Agenda
for the
POND-GROVER LOOP ROAD COMMITTEE
Site Visit & City Hall Community Room – 16860 Main Street
Tuesday, April 26, 2016
6:30 p.m. to 7:45 p.m. - Site Visit
8:00 p.m. to 9:00 p.m. - Community Room @ City Hall

I. Welcome To Group Members And Opening Comments

II. Approval Of Minutes From The March 21, 2016 Meeting

Documents: II. DRAFT MINUTES FOR 3-22-16 P-G LOOP RD COMMITTEE MTG.PDF

III. Site Visit – Committee Will Walk The Length Of The Current Roadway/Roadbed, Beginning At Its Current Terminus At Route 109 To Route 100.

IV. Election Of A Chair And Discussion Of Meeting Start Time By Committee Members

V. Discussion Of Topics And Consideration Of Information By The Committee (This Section To Begin At Approximately 8:00 P.m.)

1. Introduction To Functional Street Classification System

   Documents: V.A. INTRODUCTION TO FUNCTIONAL STREET CLASSIFICATION SYSTEM.PDF

2. Review Of Other Street Extension Projects Within The City

   Documents: V.B. REVIEW OF OTHER STREET EXTENSION PROJECTS WITHIN THE CITY.PDF

3. Review Of Frequent Comments During Villages At Bright Leaf Discussion

   Documents: V.C. REVIEW OF FREQUENT COMMENTS IN VILLAGES AT BL DISCUSSION.PDF

4. Update On Traffic Analysis By City Of Wildwood/Lochmueller And Associates

5. Comments And Questions From Committee Members

VI. Public Comments

VII. Next Meeting Date Of The Committee – May 24, 2016 – Tuesday (7:00 P.m.)

VIII. Closing Remarks/Adjournment

POND-GROVER LOOP ROAD COMMITTEE

Record of Proceedings
City Hall Community Room – 16860 Main Street
Tuesday, March 22, 2016
7:00 p.m. to 9:00 p.m.

I. Welcome to Group Members and Opening Comments by Mayor Woerther and the Departments of Planning and Public Works

Mayor Woerther welcomed everyone in attendance and thanked the Committee Members, and general public, for giving their time to this discussion. He then requested a roll call of attendees, which was completed with the following results:

Pond-Grover Loop Road Committee Members present: Christy Pitney, Paul Pohlers, Debbie Sinden, Ed Marshall (Council Member Ward 2), Joe Garritano (Council Member Ward 8), and Mayor Woerther. Absent: Jim Baugus (Council Member Ward 3)

Other City Officials present: Jim Bowlin (Council Member Ward 6), Debra Smith McCutchen (Council Member Ward 5), and Dave Bertolino (Council Member Ward 5).

Staff Members present: City Administrator Ryan Thomas, Director of Public Works Rick Brown, Director of Planning and Parks Joe Vujnich, and Assistant Director of Planning and Parks Kathy Arnett.

II. Discussion of Topics and Consideration of Information by the Committee

Director of Planning and Parks Vujnich introduced the staff members and outlined their roles and expertise for the Committee Members' benefit. He noted the Committee is comprised of seven (7) individuals, including three (3) Council Members, three (3) citizen volunteers, and the Mayor.

He then provided a summary of the packet of background information and highlights of each:

a. Review of Background Materials

i. Pond-Grover Community Area Study – St. Louis County, MO (1989)
ii. St. Louis County Highway Systems Plan (1985-1990)

This document was one (1) of a number of area plans completed at that time by St. Louis County. Then County Executive, Gene McNary, authorized the plans to try and forestall incorporations and annexations in unincorporated areas of St. Louis County. After the plans were adopted, however, the County Commission and Council did not adhere to them. The plan included the St. Louis County Highway Systems Plan, as well.

The first mention of the Pond-Grover Loop Road was in this study. The County intended to build the Pond-Grover Loop Road, similar to the Chesterfield Parkway. It would be a 4-lane, bi-directional road that routed traffic around a major commercial node at State Routes 100 and 109, which would include a large indoor shopping mall. Prior to the City's incorporation, a small section of the northeast portion of this roadway was constructed to provide access to a number of residential subdivisions approved and platted by St. Louis County. Additionally, a greater extent of the right-of-way, past its current terminus, was dedicated and graded for a roadbed, but the construction was not complete, since the properties it would serve were not yet developed.

iii. Master Plan of the City of Wildwood – 2006

The City adopted its first Master Plan in 1996. The Plan was amended in 2006 and a second update is nearing completion. The 2006 and 2016 versions do not have significant modifications from the first plan. Each version of the plan directs the City not to follow plans from St. Louis County, especially relative to the Pond-Grover Loop Road, unless specific area plans identify street connections. This language, in the Transportation Element, abandoned the full loop road around the quadrants surrounding the State Route 109 and State Route 100 interchange. However, the Pond-Grover Loop Road is noted as to be connected to State Route 100 in the Town Center Plan, which is adopted as part of the City's Master Plan.

In 1996, the City began creating the Town Center Plan by hiring Andres Duany, a national leader in the New Urbanism movement. Duany's team created a plan with grid streets to create connectivity and community. Due to the City's topography, however, a true grid plan is difficult to achieve. This plan directed the connection of the Pond-Grover Loop Road, from its current terminus, to State Route 100, at Taylor Road.

iv. Town Center Engineering Study for Streets and Road – 1997

An engineering consultant was hired by the City to fact check the Street Network Plan created by Andres Duany's team. This consultant's job was to identify if the grid pattern of streets was achievable. Certain modifications were made by the consultant, mostly due to the topography in the area, and some streets within the plan were modified. The Pond-Grover Loop Road, however, was again shown to connect from its current terminus to State Route 100, at Taylor Road.

v. Town Center Development Manual – 1998

This manual was created to make the new design and architectural requirements, required in the Town Center Area, easier to understand. The Development Manual is a supplement to the Town Center Plan, which again noted the extension of the Pond-Grover Loop Road from its current terminus to State Route 100, at Taylor Road.

vi. Town Center Plan – 2010/2013

A process to update the Town Center Plan was begun before its ten-year anniversary. The City engaged Jonathan Barnett, a nationally recognized urban planner, professor, and Fellow in the American Institute of Certified Planners, to review the plan and its implementation. A committee of citizens, along with Mr. Barnett and several other consultants, participated in this process and

reviewed the plan. At the conclusion of their work, the revised plan was adopted by the Planning and Zoning Commission in 2010 and the City Council in 2013. The plan adopted by both of these entities retained the extension of the Pond-Grover Loop Road from its current terminus to State Route 100, at Taylor Road.

vii. Record Plats for Hickory Manor and Kingstowne Estates Subdivision, including governing ordinances approved by St. Louis County, MO – 1989-1993

Both of these subdivisions were approved by St. Louis County, prior to the incorporation of the City of Wildwood. These subdivisions border the Pond-Grover Loop Road and their platting processes included the dedication of the Pond-Grover Loop Road along their entire frontage. Accommodations were made with small common ground buffers between perimeter lots and the road itself.

viii. Letter of Recommendation on Bright Leaf Project and governing ordinance – 2016

The Planning and Zoning Commission's Letter of Recommendation on this subdivision ended in a tie vote. The subdivision was approved by the City Council, but the final determination of the road extension was deferred to a decision by this Committee.

ix. Traffic Study from Bright Leaf Project – 2015

The petitioner provided a traffic study to project the impact of the Villages at Bright Leaf development on the existing and proposed street network.

x. Letter of Engagement for New Traffic Study by City of Wildwood – 2016

The City has now engaged its own consultant to conduct a thorough traffic analysis in this area and the impacts of allowing or not allowing, the extension of the Pond-Grover Loop Road.

b. Process and Goals of Committee

The Committee will be exploring three (3) basic questions/goals:

1. To determine if the roadway is needed;
2. If needed, to determine how the roadway should be constructed; and
3. If not needed, what should happen next.

The Committee will make its recommendation, which will be forwarded to the City Council for final action.

c. Meeting Schedule of Committee

A total of four (4) meetings have been set aside for this Committee to complete its work. If additional meetings are necessary, more can be scheduled. The three (3) remaining meetings are scheduled for Tuesdays, on the following dates: May 24, 2016, June 28, 2016, and July 26, 2016.

d. Comments and Questions from Committee Members

Discussion was held among the Committee Members regarding the following: the County plan to limit the heavy commercial traffic from residential streets with the construction of the loop-style roadways; the factors that make a roadway a certain classification, i.e. an arterial versus collector, etc.; the purpose of the City's traffic study; the previous studies done in this area, including speed studies; the desire to tour the site; the traffic calming measures tested by the City in the past; the list of streets included in the new traffic study; and the desire of the Committee to request information from the City's traffic consultant, Lochmueller Group, regarding past studies it has completed and any verification to determine if these items have been accurate.

II. Public Comment

Steve Casper, 2502 Forest Leaf Parkway, noted he wants the road to be extended, so the traffic is dispersed and children will be safer, when playing and walking in the area. He believes Forest Leaf Parkway has to accommodate too much traffic.

Susan Treiber, 15912 Sandalwood Creek Drive, noted her concern about the area where the road would be extended is contaminated, since there is dioxin in the Caulks Creek Watershed, and this property was previously used as an orchard.

III. Next Meeting Date of the Committee

Several questions were posed by Committee Members and the general public, which staff noted they would research and provide responses to at a future meeting. These items/questions were:

- What would the environmental impact, and quality of life impact, be on the entire City, and just this area, if the road is or is not extended.
- Once the Committee makes a recommendation, how does their action meet the five (5) goals of the Master Plan.
- An assessment of a safe and optimal level of traffic on the surrounding streets, not just a count of what exists.
- A list of frequently asked questions that recurred during the Villages at Bright Leaf discussion.
- An assessment by the Lochmueller Group on the impact of the Community Park's access at State Route 109.
- An evaluation of the traffic volumes, current and recommended, at Forest Leaf Parkway and Fullerton Meadows Drive.
- A Phase I environmental assessment from the Villages at Bright Leaf project.
- A description of the functional classifications of roadways.
- A distribution of schools where students from the Villages at Bright Leaf development would attend.

IV. Closing Remarks/Adjournment

A motion was made by Council Member Marshall, seconded by Committee Member Pohlers, to adjourn the meeting. A voice vote was taken, with no opposition, whereupon Mayor Woerther declared the motion approved and the meeting adjourned at 8:53 p.m.

WILDWOOD

Department of Public Works

MEMORANDUM

To: Pond-Grover Loop Road Committee Members

From: Rick C. Brown, Director of Public Works

Date: April 22, 2016

Re: Functional Classification of Roadways

At the March meeting of the Pond-Grover Loop Road Committee, a question was raised regarding the functional classification of roads. To help further address this question, I have provided the following summary.

Transportation planners classify roadways based on a functional classification system. Within the functional classification system, roads are assigned to one of several possible functional classifications according to the character of travel each roadway provides. Generally the main classifications are local road, collector road and arterial road; however, a distinction is also made between rural and urban arterials and collectors. The two primary considerations made when classifying roads are mobility and access.

Local Roads – The primary purpose of a Local road is to provide access to homes). They emphasize high access (i.e. they have driveways), but low mobility. Typically they are lower volume, lower speed roads which are used for short trips – generally only to connect a home to the nearest collector road. They are not intended for through or regional travel.

Collector Roads - As their name implies, collectors "collect" traffic from local roads and connect traffic to arterial roadways. Collector routes are typically shorter than arterial routes but longer than local Roads. Traffic speeds and traffic volumes will be medium (higher than local roads but less than arterial roads). Collectors often provide traffic circulation within residential neighborhoods as well as commercial, industrial or civic districts.

Arterial Roads – These are roads whose primary purpose is regional mobility (I-64, Route 141 or Route 109). They emphasize high mobility, and higher speeds, with generally less emphasis on access to local properties. These roads are used for longer trips to regional destinations and typically have higher traffic volumes. Arterial roadways sometimes feature full or partially controlled access with no or few intersecting roadways to hinder traffic flow (i.e. Route 100 west of Old State Road to Franklin County). Arterial roads are further defined as either Principal or Minor depending on

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further details. Principal arterial roads would include freeways and interstate routes with access control designed to serve the highest traffic volumes and longest trips.

For more information, please refer to the following:

http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Also, here is the current Functional Classification map for St. Louis County:

http://www.ewgateway.org/trans/funcclass/stlCountyMap/StLCountyMap-2015.pdf

RCB

WILDWOOD

Over the past twenty (20) years, the City has consistently tried to address connectivity of its streets and roadways, both in its Town Center Area, as well as other locations within the greater Wildwood community. This connectivity concept is key to New Urbanism in the City's Town Center Area, but also elsewhere in the community. Benefits in terms of connectivity have been explained in previous meetings in relation to the recent Villages at Bright Leaf proposal. The Department would be glad to explain these benefits, if the Committee members would request such. More, the Committee, at its first meeting, sought to understand the City's past practice in this regard.

At this first meeting, the question of where has the City employed the principle of connectivity was raised. The question is important to the discussion of the Pond-Grover Loop Road Extension, so the Department wanted to respond to it and address the matter as part of tonight's meeting. Accordingly, the following locations reflect the City's actions on connectivity and the issue of stub streets and extensions of roadways (grouped by Conceptual Land Use Category of the Master Plan - 2016):

Non-Urban Residential Areas >

1. Radcliffe Place Subdivision - Plat 3 to Radcliffe Place Subdivision - Plat 4 via Radcilffe Place Drive
2. Lafayette Trails Subdivision to western extension of Pond-Grover Loop Road via Sentier Drive and Lafayette Trails Drive
3. Garden Valley Farms Subdivision to Oak Ridge Trails Subdivision to Westhampton Woods Subdivision via Garden Valley Drive, Vintage Oak Lane, and Westhampton View Lane
4. Meridian Subdivision to Meridian Pointe via Grand Meridien Forest
5. Wilderness Trail Subdivision to Pine Creek Subdivision via Pine Bend Drive and Keystone Trail Drive

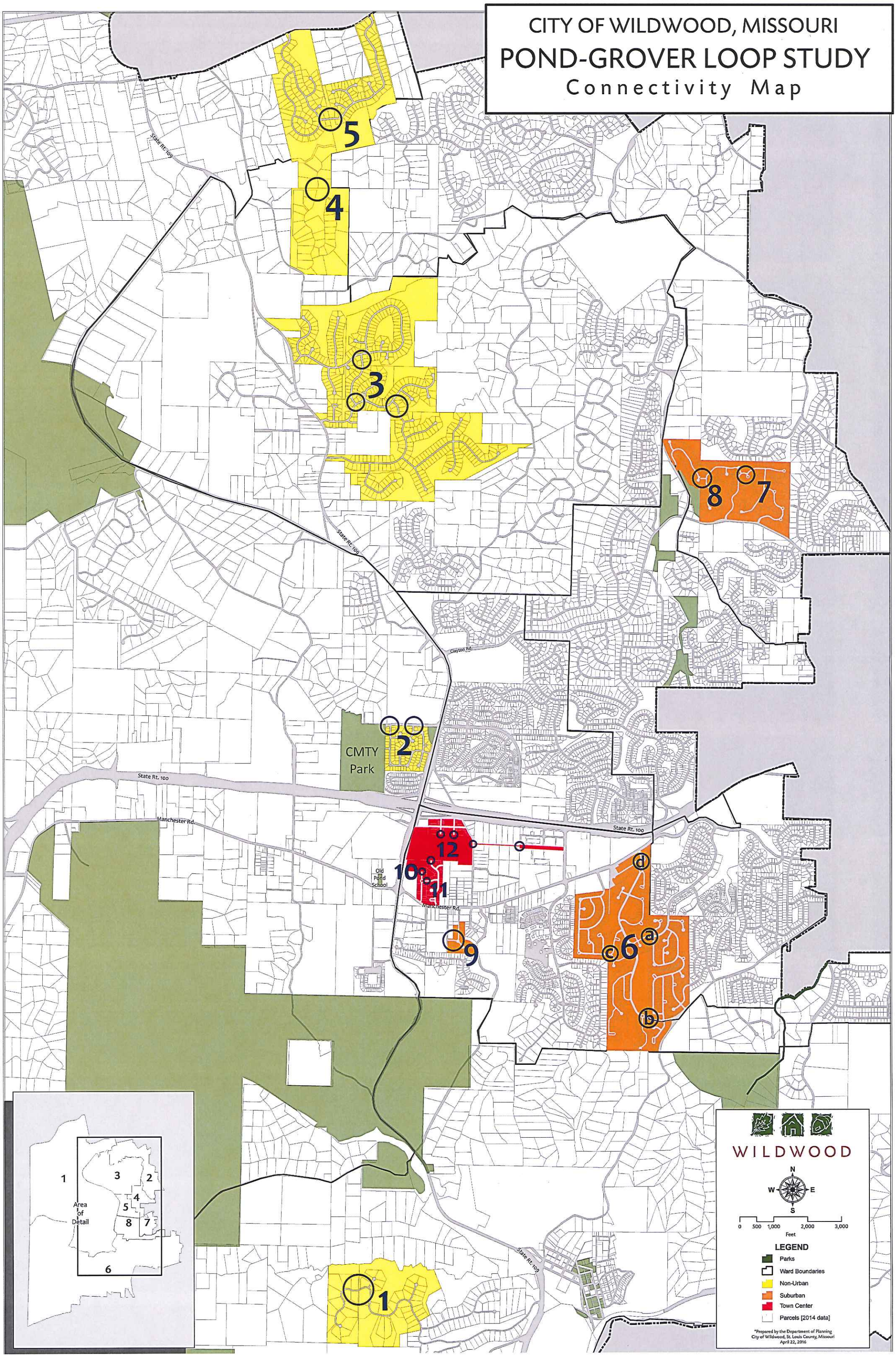
Suburban Residential Areas >

6. Enclaves at Cherry Hills Subdivision to Nantucket Subdivision to the Meadows at Cherry Hills Subdivision
    a. Waterside Drive
    b. Old State Spur (Fairway Drive)
    c. Cherry Hills Meadows Drive
    d. Kolbie Manors and Kode Manors Courts
7. Wynncrest Subdivision to Wynncrest Addition Subdivision via Wynncrest Falls Drive
8. Wynncrest Addition Subdivision to Woodcliff Heights Subdivision via Woodcliff Heights Drive and Wynncrest Falls Way
9. East Avenue to Center Avenue via Bordeaux Walk Way

Town Center Area >

10. Towns at Windrush Subdivision to Wildwood Trail Subdivision via Viola Gill Lane
11. Towns at Windrush Subdivision to Old Grover Estates Subdivision via Old Hollow Drive
12. Old Grover Estates Subdivision to Main Street Crossing Subdivision to Cambury Subdivision via Main Street Extension, Larksong Drive South, Kilare Lane, and Grover Ridge Drive

CITY OF WILDWOOD, MISSOURI
POND-GROVER LOOP STUDY
Connectivity Map

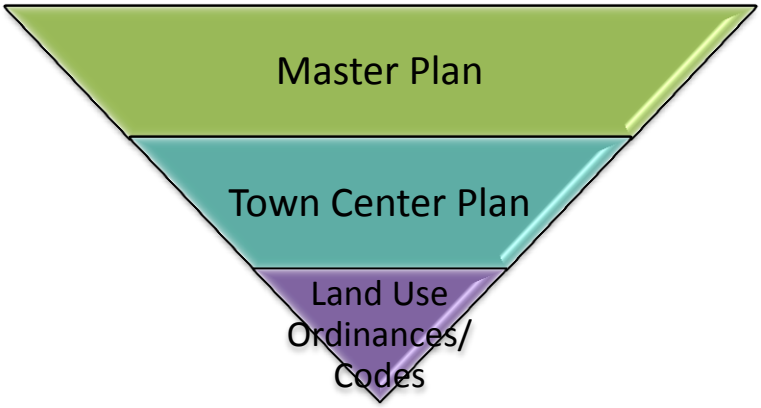


Frequently Asked Questions from Villages at Bright Leaf Rezoning Process

This list reflects comments/questions that were made during the review process of the Villages at Bright Leaf development. This process began at a public hearing on July 20, 2015 and ended with the Ordinance's adoption on January 25, 2016.

In evaluating a rezoning request, adherence to a number of City plans and policies is reviewed, beginning with the more general items, such as the Master Plan, then working to the more specific information, until compliance with all land use ordinances/Codes is achieved.

Review Process for Development Requests… Does it adhere to?



Comment/Question	True/False
The road extension is against the Master Plan.	False
Why is this statement False?	
The City adopted its first Master Plan in 1996. The Plan was amended in 2006 and a second update has been adopted by the Planning and Zoning Commission. The 2006 and 2016 versions do not have significant modifications from the first Plan. One of the Policies in the Transportation Element of the 1996 and 2006 versions of the Plan directed the City to, 'not adopt other arterials and new roadways that may have been projected as part of previous St. Louis County plans, in particular, the Pond-Grover Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.' This action abandoned the full loop-style road through the quadrants surrounding the intersection of State Route 109 and State Route 100. However, the Town Center Plan, which is an amendment to the Master Plan, notes the roadway should be extended from its current terminus to State Route 100, at Taylor Road.	
Comment/Question	**Status**
How will City save mature trees? Tree preservation is not at 30% minimum.	In Process
What does this Status mean?	
Tree preservation will be a requirement of the development. If 30% of the existing tree canopy cannot be retained, the difference in the amount must be replanted.	

Comment/Question	True/False
The extension of the Pond-Grover Loop Road will result in the loss of a Ward 5 park.	False
Why is this statement False?	
The proposed park within the Pond-Grover Loop Road right-of-way was discussed, as temporary, given over twenty (20) years had passed since its dedication. However, it was made clear that, if development proceeded, it could be moved. The Villages at Bright Leaf development has shown a 1.21 acre area of public space in the northwest corner of the property and a centrally located 1.57 acre area of public space. Additionally, a 4.9 acre linear park is proposed between Eatherton Road and State Route 100.	

Comment/Question	True/False
The Pond-Grover Loop Road extension is not needed for emergency access.	False
Why is this statement False?	
Metro West Fire Protection District submitted a letter requesting the connection. While the District noted they would not deny service to the new subdivision, if access was not provided, it noted the importance of the additional route to shorten times and provide alternatives in the event that other roadways were blocked.	

Comment/Question	True/False
The new development will increase stormwater runoff in surrounding neighborhoods.	False
Why is this statement False?	
The development will be required to meet the current Metropolitan St. Louis Sewer District Phase II standards for stormwater management. These are the most stringent requirements to date and do not allow for an increase in stormwater to adjacent properties. Additionally, this property is located within the Caulks Creek Watershed, which results in an even higher standard.	

Comment/Question	True/False
The density proposed is too high. This type of development goes against what Wildwood stands for.	False
Why is this statement False?	
Wildwood's Master Plan has five (5) land use classifications. The Town Center Area, where this development is located, allows the greatest density of any of the City's other land use areas. Certain locations within the Town Center Area permit multiple-family residential and even commercial developments. This property was the subject of much discussion during the 2008-2013 Town Center Plan Update. The neighboring residents pushed for the exclusion of commercial uses on this property, which was ultimately granted. The current zoning district designation of the Villages at Bright Leaf site is R-3 10,000 square foot Residence District, which is identical to the Evergreen Subdivision and comparable to Hickory Manor Estates Subdivision, and less dense than Sandalwood Creek Condominiums.	

Comment/Question	True/False
Ward 5 is the most densely populated ward in the City.	False
Why is this statement False?	
In 2012, following the results of the 2010 decennial census completed by the United State Census Bureau, a redistricting of City wards was completed. All of the City's eight (8) wards must be nearly equal in population. Ward Five has one of the lowest populations and is slightly larger in geographic	

area than Ward 7.

Comment/Question	True/False
Events like National Walk to School Day won't be able to occur if the Pond-Grover Loop Road is extended.	False

Why is this statement False?

Fairway Elementary, which is located along Old Fairway Drive, has had many successful Walk to School Days throughout the years. This school is located along a roadway that was connected to other streets, including Old State Spur, and other subdivisions, such as, the Meadows at Cherry Hills, and the Nantucket Subdivision, which also connects to the Harbors at Lake Chesterfield development.

Comment/Question	Status
The residents of Ward 5 do not want the road extended, so it should not be extended.	In Process

Why is this Status in process?

This committee is to consider all input and will make a recommendation on this roadway to City Council.

Comment/Question	Status
Development will result in increased noise, pollution, traffic, dust and dirt, people, stormwater runoff, and it will become unsafe for joggers/walkers/children/animals.	In Process

Why is this Status in process?

Precautions are always taken by the City to ensure the development meets the highest standards in stormwater runoff and mud and dirt are not tracked onto adjacent streets, while utilizing its land use codes to mitigate considerations relating to noise, light, and pedestrian safety.

Comment/Question	Status
How will extending the Pond-Grover Loop Road decrease traffic on other roads?	In Process

Why is this Status in Process?

Traffic studies and other design criteria from AASHTO (American Association of State Highway and Transportation Officials) has shown that providing multiple alternatives for traffic flow results in a dissipation of the traffic.

Comment/Question	True/False
The proposed development has a lack of adherence to public space requirements, based upon 100 units in zoning ordinance.	False

Why is this statement False?

The proposed Villages at Bright Leaf development is required to provide 7.76 acres or 338,026 square feet of public space. The developer is meeting this requirement.

Comment/Question	True/False
The extension of the Pond-Grover Loop Road and the continuation of its poor design.	False

Why is this statement False?

The City has never intended to continue the design criteria used by St. Louis County with the extension of the Pond-Grover Loop Road, if approved. This roadway allows for too high of speeds and the City has been clear about its position to modify this design. Final design criteria for the

existing portion of the roadway has not been created; however, the portion through the Villages at Bright Leaf development is very similar to Taylor Road, with the planted median and eleven (11) foot drive lanes. The Pond-Grover Loop Road, however, will not have parking along its length.	
Comment/Question	**True/False**
The Pond-Grover Loop Road will be in close proximity to existing homes once constructed.	False
Why is this statement False?	
The Pond-Grover Loop Road is to be located within a seventy (70) foot right-of-way. At the edge of right-of-way, there is a twenty (20) foot common ground strip before individual property lines begin. Each of those homes, in addition to their accessory structures, such as decks, have a rear yard setback of at least fifteen (15) feet. Calculating these distances, each home will be a minimum of thirty-five (35) feet from the back edge of the sidewalk, assuming the rear of the dwelling is placed at the fifteen (15) foot rear yard setbacks, which would not allow any decks.	
Comment/Question	**Status**
The Town Center requirements shouldn't apply to the extension of the Pond-Grover Loop Road in this area.	In Process
Why is this Status in process?	
The design of the Pond-Grover Loop Road has yet to be finalized, but will be consistent design for safety, function, and aesthetics, if approved.	
Comment/Question	**True/False**
Pond-Grover Loop Road is not an arterial roadway.	True
Why is this statement True?	
The Pond-Grover Loop Road is a collector street, which feeds to adjacent arterial roadways, such as State Routes 109 and 100.	
Comment/Question	**True/False**
The park dedicated in the Villages at Bright Leaf development does not take the place of a Ward 5 neighborhood park and is only accessible from outside the Villages by entering on Hwy 100.	False
Why is this statement False?	
As was stated in a previous FAQ, the proposed Ward 5 park was to be temporary in nature, until such time this property developed. With this development providing several pocket parks and the linear corridor, all within Ward 5, there will be public park space within the Ward. These parks would be accessible by Eatherton Road and, regardless if the Pond-Grover Loop Road is extended, sidewalks and trails are planned in the right-of-way area.	