, this process yielded the following conclusions, which not surprisingly, supported the tenets of the Plan of Intent, as well as the findings of each of the individual ward studies:

- The community did not accept, nor support, scattered sites of high density commercial developments throughout the community.
- The community did support the use of new techniques in developing residential areas by requiring design and build criteria and proactive land use policies promoting walkable neighborhoods, and lot sizes, site

coverages, building dimensions, and architectural codes replicating a certain theme.

- The community did support the location of higher density commercial land uses in the wedge of properties located between State Route 100, State Route 109, and Manchester Road based on the following assets: access, tradition, existing zonings for similar type of activities, infrastructure, utilities, and favorable environmental characteristics of the land.

From this information, the concept of the Town Center began to be formulated and discussed in much greater detail. As the Master Plan was being revised and submitted to the community for its review, the Town Center concept was also being finalized with the intent for it serving as the City's area of commercial and higher density residential development. Critical in this discussion was the manner in which this area would be developed. Two (2) choices were put forth for consideration; the first was to consider a development concept which replicated commercial and residential patterns encouraged by current zoning and subdivision ordinances used by most communities; while the second looked at the concepts of "New Urbanism" as applied in the traditional neighborhood developments (TND). The latter was selected.

With the location of the Town Center generally identified (State Route 100 to the north, State Route 109 to the west, Manchester Road to the south and east, and a narrow extension west of State Route 109 along Manchester Road to include the area of Pond), and the development concept in place for these properties (New Urbanism), the community was ready to begin the process of planning for it. Both the Planning and Zoning Commission and the appointed City Council approved the Master Plan in late February 1996. As part of this decision, the City hired the foremost expert in the development of plans for these types of proposals - Andres Duany and Elizabeth Plater-Zyberk (DPZ). Just after the adoption of the Master Plan, a Planning Charrette was scheduled to take place in the community over a period of five (5) days to begin the very detailed development of a plan for the Town Center area.

In creating the Town Center Category, as part of the original Master Plan, the City acknowledged that a number of characteristics existed at this general location that favored its development for higher intensity commercial/service type activities, as well as residential densities significantly greater than anywhere else in this community. These factors include the following:

1. Number of existing commercial zoning designations approved by St. Louis County, but not yet developed at the time of the plan (1995-1998).
2. Number of higher density developments in place at the time of the development of the plan (1995-1998).
3. Traditional centers of commerce and activity that already existed in the defined Town Center Area, i.e. Pond and Grover.
4. Favorable topography in terms of slopes and landforms.
5. Availability of utilities to serve these higher density residential areas and commercial zones.
6. Access into and through the area was better than other locations in the City, with State Route 100, State Route 109, and Manchester Road defining its boundaries.
7. Availability of vacant land.
8. Support of the community to limit commercial and higher density residential development to a specific defined location, while not allowing scattered sites throughout the community.

All of these characteristics influenced the creation of the Town Center Area's boundaries and how the properties in this location would ultimately be developed in terms of future land use.

The Town Center process began with the five (5) day Charrette process, where planners of DPZ performed field inspections of the area designated for development, heard comments and took input on the use of the Town Center, and formulated a preliminary plan for review. The plan employed the concepts of "New Urbanism" and attempted to establish permitted uses of property by creating a Regulating Plan for them. It also discussed the creation of a network of streets and public open spaces, the development of design criteria for the construction of buildings and structures on individual tracts of land, and the provision of architectural codes for consistency in appearance and function. Within these components, traditional suburban development practices were discussed and abandoned in favor of creating a pedestrian friendly environment with plentiful open space that fostered a true mixed-use community.

With the completion of the Charrette, and a follow-up presentation by Andres Duany in May 1996, the City began refining the Town Center Plan. This public comment phase also included establishing a procedure for its application in the area and creating a mechanism of processing it. Over the summer, numerous meetings were held on the Town Center Plan and many modifications were made regarding its application. Some of the major aspects of consensus from these series of meetings included:

1. The existing residential property owners in the Town Center would be allowed to opt out of participation if they did not want their parcels of ground included in the designation proposed by it.
2. The development of a street network would adhere to a grid system reminiscent of the Jeffersonian Grid, particularly in the area of the wedge. Additionally, street specifications would encourage the calming of traffic by reducing pavement widths and employing other techniques to slow vehicles and encourage other modes of transportation, while simultaneously creating far more outlets for traffic to disperse.
3. The Regulating Plan would establish six (6) major land use categories which would include the Commercial/Workplace District, Neighborhood Center, Neighborhood General, Neighborhood Edge, Public Open Space Reserve, and Cultural/Institutional Sites. Each would have a list of uses permitted by right or condition depending on their intensity or size.
4. The Neighborhood Design Standards would encourage buildings be placed at or near the roadway, increase allowable heights of buildings, decrease the allowable lot widths, and reduce the overall number of parking spaces needed on a site by allowing on-street parking to be used.
5. The Architectural Codes would establish requirements for all buildings and structures relative to walls, openings, roofs, elements, and miscellaneous items to promote a particular theme or period.
6. The development of stormwater management practices and other public improvements (streetscapes) would meet defined specifications to achieve environmental protection and further the goals of "New Urbanism."
7. The funding of these improvements, and the acquisition of public open space, may require dedications or the imposition of impact fees as part of any new development.

With the consensus in place, the City began a process of presenting the revised draft document to the public. To accomplish this public input and comment component, two (2) public forums were held in September 1996 and October 1996. At these two (2) meetings, significant public input and comments were received and numerous questions were asked. Additionally, over thirty (30) individual meetings

were held with property owners in the Town Center area to provide them with further information and answer questions about the plan. As a result, over fifty (50) changes to the draft document were made and incorporated into a revised plan dated November 1996. Shortly, thereafter, on January 21, 1997, a public hearing was held on the plan, with another large turnout and numerous comments were received again. With the public hearing completed, the revised draft was again refined and another thirty (30) changes were incorporated into the plan.

Over the next three (3) months following the public hearing, four (4) consultants were hired to study individual issues related to the Town Center Plan relative to street layout and topography, stormwater management, streetscape designs, and signage. While the consultants were beginning their studies, additional discussions were held on other components of the plan to ultimately bring its approval to a conclusion. The consultant's preliminary findings on the street layout and stormwater management practices added new information to the plan. Their studies indicated that streets, in most instances, could be accommodated within the confines of the existing topography. However, stormwater management practices could not be achieved solely by a series of regional facilities, but a combination of these larger features and on-site improvements. These studies, and additional comments which were received after the public hearing, were added to the plan and a final revision was completed in April 1997.

Subsequently, after further discussions in the City, a two (2) phased approach was taken to complete the adoption of the Town Center Plan. The first phase was the designation of all existing commercial properties into one of the six (6) land use categories proposed as part of the Duany Plan. These land use designations would allow certain activities to occur on the property, while requiring the design to adhere to specific building standards and architectural guidelines. In total, some forty-two (42) properties were designated as part of Phase I. This Phase I process would represent an amendment to the City's Master Plan relative to the Town Center designations. The Planning and Zoning Commission discussed this two (2) phase approach and approved the amendment of the Master Plan to incorporate Phase I into its language on July 7, 1997. The City Council ratified this action at its meeting on August 11, 1997.

Phase II began in the Fall of 1997 with the appointment of a Citizen Advisory Board consisting of residents from the City to address the remaining properties not identified in Phase I. The intent of Phase II was to promote more input from the impacted community by allowing them to participate in the discussion of the land use designations for these properties, as well as address access considerations. Phase II was begun in September 1997 and weekly meetings were held. Several assumptions were made by the group as the process was begun, most importantly of these were the use of the Duany Plan as a guide, employment of Neighborhood Design Standards and Architectural Guidelines for designated properties, and acceptance of Phase I recommendations for those previously identified properties. This second phase of the process refined the impact of the Town Center Plan on existing residential properties, where owners were hesitant to accept the new planning concept, and address the remaining vacant properties in terms of future use. Additionally, the boundaries were altered to add certain properties due to their 'community of interest.' Ultimately, over three hundred (300) individual properties were discussed and finally addressed by this Phase II effort of the citizen volunteers and City staff. The Phase II process was completed in February 1998, with the adoption of the plan, with ratification by the City Council.

Introduction to 10-Year Update Process

In June 2008, a group of volunteers appointed by the City Council began a review of the document that had been guiding development within the City's Town Center Area. The group represented a wide variety of interests and backgrounds from all wards in the City, the business and development communities associated with this area, and at-large members from its boundaries as well. The composition of the volunteer panel was intended to provide an appropriate cross section of the community and represent those individuals and entities that are involved in the development of this area from a range of perspectives. This panel oversaw the update process and provided direction to City staff on information needs, background documents, and other items, including maps.

Assisting the panel of volunteers was the City's selected consultant for this matter, Jonathan Barnett. Mr. Barnett was the planner who completed the City's first Master Plan, which included the concept of the Town Center Area, as one (1) of the four (4) original Conceptual Land Use Categories. Mr. Barnett's role was to provide his expertise as an international and national planner and urban designer to the panel volunteers, as discussions proceeded on the Town Center Area and its successes and failures through its application. Additionally, Mr. Barnett was to provide support to City staff in its role, as part of the update process.
Also programmed, as part of this update process, were a number of public input opportunities and presentations by experts in the fields of New Urbanism, financing of public and private improvements, real estate markets, and retail environments in America today. The public input sessions were designed to provide ample opportunity for residents of the City to comment at the start of the process (October 2008) and at its end (Open House - September 2009). In between these major sessions for public participation, a business comment session was held, with all panel meetings being open to the public for participation, comments, and suggestions. The City, with the support of the volunteer panel members, wanted an open process and a type that provided any interested party an opportunity to participate in some fashion.

Collectively, the panel was provided educational opportunities, one-on-one conversations with property owners, developers, and other interested parties who live, work, or own land area in Town Center, and expert insights from individuals from both the St. Louis Region and the United States. Through a deliberative process, the panel was to review the major components of the plan and identify areas of success and items for improvement. Once the items for improvement were identified, the panel set forth to address them and ensure the City's Town Center Area remains vital, growing, and an integral part of Wildwood. This deliberative process was created and followed by the volunteer panel members and resulted in a revised plan for Town Center.

A summary of the major considerations in regards to this process is noted below:

- The update process took seventeen (17) months to complete to ensure all potential topics were identified and would be addressed to the satisfaction of all participating parties.
- The updated process was managed by a group of volunteers that represented each of the City's eight (8) wards, property owners from the Town Center Area itself, and business and development interests from this same location as well. The intent of this eighteen (18) member group, which included liaisons from the City Council, Planning and Zoning Commission (Jon Bopp and Mark Hayek), and the Architectural Review Board, was to represent as many of the participants in the application of the Town Center Plan and its

implementation over the last ten (10) years, so as to include their collective knowledge in this process.

- These volunteers were assisted by many parties, primarily Jonathan Barnett - a nationally renowned planner, who presided over meetings and provided information for the members to review, discuss, and act upon in the context of this update process. Also assisting in this update process were experts from all backgrounds, including traditional town planning, finance, and design, who participated to provide a broad base of understanding and knowledge for the volunteers to use in making decisions on possible changes to the plan. The list of experts includes the following:

  - **Joe Monteleone** - Triad Mortgage - Financing new development in today's economy.
  - **Neil Meyers** - Williams Creek Consulting - Stormwater design in the era of new regulations promulgated under the Clean Water Act.
  - **Robert Gibbs** - Gibbs Planning Group - retailing in New Urbanism settings.
  - **John Brancaglione** - PGAV - Public financing options to assist developments in becoming realties.
  - **Tim Busse** - Town Architect/Whitaker Homes - Lessons from New Town at St. Charles

The Town Center Advisory Panel unanimously approved the adoption of the updated plan that is attached. In the updated plan, a number of major recommendations are set forth for adoption, as part of it. These recommendations were developed in the context of the public comments, expert advice, and discussions among the panel members themselves. Importantly, the panel members considered the successes and areas of improvement that had been identified as part of this update process. These major recommendations of the panel are listed below:

a. The number of land use categories associated with the Regulating Plan was reduced to a minimum amount necessary to continue the success of the core area of Town Center and the office district along State Route 109.
b. The historic district in the Pond Area was modified to create a more defined zone of preservation and the potential number of allowable uses was increased to better foster growth in this area of the Town Center.
c. The Commercial and Neighborhood Center Districts were combined to form the new Downtown District, which is centered along the Main Street Corridor, from Taylor Road to Eatherton Road.
d. The amount of land designated for residential uses was increased overall within the Town Center Area, while encouraging more flexibility in these areas by allowing commercial activities on first floors of multiple story buildings - Neighborhood General.
e. The Neighborhood Design Standards in certain categories were modified to add a block perimeter dimension to ensure buildings are reasonably sized and parking is placed to their side and rear. Additionally, provisions were added to address stormwater management, environmental protection, public space, and pedestrian connections and circulation.
f. The height of buildings in the proposed Downtown and Neighborhood General Districts was increased.
g. The boundary of the Town Center Area was increased by six (6) acres, with the addition of two (2) properties along its southern boundary.
h. The corridor along State Route 109 was converted from more commercial activities to residential uses.
i. The Eatherton Road corridor was modified in terms of land use from the former Neighborhood Center District to the Neighborhood Edge District (mixed use development pattern to single family, detached units).

The plan has many other alterations that address other considerations identified as part of the overall process, but were of a lesser scale than those items noted above.

Public Hearing Requirements

Missouri State Statute sets forth the requirements relating to the process for adopting a Master Plan and their related elements. In the case of a Master Plan, the Planning and Zoning Commission of a local community is empowered to adopt it and any subsequent changes associated with it. This authority is not extended to the City Council, the elected body. Accordingly, for the updated plan to be adopted, which is an amendment to the City's Master Plan, the Planning and Zoning Commission must conduct a public process, as part of its consideration, which starts with a public hearing, thereby allowing all interested parties to participate and offer comments in this regard. Once the public hearing is completed, a recommendation report will be prepared for action by the Planning and Zoning Commission. With action on this recommendation report, the updated plan, in its final form, will be adopted and the guide for development and growth in the Town Center Area for the upcoming ten (10) year period is set.

The Department of Planning was responsible to bring forward to the Planning and Zoning Commission the final report of the Town Center Advisory Panel, which was scheduled for a public hearing on November 16, 2009. This public hearing was scheduled and conducted by the Planning and Zoning Commission and its members heard from a number of property owners about the proposed updated plan and the impacts said changes would have upon their parcels of ground. Additionally, the Commission members expressed comments and asked questions relating to certain characteristics of the newly updated plan, particularly relating to the increase in residentially designated property at the expense of commercially designated sites. Along with these comments, the members of the Commission raised questions relating to the amount of flexibility associated with this new plan and how current trends, land use and economic, would be impacted. With these statements and questions, the Department noted the group of volunteers had heard all of these same comments during multiple public sessions and had debated their merits and came to the conclusions indicated in the attached plan.

Without discounting the Town Center Advisory Panel's effort, the Department was aware that, after hearing these comments, it would be beneficial to the approval process for the Planning and Zoning Commission to hold a series of Work Sessions on it and take additional time for its members to review the materials provided to it and then be able to ask their questions that have been prompted by the comments from the public hearing. At these Work Sessions, the Department provided information on the following topics, in support of the Planning and Zoning Commission's discussions of them and the public comments that were provided at the public hearing and subsequent sessions:

- Update Process
- Panel Makeup
- Meeting Schedule for the Update Process
- Experts Speaking as Part of Process
- Public Input Processes for Update
- Comments from Public Input Sessions
- Major Tenants regarding Updated Plan
- Proposed Changes to Plan

- Rationales for the Proposed Changes
- Final Actions of the Panel on Plan
- Other Miscellaneous Items

The Department of Planning provided, as part of this report, the information the Town Center Advisory Panel collected over the course of its series of meetings and public input sessions it held, along with comments from the Planning and Zoning Commission's public hearing and related work sessions. This information contains all the public comments the Town Center Advisory Panel received at the first set of sessions in October 2008, along with comments from the business meeting as well. Additionally, information relating to the property owners' meeting and the requests associated with this discussion are attached. Following the property owners' meeting, all correspondences that were received by the City, as well as memorandums related to this update process, are attached. Similarly, the input from the public hearing and related work sessions is provided to further amplify and explain the input provided from interested parties, since the start of this process in June 2008. The intent of this information was to assist the members of the Planning and Zoning Commission in obtaining a clear understanding of how the recommendations made by the volunteer panel were reached. Additionally, this information allowed the Commission members to have a better background on the requests, concerns, issues, and suggestions of those who participated in the update process to date.

After the Planning and Zoning Commission has completed their action, the City Council receives their final report and also conducts a public hearing on the matter to address the requirements of the City's Charter relating to the Comprehensive Zoning Map. The City Council, after is public hearing, produces legislation endorsing and typically ratifying the action of the Planning and Zoning Commission on the Town Center Plan. The Regulating Plan of the Town Center Plan then becomes a component of the City's overall Comprehensive Zoning Plan, which precludes City Council from approving any requested rezoning of property that is contrary to it.

Current Request

The Planning and Zoning Commission is being requested by the Town Center Advisory Panel to act upon the proposed updated Town Center Plan, as submitted by it. The Town Center Advisory Panel was charged by City Council to undertake this review at the Town Center Plan's ten (10) year anniversary, which is the practice of the City relative to its major planning documents and strategic planning efforts. This effort was led by Jonathan Barnett, a nationally-recognized planner, who developed the City's original Master Plan in 1996. Along with Mr. Barnett, the eighteen (18) members of the panel utilized a number of resources to review and make changes to the current plan. The Town Center Advisory Panel unanimously approved the adoption of the updated plan that is attached to this Information Report. In the updated plan, a number of major recommendations are set forth for adoption, as part of it. These major recommendations of the panel are listed below:

- The number of land use categories associated with the Regulating Plan was reduced to a minimum amount necessary to continue the success of the core area of Town Center and the office district along State Route 109.
- The historic district in the Pond Area was modified to create a more defined zone of preservation and the potential number of allowable uses was increased to better foster growth in this area of the Town Center.
- The Commercial and Neighborhood Center Districts were combined to form the new Downtown District, which is centered along the Main Street Corridor, from Taylor Road to Eatherton Road.

- The amount of land designated for residential uses was increased overall within the Town Center Area, while encouraging more flexibility in these areas by allowing commercial activities on first floors of multiple story buildings - Neighborhood General.
- The Neighborhood Design Standards in certain categories were modified to add a block perimeter dimension to ensure buildings are reasonably sized and parking is placed to their side and rear. Additionally, provisions were added to address stormwater management, environmental protection, public space, and pedestrian connections and circulation.
- The height of buildings in the proposed Downtown and Neighborhood General Districts was increased.
- The boundary of the Town Center Area was increased by six (6) acres, with the addition of two (2) properties along its southern boundary.
- The corridor along State Route 109 was converted from more commercial activities to residential uses.
- The Eatherton Road corridor was modified in terms of land use from the former Neighborhood Center District to the Neighborhood Edge District (mixed use development pattern to single family, detached units).

The plan has many other alterations that address other considerations identified as part of the overall process, but were of a lesser scale than those items noted above.

Analysis

The Commission would note the current plan has created the beginnings of a very unique mixed-use environment in the City. Many at the time of the initial plan's adoption ridiculed those involved in it, stating New Urbanism would not work and cause harm to their properties and related values. Others noted the proposed land use categories would cause some property owners to quit maintaining their homes and lots and making improvements, which would lead to decline in some locations. Even others noted that no one would be interested in developing in Town Center and the area would be stagnant. None of these concerns have been borne out over the last twelve (12) years. In fact, in considering the development within Town Center, the Commission would note the following facts:

- Approximately one hundred fifty-five (155) single family detached dwellings have been constructed in Town Center (forty-one (41) attached single family dwellings also have been constructed in this same area).
- Over 165,000 square feet of office space has been constructed in Town Center.
- Over 240,000 square feet of retail space has been constructed in Town Center (not including Schnucks Wildwood Crossing, which began development before the adoption of the Town Center Plan).
- A fourth campus of the St. Louis Community College has been built in Town Center.
- A YMCA facility has been constructed in Town Center.
- The area's first roundabout was constructed in Town Center, along with the first true New Urban type street - Taylor Road.
- A ten (10) screen digital theater is under construction in Town Center.
- A one hundred twelve (112) room hotel has been developed in Town Center.
- Public space has been provided in Town Center in the form of approximately five (5) miles of multiple use trails and one (1) public plaza. Along with this public space, a pedestrian bridge was constructed over State Route 100.

- The City has retained its Town Hall in Town Center, along with acquiring four (4) acres of property for its future use.
- The City hosts thousands of people at events in the Town Center Area, the latest the Night Glow by the Wildwood Business Association.
- The City has accomplished the only full historic renovation of an existing significant asset in Town Center - the Old Pond School.

Accordingly, it is the belief of the Commission that Town Center has provided numerous benefits to the community and the current plan has worked well in achieving the vision many in Wildwood had when it was first adopted by the Planning and Zoning Commission. Further, it is the Commission's opinion the new plan will have the same success as its predecessor. This opinion is based upon twelve (12) years of its participation in the application of the plan and the cooperative effort of over four (4) mayors, approximately sixty-five (65) City Council members, and some forty (40) Planning and Zoning Commission members. Despite the changeover in decision makers, the plan and its application worked and remained viable.

Despite these successes, the Commission is also aware of a number of areas for improvement, which included the following items:

- The slow pace of adoption of the New Urbanism concepts by the development community, which led to sporadic projects over the first years of the plan's implementation.
- The limited amount of residential projects in the Town Center Area and the slow pace of acceptance of the multiple family types.
- The cost of infrastructure for the streets and roads.
- The lack of regional stormwater detention/retention facilities to serve the eight hundred (800) plus acre area.
- The limited amount of public space obtained in some of the first major projects in Town Center Area.
- The slowdown in the economy over the last couple of years that has affected all aspects of the development process.
- The public processes and time delays often characterized by them.
- The extent and detail of some standards and guidelines that effect business development in the Town Center.

It is the successes and these areas in need of improvements that led the Town Center Advisory Panel to create its recommendations and are now the basis of the Commission's support of this revised text and updated plan. Along with the panel's efforts to build on the successful components of the current document, the Commission would also note the updated plan is not a major departure in many regards from it, given its implementation over the past twelve (12) plus years has created a commerce center, a community meeting place, and home for hundreds of new residents. This updated plan followed City parameters for public input and good planning practice, while, more recently, garnered the support of the panel charged with its update. This assessment by the Commission is based upon the following:

- The updated plan still contains much of the original document's components, including an almost identical boundary for the area, identical street network within the boundary, replicated, but improved, Neighborhood Design Standards and Architectural Guidelines of a New Urbanism nature, and now a more universal support for the concept.
- The design of the updated plan is simpler to understand and will improve its application in that regard alone.

- The general public, property owners, and business interests were all given special meetings to present their issues, requests, and concerns directly to the members of the volunteer panel. Additionally, all meetings allowed for public comment and many of them were advertised through direct mailings to all households in the City, along with specialized mailings to all property owners in the Town Center Area.
- The outcome of the update process, the revised Regulating Plan and new text, were unanimously supported by the panel members.

Also providing support for this revised plan was the analysis undertaken by the City's consultants on this document that also considered the future and what it might portend for the City's Town Center. This analysis provided the following conclusions:

- The trends in development, given demographic considerations and the economy, favor multiple family types of units, which have not been very successful in the current Town Center Area, and office development along the State Route 100 Corridor. The proposed changes to the Regulating Plan place the City in a position to meet these anticipated trends, i.e. more residential than commercial type projects.
- The desire of many property owners for more flexibility in the future use of their lands or lots by allowing greater commercial utilization would be contrary to the information provided by the experts, as well as from the comments provided by the residents at the public input sessions.
- The growth in Town Center Area projects will be slow with the current economy, given lending constraints in the financial community. This situation makes it incumbent on all decision makers to be judicious in the use of the remaining lands in Town Center.
- The consideration of future revenues relating to sales taxes and the impacts on the City should not dictate how land use is determined in the Town Center Area, but rather good design, walkability, predictability, and compatibility.

Of all discussion points, the proposed changes to the Regulating Plan, which establishes future land use classifications for properties located within the boundary of Town Center, created the most discussion and, in some regards, the most vocal opposition to the actions of the Town Center Advisory Panel. The panel and Mr. Barnett, along with City staff, viewed the changes to the Regulating Plan necessary, based upon public comment it had received early in this update effort. That public comment spoke of a need to add more residential units to the City to ensure existing commercial areas in Town Center remain vibrant. Building upon these comments, changes were made simplifying the Regulating Plan by reducing the number of districts associated with it and adding more residentially designated property by reducing certain higher intensity commercial designations.

This recommendation by the panel led to certain property owners asking for modifications to their proposed designations, both at the panel level and now with the Planning and Zoning Commission. The properties garnering the greatest amount of discussion are noted below with the Commission's recommendation for each of these items:

(A) State Route 109 Frontage Properties (includes Spanos and Slavik Lots)	
Current Plan	Properties fronting onto State Route 109 in the current (1998) Regulating Plan indicate either Workplace or Commercial District designations upon them. The Commercial District designation is limited to the Slavik Tract, which is the large fifty (50) plus acre property located on the west side of State Route 109, south of State

(A) State Route 109 Frontage Properties (includes Spanos and Slavik Lots)	
	Route 100. The Workplace District designations include the Spanos and Schneider Properties on the east side of the roadway and the corner property at Manchester Road and State Route 109 (northwest corner). Despite these land use designations, no development activity consistent with the Town Center Plan requirements has proceeded forward to construction, although zoning activity has occurred on several of them over the last twelve (12) years. The impetus for the Commercial District designations, along with the Workplace District designation on other properties, was the development proposal by Dierbergs Market that had received conceptual approval from St. Louis County on the Slavik Tract, just before the incorporation of the City was to occur. Given this situation, planners in the Town Center process accept this zoning action of St. Louis County by accommodating it under the new Town Center Plan and carry forward a commercial corridor concept.
Proposed Plan	Properties now fronting State Route 109 are intended to be a mix of high and medium density residential developments, with a range of unit types. These designations include the Neighborhood General and Edge Districts. The Neighborhood General District includes provisions for commercial type activities on ground floor levels of multiple story buildings that are then residential on all remaining floors. Additionally, buildings developed under the requirements of the Neighborhood General District can be as tall as five (5) stories in height. These designations are consistent with the public input the City received relating to a reduction in the amount of potential commercial use in Town Center and the need for more residential land use activities therein.
Content of Comment	The owners of these properties are seeking upgrades from the proposed plan and/or to retain current designations on their respective lots. Impacts cited by these owners include the loss of property value and the expected lack of interest by development community in the newly proposed categories.
Response to Comment	The panel of volunteers, City consultants, and the City staff are aware of the impacts possible land use classifications can have on the future potential of property. However, the Commission would note that many of these properties have never had commercial zoning district designations, but rather classifications for future use, a major distinction. Additionally, the Commission would note those properties that had true commercial zoning districts, such as the Slavik Tract and Spanos Property, have had these designations from over five (5) years to twenty (20) years, and no viable development proposal has been completed. The Commission contends the changes to the Regulating Plan for these properties, and others along State Route 109, are not punitive, but rather premised on public input, input from the City's professional consultants, and a longstanding trend by the open market that has not been able to absorb these sites, despite favorable zoning district designations over an extended period of time. To offset the open market, the recent proposal to develop the Slavik Tract included a request for substantial public incentives to assist it in overcoming obstacles to its use. Therefore, if the market is negating the plan to a certain degree, and a more plausible development concept is introduced, based upon future development trends, then the Commission does believe it is appropriate to designate these sites for residential use. Considerations relating to the proximity of residential land uses to

(A) State Route 109 Frontage Properties (includes Spanos and Slavik Lots)	
	State Route 109 right-of-way can be offset by appropriate building placement, use of public space and common elements, and other similar design techniques.
Recommendation	The Commission, however, would note that both Robert Gibbs and Jonathan Barnett did note a relative appropriateness of some type of commercial designation along State Route 109 and Main Street. Mr. Barnett's plan would have placed this activity around the perimeter of the roundabout. Mr. Gibbs stated that commercial activity at the intersection of this major roadway and Main Street would act as a "billboard" advising drivers where the core of Town Center is located (east side of State Route 109). Mr. Gibbs went on to describe that not having some level of commercial activity at this intersection (again State Route 109 and Main Street) would be a "missed opportunity" at this location. The Commission would note that, allowing a Workplace District designation on both sides of State Route 109, at Main Street, in conjunction with a roundabout, would address this "missed opportunity" and continue a pattern that is established along State Route 109 from the southern boundary of Town Center to State Route 100. With Wildwood Square, Westridge Office Center, Rockwood Bank, Phillips 66, and BP Amoco, additional commercial land use between these points would appear to be reasonable. To this end, the Commission would note that the Spanos property and the property on the northwest corner of State Route 109 and Manchester Road should to be modified from the current Neighborhood Edge District designation to Workplace District as well to maintain a consistent pattern of land use along this narrow right-of-way corridor. The extent of these designations would be limited to the depth of existing commercial development, as defined by the two (2) projects located at State Route 100 and State Route 109. This limited depth of designation from the edge of State Route 109 for these fronting properties would control their intensity and provide an adequate buffer to the existing and planned residential neighborhoods to be or already located behind them.

(B) The Jones Family Property (northwest corner of State Route 100 and Taylor Road)	
Current Plan	Properties forming this approximately seventy (70) acre tract of land are designated a mix of districts under the Town Center Regulating Plan, including Open Space, Neighborhood Center, Neighborhood General, Neighborhood Edge, and Workplace (along frontage of Eatherton Road). Predominant land use under these categories was residential, with no commercial activity at the corner of State Route 100 and Taylor Road.
Proposed Plan	Properties are proposed under the updated Regulating Plan to be designated primarily Neighborhood General District, with a small strip of Neighborhood Edge District along the common boundary of this site with the Evergreen Subdivision. The Neighborhood General District includes provisions for commercial type activities on ground floor levels of multiple story buildings that are then residential on all remaining floors. Additionally, buildings developed under the requirements of the Neighborhood General District can be as tall as five (5) stories in height. These designations, as proposed, are upgrades to the current districts and represent again an opportunity to provide anticipated housing types that will be in demand in the

(B) The Jones Family Property (northwest corner of State Route 100 and Taylor Road)	
	future.
Content of Comment	The owners of these properties are seeking upgrades from the proposed plan to allow for a Downtown District designation at the intersection of State Route 100 and Taylor Road. Impacts cited by these owners include loss of property value and expected lack of interest by a potential developer in the properties for residential use.
Response to Comment	The panel of volunteers, City consultants, Planning and Zoning Commissioners, and the City staff are aware of the impacts possible land use classifications can have on the future potential of property. However, the Commission would note the proposed change to the land use classifications of these collective properties is an upgrade in terms of potential uses for the future.
Recommendation	The Commission is recommending no change.

(C) Eatherton Road Properties (first tier lots on both sides of street)	
Current Plan	Properties forming this area include the first tier lots that front onto Eatherton Road. These properties are generally three (3) acres or greater in size, with a few less than this area. The current plan changes their designation from Neighborhood Center District to the Neighborhood Edge District. This change eliminates the allowances for first floor commercial uses to be placed along the street, in conjunction with a multiple story building that would also house residential uses on second and third floors above it.
Proposed Plan	Properties are proposed under the updated Regulating Plan to be designated primarily Neighborhood Edge District, which are true single family detached units on individual lots. The logic behind this designation is a recognition that, given the properties are not located on a major arterial, such as State Route 100, State Route 109, or Manchester Road, and ten (10) years passed with limited interest in the Neighborhood Center District designation, a residential category would be more suitable and lead to a more compatible development concept, given the existing and proposed pattern to the west and east of this roadway corridor and related first tier properties
Content of Comment	The owner of these properties are seeking upgrades from the proposed plan to allow for at least a Neighborhood General District designation, which is similar to the current Neighborhood Center District category. Impacts these owners have cited are the loss of property value and the increased traffic along this roadway from current Town Center projects, which they expect to grow, once Main Street is connected to Eatherton Road.
Response to Comment	The panel of volunteers, City consultants, Planning and Zoning Commissioners, and the City staff are aware of the impacts possible land use classifications can have on the future potential of property. However, the Commission would note the proposed change to the land use classifications of these collective properties was seen as more practical, given the limited acceptance of the live/work concept for building and block design in the City's Town Center, as well as within the overall St. Louis Region.
Recommendation	The Commission is recommending a change be considered on the frontage properties between Manchester Road and the future intersection of Main Street and Eatherton Road. The reason the Commission is supporting a change to the land use classification in this instance is based upon comments received from a City consultant to require the proposed single family dwellings that might be constructed there to

(C) Eatherton Road Properties (first tier lots on both sides of street)	
	mirror a more retail character in terms of amounts of glazing, architecture, and placement of improvements. The intent of the consultant's statement was to address the character of this roadway's frontage to better mirror the pattern of anticipated development on either end of it. Given the desire to have a retail character associated with the dwellings located along these frontage properties, it would appear to the Commission appropriate to designate the area Neighborhood General and allow the first floor to not only look like a retail entity, but to be such, while still retaining residential units on subsequent upper floors.

(D) Brown Property (terminus of West Avenue)	
Current Plan	Properties forming this approximately six (6) acre tract of land are designated Suburban Residential Area's Master Plan by the City and would allow up to five (5), single family detached dwellings on individual lots. The current designation was approved by the City in 2006, as part of the Master Plan update process at that time. Prior to 2006, the six (6) acre site was designated Non-Urban Residential Area and would have allowed two (2) dwellings on two (2), three (3) acre lots.
Proposed Plan	Properties are proposed under the updated Regulating Plan to be included within the Town Center boundary and designated Neighborhood Edge District, which would allow single family detached dwellings on individual lots, but at a greater density. The panel updating the Town Center Plan spent a great deal of time considering the inclusion of this property in Town Center and, if so, its designation. Ultimately, it was agreed upon by the panel to include it due to the extent of surrounding Town Center development on its common borders, but to only allow single family homes on individual lots, so as to be compatible with the land use pattern to the south of the site. Additionally, the panel noted a buffer of a substantial distance needs to be programmed into the development of this site in the future to provide an appropriate transition between the Town Center Area and the existing Westridge Oaks Subdivision.
Content of Comment	The owner of these properties has sought this change to address the issues that have arose on the site due to surrounding Town Center projects that share common boundaries. These problems have led to a reduction in quality of life and impacts on property values (owner's contention).
Response to Comment	The panel of volunteers, City consultants, and the City staff were aware of these issues and structured a change to address the current situation, while not unduly impacting neighboring properties or creating a similar situation in the future.
Recommendation	The Commission is recommending no change.

(E) Northeast Corner of State Route 100 and State Route 109	
Current Plan	Properties forming this tract of land are designated Neighborhood Center and Workplace Districts under the current plan due to their ownership at the time of the development and adoption of the Town Center Plan (St Luke's Hospital) and the zoning district designation from St. Louis County that authorized a surgery center and medical offices. This combination of uses was viewed favorably by the City and the existing zoning district designation, which was approved shortly before the incorporation, was active and valid.
Proposed Plan	Properties are proposed under the updated Regulating Plan to retain

(E) Northeast Corner of State Route 100 and State Route 109	
	their current Workplace District designation. Although no change is proposed, questions were poised during the Planning and Zoning Commission's review of the Regulating Plan about why this designation was retained, when no other Workplace District exists anywhere near it at this time.
Content of Comment	This comment came from the Planning and Zoning Commission and was prompted by the development of the property across State Route 109 with the Windsor Crest Subdivision (now Neighborhood Edge District) and the proposed change to the property across Eatherton Road to Neighborhood General District.
Response to Comment	The Planning and Zoning Commission requested this review to determine if the Workplace District was still appropriate on this north side of State Route 100, at State Route 109, given the changes in land use that have previously occurred or are now planned.
Recommendation	The Commission is recommending this property's land use classification, under the Town Center Plan, be modified to the Neighborhood General District designation to better reflect the pattern of development in the area, complement the proposed land use classification now planned on the opposite side of Eatherton Road (the Jones Family Tract), and eliminate this isolated location of Workplace District, where none exists or is planned.

The Commission would recommend all other designations indicated on the revised and recommended Regulating Plan be adopted, as set forth by the Town Center Advisory Panel and indicated on the attached map, and no additional changes to the boundary of this area be made at this time. With these recommendations, the Commission believes the proposed Regulating Plan addresses public comment, responds to direction from the City's consultants, and honors the efforts of the panel in this regard. Additionally, the revised Regulating Plan addresses the desire of the City to encourage further growth of the core area of Town Center, improves its usability, and furthers the options available for residential units herein as well.

Although commentary has been provided by developers and financing experts that an anchorless Town Center is difficult to build and traffic volumes are not as great as needed in the area, the Commission would note it is necessity to view this revised Regulating Plan from the perspective of many years, not just today or tomorrow. The Commission believes this plan will be best implemented in a multi-decade approach, which recognizes the value of an inventory of vacant or underdeveloped land to respond to new opportunities or changing trends in the marketplace. Without this inventory, every project becomes a redevelopment project and presses the need for public finance incentives and the potential use of eminent domain. Similarly, the revised Regulating Plan does make accommodations for anchors and their typical characteristics, but not at multiple locations in Town Center, but rather in the core area of it (Main Street, between Taylor Road and Eatherton Road).

The Commission also believes the Town Center is not the City's only identity and that, from its perspective, Wildwood remains a residential community that offers options to current and future residents that do not necessarily exist elsewhere in the region, which include the large inventory of large-lot homesites located within a Triple-A rated school district, areas for equestrian enthusiasts, substantial public space areas (over thirteen (13) square miles), cohesive neighborhoods, and a committed elected body intent on providing a high level of services to residents and businesses. Therefore, the success of this community should not be based on abdicating its character for the sake of a shrinking retail/commercial pie being

pursued by other communities that offer incentives and powers typically limited to the governments only, then to witness their efforts migrate to the next new place, when a bigger or better deal is offered.

Of equal importance, the Town Center was often characterized as an idea that would never take hold and, in 1996, when the plan was first adopted, many in the community (and region) stated it would fail. Despite these predictions and naysayers, the Town Center has seen its successes and will continue to due to the commitment the City has made to keep its government center there, the stability and diversity of the existing anchors, and the infrastructure projects planned by Wildwood in the future.

The updated plan is not just limited to the revised Regulating Plan, but includes the text for each of the districts that are planned. The text was also updated to reflect the reduction in the number of districts and the new requirements associated with the proposed six (6) land use categories. The text was reformatted to provide an easier read of it, while adding important components relating to environmental protection, stormwater management, walkability, and public space. These changes, and others, as noted in the attached text, provide for a continuation, and improvement, of the standards and guidelines used in the last twelve (12) years that have created the community that exists in Town Center and better position it for the future. This text was reviewed and commented on by the panel during its process and examples of the changes in terms of diagrams, plans, and other items provided to them in support of their overall effort. Accordingly, the Commission is recommending the text be adopted as presented herein in this report.

Summary and Recommendation

The Planning and Zoning Commission would note the process to create this update of the Town Center Plan was thorough, comprehensive, and open, while being managed by a committed group of volunteer citizens and professional consultants. The outcome of this process was a revised plan that addressed public input, improved its use by simplifying its parameters, and updated its standards and guidelines to reflect past issues and current and anticipated trends, while promoting successes through a consistent application of it. Ample opportunity was provided for public input, including those property owners impacted by the proposed changes, and the panel utilized all of this information to create this plan. Based upon these parameters, the Planning and Zoning Commission hereby approves the revised text and Regulating Plan, as submitted herein.

ATTACHMENT B
Planning and Zoning Commission's Adopted Regulating Plan Map and Text

Downtown District

This design/land use district is the most urban permitted within the Town Center Area. It is intended to be a walkable, mixed-use downtown for Wildwood and surrounding communities, which can be active at least eighteen (18) hours a day and seven (7) days a week. The intent is to create intensive development within a traditional street and block system, and not to permit isolated individual structures surrounded by parking lots. Although intensive development is encouraged, the topography of watersheds and creeks should be respected in all development proposals.

Permitted Land Uses

This design/land use district permits multiple-story buildings, hotels, offices, retail stores, restaurants, and entertainment uses constructed within a street and block system. Garage parking is encouraged. Condominium and rental apartment buildings are permitted, but ground floors are limited to commercial uses only. Row houses are permitted by conditional use permit (CUP), but not on principal streets.

See the Permitted Land Use Chart on Pages xx for details.

Building Types

Mixed-use buildings, retail buildings, offices, hotels, restaurants, entertainment uses, apartment buildings, parking garages.

Lot Size (unless otherwise site-specific)

Lot Width: Twenty (20) feet minimum/no maximum, but lot must be within a street and block system
Lot Depth: Eighty (80) feet minimum/no maximum, but lot must be within a street and block system
The maximum block perimeter at the building line is 2,000 feet. The long dimension of each block may not be less than twice the short dimension

Building Standards

Minimum Frontage Requirement: Seventy (70) percent of the frontage along Main Street and other designated Principal Streets should be occupied by buildings.

Front Setback: Facades shall be placed at the lot's frontage line, except that recesses can occur for outdoor dining areas and to create vertical bays. Frontage lines can be established on private streets that are internal to a property, as long as a continuous street and block system is maintained.

Corner buildings shall accommodate a clear view triangle defined by two (2) points thirty (30) feet from the intersection of the sidewalk curbs extended.

Side setbacks: Side setbacks for unattached buildings shall be a minimum of five (5) feet.

Rear setback: Minimum rear setback of principal building from rear lot line: thirty (30) feet; from alley or access lane: five (5) feet.

Maximum Building Height: 3.5 stories or forty (40) feet measured from the average grade level at the front facade to the eave or top of parapet. Exception: vertical elements (towers, belvederes, etc.) no greater than 240 square feet (footprint) may be up to sixty (60) feet high measured at the eave. However, the maximum building height for apartment buildings may be five (5) stories or sixty (60) feet measured from the average grade level at the front facade to the eave or top of parapet.

Building Footprints: Footprints exceeding 40,000 square feet require a Conditional Use Permit (CUP).

Ground Floor: Ground floor uses shall be commercial, and the ground floor facade along the primary street shall have continuous storefront windows, with the exception of necessary piers, columns, pilasters, etc., unless otherwise modified by a conditional use permit (CUP).

Building Height Calculations: Basements with ceilings three (3) feet or less above grade shall not count as a story. Habitable attics with floors three (3) feet or less below the eaves shall count as 1/2 story.

Large Spaces: Users requiring over 20,000 square feet must still maintain continuous storefront windows and primary entrances along street facades. Such windows and entrances can be for smaller users, as long as they are provided within the context of the larger use.

Facade Standards

Elevation: In general, all buildings should be at sidewalk grade. Commercial frontages should be at sidewalk grade. Apartment Building and Row House ground floors shall be at least 1.5′ above grade at the front and at the street side of corner lots, although entrances must meet ADA access requirements.

Interior Height: The first story interior clear ceiling height shall be at least twelve (12) feet for all buildings, except hotels, apartment houses, and row houses. The lobby spaces for hotels and apartment buildings should have interior clear ceiling heights of at least twelve (12) feet.

Vertical Bays: Facades visible from a street shall be broken into vertical bays not exceeding thirty (30) feet in width through the use of one (1) or more of the following: façade recesses, facade projections, or pilasters. Supplemental elements might include canopies, roofline changes, and parapet changes.

Arcades: If provided, shall have a minimum depth of ten (10) feet.

Ground Floor: Ground floor facades shall have continuous storefront windows along the primary street frontage. This requirement does not preclude vertical elements typically used to separate window units. As required by Building Standards, large space users requiring more than 20,000 square feet must still meet this requirement, which can be satisfied, if other uses line the street frontage and the larger structure is located behind them.

Entrance: Each individual ground floor store, restaurant, office, or other use, shall have at least one (1) main entrance having direct access to the applicable primary street. Service access doors shall only face parking areas, secondary streets, and/or service lanes.

Site Standards

Pedestrian Friendly Design: Site plans in the Downtown District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria.

Public Open Space: Developments located within the City's Town Center Area shall meet the requirements of the City's Zoning Ordinance for public space dedications, as set forth in Chapter 415.169 Public Space Requirements. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District. Public Space has been deemed to be of critical importance to the character of the community.

Environmental Preservation: In general, all development within the City's Town Center Area should be designed and built in such a way as to minimize adverse impacts on the natural environment. The design, engineering, and construction of projects located within the Town Center Area shall be subject to the environmental protection standards and regulations, as set forth specifically in the following: Chapter 420.200 Natural Resource Protection Standards and Procedures of the Subdivision and Development Regulations; Chapter 415 Grading Code; and Chapter 410 Tree Preservation and Restoration Code. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District.

Parking Requirements: Parking shall be provided at a ratio of three (3) spaces per 1,000 square feet of gross floor area, although reductions will be considered for shared parking proposals between abutting and adjacent properties, as herein described. On-street parking within three hundred (300) feet of the main access door into the building or use shall also count towards the required amount of total spaces. Outdoor parking lots should meet Green Parking Lot standards (as developed and to be acted upon by the City Council at a future date).

Parking Locations: Off-street parking spaces are to be located behind a building or garden wall.

Access: Off-street parking shall only be accessed by a secondary street or service lane. Service docks shall only be accessed from a secondary street or service lane.

Walls: In the absence of buildings, garden style walls shall be placed on the frontage line (edge of sidewalk furthest from street) and shall be thirty-two (32) inches to forty-two (42) inches in height. Walls shall be brick, stone, or acceptable alternative and have a masonry cap, where consistent.

Screening of Services: All loading and service activities, including storage of garbage and rubbish containers, shall take place within the building or must be screened from view from adjacent properties and primary and secondary streets.

Storm Water Management and Retention: All developments located within the Town Center Area shall meet current standards and requirements for the

management and control of stormwater runoff, as set forth by the City of Wildwood and the Metropolitan St. Louis Sewer District.

Workplace District

Workplace Districts shall be located along arterial streets. These design/land use districts are primarily for offices, including medical and dental offices and clinics, and individual retail or restaurant businesses. Live-work units are also permitted. The intent of the Workplace District is to encourage businesses that have an individual character and relate to the immediate street. Individual developments should have a landscaped perimeter, and parking areas should be primarily at the side and rear of the buildings. The topography of watersheds and creeks should be respected in all development proposals. This design/land use district is not intended to permit commercial strip development, where individual structures are surrounded by parking, or parking lots are built in front of buildings.

Permitted Land Uses

This district permits a variety of commercial and institutional uses; residential uses are permitted on upper floors or as live-work units, either as condominiums or rentals

See the Permitted Land Use Chart on Pages xx for details.

Building Types

Permitted Buildings: Commercial Facilities, including offices, medical and dental offices, and clinics; shops and restaurants; schools; Parking Garages.

Lot Size (unless otherwise site-specific)

Lot Width: Thirty (30) foot minimum/250 foot maximum
Lot Depth: Eighty (80) foot minimum/250 foot maximum

Building Standards

Front Setback: Facades shall be placed at the lot's frontage line, which is ten (10) feet from the edge of public right-of-way, except that recesses can occur for outdoor dining areas and to create vertical bays. Corner buildings shall accommodate a clear view triangle defined by two (2) points thirty (30) feet from the intersection of the sidewalk curbs extended.

Side setbacks: Fifteen (15) feet total, but no less than five (5) feet on one (1) side.

Rear Setbacks: Minimum Rear Setback of principal building from rear lot line: thirty (30) feet; from alley or lane: three (3) feet.

Maximum Building Height: 3.5 stories or forty (40) feet measured from the average grade level at the front facade to the eave or top of parapet. Exception: vertical elements (towers, belvederes, etc.) no greater than 240 square feet (footprint) may be up to sixty (60) feet high measured at the eave.

Building Footprints: Footprints exceeding 10,000 square feet in the Workplace District require a conditional use permit (CUP).

Facade Standards

Elevation: The first story shall be at sidewalk grade.

Interior Height: The first story interior clear ceiling height shall be at least twelve (12) feet, unless the building size dictates otherwise.

Vertical Bays: Facades visible from a street shall be broken into vertical bays not exceeding thirty (30) feet in width through the use of one (1) or more of the following: façade recesses, facade projections, or pilasters. Supplemental elements might include canopies, roofline changes, and parapet changes.

Arcades: If provided, shall have a minimum depth of ten (10) feet.

Ground Floor: Ground floor facades shall have at least fifty (50) percent window and door openings along the primary street frontage. This requirement does not preclude vertical elements typically used to separate window units.

Entrance: Each ground floor space shall have at least one (1) primary entrance having direct access to the applicable primary street. Service access doors shall only face parking areas, secondary streets, or service lanes – be operable.

Site Standards

Pedestrian Friendly Design: Site plans in the Workplace District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria.

Public Open Space: Developments located within the City's Town Center Area shall meet the requirements of the City's Zoning Ordinance for public space dedications, as set forth in Chapter 415.169 Public Space Requirements. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District. Public Space has been deemed to be of critical importance to the character of the community.

Landscaped Perimeter: The side and rear boundaries of individual properties in the Workplace District shall comply with the City of Wildwood Buffer Yards Standards type 3 or higher with a width of no less than twenty (20) feet, except that these requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District.

Environmental Preservation: In general, all development within the City's Town Center Area should be designed and built in such a way as to minimize adverse impacts on the natural environment. The design, engineering, and construction of projects located within the Town Center Area shall be subject to the environmental protection standards and regulations, as set forth specifically in the following: Chapter 420.200 Natural Resource Protection Standards and Procedures of the Subdivision and Development Regulations; Chapter 415 Grading Code; and Chapter 410 Tree Preservation and Restoration

Code. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District.

Parking Requirements: Parking must be provided at a ratio of three (3) spaces per 1,000 square feet of gross floor area, although reductions should be considered for shared parking proposals between abutting and adjacent properties, as herein described. On-street parking within three hundred (300) feet of the main access door into the building or use shall also count towards the required amount of total spaces.

Parking Locations: Off-street parking spaces shall be located behind buildings or beside them, if the lot is small and there is no alternative. Parking should not be provided between the building and the street. At-grade outdoor parking lots should meet Green Parking Lot standards (as developed and to be acted upon by the City Council at a future date).

Access: Off-street parking shall only be accessed by a secondary street or service lane.

Walls: In the absence of buildings, garden style walls shall be placed on the frontage line (edge of sidewalk furthest from street) and shall be thirty-two (32) to forty-two (42) inches in height. Walls shall be brick, stone, or acceptable alternative and have a masonry cap, where consistent.

Screening of Services: All loading and service activities, including storage of garbage and rubbish containers, shall take place within the building or must be screened from view from adjacent properties, and primary and secondary streets.

Storm Water Management and Retention: All developments located within the Town Center Area shall meet current standards and requirements for the management and control of stormwater runoff, as set forth by the City of Wildwood and the Metropolitan St. Louis Sewer District.

Neighborhood General District

The intent of this design/land use district is to provide a variety of housing types, including apartments and row houses, in walkable neighborhoods close to the Downtown and Workplace Districts. Institutional uses and ground-floor commercial uses on principal streets are also permitted. The topography of watersheds and creeks should be respected in all development proposals.

Permitted Land Uses

This district permits a wide variety of residential uses, including condominium and rental apartment buildings and row houses. Ground floor commercial spaces are permitted within apartment buildings. Other low-intensity commercial uses are allowed, such as Bed & Breakfasts, as well as compatible institutional uses.

See the Permitted Land Use Chart on Pages xx for more details.

Building Types

Permitted Buildings: Rowhouses, Apartment Buildings, Live-Work Buildings, Houses, Parking Garages, and associated Outbuildings. Individual garages and

outbuildings associated with single-family houses may not have footprints that exceed 650 square feet Residential lots may include a secondary residential unit (not to exceed 650 square feet) over the garage or in a detached accessory structure.

Lot Size

Apartment Buildings:
Lot Width: Twenty (20) feet minimum/no maximum, but lot must be within a street and block system
Lot Depth: Eighty (80 feet minimum/no maximum, but lot must be within a street and block system
The maximum block perimeter at the building line is 2,000 feet.

Row houses:
Lot Width: Twenty (20) feet minimum/forty (40) feet maximum within a street and block system, rear access from lane required
Lot Depth: Eighty (80) feet minimum/125 feet maximum within a street and block system, rear access from lane required
The maximum block perimeter for a block containing only row houses is 1,800 feet. This requirement can be satisfied in a larger block by dividing the block with a landscaped mid-block pedestrian walkway no less than twenty (20) feet wide, including a sidewalk of suitable pervious material no less than (5) feet wide, which connects the sidewalks on two streets that form two parallel sides of the larger block.

Houses:
Lot Width: Twenty (20) feet minimum/fifty (50) feet maximum within a street and block system, rear access from lane preferred
Lot Depth: Eighty (80) feet minimum/125 foot maximum within a street and block system, rear access from lane preferred
The maximum block perimeter for a block containing only houses is 2,000 feet.

Building Standards

Apartment Buildings and Row Houses:
Front Setback: At least eighty (80) percent of the front facade of each apartment building or row house must be placed along a uniform build to/set-back line that applies to the full block frontage. This build-to/set-back line should be determined at the time that a street and block plan is approved, and should be from zero (0) feet to fifteen (15) feet from the frontage line. Buildings on corner lots should conform to the build-to/set back requirements for both streets.

Front Setback Exceptions: Stoops, balconies, unenclosed porches, and bay windows may encroach within front setbacks, but not over or into the public right-of-way.

Side Setbacks: Five (5) to fifteen (15) feet (no setback between attached Row House Units).

Minimum Rear Setback of Principal Building from Rear Lot Line: thirty (30) feet from alley or lane: five (5) feet.

Maximum Building Height for Apartment Buildings: five (5) stories or sixty (60) feet measured from the average grade level at the front facade to the eave or top of parapet.

Maximum Building Height for Row Houses: 3.5 stories or forty (40) feet measured from the average grade level at the front facade to the eave or top of parapet.

Maximum Building Height for Outbuildings: two (2) stories or twenty-two (22) feet measured at the eave.

Minimum Rear Setback of Principal Building from Rear Lot Line: thirty (30) feet, from alley or lane: three (3) feet.

Building Height Calculations: Basements with ceilings three (3) feet or less above grade shall not count against the number of stories. Habitable attics with eaves no higher than three (3) feet from the floor shall count as 1/2 story.

Houses:
Front Setback: At least eighty (80) percent of the front facade of each house must be placed along a uniform build to/set-back line that applies to the full block frontage. This build-to/set-back line should be determined at the time that a street and block plan is approved, and should be from zero (0) to fifteen (15) feet from the frontage line. Buildings on corner lots should conform to the build-to/set back requirements for both streets.

Front Setback Exceptions: Stoops, balconies, unenclosed porches, and bay windows may encroach within front setbacks, but not over or into the public right-of-way.

Side Setbacks: a total of fifteen (15) feet no less than five (5) feet on one (1) side.

Minimum Rear Setback of Principal Building from Rear Lot Line: twenty-five (25) feet; from alley or lane: five (5) feet.

Maximum Building Height for Primary Buildings: 3.5 stories or forty (40) feet measured from the average grade level at the front facade to the eave or top of parapet.

Maximum Building Height for Outbuildings: two (2) stories or twenty-two (22) feet measured at the eave.

Building Height Calculations: Basements with ceilings three (3) feet or less above grade shall not count against the number of stories. Habitable attics with eaves no higher than three (3) feet from the floor shall count as 1/2 story.

Outbuilding Maximum Size: 650 square feet building footprint.

Side Setbacks: Five (5) feet to fifteen (15) feet for Cottages / Ten (10) feet to thirty (30) feet for Houses.

Facade Standards

Elevation: Ground floors of apartment buildings at the front façade line shall be at least 1.5′ above grade at frontage line, but ground-floor shops may be entered at grade and apartment entrances must meet ADA access requirements.

Interior Heights: Ground floor interior clear heights of apartment building lobbies and ground-floor shops shall be no less than twelve (12) feet. Minimum floor to floor heights for apartments: Nine (9) feet.

Vertical Bays: Facades visible from the street shall be broken into vertical bays not exceeding thirty (30) feet in width through the use of one (1) or more of the following: façade recesses, facade projections, or pilasters. Supplemental elements might include canopies, roofline changes, and parapet changes.

Elevation: Ground floors for row houses at the front façade line shall be at least 1.5′ above grade at frontage line.

Site Standards

Pedestrian Friendly Design: Site plans in the Neighborhood General District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria.

Public Open Space: Developments located within the City's Town Center Area shall meet the requirements of the City's Zoning Ordinance for public space dedications, as set forth in Chapter 415.169 Public Space Requirements. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District. Public Space has been deemed to be of critical importance to the character of the community.

Environmental Preservation: In general, all development within the City's Town Center Area should be designed and built in such a way as to minimize adverse impacts on the natural environment. The design, engineering, and construction of projects located within the Town Center Area shall be subject to the environmental protection standards and regulations, as set forth specifically in the following: Chapter 420.200 Natural Resource Protection Standards and Procedures of the Subdivision and Development Regulations; Chapter 415 Grading Code; and Chapter 410 Tree Preservation and Restoration Code. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District.

Parking Requirements for Apartment Buildings: A ratio of 1.5 garage spaces per unit, plus 2.5 spaces per 1,000 square feet of non-residential gross habitable building space shall be required for apartment buildings. Off-street parking may be substituted for a garage by conditional use permit. Any at-grade outdoor parking should meet Green Parking Lot standards (as developed and to be acted upon by the City Council at a future date).

Rowhouses, Houses, and Cottages: Two (2) spaces per unit, plus one (1) space for an accessory unit.

On-street parking adjacent to the frontage line(s) shall also count towards these requirements for Rowhouses and Apartments.

Parking Locations: Off-street parking spaces and garage entrances are to be located behind the building or along the least visible side of the structure from the principal street.

Access: Off-street parking for apartments and rowhouses shall be accessed from either a secondary street or service lane. Off-street parking for houses shall be accessed from either a front driveway or a rear alley or lane.

Walls and Fences: Where voids exist, walls (brick, stone, or comparable material, with masonry cap) or picket fences shall be placed within twenty-four (24) inches of the frontage line and be thirty-two (32) to forty-two (42) inches in height.

Storm Water Management and Retention: All developments located within the Town Center Area shall meet current standards and requirements for the management and control of stormwater runoff, as set forth by the City of Wildwood and the Metropolitan St. Louis Sewer District.

Neighborhood Edge District

The intent of this design/land use district is to provide for single-family houses within the Town Center Area that can be constructed on smaller lots than can be found elsewhere in Wildwood, and are located within walkable neighborhood street systems close to Workplace Districts and the Downtown District. The topography of watersheds and creeks should be respected in all development proposals.

Permitted Land Uses

This design/land use district permits only single-family residential uses, in addition to a narrow range of potentially compatible non-residential uses, such as parks, churches, schools, child care facilities, and civic buildings. However, by conditional use permit, a neighborhood grocery and prepared food service store[1] may be permitted up to 3,000 square feet.

See the Permitted Land Use Chart on Pages xx for more details.

Building Types

Permitted Buildings: Houses, Zero-lot-line Houses, Attached Houses, Garages, **Outbuildings, and Secondary Residential Units:** Garages and outbuildings may not exceed 650 square feet. Residential lots may include a secondary residential unit (not to exceed 650 square feet) over the garage or in a detached accessory structure.

Lot Size (unless otherwise site-specific)

Lot Width: Twenty (20) feet minimum/100′ maximum within a street and block system
Lot Depth: Eighty (80) feet minimum/150′ maximum within a street and block system
Maximum block perimeter: 1,800 feet. This requirement can be satisfied in a larger block by dividing the block with a landscaped mid-block pedestrian walkway no less than twenty (20) feet wide, including a sidewalk of suitable pervious material no less than (5) feet wide that connects the sidewalks on two streets that form two parallel sides of the larger block.

Building Standards

[1] Convenience store with a floor area limited to a specific maximum and the owners offer prepared food.

Front Setback: At least sixty (60) percent of the front facade of each house must be placed along a uniform build to/set-back line that applies to the full block frontage. This build-to/set-back line should be determined at the time that a street and block plan is approved, and should be from ten (10) feet to twenty-five (25) feet from the frontage line. Houses on corner lots should conform to the build-to/set back requirements for both streets.

Front Setback Exceptions: Stoops, balconies, unenclosed porches, and bay windows may encroach within front setbacks.

Side Setbacks: Attached houses and zero-lot line houses with fifteen (15) foot setbacks on one (1) side only may be approved by a conditional use permit (CUP). For detached houses, total side setbacks should equal a minimum of fifteen (15) feet, but should be no less than five (5) feet on any side.

Rear Setback: Twenty-five (25) feet for primary buildings/three (3) feet for outbuildings.

Maximum Building Height for Primary Buildings: 3.5 stories or thirty-five (35) feet measured from the average grade level at the front facade to the eave or top of parapet.

Maximum Building Height for Outbuildings: Two (2) stories or twenty-two (22) feet measured at the eave.

Building Height Calculations: Basements with ceilings three (3) feet or less above grade shall not count as a story. Habitable attics with floors three (3) feet or less below the eaves shall count as 1/2 story.

Outbuilding Maximum Size: 650 square feet building footprint.

Facade Standards

Elevation: Ground floors of buildings at the front façade shall be at least 1.5′ above grade, except that garages can be at grade. Front access garages must be recessed a minimum of fifteen (15) feet from the front facade or porch. The fifteen (15) feet minimum recess also applies to side facades on corner lots. Garage door openings fronting a street may not exceed twelve (12) feet, so that two (2) car garages shall have two (2) individual door openings. Foundations fronting on streets shall be continuous walls, not individual piers

Site Standards

Pedestrian Friendly Design: Site plans in the Neighborhood Edge District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria.

Public Open Space: Developments located within the City's Town Center Area shall meet the requirements of the City's Zoning Ordinance for public space dedications, as set forth in Chapter 415.169 Public Space Requirements. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District. Public Space has been deemed to be of critical importance to the character of the community.

Environmental Preservation: In general, all development within the City's Town Center Area should be designed and built in such a way as to minimize adverse impacts on the natural environment. The design, engineering, and construction of projects located within the Town Center Area shall be subject to the environmental protection standards and regulations, as set forth specifically in the following: Chapter 420.200 Natural Resource Protection Standards and Procedures of the Subdivision and Development Regulations; Chapter 415 Grading Code; and Chapter 410 Tree Preservation and Restoration Code. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District.

Parking Requirements: Two (2) garage spaces per dwelling unit, one (1) off-street car space for an accessory unit. Designated on-street parking within three hundred (300) feet of the main access door into the building or use can count towards parking requirements. Any outdoor at-grade parking should meet Green Parking Lot standards (as developed and to be acted upon by the City Council at a future date).

Access: Garage parking shall be accessed from either a front driveway or a rear alley or lane. Front facing driveways should be no wider than ten (10) feet between the build-to/setback line and the street. Front-facing garages should be located no less than twenty-five (25) feet behind the build-to/set-back line. Each front-facing garage space should have an individual garage door.

Storm Water Management and Retention: All developments located within the Town Center Area shall meet current standards and requirements for the management and control of stormwater runoff, as set forth by the City of Wildwood and the Metropolitan St. Louis Sewer District.

Cultural/Institutional District

The purpose of this design/land use district is to permit a variety of institutional uses that will reinforce the unique attractions of the Town Center Area as a place to work, shop, and live. The design and character of public open spaces is particularly important in this district. The topography of watersheds and creeks should be respected in all development proposals.

Permitted Land Uses

This design/land use district permits a variety of institutional uses, such as churches, schools, governmental buildings, libraries, museums, congregate living, and parks. In the case of colleges and universities, the district also permits "conditional" uses that are supportive and ancillary to the functioning of an institution of higher learning.

See the Permitted Land Use Chart on Pages xx for more details.

Design Standards

Building Locations: Within the context of the Town Center Area, locations at special sites, such as those mapped as Locations of civic importance, and other high-visibility sites, such as those terminating a street axis, should be sought for individual institutional buildings.

Building Setbacks: Institutional buildings may have different front and side setbacks than those of non-institutional buildings in order to emphasize their significance. There are no minimum or maximum front, side, or rear building setbacks within the Cultural/Institutional Overlay District, instead appropriate setbacks will be determined on a site specific basis by conditional use permit (CUP).

Building Height: No building within a Cultural/Institutional District shall exceed a height of sixty (60) feet, measured from final finish grade at the main entry area facing the primary street, although vertical architectural elements, such as steeples and cupolas may extend up to twenty-five (25) feet above the height limit.

Architectural Character: Main entrances should be clearly articulated through their prominent location, size, and design. Roof forms might also include cupolas, steeples, and similar vertical architectural elements intended to give the building prominence.

Site Standards

Pedestrian Friendly Design: Site plans in the Cultural/Institutional Overlay District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria.

Public Open Space: Developments located within the City's Town Center Area shall meet the requirements of the City's Zoning Ordinance for public space dedications, as set forth in Chapter 415.169 Public Space Requirements. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District. Public Space has been deemed to be of critical importance to the character of the community.

Environmental Preservation: In general, all development within the City's Town Center Area should be designed and built in such a way as to minimize adverse impacts on the natural environment. The design, engineering, and construction of projects located within the Town Center Area shall be subject to the environmental protection standards and regulations, as set forth specifically in the following: Chapter 420.200 Natural Resource Protection Standards and Procedures of the Subdivision and Development Regulations; Chapter 415 Grading Code; and Chapter 410 Tree Preservation and Restoration Code. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District.

Parking Requirements: Parking requirements shall be determined on a case-by-case basis, depending upon the specific use and projected peak-hour demands. Parking should be located and designed so that it can be screened from view from surrounding streets. Arrangements for shared parking are also encouraged. Any outdoor at-grade parking should meet Green Parking Lot standards (as developed and to be acted upon by the City Council at a future date).

Storm Water Management and Retention: All developments located within the Town Center Area shall meet current standards and requirements for the management and control of stormwater runoff, as set forth by the City of Wildwood and the Metropolitan St. Louis Sewer District.

Pond Historic District

The purpose of this district is to preserve and enhance the historic character of the Pond Area of Wildwood, which has a concentration of assets that have been identified as significant because of their age, architecture, or role in the community. Pond has been a village with a rural character and a mix of low-intensity residential and commercial land uses since the 1850's, but more recently experienced inappropriate intrusions of industrial uses, as authorized by St. Louis County. All alterations and additions to buildings in this district are subject to review and approval under Section 440 of the Wildwood Municipal Code, while all proposed new buildings shall be conditioned on the requirements therein applied by a site-specific ordinance associated with a zoning change of the property.

Permitted Land Uses: Single family residential buildings, apartment buildings of six (6) units or fewer, retail businesses occupying less than 5,000 square feet on the ground floor, offices (general, professional, and medical/dental types), bed and breakfasts, restaurants, and institutional buildings

Design Standards

Building Height: The height of any proposed alteration or addition should be compatible with the style and character of the historic property. No building within the Pond Historic District shall exceed a height of thirty-five (35) feet, measured from final finish grade at the main entry area facing the primary street, although vertical architectural elements, such as steeples and cupolas, may extend up to twenty-five (25) feet above the height limit.

Building Setbacks: The setback and relationship of a historic structure to the open space between it and adjoining street/roadway should be maintained. New structures should be compatible with prevailing existing setbacks.

Scale: The scale of any new, or existing, structure, after any alteration or construction, should be compatible with the original architectural style and character of any historic building that is located on the site and all development should be in blend with surrounding historic properties.

Directional Expression: Surrounding development should be compatible with the directional expression and orientation of neighboring historic properties.

Signs: The character of signs should be in keeping with the historic architectural style of the property. Character of a sign shall be interpreted to include the total number, size, area, scale, location, type, (e.g., on-site business signs), letter size and style, and intensity and type of illumination.

Site Standards

Pedestrian Friendly Design: Site plans in the Pond Historic District should provide for continuity from sidewalks in public streets to all pedestrian entrances on the site, and walkability should be given primary importance over road speed and other access criteria.

Public Open Space: Developments located within the City's Town Center Area shall meet the requirements of the City's Zoning Ordinance for public space

dedications, as set forth in Chapter 415.169 Public Space Requirements. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District. Public space has been deemed to be of critical importance to the character of the community.

Environmental Preservation: In general, all development within the City's Town Center Area should be designed and built in such a way as to minimize adverse impacts on the natural environment. The design, engineering, and construction of projects located within the Town Center Area shall be subject to the environmental protection standards and regulations, as set forth specifically in the following: Chapter 420.200 Natural Resource Protection Standards and Procedures of the Subdivision and Development Regulations; Chapter 415 Grading Code; and Chapter 410 Tree Preservation and Restoration Code. These requirements may be modified by the City Council, as part of an approved site-specific ordinance, whether by a C-8 Planned Commercial District or a Planned Residential Development Overlay District.

Parking Requirements: Parking requirements shall be determined on a case-by-case basis for each use, depending upon the specific nature of the activity and the projected peak-hour demands associated with it, but may not exceed the number of required spaces set forth for the activity in the City of Wildwood's Zoning Ordinance. Parking should be located and designed so that it can be screened from view from abutting streets. Arrangements for shared parking are also encouraged within this district. Any outdoor at-grade parking should meet Green Parking Lot standards (as developed and to be acted upon by the City Council at a future date).

Storm Water Management and Retention: All developments located within the Town Center Area shall meet current standards and requirements for the management and control of stormwater runoff, as set forth by the City of Wildwood.

Other: Certain activities previously authorized by St. Louis County or determined to be legal, non-conforming uses by the Zoning Ordinance of the City of Wildwood, shall be considered grandfathered under their current zoning district designations and may be allowed to make alterations, changes, expansions, or other modifications consistent with the requirements of either Chapter 415.460 Non-Conforming Uses, Lands, and Structures, Chapter 415.560 Procedure for Amending the Zoning Ordinance of the City of Wildwood Zoning Ordinance, or under the authority set forth in the site-specific ordinance for that property.

Land Use Activities	*Land Use Classifications*					
Commercial	D	W	NG*	NE	C/I	POND
Animal Hospitals & Veterinary Clinics	P	P				
Art or Photo Studios or Galleries	P	P	P		C	P
Bakeries	P	P	P		C	P
Barber & Beauty Shops	P	P	P		C	P
Cleaning, Pick-up Stations	P	P	P		C	P
Coffee Shops	P	P	P		C	P
Department or Discount Stores	P					
Filling Stations for Automobiles	P	C			C	
Financial Institutions w/ Drive-Thru Facilities	P	P			C	
Financial Institutions w/o Drive-Thru Facilities		P	P		C	
Flower or Plant Stores	P	P	P		C	
Hotels	P				C	
Music or Dancing Academies	P	P			C	
Office/Warehouse Facilities	P	P	P			
Parking Areas	P	P				P
Parking Garages	P	P	P			
Professional Offices including Medical and Dental	P	P			C	
Professional Offices, not medical or dental	P	P	P		C	P
Recreational Facilities, including indoor theaters and outdoor activities	P				C	
Recreational Facilities (no indoor theater or outdoor activities)		P			C	
Research Laboratories & Facilities	P				C	
Restaurants, including fast food, w/ Drive-Thru facilities**	P				C	
Restaurants, including fast food, but w/o drive thru facilities	P	P			C	
Restaurants, no fast food	P	P	P		C	P
Sewage Treatment Facilities	P	P	P	P		P
Shops for Artists and Similar Specialties		P	P		C	P
Stores and Shops for Retail Purposes	P	P			C	
Stores, Shops, and Open-Air Markets for Retail Purposes	P	P	P			
Taverns, Cocktail Lounges, Night Clubs, or Micro-Breweries	P	P			C	
Vehicle Service Centers	P	C				
Cultural/Institutional						
Cemeteries, Mausoleums				P	C	P
Child Care Centers	P	P	P	P	C	P
Churches	P	P	P	P	P	P
Civic Buildings(government)	P	P	P	P	P	P
Colleges, Universities					P	
Libraries			P	P	P	P
Museums					P	
Nursing Homes			P		P	
Park & Open Spaces; Public and Private areas	P	P	P	P	P	P
Philanthropic Institutions					C	

Land Use Activities	*Land Use Classifications*					
	D	W	NG*	NE	C/I	POND
Post Offices	P	P			P	
Public and Other Utility Facilities	P	P			C	
Recreational Fields					P	
Scenic Areas	P	P	P	P	P	P
Schools			P	P	P	
Wildlife Refuges						
Housing						
Multi-Family Residential(live/work, rowhouses, and apartments)			P		P	P
Single-Family Attached			P		C	
Single-Family Detached			P	P	C	P
Other Housing						
Accessory Dwelling Units			P	P		P
Bed and Breakfasts			P	P		P
Group Shelters			P	P		P
Home for the Aged			P	P	C	
Home Occupations			P	P		P

P Uses permitted by right

C Uses requiring conditional use permit

* See Neighborhood General District text for a detailed explanation of permitted uses within the context of building types

** Any building footprints within the Workplace districts exceeding 10,000 sq. ft. require conditional approval

** Any building footprints within the Commercial districts exceeding 40,000 sq. ft. require conditional approval

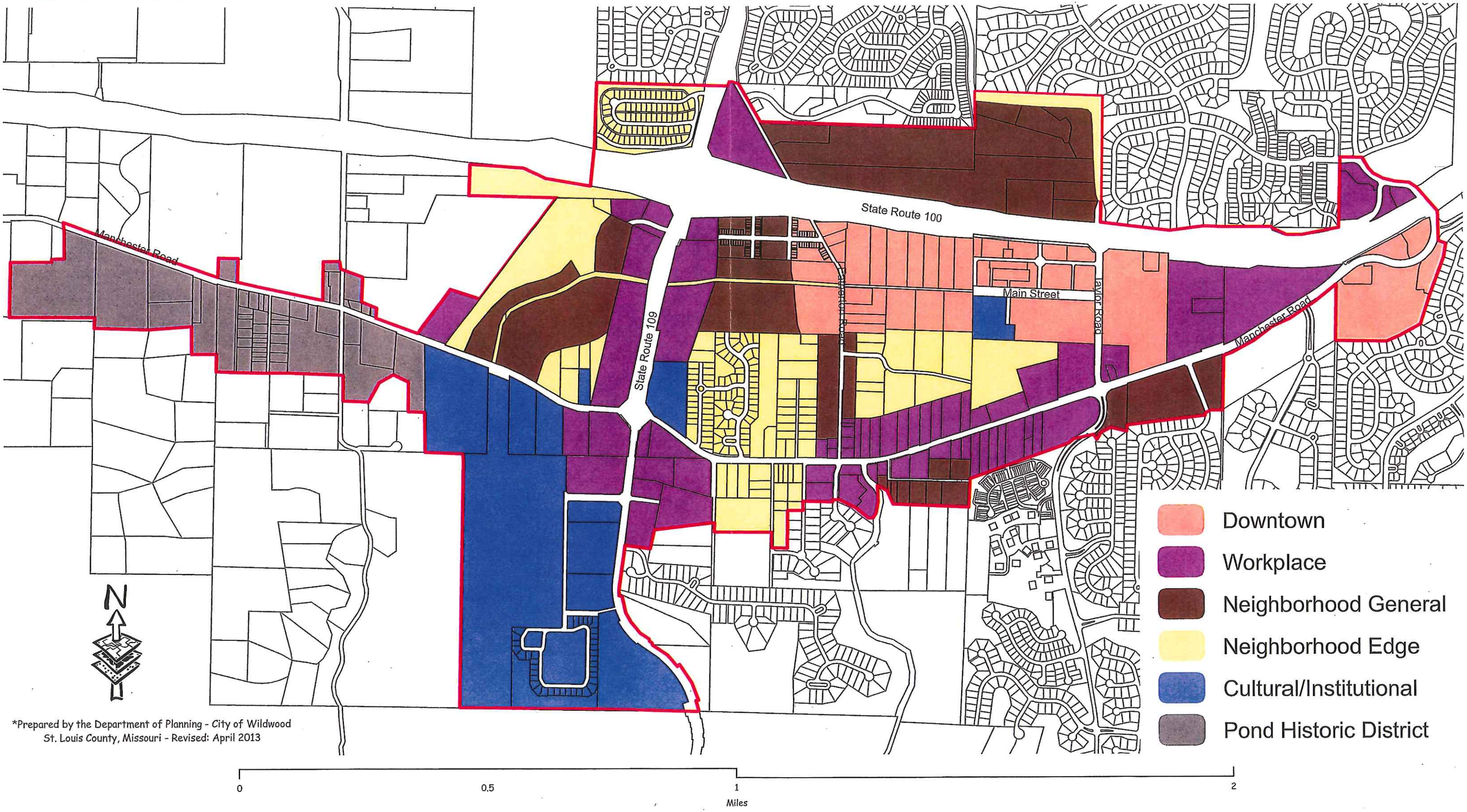
Permitted uses and specific site requirements shall be subject to further definition or qualification as provided by ordinance

Zoning Abbreviations Key

D- Downtown
W- Workplace
NG- Neighborhood General
NE- Neighborhood Edge
C/I- Cultural/Institutional overlay
Pond – Pond Historic District

WILDWOOD

City of Wildwood Town Center Area - Ten Year Update
Final Land Use/Regulating Plan Map



*Prepared by the Department of Planning - City of Wildwood
St. Louis County, Missouri - Revised: April 2013

KINGSTOWNE ESTATES

Substitute Bill No. 1 for

BILL NO. 215, 1992

ORDINANCE NO. 16,122, 1992

Introduced By Councilmen Corcoran, Shear for O'Mara & Breihan

AN ORDINANCE

AUTHORIZING AND GIVING PRELIMINARY APPROVAL TO A PLANNED ENVIRONMENT UNIT DEVELOPMENT OF A TRACT OF LAND LOCATED IN THE "R-3" 10,000 SQ. FT. RESIDENCE DISTRICT AND THE "R-4" 7500 SQ. FT. RESIDENCE DISTRICT, SUBJECT TO CONDITIONS. (P.C. 46-92 THE JONES COMPANY CUSTOM HOMES, INC.).

BE IT ORDAINED BY THE COUNTY COUNCIL OF ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

SECTION 1. Preliminary approval of a Planned Environment Unit Development of a tract of land located in the "R-3" 10,000 Sq. Ft. Residence District and the "R-4" 7500 Sq. Ft. Residence District in St. Louis County, Missouri, is granted, said tract being described as follows:

A tract of land in Section 36, Township 45 North - Range 3 East, St Louis County, Missouri, and being more particularly described as:

Beginning at the Southeast corner of Lot 158 of "Babler Park Estates Plat 2A", a subdivision according to the plat thereof recorded in Plat Book 247, Page 61 of the St. Louis County Records; said point being a point on the North line of property conveyed to Henry F. Bopp etal by deed recorded in Book 5346, Page 364 of the St. Louis County Records; thence North 88 degrees 55 minutes 28 seconds West 2412.28 feet along said North line of said Bopp property to the East line of Eatherton Road, 60 feet wide; thence North 13 degrees 06 minutes 00 seconds East 654.67 feet along said East line of said Eatherton Road to a point; thence South 89 degrees 01 minutes 00 seconds East 2271.72 feet along the South line of "Babler Park Estates Plat 1", a subdivision according to the plat thereof recorded in Plat Book 195, Page 78 of the St. Louis County Records and a South line of said "Babler Park Estates 2A" to the Northwest corner of Lot 164 of said "Babler Park Estates Plat 2A"; thence South 00 degrees 42 minutes 15 seconds West 643.98 feet along a West line of said "Babler Park Estates Plat 2A" to the point of beginning and containing 34.5 acres.

SECTION 2. The preliminary approval, pursuant to Section 1003.187 SLCRO 1974, as amended, is granted subject to all ordinances, rules and regulations and to the conditions recommended by the Planning Commission in its report dated June 2, 1992 as follows:

1. PERMITTED USES

The uses permitted in this Planned Environment Unit (P.E.U.) shall be single family homes and accessory uses.

2. LOT REQUIREMENTS

a. The minimum lot size for the interior lots and lots on the west and south perimeter shall be 7,500 square feet.

b. The minimum lot size for the lots on the north and east perimeter shall be 9,000 square feet.

c. Above-ground exits in excess of three (3) feet above grade shall not open on to side yards of less than ten (10) feet or rear yards of less than twenty-five (25) feet as measured from the property line. In no case shall an elevated deck structure encroach on the minimum side or rear yard setback of the underlying zoning district.

3. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENT

Within eighteen (18) months from the effective date of the preliminary development plan by the County Council and prior to the issuance of any building or grading permit, the developer shall submit to the Planning Commission for its review and approval a Site Development Plan. Where due cause is shown by the developer, this time interval may be extended through appeal to and approval by the Planning Commission in accord with Section 1003.187 of the St. Louis County Zoning Ordinance. Said Site Development Plan shall include, but not be limited to, the following:

a. Outboundary plat and legal description of property.
b. A general numbered lot plan with setback lines from all streets and roadways on and adjacent to the property.
c. A general plan with typical single family lots with minimum boundary dimensions, range of lot sizes, and required front, side and rear building setbacks.
d. Location of all roadways adjacent to the property, including required roadway right-of-way dedication and pavement widening and general location, size, right-of-way, and pavement width of all interior roadways.
e. The location and size of all freestanding signs, lighting, fences, sidewalks, and other above ground structures except retaining walls less than six (6) 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 and stormwater sewer facilities and stormwater detention areas.
h. Conceptual location and size of common ground areas.
i. Parking and density calculations.

j. All other information not mentioned above, but required on a preliminary plat in accord with Section 1005.060 of the St. Louis County Subdivision Ordinance.

4. SITE DEVELOPMENT PLAN DESIGN CRITERIA

The above Site Development Plan shall adhere to the following specific design criteria:

Building Setbacks

a. All structure setbacks shall be as approved by the Planning Commission on the Site Development Plan.

Parking Requirements

b. All minimum parking requirements as set forth in Section 1003.165 of the St. Louis County Zoning Ordinance shall be maintained.

Access

c. No street access to Eatherton Road other than the Pond-Grover Loop Road shall be permitted as part of this subdivision.

d. No private driveway access to Eatherton Road or Pond-Grover Loop Road shall be permitted as part of this subdivision.

e. Conform to the requirements of the Missouri Highway and Transportation Department regarding Eatherton Road (Route 109) in this area. It is noted that a north-south highway connecting Interstate Route 44 and U.S. Route 40 and 61 has been proposed. This highway would possibly follow existing Route 109 and Eatherton Road alignments.

Road Improvements Including Sidewalks

f. (i) Construct a portion of the Pond-Grover Loop Road (Phase I) extending from Eatherton Road eastwardly to the south prolongation of Paradise Peak Circle.

(ii) It should be noted that the subject property is located on the north side of the proposed Pond-Grover Loop Road as shown on the Pond-Grover Community Area Study. Pond-Grover Loop Road is intended to circulate area traffic around the Route 100-Route 109 Interchange and provide access to adjacent development. In view of the proximity of this tract to the proposed roadway, the developer's incorporation of the Pond-Grover Loop Road into the tract will provide the access required for the development and future residents and will help maintain the level of service of Route 109.

(iii) Pond-Grover Loop Road (Phase I) shall be constructed with a twenty-two (22) foot wide asphaltic concrete pavement complete with four (4) foot wide earth shoulders, roadside ditching, culverts and enclosed storm drainage facilities and located within a fifty (50) foot wide right-of-way adjacent to the south property boundary of the tract with all necessary easements and temporary slope construction licenses as directed by the Department of Highways and Traffic.

(iv) Pond-Grover Loop Road (Phase II) from Paradise Peak Circle east toward Green Pines Drive will require the dedication of right-of-way, easements and licenses and grading of right-of-way necessary to permit construction and extension of the Pond-Grover Loop Road (Phase III) by other adjacent developments, as directed by the Department of Highways and Traffic.

(v) The Pond-Grover Loop Road shall be constructed as a public roadway and it's right-of-way shall be dedicated to "public use forever."

(vi) It should be noted that Phase I construction of the Pond-Grover Loop Road provides for construction of a permanent roadway surface of minimum width and pavement thickness to serve the residential development proposed.

g. Provide finish grading and required cash escrow for sidewalk along Eatherton Road and Pond-Grover Loop Road as directed by the Department of Highways and Traffic.

h. Provide a fifty (50) foot wide right-of-way and a twenty-six (26) foot pavement including all storm drainage facilities for the extension of Paradise Peak Circle located along the north boundary line of the tract southwardly to an intersection with the Pond-Grover Loop Road, as directed by the Department of Highways and Traffic.

i. It appears that if the proposed streets are to be accepted by St. Louis County for maintenance, steep grade approval may be required. If that is the case, it will be necessary for the developer to provide a public disclosure that the development will have steep grades and that St. Louis County will not provide priority snow removal services to this development. This disclosure shall be noted on all approved plans for the site and posted in the display area.

j. As the tract abuts a roadway under the jurisdiction of the Missouri Highway and Transportation Department, sidewalks along the tract must be placed in a public easement outside of the State right-of-way. Maintenance of sidewalks along State highways shall be the responsibility of the property owners.

Landscaping and Signs

k. Street trees and other landscaping shall be provided as required in the St. Louis County Subdivision Ordinance.

l. Provide a landscaped buffer adjacent to Eatherton Road and the Pond-Grover Loop Road, within a twenty (20) foot common ground strip, to provide needed sound and site attenuation and visual aesthetics. This landscaped buffer shall consist of a mix of deciduous and evergreen materials to ultimately form a continuous screen of plantings and these individual plantings must maintain a minimum height of six (6) feet each upon installation.

m. All new landscaping materials shall meet the following criteria:

(1) Deciduous trees - one and one-half (1 1/2) inch minimum caliper.
(2) Evergreen trees - four (4) feet minimum height.
(3) Shrubs - eighteen (18) inch minimum diameter.
(4) Flowering trees - one and one-half (1 1/2) inch minimum caliper.

n. Signs for this P.E.U. shall be erected in accordance with the "R-3" Residence District.

o. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction, if proposed, shall be reviewed by the Department of Highways and Traffic for sight distance considerations and approved prior to installation or construction.

Lighting Requirements

p. Light standards shall not exceed sixteen (16) feet in height. Except for required street lighting, no source of illumination shall be so situated such that light is cast directly on any public right-of-way or adjoining property. Illumination levels shall comply with provisions of Section 1005.320 Street and Parking Area Lighting of the St. Louis County Subdivision Ordinance.

Miscellaneous Requirements

q. Parking, circulation, and other applicable site design features shall comply with Section 512.4 of the St. Louis County Building Code.

r. Sidewalks shall be provided on the internal streets within this development as approved on the Site Development Plan.

5. TRAFFIC GENERATION ASSESSMENT TRUST FUND

Contribute to the Pond-Grover Traffic Generation Assessment Trust Fund established by Ordinance 12,625 based upon the following rate schedule:

Type of Development	Required Contribution
Single Family	$537.90/Parking Space

(Parking space as required by Section 1003.165 of the St. Louis County Zoning Ordinance.)

Traffic Generation Assessment and Trust Fund credits will be applicable to Eatherton Road and Pond-Grover Loop Road improvements required by the Missouri Highway and Transportation Department and the Department of Highways and Traffic.

The amount of this required contribution, if not submitted by January 1, 1993, 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 St. Louis County Department of Highways and Traffic.

6. VERIFICATIONS PRIOR TO SITE DEVELOPMENT PLAN APPROVAL

Stormwater Requirements

a. Prior to approval of the Site Development Plan the developer shall submit to the Planning Commission an engineering plan approved by the Department of Highways and Traffic and the Metropolitan St. Louis Sewer District 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 St. Louis County and Metropolitan St. Louis Sewer District Standards.

(2) All stormwater shall be discharged at an adequate natural discharge point.

(3) Detention of differential runoff of stormwater is at the discretion of the Metropolitan St. Louis Sewer District. If required by the Metropolitan St. Louis Sewer District, it shall be provided in permanent detention facilities, such as: dry reservoirs, ponds, or another acceptable

alternative. The detention facilities shall be completed and in operation prior to issuance of building permits exceeding sixty percent (60%) of the approved dwelling units.

7. RECORDING

Within sixty (60) days of approval of the Site Development Plan by the Planning Commission, the approved plan shall be recorded with the St. Louis County Recorder of Deeds.

8. VERIFICATION PRIOR TO PERMITS

Subsequent to approval of the Site Development Plan, and prior to issuance of any building or occupancy permit, except for a display plat, the following requirements shall be met:

Road Improvements

a. Based on the preliminary plan, improvements to Eatherton Road and the Pond-Grover Loop Road must be completed prior to issuance of the building permits in excess of sixty percent (60%) of the total. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development prior to issuance of building permits in excess of sixty percent (60%) of the total in any one phase. As previously noted, the delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

Trust Fund Contribution

b. Trust fund contribution shall be deposited with St. Louis County through standard escrow procedure prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the trust fund contribution through standard escrow procedure prior to issuance of building permits for each phase of development. The trust fund contribution shall be deposited with St. Louis County in the form of a cash escrow.

Land Subdivision

c. Record a proper subdivision of the property and comply with all other applicable Subdivision Ordinance sections affecting the development of land, except as otherwise specified by this ordinance.

Landscape Bonds or Escrows

d. All landscaping costs shall be escrowed through the standard subdivision procedure.

Indentures

e. With the filing of the record plat the developer shall record an approved indenture which defines the necessary assessments and specific trustee obligations in accord with provisions of Section 1003.173 and 1003.187 of the St. Louis County Zoning Ordinance and Section 1005.095 of the St. Louis County Subdivision Ordinance.

Notification of Public Works

f. Prior to issuance of foundation or building permits, all approvals from the Department of Planning, the Department of Highways and Traffic, Missouri Highway and Transportation Department, and the Metropolitan St. Louis Sewer District must be received by the Department of Public Works.

9. GENERAL DEVELOPMENT CONDITIONS

a. Within two (2) years of the date of approval of the appropriate Site Plan by the Planning Commission, construction shall commence. Said time may be extended one additional year on approval by the Planning Commission.

b. A copy of the most recently approved Site Development Plan for this P.E.U. development shall at all times be prominently displayed in all display area sales offices within this development.

c. A grading permit is required prior to any grading on the site. No change in watersheds shall be permitted. Interim stormwater drainage control in the form of siltation control measures are required.

d. 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 grasses or sudan grasses shall be utilized to retard erosion.

e. 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.

f. Additional lanes and/or widening, pavement thickness, drainage facilities, granular base, traffic control devices and other improvements may be required to accommodate heavy traffic volumes, unsuitable soil conditions, steep grades, or other conditions not apparent at this time.

g. If roadways in this petition are to be private roadways, these roadways shall remain private forever. Maintenance of private roadways shall be the responsibility of the property owner(s) or trustees forever.

The existence of private roadways within the development requires disclosure by the developer of responsibility for street maintenance in accordance with the provisions of Section 1005.265 of St. Louis County's Subdivision Ordinance.

h. Failure to comply with any or all the conditions of this ordinance shall be adequate cause for revocation of permits by issuing County Departments or Commissions.

i. The Zoning Enforcement Officer of St. Louis County, Missouri, shall enforce the conditions of this ordinance in accord with the Site Development Plan approved by the Planning Commission and the Department of Planning.

SECTION 3. The St. Louis County Council, pursuant to petition of the Jones Company Custom Homes, Inc., requesting the approval of a Planned Environment Unit Development for the tract of land described in Section 1 of this ordinance as an alternative zoning, and pursuant to the recommendation of the Planning Commission that said petition be granted after public hearing held by the said Commission on April 20, 1992, adopts this ordinance pursuant to the St. Louis County Charter authorizing the County Council to exercise legislative power pertaining to planning and zoning, and returns the application and plan to the St. Louis County Planning Commission for consideration of final development plans pursuant to Section 1003.187 SLCRO 1974, as amended.

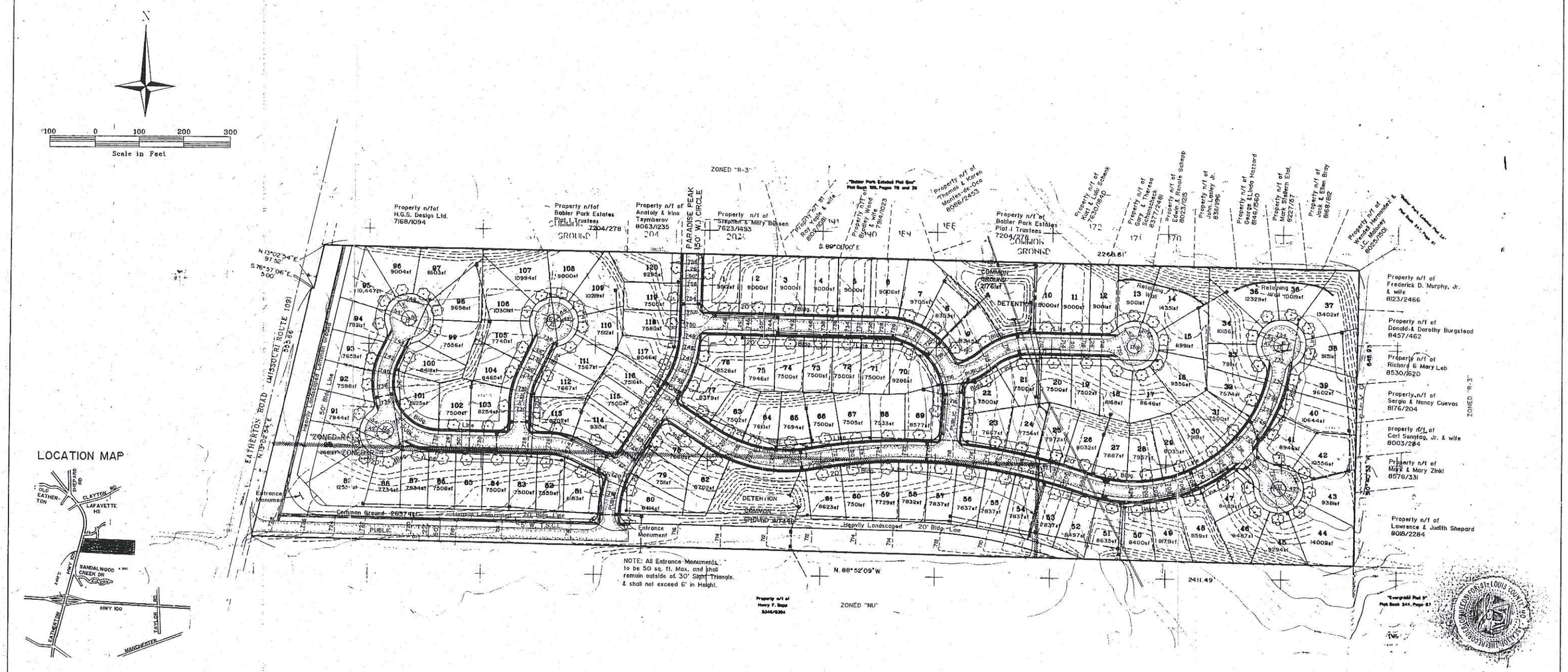
ADOPTED: September 24, 1992

JOHN R. SHEAR
CHAIRMAN, COUNTY COUNCIL

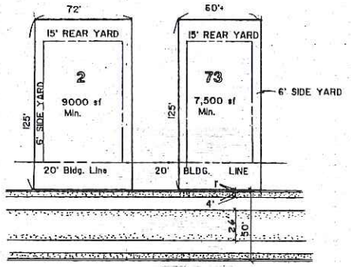
APPROVED: September 28, 1992

BUZZ WESTFALL
COUNTY EXECUTIVE

ATTEST: JEANETTE O. HOOK
DEPUTY ADMINISTRATIVE DIRECTOR



MINIMUM LOTS



LEGEND

EXISTING CONTOURS	400
PROPOSED CONTOURS	400
EXIST. SANITARY SEWERS	
PROP. SANITARY SEWERS	
EXIST. STORM SEWERS	
PROP. STORM SEWERS	
EXIST. TREE MASS	
LIGHT STANDARD	16' HIGH MAX.

NOTE: Construction traffic shall access development from Highway 109 only.

NOTE: The existing pond will be dewatered at a reasonable rate to protect against erosion and siltation damage to adjacent properties and roads.

NOTE: Existing soft soils shall be removed from all proposed right-of-way areas prior to placement of fill in these areas.

NOTE: The developer shall provide guard rail as required by the Department of Highways & Traffic.

NOTE: Sidewalk escrow along loop road shall extend entire length of Right-of-Way, not just pavement

NOTE: The developer shall disclose to prospective purchaser that the Pond-Grover Loop Road adjacent to the south side of the site is intended to circulate area traffic around the Route 100 - Route 109 interchange and provide access to adjacent development.

OWNER OF SITE:
West County Investment Corporation
2100 Highway 109
Glencoe, Missouri 63038-1535

STATE OF MISSOURI)
) S
County of St. Louis)

I, the undersigned Recorder of Deeds for said County and State, do hereby certify that the foregoing and annexed instrument of writing was filed for record in my office on the 3rd day of March A.D. 19 93 at 9:34 o'clock A. M. and is truly recorded in Plat Book 317 Page 66 and 67

Witness my hand and official seal on the day and year aforesaid.

Recorder of Deeds

By Deputy Recorder

APPROVED SITE DEVELOPMENT PLAN
☐ CONCEPT ☐ SPECIFIC LANDSCAPE
ST. LOUIS COUNTY PLANNING COMMISSION
2-8-93 Douglas Morgan JMJ
P.C. 45, 46-92 The Jones Company
MAP NO. 23V ZONING PEU in R-3, R-4
AMENDED

SHEET 2 OF 2

A SITE DEVELOPMENT PLAN OF:

A PLANNED ENVIRONMENT UNIT DEVELOPMENT IN R-3 & R-4, ORDINANCE NO. 16,122

KINGSTOWNE ESTATES

A TRACT OF LAND IN SECTION 36, T. 45 N. - R. 3 E., ST. LOUIS COUNTY, MISSOURI

PREPARED FOR:

THE JONES COMPANY
CUSTOM HOMES
13100 Manchester Road Suite G55
St. Louis, Missouri 63131
Phone (314) 965-8000

REVISED

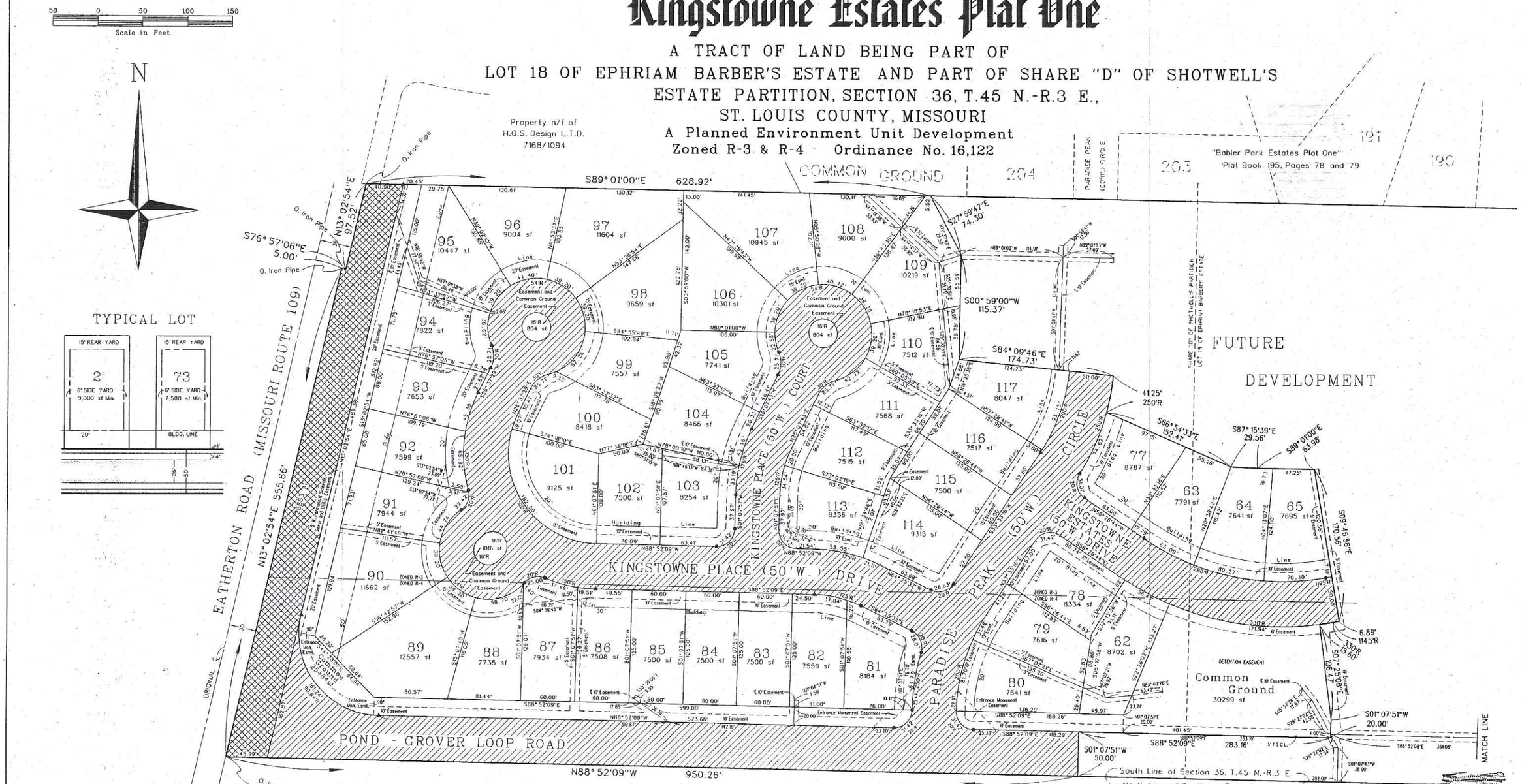
12-21-92	S.L.C. Comments
1-15-93	S.L.C. Comments
1-20-93	
1-29-93	S.L.C. Comments
2-11-93	Retaining Walls

DATE Nov. 12, 1992

VOLZ ELBRING ENGINEERING AND SURVEYING, INC.
SURVEYING COMPANY A SUBSIDIARY
LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212
88-2936

Kingstowne Estates Plat One

A TRACT OF LAND BEING PART OF
LOT 18 OF EPHRIAM BARBER'S ESTATE AND PART OF SHARE "D" OF SHOTWELL'S
ESTATE PARTITION, SECTION 36, T.45 N.-R.3 E.,
ST. LOUIS COUNTY, MISSOURI
A Planned Environment Unit Development
Zoned R-3 & R-4 Ordinance No. 16,122



NOTES:

1. Bearing system adopted from the South line of "Babler Park Estates Plat One", a subdivision according to the plat thereof recorded in Plat Book 195, Pages 78 and 79.
2. Property referenced from Stewart Title Guaritee Company, Commitment No 137747-31201 effective June 27, 1988.

M.S.D. Benchmark

453-105 743.95 - "U" cut on the north flower box at the entrance to "Babler Park Estates" 25' north of Babler View Drive and 90' east of the centerline of Highway 109

Site Benchmark

"T" cut at the southeast corner of headwall near the southwest property corner of proposed subdivision. Elevation - 725.43

THIS PLAT CONTAINS 14.313 ACRES.

STATE OF MISSOURI)
) SS.
County of St. Louis)

I, the undersigned Recorder of Deeds for said County and State, do hereby certify that the foregoing and annexed instrument of writing was filed for record in my office on the 5th day of June A.D. 1973 at 11:11 o'clock A.M. and is truly recorded in Plat Book 319 Page 370 and 371

Witness my hand and official seal on the day and year aforesaid.

Recorder of Deeds

By Deputy Recorder

Richard W. Norvell, President
Land Survey Division
Mo. Reg. L.S. #1437
JUNE 2, 1973

Sheet 2 of 2

LEGEND

- ▲ Permanent Monument
- ● Iron Pipe
- T.S.C.L. = Temporary Slope and Construction License

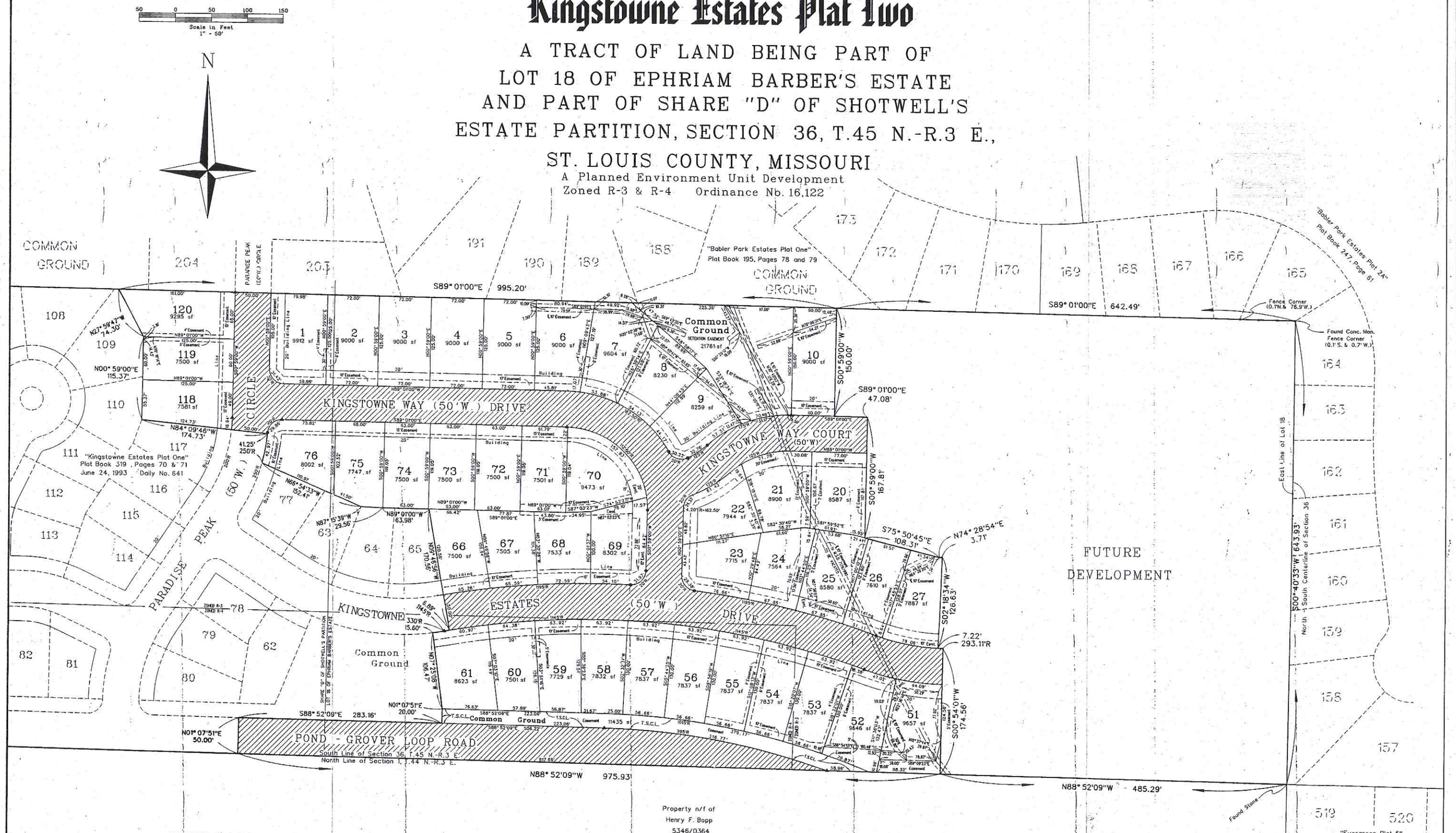
Locator Numbers:
23V53 0011
23V54 0012

VOLZ ELBRING ENGINEERING AND SURVEYING, INC.
SURVEYING COMPANY A SUBSIDIARY
LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212
88-2936

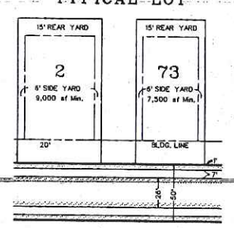
Kingstowne Estates Plat Two

A TRACT OF LAND BEING PART OF
LOT 18 OF EPHRIAM BARBER'S ESTATE
AND PART OF SHARE "D" OF SHOTWELL'S
ESTATE PARTITION, SECTION 36, T.45 N.-R.3 E.,
ST. LOUIS COUNTY, MISSOURI

A Planned Environment Unit Development
Zoned R-3 & R-4 Ordinance No. 16,122



TYPICAL LOT



THIS PLAT CONTAINS 11.944 ACRES.

STATE OF MISSOURI }
County of St. Louis } SS.

I, the undersigned Recorder of Deeds for said County and State, do hereby certify that the foregoing and annexed instrument of writing was filed for record in my office on the 8TH day of SEP A.D. 19 93 at 1:20 o'clock P M. and is truly recorded in Plat Book 321 Pages 22 AND 23

Witness my hand and official seal on the day and year aforesaid.

Recorder of Deeds

By Deputy Recorder

NOTES:

1. Bearing system adopted from the South line of "Babler Park Estates Plat One", a subdivision according to the plat thereof recorded in Plat Book 195, Pages 78 and 79.
2. Property referenced from Stewart Title Guarantee Company, Commitment No. 137747-31201 effective June 27, 1988.

M.S.D. Benchmark

453-105 743.95 - "U" cut on the north flower box at the entrance, to "Babler Park Estates" 25' north of Babler View Drive and 90' east of the centerline of Highway 109.

Site Benchmark

"T" cut at the southeast corner of headwall near the southwest property corner of proposed subdivision. Elevation - 725.43

Richard W. Norvell, President
Land Survey Division
Mo. Reg. L.S. #1437

Sheet 2 of 2

LEGEND

▲ Permanent Monument
● Iron Pipe

Locator Numbers:

VOLZ ENGINEERING AND SURVEYING, INC.
ELBRING SURVEYING COMPANY
A SUBSIDIARY

LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132

HICKORY MANOR ESTATES

BILL NO. 72, 1994

ORDINANCE NO. 16,905, 1994

Introduced By Councilmen Corcoran & Kersting

AN ORDINANCE

AUTHORIZING AND GIVING PRELIMINARY APPROVAL TO A PLANNED ENVIRONMENT UNIT DEVELOPMENT OF A TRACT OF LAND LOCATED IN THE "R-3" 10,000 SQ. FT. RESIDENCE DISTRICT AND THE "R-4" 7,500 SQ. FT. RESIDENCE DISTRICT, SUBJECT TO CONDITIONS. (P.C. 112-93 J & M JOINT VENTURE NO. 4).

BE IT ORDAINED BY THE COUNTY COUNCIL OF ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

SECTION 1. Preliminary approval of a Planned Environment Unit Development of a tract of land located in the "R-3" 10,000 Sq. Ft. Residence District and the "R-4" 7,500 Sq. Ft. Residence District in St. Louis County, Missouri, is granted, said tract being described as follows:

A tract of land being part of Section 1, Township 44 North - Range 3 East, St. Louis County, Missouri, and being more particularly described as:

Beginning at the intersection of the East right-of-way line of Eatherton Road - Missouri Route 109, as widened by deed recorded in Book 6579, Page 783 of the St. Louis County Records, with the North line of said Section 1, said North line being also the South line of property conveyed to West County Investment Corporation by deed recorded in Book 6635, Page 371 of the St. Louis County Records; thence South 88 degrees 52 minutes 09 seconds East 2365.26 feet along said South line of West County Investment Corporation property being also the North line of said Section 1 to the Southwest corner of "Babler Park Estates Plat 2A", a subdivision according to the plat thereof recorded as Daily Number 138 on May 8, 1986 in the St. Louis County Records, said corner being in the North-South centerline of said Section 1; thence South 00 degrees 26 minutes 09 seconds West 1322.21 feet along said North-South centerline of said Section 1 being also the West line of "Evergreen Plat 5", a subdivision according to the plat thereof recorded as Daily Number 51 on February 19, 1986 in the St. Louis County Records and the West line of "Evergreen Section 2 - Plat 1" a subdivision according to the plat thereof recorded as Daily Number 181 on April 23, 1987 in the St. Louis County Records to the Northwest corner of property conveyed to Thomas S. and Jane W. Kenny, by deed recorded in Book 6971, Page 459 of the St. Louis County Records; thence North 88 degrees 30 minutes 18 seconds West 2529.33 feet along the North line of property conveyed to Sandalwood Farm Joint Venture by deed recorded in Book 8470, Page 1551 of the St. Louis County Records along the North line of "Phase Seven A of Sandalwood Creek Condominiums", a subdivision according to the plat thereof recorded as Daily Number 217 on February 14, 1989 in the St. Louis County

Records to said East right-of-way line of Eatherton Road - Missouri Route 109, as widened by deed recorded in Book 6579, Page 783 of the St. Louis County Records; thence northwardly along said East right-of-way line, the following courses and distances: North 28 degrees 34 minutes 31 seconds West 1.12 feet, North 04 degrees 25 minutes 03 seconds West 169.87 feet, North 11 degrees 47 minutes 04 seconds East 532.05 feet, North 03 degrees 04 minutes 50 seconds West 240.42 feet and North 13 degrees 50 minutes 49 seconds East 382.73 feet to the point of beginning and containing 74.398 acres.

SECTION 2. The preliminary approval, pursuant to Section 1003.187 SLCRO 1974, as amended, is granted subject to all ordinances, rules and regulations and to the conditions recommended by the Planning Commission in its report dated December 7, 1993, as amended as follows:

1. PERMITTED USES

This Planned Environment Unit (P.E.U.) shall authorize the development of single family residences on individual lots and associated common ground.

2. LOT SIZES, DEPTHS, AND BUILDING REQUIREMENTS

a. The minimum size of lots in Village A, as identified on the Preliminary Development Plan, shall be 7,500 square feet, except lots abutting Highway 109 shall be a minimum of 9,000 square feet in area and 130 feet in depth.

b. The minimum size of lots in Village B, as identified on the Preliminary Development Plan shall be 6,000 square feet.

c. The minimum size of individual lots in Village C, as identified on the Preliminary Development Plan, shall be 3,500 square feet. The minimum width of these lots shall be thirty-five (35) feet as measured at the front building line.

d. The minimum lot size in Village D, as identified on the Preliminary Development Plan, shall be 11,000 square feet. The minimum width of the lot shall be eighty (80) feet as measured at the front building line.

e. No building and/or structure shall be more than two (2) stories above final grade.

f. Above-ground exits in excess of three (3) feet above-grade shall not open onto side yards of less than ten (10) feet or rear yards of less than twenty-five (25) feet as measured from the property line. In no case shall an elevated deck structure encroach on the minimum side yard setback of the underlying zoning district.

3. PLAN SUBMITTAL REQUIREMENTS

Within eighteen (18) months of the P.E.U. approval by the County Council and prior to the issuance of any grading or building permit, the developer shall submit to the Planning

Commission for their review and approval a Site Development Plan. Where due cause is shown by the developer, time intervals may be extended by the Planning Commission in accord with requirements of Section 1003.187 of the St. Louis County 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.
c. The location and size of all parking areas, pavement widths, and right-of-way dedications of all internal roadway improvements and internal drive.
d. A general plan, with typical lots with minimum boundary dimensions, range of lot sizes, and required front, side, and rear building setbacks and setback lines along the perimeter of the subject tract of land.
e. Location of all roadways adjacent to the property, including required roadway right-of-way dedication and pavement widening, and general location, size, right-of-way, and pavement width of all interior drives.
f. The location and size of all freestanding signs, lighting, fences, sidewalks, and other above ground structures, except retaining walls less than six (6) feet in height per section.
g. Existing and proposed contours at vertical intervals of not more than two (2) feet.
h. General location of sanitary and stormwater sewer facilities and stormwater detention areas.
i. Conceptual location and size of common ground areas.
j. Parking and density calculations.
k. Distances between buildings and between buildings and lot lines.
l. Location of all existing plant materials to be retained.
m. A Landscape Plan including, but not limited to, the location, size, and general type of plant materials to be used.
n. Location of all existing easements.
o. An inventory indicating individual lot sizes.
p. All other information not mentioned above, but required on a preliminary plat in accord with Section 1005.060 of the St. Louis County Subdivision Ordinance.

4. SITE DEVELOPMENT PLAN DESIGN CRITERIA

The above Site Development Plans shall adhere to the following specific design criteria:

Building Setbacks - Residential

a. No building or structure, other than boundary and/or retaining walls, fences, signs, detention facilities, and/or light standards, shall be located within the required setback distances as established by the R-4 7,500 square foot Residence District Regulations in Section 1003.117 of the St. Louis County Zoning Ordinance, except for all perimeter lots located within this P.E.U. and those lots contained in Villages B and C as shown on the Preliminary Development Plan. Minimum building setbacks for individual lots in Villages B and C, except for perimeter lots, shall be as follows:

(1) Twenty (20) feet for any front yard.
(2) Fifteen (15) feet for any rear yard.

(3) Five (5) feet or Zero (0) feet for any one side yard in Village C, if a minimum setback distance of ten (10) feet is maintained between structures.

Parking Setbacks - Residential

b. No parking stall, loading space, internal drive, or roadway, excluding points of ingress or egress, shall be located within the required setback distances as established by the R-4 7,500 square foot Residence District regulations in Section 1003.117 of the St. Louis County Zoning Ordinance.

Parking Requirements

c. Parking spaces shall be provided as required by Section 1003.165 Off-Street Parking and Loading Requirements of the St. Louis County Zoning Ordinance.

Access and Roadway Improvements

d. Conform to the requirements of the Missouri Highway and Transportation Department regarding State Route 109 in this area. These requirements include the provision of adequate left and right storage lanes on their access road to State Route 109, the entrance geometrics, drainage design, signals, and basic lighting design should be in accordance with Missouri Highway and Transportation Department standards and should be reviewed and approved by Missouri Highway and Transportation Department, and signalization and basic lighting at the access of State Route 109, when warranted, as approved by Missouri Highway and Transportation Department.

e. The subject property is located on the south side of the proposed Pond-Grover Loop Road as shown on the Pond-Grover Community Area Study. Pond-Grover Loop Road is intended to circulate area traffic around the Route 100-109 Interchange and provide access to adjacent development. In view of the proximity of this tract of land to the proposed roadway, the developer's incorporation of the Pond-Grover Loop Road into the tract of land will provide the access required for the development of future residents and will help maintain the level of service of State Route 109.

1. An interim portion of the Pond-Grover Loop Road was constructed as a requirement of P.C. 45 and 46-93 The Jones Company (Kingstowne Estates Subdivision), therefor the petitioner shall be responsible for constructing and completing the Pond-Grover Loop Road to a thirty-nine (39) foot pavement, 7" thick Portland Cement Concrete over 4" thick aggregate base with 8" high vertical curbs within a seventy (70) foot right-of-way from State Route 109 east to a temporary pavement terminus located fifty (50) feet southeast of the Green Pines Drive Extension intersection as directed by the Department of Highways and Traffic. As the Pond-Grover Loop Road will be an arterial roadway, this initial construction must be overlayed with a 2" Bituminous Wearing Surface prior to its completion and connection to State Route 100.

2. The petitioner shall dedicate right-of-way and provide the finish grading for extension of the Pond-Grover Loop Road pavement from the Green

Pines Drive Extension intersection southwardly to the south property line of the tract of land as directed by the Department of Highways and Traffic. St. Louis County will be responsible for the construction of the pavement surface within the above limits at a later date.

3. The Pond-Grover Loop Road shall be constructed as a public roadway and it's right-of-way shall be dedicated to "public use forever."

f. Provide a fifty (50) foot wide right-of-way and a twenty-six (26) foot pavement including all storm drainage facilities for the extension of Green Pines Drive located along the east boundary line of the tract westwardly to an intersection with the Pond-Grover Loop Road, as directed by the Department of Highways and Traffic.

g. Provide a sidewalk conforming to St. Louis County ADA standards adjacent to State Route 109 as directed by the Missouri Highway and Transportation Department and the Department of Highways and Traffic.

h. Provide a sidewalk conforming to St. Louis County ADA standards adjacent to Pond-Grover Loop Road as directed by the Department of Highways and Traffic.

i. Access to this development from Pond-Grover Loop Road shall be as directed by the Department of Highways and Traffic.

j. No residential driveways will be permitted onto State Route 109 or Pond-Grover Loop Road.

Miscellaneous Roadway Requirements

k. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction, if proposed, shall be reviewed by the Department of Highways and Traffic for sight distance considerations and approved prior to installation or construction.

l. If the proposed internal streets are to be accepted by St. Louis County for maintenance, steep grade approval may be required. Therefore, it will be necessary for the developer to provide a public disclosure that the development will have steep grades and that St. Louis County <u>will not provide priority snow removal services</u> to this development. This disclosure shall be noted on all approved plans for the site and posted in the display area.

Landscape Requirements - General

m. Either as part of the development plan or on a separate drawing to be reviewed as part of said plan, the developer shall submit a landscape plan to comply with the following:

(1) All new landscaping materials shall meet the following criteria:
   a) Deciduous trees shall be a minimum one and one-half ($1^1/_2$) inches in caliper.
   b) Evergreen trees shall be a minimum four (4) feet in height.
   c) Shrubs shall have a minimum diameter of eighteen (18) inches.

d) Flowering trees shall be a minimum of one and one-half ($1^1/_2$) inches in caliper.

Landscape Requirements - Specific

n. Street trees and other landscaping shall be provided as required in the St. Louis County Subdivision Ordinance.

o. Restoration and replanting of existing vegetation shall be required in the area where the detention facilities are to be placed. The materials used in this restoration shall represent a mix of plant species as to provide immediate visual impact and insure overall mortality.

p. Provide a twenty (20) foot wide, landscaped buffer strip along the rear and/or side yard of any proposed lot adjacent to State Route 109 and the Pond-Grover Loop Road. This buffer strip should consist of a mix of deciduous and evergreen plantings and be of a sufficient quantity and height to provide immediate screening and noise attenuation effects. These plantings shall be placed on a minimum of twenty (20) foot centers within this buffer area. The proposed landscaping scheme shall be approved by the Planning Commission on the Site Development Plan.

q. Provide appropriate grading profiles indicating where existing vegetation may be retained. These areas of newly identified tree masses to be retained shall be indicated on the Site Development Plan and appropriately marked on the site before grubbing, clearing, or grading commences. Removal of said vegetation shall constitute a violation of said Ordinance and allow revocation of all applicable permits.

r. Provide landscaping within a minimum twenty (20) foot wide common ground buffer strip located between the proposed Pond-Grover Loop Road and the Evergreen Subdivision. The planting scheme shall be placed on maximum twenty (20) foot centers and consist of an appropriate mix of species, heights, and quantities to provide a continuous screen of vegetation within this area. This planting scheme shall be as approved by the Planning Commission on the Site Development Plan.

s. Provide for the retention of existing vegetation along the common property line between Villages A and B of this petitioned tract of land and the site of P.C. 11 and 12-79. This retention area shall consist of a maximum of fifteen (15) foot distance and be incorporated as part of the individual residential lots. If grading profiles dictate this vegetation's removal, a similar planting strip will be provided by this developer for the same area. Said planting scheme shall consist of a mix of species of varying size and quantities as to provide appropriate screening. This planting scheme shall be approved by the Planning Commission as part of the Site Development Plan approval process.

Signs

t. Signs for this P.E.U. shall be erected in accordance with the Section 1003.115 R-3 10,000 square foot Residence District regulations of the St. Louis County Zoning Ordinance.

u. The location of all signage shall be as approved on the Site Development Plan.

Lighting Requirements

v. The location of all lighting standards shall be as approved on the Site Development Plan. No on-site illumination source abutting any residential property line shall exceed sixteen (16) feet in height or be so situated that light is cast directly on adjoining properties or public roadways. Illumination levels shall comply with provisions of Section 1005.320 Street and Parking Area Lighting of the St. Louis County Subdivision Ordinance.

Miscellaneous Conditions

w. 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.

x. No recreational vehicles, trailers, or boats shall be parked on any non-paved surfaces or within the established front yard setback requirements as stipulated in Section 1003.117 R-4 Residence District Regulations of the St. Louis County Zoning Ordinance.

y. No sales trailer shall be placed at the site, until final approval of the requested zoning district and P.E.U. are received from the St. Louis County Council.

z. Sidewalks shall be provided on the internal streets within this development as approved on the Site Development Plan by the Planning Commission.

5. TRAFFIC GENERATION ASSESSMENT

The developer shall contribute to the Pond-Grover Traffic Generation Assessment Road Trust Fund established by Ordinance No. 16,321. This contribution shall not exceed an amount established by multiplying the ordinance required parking spaces by the following rate schedule:

Type of Development	Required Contribution
Single Family Space	$ 552.96/Parking Space

(Parking space as required by Section 1003.165 of the St. Louis County Zoning Ordinance.)

If types of development proposed differ from those listed, rates shall be provided by the Department of Highways and Traffic.

As this development is located within a trust fund area established by St. Louis County, any portion of the traffic generation assessment contribution which remains, following completion of road improvements required by the development, shall remain in the appropriate trust fund.

The amount of this required contribution, if not submitted by January 1, 1994, 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 St. Louis County Department of Highways and Traffic.

6. VERIFICATIONS PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN

Prior to approval of Site Development Plan, the developer shall provide the following:

Stormwater Improvements

a. Submit to the Planning Commission a preliminary engineering plan approved by the Department of Highways and Traffic and the Metropolitan St. Louis Sewer District 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 St. Louis County and Metropolitan St. Louis Sewer District Standards.
(2) All stormwater shall be discharged at an adequate natural discharge point.
(3) Detention of differential runoff of stormwater is at the discretion of Metropolitan St. Louis Sewer District. If required by Metropolitan St. Louis Sewer District it shall be provided in permanent detention facilities, such as: dry reservoirs, ponds or another acceptable alternative. The detention facilities shall be completed and in operation prior to issuance of building permits exceeding sixty percent (60%) of the approved dwelling units.

7. RECORDING

Within sixty (60) days of approval of the Site Development Plan by the Planning Commission, the approved plan shall be recorded with the St. Louis County Recorder of Deeds.

8. VERIFICATION PRIOR TO PERMITS

Notification to Public Works

a. Subsequent to approval of the Site Development Plan and prior to issuance of any foundation and/or building permit, all approvals from the Department of Planning, the Department of Highways and Traffic, the Missouri Highway and Transportation Department, and the Metropolitan St. Louis Sewer District must be received by the Department of Public Works.

b. Prior to issuance of foundation or building permits for any lot which adjoins the common ground area and/or detention basin areas, written certification from the Department of Highways and Traffic which verifies these areas are graded in accordance with the 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 Ordinance 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 provisions

of Section 1003.173 and 1003.187 of the St. Louis County Zoning Ordinance.

Traffic Generation Assessment

e. Traffic generation assessment contribution shall be deposited with St. Louis County through standard escrow procedure prior to the issuance of building permits. If development phasing is anticipated, the developer shall provide the traffic generation assessment contribution through standard escrow procedure prior to issuance of building permits for each phase of development. The traffic generation assessment contribution shall be deposited with St. Louis County in the form of a cash escrow.

Roadway Improvements

f. Based on the preliminary plan, improvements to State Route 109 and Pond-Grover Loop Road must be completed prior to issuance of the building permits in excess of sixty percent (60%) of the total and as directed by the Department of Highways and Traffic. As previously noted, the delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

Landscape Bond or Escrow

g. All landscaping costs shall be deposited to St. Louis County through standard subdivision escrow procedures.

9. GENERAL DEVELOPMENT CONDITIONS

a. The developer 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.

b. As the tract abuts a roadway under the jurisdiction of the Missouri Highway and Transportation Department, sidewalks along the tract of land must be placed in a public easement outside of the State right-of-way. Maintenance of sidewalks along State highways must be the responsibility of the property owners.

c. The developer is advised that utility companies will require compensation for relocation of their utility facilities within public road right-of-way. Utility relocation cost shall not be considered as an allowable credit against the petitioner's traffic generation assessment contribution. 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 road improvements.

d. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas should 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.

e. A grading permit is required prior to any grading on the site. No change in watersheds shall be permitted. Interim stormwater drainage control in the form of siltation control measures is required.

f. A copy of the most recently approved Site Development Plan for this P.E.U. development shall be prominently displayed at all times in all display area sales offices for this development clearly stating setback criteria for above-grade decks and any stub street shall be extended with future development.

g. A disclosure statement regarding the location of State Route 109 and the proposed Pond-Grover Loop Road within and adjacent to this development and their ultimate design and alignment shall be required as an addendum to each sales contract to insure future homebuyers are aware of these improvements.

h. 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 grasses or sudan grasses shall be utilized to retard erosion.

i. Failure to comply with any or all the conditions of this ordinance shall be adequate cause for revocation of permits by issuing County Departments or Commissions.

j. The Zoning Enforcement Officer of St. Louis County, Missouri, shall enforce the conditions of this ordinance in accord with Site Development Plans approved by the Planning Commission and the Department of Planning.

SECTION 3. The St. Louis County Council, pursuant to the petition of J & M Joint Venture No. 4, requesting the approval of a Planned Environment Unit Development for the tract of land described in Section 1 of this ordinance as an alternative zoning, and pursuant to the recommendation of the Planning Commission that said petition be granted after public hearing held by the said Commission on September 13, 1993, adopts this ordinance pursuant to the St. Louis County Charter authorizing the County Council to exercise legislative power pertaining to planning and zoning, and returns the application and plan to the St. Louis County Planning Commission for consideration of final development plans pursuant to Section 1003.187 SLCRO 1974, as amended.

ADOPTED: March 3, 1994

DEBORAH KERSTING
CHAIRMAN, COUNTY COUNCIL

APPROVED: March 4, 1994

BUZZ WESTFALL
COUNTY EXECUTIVE

ATTEST: JEANETTE O. HOOK
DEPUTY ADMINISTRATIVE DIRECTOR

The undersigned, Volz Inc. and the undersigned engineers have not prepared any part of the plans given on this sheet. The seal of the undersigned professional engineer has been affixed at the request of St. Louis County and is a professional opinion to indicate the grading and improvements as shown on the plans and that in my opinion the grading and geologic conditions at the site as described in the geotechnical reports for the project dated June 1993. Roads and building foundations may be supported on naturally occurring or field cut slopes may be constructed as shown.

The above opinion is based on data from the geotechnical reports which were based on widely spaced explorations. Conditions may vary from those encountered in the explorations, or can change due to construction activities or weather conditions. Therefore, the undersigned must be involved during the construction phase of this project in order to determine that the subsurface conditions are as anticipated from the boring data and that recommendations relative to construction are implemented.

Soil Consultants, Inc.

and the undersigned have no responsibility for services provided by others, except as they relate to the geotechnical aspects of the design. Services by others may include: establishment of grades, sewer plans and grades, drainage, boundary and topographic surveys; all structural and electrical components; water, gas, electric and telephone service and distribution facilities; any and all of the engineering plans, specifications, estimates, plats, reports, surveys or other documents or instruments relating to or intended to be used for any part or parts of this project. Construction means and methods for implementation of the grading plan shall be left to the contractor with verification by the geotechnical engineer in writing.

STATE OF MISSOURI — JAMES NEWELL PRATT — NUMBER E-24500 — REGISTERED PROFESSIONAL ENGINEER

James N. Pratt, P.E.
PH 500
5-20-94

Area of Site: 74.398 Acres

Existing Zoning: R-3 & R-4 Planned Environment Unit Ordinance No. 16,905

Proposed Use: Single Family Residences

DENSITY CALCULATIONS

Total Area of R-3	35.411 Acres
Less Area of R.O.W.	8.202 Acres
Net Area of R-3	27.209 Acres
Total Area of R-4	38.987 Acres
Less Area of R.O.W.	6.830 Acres
Net Area of R-4	32.157 Acres

R-3- (27.209 Acres)(43,560 sq. ft./Acre) / 10,000 sq. ft./Lot - 118.522 Lots

R-4- (32.157 Acres)(43,560 sq. ft./Acre) / 7,500 sq. ft./Lot - 186.768 Lots

118.522 + 186.768 = 305.290

305 Lots Allowed

301 Lots Proposed

Locator Number 23V51-0022

No Direct Access to Eatherton Road-Missouri Route 109 From a Point 145' Perpendicular Distance Southeast of Sta. 44+20.00 to Grantors North Property Line 6259/783

PARKING REQUIRED & PROPOSED: 2 SPACE/LOT(301 LOTS) = 301 SPACES

AREA IN COMMON GROUND: 6.07 Ac.

MAXIMUM LOT SIZE: 24,895.45 sf

MINIMUM LOT SIZE: 3,500.00 sf

DECIDUOUS TREES	1.5" CALIPER
EVERGREEN TREES	6'-8' HIGH
SHRUBS	18" DIAMETER

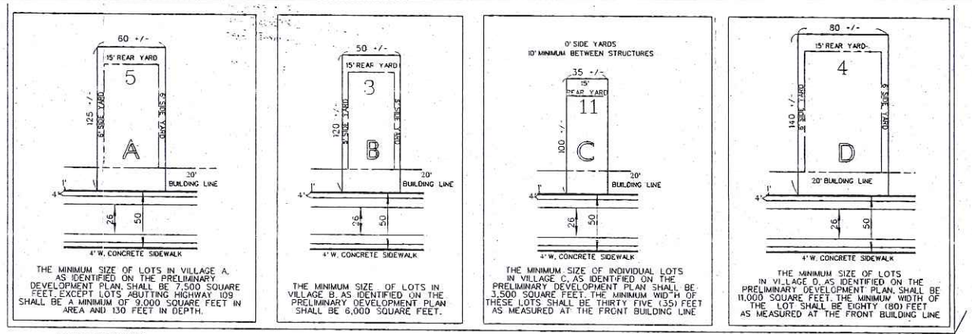
1. NO SLOPE SHALL EXCEED 3:1.
2. STREET APPROACHES AND CUL-DE-SACS PER ST. LOUIS STANDARDS.
3. GRADING AND DRAINAGE PER ST. LOUIS COUNTY AND METROPOLITAN ST. LOUIS SEWER DISTRICT STANDARDS.
4. WALKS ALONG POND-GROVER LOOP ROAD SHALL BE FIVE (5) FEET WIDE AND CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
5. NO PRIVATE DRIVE ACCESS TO HIGHWAY 109 OR LOOP ROAD.

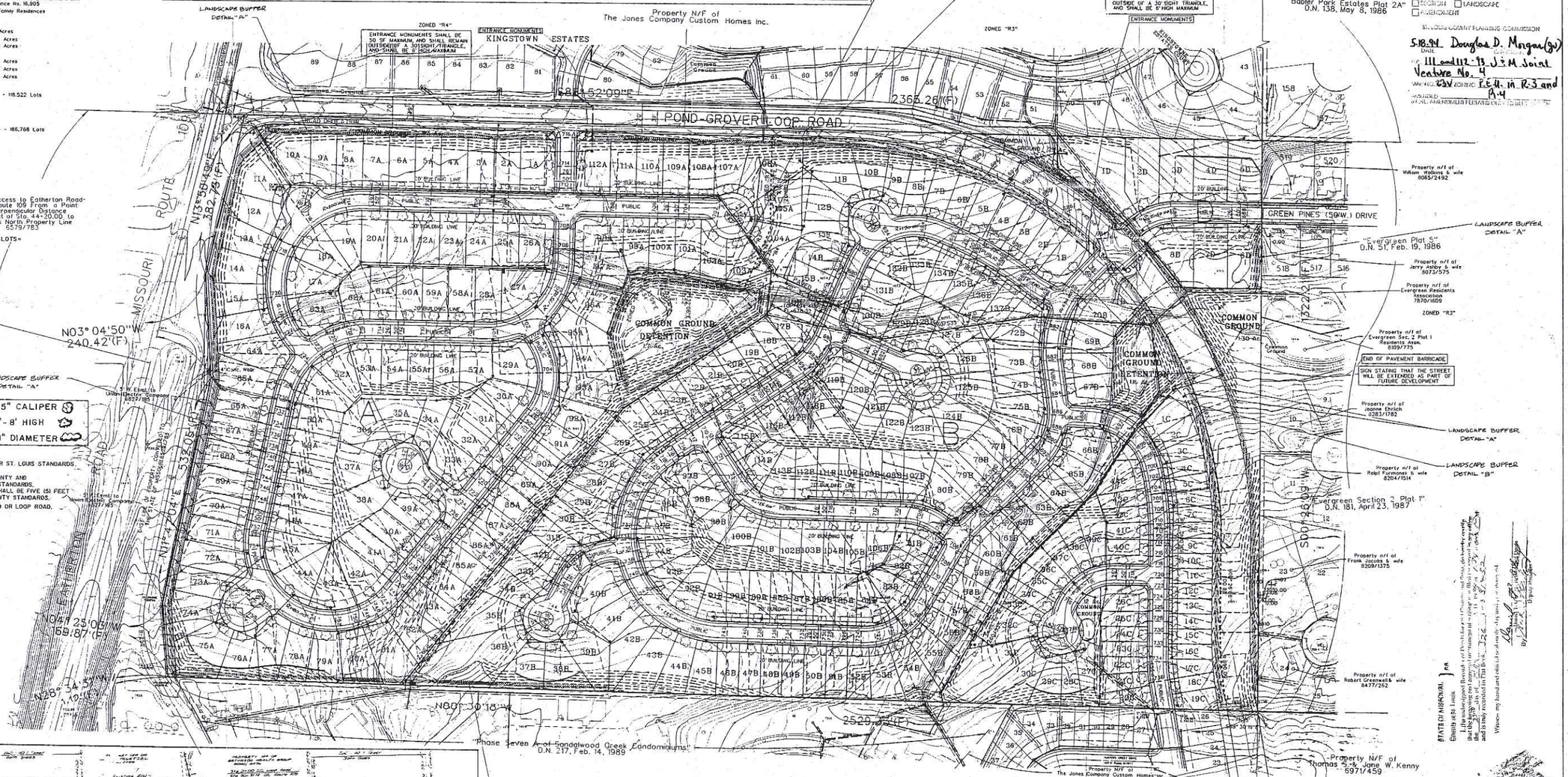
LANDSCAPE BUFFER STRIP DETAIL "A"

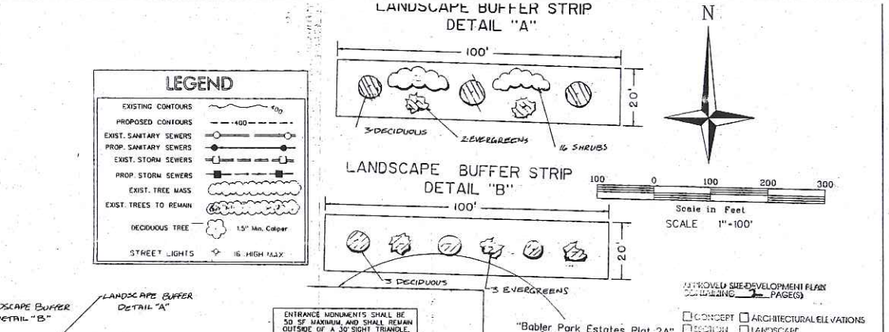
DECIDUOUS	189
EVERGREEN	126
SHRUBS	1008

LANDSCAPE BUFFER STRIP DETAIL "B"

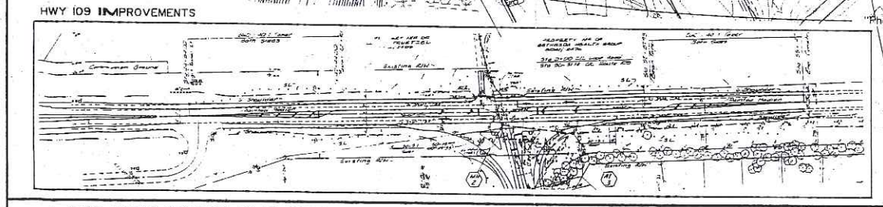
DECIDUOUS	36
EVERGREEN	36







HWY 109 IMPROVEMENTS



This is to certify that this Site Development Plan is a correct representation of all existing and proposed land divisions. This is a preliminary plan - not for construction.

Timothy J. Meyer, P.E. 5-4-94

Richard W. Norvell, L.S. Mo. Reg. L.S. #1437

TIMOTHY JOHN MEYER — NUMBER E-24805

NATIONWIDE SITE-DEVELOPMENT PLAN
☐ CONCEPT ☐ ARCHITECTURAL ELEVATIONS
☐ SECTION ☐ LANDSCAPE
☐ AMENDMENT

ST. LOUIS COUNTY PLANNING COMMISSION

5-18-94 Douglas D. Morgan (for)

111 and 112-13 J & M Joint Venture No. 4

ZONING: R-3 & R-4 in R-3 and A-4

A SITE DEVELOPMENT PLAN OF

HICKORY MANOR

A TRACT OF LAND BEING PART OF SECTION 1, T. 44 - R. 3 E., ST. LOUIS COUNTY, MISSOURI

A PLANNED ENVIRONMENT UNIT

SHEET 2 OF 2

PREPARED FOR:
J. & M. JOINT VENTURE #4
C/O RANDY MAYER
755 SOUTH NEW BALLAS SUITE 210
ST. LOUIS, MISSOURI 63141
PHONE (314) 997-2300

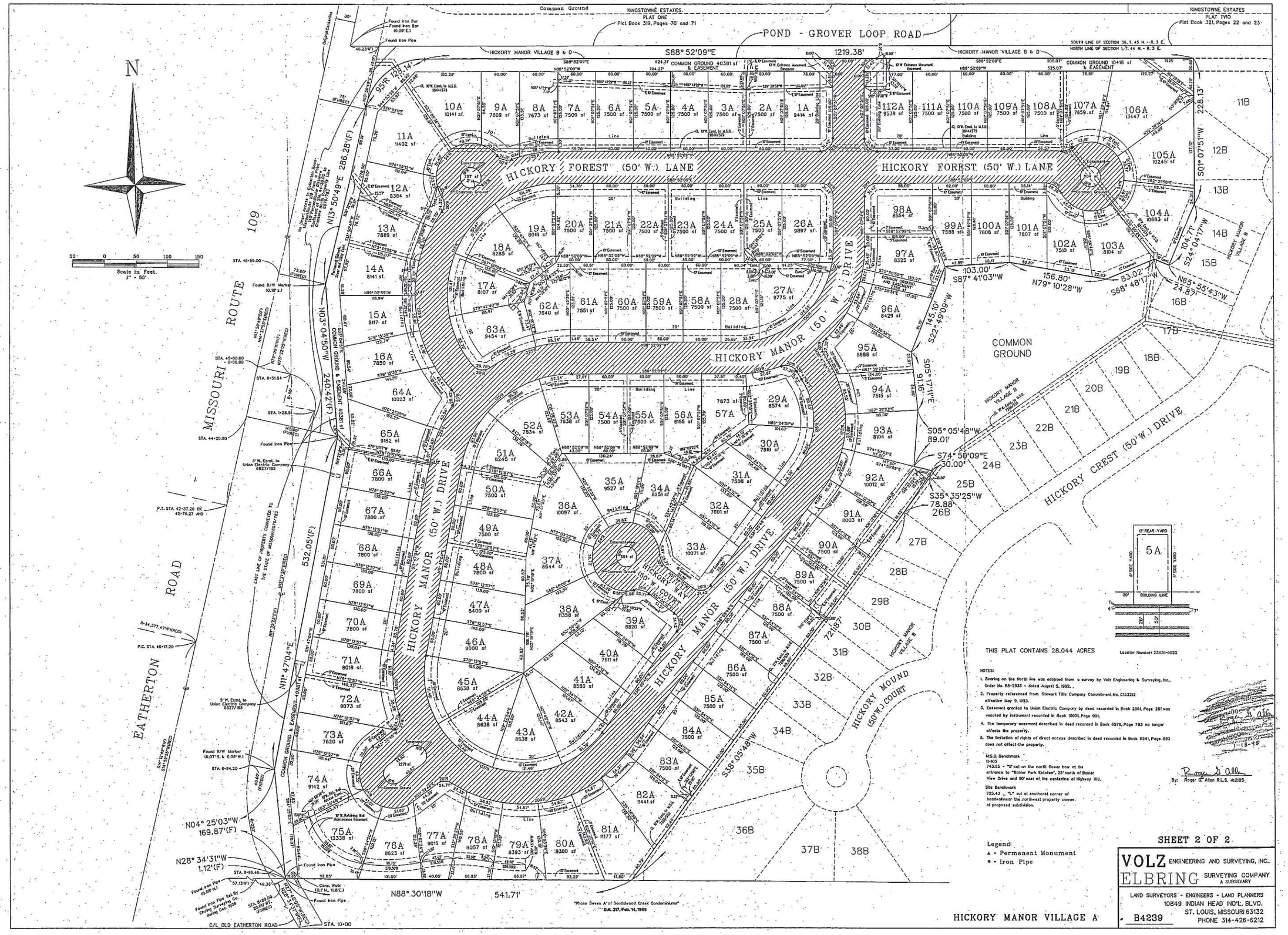
REVISED
4-21-94
5-2-94

DATE: Mar. 29, 1994

VOLZ INCORPORATED
ENGINEERS
LAND PLANNERS
LAND SURVEYORS

10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212

B4239



THIS PLAT CONTAINS 28.044 ACRES

Locator Number: 23V51-0022

NOTES:

1. Bearing on the North line was adopted from a survey by Volz Engineering & Surveying, Inc., Order No. 88-2936 - dated August 5, 1992.
2. Property referenced from Stewart Title Company Commitment No. C153212 effective May 9, 1993.
3. Easement granted to Union Electric Company by deed recorded in Book 2561, Page 261 was vacated by instrument recorded in Book 1000L Page 901.
4. The temporary easement described in deed recorded in Book 6579, Page 783 no longer affects the property.
5. The limitation of rights of direct access described in deed recorded in Book 6541, Page 892 does not affect the property.

M.S.D. Benchmark
11-105
743.95 - "U" cut on the north flower bow at the entrance to "Bohler Park Estates", 25' north of Bohler View Drive and 90' east of the centerline of Highway 109.

Site Benchmark
725.43 - "L" cut at southeast corner of headwall near the northwest property corner of proposed subdivision.

By: Roger G. Allen R.L.S. #2185

Legend:
▲ - Permanent Monument
● - Iron Pipe

SHEET 2 OF 2

VOLZ ENGINEERING AND SURVEYING, INC.
ELBRING SURVEYING COMPANY A SUBSIDIARY
LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212

B4239

HICKORY MANOR VILLAGE A

SHEET 2 OF 3

VOLZ INCORPORATED

LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD INDL. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212

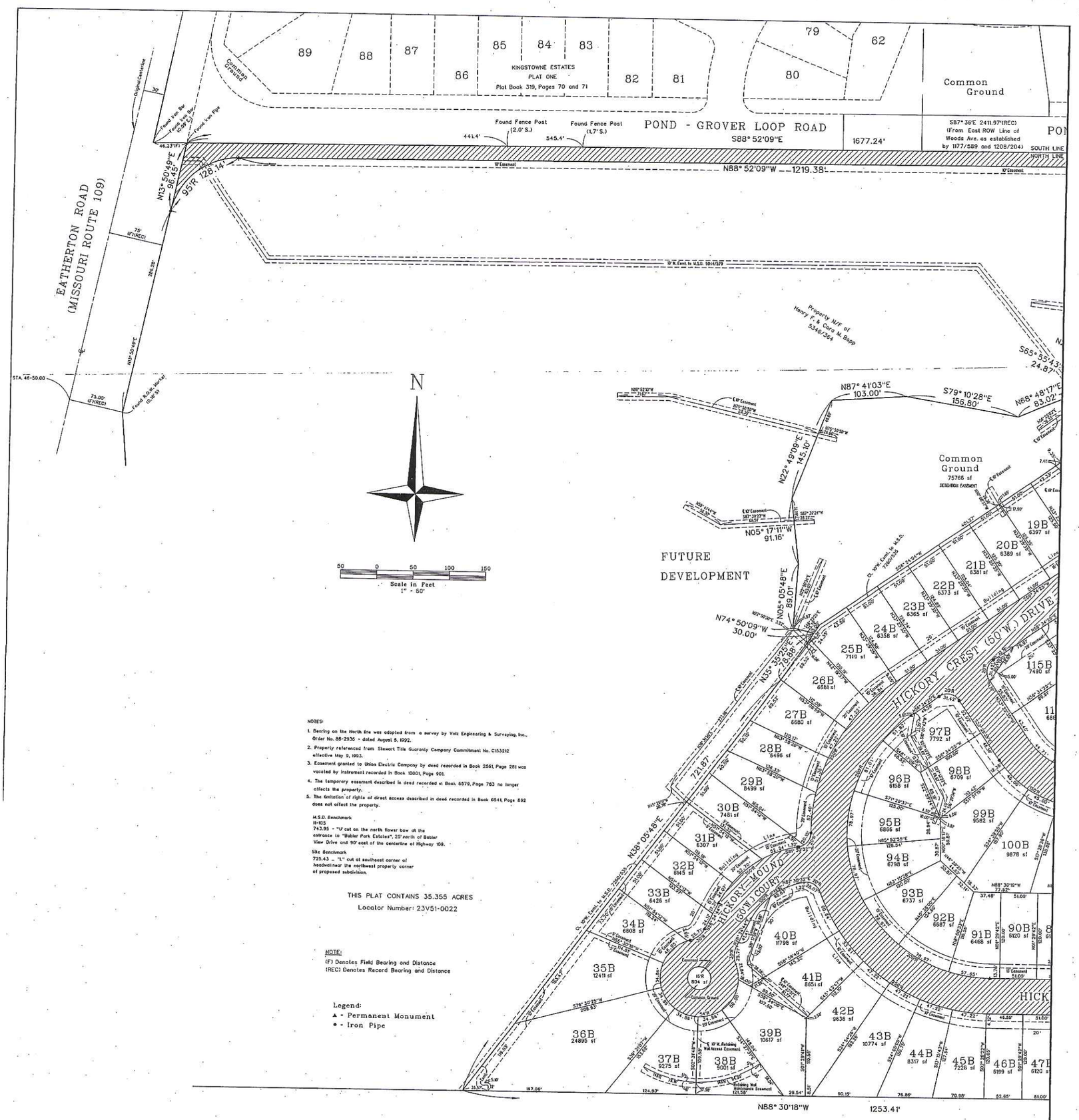
B4239

THIS PLAT CONTAINS 35.355 ACRES

HICKORY MANOR VILLAGE B

By: Roger C. Allen R.L.S. #2385

1-18-95



NOTES:

1. Bearing on the North line was adopted from a survey by Volz Engineering & Surveying, Inc., Order No. 88-2936 - dated August 5, 1992.
2. Property referenced from Stewart Title Guaranty Company Commitment No. C153212 effective May 9, 1993.
3. Easement granted to Union Electric Company by deed recorded in Book 2561, Page 251 was vacated by instrument recorded in Book 10001, Page 901.
4. The temporary easement described in deed recorded in Book 6579, Page 763 no longer affects the property.
5. The limitation of rights of direct access described in deed recorded in Book 6541, Page 892 does not affect the property.

M.S.D. Benchmark
11-105
743.95 - "U" cut on the north flower bow at the entrance to "Bobler Park Estates", 25' north of Bobler View Drive and 90' east of the centerline of Highway 109.

Site Benchmark
725.43 - "L" cut at southeast corner of headwall near the northwest property corner of proposed subdivision.

THIS PLAT CONTAINS 35.355 ACRES
Locator Number: 23V51-0022

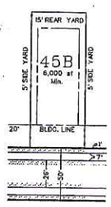
NOTE:
(F) Denotes Field Bearing and Distance
(REC) Denotes Record Bearing and Distance

Legend:
▲ - Permanent Monument
● - Iron Pipe

"Phase Seven-A of Sandalwood Creek Condominiums"
D.N. 217, Feb. 14, 1989

TYPICAL LOT

NOTE:
Above-ground exits in excess of three (3) feet above-grade shallnot open onto side yards of less than ten (10) feet of rear yards of less than twenty-five (25) feet as measured from the property line. In no case shall an elevated deck structure encroach on the minimum side or rear yard setbacks of the underlying zoning district.



By: Roger G. Allen R.L.S. #2185

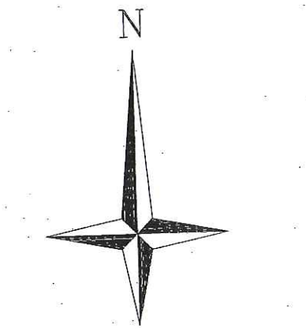
SHEET 3 OF 3

THIS PLAT CONTAINS 35.355 ACRES

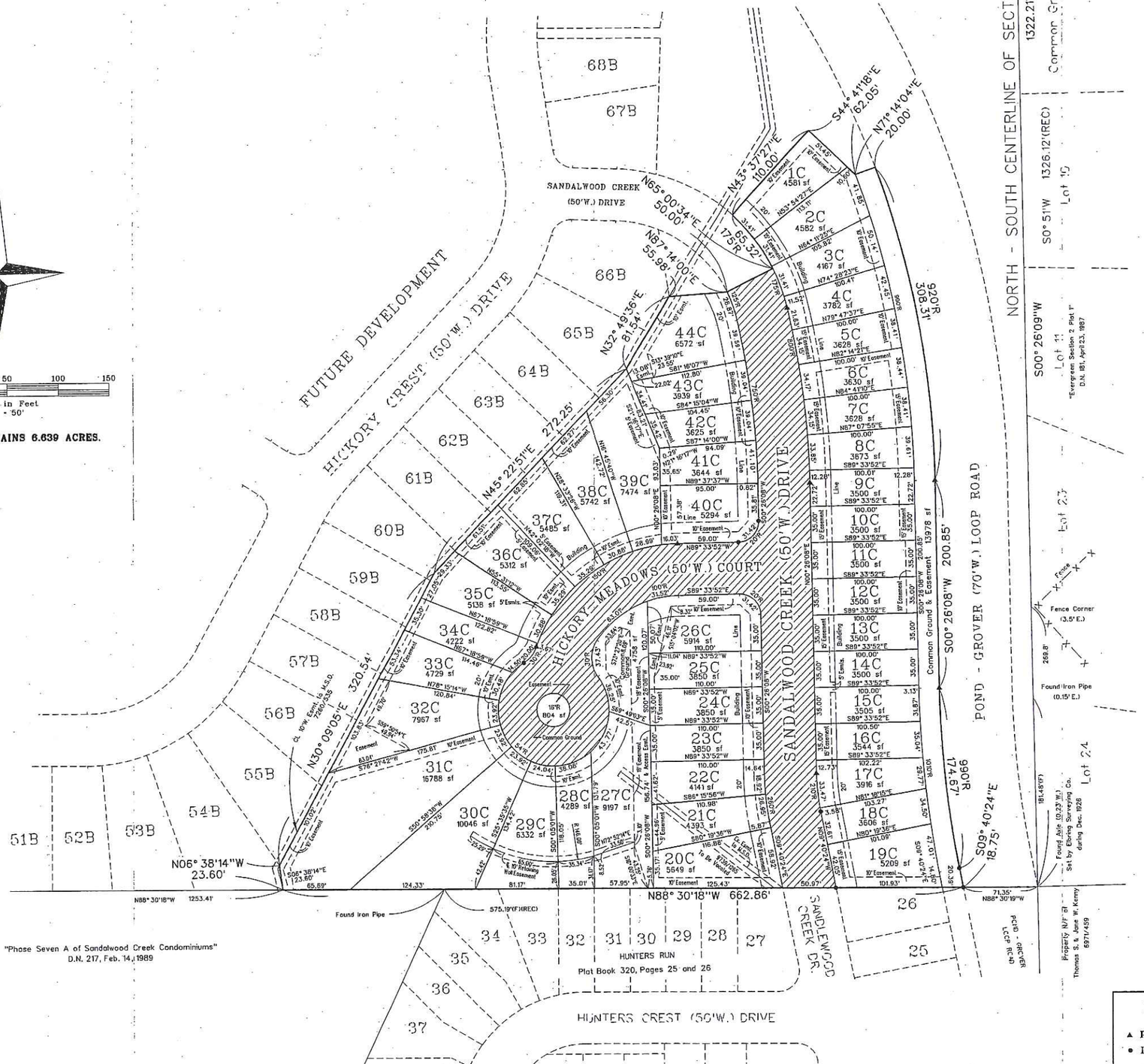
HICKORY MANOR VILLAGE B

VOLZ
INCORPORATED
LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212
B4239

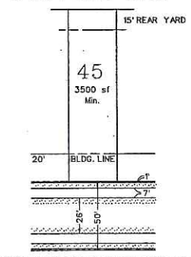
R6N



THIS PLAT CONTAINS 6.639 ACRES.



TYPICAL LOT



0' Side Yards - Min. 10' Between Structures

Locator Number: 23V51-0022

NOTES:

1. Bearing on the North line was adopted from a survey by Volz Engineering & Surveying, Inc., Order No. 88-2936 - dated August 5, 1992.
2. Property referenced from Stewart Title Company Commitment No. C153212 effective May 9, 1993.
3. Easement granted to Union Electric Company by deed recorded in Book 2561, Page 261 was vacated by instrument recorded in Book 10001, Page 901.
4. The temporary easement described in deed recorded in Book 6579, Page 783 no longer affects the property.
5. The limitation of rights of direct access described in deed recorded in Book 6541, Page 892 does not affect the property.

M.S.D. Benchmark
11-105
743.95 - "U" cut on the north flower bow at the entrance to "Bobler Park Estates", 25' north of Bobler View Drive and 90' east of the centerline of Highway 109.

Site Benchmark
725.43 - "L" cut at southeast corner of headwallnear the northwest property corner of proposed subdivision.

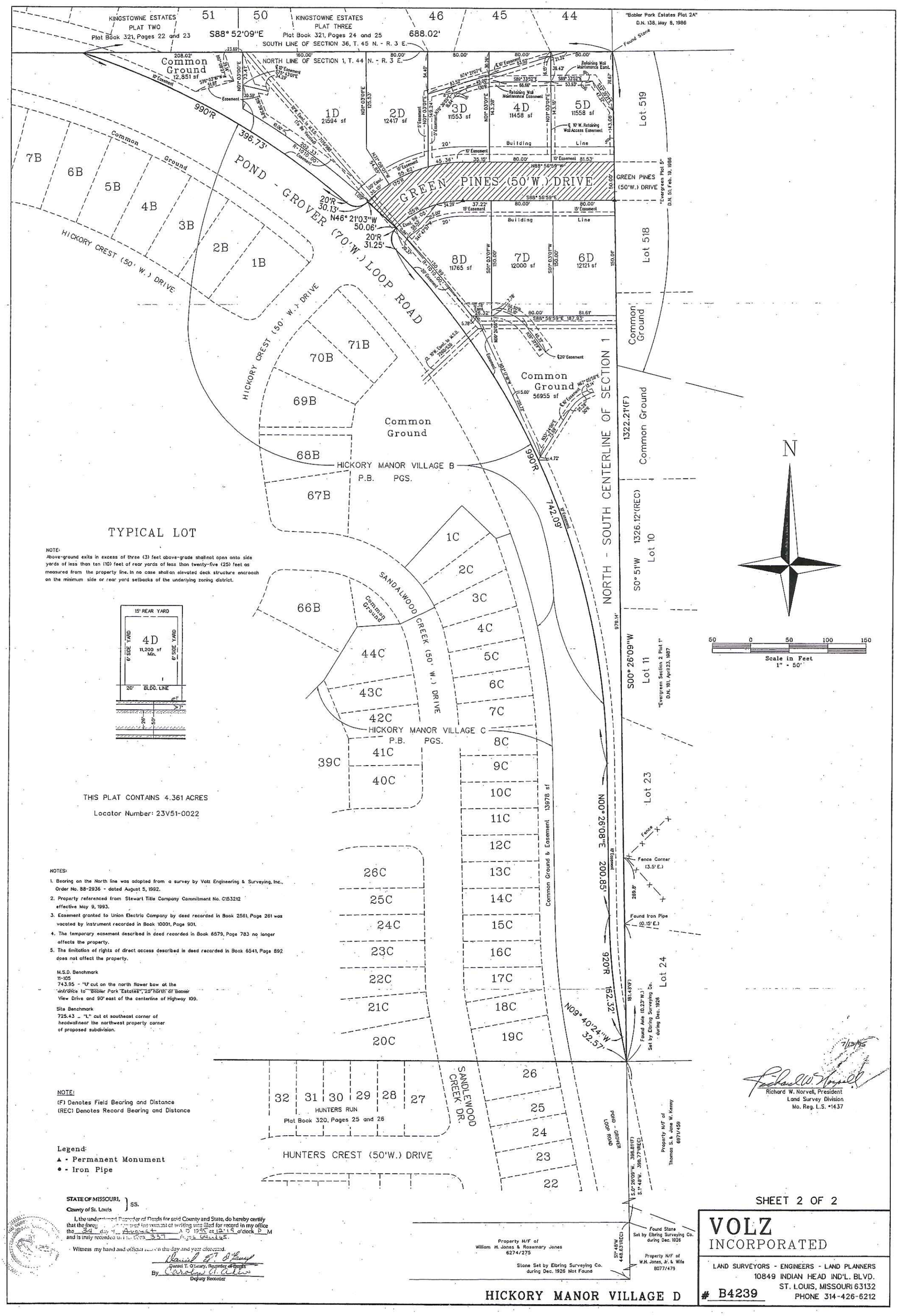
Richard W. Norvell, President
Land Survey Division
Mo. Reg. L.S. #1437

SHEET 2 OF 2

HICKORY MANOR VILLAGE C

LEGEND
▲ Permanent Monument
● Iron Pipe

VOLZ ENGINEERING AND SURVEYING, INC.
ELBRING SURVEYING COMPANY A SUBSIDIARY
LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
B4239 PHONE 314-426-6212



NOTE:
Above-ground exits in excess of three (3) feet above-grade shall not open onto side yards of less than ten (10) feet of rear yards of less than twenty-five (25) feet as measured from the property line. In no case shall an elevated deck structure encroach on the minimum side or rear yard setbacks of the underlying zoning district.

NOTES:

1. Bearing on the North line was adopted from a survey by Volz Engineering & Surveying, Inc., Order No. 88-2936 - dated August 5, 1992.
2. Property referenced from Stewart Title Company Commitment No. C153212 effective May 9, 1993.
3. Easement granted to Union Electric Company by deed recorded in Book 2561, Page 261 was vacated by instrument recorded in Book 10001, Page 901.
4. The temporary easement described in deed recorded in Book 6579, Page 783 no longer affects the property.
5. The limitation of rights of direct access described in deed recorded in Book 6541, Page 892 does not affect the property.

M.S.D. Benchmark
11-105
743.85 - "U" cut on the north flower box at the entrance to "Babler Park Estates", 25' North of Babler View Drive and 90' east of the centerline of Highway 109.

Site Benchmark
725.43 - "L" cut at southeast corner of headwall near the northwest property corner of proposed subdivision.

NOTE:
(F) Denotes Field Bearing and Distance
(REC) Denotes Record Bearing and Distance

WILDWOOD

December 7, 2015

The Honorable City Council
The City of Wildwood, Missouri
16860 Main Street
Wildwood, Missouri 63040

Council Members:

The Planning and Zoning Commission has completed its review of the requested zoning change petition, along with the Planned Residential Development Overlay District (PRD) application, that were submitted to it for a one hundred ninety-four (194) lot subdivision and prepared the following recommendation report in this regard. This recommendation report, which includes an associated action, reflects the Planning and Zoning Commission's vote to grant the rezoning and associated special procedure permit, which is now being forwarded to the City Council for its consideration. 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 Nos.:	P.Z. 12 and 13-15
Petitioner:	The Villages at Bright Leaf, Fischer & Frichtel Custom Homes L.L.C. and Consort Homes L.L.C., 16640 Chesterfield Grove Road, Suite 130, Chesterfield, Missouri, 63005
Request:	A request for a change in zoning from the NU Non-Urban Residence District, the R-3 10,000 square foot Residence District, the R-4 7,500 square foot Residence District, the R-6 and R-6A 4,500 square foot Residence District, with a Planned Environment Unit (PEU) and a Planned Residential Development Overlay District (PRD), to the R-3 10,000 square foot Residence District (Town Center "Neighborhood General District" and "Neighborhood Edge District"), with a Planned Residential Development Overlay District (PRD). **Proposed Use: A total of one hundred ninety-four (194), detached single-family dwellings (Town Center Building Type – House), with common ground, and required public space areas. Included in these requests is the construction of a portion of the Pond-Grover Loop Road. (Ward Five)**
Tract Size:	Nine (9) properties that total 78.7 acres of area
Location:	North side of State Route 100, east of State Route 109

Locator Numbers:	23V230041, 23V230050, 23V240327, 23V310064, 23V330022, 23V330031, 23V330206, 23V330215, 23V330233, and 23V610917
Street Addresses:	2350 and 2344 Eatherton Road, 2531, 2555, and 2567 Taylor Road, 16721 Manchester Road, and 16615, 16602, and 16618 Overlook Hills Drive
Hearing Date:	July 20, 2015
Date and Vote on Information Report:	November 2, 2015, approve by a vote of 7 to 3 (Voting Aye – Renner, Peasley, Lee, Liddy, Manton, Bopp, and Mayor Woerther; Nay – Archeski, Gragnani, and Bauer)
Date and Vote on Letter of Recommendation:	November 16, 2015 – Vote to approve the Letter of Recommendation, as submitted, failed for a lack of majority (Voting Aye – Renner, Peasley, Bopp, Manton, Woerther; Voting Nay – Lee, Archeski, Gragnani, Bauer, and Liddy). Another motion was made, and seconded, to postpone the forwarding of the completed Letter of Recommendation to the City Council and retain the item upon the Planning and Zoning Commission's agenda to allow the petitioner additional time to submit a revised plan that indicates the same development scheme, without the roadway extensions, being replaced with a system of trails that can accommodate emergency vehicle access in the area of the Pond-Grover Loop Road right-of-way. Vote to delay the forwarding the completed Letter of Recommendation was approved (Voting Aye – Renner, Lee, Archeski, Peasley, Gragnani, and Liddy; Voting Nay - Woerther, Manton, and Bopp).
Date and Vote on Completed Letter of Recommendation:	December 7, 2015 – Vote to approve the Letter of Recommendation, which failed for a lack of majority, being acted upon by the Planning and Zoning Commission at its November 16, 2015, by a vote of 6 to 4 (Voting Aye – Renner, Peasley, Liddy, Manton, Woerther, and Bopp; Voting Nay – Lee, Archeski, Gragnani, and Bauer)
Report:	Attachment A
Conditions:	Attachment B
Background Information:	Attachment C
Plan Sheets and 2nd Revisions:	Attachment D
Fire District:	Metro West
School District:	Rockwood
Police:	St. Louis County Police Department – Wildwood Precinct
Ward:	Eight

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 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, Senior Planner I
Mike Doster, Legal Counsel for Petitioner

ATTACHMENT A

Area Synopsis (includes land use and zoning history) -

The first portion of the Planning and Zoning Commission's Letter of Recommendation is intended to provide elected officials, nearby residents, and petitioners, along with any other interested parties, pertinent information relating to land use and development application(s) under the City's consideration. This information is designed to provide these users the perspective of the City's plans and codes and how these items determine the appropriateness or inappropriateness of this request for rezoning and a special procedure permit that is being considered at this subject location in the City's Town Center Area. To facilitate the use of the report, the Commission has highlighted the key components of the property, the area, the infrastructure and utility levels associated with it, and the site and area's history of zoning and land use decisions, in the following table format.

Characteristic(s)	Explanation
Size of tract of land	78.7 acres (from petitioners' legal description and Outboundary Survey)
Location	North side of State Route 100, between Eatherton Road and Taylor Road
Number of parcels of ground constituting this tract of land	Nine (9) lots of record
Amount of roadway frontage	State Route 100 – approximately 3,500 feet Eatherton Road – approximately 690 feet
State Route 100	State Route 100 is an arterial roadway maintained by the Missouri Department of Transportation (MoDOT). The width of this roadway is four (4) lanes, with additional turn bays at the intersections with Westglen Farms/Manchester Road and Taylor Road. The design of this roadway provides for limited access to it, with traffic volumes being high, and speeds substantial. The alignment of the roadway is east/west, bisecting the City in two (2) unequal halves, and it serves a diverse land use pattern of commercial activities located in the City's Town Center Area and low-density residential uses further to the west. This roadway has an interstate design along petitioners' frontage. This roadway provides for inter-county traffic movements and does have certain characteristics, which need to be understood as part of this development's consideration, including turning movements of vehicles at Taylor Road, pedestrian crossings at Taylor Road and State Route 100, stub street connections to ensure adequate alternatives to traffic allocations to this single roadway, and construction of Eatherton Road through the site to make its connection to State Route 109. Along with these items, sound levels associated with the roadway is a consideration as well.
Eatherton Road	Eatherton Road is a City-maintained roadway that is more rural in nature. It is two (2) lanes in width, with no sidewalks or improved shoulders, along petitioner's frontage. The roadway provides access to the subject site, Sandalwood Creek Condominiums, and State Route 109, with a north/south alignment. Traffic volumes are moderate. Portions of the roadway to the north of the subject site have been improved with development in their proximity or as part of the City's State Route 109

Characteristic(s)	Explanation
Eatherton Road... cont.	Project. These areas, in the vicinity of the Hickory Manor Estates Subdivision have improved stormwater drainage facilities, sidewalks, and are in close proximity to the Phase One of the Wildwood Greenway Corridor Trail. Land use along this roadway is residential in nature, with a vacant property defining its southern intent (west side of it). The City has funded a pedestrian bridge project across State Route 100 that has one (1) of its two (2) access points onto Eatherton Road, and abuts the subject site. This pedestrian bridge is scheduled for construction in 2016.
Current use of properties	Several of the sites are currently used for residential purposes, with the remainder of the tracts of land currently vacant. At least two (2) of the dwellings that are located on the subject site are rental properties.
Type and condition of improvements	Five (5) single family dwellings and associated accessory structures. These dwellings have varying ages, sizes, and conditions. A gravel drive paralleling the eastern boundary of this tract of land exists on the site for access to three (3) of the petitioned properties. Other improvements include driveways to the dwellings.
Watershed	Caulks Creek
Soil and slope characteristics	The physical characteristics of these sites are typical of this physiographic region, where they are located. Soils generally have a high clay and chert content and can be shallow in nature. The site itself exhibits a rolling topography, particularly in its eastern one-half, which is caused by the existence of several drainageways. These drainageways are deep and have been determined to be jurisdictional and requiring special treatment in terms of future disturbance. The western one-half of the site has less topographic relief associated with it. Overall relief is approximately one hundred (100) feet, with drainage of runoff toward the north and northeast corner of the overall site. The site is a mix of open pasture and woodlands. The woodland areas define much of the eastern one-half of the site, with some of the trees being substantial in size, given their proximity to the drainageways. The homesites do have some lawn area associated with them, while the pasture areas are generally located at the ridge top areas of the site, or the higher elevations of the overall property.
Current zoning district designations	NU Non-Urban Residence District, the R-3 10,000 square foot Residence District, the R-4 7,500 square foot Residence District, the R-6 and R-6A 4,500 square foot Residence District, with a Planned Environment Unit (PEU) and a Planned Residential Development Overlay District (PRD).
History of zoning district designations	These properties have been the subject of three (3) major zoning events over the last fifty (50) years, which are summarized below: a. In 1965, St. Louis County zoned all of these properties NU Non-Urban District, a holding category for future development patterns that would emerge over time, although establishing a

Characteristic(s)	Explanation
History of zoning district designations... cont.	three (3) acre residential land use category that would become the predominant type in Wildwood. b. In 1995, St. Louis County approved a residential project on this overall tract of land that would have allowed up to 508 residential dwelling units upon it. These units included both multiple family types, and single family detached dwellings. The project was not completed before the incorporation of the City and had no vested right to proceed. c. In 2003, the City of Wildwood approved a forty (40) lot residential development on approximately 12.5 acres of this overall site. The project never completed the Site Development Plan process and failed to comply with timelines set forth in the site-specific ordinance for it.
Master Plan	This site was part of the Master Plan process in 1995-1996. As part of this planning process, the site was designated 'Town Center Area,' given its proximity to State Route 100 and the zoning actions by St. Louis County. This designation has not changed, since its initial adoption in February 1996. As part of the development of the Town Center Plan, which began in 1996 and concluded in 1998, the property was designated a range of potential use categories, including Workplace, Open Space, Neighborhood General, and Neighborhood Edge Districts. These designations reflected the size of the tract of land and its location relative to the existing roadway network and frontages thereon. With the update of the Town Center Plan in 2010, this site was one (1) of four (4) that was reviewed for over three (3) years relative to its future land use, the owners of it seeking a Downtown District designation on a portion of it and the Planning and Zoning Commission designating it Neighborhood General District. Ultimately, the City Council agreed to all residential designations, i.e. Neighborhood General and Edge Districts. The Neighborhood Edge District was placed on the property, where it abuts the Evergreen Subdivision.
Surrounding land use	**To the South**: Crossing State Route 100 are a mix of land uses, including the Koman Properties' Wildwood Town Center Project, zoned Amended C-8 Planned Commercial District and C-8 Planned Commercial District, large lot, residential sites, zoned NU Non-Urban Residence District, and the Cambury Subdivision, which is zoned R-6A 4,500 square foot Residence District, with a Planned Residential Development Overlay District. Crestview Drive, Cambury Lane, and others serve the residential lots. **To the East**: Abutting in this direction is the Evergreen Subdivision, which was approved by St. Louis County in 1977, and is zoned R-3 10,000 square foot Residence District, with a Planned Environment Unit (PEU). This Planned Environment Unit (PEU) authorized 504 single and multiple family dwellings. No multiple family units were ever constructed. This

Characteristic(s)	Explanation
Surrounding land use... cont.	subdivision is fully developed. **To the North**: Adjoining in this direction is another portion of the Evergreen Subdivision, which was approved by St. Louis County in 1977, and is zoned R-3 10,000 square foot Residence District, with a Planned Environment Unit (PEU). This Planned Environment Unit (PEU) authorized 504 single and multiple family dwellings. This subdivision is fully developed. Further to the west, but still north of the subject site, are the subdivisions of Hunters Run and Sandalwood Creek Condominiums. These properties were zoned by St. Louis County and are designated R-6A 4,500 square foot Residence District, with Planned Environment Units (PEU). Both of these subdivisions are fully developed. Further to the north is the Hickory Manor and Hickory Manor Estates Subdivisions, which were approved by St. Louis County in 1993, and authorized for over 300 single family dwellings on individual lots. These two (2) portions of this subdivision are zoned a combination of R-3 10,000 square foot Residence District and R-4 7,500 square foot Residence District, with a Planned Environment Unit (PEU). **To the West**: Crossing Eatherton Road are several vacant parcels of ground owned by St. Luke's Hospital and zoned C-8 Planned Commercial District. These properties are currently vacant. Further to the west is State Route 109.

Current Request – Original Proposal from August 2015

The petitioner is seeking to develop this approximately seventy-nine (79) acre site with one hundred ninety-four (194), single family detached dwellings on individual lots. These units and lots would be divided into five (5) proposed villages and each of them would offer a different type of housing option there. The five (5) villages are designated A through E on the Preliminary Development Plan. Specifics regarding these five (5) villages are as follows:

- **Village A** – Front-entry garages, with traditional subdivision design; Lot Sizes – 12,000 square feet; Lot Widths – 80 feet; and setback distances of 20 feet for front yards, 5 feet for side yards, and 15 feet for rear yards.
- **Village B** – Front-entry garages, with traditional subdivision design; Lot Sizes – 9,000 square feet; Lot Widths – 62 feet; and setback distances of 20 feet for front yards, 5 feet for side yards, and 15 feet for rear yards.
- **Village C** – Front-entry garages, with them offset from a minimum of 7.5 feet, including individual doors; Lot Sizes – 7,500 square feet; Lot Widths – 50 feet; and setback distances of 20 feet front yards, 5 feet for side yards, and 15 feet for rear yards.
- **Village D** – Front-entry garages, with them offset at varying distances – 2, 4, 6, and 7.5 feet; Lot Sizes – 7,500 square feet; Lot Widths – 45 feet; and setback distances of 20 feet for front yards, 7.5 feet (but no less than 5 feet) for side yards, and 5 feet with alleys, otherwise 25 feet for rear yards.
- **Village E** – Rear-entry garages, with alley access; Lot Sizes – 5,000 square feet; Lot Widths – 38 feet; and setback distances of 20 feet for front yards, 5 feet for side yards, and 15 feet for rear yards.

The proposal also includes over seven (7) acres of public space, which includes a park site, and a linear corridor along State Route 100, next to the City's existing multiple-use trail. Within the park site, it is the intent of the petitioners to retain the existing water feature and integrate it into the design of the public space.

Additionally, the design of the site includes a connection from Taylor Road of a new street to Eatherton Road, along with the construction of a segment of Pond-Grover Loop Road through the site. Additionally, a network of internal streets is planned, which includes the extension of Birch Forest Drive into it as well. These streets are indicated to meet the Town Center Street Specifications and Streetscape Requirements. These standards and requirements include asphalt roadway surfaces, sidewalks, vertical curbs, with gutters, and street lights, trees, and signs, all themed to be consistent and appealing in terms of appearance. The street trees are indicated in tree lawn areas, not planted within grates.

Approximately one-third of the site is indicated as common ground and, within these areas, trees are preserved in the vicinity of the jurisdictional waterways, along with the placement of several stormwater management facilities. The number of these facilities appears to be based upon none of them serving an area greater than five (5) acres of drainage. These facilities are situated throughout the site. All of these facilities must comply with Metropolitan St. Louis Sewer District standards, as well as the City of Wildwood's requirements in terms of design and function. None are indicated as retention types.

Current Request – Revised Proposal from October 2015

Prior to the October 5, 2015 Planning and Zoning Commission meeting, the petitioners submitted a revised Preliminary Development Plan for the City's consideration, which appears to have been based upon the Department's Information Report and comments from the public that have been provided during this process. This revised plan attempts to address comments and concerns that have been identified through the process to this point and lead to a formal action on the zoning requests. The plan's changes are noted below in more detail, but offer a revised street network, a reduction in one (1) less lot, and a modification to the design of the stormwater management facilities to accommodate these other items. The changes to the project's design are as follows:

a. The placement of Pond-Grover Loop Road has been modified to create a ninety (90) degree intersection with Eatherton Road Extension.
b. The public area located in the westernmost corner of the site has been reduced in size, while a new area of public park has been added along the Pond-Grover Loop Road and is approximately 1.2 acres in size.
c. The design of Village D has changed, with the two (2) cul-de-sac design being eliminated and now a through, connecting street to Eatherton Road in two (2) separate locations. This village has been renamed Village F.
d. The area around Village D, which was once public space, is now common ground for the subdivision and the small pond is to be converted to a stormwater management facility.
e. The internal street network associated with Village A has been changed to create a slower traffic pattern and improve alignments.
f. The area of the site abutting State Route 100 has been redesigned to accommodate landscape berms, of a size and mass, to provide sound mitigation along a portion of this site.
g. The lots abutting either Eatherton Road Extension or Pond-Grover Loop Road are separated from the rights-of-way areas by common ground. Those lots nearest Eatherton Road Extension whose

alignment its parallels the length of State Route 100 have increased buffer between their side lot lines and this roadway.

h. The ten (10) lot cul-de-sac, indicated along the northern boundary of the site has been retained, but redesigned to place an equal number of lots along the common boundary to the existing pattern of development, while adding common ground between them as well.
i. The area of lots along the west side of the Evergreen Subdivision will have a minimum twenty (20) foot buffer strip that will be landscaped.
j. The amount of tree preservation appears to have been increased by changes along the two (2) jurisdictional waterways located in the eastern half of the subject site.
k. The design of the project includes a sixth village – Village F. This village consists of the majority of the internal lots with the neo-traditional design , including the rear-entry garages and associated service lanes (alleys).
l. The revised plan indicates Village B as Village C, with Village C, now Village B.

Collectively, the petitioners have determined these changes to the original design of the overall project to address the comments and concerns developed through the zoning process to this point.

Current Request – Revised Proposal from November 2015 -

At the October 5, 2015 meeting of the Planning and Zoning Commission, the Department of Planning prepared its **Information Report** for the consideration of the members regarding these requests, which if allowed, would authorize a large residential development in the City's Town Center Area. This report described the project's components relative to the regulations, standards, and guidelines of the Town Center Plan and recommended a number of changes to them for the development of this large acreage site (78 acres). Principally, these changes included the following items:

a. The extent of grading associated with the project and the amount of overall tree preservation.
b. The size of the buffer strip along the eastern end of the project's boundaries and how this area would be treated to the benefit of the Evergreen Subdivision residents that abut it.
c. The extension of stub streets and managing traffic allocations and speeds.
d. The inclusion of a ten (10) lot cul-de-sac area at the northern end of the property, served by the proposed Pond-Grover Loop Road.
e. The placement of public space for its most effective use.
f. The limited number of units, with rear-entry garages.
g. The impact of sound from the abutting roadway to the south on certain portions of the development.
h. The lack of a buffer along the northern boundary of the site, where the Hunter's Run and Sandalwood Creek Subdivisions are located.

Despite the project involving almost eighty (80) acres of ground and approximately two hundred (200) units, this list of requested changes was limited relative to its size. The petitioners had already agreed to many of the required regulations, standards, and guidelines of the Town Center Plan, including the following items:

a. The design of all streets will include traffic calming measures, per the direction of the City.
b. The design of the stormwater management system for the development, and overall site, will be revised, if possible, as the City and petitioner work with the Metropolitan St. Louis Sewer District (MSD) in this regard.
c. The petitioner will use architectural shingles on all homes of a 30-year type.
d. The petitioner will use carriage doors for the garages, with the inclusion of windows.
e. The petitioner will use fiber cement board siding on all residential units.
f. The driveway apron to all garages will be reduced in size, between the curb and back edges of sidewalk, to reduce impervious surfaces associated with the site and increase the green space.

g. The petitioner will provide nine (9) foot interior celling heights within all residential units.
h. The petitioner will extend all materials used on the front of the homes' elevations to the respective sides a minimum of twenty-four (24) inches – only on corner lots.
i. The petitioner will provide front porch areas that are a minimum of eighteen (18) inches above the elevation of the adjoining sidewalks.
j. The petitioner will design and construct all internal streets to the City's streetscape standards, i.e. asphalt surfaces and concrete vertical curbs and gutters.
k. The petitioner will address the extent of pavement area associated with the front-entry garages by reducing its extent between the curb line and private driveway.

Many of the requirements are imposed, when the front-entry garage units are proposed in Town Center.

After the postponement of these requests at the October 5, 2015 Planning and Zoning Commission meeting, and during the week of October 19, 2015, the petitioners and the Department of Planning met again to discuss the project and the list of items recommended for change. At this meeting, the petitioners provided a revised Preliminary Development Plan for consideration relative to this site. This revised plan is attached to this Letter of Recommendation and represents what the petitioners now believe are reasonable accommodations to the City's recommended changes to the project's design. These accommodations include the following:

Item#	Item for Further Study	Petitioners' Responses and Commission Recommendation
a.	The extent of grading associated with the project and the amount of overall tree preservation.	The petitioners have attempted to reduce the amount of grading in certain locations by combining and enlarging the stormwater facilities, which has led to approximately twenty (20) percent of the existing woodlands area located on the property being retained. This amount is less than the Tree Preservation and Restoration Code requires for this site, but that amount is supplemented by the addition of street trees and other landscaping requirements. **Commission's Recommendation - These supplemental plantings and the extent of proposed tree preservation will have to meet the code's required minimum of thirty (30) percent of the existing canopy be preserved on the overall site.**
b.	The size of the buffer strip along the eastern end of the project's boundaries and how this area would be treated to the benefit of the Evergreen Subdivision residents that abut it.	The petitioners note this area is currently a gravel roadway that serves a total of three (3) homesites. This roadway will be removed and restored with soil and landscaping added there. Landscaping will be required, as set forth in the City's Landscape Manual and Sustainable Plantings Guide. The width of this buffer strip will be twenty (20) feet. These plantings will also be used to offset the tree preservation needs of the petitioners on this overall site. The extent of this buffer strip cannot be increased in terms of its overall width, since the proposed street and the lots located on either side of it, are defined by the eastern boundary of the site and the jurisdictional waterway on its west. Depth of these proposed lots and the width of the right-of-way area are at minimums in terms of sizes already. However, between the required plantings in the buffer strip, the tree preservation along the creek, and design accommodations to the dwellings that will be constructed there, i.e. architectural shingles and all vents and stacks painted to match their color, the view from the rear of the units in the Evergreen Subdivision will still be somewhat

Item#	Item for Further Study	Petitioners' Responses and Commission Recommendation
		consistent with its current character. Conversely, vehicles and the dust generated by the gravel driveway's use will no longer be in proximity to their rear yard areas.
c.	The extension of stub streets and managing allocations of traffic and speeds.	The petitioners have made subtle changes to the design of the street network to address comments and concerns about traffic allocations and speeds that have been identified by the public, the Planning and Zoning Commission, and City staff. The extension of the Birch Forest Drive, an existing stub street, to the south has been modified to intersect an intervening new roadway, which then provides the connection to the Pond-Grover Loop Road extension. This modification ensures that, from a view standpoint of a driver on this street, Birch Forest Drive is not seen as the primary access street for potential use. The petitioners have also modified the intersection of Pond-Grover Loop Road and the extension of Eatherton Road to a more ninety (90°) degree entry/exit into and out of the roundabout, thereby reducing entering and exiting speeds of vehicles. This change, in conjunction with the design of these two (2) streets, i.e. eleven (11) foot driving lanes, vertical curbs, and a center median, all create an environment for slower speeds. These alterations will have positive influences on the allocations and speeds of vehicles utilizing these roadways. *The Commission has also received a formal letter from the Metro West Fire District that reiterates its position on the Pond-Grover Loop Road extension and its support of such due to it improving service via response times. The letter is attached to this Letter of Recommendation.*
d.	The inclusion of a ten (10) lot cul-de-sac area at the northern end of the property, along the proposed Pond-Grover Loop Road.	The petitioners have provided a revised design of this cul-de-sac, which they want to be retained. This revised design reduces the number of lots served by the cul-de-sac from ten (10) to eight (8), shifts the access point to it further to the south on Pond-Grover Loop Road, and creates a buffer of common ground between it and the neighboring lots in the Evergreen Subdivision of a minimum distance of thirty (30) feet. No lot in this cul-de-sac shares a common boundary with the adjoining Evergreen Subdivision. **Commission's Recommendation – The Commission does support this design, with one (1) condition, which is that the thirty (30) foot buffer, which is now established between the new and existing lots remain as-is, undisturbed, and all trees and vegetation located therein is retained.**
e.	The placement of public space for its most effective use.	The petitioners have modified the public space plan and increased the total amount from approximately eight (8) acres to 9.2 acres of area. The public space design retains the linear park area, from Taylor Road to Eatherton Road, which parallels State Route 100, along with converting the small pond located in the northwest corner of the site to a stormwater facility. Along with these two (2) items, the petitioners have provided a 1.2 acre location along the west side of proposed Pond-Grover Loop

Item#	Item for Further Study	Petitioners' Responses and Commission Recommendation
		Road for public space purposes, as well as a large area to the northeast of the roundabout, at Eatherton Road and Pond-Grover Loop Road. When the public space is combined with privately–held common ground, almost twenty (20) acres of open space is provided on the overall site for enjoyment and use. The Department endorses this design.
f.	The limited number of units with rear-entry garages.	The petitioners have increased the number of rear-entry garage units on the site from 33 to 37. The Department supports this increase and it would note the lots have been reoriented from a mix of east-west and north-south configurations to an east-west pattern. This change allows for common ground to be provided at the end of each block for planting purposes, which again, assists the petitioners in meeting the tree preservation requirements, while also improving overall aesthetics. Conversely, while the number of New Urbanism lots has been increased within the overall site, the total number of front-entry garages remains the majority of the project's unit types – 81%. However, of this eighty-one (81) percent, eighty-five (85) of those lots will be constructed with New Urbanism architecture and function, with the varying offsets of the garages relative to the front of the units (please see petitioners' renderings of the villages). These units provide a great mix of sizes and styles and should complement the rear-entry garage types well.
g.	The impact of sound from the abutting roadway to the south on certain portions of the development.	The petitioners have addressed this consideration along the portion of the site that is anticipated to be most affected by the sound of traffic from State Route 100. From the Taylor Road/State Route 100 intersection to the proposed roundabout, all within the subject site, earthen berms, with landscaping, are to be constructed to block noise from the roadway. These earthen berms are to be eight (8) to twelve (12) feet in height and will assist in mitigating noise from the roadway, while no lot has or will abut State Route 100, Pond-Grover Loop Road Extension, or the Eatherton Road Extension, given these placements of common ground, with plantings, at the end of all streets. The Department supports this approach to sound mitigation. From the roundabout to the west, grade changes between the site and the roadbed of State Route 100 will mitigate much of the expected noise.
h.	The lack of a buffer along the northern boundary of the site where the Hunter's Run and Sandalwood Creek Subdivisions are located.	The petitioners have added a ten (10) foot wide buffer area along the common boundary of their site to the rear yard areas of Hunter's Run and Sandalwood Creek Subdivisions. This buffer strip will accommodate preserving some of the existing woodland areas, along with the addition of plantings, which will help to meet the thirty (30) percent tree preservation requirements associated with petitioner's use of this site.

The Commission would note the list of accommodations that have been introduced into the latest revised plan are significant and appear to the Commission to address many of its points relative to its past recommendations for changes to the subdivision's design.

Analysis –

The Planning and Zoning Commission considers a number of items, when developing a recommendation regarding any request for a change in zoning and/or a special procedure permit, such as the Planned Residential Development Overlay District (PRD). In this particular case, the Commission must consider compliance to the Town Center Plan and its related components. These components include the street network, design standards, architectural guidelines, public space allocations, and development techniques affecting stormwater management, tree preservation, and aesthetics. If this comparison of the proposal to these components is favorable, the Commission can provide a recommendation in support of it for the City Council's consideration.

STREET NETWORK>>> The first of components the Commission would identify is the street network, which has generated many discussions in regards to this project. Many of these statements were about the extension of Pond-Grover Loop Road and the Master Plan and Town Center Plan. The Commission would note the Master Plan does emphatically state that old St. Louis County plans for highways and roadways (The Highway System Plan) should not be adhered to by the City, particularly in regards to the Pond-Grover Loop Road, except as may be otherwise identified in the Town Center Plan. The exact language is as follows:

9. **Designate certain roadways (listed in the Transportation Element and shown on the Transportation Plan) for the City of Wildwood's arterial system and provide an improvement policy for each of them. Do not adopt other arterials and new roadways that may have been projected as part of previous St. Louis County plans, in particular, the Pond Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.**

In the Town Center Plan, first adopted in 1998, then updated in 2010, this document recommends the Pond-Grover Loop Road be extended from its current terminus to Taylor Road. The exact wording from the plan on this matter is as follows:

Pond-Grover Loop Road **- extend existing street to the south and east to connect with Taylor Road.**

Accordingly, the Master Plan made an exception for the planned street network in the Town Center Area and it included the segment of this roadway through the subject site. The remaining quadrants of the full Pond-Grover Loop Road, as planned by St. Louis County, were, for the most part, disregarded by the Master Plan. Therefore, the inclusion of the segment of Pond-Grover Loop Road through the subject site is in compliance with both the Master Plan and the Town Center Plan. Additionally, both City Departments advised the petitioners this extension was required and the Fire Marshal, with the Metro West Fire Protection District, is seeking the roadway's construction as well [see attached letter in this regard].

In terms of stub street extensions, the City requires these connections in almost all instances, particularly since the Wynncrest Subdivision discussion on Clayton Road in 1998/1999, where the members decided not to extend two (2) stub streets, but, thereafter, questioned that logic. Since that time, stub streets are extended into new developments and the Town Center Plan supports this policy. These references are provided below:

1. **Neighborhood Design - all neighborhoods should be pedestrian-friendly, with the use of multiple access points for vehicles. The use of cul-de-sacs should be discouraged.**

Street Network Plan

The avenues, streets, roads, and lanes set forth on the Town Center Street Network Map (Attachment Four) are established as the planned street layout of the Town Center, subject to the qualifications and modifications noted below. New and modified streets constructed, as part of any development should be expected to meet the general guidelines of the Town Center Plan in terms of location, purpose, and design, unless better alternatives are available. The exception to the adoption of this roadway network is the deletion of the system of grid streets in the area served by Niere Acres Drive. This area will be served by the existing private roadway only and individual residential driveways, where needed. Additionally, the roadway network was not intended to extend the existing stub street in Old Grover Estates from its terminus at the northern property line to the proposed Main Street. Concerns relative to traffic volumes and safety were the reasons for this modification. All other stub streets in this development would be connected as part of the Town Center's network of roadways.

The extension of Birch Forest Drive is indicated on the plan by the petitioners and recommended by the Town Center Plan. Accordingly, the petitioners have reflected this stub street connection, as part of its proposed design of the street network in this project. The City recognizes concerns about increased traffic and other effects of these connections and believes, regardless of project invoking their discussion, appropriate design, traffic calming, and other infrastructure construction techniques, which would minimize impacts to the greatest extent possible, can address them, and are planned in this project by the City.

The inclusion, and the planned alignment, of the Eatherton Road extension through the entire southern end of the site to Pond-Grover Loop Road is a major improvement to the overall circulation pattern for this area relative to future traffic circulation patterns and creates an additional opportunity for drivers to allocate themselves to a variety of road options that will be available, thereby not overburdening a single street or intersection in the vicinity of this project. The roadway's design includes two (2) roundabouts at strategic locations to manage speeds along it, while offering an approved aesthetic as well. With the submittal of the revised plan, one (1) of these roundabouts, at Pond-Grover Loop Road and Eatherton Road, has been relocated to provide a ninety (90) degree approach into and out of it for traffic, which will create slower speeds and better viewing angles for entering and exiting traffic. This change will also allow for more contiguous open space to be provided in its vicinity.

Other streets that are planned will provide direct residential access to the individual lots, while also providing pedestrian connections too. These streets are indicated as meeting the City's Street Specifications and Streetscape Standards of Town Center, which includes an asphalt surface and vertical curbs, with gutters. Of this network of roadways, three (3) of them end in cul-de-sacs, which is reflective of the surrounding development pattern that lacks opportunities to create connections from this site. Additionally, in Village F of this project, alleys are shown, which are to be constructed to City of Wildwood standards and specifications for Town Center.

Collectively, the street network meets or exceeds the design and requirements of the Street Network Map of the Town Center Plan and addresses key connections, while offering an approach that minimizes impact on surrounding properties. Additionally, the petitioners have provided information relating to the State Route 100/Pond-Grover Loop Road intersection to the Missouri Department of Transportation (MoDOT) for comment and review. Initial comments from the State indicate the design is plausible, as submitted. Accordingly, the Commission supports the design of the project's street network, including Eatherton Road and the Pond-Grover Loop Road.

VILLAGES A – F CONCEPT – Design Standards and Architectural Guidelines>>> The petitioners have proposed a six (6) village concept that, in some regards, mirrors Main Street Crossing, i.e. a mix of New

Urbanism and traditional lots and housing units. Villages A through F are intended to offer a range of housing types, sizes, and costs (life-cycle, as sought in the Planning Element of the City's Master Plan), and reflect the physical characteristics of the overall site, which limits the ability to engineer systems of streets and alleys throughout it. In this case, the petitioners are proposing 37 New Urbanism lots (lots served by alleys) and 160 traditional types. This ratio is much less than the unit mixes in Main Street Crossing (15% versus 30%).

Front-entry garages will serve the majority of the proposed homesites in this project (158, as identified by the Department), again similar to Main Street Crossing. Additionally, according to the petitioners, some offsets of the garages from the dwelling are planned. The extent of this offset is key, while the type of other architectural treatments to the units themselves is critical. The Neighborhood Design Standards require any front-entry garage in the "Neighborhood Edge" District to be a minimum of fifteen (15) feet off, or setback, from the front of the dwelling. In the two (2) most recent approvals by the City of new projects, 7.5 and 6.0 feet have been authorized, but with the following conditions associated with it:

1. The design of all streets will include traffic calming measures, per the direction of the City.
2. The design of the stormwater management system for the development, and overall site, will be revised, if possible, as the City and petitioner work with the Metropolitan St. Louis Sewer District (MSD) in this regard.
3. The petitioner will use architectural shingles on all homes of a 30-year type.
4. The petitioner will use carriage doors for the garages, with the inclusion of windows.
5. The petitioner will use fiber cement board siding on all residential units.
6. The driveway apron to all garages will be reduced in size, between the curb and back edges of sidewalk, to reduce impervious surfaces associated with the site and increase the green space.
7. The petitioner will provide nine (9) foot interior celling heights within all residential units.
8. The petitioner will extend all materials used on the front of the homes' elevations to the respective sides a minimum of twenty-four (24) inches – only on corner lots.
9. The petitioner will provide front porch areas that are a minimum of twenty-four (24) inches above the elevation of the adjoining sidewalks.
10. The petitioner will design and construct all internal streets to the City's streetscape standards, i.e. asphalt surfaces and concrete vertical curbs and gutters.

These items are intended to offset the lesser separation of the garages from the front of the units, while creating that attractive streetscape intended for the City's Town Center Area. Regardless, of accommodations, this design component is of critical importance.

The petitioners' agreement to upgrade many of the design and architectural requirements of the proposed residences is in response to the use of traditional home designs in Villages A and C, which include all front-entry garages, with no planned offsets, and limited applications in two (2) of the three (3) remaining villages. In fact, in these two (2) villages, garages may extend beyond the front of the dwelling units. Therefore, these two (2) villages are not neo-traditional and consistent with the New Urbanism principles expounded in the City's Town Center Plan. Of the remaining four (4) villages, rear-entry garages and alleys serve only Village F. The other three (3) villages, Villages B and E, offer offsets to the garages relative to the front of the respective dwellings, but at varying degrees, but none over the 7.5 feet that was previously approved by the City in Pulte's Homes Wildwood Trail Project. Collectively, as noted above, only approximately fifteen (15) percent of the units meet the requirements of the Neighborhood Design Standards of the Town Center Plan.

With Village F being compliant to the main tenant of the Town Center Plan's design standards, i.e. rear-entry garages served by an alley, the Commission does not need to address its impacts. With regards to Villages B and E, the architecture of the units, notwithstanding the upgraded materials, have a neo-traditional appearance and fit well relative to the design standards for lot sizes, widths, frontages, and associated building placement on the properties. The lack of the fifteen (15) foot offset from the front of the dwellings to the garage doors is an issue, but the petitioners are proposing offsets from approximately two (2) feet to 7.5 feet, which is consistent with Grover Crossing Subdivision, Cambury Subdivision, Wildwood Trail Subdivision, and Main Street Crossing Subdivision. The first of these referenced subdivisions were redevelopment efforts of longstanding projects that lacked any development activity for many years, while the other two (2) were greenfield sites that were authorized for a lesser setback distance than the standard fifteen (15) feet. Therefore, if these villages were accepted, as designed, the garage door offsets would not be inconsistent with other recently approved projects in the City, but not compliant to the Town Center Plan.

In the past, the Commission had identified this design component as a major issue, particularly in the Main Street Crossing Project discussions, and sought greater compliance in this regard. However, as projects have developed with these lesser offset distances, the impact on the streetscape appears to be somewhat balanced by upgraded designs, materials, and the requirements of the City's streetscape and landscape standards. Collectively, the front-entry garages are visible, but within a framework of good design, quality materials, and lush landscaping.

In regards to Villages A and C, the Commission cannot identify them as neo-traditional, since they are traditional units offered in many other subdivisions throughout the metropolitan region. These units have a place in any community and provide a housing choice that is not generally available in Wildwood, even in its Suburban Residential Areas, given densities are limited to one (1) unit per acre, which increases the price points to that well beyond most buyers. In the most recent example of the City authorizing these types of units in Town Center, the Manors at the Meadows at Cherry Hills, the abutting residents sought a better transition of units between their existing homes and the new Town Center types, which was granted. The same argument could be used at this location, but, again, effects the application of the Town Center Plan's requirements within its boundaries.

More recently, the Commission has begun to believe the action of the City regarding the Manors at the Meadows at Cherry Hills was not necessarily a disregard for the Town Center Plan's requirements, but more an acknowledgement of its statement to protect surrounding subdivisions from abrupt transitions. This statement is noted as follows: "*special additional development policies shall apply when development is planned near or affecting existing residential neighborhoods. These policies are intended to promote the concepts of "traditional town planning," while protecting existing neighborhoods and the overall character of the area. Most important of these development policies which must be considered when applying the concepts of Town Center planning to properties within its boundaries is the appropriate transitioning of lot sizes around established neighborhoods, such as Old Grover Estates, Meadows at Cherry Hills, Lindy Lane, Niere Acres Drive, and Crestview Lane. The intent of transitioning lot sizes is to preserve the character of existing neighborhoods which have limited or no redevelopment potential or represent exactly the type of areas the Town Center planning process is trying to achieve, such as Niere Acres and Lindy Lane in particular. Where these circumstances exist, developing properties must reflect an appropriate lot size and density as not to impact the existing character of the area.*" Therefore, Villages A and B may fit this situation.

Additionally, the Commission notes for consideration that situations, such as the Manors at the Meadows at Cherry Hills and Villages A and C of Bright Leaf, are not necessarily Town Center housing areas, but

implicit reductions to the overall size of its boundaries. These reductions are not removing the areas from Town Center, which would affect their respective allowable densities, but rather responding to the existing development patterns near them, while allowing them to benefit from a greater number of lots per acre. Accordingly, when completed, the Town Center boundary in terms of neo-traditional homesites is lesser in its extent, but still exists upon a part of the overall tract of land to be developed. This assessment by the Commission is only applicable along the very perimeter of Town Center Area, unlike the Main Street Crossing proposal, which is located in its core. The Commission is not advocating this approach, but acknowledging that it addresses the concerns about transitions on the perimeter of Town Center, while allowing the greater density sought in this area of the City. Regardless of this approach, Villages A and C do not comply with the Town Center requirements and need further study in this regard.

Another consideration in this regard the Commission would provide for consideration and discussion is, by allowing these types of units – Villages A and C, in close proximity to the Evergreen Subdivision, the City is eliminating the argument that is often presented to it by developers and others that transitions between Town Center and Non-Urban Residential Area boundaries need to be provided on properties adjoining the former of these two (2) land use categories. The logic behind this argument is the transition should not happen on the Town Center site, but allowing higher density developments next to three (3) acre homesites demands a transition area of Suburban Residential Area in between the two (2) land use categories of the Master Plan. By allowing traditional homes in transition locations, as was the case in the Meadow at the Manors at Cherry Hills, the potential for growth of higher density residential development is controlled and the boundaries of the Town Center Area preserved.

PUBLIC SPACE/COMMON GROUND>>> The proposed design of this development includes both common ground, for privately held purposes, along with other dedications that are intended to be public in nature. The extent of the proposed public space dedication is nine (9) acres, of the overall 78 acre site, or about 12% of it. The extent of common ground is not provided on the Preliminary Development Plan in terms of specific acreages, but it is located on all of the six (6) village components.

The proposed public space is located along the State Route 100 right-of-way, where the City's multiple-use trail has been constructed, and, now, centrally located in the site, next to Pond-Grover Loop Road. This area is approximately 1.2 acres in overall size and provides the potential for a small, neighborhood park location for the City. Additionally, it is worth noting the system of streets serving this development has sidewalks for pedestrian purposes, while a trail connection, from the project to the existing Wildwood Greenway Corridor, is planned.

This design is supported by the Commission, given it provides new areas of public space, while capitalizing on the existing trail corridor. The inclusion of land area abutting the City's existing trail allows for easy access of existing and future residents of Ward Five to this facility, which is a positive for all parties. When taken in conjunction with the system of sidewalks planned as part of the six (6) villages, pedestrian access in this area is extensive, safe, and accessible. Additionally, the design includes a large area of public space at the intersection of State Route 100 and Pond-Grover Loop Road, which provides an inviting entry into the project, while ensuring the impacts of its proximity to a major arterial roadway corridor are limited to public space and not future homesites.

During the Planning and Zoning Commission's Work Session on these petitions, a discussion was held about providing a more centrally located area within the site for public space dedications. A location near the proposed extension of Birch Forest Drive was discussed. The Commission has reviewed this location and has some concerns about it from the standpoint of impacts on the existing homesites in the Evergreen

Subdivision, construction considerations, given grades, and visibility for use. However, the Commission did recommend another location for public space, as part of this project, which was in the vicinity of Pond-Grover Loop Road.

On the revised plan, the petitioners have not eliminated the cul-de-sac, but reoriented it and moved it somewhat to the south of the northern boundary line of the site to create a more consistent transition between it and the Evergreen Subdivision to the north. Eight (8) lots remain in this regard. The Commission appreciates this redesign, and does support it. The Commission is recommending these eight (8) lots be authorized at this location. This design would then allow the area abutting the Evergreen Subdivision to be open space next to it (minimum of thirty (30) feet), lessen intrusion near the waterway, and preserve more trees. This area would not be public space, but common ground, as noted, which is offset by the new park area just to the west of it. This change, in the Commission's opinion, will have a positive effect on the number of stormwater accommodations in this general vicinity as well. With this dedication, the maximum number of lots would now be limited to one hundred ninety-four (194) ~~eighty-seven (187)~~.

With this addition to the Public Space Plan, the Commission believes this project will represent the best application of the regulations, since their adoption in 2006. Certainly, the reduction in lost should not be understated, but the overuse of the property, given, as petitioners have described during the public hearing and Work Session, the difficult character of the land, is a reasonable request. The Commission does not recommend improvements associated with these areas at this time.

DEVELOPMENT TECHNIQUES AFFECTING STORMWATER MANAGEMENT, TREE PRESERVATION, AND AESTHETICS>>>

Although the site is part of the Town Center Area and higher densities are planned, the design of it to accommodate the general intent of the City's environmental regulations, along with providing an appealing location for the overall community, must be met. To this end, the Commission would note the following regarding the development techniques of this project:

1. The extent of the planned stormwater facilities is substantial within this project, but regardless of the total number, all of them should be designed and constructed utilizing 'best management practices.' The use of pavers, pervious pavements, rain gardens, amended soils, and other solutions should be included in the design of all hard improvements, as a means to treat the runoff at the source, while lessening the size and need for the aforementioned stormwater facilities. A reduction in the number of stormwater facilities would be a benefit to the development, if such could be achieved, and is now being proposed, with the submittal of the revised plan.
2. These stormwater facilities must also be designed to provide an aesthetic appeal through their planting with appropriate landscape materials.
3. The disturbance associated with improvements in proposed common ground areas shall be reduced, as practical as possible by re-vegetation, with plantings to provide the future Homeowners Association and its residents an appealing area for view and use.
4. The extent of tree preservation needs to be reviewed, particularly in the vicinity of the jurisdictional waterway, where the addition of retaining walls offering a greater level of protection should be explored.
5. The construction of the extension of Eatherton Road will place a number of lots that are planned along its right-of-way boundary, which can lead to the need to have a visual separation between them. The Commission had recommended that any lot, which has frontage onto this roadway,

provide a common type of fencing along its edge for screening purposes. These fences should be placed first in common ground or an easement dedicated to the future Homeowners Association for maintenance and upkeep. With the last plan submittal in November, the petitioners have now reoriented the lots along Eatherton Road so that all now have common ground between them and the right-of-way. With this change and the landscaping required in these common ground areas, the need for fencing is reduced and better aesthetics are achieved. Accordingly, the Commission supports this redesign.

6. The extension of utilities or other infrastructure outside the boundaries of the subject site shall be coordinated with the appropriate property owners and restoration shall be to the pre-disturbance condition.
7. The use of retaining walls within the development is planned and all of these structures must have a coordinated appearance and style. The location, style, color, and material shall be reviewed and acted upon by the Planning and Zoning Commission, as part of its Site Development Plan process.
8. The proximity of the overall subject site to State Route 100 creates concerns relating to noise levels. Acknowledging this concern, the petitioners have revised the grading design along the southern boundary of the site, where elevations between the project and State Route 100 are nearly equal (level), and has added several, tall berms that will be landscaped to manage sound and create appeal. The petitioners have also provided a letter in this regard, which is attached to this report. Earthen berms, as proposed, create a mass substantial enough to actually obstruct sound and lessen its impact on neighboring properties to this roadway. This change is positive.

With these accommodations and modifications, the Commission believes the project's design and associated impacts will be improved and function better for all parties, from its inception and then through the future.

Summary and Recommendation –

In the Commission's Letter of Recommendation, it has identified key elements of this development's design relative to the requirements of the Town Center Plan. In reviewing these key elements, the proposal meets many of them, including the street network, public space, and other design components relating to stormwater and connectivity. Also, in this report, the Commission does note that issues exist with five (5) of the proposed six (6) villages, particularly relating to the extent of front-entry garages that are proposed, along with the unit types in Villages A and B. In these instances, the Commission has noted certain accommodations to address these design issues, while recognizing the transition role that Villages A and C provide to the adjoining subdivision, if considered to be a core area of Town Center. Notwithstanding some of these key elements, the proposal has many merits and is supported by the Commission, but with changes as outlined herein.

ATTACHMENT B – Conditions

1. PERMITTED USES

a. This Planned Residential Development (P.R.D.) Overlay District shall authorize the maximum development of **one hundred ninety-four (194)**[1] ~~**eighty-seven (187)**~~, detached single family dwellings on individual lots, with common ground and public space, and all permitted accessory structures normally found in conjunction with the primary use of each property. If the Homeowners Association should want to construct an in-ground swimming pool and related cabana, such is allowed within the boundaries of this Planned Residential Development Overlay District (PRD), but must be located in subdivision-owned common ground.

2. LOT SIZES, DEPTHS, AND BUILDING REQUIREMENTS

a. Each detached dwelling unit shall be located on an individual lot of record that meets the following requirements, per its location within the six (6) defined villages:
   i. Village A – Eighty (80) foot minimum lot width and lot size of 12,000 square feet.
   ii. Village B –Sixty-three (63) foot minimum lot width and lot size of 9,000 square feet.
   iii. Village C – Sixty-two (62) foot minimum lot width and lot size of 9,000 square feet. ~~excepting four (4) lots, which shall have direct frontage onto the Pond Grover Loop Road, with on-site turnaround capabilities provided on each of them. These four (4) lots shall have a minimum width of seventy (70) feet, a front yard setback distance of thirty-five (35) feet, and a depth no less than one hundred sixty (160) feet~~.
   iv. Village D – Sixty (60) foot minimum lot width and lot size of 6,500 square feet.
   v. Village E – Thirty-eight (38) foot minimum lot width and lot size of 4,000 square feet.
   vi. Village F - Rear-Entry Garage Lots – Forty-five (45) foot minimum lot width and lots size of 5,400 square feet.
   vii. Properties located within a cul-de-sac shall be as approved by the Planning and Zoning Commission on the Site Development Plan. These widths shall be measured at the front building line.

b. All detached single family dwellings shall have a minimum finish floor elevation of their front porches of **eighteen (18) inches** in height above the adjoining sidewalk grade. All dwelling units shall have a front porch, which must extend across **at least thirty percent (30%)** of the façade's elevation facing the frontage line, at a minimum depth of no less than six (6) feet. No building facade shall show more than four (4) corners to the frontage line or as approved by the Architectural Review Board on the required elevations.

c. 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.

d. Direct residential drive access shall be allowed for up to **one hundred fifty-seven (157)** ~~**fifty-three (153)**~~ of the single family detached units within this development from the system of internal streets, but the garage door(s) on each unit must be a minimum of **seven point five (7.5)** feet behind an imaginary line formed by an extension of the front elevation of the dwelling (including the front porch) parallel to the lot's frontage, excepting those units in Villages A, C, and E. **Units in two (2) of these**

[1] These requests were advertised for 194 units; therefore, a greater number cannot be considered, unless a new public hearing is held.

villages shall be as reviewed and acted upon by the Planning and Zoning Commission on the Site Development Plan (Villages A and C). *Garage door(s) associated with any unit located within Village E shall be a minimum of six (6) feet behind an imaginary line formed by an extension of the front elevation of the dwelling (including the front porch) parallel to the lot's frontage.* Individual garage doors shall not be greater than **twenty (20) feet** in width and must be **carriage types**, including windows, and incorporate other architectural treatments, as determined by the City's Architectural Review Board to be appropriate, to lessen their prominence within the visual corridor formed by these interior streets within the development, unless a suitable alternative design is provided for these openings. **The developer shall provide a minimum of two (2) options that incorporate these requirements to the Planning and Zoning Commission for its consideration, as part of the Site Development Plan review and action process, regarding the front of the garages that further reduces their prominence from the abutting street view. Architectural type shingle selections shall be required on all residential units of a minimum thirty (30) year standard.**

e. **The New Urbanism lots that are part of this Planned Residential Development Overlay District boundary shall be accessed by service lanes (alleys) that comply in their construction with the Street Specifications of the Town Center Plan. These service drives shall provide access to rear loaded garages that must be provided, as part of any single-family detached dwelling, for a minimum of thirty-seven (37) ~~thirty-three (33)~~ of the allowable one hundred ninety-four (194) ~~eighty-seven (187)~~ lots. These lots do not need to incorporate the garage offset distance noted in Condition 2(d.) of this Ordinance.**

f. The first story, interior clear height for all single family dwellings shall be not less than **nine (9) feet**.

g. Detached single family dwelling units, which face the frontage line, but also places the side of the building along another right-of-way, shall be designed to incorporate the elements of the front facade along that portion of the structure **(in its entirety)**. The placement and design of these units shall be approved by the Planning and Zoning Commission on the Site Development Plan and the elevations of these units by the Architectural Review Board.

h. The proposed architectural design, character, and style of all buildings and dwelling units shall adhere to the City of Wildwood's Town Center Architectural Guidelines, Neighborhood Design Standards, and any other applicable requirements of the Town Center Plan, **excepting no vinyl siding shall be allowed on any dwelling unit within the boundaries of this Planned Residential Development Overlay District (PRD). All materials used on any facade of a residential unit shall be fiber cement siding and backer board**. Approval of the required design shall be by the Architectural Review Board. Minimally, all buildings shall maintain a consistent theme throughout the boundaries of this Planned Residential Development Overlay District in terms of material, color, and style.

i. The overall area of this Planned Residential Development Overlay District (PRD) shall be no less than 78.7 acres in total.

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, time intervals may be extended once by the Planning and Zoning Commission in accord with requirements of Section 420.060 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 lot diagram, indicating all site design information such as, but not limited to, right-of-way width, improvement dimensions and locations, setbacks, and building placement.
c. The location and size of all parking areas, pavement widths, and right-of-way dedications of all internal roadway improvements and drives.
d. A general plan indicating setback lines along the perimeter of the subject tract of land and surrounding property lines and related improvements within four hundred (400) feet of this site's boundaries.
e. Location of all roadways adjacent to the property, including required roadway right-of-way dedication and pavement widening with existing and proposed improvements, and general location, size, right-of-way, and pavement width of all interior drives.
f. The location and size of all freestanding signs, lighting, fences, sidewalks, and other above ground structures, except retaining walls less than two (2) feet in height per section.
g. Existing and proposed contours at vertical intervals of not more than two (2) feet.
h. General location of sanitary sewer facilities.
i. Parking and density calculations.
j. Conceptual location and size of common ground areas.
k. A typical section of the proposed road indicating the placement and design of required streetscape improvements.
l. 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 Ordinance 410 and accompanying Tree Manual.
m. An inventory of the percent of tree canopy or individual trees to be retained on the site.
n. Location of all existing and proposed easements.
o. All other information not mentioned above, but required on a preliminary plat in accord with Section 420.060 of the City of Wildwood Subdivision and Development Regulations.

If the Planning and Zoning Commission determines, through its standard review processes, the Site Development Plan cannot be acted upon due to non-compliance to the site-specific ordinance, the Zoning Ordinance, or other land use regulations applicable to this type of subdivision, as interpreted by it, then the rezoning of the subject site and the application of the Planned Residential Development Overlay District shall not remain effective thereafter and the City must initiate the revocation process described in the Zoning Ordinance for this type of circumstance.

4. SITE DEVELOPMENT PLAN DESIGN CRITERIA

The above Site Development Plan shall adhere to the following specific design criteria:

Build-To Lines - Residential

a. Any building or structure, other than boundary and/or retaining walls, fences, detention facilities, and/or light standards, shall adhere to the following build-to lines, as specified in the Town Center Plan's Neighborhood Design Standards:

(1) **Twenty (20)** feet from any right-of-way line, except any unit served by a rear entry garage, which shall have a **build-to distance of ten (10) feet** (see Condition 2(a.)).
(2) **Five (5) feet** for any side yard property line and ten (10) feet for side yard areas that abut the perimeter of the Planned Residential Development Overlay District.
(3) **Fifteen (15) feet from any rear yard property line** and thirty (30) feet for rear yard areas that abut the perimeter of the Planned Residential Development Overlay District.
(4) **Five (5) feet from any rear yard property line** for any unit served by a rear entry garage.

Parking Setbacks – Residential

b. All parking stalls or loading spaces, excluding points of ingress or egress for the detached dwelling units, shall be located behind the front elevation of the dwelling a minimum of **twenty-five (25) feet. Driveway widths serving these required parking spaces, specifically between the edge of the public right-of-way and the front building line, shall be as approved by the Planning and Zoning Commission on the Site Development Plan, but be minimized in their respective distances to the greatest extent possible.**

Access and Roadway Improvements

c. **State Route 100** - Dedicate the required amount of right-of-way and/or easements along this property's State Route 100 frontage to the Missouri Department of Transportation (MoDOT) for public roadway purposes and construct within this area the extension of the Pond-Grover Loop Road, all necessary intersection modifications and upgrades, and other improvements required therein. Improvements to State Route 100 shall conform to the requirements of the Missouri Department of Transportation (MoDOT) and the City of Wildwood's Street Specifications of the Town Center Plan, as directed and approved by the State of Missouri and the City of Wildwood's Department of Public Works. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be installed by the developer, as specified by the City of Wildwood's Town Center Plan within the right-of-way of State Route 100 and directed by the Department of Public Works.

d. **Pond-Grover Loop Road** - Establish a minimum seventy (70) foot wide public right-of-way dedication to the City of Wildwood and construct the Pond-Grover Loop Road Extension through the site that provides a total of two (2), eleven (11) foot wide lanes (not inclusive of the concrete vertical curb and gutter), a minimum ten (10) foot wide grass median, and a five (5) foot wide sidewalk on east side of this internal roadway, and a ten (10) foot wide multiple-use trail on its west side, all of which adhere to the Town Center Plan's Street Specifications and the Streetscape Design Requirements, as directed by the Department of Public Works and approved by the Planning and Zoning Commission on the Site Development Plan. Tree lawn areas and all stormwater management facilities shall be the developer's responsibility to provide and construct as well. Along with this dedication of seventy (70) feet of right-of-way, the developer shall provide a five (5) foot wide roadway, maintenance, landscaping, sewer, sidewalk, and utility easement along both sides of this public dedication area. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be installed by the developer, as specified by the City of Wildwood's Town Center Plan within the right-of-way of Pond-Grover Loop Road and directed by the Department of Public Works.

i. The developer is also responsible for the construction of a roundabout at a location approved by the Planning and Zoning Commission on the Site Development Plan. This roundabout shall be designed, engineered, and constructed in accordance with the Town Center Plans Street Specifications and Streetscape Requirements. The Departments of Public Works and Planning shall direct determinations in this regard, along with final action by the Planning and Zoning Commission.

e. **Internal Streets** - Complete the necessary dedication of land area within this subject site for public right-of-way purposes associated with the internal network of streets. These dedications for public rights-of-way shall be used for the construction by the developer of a network of internal residential streets for service to the authorized lots. These dedications shall be a minimum of forty (40) feet in width to accommodate the construction of two (2) lanes of asphalt roadway, with concrete curb and gutter, and five (5) foot wide sidewalks, including a three (3) foot tree lawn area, which all adhere to the Town Center Plan's Street Specifications and the Streetscape Design Requirements, as directed by the Department of Public Works and approved by the Planning and Zoning Commission on the Site Development Plan. The construction of these improvements is the sole responsibility of the developer(s) of this project. Along with this dedication of these rights-of-way areas, the developer shall provide a five (5) foot wide roadway, maintenance, landscaping, sewer, sidewalk, and utility easement along both sides of this public dedication area. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be installed by the developer, as specified by the City of Wildwood's Town Center Plan within the rights-of-way of these unnamed streets and directed by the Department of Public Works.

f. **Eatherton Road Extension** - Dedicate the required amount of right-of-way and/or easements within the boundaries of this property to the City of Wildwood for the construction of the Eatherton Road Extension for public roadway purposes, which include a minimum driving surface of two (2) lanes that total twenty-six (26) feet in width, a five (5) foot wide sidewalk on both sides of this driving surface, and street trees and lights, including a minimum seven (7) foot wide tree lawn area for these improvements. A roundabout, and related channelization islands and other improvements as set forth therein, is required within the Eatherton Road Extension right-of-way area and the developer is responsible for its construction. Improvements to Eatherton Road shall conform to all of the requirements of the City of Wildwood's Street Specifications of the Town Center Plan, as directed and approved by the City of Wildwood's Department of Public Works. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be installed by the developer, as specified by the City of Wildwood's Town Center Plan within the right-of-way of Eatherton Road and directed by the Department of Public Works.

g. **Birch Forest Drive** - Extend Birch Forest Drive from its current terminus into the subject site and this extension shall adhere to the Town Center Plan's Street Specifications and the Streetscape Design Requirements, as directed by the Department of Public Works and approved by the Planning and Zoning Commission on the Site Development Plan. Safety components determined necessary for any stub street extension shall be indicated on the Site Development Plan and reviewed and acted upon by the Planning and Zoning Commission.

h. **Service Lanes (alleys)** - Complete the necessary dedication of land area within this subject site for private access purposes. These dedications for private purposes shall be used for the construction by the developer of a system of lanes/alleys for service to the authorized lots. These dedications shall be a minimum of twenty-two (22) feet in width to accommodate the construction of a lane/alley, which all

adhere to the Town Center Plan's Street Specifications and the Streetscape Design Requirements, as directed by the Department of Public Works and approved by the Planning and Zoning Commission on the Site Development Plan.

i. Any planned traffic island/cul-de-sac shall be designed and constructed by the developer of this residential subdivision in accordance with City of Wildwood standards, and as directed by the Department of Public Works. The Planning and Zoning Commission, on the Site Development Plan, shall approve the final design of this traffic calming improvement.

Miscellaneous Roadway Requirements

j. 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.

k. 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.

l. **Construction access shall be from State Route 100 during the development of this site, not via Birch Forest Drive and/or Eatherton Road.**

m. Sidewalks shall be required on all public and private streets (parking lot aisles) and provide for a continuous and logical layout of this pedestrian network. Design and construction requirements for all sidewalks within the entire development shall be as established in the Street Specifications and Streetscape Elements of the Town Center Plan. Approval of their location, design, and material shall be by the Planning and Zoning Commission, as part of the Site Development Plan review process.

n. The developer is advised that utility companies will require compensation for relocation of their utility facilities within public road right-of-way. Utility relocation cost shall not be considered as an allowable credit against the petitioner's Traffic Generation Assessment contributions. 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 roadway improvements.

o. All internal streets, access drives, or lanes, whether public or private, shall comply with the Streetscape Requirements of the Town Center Plan in terms of improvements, such as drive lane widths, sidewalks, stormwater drainage facilities, garden walls, street trees and lights, and pedestrian furniture. If certain streets, drives, or lanes are to be private, an easement shall be provided to the City granting public use of them for pedestrian and vehicular purposes. These easements shall be granted at the time of the Record Plat approval by the City Council.

Parking Requirements - Residential

p. Parking spaces shall be provided as required by the Town Center Plan's Neighborhood Design Standards and Section 415.340 Off-Street Parking and Loading Requirements of the City of Wildwood Zoning Ordinance for the R-3 10,000 square foot Residence District.

Landscape Requirements - Specific

q. Landscaping shall adhere to all requirements of Ordinance 410 and its accompanying Tree Manual, including the submittal of a Tree Preservation Plan in conjunction with the Site Development Plan.
r. All streets, roads, and lanes shall be appropriately landscaped as required by the Streetscape Design Requirements of the Town Center Plan and approved by the Planning and Zoning Commission on the Site Development Plan.

s. 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 Ordinance 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 Ordinance 410 Tree Preservation and Restoration Code.

t. Landscaping with the defined common ground areas shall comply with Ordinance 410 Tree Preservation and Restoration Code requirements and accompanying Tree Manual. The Planning and Zoning Commission, on the Site Development Plan, shall approve the planting pattern. Amenities, such as benches, lights, and walking paths shall be installed in the open space area of the residential development by the developer of these one hundred ninety-four (194) ~~eighty-seven (187)~~ dwelling units.

u. The developer shall provide a minimum twenty (20) foot wide, landscape buffer strip, within a perpetual easement dedicated to the Homeowners Association for its maintenance and care, along the entire eastern boundary of the site, where existing woodlands are not preserved, for plantings, as reviewed and acted upon by the Planning and Zoning Commission.

v. A Landscape Architect shall sign and submit all plans for review and approval for this mixed-use development.

Signs - Residential

x. Signs for this P.R.D. Overlay District shall be erected in accordance with the Town Center Plan Architectural Guidelines and Section 415.410 Sign Regulations of the City of Wildwood Zoning Ordinance for the R-3 10,000 square foot Residence District.

y. 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

z. 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. Illumination levels for all lighting shall comply with the provisions of the City of Wildwood's Zoning Code, Section 415.450 "Outdoor Lighting Requirements." A Lighting Study shall be submitted in conjunction with the Site Development Plan indicating compliance to these requirements. The Planning and Zoning Commission shall approve the location, design, and appearance of all light standards and fixtures as part of the Site Development Plan review process.

Miscellaneous Conditions

aa. The design, color, material, and location of all garden and screen walls or fences, if planned or required, shall be consistent with the requirements of the Town Center Plan's Architectural Guidelines and be shown on the Site Development Plan for review and action by the Planning and Zoning Commission and the Architectural Review Board.

bb. Improvements associated with public infrastructure, such as roadways, sidewalks, and access points, shall comply with general design principles that will provide for safe and efficient movement of traffic in and around these sites and improve overall circulation in the area. These improvements shall be reviewed and approved by the Department of Public Works.

cc. 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.

dd. 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. Walls crossing property lines shall be located in a maintenance easement. The design, color, material, and location of all walls shall be consistent with the requirements of the Town Center Plan's Architectural Guidelines and be shown on the Site Development Plan for review and action by the Planning and Zoning Commission.

ee. The location of all utility easements for proposed service to this development shall be as approved by the Planning and Zoning Commission on the Site Development Plan. All utilities installed to serve this site shall be placed underground, including any existing overhead lines located on the subject property.

ff. No portion of any lot that is to be located within the proposed eight (8) lot cul-de-sac solely served by Pond-Grover Loop Road shall extend closer than thirty (30) feet to the abutting Planned Residential Development Overlay District (PRD) boundary to their north. This buffer area shall be protected from all land disturbance activities. Additionally, the common boundary between this site and the Sandalwood Creek and Hunters Run Subdivisions shall be separated by a minimum ten (10) foot buffer area that is common ground. This area shall also be protected from all land disturbance activities.

5. TRAFFIC GENERATION ASSESSMENT FEE

The developer shall contribute to the East Area Traffic Generation Assessment Trust Fund established by Section 140.210 of the City of Wildwood's Revised Codes. This assessment must be paid in full at the time of the first Zoning Authorization for any building or structure or when the individual issuances of building permits for the authorized lots are approved. This contribution shall not exceed the amount established by multiplying the number of **provided** parking spaces by the following rate:

Type of Development	*Required Contribution*
Single Family Dwelling **(detached)**	$1,055.10/Parking Space

(Section 415.280 of the City of Wildwood Zoning Code defines a parking space.)

If type of development proposed differ than those listed, rates shall be provided by the Department of Public Works.

As this development is located within a Trust Fund area established by the City of Wildwood, any portion of the traffic generation assessment contribution, which remains, following completion of roadway improvements required by the development shall be retained in the appropriate trust fund.

The amount of this required contribution, if not submitted by January 1, 2016, 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.

The Planning and Zoning Commission is recommending these fees be credited to the developer for use for the purposes of assisting with completion of required improvements within the right-of-way of the Pond-Grover Loop Road. The granting of these credits is at the sole discretion of the City Council.

6. 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 City of Wildwood Department of Public Works and the Metropolitan St. Louis Sewer District 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 and the Metropolitan St. Louis Sewer District standards.
2. All stormwater shall be discharged at an adequate natural discharge point. Sinkholes are not adequate points of natural discharge and may not be disturbed.
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, unless otherwise accepted by the Metropolitan St. Louis Sewer District.
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/Missouri Department of Transportation (MoDOT) rights-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 which 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.

Stormwater Pollution Prevention Plan

c. Submit a Stormwater Pollution Prevention Plan, as part of the Site Development Plan review process, indicating compliance to all Federal, State, and local requirements regarding the management of stormwater runoff to prevent siltation and erosion, while preserving water quality, both upon the site and on downstream properties.

Natural Resource Protection Plan

d. 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.

Environmental Assessment – Phase One

e. The developer shall provide to the Planning and Zoning Commission, as part of the Site Development Plan submittal package, a Phase I Environmental Assessment Report of the property, which indicates its current condition relative to its past utilization by other owners. Determination regarding any required mediation shall be identified and completed, prior to the approval of the Record Plat and before the occupancy of any residential unit, all being in accordance with State and federal standards and guidelines, as set forth by the United States Environmental Protection Agency (EPA) and the Missouri Department of Natural Resources (MDNR), for any determined contaminant exceeding a residential cleanup standard/guideline, with the cost borne for such by the developer and not the City of Wildwood.

Floodplain Study and Plans/Wetlands Study

f. The developer shall provide a floodplain/wetlands study to the Department of Public Works indicating compliance to the requirements of the City of Wildwood, the U.S. Army Corp of Engineers, and the Federal Emergency Management Agency (FEMA) regarding disturbance or development in the protected waterways and floodplain areas. This study shall minimally provide information relating to disturbance of any protected area and be reviewed and acted upon by the Department of Public Works, as part of the Site Development Plan submittal process.

7. RECORDING

Within ninety (90) 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 (Wildwood), the Missouri Department of Transportation, the Metro West Fire Protection District, the Missouri Department of Natural Resources, and the Metropolitan St. Louis Sewer District must be received by the Department of Planning.

b. Prior to the issuance of a foundation or building permit for any lot, which adjoins the common ground area and/or detention, basin, written certification from a Professional Engineer which verifies these areas are graded in accordance with the approved plans, must be received by the Department of Planning.

Roadway Improvements

c. Improvements to State Route 100 and Eatherton Road must be completed prior to the issuance of building permits in excess of ten (10) percent of the units. Any delays in utility company relocation and adjustments will not constitute a cause to allow occupancy prior to completion of roadway improvements.

Land Subdivision

d. 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

e. 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 provisions of Section 415.470 and 415.510 of the City of Wildwood Zoning Code.

Escrow Requirements

f. All improvement and landscaping costs shall be submitted to the City of Wildwood through the standard subdivision escrow procedures.

Improvement Plans

g. The developer of this residential subdivision shall provide to the City Improvement Plans indicating construction details relative to public and private infrastructure associated with its development. Said plans will be used to calculate escrow requirements for these identified improvements.

Sanitary Sewage System

h. The developer shall provide verification from the Metropolitan St. Louis Sewer District that public sewer service has been provided to this site. Verification shall be in a form acceptable to the City of Wildwood.

Potable Water Service

i. The developer shall provide verification from the Missouri American Water Company that service to this subdivision can be provided at acceptable levels relative to the density of the project and not cause service issues to other households served by the same.

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.

c. A copy of the most recently approved Site Development Plan for this P.R.D. Overlay District development shall be prominently displayed at all times in all sales offices for this development.

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. 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.

f. 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.

g. 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.

h. 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.

i. This zoning approval is conditioned on compliance with the Zoning Code, Subdivision Code, 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 ordinance, except where this ordinance has expressly modified such regulations by reference to the applicable provision authorizing such modification.

10. PUBLIC SPACE REQUIREMENTS

a. Developer shall construct improved public space in conformance with or otherwise satisfying the requirements of the City's Public Space Ordinance, Chapter 415.260 and 415.270 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 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 ordinances, but shall be completed prior to issuance of any occupancy (temporary or final) permit 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 authorized dwelling units at a rate of 1,742.4 square feet per new single family dwelling**. The provision of public space shall substantially comply with the Preliminary Development Plan submitted in conjunction at the public meeting on November 2, 2015.

Editor's Note: Changes to the report from its October 5, 2015 version to the November 2, 2015 are with a single strike-through line. Previous changes considered by the members at their October 5, 2015 Planning and Zoning Commission meeting are indicated by blue-type. **No modifications have been made to the Letter of Recommendation, since the Planning and Zoning Commission took action upon it on November 16, 2015, excepting Condition 2(d.). This condition was recommended for a change, as part of the motion and vote on the overall Letter of Recommendation, which, again, failed for a lack of majority.**

WILDWOOD

1st ADDENDUM

to the

Letter of Recommendation

City of Wildwood, Missouri
Prepared by the Department of Planning
"Planning Tomorrow Today"

Petition Nos.:	**P.Z. 12 and 13-15**
Petitioner:	**The Villages at Bright Leaf, Fischer & Frichtel Custom Homes L.L.C. and Consort Homes L.L.C., 16640 Chesterfield Grove Road, Suite 130, Chesterfield, Missouri, 63005**
Request:	A request for a change in zoning from the NU Non-Urban Residence District, the R-3 10,000 square foot Residence District, the R-4 7,500 square foot Residence District, the R-6 and R-6A 4,500 square foot Residence District, with a Planned Environment Unit (PEU) and a Planned Residential Development Overlay District (PRD), to the R-3 10,000 square foot Residence District (Town Center "Neighborhood General District" and "Neighborhood Edge District"), with a Planned Residential Development Overlay District (PRD). **Proposed Use: A total of one hundred ninety-four (194), detached single-family dwellings (Town Center Building Type – House), with common ground, and required public space areas. Included in these requests is the construction of a portion of the Pond-Grover Loop Road. (Ward Five)**
Tract Size:	Nine (9) properties that total 78.7 acres of area
Location:	North side of State Route 100, east of State Route 109 (Locator Numbers 23V230041, 23V230050, 23V240327, 23V310064, 23V330022, 23V330031, 23V330206, 23V330215, 23V330233, and 23V610917/Street Addresses: 2350 and 2344 Eatherton Road, 2531, 2555, and 2567 Taylor Road, 16721 Manchester Road, and 16615, 16602, and 16618 Overlook Hills Drive)
Hearing Date:	July 20, 2015

The petitioners have provided a revised plan for the portion of the site that includes the extensions of Birch Forest Drive and the Pond-Grover Loop Road, as was requested by the Planning and Zoning Commission at its meeting on November 16, 2015. This plan does not include the two (2) roadway extensions that have been the focus of the discussions held on these petitions over the last two (2) months by the Commission and the public, who have attended this same series of meetings. Therefore, only a single connection exists through the site and it is the parallel roadway along State Route 100, from Taylor Road to State Route 109. With this situation, all traffic created by this

project's one hundred ninety four (194) units will be directed toward these two (2) major arterial roadways – State Routes 100 and 109, via Eatherton Road.

The Department of Planning does not support this plan and, therefore, no comments regarding the merits associated with these changes are offered for consideration. The Department's non-support of this design is based upon a number of reasons, which are explained below for the Commission's consideration:

1. The elimination of the roadway extensions is contrary to the adopted Town Center Plan, which is an amendment to the Master Plan, the City's primary land use document for its first twenty (20) years.
2. The lack of these two (2) roadway extensions is inconsistent with the adopted Town Center Plan's Street Network Map and associated text.
3. The lack of these two (2) roadways will continue to lead to all existing and any new trips to continue to use the surrounding street network, which has been identified by many parties as an issue, particularly Green Pines Drive, Forest Leaf Parkway, and Westglen Farms Drive.
4. The fire district (Metro West) and the school district (Rockwood) have provided their respective inputs on this roadway issue indicating the need for these two (2) streets for their respective service needs and public safety.
5. The elimination of these roadway extensions is contrary to good planning practice and past actions of the City in this regard. If approved and the roadways are not extended, it will be near impossible to connect or require stub street connections and allocations at anytime in the future for any new development.

Accordingly, the Department is not supporting this design and remains committed to the application of the Town Center Plan and its major components. If the Commission believes rejecting the components of the Town Center Plan is necessary in this regard, it is important to note that it is the same plan that has been applied to ensure that commercial development did not occur on this site, which was a major concern of many residents in this same area for many years. It is difficult to pick and choose what components of the plan should be applied or not, which brings into question the necessity of the document at all, if it is only applied when the outcome is popular.

The Department recognizes it is the residents that constitute this City, not vice-a-versa. Concerns of the residents have been heard and many of the changes to the original design of this plan have been products of this important input. However, the extensions of these two (2) roadways are a citywide issue, not just a single ward or wards. The design of these streets, if accommodated as part of this project, would be sensitive to the surrounding land uses and intended to manage and calm traffic upon them. Roadways designed and connected by the City are very different than others in the region.

If any of the Commission's members should have questions or comments in this regard, please feel to contact the Department of Planning at (636) 458-0440. Thank you for your consideration of this additional information on this matter.

Metro West
Fire Protection District
of St. Louis County

P.O. Box 310
Wildwood, Missouri 63040

(636) 458-2100
Fax (636) 458-2199

www.metrowest-fire.org

G. Michael Krause III
Chief Fire &
EMS Services

Tim Flora
Director

Ralph Starck
Director

Mark Macinski
Director

Serving all or portions of

Ballwin
Ellisville
Wildwood
Chesterfield
Clarkson Valley
Winchester

Unincorporated
Areas of

Sherman
St. Louis, Co.
Castlewood

CITY OF WILDWOOD
OCT 08 2015
DEPT OF PLANNING & PARKS

October 8, 2015

Kathy Arnett
Senior Planner 1
City of Wildwood
16860 Main Street
Wildwood, Mo 63040

RE: Villages at Bright Leaf

Dear Kathy,

The Metro West Fire Protection District's position on the Pond-Grover Loop Road has always been to connect to HWY 100. This does give a better access to Villages of Bright Leaf, but more important is that it improves the access to Hickory Manor, Hickory Crest, Kingstown, Babbler View, West Glen Farms area, Forest Leaf Parkway and Greens Pines Elementary School. Access is a key element for all the properties in this area.

The Fire District accreditation is based on timely delivery of emergency services. The Pond Grover Loop Road connection would improve the delivery of emergency service in that area. We also need to be concerned with the impact on the ISO insurance rating for the home owners.

I am available to attend the P&Z meeting. If you have any other questions, please give my office a call.

Yours in Fire Safety,

David E. Phipps
Fire Marshal
Metro West Fire Protection District

Kathy Arnett

From: Dave Phipps <daveph@metrowest-fire.org>
Sent: Thursday, September 24, 2015 8:43 AM
To: Kathy Arnett
Subject: RE: Plans for New Subdivision - Villages at Bright Leaf

Hi Kathy,

I spoke with Paul Pohlers he said that there is a movement to stop Pond /Grover Loop Rd in the new Villages at Bright Leaf development. I have stated in the past the importance of the completion of Pone/Grover to Taylor Rd. This greatly effects how emergency service will be delivered to this area. This could affect the ISO rating for the property fire insurance for the residence of Metro West Fire Protection District. I am available to discuss this issue at any city meeting.

David E. Phipps
Fire Marshal
Metro West Fire Protection District
(636) 821-5806

From: Kathy Arnett [mailto:Kathy@cityofwildwood.com]
Sent: Tuesday, June 30, 2015 12:03 PM
To: Dave Phipps <daveph@metrowest-fire.org>
Cc: Joe Vujnich <JVujnich@cityofwildwood.com>
Subject: Plans for New Subdivision - Villages at Bright Leaf

Hi Chief Phipps!

I spoke with Paul Pohlers this morning and he mentioned that you had not yet received from the developer a copy of the plans for the proposed Villages at Bright Leaf Subdivision. Attached is the set they submitted to the City. We have this request scheduled for public hearing before our Planning and Zoning Commission on Monday, July 20th.

We have done our preliminary review and sent our comments to the developer. One of those comments is to provide us with the Fire Protection District's comments/approval. So, we've sent them your way. I figured since you're getting questions from residents a copy of the preliminary plans can't hurt.

Let me know if you have any questions.

Sincerely,
Kathy

Kathy Arnett
Senior Planner I
City of Wildwood
16860 Main Street
Wildwood, MO 63040
kathy@cityofwildwood.com
636-458-0440 x135

Kathy Arnett

From: Chris DeGuentz <CDeGuentz@fandfhomes.com>
Sent: Tuesday, July 14, 2015 3:52 PM
To: Joe Vujnich; Kathy Arnett
Subject: Fwd: The Villages at Bright Leaf

Attached is the metro west review letter for bright

Chris DeGuentz
314.220.7799

Begin forwarded message:

> **From:** Larry Green <LGreen@sterling-eng-sur.com>
> **Date:** July 1, 2015 at 11:32:06 AM CDT
> **To:** Mike Falkner <mfalkner@sterling-eng-sur.com>
> **Cc:** Mike Boerding <MBoerding@sterling-eng-sur.com>, George Gower <GGower@sterling-eng-sur.com>, "Chris DeGuentz (CDeGuentz@fandfhomes.com)" <CDeGuentz@fandfhomes.com>, "Roger Cox (rcox@consort-homes.com)" <rcox@consort-homes.com>
> **Subject: The Villages at Bright Leaf**
>
> ---
>
> **From:** Dave Phipps [mailto:daveph@metrowest-fire.org]
> **Sent:** Wednesday, July 01, 2015 11:26 AM
> **To:** Larry Green
> **Subject:** RE: The Villages at Bright Leaf
>
> Larry,
>
> The bureau of fire Prevention has reviewed The Villages at Bright Leaf. The following are our comments:
>
> 1. Fire flow is 1500 GPM at 20 PSI
> 2. Fire hydrant spacing is 600 feet apart
> 3. For Fire and EMS access Pond Grover Loop Rd. must be complete from HWY 109 to HWY 100
> 4. All streets that are less than 26 feet in width must restrict parking on one side
> 5. All turning radius must comply with the fire district requiments
>
> David E. Phipps
> Fire Marshal
> Metro West Fire Protection District
> (636) 821-5806
>
> **From:** Larry Green [mailto:LGreen@sterling-eng-sur.com]
> **Sent:** Wednesday, June 24, 2015 1:23 PM
> **To:** Dave Phipps
> **Cc:** Mike Falkner; Mike Boerding; George Gower; Chris DeGuentz (CDeGuentz@fandfhomes.com); Roger Cox (rcox@thejonesconashville.com)
> **Subject:** The Villages at Bright Leaf

Dear Chief Phipps,

This letter is submitted to you on behalf of Fischer & Frichtel Custom Homes, LLC, and Consort Homes, LLC.

Attached please find a cover letter, Google Earth link, locator map, and a Site Development Plan for this project.

This site is located along Eatherton Road near Highway 100 and Highway 109 in the City of Wildwood, Mo.

The Site Development Plan is for your review and comment.

If you have any questions or comments, please do not hesitate to call.

Thank you,

Larry Green
Draftsman

The Sterling Company
5055 New Baumgartner Road
St. Louis, Missouri 63129
Phone: 314 487-0440 Ext. 1210
Fax: 314 487-8944

Please Visit our Website www.sterling-eng-sur.com

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ROCKWOOD SCHOOL DISTRICT

Administrative Center
111 East North Street
Eureka, MO 63025-1229

(636) 733-2032
(636) 938-2251Fax
sloanwilliam@rsdmo.org

William M. Sloan
Director of Purchasing and Transportation

CITY OF WILDWOOD
NOV 19 2015
DEPT OF PLANNING & PARKS

November 19, 2015

City of Wildwood
Planning and Zoning Commission
16860 Main Street
Wildwood, MO 63040

To Whom It may Concern,

As the Transportation Director for Rockwood it's my job to make sure we provide safe and efficient bus service to all of our 22,000 students. An improving economy means new opportunities for development and in some cases new families attending Rockwood schools. My understanding is a new development of 194 homes is being considered near the North East corner of highway 100 and highway 109. Students living in these new homes will attend Green Pines Elementary, Wildwood Middle and Lafayette High.

School buses are generally very safe for student travel however some of the most serious accidents occur when a bus enters or exits a major roadway. I urge the Commission to consider utilizing an extension of the Pond Grover Loop and/or Birch Forest to provide these families and our school buses safer access to our schools. These roads will help minimize bus traffic on highway 100 and 109 and reduce traffic through other established residential areas.

Sincerely,

William Sloan
Director of Purchasing and Transportation

AMENDED BILL NO. #2145 **ORDINANCE NO. #2145**

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI THAT AUTHORIZES THE CHANGE IN THE ZONING OF NINE (9) PROPERTIES THAT TOTAL 78.7 ACRES OF AREA FROM THE NU NON-URBAN RESIDENCE DISTRICT, THE R-3 10,000 SQUARE FOOT RESIDENCE DISTRICT, THE R-4 7,500 SQUARE FOOT RESIDENCE DISTRICT, AND THE R-6 AND R-6A 4,500 SQUARE FOOT RESIDENCE DISTRICT, WITH A PLANNED ENVIRONMENT UNIT (PEU) AND A PLANNED RESIDENTIAL DEVELOPMENT OVERLAY DISTRICT (PRD), TO THE R-3 10,000 SQUARE FOOT RESIDENCE DISTRICT (TOWN CENTER "NEIGHBORHOOD GENERAL DISTRICT" AND "NEIGHBORHOOD EDGE DISTRICT"), WITH A PLANNED RESIDENTIAL DEVELOPMENT OVERLAY DISTRICT (PRD), WHICH ARE ALL LOCATED ON THE NORTHWEST CORNER OF TAYLOR ROAD AND STATE ROUTE 100, WHICH WILL ALLOW THIS SITE'S USE FOR ONE HUNDRED NINETY-FOUR (194), SINGLE FAMILY DETACHED DWELLINGS ON INDIVIDUAL LOTS, WITH PUBLIC SPACE AND COMMON GROUND. (Ward Five)

WHEREAS, the Town Center Plan allows development proposals that are uniquely limited to this area, given their allowable densities, intensities, designs, and other characteristics that are consistent with the tenets of 'New Urbanism;' and

WHEREAS, over the years, many projects have been approved and developed in Town Center for commercial purposes, but only a limited number of residential developments have been completed, with many of the larger parcels of ground located within its boundaries not having that same level of interest; and

WHEREAS, this proposed site is the largest undeveloped property in the Town Center Area and designated for a mix of residential uses, including single family detached types on individual lots, which represents the current proposal that has been submitted and considered by the Planning and Zoning Commission and the City Council; and

WHEREAS, the proposal includes the development of a minimum of five (5) villages, with a varying number of lots and dwellings, which will total the one hundred ninety-four (194) authorized homesites and will be designed and developed consistent with many of the tenets of the Neighborhood Design Standards and Architectural Guidelines of the Town Center Plan; and

WHEREAS, the Planning and Zoning Commission was presented this proposal at a July 2015 public hearing, where many issues and other considerations were identified via the petitioners' presentation, its members' questions, and comments from nearby residents; and

WHEREAS, after this public hearing, the Planning and Zoning Commission considered those identified issues, considerations, questions, and comments, specifically relating to this proposal and particularly the construction of the Pond-Grover Loop Road, the extension of the Birch Forest Drive (a stub street), and the front-facing garages and suggested further review was warranted; and

WHEREAS, a Work Session was held by the Planning and Zoning Commission to further discuss these matters and seek resolutions to them, within the confines of the standards and requirements of the Town Center Plan; and

WHEREAS, after this Work Session, refinements were made to the design concept for this large Town Center Area site, which included revised designs of the some of the residential units relative to the proximity of the garage doors to the fronting streets, increases in public space areas, inclusion of sound mitigation efforts along State Route 100, alterations to the street network to improve safety, function, and calm traffic, and a modification to the design of a cul-de-sac and other lots to increase the bufferyard distance between them and abutting residential lots located in surrounding subdivisions; and

WHEREAS, with this direction from the Planning and Zoning Commission, the petitioner did revise the plan, but concerns lingered regarding the Pond-Grover Loop Road, Birch Forest Drive, and the front-facing garages, which led to another design that did not include the inclusion of any street extensions, i.e. Pond-Grover Loop Road and Birch Forest Drive; and

WHEREAS, this revised plan was reviewed by the Planning and Zoning Commission and it could not reach a majority vote on this project and the associated rezoning of the property and application of the special procedures permit (Planned Residential Development Overlay District); and

WHEREAS, the Planning and Zoning Commission deadlock, with a vote of 5 to 5, which meant the proposal failed for a lack of majority; and

WHEREAS, the Letter of Recommendation from the Planning and Zoning Commission was forwarded to City Council on December 14, 2015, where it conducted another public hearing on this matter, and heard from those individuals in attendance regarding this proposal; and

WHEREAS, at the conclusion of the public hearing, the City Council noted its concerns with the roadway issues and sought an appropriate solution, if possible, which was offered as the following: not connect Birch Forest Drive for all vehicular traffic, but rather design it to accommodate emergency access only, along with pedestrian and bicycle facilities, while requiring the dedication of the necessary and prescribed amount of right-of-way for the Pond-Grover Loop Road, along with requiring the developers to provide an escrow in the amount sufficient to accommodate its construction in the future, but not at this time, thereby allowing further consideration of it by the community; and

WHEREAS, with this direction for design changes to the roadway plan and other conditions, the City Council authorized the preparation of legislation in this regard for presentation on January 11, 2016, along with noting the project, notwithstanding the roadway components described above, was a positive for the Town Center Area and would address a difficult property that had been the subject of many discussions, since the update of the Town Center Plan during the years of 2008 to 2012; and

WHEREAS, the City Council, through its established authority under Chapter 89 of Missouri Revised Statutes and the Wildwood Charter, believes this action is consistent with good planning practice and will protect the public's health, safety, and general welfare by improving the conditions at this site with its redevelopment under a new owner.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. The City of Wildwood Zoning Ordinances and Official Zoning District Maps, which are made a part hereof, are hereby, are hereby amended to reflect the change in zoning from the NU Non-Urban Residence District, the R-3 10,000 square foot Residence District, the R-4 7,500 square foot Residence District, and the R-6 and R-6A 4,500 square Residence District, with a Planned Environment Unit (PEU) and a Planned Residential Development Overlay District (PRD), to the R-3 10,000 square foot Residence District, with a Planned Residential Development Overlay District (PRD), as set forth in this ordinance, for the following described land:

A TRACT OF LAND BEING PART OF SECTION 1, TOWNSHIP 44 NORTH, RANGE 3 EAST IN ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTH AND SOUTH CENTERLINE OF SECTION 1 AND BEING THE SOUTHWEST CORNER OF EVERGREEN SECTION 2, PLAT 1, A SUBDIVISION AS RECORDED IN PLAT BOOK 260, PAGES 67 AND 68 OF THE ST. LOUIS COUNTY RECORDS; THENCE LEAVING SAID CENTERLINE AND ALONG THE SOUTH LINE OF SAID EVERGREEN SECTION 2, SOUTH 87°39'31" EAST, 935.26 FEET TO A POINT BEING THE SOUTHEAST CORNER OF LOT 409 OF EVERGREEN PLAT 4, A SUBDIVISION AS RECORDED IN PLAT BOOK 226, PAGES 95-97 OF SAID COUNTY RECORDS; THENCE LEAVING SAID SOUTH LINE AND ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 125.00 FEET, A CENTRAL ANGLE OF 59°04'05", AN ARC LENGTH OF 128.87 FEET, THE CHORD OF WHICH BEARS NORTH 31°51'57" EAST, 123.24 FEET TO A POINT; THENCE NORTH 61°24'00" EAST, 79.93 FEET TO A POINT; THENCE ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 200.00 FEET, A CENTRAL ANGLE OF 46°05'00", AN ARC LENGTH OF 160.86 FEET, THE CHORD OF WHICH BEARS NORTH 84°26'30" EAST, 156.56 FEET TO A POINT IN THE SOUTH RIGHT-OF-WAY OF BIRCH FOREST DRIVE (50' WIDE); THENCE ALONG THE SOUTHERN EDGE OF SAID RIGHT-OF WAY SOUTH 72°31'00" EAST, 38.21 FEET TO A POINT; THENCE ALONG AN ARC TO THE LEFT HAVING A RADIUS OF 200.00 FEET, A CENTRAL ANGLE OF 12°38'00", AN ARC

LENGTH OF 44.10 FEET, THE CHORD OF WHICH BEARS SOUTH 78°50'00" EAST, 44.01 FEET TO A POINT BEING THE NORTHWEST CORNER OF LOT 406 OF SAID EVERGREEN PLAT 4; THENCE LEAVING SAID RIGHT-OF-WAY AND ALONG THE WEST LINE OF SAID LOT 406, SOUTH 04°51'00" WEST, 153.26 FEET TO THE SOUTHWEST CORNER OF SAID LOT 406, SAID POINT BEING IN THE SOUTH LINE OF SAID EVERGREEN PLAT 4; THENCE ALONG SAID SOUTH LINE SOUTH 87°39'31" EAST, 51.98 FEET TO A FOUND AXLE, SAID POINT BEING THE NORTHWEST CORNER OF EVERGREEN PLAT 3, A SUBDIVISION AS RECORDED IN PLAT BOOK 204, PAGES 71-73 OF SAID COUNTY RECORDS, FROM WHICH POINT A STONE BEARS SOUTH 01°34'37" WEST, 98.54 FEET SAID POINT ALSO BEING IN THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 1; THENCE ALONG THE WEST LINE OF THE EAST HALF OF THE NORTHEAST QUARTER, SOUTH 01°34'37" WEST, 1,128.77 FEET TO A POINT, SAID POINT BEING LOCATED ALONG THE WESTERN LINE OF LOT 112 OF EVERGREEN PLAT 1, A SUBDIVISION AS RECORDED IN PLAT BOOK 190, PAGE 89 OF SAID COUNTY RECORDS, SAID POINT BEING LOCATED ON THE CENTERLINE OF TAYLOR ROAD (30 FEET WIDE), THENCE LEAVING SAID CENTERLINE AND PROCEEDING NORTH 88°25'23"W, 20.00 FEET TO A POINT; THENCE SOUTH 20°00'41" WEST, 94.87 FEET; SOUTH 01°34'37" WEST, 113.11 FEET; SOUTH 43°21'00" WEST, 75.00 FEET TO A POINT BEING ON THE NORTH LINE OF MISSOURI STATE HIGHWAY 100 (ALSO KNOWN AS MANCHESTER ROAD); THENCE WITH SAID NORTH LINE NORTH 85°02'20" WEST, 461.64 FEET; ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 17,063.74 FEET, A CENTRAL ANGLE OF 01°22'40", AN ARC LENGTH OF 410.35 FEET, THE CHORD OF WHICH BEARS NORTH 84°21'00" WEST, 410.34 FEET TO A POINT; THENCE NORTH 73°52'26" WEST, 150.88 FEET; ALONG AN ARC TO THE RIGHT HAVING A RADIUS OF 17,038.74 FEET, A CENTRAL ANGLE OF 01°40'00", AN ARC LENGTH OF 495.64 FEET, THE CHORD OF WHICH BEARS NORTH 82°19'40" WEST, 495.62 FEET TO A POINT; THENCE NORTH 68°37'23" WEST, 137.03 FEET; NORTH 81°02'40" WEST, 865.00 FEET; NORTH 79°53'55" WEST, 500.10 FEET; NORTH 73°28'36" WEST, 230.48 FEET TO A POINT IN THE EAST RIGHT-OF-WAY LINE OF EATHERTON ROAD (40' WIDE); THENCE ALONG LAST SAID RIGHT-OF-WAY NORTH 27°33'18" WEST, 688.50 FEET TO A POINT BEING THE SOUTHWEST CORNER OF A 15 FOOT DEDICATION STRIP AS PER EASEMENT PLAT FOR SANDALWOOD CREEK PHASE 1, AS RECORDED IN PLAT BOOK 234, PAGE 33, AND AMENDED IN PLAT BOOK 243, PAGE 3 OF SAID COUNTY RECORDS, FROM WHICH POINT A CONCRETE MONUMENT BEARS SOUTH 87°37'57" EAST, A DISTANCE OF 17.32 FEET; THENCE ALONG THE SOUTH LINE OF SANDALWOOD CREEK CONDOMINIUMS PHASE ONE-A, (PLAT BOOK 234, PAGE 6), SANDALWOOD CREEK CONDOMINIUMS PHASE TWO-A (PLAT BOOK 242, PAGES 84-87), SANDALWOOD CREEK CONDOMINIUMS PHASE SIX-A, (PLAT BOOK 270, PAGES 57-61), AND SANDALWOOD CREEK CONDOMINIUMS PHASE SEVEN-A, (PLAT BOOK 285, PAGES 35-38) OF ST. LOUIS COUNTY RECORDS, SOUTH 87°33'57" EAST, 1,534.38 FEET TO A POINT BEING THE SOUTHEAST CORNER OF SAID SANDALWOOD CREEK CONDOMINIUMS PHASE SEVEN-A, AND ALSO BEING THE SOUTHWEST CORNER OF HUNTERS RUN, A SUBDIVISION AS RECORDED IN PLAT BOOK 320, PAGES 25-26 OF SAID COUNTY RECORDS; THENCE ALONG THE SOUTH LINE OF SAID HUNTERS RUN SOUTH 87°41'40" EAST, 771.44 FEET TO A POINT IN THE AFOREMENTIONED NORTH AND SOUTH CENTERLINE OF SECTION 1, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF SAID HUNTERS RUN; THENCE ALONG SAID CENTERLINE AND EAST LINE OF SAID HUNTERS RUN NORTH 01°12'37" EAST, 399.14 FEET TO THE NORTHEAST CORNER OF SAID HUNTERS RUN AND THE POINT OF BEGINNING AND CONTAINING 3,436,441 SQUARE FEET MORE OR LESS (78.8898 ACRES MORE OR LESS.)

Section Two. The zoning authority and approval embodied in this ordinance is granted subject to compliance with the Subdivision and Development Regulations, Zoning Code, and all other City of Wildwood ordinances, rules, and regulations and the conditions of this ordinance, except as, may be modified herein, upon the requirement the development and approved Site Development Plan are carried out in accordance with the recommendation forwarded to the City Council by the Planning and Zoning Commission within the communication dated December 7, 2015, which is incorporated herein by reference as if fully set forth in this ordinance. The zoning authority granted herein is further subject to the following conditions:

1. PERMITTED USES

a. This Planned Residential Development (P.R.D.) Overlay District shall authorize the maximum development of **one hundred ninety-four (194)**[1] ~~eighty-seven (187)~~, detached single family dwellings on individual lots, with common ground and public space, and all permitted accessory structures normally found in conjunction with the primary use of each property. If the Homeowners Association should want to construct an in-ground swimming pool and related cabana, such is allowed within the boundaries of this Planned Residential Development Overlay District (PRD), but must be located in subdivision-owned common ground.

[1] These requests were advertised for 194 units; therefore, a greater number cannot be considered, unless a new public hearing is held.

2. LOT SIZES, DEPTHS, AND BUILDING REQUIREMENTS

a. Each detached dwelling unit shall be located on an individual lot of record that meets the following requirements, per its location within the six (6) defined villages:
   i. Village A – Eighty (80) foot minimum lot width and lot size of 12,000 square feet.
   ii. Village B –Sixty-three (63) foot minimum lot width and lot size of 9,000 square feet.
   iii. Village C – Sixty-two (62) foot minimum lot width and lot size of 9,000 square feet. ~~excepting four (4) lots, which shall have direct frontage onto the Pond Grover Loop Road, with on-site turnaround capabilities provided on each of them. These four (4) lots shall have a minimum width of seventy (70) feet, a front yard setback distance of thirty-five (35) feet, and a depth no less than one hundred sixty (160) feet.~~
   iv. Village D – Sixty (60) foot minimum lot width and lot size of 6,500 square feet.
   v. Village E – Thirty-eight (38) foot minimum lot width and lot size of 4,000 square feet.
   vi. Village F - Rear-Entry Garage Lots – Forty-five (45) foot minimum lot width and lots size of 5,400 square feet.
   vii. Properties located within a cul-de-sac shall be as approved by the Planning and Zoning Commission on the Site Development Plan. These widths shall be measured at the front building line.

b. All detached single family dwellings shall have a minimum finish floor elevation of their front porches of **eighteen (18) inches** in height above the adjoining sidewalk grade. All dwelling units shall have a front porch, which must extend across **at least thirty percent (30%)** of the façade's elevation facing the frontage line, at a minimum depth of no less than six (6) feet. No building facade shall show more than four (4) corners to the frontage line or as approved by the Architectural Review Board on the required elevations.

c. 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.

d. Direct residential drive access shall be allowed for up to **one hundred fifty-seven (157)** ~~**fifty-three (153)**~~ of the single family detached units within this development from the system of internal streets, but the garage door(s) on each unit must be a minimum of **seven point five (7.5)** feet behind an imaginary line formed by an extension of the front elevation of the dwelling (including the front porch) parallel to the lot's frontage, excepting those units in Villages A, C, and E. **Units in two (2) of these villages shall be as reviewed and acted upon by the Planning and Zoning Commission on the Site Development Plan (Villages A and C).** ***Garage door(s) associated with any unit located within Village E shall be a minimum of six (6) feet behind an imaginary line formed by an extension of the front elevation of the dwelling (including the front porch) parallel to the lot's frontage.*** Individual garage doors shall not be greater than **twenty (20) feet** in width and must be **carriage types**, including windows, and incorporate other architectural treatments, as determined by the City's Architectural Review Board to be appropriate, to lessen their prominence within the visual corridor formed by these interior streets within the development, unless a suitable alternative design is provided for these openings. **The developer shall provide a minimum of two (2) options that incorporate these requirements to the Planning and Zoning Commission for its consideration, as part of the Site Development Plan review and action process, regarding the front of the garages that further reduces their prominence from the abutting street view. Architectural type shingle selections shall be required on all residential units of a minimum thirty (30) year standard.**

e. **The New Urbanism lots that are part of this Planned Residential Development Overlay District boundary shall be accessed by service lanes (alleys) that comply in their construction with the Street Specifications of the Town Center Plan. These service drives shall provide access to rear loaded garages that must be provided, as part of any single-family detached dwelling, for a minimum of thirty-seven (37) ~~thirty-three (33)~~ of the allowable one hundred ninety-four (194) ~~eighty-seven (187)~~ lots. These lots do not need to incorporate the garage offset distance noted in Condition 2(d.) of this Ordinance.**

f. The first story, interior clear height for all single family dwellings shall be not less than **nine (9) feet**.

g. Detached single family dwelling units, which face the frontage line, but also places the side of the building along another right-of-way, shall be designed to incorporate the elements of the front facade along that portion of the structure **(in its entirety)**. The placement and design of these units shall be approved by the Planning and Zoning Commission on the Site Development Plan and the elevations of these units by the Architectural Review Board.

h. The proposed architectural design, character, and style of all buildings and dwelling units shall adhere to the City of Wildwood's Town Center Architectural Guidelines, Neighborhood Design Standards, and any other applicable requirements of the Town Center Plan, **excepting no vinyl siding shall be allowed on any dwelling unit within the boundaries of this Planned Residential Development Overlay District (PRD). All materials used on any facade of a residential unit shall be fiber cement siding and backer board**. Approval of the required design shall be by the Architectural Review Board. Minimally, all buildings shall maintain a consistent theme throughout the boundaries of this Planned Residential Development Overlay District in terms of material, color, and style.

i. The overall area of this Planned Residential Development Overlay District (PRD) shall be no less than 78.7 acres in total.

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, time intervals may be extended once by the Planning and Zoning Commission in accord with requirements of Section 420.060 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 lot diagram, indicating all site design information such as, but not limited to, right-of-way width, improvement dimensions and locations, setbacks, and building placement.
c. The location and size of all parking areas, pavement widths, and right-of-way dedications of all internal roadway improvements and drives.
d. A general plan indicating setback lines along the perimeter of the subject tract of land and surrounding property lines and related improvements within four hundred (400) feet of this site's boundaries.

e. Location of all roadways adjacent to the property, including required roadway right-of-way dedication and pavement widening with existing and proposed improvements, and general location, size, right-of-way, and pavement width of all interior drives.
f. The location and size of all freestanding signs, lighting, fences, sidewalks, and other above ground structures, except retaining walls less than two (2) feet in height per section.
g. Existing and proposed contours at vertical intervals of not more than two (2) feet.
h. General location of sanitary sewer facilities.
i. Parking and density calculations.
j. Conceptual location and size of common ground areas.
k. A typical section of the proposed road indicating the placement and design of required streetscape improvements.
l. 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 Ordinance 410 and accompanying Tree Manual.
m. An inventory of the percent of tree canopy or individual trees to be retained on the site.
n. Location of all existing and proposed easements.
o. All other information not mentioned above, but required on a preliminary plat in accord with Section 420.060 of the City of Wildwood Subdivision and Development Regulations.

If the Planning and Zoning Commission determines, through its standard review processes, the Site Development Plan cannot be acted upon due to non-compliance to the site-specific ordinance, the Zoning Ordinance, or other land use regulations applicable to this type of subdivision, as interpreted by it, then the rezoning of the subject site and the application of the Planned Residential Development Overlay District shall not remain effective thereafter and the City must initiate the revocation process described in the Zoning Ordinance for this type of circumstance.

4. SITE DEVELOPMENT PLAN DESIGN CRITERIA

The above Site Development Plan shall adhere to the following specific design criteria:

Build-To Lines - Residential

a. Any building or structure, other than boundary and/or retaining walls, fences, detention facilities, and/or light standards, shall adhere to the following build-to lines, as specified in the Town Center Plan's Neighborhood Design Standards:

    (1) **Twenty (20)** feet from any right-of-way line, except any unit served by a rear entry garage, which shall have a **build-to distance of ten (10) feet** (see Condition 2(a.)).
    (2) **Five (5) feet** for any side yard property line and ten (10) feet for side yard areas that abut the perimeter of the Planned Residential Development Overlay District.
    (3) **Fifteen (15) feet from any rear yard property line** and thirty (30) feet for rear yard areas that abut the perimeter of the Planned Residential Development Overlay District.
    (4) **Five (5) feet from any rear yard property line** for any unit served by a rear entry garage.

Parking Setbacks – Residential

b. All parking stalls or loading spaces, excluding points of ingress or egress for the detached dwelling units, shall be located behind the front elevation of the dwelling a minimum of **twenty-five (25)**

feet. Driveway widths serving these required parking spaces, specifically between the edge of the public right-of-way and the front building line, shall be as approved by the Planning and Zoning Commission on the Site Development Plan, but be minimized in their respective distances to the greatest extent possible.

Access and Roadway Improvements

c. **State Route 100** - Dedicate the required amount of right-of-way and/or easements along this property's State Route 100 frontage to the Missouri Department of Transportation (MoDOT) for public roadway purposes and, **subject to Subsection 4(d.)**, construct within this area the extension of the Pond-Grover Loop Road, all necessary intersection modifications and upgrades, and other improvements required therein. Improvements to State Route 100 shall conform to the requirements of the Missouri Department of Transportation (MoDOT) and the City of Wildwood's Street Specifications of the Town Center Plan, as directed and approved by the State of Missouri and the City of Wildwood's Department of Public Works. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be installed by the developer, as specified by the City of Wildwood's Town Center Plan within the right-of-way of State Route 100 and directed by the Department of Public Works.

d. **Pond-Grover Loop Road – Subject to the conditions that follow in this Subsection [4 (d.)], petitioners/developer shall construct the Pond-Grover Loop Extension, as shown on the approved Preliminary Plan; ~~deviations in~~ modifications to the location and design of the extension from what is shown on the plan may be approved by the Directors of the Departments of Planning and Public Works, so long as the purpose of the extension, as contemplated by the Town Center Plan, is ~~fulfilled~~ satisfied; the final location, design and specifications of the ~~plan~~ extension shall be shown on the applicable plat of the subdivision, as approved by City Council.**

   i. **The extension shall be constructed pursuant to applicable City standards;**
   ii. **The cost of constructing the extension shall be determined by petitioners/developer, subject to ~~approval~~ review and acceptance by the Directors of Planning and Public Works, prior to approval of the applicable plat;**
   iii. **Upon acceptance ~~approval~~ of the cost by the Directors of Planning and Public Works, and prior to approval of the applicable plat, the petitioners/developer and the City shall execute an agreement that provides for the following:**
      1. **The dedication of right-of-way to the City for the extension, pursuant to the applicable plat, and such other instruments, as may be reasonably required by the City;**
      2. **A Letter of Credit, in the amount of the cost, issued to the City, as beneficiary, shall be obtained by petitioners/developer from a financial institution and with terms and conditions and an outside expiration date (including any renewal terms) that are acceptable to the Directors of Planning and Parks and the City Attorney and in accord with the terms and conditions of this Subsection [4(d.)] for the purpose of securing the performance of the construction of the extension; and the Letter of Credit shall be issued and delivered to the City, prior to approval of the applicable plat;**
      3. **Commencement of construction of the extension within ninety (90) days after a Notice to Proceed is issued by the Directors of Planning and Public Works to petitioners/developer and petitioners/developer shall proceed and complete the extension in accordance with a schedule approved by the Directors of Planning and Public Works;**

4. **If Notice to Proceed is not issued by the second ~~first~~ anniversary date of the approval of the applicable plat or if the City issues a notice to petitioners/developers stating the extension should not be constructed, petitioners/developer's obligation to construct the extension shall terminate, the Letter of Credit shall terminate, and the dedication shall be released/reconveyed to the petitioners/developers, or their successor(s), in title; the area on the plan set aside for the extension shall, in the event of such release and reconveyance, be converted to common ground, with trail(s) and associated public easements for them, as approved by the Director of Planning and Parks; and**
5. **The City shall execute and record such instruments and documents, as may be reasonably necessary to effect the foregoing terminations and release/reconveyance.**

~~e. Establish a minimum seventy (70) foot wide public right-of-way dedication to the City of Wildwood and construct the Pond Grover Loop Road Extension through the site that provides a total of two (2), eleven (11) foot wide lanes (not inclusive of the concrete vertical curb and gutter), a minimum ten (10) foot wide grass median, and a five (5) foot wide sidewalk on east side of this internal roadway, and a ten (10) foot wide multiple use trail on its west side, all of which adhere to the Town Center Plan's Street Specifications and the Streetscape Design Requirements, as directed by the Department of Public Works and approved by the Planning and Zoning Commission on the Site Development Plan. Tree lawn areas and all stormwater management facilities shall be the developer's responsibility to provide and construct as well. Along with this dedication of seventy (70) feet of right-of-way, the developer shall provide a five (5) foot wide roadway, maintenance, landscaping, sewer, sidewalk, and utility easement along both sides of this public dedication area. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be installed by the developer, as specified by the City of Wildwood's Town Center Plan within the right-of-way of Pond Grover Loop Road and directed by the Department of Public Works.~~

~~i. The developer is also responsible for the construction of a roundabout at a location approved by the Planning and Zoning Commission on the Site Development Plan. This roundabout shall be designed, engineered, and constructed in accordance with the Town Center Plans Street Specifications and Streetscape Requirements. The Departments of Public Works and Planning shall direct determinations in this regard, along with final action by the Planning and Zoning Commission.~~

e. **Internal Streets** - Complete the necessary dedication of land area within this subject site for public right-of-way purposes associated with the internal network of streets. These dedications for public rights-of-way shall be used for the construction by the developer of a network of internal residential streets for service to the authorized lots. These dedications shall be a minimum of forty (40) feet in width to accommodate the construction of two (2) lanes of asphalt roadway, with concrete curb and gutter, and five (5) foot wide sidewalks, including a three (3) foot tree lawn area, which all adhere to the Town Center Plan's Street Specifications and the Streetscape Design Requirements, as directed by the Department of Public Works and approved by the Planning and Zoning Commission on the Site Development Plan. The construction of these improvements is the sole responsibility of the developer(s) of this project. Along with this dedication of these rights-of-way areas, the developer shall provide a five (5) foot wide roadway, maintenance, landscaping, sewer, sidewalk, and utility easement along both sides of this public dedication area. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be

installed by the developer, as specified by the City of Wildwood's Town Center Plan within the rights-of-way of these unnamed streets and directed by the Department of Public Works.

f. **Eatherton Road Extension** - Dedicate the required amount of right-of-way and/or easements within the boundaries of this property to the City of Wildwood for the construction of the Eatherton Road Extension for public roadway purposes, which include a minimum driving surface of two (2) lanes that total twenty-six (26) feet in width, a five (5) foot wide sidewalk on both sides of this driving surface, and street trees and lights, including a minimum seven (7) foot wide tree lawn area for these improvements. A roundabout, and related channelization islands and other improvements as set forth therein, is required within the Eatherton Road Extension right-of-way area and the developer is responsible for its construction. Improvements to Eatherton Road shall conform to all of the requirements of the City of Wildwood's Street Specifications of the Town Center Plan, as directed and approved by the City of Wildwood's Department of Public Works. All streetscape requirements (street trees, lights, signs, waste receptacles, benches, and other items consisting of approved materials) shall be installed by the developer, as specified by the City of Wildwood's Town Center Plan within the right-of-way of Eatherton Road and directed by the Department of Public Works.

g. **Birch Forest Drive** – **The trail/emergency extension of ~~extend~~ Birch Forest Drive, from its current terminus into the subject site, shall be limited to a design that accommodates only emergency and pedestrian/bicyclist access. The construction ~~and~~ of this trail/emergency extension shall adhere to established and accepted design, engineering, and material standards and specifications, which would allow for emergency vehicles only, pedestrians, and bicyclists to access across it, while blocking any other vehicle by a system of bollards (or acceptable alternative), to be selected in terms of their types and placements, as directed by the ~~Town Center Plan's Street Specifications and the Streetscape Design Requirements~~ Department of Public Works and the Metro West Fire Protection District, all needing final action by the Planning and Zoning Commission on the Site Development Plan. ~~Safety~~ Components determined necessary for the design and construction/reconstruction of this alternative, trail/emergency/pedestrian/bicyclist ~~any stub street~~ extension shall be indicated on the Site Development Plan and reviewed and acted upon thereafter by the Planning and Zoning Commission.**

h. **Service Lanes (alleys)** - Complete the necessary dedication of land area within this subject site for private access purposes. These dedications for private purposes shall be used for the construction by the developer of a system of lanes/alleys for service to the authorized lots. These dedications shall be a minimum of twenty-two (22) feet in width to accommodate the construction of a lane/alley, which all adhere to the Town Center Plan's Street Specifications and the Streetscape Design Requirements, as directed by the Department of Public Works and approved by the Planning and Zoning Commission on the Site Development Plan.

i. Any planned traffic island/cul-de-sac shall be designed and constructed by the developer of this residential subdivision in accordance with City of Wildwood standards, and as directed by the Department of Public Works. The Planning and Zoning Commission, on the Site Development Plan, shall approve the final design of this traffic calming improvement.

Miscellaneous Roadway Requirements

j. 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.

k. 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.

l. **Construction access shall be from State Route 100 during the development of this site, not via Birch Forest Drive and/or Eatherton Road.**

m. Sidewalks shall be required on all public and private streets (parking lot aisles) and provide for a continuous and logical layout of this pedestrian network. Design and construction requirements for all sidewalks within the entire development shall be as established in the Street Specifications and Streetscape Elements of the Town Center Plan. Approval of their location, design, and material shall be by the Planning and Zoning Commission, as part of the Site Development Plan review process.

n. The developer is advised that utility companies will require compensation for relocation of their utility facilities within public road right-of-way. Utility relocation cost shall not be considered as an allowable credit against the petitioner's Traffic Generation Assessment contributions. 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 roadway improvements.

o. All internal streets, access drives, or lanes, whether public or private, shall comply with the Streetscape Requirements of the Town Center Plan in terms of improvements, such as drive lane widths, sidewalks, stormwater drainage facilities, garden walls, street trees and lights, and pedestrian furniture. If certain streets, drives, or lanes are to be private, an easement shall be provided to the City granting public use of them for pedestrian and vehicular purposes. These easements shall be granted at the time of the Record Plat approval by the City Council.

Parking Requirements - Residential

p. Parking spaces shall be provided as required by the Town Center Plan's Neighborhood Design Standards and Section 415.340 Off-Street Parking and Loading Requirements of the City of Wildwood Zoning Ordinance for the R-3 10,000 square foot Residence District.

Landscape Requirements - Specific

q. Landscaping shall adhere to all requirements of Ordinance 410 and its accompanying Tree Manual, including the submittal of a Tree Preservation Plan in conjunction with the Site Development Plan.

r. All streets, roads, and lanes shall be appropriately landscaped as required by the Streetscape Design Requirements of the Town Center Plan and approved by the Planning and Zoning Commission on the Site Development Plan.

s. 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 Ordinance 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 Ordinance 410 Tree Preservation and Restoration Code.

t. Landscaping with the defined common ground areas shall comply with Ordinance 410 Tree Preservation and Restoration Code requirements and accompanying Tree Manual. The Planning and Zoning Commission, on the Site Development Plan, shall approve the planting pattern. Amenities, such as benches, lights, and walking paths shall be installed in the open space area of the residential development by the developer of these one hundred ninety-four (194) ~~eighty seven (187)~~ dwelling units.

u. The developer shall provide a minimum twenty (20) foot wide, landscape buffer strip, within a perpetual easement dedicated to the Homeowners Association for its maintenance and care, along the entire eastern boundary of the site, where existing woodlands are not preserved, for plantings, as reviewed and acted upon by the Planning and Zoning Commission.

v. A Landscape Architect shall sign and submit all plans for review and approval for this mixed-use development.

Signs - Residential

w. Signs for this P.R.D. Overlay District shall be erected in accordance with the Town Center Plan Architectural Guidelines and Section 415.410 Sign Regulations of the City of Wildwood Zoning Ordinance for the R-3 10,000 square foot Residence District.

x. 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

y. 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. Illumination levels for all lighting shall comply with the provisions of the City of Wildwood's Zoning Code, Section 415.450 "Outdoor Lighting Requirements." A Lighting Study shall be submitted in conjunction with the Site Development Plan indicating compliance to these requirements. The Planning and Zoning Commission shall approve the location, design, and appearance of all light standards and fixtures as part of the Site Development Plan review process.

Miscellaneous Conditions

z. The design, color, material, and location of all garden and screen walls or fences, if planned or required, shall be consistent with the requirements of the Town Center Plan's Architectural Guidelines and be shown on the Site Development Plan for review and action by the Planning and Zoning Commission and the Architectural Review Board.

aa. Improvements associated with public infrastructure, such as roadways, sidewalks, and access points, shall comply with general design principles that will provide for safe and efficient movement of traffic in and around these sites and improve overall circulation in the area. These improvements shall be reviewed and approved by the Department of Public Works.

bb. 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.

cc. 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. Walls crossing property lines shall be located in a maintenance easement. The design, color, material, and location of all walls shall be consistent with the requirements of the Town Center Plan's Architectural Guidelines and be shown on the Site Development Plan for review and action by the Planning and Zoning Commission.

dd. The location of all utility easements for proposed service to this development shall be as approved by the Planning and Zoning Commission on the Site Development Plan. All utilities installed to serve this site shall be placed underground, including any existing overhead lines located on the subject property.

~~ee. No portion of any lot that is to be located within the proposed eight (8) lot cul de sac solely served by Pond Grover Loop Road shall extend closer than thirty (30) feet to the abutting Planned Residential Development Overlay District (PRD) boundary to their north. This buffer area shall be protected from all land disturbance activities. Additionally, the common boundary between this site and the Sandalwood Creek and Hunters Run Subdivisions shall be separated by a minimum ten (10) foot buffer area that is common ground. This area shall also be protected from all land disturbance activities.~~

5. TRAFFIC GENERATION ASSESSMENT FEE

The developer shall contribute to the East Area Traffic Generation Assessment Trust Fund established by Section 140.210 of the City of Wildwood's Revised Codes. This assessment must be paid in full at the time of the first Zoning Authorization for any building or structure or when the individual issuances of building permits for the authorized lots are approved. This contribution shall not exceed the amount established by multiplying the number of **provided** parking spaces by the following rate:

Type of Development	*Required Contribution*
Single Family Dwelling **(detached)**	$1,055.10/Parking Space

(Section 415.280 of the City of Wildwood Zoning Code defines a parking space.)

If type of development proposed differ than those listed, rates shall be provided by the Department of Public Works.

As this development is located within a Trust Fund area established by the City of Wildwood, any portion of the traffic generation assessment contribution, which remains, following completion of roadway improvements required by the development shall be retained in the appropriate trust fund.

The amount of this required contribution, if not submitted by January 1, 2016, 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.

The Planning and Zoning Commission is recommending these fees be credited to the developer for the purposes of assisting with completion of required improvements within the right-of-way of the Pond-Grover Loop Road, **if constructed. Additionally, credits may also be considered toward the construction of the Eatherton Road extension through the subject site, but would be solely based upon the difference in cost of a residential type street, of the same dimensions, versus this arterial type roadway. Credits would only be considered for the Eatherton Road Extension, if Pond-Grover Loop Road were not to be constructed.** The granting of these credits is at the sole discretion of the City Council.

6. 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 City of Wildwood Department of Public Works and the Metropolitan St. Louis Sewer District 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 and the Metropolitan St. Louis Sewer District standards.
2. All stormwater shall be discharged at an adequate natural discharge point. Sinkholes are not adequate points of natural discharge and may not be disturbed.
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, unless otherwise accepted by the Metropolitan St. Louis Sewer District.
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/Missouri Department of Transportation (MoDOT) rights-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 which 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.

Stormwater Pollution Prevention Plan

c. Submit a Stormwater Pollution Prevention Plan, as part of the Site Development Plan review process, indicating compliance to all Federal, State, and local requirements regarding the management of stormwater runoff to prevent siltation and erosion, while preserving water quality, both upon the site and on downstream properties.

Natural Resource Protection Plan

d. 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.

Environmental Assessment – Phase One

e. The developer shall provide to the Planning and Zoning Commission, as part of the Site Development Plan submittal package, a Phase I Environmental Assessment Report of the property, which indicates its current condition relative to its past utilization by other owners. Determination regarding any required mediation shall be identified and completed, prior to the approval of the Record Plat and before the occupancy of any residential unit, all being in accordance with State and federal standards and guidelines, as set forth by the United States Environmental Protection Agency (EPA) and the Missouri Department of Natural Resources (MDNR), for any determined contaminant exceeding a residential cleanup standard/guideline, with the cost borne for such by the developer and not the City of Wildwood.

Floodplain Study and Plans/Wetlands Study

f. The developer shall provide a floodplain/wetlands study to the Department of Public Works indicating compliance to the requirements of the City of Wildwood, the U.S. Army Corp of Engineers, and the Federal Emergency Management Agency (FEMA) regarding disturbance or development in

the protected waterways and floodplain areas. This study shall minimally provide information relating to disturbance of any protected area and be reviewed and acted upon by the Department of Public Works, as part of the Site Development Plan submittal process.

7. RECORDING

Within ninety (90) 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 (Wildwood), the Missouri Department of Transportation, the Metro West Fire Protection District, the Missouri Department of Natural Resources, and the Metropolitan St. Louis Sewer District must be received by the Department of Planning.

b. Prior to the issuance of a foundation or building permit for any lot, which adjoins the common ground area and/or detention, basin, written certification from a Professional Engineer which verifies these areas are graded in accordance with the approved plans, must be received by the Department of Planning.

Roadway Improvements

c. Improvements to State Route 100 and Eatherton Road must be completed prior to the issuance of building permits in excess of ten (10) percent of the units. Any delays in utility company relocation and adjustments will not constitute a cause to allow occupancy prior to completion of roadway improvements.

Land Subdivision

d. 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

e. 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 provisions of Section 415.470 and 415.510 of the City of Wildwood Zoning Code.

Escrow Requirements

f. All improvement and landscaping costs shall be submitted to the City of Wildwood through the standard subdivision escrow procedures.

Improvement Plans

g. The developer of this residential subdivision shall provide to the City Improvement Plans indicating construction details relative to public and private infrastructure associated with its development. Said plans will be used to calculate escrow requirements for these identified improvements.

Sanitary Sewage System

h. The developer shall provide verification from the Metropolitan St. Louis Sewer District that public sewer service has been provided to this site. Verification shall be in a form acceptable to the City of Wildwood.

Potable Water Service

i. The developer shall provide verification from the Missouri American Water Company that service to this subdivision can be provided at acceptable levels relative to the density of the project and not cause service issues to other households served by the same.

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.

c. A copy of the most recently approved Site Development Plan for this P.R.D. Overlay District development shall be prominently displayed at all times in all sales offices for this development.

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. 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.

f. 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.

g. 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.

h. 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.

i. This zoning approval is conditioned on compliance with the Zoning Code, Subdivision Code, 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 ordinance, except where this ordinance has expressly modified such regulations by reference to the applicable provision authorizing such modification.

10. PUBLIC SPACE REQUIREMENTS

a. Developer shall construct improved public space in conformance with or otherwise satisfying the requirements of the City's Public Space Ordinance, Chapter 415.260 and 415.270 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 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 ordinances, but shall be completed prior to issuance of any occupancy (temporary or final) permit 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 authorized dwelling units at a rate of 1,742.4 square feet per new single family dwelling**. The provision of public space shall substantially comply with the Preliminary Development Plan submitted in conjunction at the public meeting on November 2, 2015.

Editor's Note: Changes to the report from its October 5, 2015 version to the November 2, 2015 are with a single strike-through line. Previous changes considered by the members at their October 5, 2015 Planning and Zoning Commission meeting are indicated by blue-type. **No modifications have been made to the Letter of Recommendation, since the Planning and Zoning Commission took action upon it on November 16, 2015, excepting Condition 2(d.). This condition was recommended for a change, as part of the motion and vote on the overall Letter of Recommendation, which, again, failed for a lack of majority. Changes to the Letter of Recommendation, which were supported by the City Council and authorize for inclusion in the proposed Bill, are indicated in brown, bolded type. Blue, bolded type reflects changes from the January 11, 2016 City Council meeting.**

Section Three. This ordinance shall be in full force and effect on and after its passage and approval.

This Bill was passed and approved this 25 day of January, 2015, by the Council of the City of Wildwood, Missouri after having been read by title, or in full, two (2) times prior to its passage.

Presiding Officer

Timothy Woerther, Mayor

ATTEST:

City Clerk

Liz Weiss, City Clerk

July 14, 2015

Mr. Roger Cox
Consort Homes
16640 Chesterfield Grove Road, Suite 130
Chesterfield, Missouri 63005

RE: Traffic Impact Study
Proposed Brightleaf Residential Development – Jones Property
Wildwood, Missouri
CBB Job Number 049-15

Dear Mr. Cox:

In accordance with your request, CBB has completed a traffic impact study for a proposed residential development on a tract of land in the northwest quadrant of Missouri Route 100 and Taylor Road/Overlook Hill Drive in Wildwood, Missouri. It is our understanding that the property will be developed with the construction of 189 single-family residences.

The existing site consists of an undeveloped tract of land bordered by Missouri Route 100 to the south, Eatherton Road to the west, Overlook Hill Drive to the east and existing residential developments to the north. As part of the City's master plan, this project will support the extension of the Pond Grover Loop Road from its current terminus to Missouri Route 100 as a fourth, northern leg to the existing signalized intersection at Taylor Road. Access to the homes will be provided via the new connection to Missouri Route 100, the existing and planned connections of Pond Grover Loop Road to Missouri Route 109 and other internal streets as well as Missouri Route 109 via the ¾ access of Eatherton Road/Lafayette Trails Drive. The site location and surrounding properties are shown in **Figure 1**.

It should be noted that after the Technical Memorandum was originally complete in June 2015, the City requested that additional access to Missouri Route 100 be investigated. CBB found that Missouri Route 100 is access limited, and therefore, no additional access is permitted by right. A break-in-access request will be required by MoDOT to consider any break, and that break must be requested by the City. This traffic study addresses the break-in-access criteria for use by the City in their sponsored request to MoDOT, as described in more detail below.

Figure 1: Site Location Map

The purpose of this study was to identify the potential traffic impacts associated with the proposed site development on the existing signalized intersection at Missouri Route 100 and Taylor Road/Overlook Hill Drive, the existing ¾ access restricted stop controlled intersection of Missouri Route 109 and Eatherton Road/Lafayette Trails Drive and the side-street stop controlled intersection of Pond Grover Loop Road and Hickory Manor Drive/Paradise Peak Circle.

Specifically, the amount of traffic generated by the proposed development and the redistribution of existing traffic for the proposed cross-access connections were estimated. Using these estimates, the need for improvements to the adjoining public road system was evaluated, and the roadway classification (residential or collector) for the extended Pond Grover Loop Road was established. The focus of our analyses was the a.m. and p.m. commuter peak hours of a typical weekday which represent both the peak in existing traffic levels as well as the expected peak for the proposed residential land use.

The study also includes analyses related to the City's interest in additional access on Missouri Route 100, the break-in-access request in the form of a proposed right in/right out entrance approximately 1,325 feet west of the Taylor Road/Pond Grove Loop Road signalized intersection. Additionally, analyses pertaining to options for the on-site intersection of Pond Grove Loop Road and Eatherton Road were completed.

Analysis Scenarios

In order to address the current and forecasted conditions, the following off-site scenarios have been evaluated:

- Existing conditions (2015);
- Base conditions with the proposed road connections and approved southern development only (2020);
- Forecasted condition – Base plus proposed residential development build-out (2020);
- 20-Year Design Horizon Base conditions – Base plus background traffic growth (2040); and
- 20-Year Design Horizon Forecasted conditions – 20-Year Design Horizon Base plus proposed residential development build-out (2040).

Existing Conditions (2015)

Missouri Route 100 is a four-lane divided east/west principle arterial road maintained by the Missouri Department of Transportation (MoDOT). The posted speed limit is 55 miles per hour. According to current counts provided on MoDOT's website, the average daily traffic (ADT) along Missouri Route 100 was approximately 20,170 vehicles per day (vpd) in 2013. Taylor Road intersects Missouri Route 100 at a signalized intersection that services a few single family homes to the north and several large commercial developments to the south. Further south, Taylor Road connects to Old Manchester Road.

Missouri Route 109 is a north/south minor arterial road also maintained by MoDOT. The posted speed limit is 45 miles per hour. According to current counts provided by MoDOT, the ADT along Route 109 was approximately 16,500 vpd in 2013.

Both Pond Grover Loop Road and Eatherton Road are City maintained roads that serve existing single-family residences with connections to local streets.

In order to establish existing traffic conditions, manual turning movement counts were conducted during the a.m. (7:00 - 9:00) and p.m. (4:00 - 6:00) peak periods at the following study intersections on May 7th and 8th, 2015 which are considered to be typical weekdays for the adjacent roadway system with area schools in normal session.

- Missouri Route 100 at Taylor Road/Overlook Hill Drive (signalized);
- Missouri Route 109 at Eatherton Road/Lafayette Trails Drive (3/4 access side street stop);
- Pond Grover Loop Road at Hickory Manor Drive/Paradise Peak Circle (side street stop);
- Forest Leaf Parkway at Fullerton Meadows Drive/Winter Leaf Drive (all-way stop); and
- Forest Leaf Parkway at Green Pines Drive (all-way stop).

This data revealed the weekday peak hours of the adjacent roadway were from 7:15 - 8:15 a.m. and 4:45 - 5:45 p.m. The existing peak hour traffic volumes are summarized in **Exhibit 1**.

Forecasted 25-Year No-Build Traffic Conditions

A 25-Year No-Build scenario was developed to evaluate a base condition for a comparison of the 25-Year Base and Build conditions. Since the area is mostly built out, a 0.5% growth rate per year for the next 25 years will be assumed for all roadways in the study area. This represents a global increase of approximately 13.28% for the study area. **Exhibit 2** illustrates the 25-Year No-Build Traffic Volumes (2040).

Existing (2015) and 25-Year No-Build (2040) Traffic Analysis and Operations

The existing and forecasted no-build operating conditions were analyzed using SYNCHRO 8, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, established six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because different transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 1** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Exhibit 1: Existing Traffic Volumes

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Exhibit 2: 25-Year No-Build Traffic Volumes

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07/12/15

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Table 1: Level of Service Thresholds

Level of Service (LOS)	**Control Delay per Vehicle (sec/veh)**	
	Signalized Intersections	***Unsignalized Intersections***
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The study intersections were evaluated using the methodologies described above. **Table 2** summarizes the results of the existing and 25-year no-build operating conditions analyses with average delays at the study intersections during the a.m. and p.m. weekday peak hours.

The intersections are currently functioning at acceptable level of services. Currently the v/c ratio for the signalized intersection is 0.63 in the a.m. peak hour and 0.55 in the p.m. peak hour for existing, and 0.67 in the a.m. peak hour and 0.60 in the p.m. peak hour for the 2040 No-Build Condition. It should be noted that due to the low southbound traffic volume at Overlook Hill Drive, the existing signal essentially functions as a three legged signalized intersection.

Proposed Development

As previously discussed, it is our understanding that the property will be developed with the construction of 189 single-family residences. A preliminary site plan provided by the site civil engineer is shown in **Exhibit 3**.

Base Conditions with the Proposed Road Connections and Approved Southern Development Only (2020 & 2040)

Since the site plan proposes an extension of Pond Grover Loop Road to Missouri Route 100 and several cross-access connections to existing subdivisions via various roadway stubs, it was assumed that the existing traffic patterns utilized by existing travelers will be altered when those other access opportunities are provided to Missouri Route 100 and Missouri Route 109. Using the manual counts at the three internal subdivision intersections, traffic volumes were re-assigned across the roadway system assuming only the new roadway system reflected on the site plan (Exhibit 3).

Table 2: Existing and 25-Year No-Build Operating Conditions

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	2015 Existing	*2040 No-Build*	*2015 Existing*	*2040 No-Build*
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)				
Eastbound Approach	B (17.0)	B (17.6)	B (17.5)	B (19.1)
Westbound Approach	B (13.3)	B (14.2)	B (13.3)	B (14.7)
Northbound Approach	C (26.9)	C (31.1)	C (24.3)	C (27.6)
Southbound Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Overall Intersection	**B (16.8)**	**B (17.9)**	**B (16.1)**	**B (17.8)**
MO Route 109 & Lafayette Trails Dr/Eatherton Rd (Side Street Stop Controlled)				
Eastbound Approach	B (11.2)	B (11.8)	B (13.4)	B (14.7)
Westbound Approach	B (13.8)	C (15.1)	B (11.7)	B (12.4)
Southbound Left	B (11.2)	B (12.2)	A (9.9)	B (10.5)
Overall Intersection	**A (0.4)**	**A (0.4)**	**A (0.4)**	**A (0.4)**
Pond Grover Loop Road & Hickory Manor Drive/Paradise Peak Circle (Side Street Stop Controlled)				
Northbound Approach	B (11)	B (11.5)	B (11.5)	B (12.2)
Southbound Approach	A (9.4)	A (9.6)	A (9.3)	A (9.4)
Overall Intersection	**A (4.8)**	**A (4.9)**	**A (3.9)**	**A (4.0)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Also, it was been brought to our attention that 35 acres along Missouri Route 109 south of Missouri Route 100 has been approved for development with approximately 117 single-family homes, 10,000 square feet of medial office space and two commercial outlots. After reviewing the Traffic Impact Study prepared for that adjacent development, the additional anticipated through traffic was added to this study's intersections of Missouri Route 100 at Taylor Road/Overlook Hill Drive and Missouri Route 109 at Eatherton Road/Lafayette Trails Drive.

Exhibit 4 shows both the anticipated change in existing traffic patterns.

Exhibit 5 and 6 show the 2020 and 2040 traffic growth projections with the proposed road connections and trips from the approved southern development. Those exhibits do not include any added traffic from the proposed Brightleaf residential development.

Exhibit 3: Proposed Site Plan (Provided by Others)

Exhibit 4: Existing Traffic Pattern Re-Assignment and Additional Traffic

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Exhibit 5: 2020 Base Conditions Traffic Volumes

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Exhibit 6: 2040 Base Conditions Traffic Volumes

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Base Conditions – 2020 No-Build and 2040 No-Build Traffic Analyses and Operations

The study intersections were evaluated for the Base Conditions in the 2020 No-Build and 2040 No-Build Design Year using the methodologies described above. **Table 3** summarizes the results of those analyses with average delays at the study intersections during the a.m. and p.m. weekday peak hours.

The summaries below assume roadway improvements and retiming to Missouri Route 100 at Taylor Road/Overlook Hill Drive, as discussed below. As can be seen, all approaches and intersections operate at an acceptable LOS. The v/c ratio for the signalized intersection in the 2020 Base Condition is 0.78 in the a.m. peak hour and 0.79 in the p.m. peak hour, and for the 2040 Base Condition is 0.82 in the a.m. peak hour and 0.79 in the p.m. peak hour.

Table 3: 2020 and 2040 Base Operating Conditions

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	2020 Base	*2040 Design Year Base*	*2020 Base*	*2040 Design Year Base*
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)				
Eastbound Approach	C (30.7)	C (33.0)	C (31.2)	C (30.7)
Westbound Approach	C (22.7)	C (25.3)	C (34.6)	C (32.5)
Northbound Approach	D (38.2)	D (41.9)	D (40.7)	D (40.3)
Southbound Approach	D (49.1)	D (54.3)	D (49.3)	D (51.2)
Overall Intersection	**C (29.8)**	**C (32.4)**	**D (35.3)**	**C (33.8)**
MO Route 109 & Lafayette Trails Dr/Eatherton Rd (Side Street Stop Controlled)				
Eastbound Approach	A (0.0)	B (12.1)	B (14)	B (15)
Westbound Approach	B (14.3)	C (15.5)	B (12.3)	B (13)
Southbound Left	A (0.4)	B (12.8)	B (10.3)	B (11)
Overall Intersection	**A (0.5)**	**A (0.5)**	**A (0.6)**	**A (0.6)**
Pond Grover Loop Road & Hickory Manor Drive/Paradise Peak Circle (Side Street Stop Controlled)				
Northbound Approach	B (12.5)	B (13)	B (12.8)	B (13.7)
Southbound Approach	A (9.9)	B (10.1)	B (13.1)	B (10.1)
Overall Intersection	**A (3.9)**	**A (4.2)**	**A (3.4)**	**A (3.4)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Trip Generation

As a primary step in this analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed Brightleaf residential development would generate during the a.m. and p.m. weekday peak hours. The traffic was forecasted based upon information provided in the "Trip Generation Manual", Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses.

Based on the trip generation rates provided by the ITE publication for Land Use Code (210) Single Family Dwelling Unit, the development of the site is expected to generate the trips shown in **Table 4**. Due to the configuration of the internal street network, the trips for the different geographic areas within the subdivision were estimated individually for ease of assignment later.

Table 4: Trip Generation Estimate

Area Designation	*Estimated # of Lots*	*AM Peak Hour*			*PM Peak Hour*		
		In	*Out*	*Total*	*In*	*Out*	*Total*
A	54	10	30	40	35	20	55
B1	12	5	10	15	10	5	15
B2	10	5	10	15	10	5	15
B3, C & E	81	10	35	45	40	30	70
D	32	5	20	25	20	10	30
Total (Full Build Out)	**189**	**35**	**105**	**140**	**115**	**70**	**185**

ITE Code (210) Single Family Dwelling Unit

As can be seen in Table 4, it is estimated that the overall development will **generate *140 total trips during the a.m. peak hour and 185 total trips during the p.m. peak hour.***

Trip Distribution

The traffic generated by the residential development was assigned to the adjoining roadway system based on existing and projected traffic patterns, as well as the proximity of other similar uses and the proposed access points for the site. The anticipated directional distribution during the a.m. and p.m. peak hours for the residential trips was as follows:

- 50% to/from the east on Missouri Route 100;
- 20% to/from the north on Missouri Route 109 via Pond Grover Loop Road;
- 15% to/from the west on Missouri Route 100;
- 10% to/from the south on Missouri Route 109 (half via Taylor Road and half via Eatherton Road); and
- 5% to/from the south via Taylor Road.

Forecasted Build Condition with Residential Development (2020 and 2040)

The above discussed site-generated traffic volumes and trip distribution were applied as shown in **Exhibit 7**. This site-generated traffic was added to the 2020 and 2040 Base Conditions as shown in Exhibit 5 and 6 to reflect the forecasted traffic volumes for the a.m. and p.m. weekday peak hour build conditions as shown in **Exhibit 8 and 9**.

Forecasted Build Condition with Residential Traffic Analyses and Operations (2020 and 2040)

The study intersections were re-evaluated for the Forecasted Build Conditions in the 2020 Build and 2040 Design Year Build using the methodologies described above. **Table 5** summarizes the results of the build analyses with average delays at the study intersections during the a.m. and p.m. weekday peak hours.

The analyses assume roadway improvements and retiming to Missouri Route 100 at Taylor Road/Overlook Hill Drive, as discussed below. As can be seen, all approaches and intersections operate at an acceptable LOS. The v/c ratio for the signalized intersection in 2020 Build Condition is 0.72 in the a.m. peak hour and 0.83 in the p.m. peak hour, and for the 2040 Design Year Build Condition 0.74 in the a.m. peak Hour and 0.84 in the p.m. peak hour.

Exhibit 7: Site Generated Trips

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Exhibit 8: 2020 Build Traffic Volumes

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07/12/15

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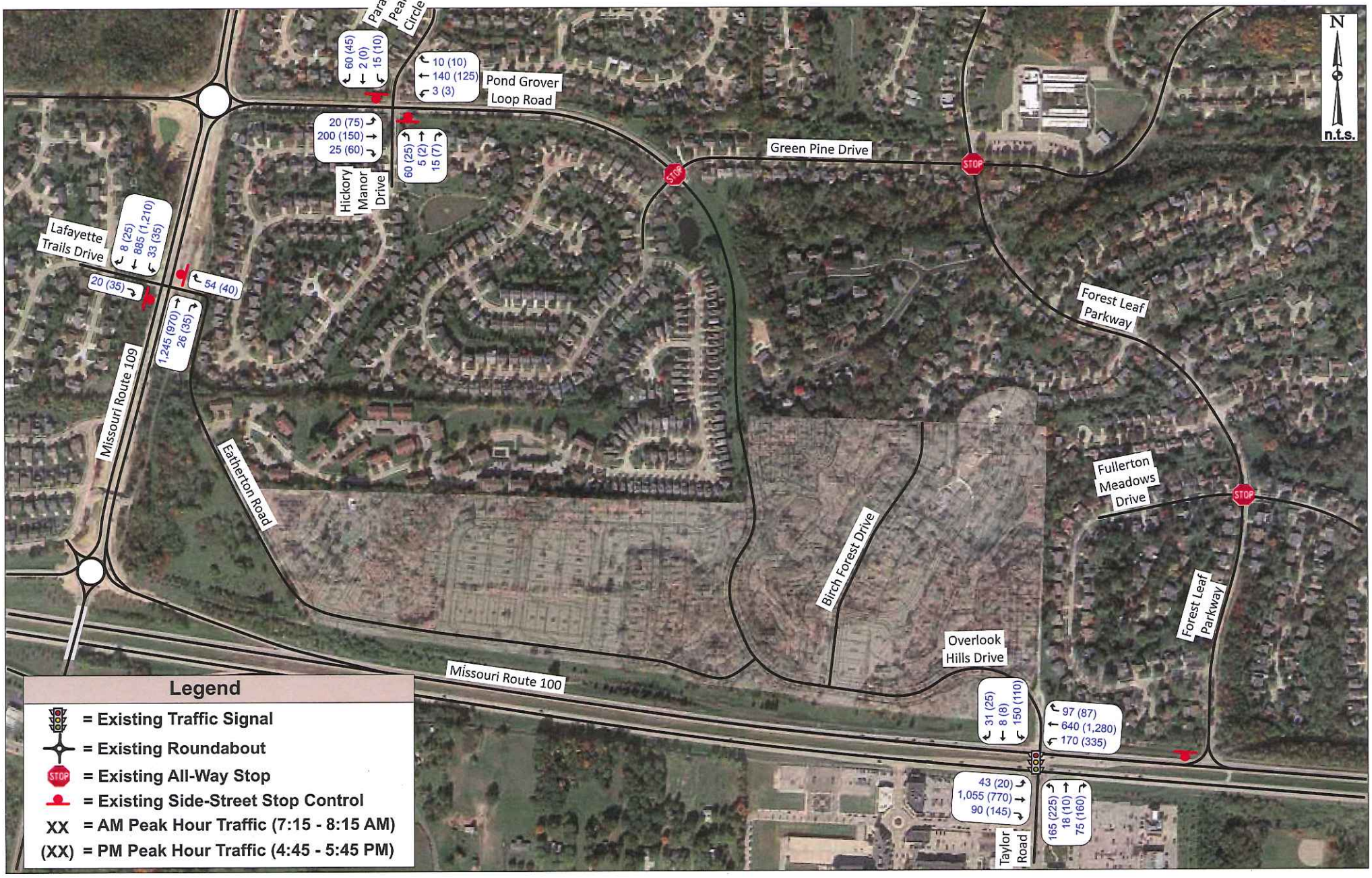

Exhibit 9: 2040 Build Traffic Volumes

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Table 5: 2020 and 2040 Build Operating Conditions

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	2020 Build	*2040 Design Year Build*	*2020 Build*	*2040 Design Year Build*
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)				
Eastbound Approach	C (25)	D (35.6)	C (29.4)	C (32.6)
Westbound Approach	C (22.6)	C (27.2)	C (30.3)	D (37.5)
Northbound Approach	C (33.5)	D (44.3)	D (36.9)	D (43.7)
Southbound Approach	D (37.9)	D (52.5)	D (48.9)	D (51.8)
Overall Intersection	**C (26.5)**	**C (34.7)**	**C (31.8)**	**D (37.7)**
MO Route 109 & Lafayette Trails Dr/Eatherton Rd (Side Street Stop Controlled)				
Eastbound Approach	A (0)	B (12.1)	B (14)	B (15)
Westbound Approach	B (14.5)	C (15.7)	B (12.2)	B (13)
Southbound Left	B (11.9)	B (12.9)	B (10.3)	B (11.1)
Overall Intersection	**A (0.5)**	**A (0.7)**	**A (0.6)**	**A (0.6)**
Pond Grover Loop Road & Hickory Manor Drive/Paradise Peak Circle (Side Street Stop Controlled)				
Northbound Approach	B (13.1)	B (14.1)	B (12.4)	B (14.2)
Southbound Approach	B (10.2)	B (10.4)	B (12.7)	B (10.3)
Overall Intersection	**A (3.6)**	**A (3.9)**	**A (3.5)**	**A (3.3)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Pond Grove Loop Road Classification and Annual Daily Traffic

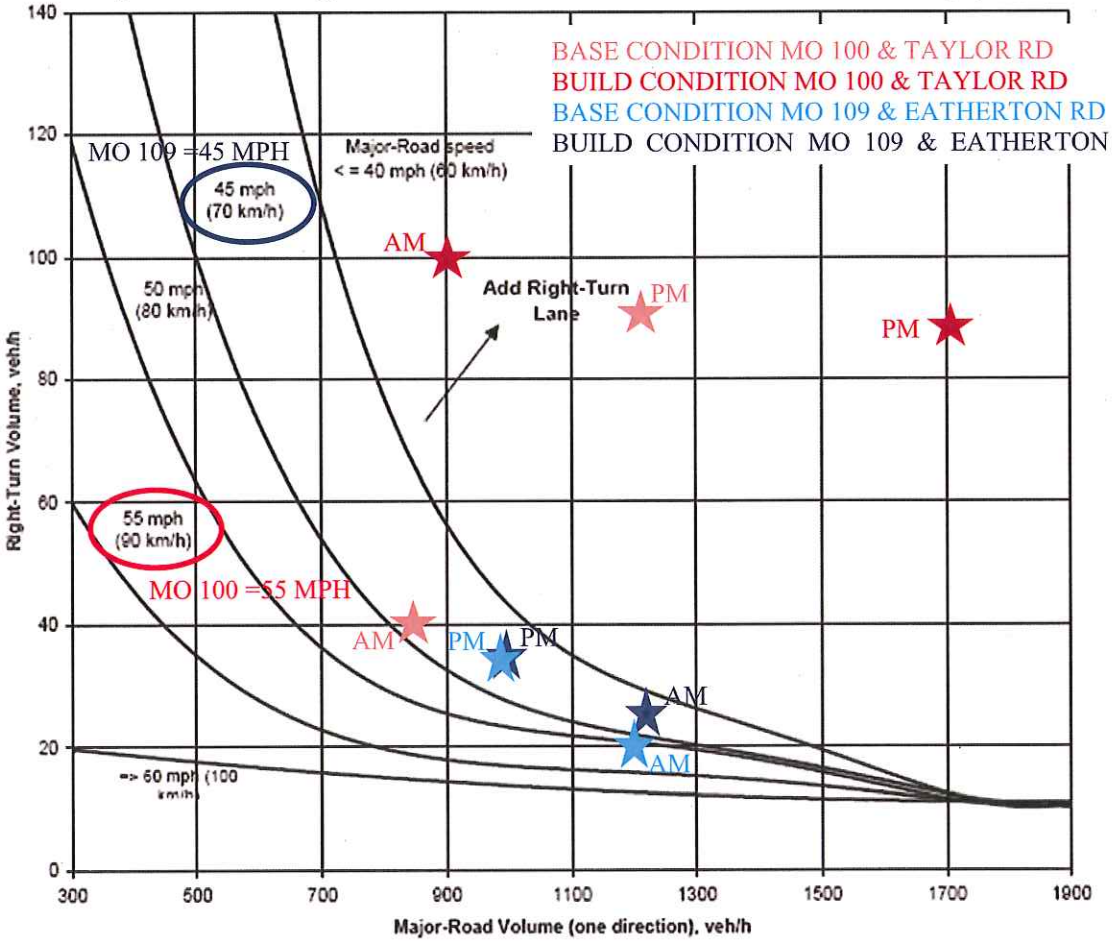
It is generally accepted that the forecasted design hourly volumes (DHV) estimated above is 10% of the anticipated annual daily traffic (ADT). Therefore, the forecasted ADT for Pond Grove Loop Road can be estimated as 3,030 in the 2020 Build Condition and 3,860 in the 2040 Build Condition. Given these estimates and the intended use, we would classify Pond Grove Loop Road as a Residential Minor Collector.

Right-Turn Lane Warrants

The need for separate right-turn lanes was considered using MoDOT's EPG methods. Right-turn lanes are considered as asset to promote safety and improved traffic flow at relatively high conflict locations. Separate right-turn lanes are intended to remove turning vehicles from the through lanes which reduces the potential for rear-end collisions at intersections.

Figure 2 graphically illustrates the right-turn lane needs analysis for the 2040 Design Year for both the Base and Build Condition. Given the estimated right-turning movement for northbound Missouri Route 109 at Eatherton Road verses the estimated northbound through movements, a separate westbound right turn lane *is **warranted** in the p.m. peak hour of the **Base Condition** due to the increase traffic expected on Missouri Route 109. After development of the residential site, the p.m. peak hour warrants a right turn lane. As well, a separate westbound right-turn lane is **warranted** at the signalized intersection of Missouri Route 100 and Taylor Road in the **Base Condition** due to the construction of the proposed roads.*

Figure 2 – Right-Turn Lane Warrants (2040 Design Year)
(EPG 940.9.9 Right Turn Lane Guidelines for Four-Lane Roadways)



Left-Turn Lane Warrants

Auxiliary left-turn lanes are also intended to remove turning vehicles from the through traffic flow. This reduces the frequency of rear-end collisions at locations where there is considerable left-turn ingress activity, such as major driveways and public road intersections.

A 200 foot left-turn lane is already provided for eastbound Missouri Route 100 at Taylor Road. Based on the low number of turns coming from the west, the existing lane length appears to be adequate to accommodate current and future demands.

On-Site Conceptual Intersection Alternatives

As requested by the City, CBB performed a cursory investigation of the following conceptual alternatives for the intersection of Pond Grove Road and Eatherton Road:

- Three-Legged Side-Street Stop-Controlled Intersection (as shown in the current site plan);
- Three-Legged Roundabout **(Exhibit 10)**;
- Four-Legged Intersection with an Additional Right-In/Right-Out Connection on Missouri Route 100 **(Exhibit 11)**; and
- Four-Legged Roundabout with an Additional Right-In/Right-Out Connection Missouri Route 100 **(Exhibit 12)**.

Exhibits 10, 11 and **12** show the alternative concepts with the projected traffic volumes. The standard three- and four-legged intersections were analyzed using Synchro as previously described. To allow better accuracy, the proposed roundabout was analyzed using SIDRA software, a traffic analysis program that is the most widely recognized tool available for evaluating roundabouts. The SIDRA software calculates vehicular delay times and operational levels of service that are consistent with methods supported by the "Highway Capacity Manual"; however, they should not be compared directly.

Table 7 compares the analysis results of the conceptual alternatives with average delays during the a.m. and p.m. weekday peak hours for the 2040 Design Year Build condition.

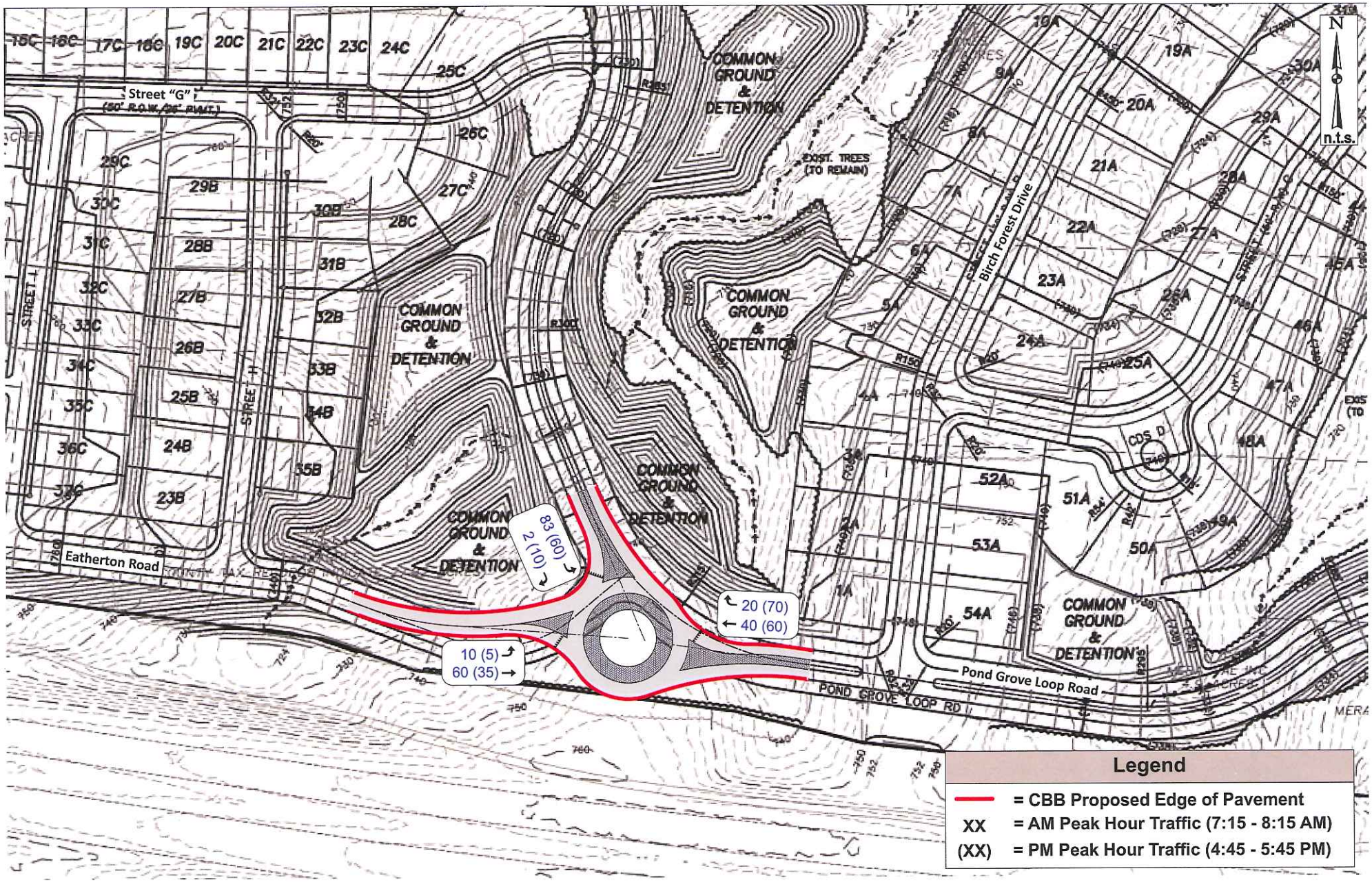


Exhibit 10: Three Legged Roundabout Concept with Traffic Volumes

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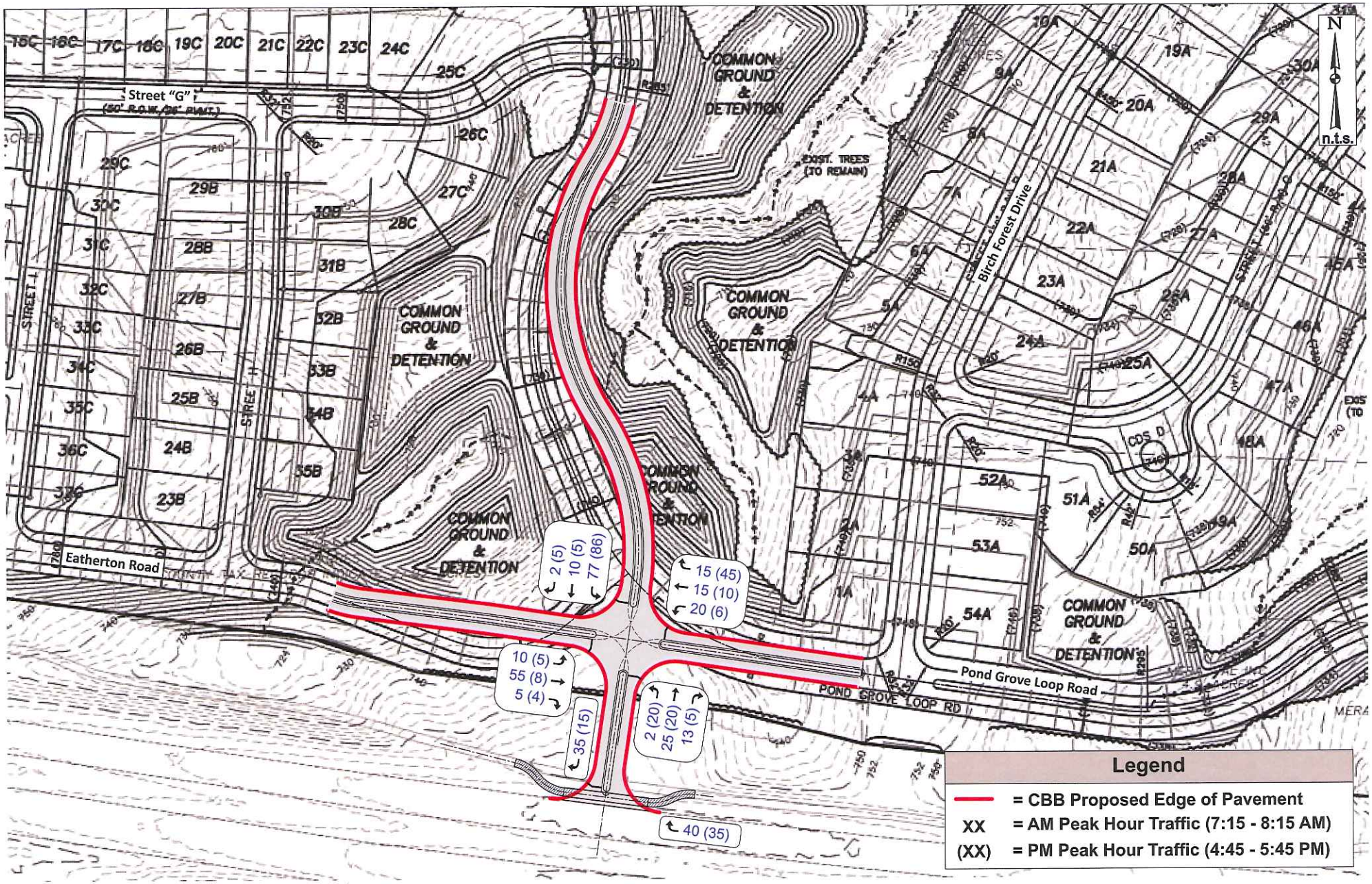

Exhibit 11: Four Legged Intersection Concept with a Proposed Right-In/Right-Out on Missouri Route 100 with Traffic Volumes

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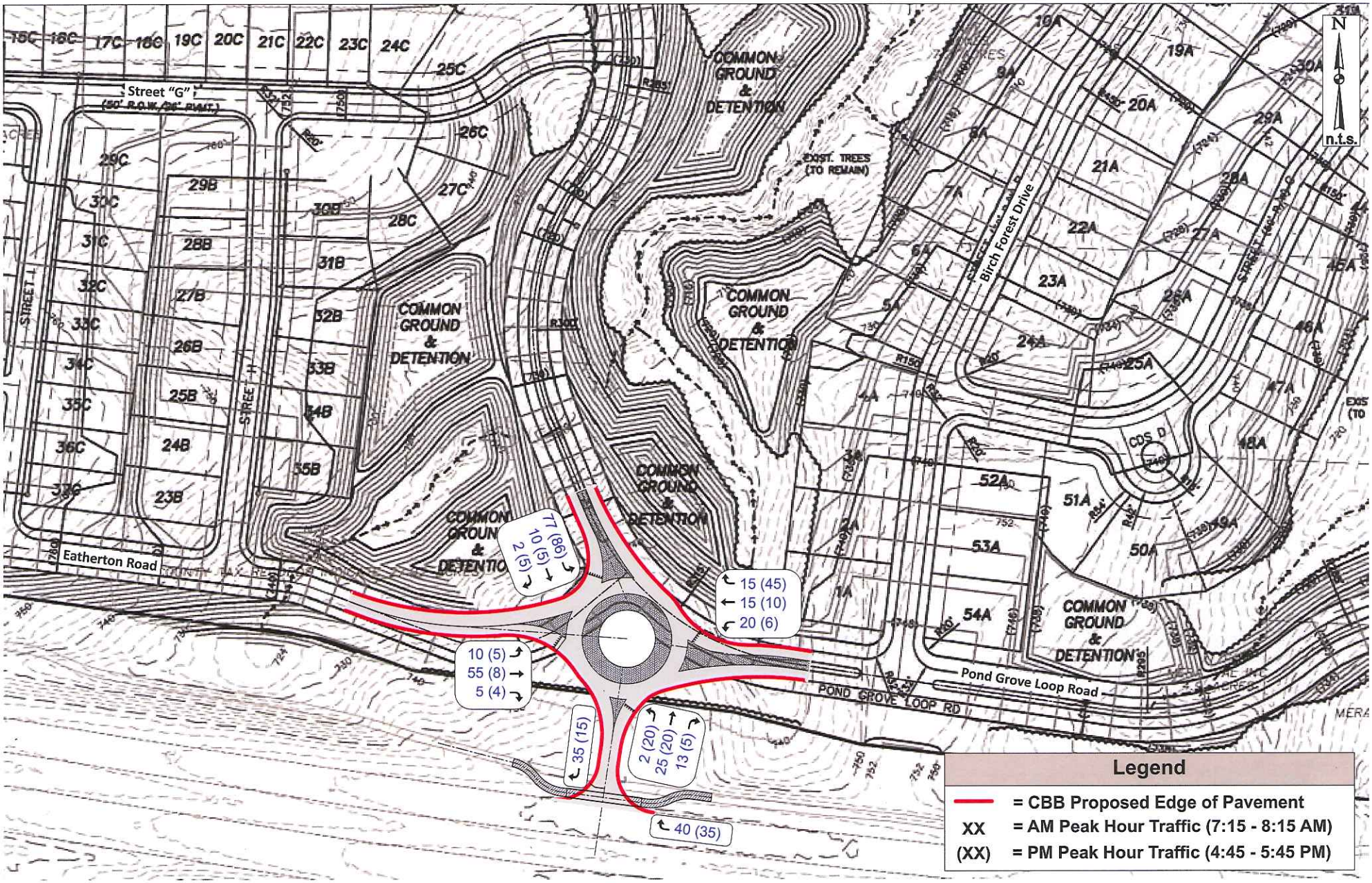

Exhibit 12: Four Legged Roundabout Concept with a Proposed Right-In/Right-Out on Missouri Route 100

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Table 7: Cursory Investigation of On-Site Intersection (2040 Design Year)

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	Side Street Stop Controlled	*Roundabout*	*Side Street Stop Controlled*	*Roundabout*
Pond Grove Loop Road & Eatherton Road (Three-Legged Intersections)				
Northbound Left Movement	A (7.5)	n/a	A (7.5)	n/a
Eastbound Approach	A (9.2)	A (7.9)	A (9.0)	A (5.1)
Westbound Approach	n/a	A (4.3)	n/a	A (4.5)
Southbound Approach	n/a	B (12.4)	n/a	B (11.7)
Overall Intersection	**A (4.4)**	**A (7.9)**	**A (3.4)**	**A (6.7)**
Pond Grove Loop Road & Eatherton Road (Four-Legged Intersections with Proposed MO 100 Right-In/Right-Out)				
Eastbound Approach	B (11.2)	n/a	B (10.6)	n/a
Westbound Approach	B (10.5)	A (7.8)	A (9.4)	A (5.9)
Northbound Approach	n/a	A (6.3)	n/a	A (8.8)
Southbound Approach	n/a	B (11.4)	n/a	B (11.7)
Overall Intersection	**A (7.6)**	**A (8.4)**	**A (7.0)**	**A (9.1)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

As can be seen above, the three-legged stop-controlled intersection with a northbound left-turn lane (as proposed by the current site plans) function very well due to the low traffic volumes expected at the on-site intersection. As well, the conceptual roundabout will also function at a very good LOS if this type of intersection is required by the City. However, since the side-street stop-controlled intersection will operate a very good levels of service, there does not appear to be a traffic justification to mandate a roundabout over a conventional intersection. Both will function well from a traffic operations perspective.

Although a right-in/right-out entrance on Missouri Route 100, approximately 1,325 feet west of the signalized intersection, would alleviate some westbound right-turn volume into the site from the signal, the demand for a right-turn movement out from the site onto Missouri Route 100 would be low as described in the above sections. As well, the City would have to petition MoDOT to allow a break-in-access, see details below. **Table 8** shows the 2040 Build Operating Condition with a very slight increase in delays once the right-turning movements at the intersection of Missouri Route 100 and Taylor Road/Overlook Hill Drive are reassigned to through movements on westbound Missouri Route 100 to access the right-in/right-out further west.

Table 8: 2040 Build Operating Conditions with Proposed Right-In/Right-Out

Traffic Movement	***AM Peak Hour 2040 Build***	***PM Peak Hour 2040 Build***
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)		
Eastbound Approach	D (35.6)	C (32.5)
Westbound Approach	C (28.1)	D (38.8)
Northbound Approach	D (44.3)	D (43.9)
Southbound Approach	D (52.5)	D (52.0)
Overall Intersection	**D (35.1)**	**D (38.4)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Given the above, we believe there is little to no benefit of a right-in/right-on Missouri Route 100 to the state system. Therefore, the added connection may not meet the criteria to justify the break-in-access per MoDOT's requirements. We would not recommend an additional right-in/right-out entrance on Missouri Route 100.

Break-In-Access Alternative

As noted above, it is our understanding that the City has requested that additional access to the development be investigated via a right-in/right-out connection to Missouri Route 100, east of Taylor Road. However, our investigations have confirmed that the entire frontage of Missouri Route 100 has limited access rights owned by MoDOT. Section "941.2 Entrance Requests within Controlled Access Right-of-Way" in MoDOT's EPG details the process by which access requests can be considered.

Since Missouri Route 100 is a major road, approval from the State Traffic and Highway Safety Engineer in Jefferson City will likely be required if the local district recommends approval. Additional analysis work, not currently included in CBB's contracted scope of work could be required for consideration of the break-in-access. Also, a preliminary layout of the proposed access will be required, tied to MoDOT's stationing along Missouri Route 100 with property lines and deed information included for the adjacent property.

The most appropriate category would be "Breaks in Access for a City/County Road." In order for a break-in-access to be classified as such:

- *The request shall be made by a city or county;*
    - Probable – Wildwood would need be the sponsor/applicant

- *The request shall not solely benefit a developer or individual with commercial interests;*
    - Probable – This request would connect to various subdivisions through the stub street connections
- *A master roadway plan shall be provided which clearly shows the requested break in access and its connection to a city or county roadway system that provides circulation of traffic and relief to the state system;*
    - Possible – First Statement: While the City may not have the connection shown on their current master plan, their plan could potentially be amended to do so.
    - **Difficult** – Second Statement: The issue of providing "*circulation of traffic*," and more specifically, "*relief to the state system*" will be difficult to prove. Shifting the right-in and right-out traffic from the Taylor Road intersection 1,325 feet to the west is not be expected to significantly improve traffic flows along Missouri Route 100. There would be some benefit in convenience to residents north of the break for ingress from the east and egress to the west over the proposed condition without the break, but compared to the existing conditions, the extension of Pond Grover Loop Road to Missouri Route 100 and the other internal connections are expected to accommodate traffic very effectively.
- *If the entire connection is not planned to be constructed at one time, dedication of right of way for the city or county roadway may be required as assurance of the intent to connect this roadway at a future date; and*
    - Probable – I do not see this as a problem. The developer could provide the dedication at the time as the subdivision plat approval process. Since the bike trail generally follow the alignment of Missouri Route 100, we recommend the bike trail crossing of the proposed right in/right out entrance be pulled immediately adjacent to the westbound Missouri Route 100 lanes and through the island as shown in Exhibit 11 and 12. This would create an additional point of user conflict that is not currently present.
- *If the above criteria are met, then the break in access may be granted for no charge.*
    - Probable – No fee should be charged if the City is the applicant.

<u>Summary</u>

CBB has completed a traffic impact study for a proposed 189 single-family residential development on a tract of land in the northwest quadrant of Missouri Route 100 and Taylor Road/Overlook Hill Drive in Wildwood, Missouri. The following summary is provided:

- The signal at Missouri Route 100 and Taylor Road/Overlook Hill Drive will need to be retimed accordingly in order to accommodate the traffic generated rerouted by the new road connection and the additional traffic generated by the proposed residences.
- A separate southbound left-turn lane out of the site should be provided (on the new Pond Grover Loop Road at the intersection with Missouri Route 100 opposite Taylor Road).
- A separate westbound right-turn lane into the site should also be provided on Missouri Route 100 at the new Pond Grover Loop Road/Taylor Road intersection as a result of the proposed roadways built and the associated change in traffic patterns.
- The anticipated northbound right-turn volumes does warrant a right-turn lane on Missouri Route 109 at Eatherton Road as a result of the anticipated growth of traffic expected on Missouri Route 109 in the Base Condition.
- No improvements are recommended for the intersection of Pond Grover Loop Road at Hickory Manor Drive/Paradise Peak Circle.
- A three-legged stop-controlled intersection at Pond Grove Loop Road at Eatherton Road with a northbound left-turn lane (as proposed in the current site plan) appears to be the most appropriate intersection alternative of the four concepts investigated. However, a roundabout would also function very well if required by the City.
- An additional right-in/right-out access on Missouri Route 100 west of Taylor Road, as requested by the City to be investigated, does not appear to be warranted. Furthermore, any additional access will require a break-in-access from MoDOT due to the current limited access right-of-way. Based on our evaluations, the additional access is not recommended.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed roadway connections as well as the proposed 189 single-family residential homes (known as Brightleaf) in Wildwood, Missouri. Please contact me in our St. Louis office (314) 878-6644, ext. 12 or Lcannon@cbbtraffic.com should you have any questions or comments concerning this material.

Sincerely,

Lee Cannon

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer

July 23, 2015

Mr. Roger Cox
Consort Homes
16640 Chesterfield Grove Road, Suite 130
Chesterfield, Missouri 63005

RE: Traffic Impact Study
Proposed Brightleaf Residential Development – Jones Property
Wildwood, Missouri
CBB Job Number 049-15

Dear Mr. Cox:

In accordance with your request, CBB has completed a traffic impact study for a proposed residential development on a tract of land in the northwest quadrant of Missouri Route 100 and Taylor Road/Overlook Hill Drive in Wildwood, Missouri. It is our understanding that the property will be developed with the construction of 189 single-family residences.

The existing site consists of an undeveloped tract of land bordered by Missouri Route 100 to the south, Eatherton Road to the west, Overlook Hill Drive to the east and existing residential developments to the north. As part of the City's master plan, this project will support the extension of the Pond Grover Loop Road from its current terminus to Missouri Route 100 as a fourth, northern leg to the existing signalized intersection at Taylor Road. Access to the homes will be provided via the new connection to Missouri Route 100, the existing and planned connections of Pond Grover Loop Road to Missouri Route 109 and other internal streets as well as Missouri Route 109 via the ¾ access of Eatherton Road/Lafayette Trails Drive. The site location and surrounding properties are shown in **Figure 1**.

It should be noted that after the Technical Memorandum was originally complete in June 2015, the City requested that additional access to Missouri Route 100 be investigated. CBB found that Missouri Route 100 is access limited, and therefore, no additional access is permitted by right. A break-in-access request will be required by MoDOT to consider any break, and that break must be requested by the City. This traffic study addresses the break-in-access criteria for use by the City in their sponsored request to MoDOT, as described in more detail below.

Figure 1: Site Location Map

The purpose of this study was to identify the potential traffic impacts associated with the proposed site development on the existing signalized intersection at Missouri Route 100 and Taylor Road/Overlook Hill Drive, the existing ¾ access restricted stop controlled intersection of Missouri Route 109 and Eatherton Road/Lafayette Trails Drive and the side-street stop controlled intersection of Pond Grover Loop Road and Hickory Manor Drive/Paradise Peak Circle.

Specifically, the amount of traffic generated by the proposed development and the redistribution of existing traffic for the proposed cross-access connections were estimated. Using these estimates, the need for improvements to the adjoining public road system was evaluated, and the roadway classification (residential or collector) for the extended Pond Grover Loop Road was established. The focus of our analyses was the a.m. and p.m. commuter peak hours of a typical weekday which represent both the peak in existing traffic levels as well as the expected peak for the proposed residential land use.

The study also includes analyses related to the City's interest in additional access on Missouri Route 100, the break-in-access request in the form of a proposed right in/right out entrance approximately 1,325 feet west of the Taylor Road/Pond Grove Loop Road signalized intersection. Additionally, analyses pertaining to options for the on-site intersection of Pond Grove Loop Road and Eatherton Road were completed.

Analysis Scenarios

In order to address the current and forecasted conditions, the following off-site scenarios have been evaluated:

- Existing conditions (2015);
- Base conditions with the proposed road connections and approved southern development only (2020);
- Forecasted condition – Base plus proposed residential development build-out (2020);
- 20-Year Design Horizon Base conditions – Base plus background traffic growth (2040); and
- 20-Year Design Horizon Forecasted conditions – 20-Year Design Horizon Base plus proposed residential development build-out (2040).

Existing Conditions (2015)

Missouri Route 100 is a four-lane divided east/west principle arterial road maintained by the Missouri Department of Transportation (MoDOT). The posted speed limit is 55 miles per hour. According to current counts provided on MoDOT's website, the average daily traffic (ADT) along Missouri Route 100 was approximately 20,170 vehicles per day (vpd) in 2013. Taylor Road intersects Missouri Route 100 at a signalized intersection that services a few single family homes to the north and several large commercial developments to the south. Further south, Taylor Road connects to Old Manchester Road.

Missouri Route 109 is a north/south minor arterial road also maintained by MoDOT. The posted speed limit is 45 miles per hour. According to current counts provided by MoDOT, the ADT along Route 109 was approximately 16,500 vpd in 2013.

Both Pond Grover Loop Road and Eatherton Road are City maintained roads that serve existing single-family residences with connections to local streets.

In order to establish existing traffic conditions, manual turning movement counts were conducted during the a.m. (7:00 - 9:00) and p.m. (4:00 - 6:00) peak periods at the following study intersections on May 7th and 8th, 2015 which are considered to be typical weekdays for the adjacent roadway system with area schools in normal session.

- Missouri Route 100 at Taylor Road/Overlook Hill Drive (signalized);
- Missouri Route 109 at Eatherton Road/Lafayette Trails Drive (3/4 access side street stop);
- Pond Grover Loop Road at Hickory Manor Drive/Paradise Peak Circle (side street stop);
- Forest Leaf Parkway at Fullerton Meadows Drive/Winter Leaf Drive (all-way stop); and
- Forest Leaf Parkway at Green Pines Drive (all-way stop).

This data revealed the weekday peak hours of the adjacent roadway were from 7:15 - 8:15 a.m. and 4:45 - 5:45 p.m. The existing peak hour traffic volumes are summarized in **Exhibit 1**.

Forecasted 25-Year No-Build Traffic Conditions

A 25-Year No-Build scenario was developed to evaluate a base condition for a comparison of the 25-Year Base and Build conditions. Since the area is mostly built out, a 0.5% growth rate per year for the next 25 years will be assumed for all roadways in the study area. This represents a global increase of approximately 13.28% for the study area. **Exhibit 2** illustrates the 25-Year No-Build Traffic Volumes (2040).

Existing (2015) and 25-Year No-Build (2040) Traffic Analysis and Operations

The existing and forecasted no-build operating conditions were analyzed using SYNCHRO 8, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, established six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differ from that at unsignalized intersections primarily because different transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 1** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Exhibit 1: Existing Traffic Volumes

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Exhibit 2: 25-Year No-Build Traffic Volumes

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Table 1: Level of Service Thresholds

Level of Service (LOS)	Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	***Unsignalized Intersections***
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The study intersections were evaluated using the methodologies described above. **Table 2** summarizes the results of the existing and 25-year no-build operating conditions analyses with average delays at the study intersections during the a.m. and p.m. weekday peak hours.

The intersections are currently functioning at acceptable level of services. Currently the v/c ratio for the signalized intersection is 0.63 in the a.m. peak hour and 0.55 in the p.m. peak hour for existing, and 0.67 in the a.m. peak hour and 0.60 in the p.m. peak hour for the 2040 No-Build Condition. It should be noted that due to the low southbound traffic volume at Overlook Hill Drive, the existing signal essentially functions as a three legged signalized intersection.

Proposed Development

As previously discussed, it is our understanding that the property will be developed with the construction of 189 single-family residences. A preliminary site plan provided by the site civil engineer is shown in **Exhibit 3**.

Base Conditions with the Proposed Road Connections and Approved Southern Development Only (2020 & 2040)

Since the site plan proposes an extension of Pond Grover Loop Road to Missouri Route 100 and several cross-access connections to existing subdivisions via various roadway stubs, it was assumed that the existing traffic patterns utilized by existing travelers will be altered when those other access opportunities are provided to Missouri Route 100 and Missouri Route 109. Using the manual counts at the three internal subdivision intersections, traffic volumes were re-assigned across the roadway system assuming only the new roadway system reflected on the site plan (Exhibit 3).

Table 2: Existing and 25-Year No-Build Operating Conditions

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	2015 Existing	*2040 No-Build*	*2015 Existing*	*2040 No-Build*
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)				
Eastbound Approach	B (17.0)	B (17.6)	B (17.5)	B (19.1)
Westbound Approach	B (13.3)	B (14.2)	B (13.3)	B (14.7)
Northbound Approach	C (26.9)	C (31.1)	C (24.3)	C (27.6)
Southbound Approach	A (0.0)	A (0.0)	A (0.0)	A (0.0)
Overall Intersection	**B (16.8)**	**B (17.9)**	**B (16.1)**	**B (17.8)**
MO Route 109 & Lafayette Trails Dr/Eatherton Rd (Side Street Stop Controlled)				
Eastbound Approach	B (11.2)	B (11.8)	B (13.4)	B (14.7)
Westbound Approach	B (13.8)	C (15.1)	B (11.7)	B (12.4)
Southbound Left	B (11.2)	B (12.2)	A (9.9)	B (10.5)
Overall Intersection	**A (0.4)**	**A (0.4)**	**A (0.4)**	**A (0.4)**
Pond Grover Loop Road & Hickory Manor Drive/Paradise Peak Circle (Side Street Stop Controlled)				
Northbound Approach	B (11)	B (11.5)	B (11.5)	B (12.2)
Southbound Approach	A (9.4)	A (9.6)	A (9.3)	A (9.4)
Overall Intersection	**A (4.8)**	**A (4.9)**	**A (3.9)**	**A (4.0)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Also, it was been brought to our attention that 35 acres along Missouri Route 109 south of Missouri Route 100 has been approved for development with approximately 117 single-family homes, 10,000 square feet of medial office space and two commercial outlots. After reviewing the Traffic Impact Study prepared for that adjacent development, the additional anticipated through traffic was added to this study's intersections of Missouri Route 100 at Taylor Road/Overlook Hill Drive and Missouri Route 109 at Eatherton Road/Lafayette Trails Drive.

Exhibit 4 shows both the anticipated change in existing traffic patterns.

Exhibit 5 and 6 show the 2020 and 2040 traffic growth projections with the proposed road connections and trips from the approved southern development. Those exhibits do not include any added traffic from the proposed Brightleaf residential development.

Exhibit 3: Proposed Site Plan (Provided by Others)

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Exhibit 4: Existing Traffic Pattern Re-Assignment and Additional Traffic

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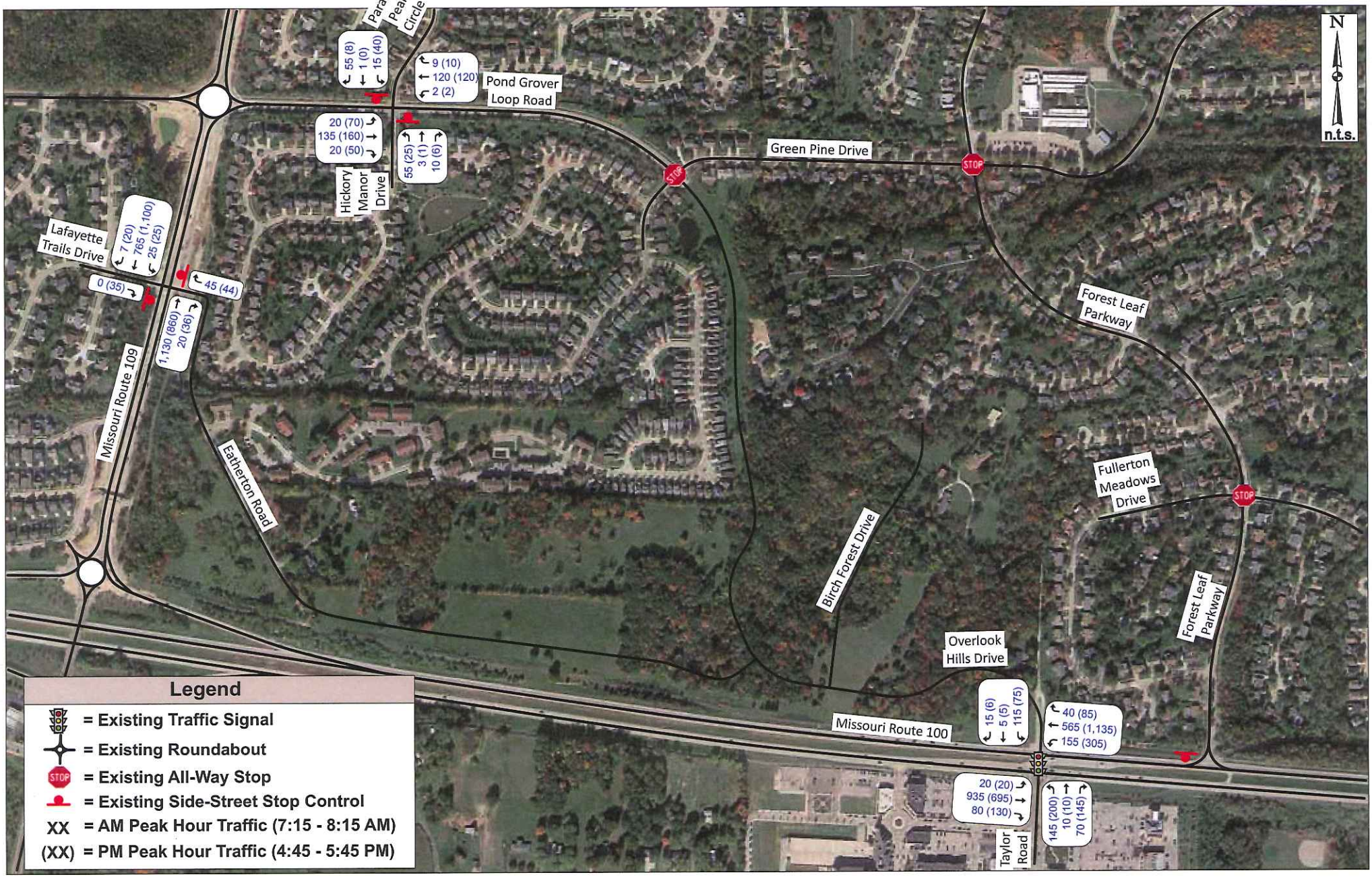

Exhibit 5: 2020 Base Conditions Traffic Volumes

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Exhibit 6: 2040 Base Conditions Traffic Volumes

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Base Conditions – 2020 No-Build and 2040 No-Build Traffic Analyses and Operations

The study intersections were evaluated for the Base Conditions in the 2020 No-Build and 2040 No-Build Design Year using the methodologies described above. **Table 3** summarizes the results of those analyses with average delays at the study intersections during the a.m. and p.m. weekday peak hours.

The summaries below assume roadway improvements and retiming to Missouri Route 100 at Taylor Road/Overlook Hill Drive, as discussed below. As can be seen, all approaches and intersections operate at an acceptable LOS. The v/c ratio for the signalized intersection in the 2020 Base Condition is 0.78 in the a.m. peak hour and 0.66 in the p.m. peak hour, and for the 2040 Base Condition is 0.82 in the a.m. peak hour and 0.79 in the p.m. peak hour.

Table 3: 2020 and 2040 Base Operating Conditions

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	2020 Base	*2040 Design Year Base*	*2020 Base*	*2040 Design Year Base*
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)				
Eastbound Approach	C (30.4)	C (34.1)	C (27.4)	C (29.6)
Westbound Approach	C (22.7)	C (26.0)	C (25.3)	C (31.2)
Northbound Approach	D (37.8)	D (43.0)	C (33.9)	C (39.5)
Southbound Approach	D (48.5)	D (52.9)	D (50.5)	D (54.2)
Overall Intersection	**C (29.6)**	**C (33.4)**	**C (27.8)**	**C (32.5)**
MO Route 109 & Lafayette Trails Dr/Eatherton Rd (Side Street Stop Controlled)				
Eastbound Approach	A (0.0)	B (11.9)	B (14)	B (15)
Westbound Approach	B (14.3)	C (15.5)	B (12.3)	B (13)
Southbound Left	A (0.4)	B (12.8)	B (10.3)	B (10.9)
Overall Intersection	**A (0.5)**	**A (0.6)**	**A (0.6)**	**A (0.6)**
Pond Grover Loop Road & Hickory Manor Drive/Paradise Peak Circle (Side Street Stop Controlled)				
Northbound Approach	B (12.5)	B (13.1)	B (12.8)	B (13.7)
Southbound Approach	A (9.9)	B (10.1)	B (13.1)	B (10.1)
Overall Intersection	**A (3.9)**	**A (4.1)**	**A (3.4)**	**A (3.4)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Trip Generation

As a primary step in this analysis, traffic forecasts were prepared to estimate the amount of traffic that the proposed Brightleaf residential development would generate during the a.m. and p.m. weekday peak hours. The traffic was forecasted based upon information provided in the "Trip Generation Manual", Ninth Edition, published by the Institute of Transportation Engineers (ITE). This manual, which is a standard resource for transportation engineers, is based on a compilation of nationwide studies documenting the characteristics of various land uses.

Based on the trip generation rates provided by the ITE publication for Land Use Code (210) Single Family Dwelling Unit, the development of the site is expected to generate the trips shown in **Table 4**. Due to the configuration of the internal street network, the trips for the different geographic areas within the subdivision were estimated individually for ease of assignment later.

Table 4: Trip Generation Estimate

Area Designation	*Estimated # of Lots*	*AM Peak Hour*			*PM Peak Hour*		
		In	*Out*	*Total*	*In*	*Out*	*Total*
A	54	10	30	40	35	20	55
B1	12	5	10	15	10	5	15
B2	10	5	10	15	10	5	15
B3, C & E	81	10	35	45	40	30	70
D	32	5	20	25	20	10	30
Total (Full Build Out)	**189**	**35**	**105**	**140**	**115**	**70**	**185**

ITE Code (210) Single Family Dwelling Unit

As can be seen in Table 4, it is estimated that the overall development will **generate *140 total trips during the a.m. peak hour and 185 total trips during the p.m. peak hour*.**

Trip Distribution

The traffic generated by the residential development was assigned to the adjoining roadway system based on existing and projected traffic patterns, as well as the proximity of other similar uses and the proposed access points for the site. The anticipated directional distribution during the a.m. and p.m. peak hours for the residential trips was as follows:

- 50% to/from the east on Missouri Route 100;
- 20% to/from the north on Missouri Route 109 via Pond Grover Loop Road;
- 15% to/from the west on Missouri Route 100;
- 10% to/from the south on Missouri Route 109 (half via Taylor Road and half via Eatherton Road); and
- 5% to/from the south via Taylor Road.

Forecasted Build Condition with Residential Development (2020 and 2040)

The above discussed site-generated traffic volumes and trip distribution were applied as shown in **Exhibit 7**. This site-generated traffic was added to the 2020 and 2040 Base Conditions as shown in Exhibit 5 and 6 to reflect the forecasted traffic volumes for the a.m. and p.m. weekday peak hour build conditions as shown in **Exhibit 8 and 9**.

Forecasted Build Condition with Residential Traffic Analyses and Operations (2020 and 2040)

The study intersections were re-evaluated for the Forecasted Build Conditions in the 2020 Build and 2040 Design Year Build using the methodologies described above. **Table 5** summarizes the results of the build analyses with average delays at the study intersections during the a.m. and p.m. weekday peak hours.

The analyses assume roadway improvements and retiming to Missouri Route 100 at Taylor Road/Overlook Hill Drive, as discussed below. As can be seen, all approaches and intersections operate at an acceptable LOS. The v/c ratio for the signalized intersection in 2020 Build Condition is 0.79 in the a.m. peak hour and 0.78 in the p.m. peak hour, and for the 2040 Design Year Build Condition 0.83 in the a.m. peak Hour and 0.90 in the p.m. peak hour.

Exhibit 7: Site Generated Trips

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Exhibit 8: 2020 Build Traffic Volumes

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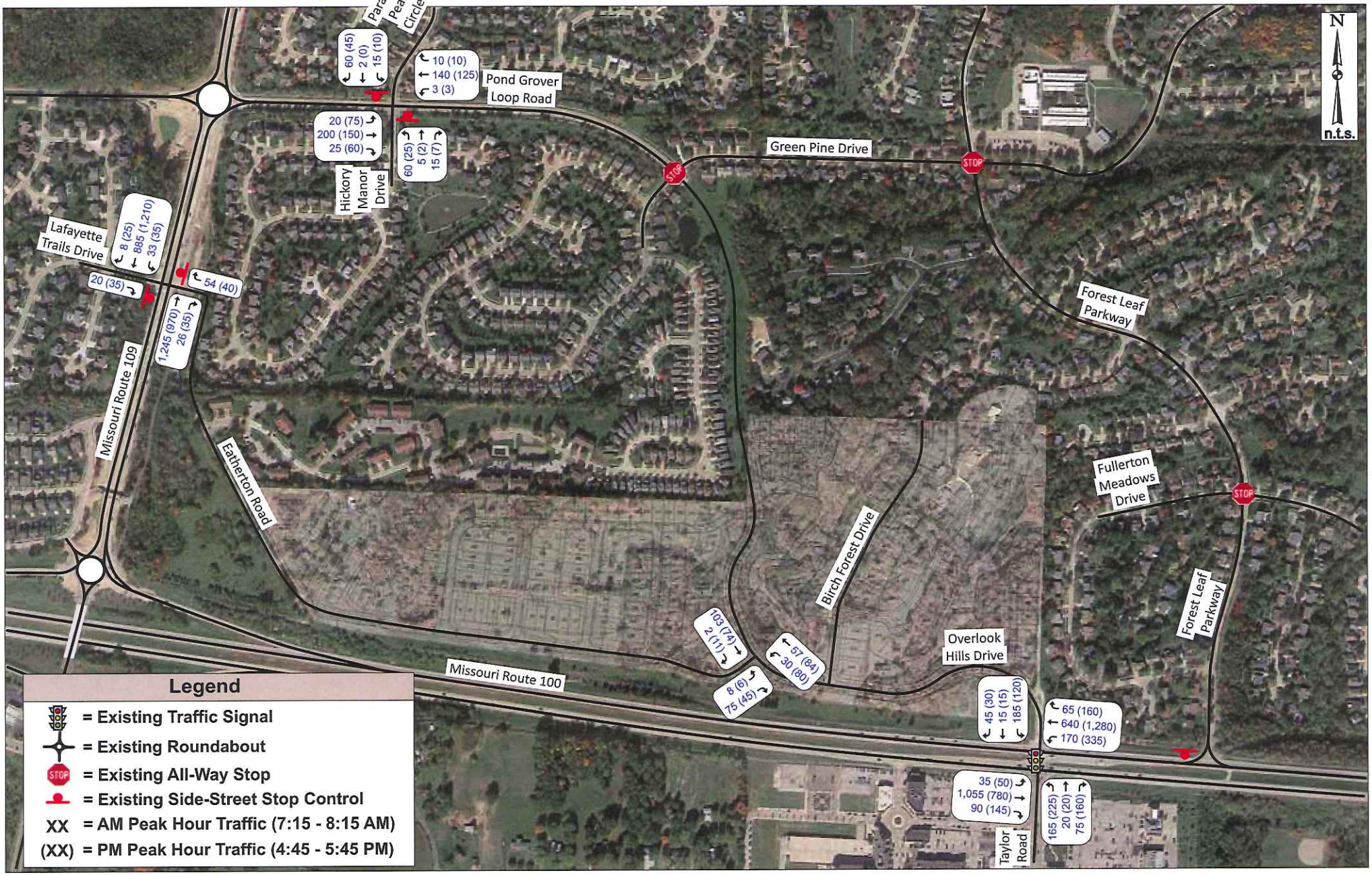

Exhibit 9: 2040 Build Traffic Volumes

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Table 5: 2020 and 2040 Build Operating Conditions

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	2020 Build	*2040 Design Year Build*	*2020 Build*	*2040 Design Year Build*
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)				
Eastbound Approach	C (32.9)	D (36.7)	C (29.5)	C (31.4)
Westbound Approach	C (25.7)	C (27.5)	C (32.3)	D (38.2)
Northbound Approach	D (40.7)	D (46.0)	D (38.4)	D (43.6)
Southbound Approach	D (47.8)	D (53.2)	D (50.1)	D (53.5)
Overall Intersection	**C (32.6)**	**C (36.1)**	**C (33.1)**	**D (37.6)**
MO Route 109 & Lafayette Trails Dr/Eatherton Rd (Side Street Stop Controlled)				
Eastbound Approach	A (0.0)	B (12.1)	B (14)	B (15.0)
Westbound Approach	B (14.5)	C (15.8)	B (12.3)	B (13.0)
Southbound Left	B (11.9)	B (12.8)	B (10.3)	B (11.1)
Overall Intersection	**A (0.5)**	**A (0.7)**	**A (0.6)**	**A (0.6)**
Pond Grover Loop Road & Hickory Manor Drive/Paradise Peak Circle (Side Street Stop Controlled)				
Northbound Approach	B (13.1)	B (13.4)	B (13.2)	B (14.2)
Southbound Approach	B (10.2)	B (10.2)	B (13.5)	B (10.3)
Overall Intersection	**A (3.6)**	**A (4.0)**	**A (3.3)**	**A (3.3)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Pond Grove Loop Road Classification and Annual Daily Traffic

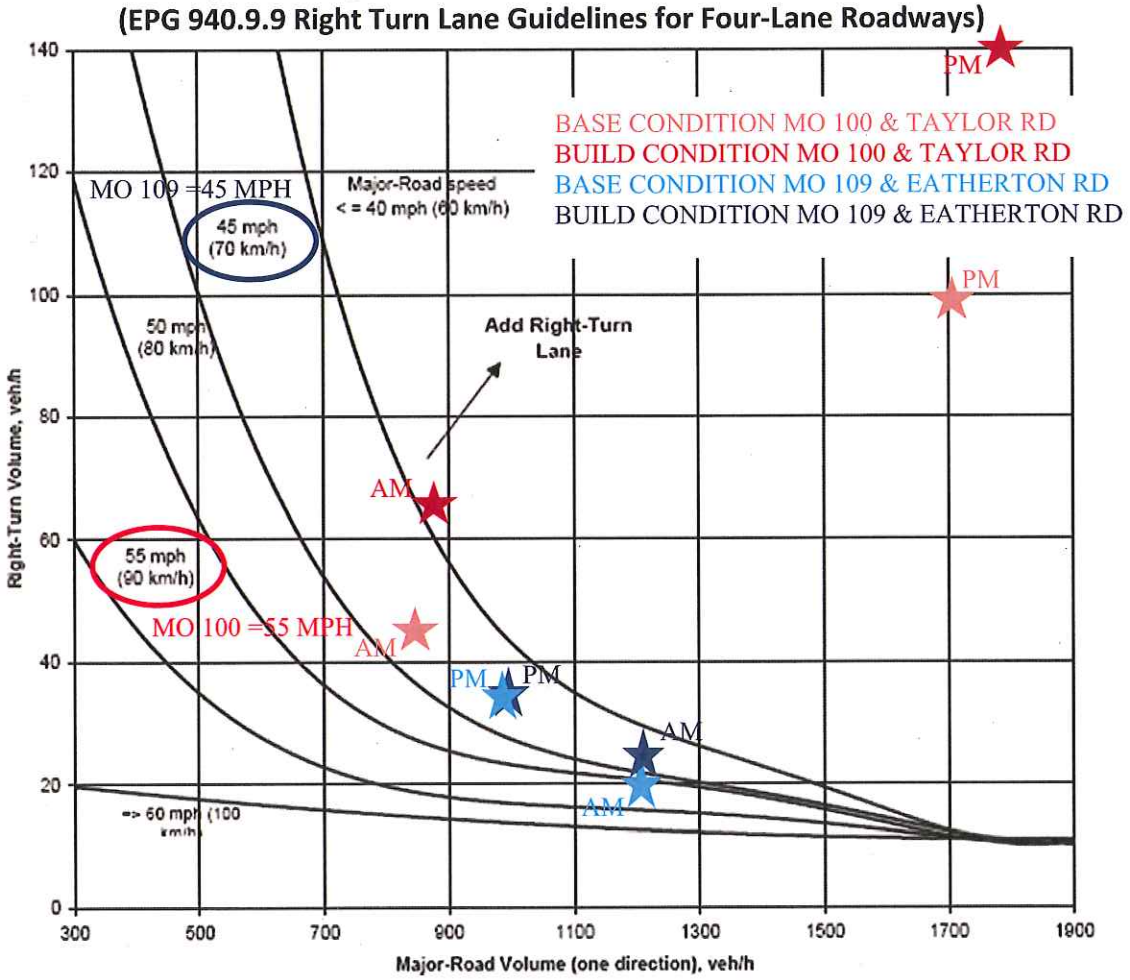
It is generally accepted that the forecasted design hourly volumes (DHV) estimated above is 10% of the anticipated annual daily traffic (ADT). Therefore, the forecasted ADT for Pond Grove Loop Road can be estimated as 3,030 in the 2020 Build Condition and 3,860 in the 2040 Build Condition. Given these estimates and the intended use, we would classify Pond Grove Loop Road as a Residential Minor Collector.

Right-Turn Lane Warrants

The need for separate right-turn lanes was considered using MoDOT's EPG methods. Right-turn lanes are considered as asset to promote safety and improved traffic flow at relatively high conflict locations. Separate right-turn lanes are intended to remove turning vehicles from the through lanes which reduces the potential for rear-end collisions at intersections.

Figure 2 graphically illustrates the right-turn lane needs analysis for the 2040 Design Year for both the Base and Build Condition. Given the estimated right-turning movement for northbound Missouri Route 109 at Eatherton Road verses the estimated northbound through movements, a separate westbound right turn lane *is **warranted** in the p.m. peak hour of the **Base Condition** due to the increase traffic expected on Missouri Route 109. After development of the residential site, the p.m. peak hour warrants a right turn lane. As well, a separate westbound right-turn lane is **warranted** at the signalized intersection of Missouri Route 100 and Taylor Road in the **Base Condition** due to the construction of the proposed roads.*

Figure 2 – Right-Turn Lane Warrants (2040 Design Year)
(EPG 940.9.9 Right Turn Lane Guidelines for Four-Lane Roadways)



Left-Turn Lane Warrants

Auxiliary left-turn lanes are also intended to remove turning vehicles from the through traffic flow. This reduces the frequency of rear-end collisions at locations where there is considerable left-turn ingress activity, such as major driveways and public road intersections.

A 200 foot left-turn lane is already provided for eastbound Missouri Route 100 at Taylor Road. Based on the low number of turns coming from the west, the existing lane length appears to be adequate to accommodate current and future demands.

On-Site Conceptual Intersection Alternatives

As requested by the City, CBB performed a cursory investigation of the following conceptual alternatives for the intersection of Pond Grove Road and Eatherton Road:

- Three-Legged Side-Street Stop-Controlled Intersection (as shown in the current site plan);
- Three-Legged Roundabout **(Exhibit 10)**;
- Four-Legged Intersection with an Additional Right-In/Right-Out Connection on Missouri Route 100 **(Exhibit 11)**; and
- Four-Legged Roundabout with an Additional Right-In/Right-Out Connection Missouri Route 100 **(Exhibit 12)**.

Exhibits 10, 11 and **12** show the alternative concepts with the projected traffic volumes. The standard three- and four-legged intersections were analyzed using Synchro as previously described. To allow better accuracy, the proposed roundabout was analyzed using SIDRA software, a traffic analysis program that is the most widely recognized tool available for evaluating roundabouts. The SIDRA software calculates vehicular delay times and operational levels of service that are consistent with methods supported by the "Highway Capacity Manual"; however, they should not be compared directly.

Table 7 compares the analysis results of the conceptual alternatives with average delays during the a.m. and p.m. weekday peak hours for the 2040 Design Year Build condition.

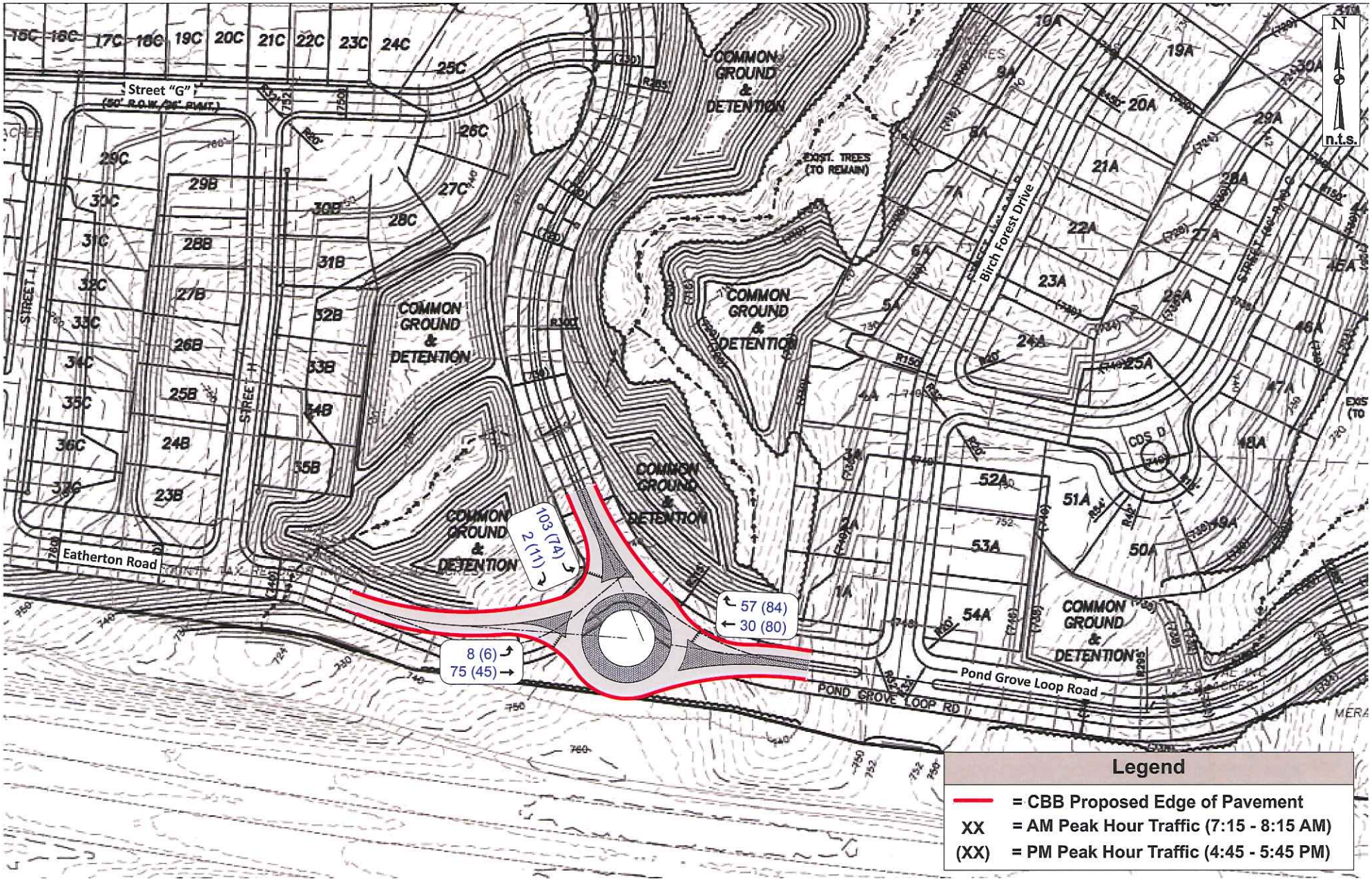


Exhibit 10: Three Legged Roundabout Concept with Traffic Volumes

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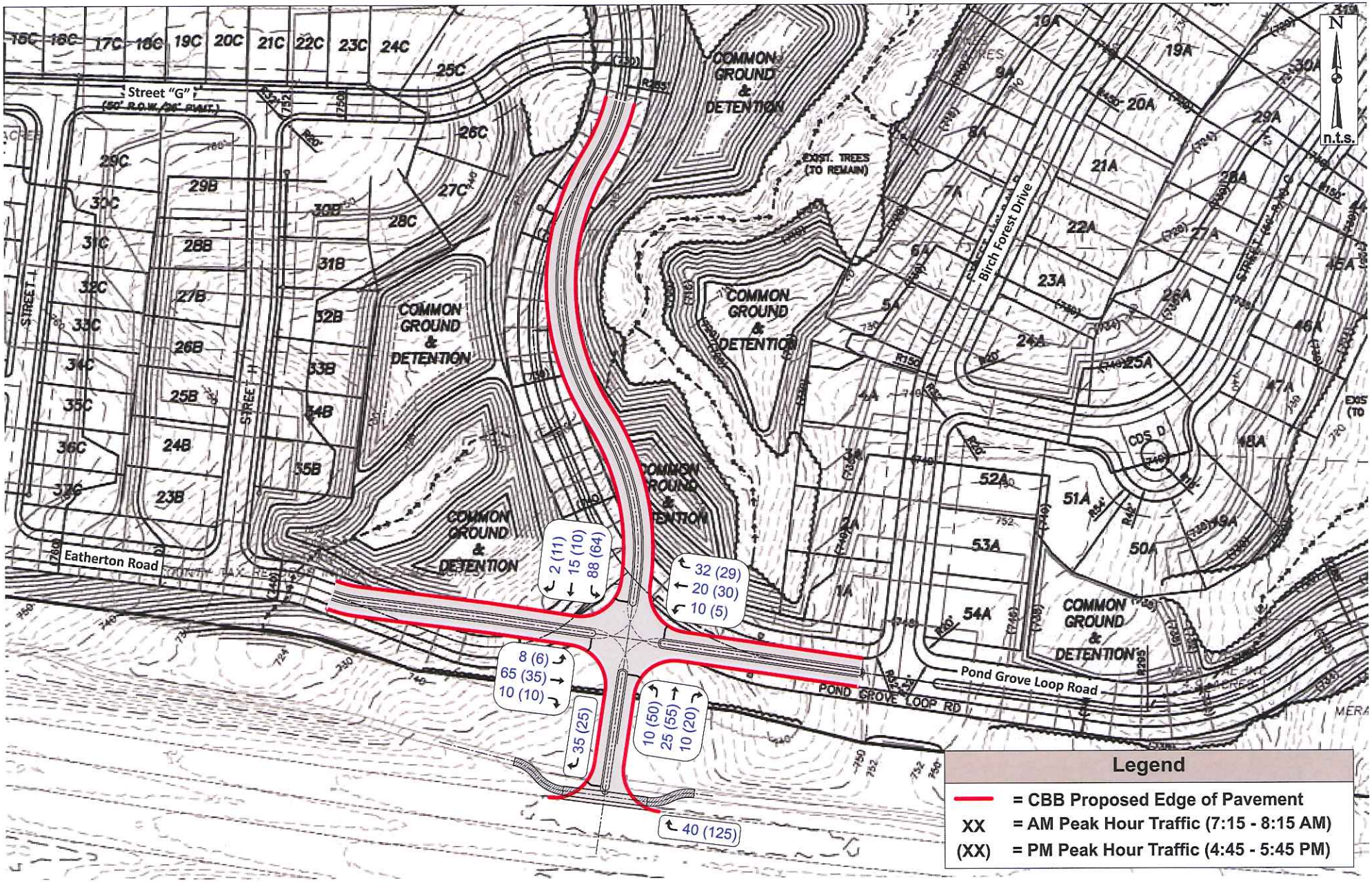

Exhibit 11: Four Legged Intersection Concept with a Proposed Right-In/Right-Out on Missouri Route 100 with Traffic Volumes

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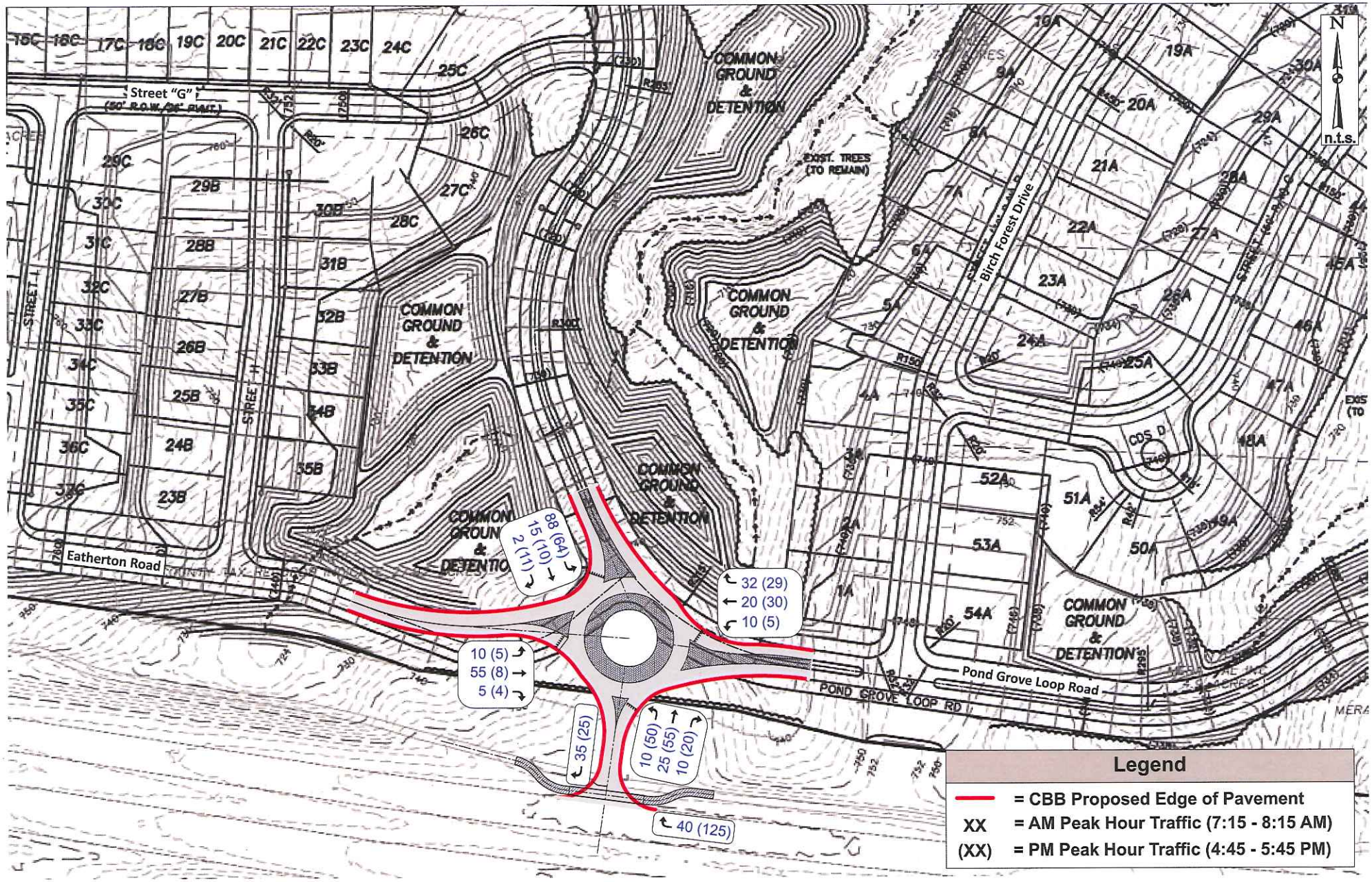

Exhibit 12: Four Legged Roundabout Concept with a Proposed Right-In/Right-Out on Missouri Route 100

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Table 7: Cursory Investigation of On-Site Intersection (2040 Design Year)

Traffic Movement	*AM Peak Hour*		*PM Peak Hour*	
	Side Street Stop Controlled	*Roundabout*	*Side Street Stop Controlled*	*Roundabout*
Pond Grove Loop Road & Eatherton Road (Three-Legged Intersections)				
Northbound Left Movement	A (7.5)	n/a	A (7.5)	n/a
Eastbound Approach	A (9.4)	A (5.2)	A (9.2)	A (5.2)
Westbound Approach	n/a	A (4.7)	n/a	A (4.5)
Southbound Approach	n/a	B (12.4)	n/a	B (11.9)
Overall Intersection	**A (3.6)**	**A (7.8)**	**A (3.6)**	**A (6.7)**
Pond Grove Loop Road & Eatherton Road (Four-Legged Intersections with Proposed MO 100 Right-In/Right-Out)				
Eastbound Approach	B (11.7)	n/a	B (11.9)	n/a
Westbound Approach	B (10.3)	A (6.1)	B (11.1)	A (6.1)
Northbound Approach	n/a	A (7.6)	n/a	A (7.6)
Southbound Approach	n/a	B (11.2)	n/a	B (11.2)
Overall Intersection	**A (7.9)**	**A (8.1)**	**A (6.7)**	**A (8.1)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

As can be seen above, the three-legged stop-controlled intersection with a northbound left-turn lane (as proposed by the current site plans) function very well due to the low traffic volumes expected at the on-site intersection. As well, the conceptual roundabout will also function at a very good LOS if this type of intersection is required by the City. However, since the side-street stop-controlled intersection will operate a very good levels of service, there does not appear to be a traffic justification to mandate a roundabout over a conventional intersection. Both will function well from a traffic operations perspective.

Although a right-in/right-out entrance on Missouri Route 100, approximately 1,325 feet west of the signalized intersection, would alleviate some westbound right-turn volume into the site from the signal, the demand for a right-turn movement out from the site onto Missouri Route 100 would be low as described in the above sections. As well, the City would have to petition MoDOT to allow a break-in-access, see details below. **Table 8** shows the 2040 Build Operating Condition with a very slight increase in delays once the right-turning movements at the intersection of Missouri Route 100 and Taylor Road/Overlook Hill Drive are reassigned to through movements on westbound Missouri Route 100 to access the right-in/right-out further west.

Table 8: 2040 Build Operating Conditions with Proposed Right-In/Right-Out

Traffic Movement	*AM Peak Hour 2040 Build*	*PM Peak Hour 2040 Build*
MO Route 100 & Taylor Road/Overlook Hill Drive (Signalized Intersection)		
Eastbound Approach	D (36.7)	C (30.8)
Westbound Approach	C (28.9)	D (44.9)
Northbound Approach	D (46.0)	D (44.4)
Southbound Approach	E (60.1)	E (61.9)
Overall Intersection	**D (36.9)**	**D (41.5)**

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)

Given the above, we believe there is little to no benefit of a right-in/right-on Missouri Route 100 to the state system. Therefore, the added connection may not meet the criteria to justify the break-in-access per MoDOT's requirements. We would not recommend an additional right-in/right-out entrance on Missouri Route 100.

Break-In-Access Alternative

As noted above, it is our understanding that the City has requested that additional access to the development be investigated via a right-in/right-out connection to Missouri Route 100, east of Taylor Road. However, our investigations have confirmed that the entire frontage of Missouri Route 100 has limited access rights owned by MoDOT. Section "941.2 Entrance Requests within Controlled Access Right-of-Way" in MoDOT's EPG details the process by which access requests can be considered.

Since Missouri Route 100 is a major road, approval from the State Traffic and Highway Safety Engineer in Jefferson City will likely be required if the local district recommends approval. Additional analysis work, not currently included in CBB's contracted scope of work could be required for consideration of the break-in-access. Also, a preliminary layout of the proposed access will be required, tied to MoDOT's stationing along Missouri Route 100 with property lines and deed information included for the adjacent property.

The most appropriate category would be "Breaks in Access for a City/County Road." In order for a break-in-access to be classified as such:

- *The request shall be made by a city or county;*
    - Probable – Wildwood would need be the sponsor/applicant

- *The request shall not solely benefit a developer or individual with commercial interests;*
    - Probable – This request would connect to various subdivisions through the stub street connections
- *A master roadway plan shall be provided which clearly shows the requested break in access and its connection to a city or county roadway system that provides circulation of traffic and relief to the state system;*
    - Possible – First Statement: While the City may not have the connection shown on their current master plan, their plan could potentially be amended to do so.
    - **Difficult –** Second Statement: The issue of providing "*circulation of traffic*," and more specifically, "*relief to the state system*" will be difficult to prove. Shifting the right-in and right-out traffic from the Taylor Road intersection 1,325 feet to the west is not be expected to significantly improve traffic flows along Missouri Route 100. There would be some benefit in convenience to residents north of the break for ingress from the east and egress to the west over the proposed condition without the break, but compared to the existing conditions, the extension of Pond Grover Loop Road to Missouri Route 100 and the other internal connections are expected to accommodate traffic very effectively.
- *If the entire connection is not planned to be constructed at one time, dedication of right of way for the city or county roadway may be required as assurance of the intent to connect this roadway at a future date; and*
    - Probable – I do not see this as a problem. The developer could provide the dedication at the time as the subdivision plat approval process. Since the bike trail generally follow the alignment of Missouri Route 100, we recommend the bike trail crossing of the proposed right in/right out entrance be pulled immediately adjacent to the westbound Missouri Route 100 lanes and through the island as shown in Exhibit 11 and 12. This would create an additional point of user conflict that is not currently present.
- *If the above criteria are met, then the break in access may be granted for no charge.*
    - Probable – No fee should be charged if the City is the applicant.

<u>Summary</u>

CBB has completed a traffic impact study for a proposed 189 single-family residential development on a tract of land in the northwest quadrant of Missouri Route 100 and Taylor Road/Overlook Hill Drive in Wildwood, Missouri. The following summary is provided:

- The signal at Missouri Route 100 and Taylor Road/Overlook Hill Drive will need to be retimed accordingly in order to accommodate the traffic generated rerouted by the new road connection and the additional traffic generated by the proposed residences.
- A separate southbound left-turn lane out of the site should be provided (on the new Pond Grover Loop Road at the intersection with Missouri Route 100 opposite Taylor Road).
- A separate westbound right-turn lane into the site should also be provided on Missouri Route 100 at the new Pond Grover Loop Road/Taylor Road intersection as a result of the proposed roadways built and the associated change in traffic patterns.
- The anticipated northbound right-turn volumes does warrant a right-turn lane on Missouri Route 109 at Eatherton Road as a result of the anticipated growth of traffic expected on Missouri Route 109 in the Base Condition.
- No improvements are recommended for the intersection of Pond Grover Loop Road at Hickory Manor Drive/Paradise Peak Circle.
- A three-legged stop-controlled intersection at Pond Grove Loop Road at Eatherton Road with a northbound left-turn lane (as proposed in the current site plan) appears to be the most appropriate intersection alternative of the four concepts investigated. However, a roundabout would also function very well if required by the City.
- An additional right-in/right-out access on Missouri Route 100 west of Taylor Road, as requested by the City to be investigated, does not appear to be warranted. Furthermore, any additional access will require a break-in-access from MoDOT due to the current limited access right-of-way. Based on our evaluations, the additional access is not recommended.

We trust that you will find this report useful in evaluating the traffic impacts associated with the proposed roadway connections as well as the proposed 189 single-family residential homes (known as Brightleaf) in Wildwood, Missouri. Please contact me in our St. Louis office (314) 878-6644, ext. 12 or Lcannon@cbbtraffic.com should you have any questions or comments concerning this material.

Sincerely,

Lee Cannon

Lee Cannon, P.E., PTOE
Principal – Traffic Engineer