WILDWOOD

CITY COUNCIL

COUNCIL CHAMBERS

MONDAY, AUGUST 8, 2016

7:30 P.M.

AGENDA

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. APPROVAL OF MINUTES – July 25, 2016 Work Session & Regular Agenda

Documents:

DRAFT COUNCIL MINUTES 7-25-16.PDF

V. MAYOR APPOINTMENTS AND ANNOUNCEMENTS

A. Board Of Adjustment Member Reappointment – Bob Morris (Ward - Seven) – Five Year Term

Documents:

APPOINTMENT - BOA- MORRIS.PDF

B. Board Of Adjustment Alternate Member Reappointment – Richard Pfarr (Ward - Four) – Two Year Term

Documents:

APPOINTMENT - BOA - PFARR.PDF

C. Rural Internet Access Committee – David Sewell (Ward - Six)

Documents:

APPOINTMENT RIAC SEWELL.PDF

D. Rural Internet Access Committee – Debra Trunko (Ward – One)

Documents:

APPOINTMENT RIAC TRUNKO.PDF

VI. PUBLIC PARTICIPATION

VII. PUBLIC HEARING(S)

A. St. Louis County's P.C. 219-85 Alfred L. Hicks And J.L. Mason Of Missouri, Inc

(Postponed at the January 11, 2016 City Council Meeting – to remain postponed
A response to communication from Jenny Mitchell, Director of Property Management for the Desco Group, which is dated October 20, 2015, regarding **St. Louis County's P.C. 219-85 Alfred L. Hicks and J.L. Mason of Missouri, Inc.;** Amended MXD Mixed-Use Development District; south side of Manchester Road, east of Old Fairway Drive (Street Address: 16506 Manchester Road/Locator Number: 23U120480); seeking modifications to an existing site-specific ordinance that governs the Schnucks Wildwood Crossing Center to allow for a third freestanding monument sign along the property's Manchester Road frontage. (Ward – Seven)

B. P.Z. 12 And 13-15 The Villages At Bright Leaf

(***Postponed at the June 27, 2016 City Council Meeting – to remain postponed)***
A response to a communication from Mike Falkner, Sterling Engineers and Surveyors, dated March 25, 2016, regarding **P.Z. 12 and 13-15 The Villages at Bright Leaf;** 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); 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); which seeks modifications to the existing site-specific ordinance (Planned Residential Overlay District Ordinance # 2145) that governs this site to address inconsistencies between this legislation and the proposed Site Development Plan (SDP) relative to certain allowed lot widths, depths, and sites. (Ward – Five)

C. P.Z. 1-16 Old Towne Parc, Mike Whalen, Whalen Custom Homes, Inc., 338 South Kirkwood Road, Suite 103, Kirkwood, Missouri 63122

A request for a change in zoning from the NU Non-Urban Residence District to the R-3

10,000 square foot Residence District on a 1.4 acre tract of land consisting of four (4) lots of record, all being located on the east side of Center Avenue, south of Manchester Road (Locator Numbers: 24V510232, 24V510221, 24V510166, and 24V510089/Street Addresses: 17020, 17026, and 17030 Manchester Road and 2612 Center Avenue). Proposed Use: A total of four (4) single family dwellings on individual lots. (Ward - Eight)

Documents:

PUBLIC HEARING - PZ 1-16 WHALEN CUSTOM HOMES.PDF

D. P.Z. 10-16 City Of Wildwood Planning And Zoning Commission, C/O Department Of Planning, 16860 Main Street, Wildwood, Missouri 63040

A request to review and consider amendments to the City of Wildwood's Zoning Ordinance – Chapter 415 of the City of Wildwood Municipal Code – for all of its "R" Residence Districts zoning designations (Chapter 415 – Sections 110 through 160), including Chapter 415.090 NU Non-Urban Residence District, thereby adding new language to prohibit the installation of impervious surfaces and other improvements in the side yard setbacks, which are not considered structures under the Zoning Ordinance's definition of the same. (Wards – All)

Documents:

PUBLIC HEARING - 10-16 CITY OF WW - IMPERVIOUS SURFACES REGS.PDF

VIII. LEGISLATION

A. UNFINISHED BUSINESS

1. BILL #2197

(Postponed at the July 11, 2016 City Council meeting – to remain postponed) AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AUTHORIZING THE MAYOR OF THE CITY TO NEGOTIATE AND EXECUTE A COOPERATION AGREEMENT FOR INTERNET ACCESS SITES WITH ST. LOUIS COUNTY, MISSOURI, FOR THE USE OF EMERGENCY COMMUNICATIONS TOWERS FOR THE PURPOSES OF PROVIDING HIGH-SPEED INTERNET ACCESS SERVICES TO THE RESIDENTS OF THE CITY. *Recommended by the Rural Internet Access Committee* (Second Reading) (Wards – All)

2. BILL #2201

AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AMENDING SECTIONS 210.310, 210.340, AND 415.590 OF THE CITY OF WILDWOOD, MISSOURI, MUNICIPAL CODE BY DELETING THEM IN THEIR ENTIRETY AND ENACTING, IN LIEU THEREOF, NEW SECTIONS 210.310, 210.340, AND 415.590; AMENDING SECTION 415.200.C OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION 17; AMENDING SECTION 415.210.E OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION 2; AMENDING SECTION 600.070 OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION J AMENDING TITLE VI OF THE MUNICIPAL CODE BY ENACTING A NEW CHAPTER 645; PROHIBITING SEXUAL MISCONDUCT; PROVIDING REGULATIONS PERTAINING TO THE LOCATION OF SEXUALLY ORIENTED BUSINESSES IN THE ZONING DISTRICTS OF THE CITY; LICENSING AND REGULATING SEXUALLY ORIENTED BUSINESSES; AND OTHER MATTERS PERTAINING THERETO. *Recommended by the Planning and Zoning Commission* (Second Reading) (Wards – All)

Documents:

BILL 2201.PDF

B. NEW BUSINESS

1. BILL #2202

AN ORDINANCE AMENDING SECTION 110.250 OF THE MUNICIPAL CODE BY DELETING IT IN ITS ENTIRETY; ENACTING, IN LIEU THEREOF, A NEW SECTION 110.250 OF THE MUNICIPAL CODE; AND PROVIDING FOR THE ESTABLISHMENT OF A STANDING COMMITTEE FOR ECONOMIC DEVELOPMENT. *Recommended by the Department of Administration* (First Reading) (Wards – All)

Documents:

BILL 2202.PDF

2. BILL #2203

AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AMENDING PLANNED DISTRICT ORDINANCE #1697 BY DELETING SECTION TWO THEREOF AND ENACTING, IN LIEU THEREOF, A NEW SECTION TWO; AND PROVIDING FOR THE APPROVAL OF AN AMENDED M-3 PLANNED INDUSTRIAL DISTRICT FOR A CERTAIN 12.74 ACRE TRACT OF LAND FOR USE AS A COMPOSTING FACILITY, WITH AN EXPANDED RANGE OF WASTE STREAMS - P.Z. 9-16 Fick Supply Services, Inc. *Recommended by the Planning and Zoning Commission* (First Reading) (Ward One)

Documents:

BILL 2203.PDF

3. BILL #2204

AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AMENDING SPECIAL PROCEDURES PERMIT ORDINANCE #2116 BY DELETING SECTION TWO THEREOF AND ENACTING, IN LIEU THEREOF, A NEW SECTION TWO; AND PROVIDING FOR THE APPROVAL OF AN AMENDED PLANNED RESIDENTIAL DEVELOPMENT OVERLAY DISTRICT (PRD) FOR AN APPROXIMATELY TWENTY-EIGHT (28) ACRE TRACT OF LAND BEING AUTHORIZED FOR ONE HUNDRED FOUR (104), SINGLE FAMILY DETACHED DWELLINGS ON INDIVIDUAL LOTS, WITH COMMON GROUND AND PUBLIC SPACES - P.Z. 25, 26, and 26a–14 Main Street Crossing, Payne Family Homes L.L.C. *Recommended by the Planning and Zoning Commission* (First Reading) (Ward - Eight)

Documents:

BILL 2204.PDF

4. BILL #2205

AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF WILDWOOD, MISSOURI, TO EXECUTE A CONTRACT ON BEHALF OF THE CITY OF WILDWOOD WITH L. F. KRUPP CONSTRUCTION, INC., FOR CONSTRUCTION OF THE FOX CREEK ROAD BRIDGE REPLACEMENT PROJECT, INCLUDING TRAFFIC CONTROL AND OTHER INCIDENTAL ITEMS AS SHOWN ON CONSTRUCTION DRAWINGS AND SPECIFICATIONS. *Recommended by the Administration/Public Works Committee* (First Reading) (Ward - Six)

Documents:

BILL 2205.PDF

5. BILL #2206

AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF WILDWOOD, MISSOURI, TO EXECUTE A CONTRACT ON BEHALF OF THE CITY OF WILDWOOD, MISSOURI WITH *KCI CONSTRUCTION COMPANY* FOR THE CONSTRUCTION OF THE 2nd STATE ROUTE 100 PEDESTRIAN BRIDGE AND ASSOCIATED PLAZA AREAS, AS SHOWN ON CONSTRUCTION DRAWINGS AND SPECIFICATIONS. ***Recommended by the Administration/Public Works Committee*** (First Reading) (Wards - Five and Eight)

Documents:

BILL 2206.PDF

IX. RESOLUTIONS

A. RESOLUTION #2016-20

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT WITH CB ENGINEERING, INC., d/b/a COCHRAN, FOR THE DESIGN OF BICYCLE AND PEDESTRIAN SAFETY IMPROVEMENTS ON STATE ROUTE 109, STATE ROUTE 100 AND TAYLOR ROAD WITHIN THE CITY OF WILDWOOD. *Recommended by the Administration/Public Works Committee* (Wards – One, Three, Five, Seven, and Eight)

Documents:

RES 2016-20.PDF

B. RESOLUTION #2016-21

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI AUTHORIZING A PURCHASE ORDER ON BEHALF OF THIS COMMUNITY WITH GAEHLE CONTRACTING SERVICES, FOR THE 2016 WILDWOOD BBQ BASH EVENT (Wards - All).

Documents:

RES 2016-21.PDF

C. RESOLUTION #2016-22

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI AUTHORIZING THE CITY ADMINISTRATOR TO AUTHORIZE A PURCHASE ORDER TO THE BENEFIT OF FIRST STUDENT (WASHINGTON) FOR SHUTTLE SERVICES IN ASSOCIATION WITH THE 2016 WILDWOOD BBQ BASH EVENT. (Wards – All)

Documents:

RES 2016-22.PDF

D. RESOLUTION #2016-23

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AUTHORIZING A PURCHASE ORDER ON BEHALF OF THIS COMMUNITY WITH

PORTABLE WATER CLOSET, LLC, FOR THE 2016 WILDWOOD BBQ BASH EVENT (Wards - All).

Documents:

RES 2016-23.PDF

E. RESOLUTION #2016-24

A RESOLUTION AUTHORIZING THE MAYOR OF THE CITY OF WILDWOOD, MISSOURI TO EXECUTE AN AGREEMENT WITH ST. LOUIS HOME FIRES BBQ BASH LLC. FOR THE ORGANIZATION AND MANAGEMENT OF THE 2016 WILDWOOD BBQ BASH EVENT IN THE WILDWOOD TOWN CENTER PLAZA AREA. (Wards - All)

Documents:

RES 2016-24.PDF

X. OTHER

A. Receive & File – Pond-Grover Loop Road Committee Recommendation Packet (Ward – Five)

Documents:

RECEIVE AND FILE - POND-GROVER LOOP ROAD REPORT - 2016.PDF
POND-GROVER LOOP AREA MAP - MARCH 2016.PDF

1. Meeting 1 - March 22, 2016

Documents:

AGENDA FOR 3-22-16 P-G LOOP RD COMMITTEE.PDF
APPROVED MINUTES FOR 3-22-16 P-G LOOP RD COMMITTEE MTG.PDF
II.A.I. POND-GROVER COMMUNITY AREA STUDY - ST. LOUIS COUNTY 1990.PDF
II.A.II. MASTER PLAN OF THE CITY OF WILDWOOD - 2006.PDF
II.A.III. TOWN CENTER STREET GRID REPORT - 1997.PDF
II.A.IV. TOWN CENTER DEVELOPMENT MANUAL - 1998.PDF
II.A.IX. LETTER OF ENGAGEMENT FOR NEW TRAFFIC STUDY.PDF
II.A.V. TOWN CENTER - REVISED PLAN 2013.PDF
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
II.A.VII (PART 1) LOR - PZ 12 AND 13-15 VILLAGES AT BRIGHT LEAF.PDF
II.A.VII (PART 2) VILLAGES AT BRIGHT LEAF PRD ORDINANCE.PDF
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

2. Meeting 2 - May 10, 2016

Documents:

AGENDA FOR 5-10-16 P-G LOOP RD COMMITTEE.PDF
APPROVED MINUTES FOR 5-10-16 P-G LOOP RD COMMITTEE MTG.PDF
V.A. INTRODUCTION TO FUNCTIONAL STREET CLASSIFICATION SYSTEM.PDF
V.B. REVIEW OF OTHER STREET EXTENSION PROJECTS WITHIN THE CITY.PDF
V.C. REVIEW OF FREQUENT COMMENTS IN VILLAGES AT BL DISCUSSION.PDF

3. Meeting 3 - May 24, 2016

Documents:

AGENDA FOR 5-24-16 P-G LOOP RD COMMITTEE.PDF
APPROVED MINUTES FOR 5-24-16 P-G LOOP RD COMMITTEE MTG.PDF
III. SALES DATA 2012-2014.PDF
III. WARD 5 OPEN SPACE MAP AND PARK SIZE COMPARISON.PDF
III.A. POND GROVER LOOP TRAFFIC STUDY.PDF

4. Meeting 4 - June 28, 2016

Documents:

AGENDA FOR 6-28-16 P-G LOOP RD COMMITTEE.PDF
APPROVED MINUTES FOR 6-28-16 P-G LOOP RD COMMITTEE MTG.PDF
III.A. UPDATED POND GROVER LOOP TRAFFIC STUDY - UPDATED RED.PDF
III.B. POTENTIAL ROADWAY CONCEPTS.PDF
III.C.I. INFORMATION ON ROADWAYS NOT EXTENDED WITHIN WILDWOOD.PDF
III.C.II. LIST OF SUBDIVISIONS WHERE SECONDARY EMERGENCY ACCESS WAS REQUIRED.PDF
III.C.III. QUESTIONS FROM MAY 24, 2016 PGL ROAD COMMITTEE MEETING.PDF
III.C.IV. DOCUMENT WITH HOME PRICE SALES AROUND THE POND-GROVER LOOP ROAD.PDF
III.C.V. AERIAL MAP OF IMPACTED AREA, ALONG WITH SALES DATES OF PROPERTY.PDF

5. Meeting 5 - July 26, 2016

Documents:

AGENDA FOR 7-26-16 P-G LOOP RD COMMITTEE.PDF
APPROVED MINUTES FROM 7-26-16 MEETING.PDF
III.A. PRESENTATION OF OUTSTANDING QUESTIONS AND COMMENTS.PDF
RESPONSE TO COMMENTS SUBMITTED BY SCOTT REED.PDF

6. Miscellaneous Information Provided At Request Of Committee Members

Documents:

COMMITTEE MEMBER PITNEY IMPACT CHART.PDF
COMMITTEE MEMBER PITNEY QUESTIONS ON THE FAQS.PDF
COMMITTEE MEMBER POHLER REQUEST ON ORD 1977.PDF
COMMITTEE MEMBER SINDEN REQUEST ON PUBLIC COMMENTS.PDF

7. Public Comments

Documents:

ALL PUBLIC COMMENTS RECEIVED THROUGH JULY 26, 2016.PDF

8. Comments Received After 7-26-16

Documents:

COMMENTS - INFO RECEIVED AFTER 7-26-16.PDF

9. Service Provider Comments

Documents:

METRO WEST - INITIAL COMMENTS ON VILLAGES AT BRIGHT LEAF - 7-14-15.PDF
METRO WEST - SERVICE TIME REDUCTION - 6-21-16.PDF
METRO WEST FOLLOW UP - 9-24-15.PDF
METRO WEST LETTER ON PGL - 10-8-15.PDF
ROCKWOOD SCHOOL DISTRICT - BUS SERVICE 6-23-16.PDF
ROCKWOOD SCHOOL DISTRICT LETTER 11.19.15..PDF

XI. ADJOURNMENT

City Council Will Consider and Act Upon the Matters Listed Above, and Such Others as May Be Presented at the Meeting and Determined to Be Appropriate for Discussion at That Time.

Notice is hereby given that the City Council may also hold a closed meeting for the purpose of dealing with matters relating to one or more of the following: Legal Actions, Causes of Action, Litigation or Privileged Communications Between the City's Representatives and its Attorneys [RSMO 610.021(1) 1994]; Lease, Purchase or Sale of Real Estate [RSMO 610.021 (2) 1994]; hiring, firing, disciplining or promoting employees by a public governmental body [RSMO 610.021 (3) 1994]; bidding specification [RSMO 610.021 (11) 1994]; sealed bids and related documents, until the bids are opened' and sealed proposals and related documents or any documents related to a negotiated

contract until a contract is executed, or all proposals are rejected [RSMO 610.021 (12) 1994]; and/or individually identifiable personnel records, performance ratings or records pertaining to employees or applicants for employment [RSMO 610.021 (13) 1994]

The City of Wildwood Is Working to Comply with the Americans with Disabilities Act Mandates. Individuals Who Require an Accommodation to Attend a Meeting Should Contact City Hall, 636/48·0440 at Least 48 Hours in Advance

City Council Policy Established August 9, 2004:

A ten (10) minute break is to be taken at 9:00 p.m., during the regularly scheduled City Council meeting.

WILDWOOD®

CITY OF WILDWOOD

JULY 25, 2016 RECORD OF PROCEEDINGS

CITY OF WILDWOOD
MEETING OF CITY COUNCIL
WILDWOOD CITY HALL
16860 MAIN STREET
WILDWOOD, MO 63040

The meeting was called to order at 7:30 P.M.

A roll call was taken, with the following results:

Present at Roll Call:	Mayor Jim Bowlin Council Member Larry McGowen Council Member Glen DeHart Council Member Ed Marshall Council Member Raymond Manton Council Member Jim Baugus Council Member Sue Cullinane Council Member Katie Dodwell Council Member Marc Cox Council Member Debra Smith McCutchen Council Member Dave Bertolino Council Member Jerry Porter Council Member Alexander Council Member Greg Stine Council Member Larry Goodson Council Member Joe Garritano
Absent:	Council Member Jeff Levitt
A quorum was present	
Also present:	Mr. Ryan Thomas, City Administrator Mr. John Young, City Attorney Mr. Joe Vujnich, Director of Planning and Parks Mr. Rick Brown, Director of Public Works Ms. Liz Weiss, City Clerk

PLEDGE OF ALLEGIANCE

Mayor Bowlin led the Pledge of Allegiance.

DRAFT

APPROVAL OF MINUTES

The minutes of the July 11, 2016, City Council meeting were submitted for approval. A motion was made by Council Member Marshall, seconded by Council Member McGowen, to approve the minutes. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

MAYOR APPOINTMENTS/ANNOUNCEMENTS

PUBLIC PARTICIPATION

Kevin Gregory, 16923 Hickory Forest Lane, stated his opposition to the Pond-Grover Loop Road Extension and that it would cause safety issues.

David Sewell, 4610 Château Lane, stated on-going issues with bringing high-speed internet access to rural areas of the City. He also stated the rumble strips on Fox Creek Road cause a noise issue.

Dan Topik, 1572 Englebrook Drive, stated his concern with the EPA's (Environmental Protection Agency's) tactics. He also noted it was his belief, that only a few City Officials (the Mayor, City Attorney, and City Administrator) should meet with the EPA (Environmental Protection Agency) in order to accomplish more.

Kathleen Bishop, 19057 Model Realty Road, noted the following items: she is encouraged by the City creating an economic development committee; the developer should pay for the construction of the Pond Grover Loop Road Extension; and that she is in favor of having rumble strips on Fox Creek Road.

Bill Kennedy, 48 Rockwood Forest, stated his concern with the clean-up of the Bliss property and the claims of the EPA (Environmental Protection Agency) and DNR (Department of Natural Resources). He also stated his concern of the Rosalie Property and added full disclosure and following up with these agencies is imperative.

Jean Vedvig, 16709 Clayton Road, stated her on-going concern with Super-Fund site and the EPA (Environmental Protection Agency). She also questioned what it means to 'negotiate' with the EPA (Environmental Protection Agency).

Jorge Delgado, 2455 Peaceful Court, (did not wish to speak at the meeting - see attached comments).

Ernestina D. Barajas, 2517 Winter Leaf Court, (see attached comments).

PUBLIC HEARING(S)

(Postponed at the January 11, 2016 City Council Meeting – to remain postponed)

A response to a communication from Jenny Mitchell, Director of Property Management for the Desco Group, which is dated October 20, 2015, regarding St. Louis County's P.C. 219-85 Alfred L. Hicks and J.L. Mason of Missouri, Inc.; Amended MXD Mixed-Use Development District; south side of Manchester Road, east of Old Fairway Drive (Street Address: 16506 Manchester Road/Locator Number: 23U120480); seeking modifications to an existing site-specific ordinance that governs the Schnucks Wildwood Crossing Center to allow for a third freestanding monument sign along the property's Manchester Road frontage. (Ward - Seven)

(Postponed at the June 27, 2016 City Council Meeting – to remain postponed)

A response to a communication from Mike Falkner, Sterling Engineers and Surveyors, dated March 25, 2016, regarding P.Z. 12 and 13-15 The Villages at Bright Leaf; 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); 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); which seeks modifications to the existing site-specific ordinance (Planned Residential Overlay District Ordinance # 2145) that governs this site to address inconsistencies between this legislation and the proposed Site Development Plan (SDP) relative to certain allowed lot widths, depths, and sites. (Ward – Five)

P.Z. 9-16 Fick Supply Service, 501 North Eatherton Road, Wildwood, Missouri 63005 – A request to amend the current M-3 Planned Industrial District Ordinance that governs this property (#1697), along with the review and action upon an Amended Site Development Plan, all being on a 21.7 acre tract of land, which is located on the west side of North Eatherton Road, north of Centaur Road (Locator Numbers: 17X32008 and 18X640013/Street Addresses: 501 and 495 North Eatherton Road). Proposed Use: The expansion of the existing mulch storage and composting facility, with wholesaling and limited retail, to accommodate increased storage, processing, and accessory operations at this location. (Ward – One)

Mayor Bowlin opened the public hearing. City Clerk Weiss read the public hearing into the record.

Director of Planning and Parks Vujnich reviewed the history of the request and stated that the Planning and Zoning Commission supported the expansion of the facility. He noted this included the following: expansion of the existing mulch storage and composting facility, with wholesaling and limited retail, to accommodate increased storage, processing, and accessory operations.

Dave Fick, petitioner, 501 North Eatherton Road, thanked the City Council for their consideration and noted he was available to answer any questions they may have.

Andrew Dixon, petitioner's representative, 257 Chesterfield Business Parkway, Stock and Associates, stated he was also available to answer any questions the City Council Members may have.

A motion was made by Council Member Manton, seconded by Council Member Cullinane, to authorize the preparation of necessary legislation regarding P.Z. 9-16 Fick Supply Service, as recommended by the Planning and Zoning Commission.

A roll call vote was taken with the following results:
Ayes – McGowen, DeHart, Marshall, Manton, Baugus, Cullinane, Dodwell, Cox, McCutchen, Bertolino, Porter, Alexander, Stine, Goodson, and Garritano.
Nays- None
Absent – Levitt
Abstain – None
Whereupon Mayor Bowlin declared the motion passed.

There being nothing further, Mayor Bowlin closed the public hearing.

A response to a communication from Robert W. Covert III and Mary Kay Corsair, which is dated April 15, 2016, regarding P.Z 14-07 Covert-Corsair Homes, Inc., c/o Stock and Associates; C-8 Planned Commercial District (Town Center Workplace and Neighborhood Edge Districts); north side of Manchester Road, west of Taylor Road; seeking a modification to the site-specific ordinance, to allow for an extension of time for the commencement of construction to begin upon this tract of land, which must be met in a specified timeframe (July 25, 2016). (Ward – Eight)

Mayor Bowlin opened the public hearing. City Clerk Weiss read the public hearing into the record.

Director of Planning and Parks Vujnich reviewed the history of the request and stated that the Planning and Zoning Commission did not support the granting of an extension for the commencement of construction to begin upon this tract of land.

Mary Kay Corsair, petitioner, P.O. Box 280, requested the City Council send this item back to the Planning and Zoning Commission for its reconsideration and recommend the extension be granted. She added a significant amount of money has been spent on developing the Site Development Plan (SDP) for this property.

Discussion was held among City Council Members regarding the following items: the Planning and Zoning Commission's rationale for the denial of the request; if the impact would be detrimental to the City and/or the petitioner, if the extension were to be granted; and if the City Council can grant this extension or if it must be granted by the Planning and Zoning Commission.

A motion was made by Council Member Goodson, seconded by Council Member Stine, to refer the request to the Planning and Zoning Commission for reconsideration, with the intent the extension is granted.
A roll call vote was taken with the following results:
Ayes – McGowen, DeHart, Marshall, Baugus, Cullinane, Dodwell, Cox, McCutchen, Bertolino, Porter, Alexander, Stine, Goodson, and Garritano.
Nays - Manton
Absent – Levitt
Abstain – None
Whereupon Mayor Bowlin declared the motion passed.

There being nothing further, Mayor Bowlin closed the public hearing.

A recommendation regarding P.Z. 25, 26, and 26a – 14 Main Street Crossing, Payne Family Homes L.L.C., c/o Jerry Duepner, 10407 Baur Boulevard, Suite B, St. Louis, Missouri 63132 that addresses petitioner's request for modifications to the current Planned Residential Development Overlay District (PRD) Ordinance #2116 for this approximately thirty (30) acre tract of land (Locator Number: 23V120094/Street Address: 2461 Eatherton Road); east side of State Route 109, south of State Route 100; R-4 7,500 square foot Residence District (Town Center "Neighborhood Edge District"), with a Planned Residential Development Overlay District (PRD); to allow for certain allowances/relief to existing requirements relating to required roadway improvements and utility issues, so as the project can proceed to eventual construction. (Ward – Eight)

Mayor Bowlin opened the public hearing. City Clerk Weiss read the public hearing into the record.

Director of Planning and Parks Vujnich reviewed the history of the request and stated that the Planning and Zoning Commission supported the petitioner's request for modifications to the current Planned Residential Development Overlay District (PRD). He noted this included certain allowances/relief to existing requirements relating to required roadway improvements and utility issues.

Tom Cummings, petitioner, 10407 Bauer Boulevard, Payne Family Homes, thanked the City Council for their consideration and noted he was available to answer any questions they may have.

A motion was made by Council Member Baugus, seconded by Council Member Goodson, to authorize the preparation of necessary legislation regarding P.Z. 25, 26, and 26a – 14 Main Street Crossing, Payne Family Homes, as recommended by the Planning and Zoning Commission. A voice vote was taken with a unanimous affirmative result and

the motion was declared passed.

There being nothing further, Mayor Bowlin closed the public hearing.

A recommendation regarding P.Z. 14-06 City of Wildwood and Neichter/Throckmorton Development by the Planning and Zoning Commission regarding this residential subdivision; NU Non-Urban Residence District and FPNU Floodplain Non-Urban Residence District, with a Planned Residential Development Overlay District (PRD); east side of Ossenfort Road, north of Brook Hollow Drive; that responds to the petitioner's request to allow for an extension of time for the commencement of construction to begin upon this tract of land, which must be met in a specified timeframe (May 27, 2016). (Ward – One)

Mayor Bowlin opened the public hearing. City Clerk Weiss read the public hearing into the record.

Director of Planning and Parks Vujnich reviewed the history of the request and stated that the Planning and Zoning Commission did not support the granting of an extension for the commencement of construction to begin upon this tract of land.

Greg Neichter, 1412 South Mason, petitioner, requested the City Council send this item back to the Planning and Zoning Commission for its reconsideration and recommend the extension be granted.

A motion was made by Council Member McGowen, seconded by Council Member DeHart, to refer the request to the Planning and Zoning Commission for reconsideration, with the intent the extension is granted.

A roll call vote was taken with the following results:
Ayes – McGowen, DeHart, Marshall, Baugus, Cullinane, Dodwell, Cox, McCutchen, Bertolino, Stine, Goodson, and Garritano.
Nays- Manton, Porter, and Alexander
Absent – Levitt
Abstain – None
Whereupon Mayor Bowlin declared the motion passed.

There being nothing further, Mayor Bowlin closed the public hearing.

UNFINISHED BUSINESS

(Postponed at the July 11, 2016 City Council meeting – to remain postponed)

BILL #2197 **AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AUTHORIZING THE MAYOR OF THE CITY TO NEGOTIATE AND EXECUTE A COOPERATION AGREEMENT FOR INTERNET ACCESS SITES WITH ST. LOUIS COUNTY, MISSOURI, FOR THE USE OF EMERGENCY COMMUNICATIONS TOWERS FOR THE PURPOSES OF PROVIDING HIGH-SPEED INTERNET ACCESS SERVICES TO THE RESIDENTS OF THE CITY. *Recommended by the Rural Internet Access Committee* (Second Reading) (Wards – All)**

BILL #2200 **AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, APPROVING A CHANGE TO THE TOWN CENTER PLAN'S REGULATING PLAN; AMENDING ORDINANCE #1650 BY DELETING SECTION TWO THEREOF AND ENACTING, IN LIEU THEREOF, A NEW SECTION TWO; AND PROVIDING FOR THE APPROVAL OF AN AMENDED C-8 PLANNED COMMERCIAL DISTRICT FOR A CERTAIN ONE POINT SIX (1.6) ACRE TRACT OF LAND FOR USE AS A RESIDENTIAL SENIOR SERVICE FACILITY (P.Z. 5 and 5a-16 Stonecrest at Wildwood). *Recommended by the Planning and Zoning Commission* (Second Reading) (Ward – Eight)**

A motion was made by Council Member Garritano, seconded by Council Member Goodson, for the second reading of Bill #2200. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill #2200 was read for the second time by title only.

A roll call vote was taken for passage and approval of Bill #2200 with the following results:
Ayes – McGowen, DeHart, Marshall, Manton, Baugus, Cullinane, Dodwell, Cox, Bertolino, Alexander, Stine, Goodson, and Garritano.
Nays – McCutchen and Porter
Absent – Levitt
Abstain – None
Whereupon Mayor Bowlin declared Bill #2200 approved, passed and it became **ORDINANCE #2200.**

NEW BUSINESS

BILL #2201 AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AMENDING SECTIONS 210.310, 210.340, AND 415.590 OF THE CITY OF WILDWOOD, MISSOURI, MUNICIPAL CODE BY DELETING THEM IN THEIR ENTIRETY AND ENACTING, IN LIEU THEREOF, NEW SECTIONS 210.310, 210.340, AND 415.590; AMENDING SECTION 415.200.C OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION 17; AMENDING SECTION 415.210.E OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION 2; AMENDING SECTION 600.070 OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION J AMENDING TITLE VI OF THE MUNICIPAL CODE BY ENACTING A NEW CHAPTER 645; PROHIBITING SEXUAL MISCONDUCT; PROVIDING REGULATIONS PERTAINING TO THE LOCATION OF SEXUALLY ORIENTED BUSINESSES IN THE ZONING DISTRICTS OF THE CITY; LICENSING AND REGULATING SEXUALLY ORIENTED BUSINESSES; AND OTHER MATTERS PERTAINING THERETO. (First Reading) (Wards – All)

A motion was made by Council Member Manton, seconded by Council Member Baugus, for the first reading of Bill #2201. A voice vote was taken with an affirmative result and the motion was declared passed. Bill #2201 was read for the first time by title only.

RESOLUTION(S)

RESOLUTION #2016-19 A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF WILDWOOD TO APPLY TO THE MISSOURI DEPARTMENT OF TRANSPORTATION FOR FUNDING OF TWO CAPITAL PROJECTS UNDER THE MISSOURI MOVES COST SHARE PROGRAM. *Recommended by the Department of Public Works* (Wards – All)

A motion was made by Council Member Cullinane, for the reading of Resolution #2016-19, which motion was seconded by Council Member McCutchen. A voice vote was taken with a unanimous affirmative result and the motion was declared passed Resolution #2016-19 was read into the record. A voice vote was taken for the approval of Resolution #2016-19 with a unanimous affirmative result.

OTHER

Approval of Expenditures

A motion was made by Council Member Cullinane, seconded by Council Member Dodwell, to approve the July 2016 Expenditures. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Receive & File - A response to a request from the Wildwood City Council regarding P.Z. 25-15 Laurie Taylor, 17715 Manchester Road, Wildwood, Missouri, 63038, c/o Volz, Inc.; Conditional Use Permit (CUP) in the NU Non-Urban Residence District; north side of Manchester Road, west of Pond Road; which addresses the property owner's application to modify the governing permit to eliminate the current seven (7) year renewal requirement for this large water feature. (Ward One)

Director of Planning Vujnich stated after its review and discussion, the Planning and Zoning Commission approved the request for a Conditional Use Permit (CUP) to modify the governing permit to eliminate the current seven (7) year renewal requirement for the petitioner's large water feature.

A motion was made by Council Member DeHart, seconded by Council Member McGowen, to waive the fifteen (15) day waiting period for the permit to be approved. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

Discussion was held among City Council Members regarding Planned Residential Development Districts (PRDs).

A motion was made by Council Member Baugus, seconded by Council Member Manton, to refer discussion relating to Planned Residential Development Overlay Districts (PRDs) to the Planning/Parks Committee for study and review, thus to be returned for further discussion at an upcoming Work Session Meeting of the City Council.

ADJOURNMENT

A motion was made by Council Member Alexander, seconded by Council Member Cox, to adjourn the meeting. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. There being no further business to come before the City Council; the meeting was adjourned at 9:20 p.m.

Approved this _____ day of _____, 2016.

_____
James R. Bowlin, Mayor

ATTEST:

_____
City Clerk

DRAFT

Please address only the Mayor and City Council, avoid repeating yourself or what others have said, and out of respect for others who may want to speak, limit your comments to no more than five (5) minutes. Resolution #2003-02.

CITY COUNCIL COMMENT/SPEAKER CARD

Date_____

Item(s) you wish to comment about Pond Loop RD Extension

Please identify when you would like to make your comments

☐ Public Hearing *In favor of request*___ *Opposed to request* ✓

☐ Public Participation

(Please note, no public comment is entertained during the legislation portion of the agenda)

Name JORGE DELGADO

Address 2465 PEACEFUL Zip Code 63011

Telephone 636 346 1824 E-mail Address JGD2000@SWBELL.NET

Comments (use back of card for more space):

I oppose the proposed extension of this road. It would change the character of this area which drew me to raise my family here for the past 25 years.

☑ Check here if you would like your comments included in the record, but *do not* want to speak at this meeting.

BACK →

THERE WERE NO SPEAKER CARDS AVAILABLE:

ERNESTINA D. BARAJAS
2517 WINTER LEAF COURT
63011

I DISAPPROVE THE PROPOSED ROUND-A-BOUTS PROPOSED ON POND STREET. I WORRY ABOUT THE WILDLIFE AND PEACEFUL ATMOSPHERE THAT WILL BE SACRIFICED. NOT WORTH IT!!

I DO NOT BELIEVE THIS PROJECT IS NEEDED AND IT CERTAINLY IS NOT WANTED.

COUNCIL WORK SESSION MINUTES
COUNCIL CHAMBERS

WILDWOOD CITY HALL
16860 Main Street
City of Wildwood, Missouri 63040

MONDAY, JULY 25, 2016
6:00 P.M.

Present	Absent
Bowlin	Levitt
McGowen	
DeHart	
Marshall	
Manton	
Baugus	
Cullinane	
Dodwell	
Cox	
McCutchen	
Bertolino	
Porter	
Stine	
Goodson	
Garritano	

MAYOR'S COMMENTS/ANNOUNCEMENTS APPOINTMENTS

EPA Meeting Representation

Mayor Bowlin stated an initial meeting with the EPA (Environmental Protection Agency) has been rescheduled in order for the Mayor to discuss the strategy for this meeting with the City Council in a briefing next week. He noted once the aforementioned EPA meeting occurs, information and a summary document will be made available. Mayor Bowlin stated discussion on this matter would continue following the conclusion of tonight's City Council Meeting.

FOR INFORMATION

Planning/Economic Development/Parks Committee

Ongoing and Long-Term Maintenance Costs for Parks and Trail Facilities (Wards - All)

Mayor Bowlin stated a memorandum had been provided for the City Council's review and asked if there were any comments or questions.

Council Members noted the spreadsheet created for this purpose is very helpful.

Parks and Recreation Facilities/Even Reservation and Registration Update (Wards – All)

Mayor Bowlin stated a memorandum had been provided for the City Council's review and asked if there were any comments or questions.

Rural Internet Access Committee Update (Wards – All)

Director of Planning Parks Vujnich gave a brief update and noted on-going issues with some of the service providers.

Construction Project Update (Wards – All)

Mayor Bowlin stated a memorandum had been provided for the City Council's review and asked if there were any comments or questions.

FOR ACTION

Economic Development Position (Wards – All)

City Administrator Thomas noted at the June 27, 2016 Meeting of the Economic Development Task Force, it recommended proceeding with the recruitment of an Economic Development Manager. Then, at the July 19, 2016 Planning/Economic Development/Parks Committee Meeting, the recommendation was accepted and is now being forwarded to the full City Council for review and discussion. He concluded by stating, with the support of the City Council, he will initiate the recruitment process, and include the additional costs as part of the Mid-Year Budget Amendment, and the proposed 2017 Municipal Budget that follows.

A motion was made by Council Member Manton, seconded by Council Member Dodwell, to authorize the City Administrator to proceed with the recruitment process for the Economic Development Manager. A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

City Council Standing Committee for Economic Development (Wards – All)

City Administrator Thomas noted at the June 27, 2016 Meeting of the Economic Development Task Force, it recommended establishing a separate City Council Standing Committee for Economic Development. Then, at its July 19, 2016 Meeting, the Planning/Economic Development/Parks Committee supported the same, and recommended the resulting three (3) City Council Standing Committees be restructured as follows: Administration/Public Works Committee (current members); Planning/Parks Committee (current P/E/P members); Economic Development Committee (current Economic Development Task Force Members, with the ultimate membership to include 4 members from the Administration/Public Works Committee and 4 members from the Planning/Parks Committee.

A motion was made by Council Member Dodwell, seconded by Council Member Marshall, to authorize the preparation of legislation for the August 8, 2016 City Council Meeting with one (1) representative on the Committee from each ward, using the existing members, plus three (3) additional members.

A roll call vote was taken with the following results:
Ayes – McGowen, DeHart, Marshall, Manton, Baugus, Cullinane, Dodwell, Cox, McCutchen, Bertolino, Porter, Alexander, Stine, Goodson, and Garritano.
Nays- None
Absent – Levitt
Abstain – None
Whereupon Mayor Bowlin declared the motion passed.

MAYOR'S COMMENTS/ANNOUNCEMENTS APPOINTMENTS (Work Session continued at 9:20 p.m., after the City Council Meeting adjourned)

EPA Meeting Representation

Mayor Bowlin continued the discussion from earlier noting he has scheduled a meeting on Wednesday, August 3, at 6:30 p.m. in the Community Room of City Hall to further discuss the upcoming meeting with the EPA (Environmental Protection Agency). He added all are welcome to attend. He also suggested the EPA meeting be attended by the following City Officials: the Mayor; City Attorney; City Administrator; and Council Members from Wards 2 and 4, if they choose.

A motion was made by Council Member Cullinane, seconded by Council Member Manton, that the following individuals attend the upcoming meeting to be rescheduled with the EPA (Environmental Protection Agency). A voice vote was taken with a unanimous affirmative result and the motion was declared passed.

A motion was made by Council Member Baugus, seconded by Council Member Dodwell, to adjourn the Work Session. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. There being no further business; the meeting was adjourned at 9:25 p.m.

DRAFT

WILDWOOD

MEMORANDUM

TO: Council Members

FROM: Jim Bowlin, Mayor

DATE: August 5, 2016

RE: Appointment – Board of Adjustment (BOA) – Bob Morris (Ward 7)

DIST: Ryan Thomas
John Young
Joe Vujnich
Terri Gaston
Liz Weiss

BACKGROUND

The term of Mr. Morris as a member of the BOA is expiring. I served with Bob for many years on the BOA, and he has exceptional judgment on the issues that come before the BOA. His background material is attached for your information.

I have discussed this reappointment with Council Members Levitt and Stein, and they are in support.

RECOMMENDATION

I recommend the reappointment of Mr. Morris as a member of the BOA be approved at our August 8, 2016 Council meeting.

Please let me know if you have any questions, or if you would like to discuss this.

Att. - 1

WILDWOOD

Citizen Boards and Commissions Volunteer Form

First Name:	MORRIS	**Last Name:**	BOB		
Address:	104 SAIL PORT CT				
City:	WILDWOOD	**State:**	MO	**Zip Code:**	63040
Home Phone:	636 458 4267	**Work Phone:**			
E-Mail:					
Number of years in residence in Wildwood:	12 YRS				

Employer:	RETIRED				
Occupation:					
Employer Address:					
City:		**State:**		**Zip Code:**	
How long have you been employed there?					

Education	12 YRS
Professional Background, Specialties, Training, Ability	
Volunteer Experience	

Are you interested in an appointment to any particular board or commission? If so, which one(s) and why:

Board of Adjustment alternate

If nominated by a City Official, please indicate Official's name and ward:

Official's Name:		**Ward:**	

Please list two Wildwood residents who are familiar with your experiences and abilities:

Joe Vujnich
Ed Marshall

appt to Brd of Adj Oct 2010

Appt Oct, 2007 3yr alternate term

RECEIVED
CITY CLERK'S OFFICE
DATE 10/16/07 TIME 4:02
SIGNED

Rev. 7-31-2002

WILDWOOD

MEMORANDUM

TO: Council Members

FROM: Jim Bowlin, Mayor

DATE: August 5, 2016

RE: Appointment – Board of Adjustment (BOA) – Richard Pfarr (Ward Four)

DIST: Ryan Thomas
John Young
Joe Vujnich
Terri Gaston
Liz Weiss

BACKGROUND

The term of Mr. Pfarr as an alternate member of the BOA is expiring. He is a retired engineer, who has served on the BOA for many years. I served with him on the BOA, and he always demonstrated sound judgment.

His background material is attached for your information.

I have discussed this reappointment with Council Members Cox and Dodwell, and they are in support.

RECOMMENDATION

I recommend the reappointment of Mr. Pfarr as an alternate member of the BOA be approved at our August 8, 2016 Council meeting.

Please let me know if you have any questions, or if you would like to discuss this.

Att. - 1

WILDWOOD

EXPRESSION OF INTEREST IN SERVING ON A CITIZEN BOARD, COMMISSION, OR COMMITTEE

I am interested in serving on the following Board/Commission/Committee(s). Please number in order of preference:

- ☐ Architectural Review Board* (Three (3) Year Term)
- ☒ Board of Adjustment (Five (5) Year Term)
- ☐ Board of Ethics (Three (3) Year Term)
- ☐ Board of Public Safety (Three (3) Year Term)
- ☐ Historic Preservation Commission (Three (3) Year Term)
- ☐ Planning and Zoning Commission (Four (4) Year Term)
- ☐ Other _____

PLEASE PRINT

Name: RICHARD J. PFARR Ward: 4

Home Address: 1916 LARIMER TR No. of Years Resident of Wildwood: 18

zipcode

Home Phone #: 636-405-1573 Business Phone #: _____ Email: roepfarr@yahoo.com

Business Name/Address: —

zipcode

Occupation: RETIRED

Education/Training: College GRADUATE ENGR.

Organizational Memberships; Offices Held: Vol @ MUSEUM OF TRANSPORTATION.

*Qualifications, Additional Information, or Comments: _____

If nominated by a City Official, please indicate Official's Name and Ward: RICK LUSE

re-appt May 10, 2010 By Acclt.

*Architectural Review Board applicants must be practicing, licensed architects, engineers, or landscape architects and/or urban planners (Code: Chapter 415.220 (b.) Definitions)

All appointments are made by the Mayor with consent of the City Council

Please return form to: Deputy City Administrator/City Clerk Lynne Greene-Beldner
183 Plaza Drive, Wildwood, MO 63040
telephone: 636.458.0440
fax: 636.458.6969
www.cityofwildwood.com

Mayor
Council
Date 4·23·10

WILDWOOD®

MEMORANDUM

TO: Council Members

FROM: Jim Bowlin, Mayor

DATE: August 5, 2016

RE: Appointment – Rural Internet Access Committee – David Sewell (Ward 6)

DIST: Ryan Thomas
John Young
Joe Vujnich
Liz Weiss

BACKGROUND

Two members need to be added to the Rural Internet Access Committee (RIAC). Mr. Sewell is a former Council Member, who has been extensively involved in RIAC issues and is well known to the Council. His knowledge on the subject would be an asset to the City, and I appreciate his willingness to serve in this capacity. He also fills the need for Ward 6 representation on the RIAC.

I have discussed this reappointment with Council Members Alexander and Porter, and they are in support.

RECOMMENDATION

I recommend the reappointment of Mr. Sewell as a member of the RIAC be approved at our August 8, 2016 Council meeting.

Please let me know if you have any questions, or if you would like to discuss this.

WILDWOOD®

MEMORANDUM

TO: Council Members

FROM: Jim Bowlin, Mayor

DATE: August 5, 2016

RE: Appointment – Rural Internet Access Committee – Debra Trunko (Ward 1)

DIST: Ryan Thomas
John Young
Joe Vujnich
Liz Weiss

BACKGROUND

Two members need to be added to the Rural Internet Access Committee (RIAC). Ms. Trunko is a Ward 1 resident with firsthand experience on internet access issues. She is retired and willing to assist with our rural internet objectives. She also fills the need for Ward 1 representation on the RIAC.

I have discussed this reappointment with Council Members DeHart and McGowen, and they are in support.

RECOMMENDATION

I recommend the reappointment of Mr. Trunko as a member of the RIAC be approved at our August 8, 2016 Council meeting.

Please let me know if you have any questions, or if you would like to discuss this.

Name:	Debra Trunko
Address:	17517 Summit View Place Cv
City, state, and zip code:	Wildwood, MO 63038
Phone number:	636-458-8842
Work phone number:	314-607-2525
Email address:	debratrunko@att.net
Ward:	1
Occupation:	Retired
Education:	Some college
Volunteer experience:	None
Select the board or commission you are applying for:	Other
If the board or commission you want is not listed, please tell us what you are interested in apply for:	Rural Internet Access Committee
List any questions or comments you may have:	*Field not completed.*
Nominating city official:	*Field not completed.*

WILDWOOD

August 1, 2016

The Honorable City Council
City of Wildwood, Missouri
16860 Main Street
Wildwood, Missouri 63040

Council Members:

The Planning and Zoning Commission has completed its review of the requested rezoning petition that was submitted to it for this proposed four (4) lot residential subdivision and prepared the following recommendation report in this regard. This recommendation report reflects the Planning and Zoning Commission's vote to recommend its support of the rezoning, which is now being forwarded for consideration by the City Council. This recommendation and action were completed in accordance with the requirements of Chapter 89 of Missouri Revised Statutes, the City's Charter, and those regulations of the City relating to public notice and publications (Chapter 415.560 of the City of Wildwood Zoning Ordinance). This recommendation and action are as follows:

Petition No.:	**P.Z. 1-16**
Petitioner:	**Old Towne Parc, Mike Whalen, Whalen Custom Homes, Inc., 338 South Kirkwood Road, Suite 103, Kirkwood, Missouri 63122**
Request:	A request for a change in zoning from the NU Non-Urban Residence District to the R-3 10,000 square foot Residence District. **Proposed Use: A total of four (4) single family dwellings on individual lots.**
Location:	East side of Center Avenue, south of Manchester Road
Tract Size:	1.4 acres
Locator No.:	Locator Numbers: 24V510232, 24V510221, 24V510166, and 24V510089/Street Addresses: 17020, 17026, and 17030 Manchester Road and 2612 Center Avenue
Public Hearing Date:	June 6, 2016
Information Report Decision Date and Vote:	July 18, 2016 – **Approval of the rezoning of the tract of land by vote of 8 to 0** (Voting Aye: Lee, Archeski, Gragnani, Bauer, Bartoni, Manton, Bowlin, and Bopp)

Date and Vote on Letter of Recommendation:	August 1, 2016 - **Approval of the rezoning of the tract of land by vote of 10 to 0** (Voting Aye: Renner, Lee, Archeski, Gragnani, Bauer, Bartoni, Kohn, Manton, Bowlin, and Bopp)
Report:	Attachment A
Preliminary Plat:	Attachment B
Background Information:	Attachment C
School District:	Rockwood
Fire District:	Metro West
Ward:	Eight
Fire District:	Metro West
School District:	Rockwood
Police:	St. Louis County Police Department – Wildwood Precinct
Ward:	Eight
Recommendation:	The Planning and Zoning Commission is recommending the City Council support the requested change in zoning for this tract of land from the NU Non-Urban Residence District to the R-3 10,000 square foot Residence District.

Copies of the City of Wildwood Master Plan, Parks and Recreation Plan, Action Plan for Parks and Recreation 2007, Zoning Ordinance, and Charter are all on file with the City Clerk's Office.

Respectfully submitted,
CITY OF WILDWOOD PLANNING AND ZONING COMMISSION

R. Jon Bopp, Chair

ATTEST:

Joe Vujnich, Director
Department of Planning

Cc: The Honorable James R. Bowlin, Mayor
Ryan S. Thomas, P.E. City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks
Mike Whalen, Whalen Custom Homes

ATTACHMENT A

Area and Site Description, Including Roadways - The site of this request is a 1.4 acre tract of land that is located on the southeast corner of Center Avenue (part public and part private in nature) and Manchester Road. The tract of land is four (4) legal lots of record, which are non-conforming due to their relative sizes (sizes ranging from 10,000 to 30,000 square feet). All of these lots are well below the minimum three (3) acre minimum size for NU Non-Urban Residence District zone sites in Wildwood. The shape of the site is rectangular and defined by Center Avenue, Manchester Road, and abutting properties to the east and south. The depth of the lot is approximately four hundred (400) feet, while its width is one hundred fifty (150) feet. Frontage on Center Avenue is the same as its defined depth, as is its width along Manchester Road.

Center Avenue, the primary access roadway to the subject site, is part public in nature, with the dedication of land area by Manlin Development Group with the Estates at Bordeaux Subdivision, at its southern end, while the remainder, and almost all of the street, is privately held by the other collective owners of lots located along its current length. This private street is very rural in nature, but can accommodate two (2) drive lanes. Center Avenue does not have a striped centerline. The right-of-way has limited improvements, which include earthen swales, but has no sidewalks and shoulders. This roadway has a north-south orientation, serves residential land uses only, and exhibits very limited traffic volumes.

Manchester Road has a lengthy history as one (1) of the first State roadways commissioned by the Missouri Legislature for access from the City of St. Louis to the capitol in Jefferson City. This roadway was first commissioned in approximately 1830 and has continuously been in use since that time. More recently, Manchester Road, during the 1930's, was designated as part of the original Route 66 corridor that stretches from Chicago, Illinois to Los Angeles, California, and the Pacific Ocean. During these glory years as part of the "Mother Road," many of the area's current buildings and structures were prominent landmarks along the route. Today, Manchester Road, along petitioner's frontage, is a two (2) lane arterial roadway maintained by the City of Wildwood. Along with these traffic lanes, bicycle lanes are provided in both directions. The roadway is asphalt, has curb and gutters, street trees, grates, and lights that are all coordinated with the Streetscape Specifications of the Town Center Plan. This frontage was part of the City of Wildwood's Phase Two Manchester Road Streetscape Project, which was completed approximately two (2) years ago.

The subject site is currently vacant and has been for a number of years, since the last dwelling was removed due to its condition. There are several large trees on the site. The property is otherwise all dedicated to lawn area and regularly maintained. Slope of the site is toward the northwest portion of it and relief is minimal, given its level topography for the most part.

The current zoning district designation of the property is NU Non-Urban Residence District and has been since the incorporation of the City in 1995. Prior to 1995, St. Louis County zoned the property NU Non-Urban District, a holding category for future development, based upon current trends in growth and demand. The area around this site has a very diverse zoning and land use pattern. This diverse pattern of zoning and land use was started by St. Louis County, then modified with the

incorporation of the City and the designation of this property to the "Town Center" Area under Conceptual Land Use Category of the Master Plan. The "Town Center" Residential Area designation allows future development to true mixed land use pattern, with residential densities ranging as high as ten (10) or eleven (11) lots per acre. This land use pattern can be detailed as follows:

To the North: Crossing Manchester Road is the historical development pattern of the Grover Area, which includes a mix of lot sizes, some as small as 10,000 square feet, while other properties are one (1) acre or greater in size. This pattern extends beyond the first tier of properties abutting Manchester Road. All of these lots are zoned NU Non-Urban Residence District.

To the West: Crossing Center Avenue is a long-established residential land use pattern of dwellings fronting onto Manchester Road and other lots that are accessed by either Center or West Avenues. All of these properties are zoned NU Non-Urban Residence District.

To the East: Abutting in this direction are residential lots that are of part of the historical pattern of the Grover Area and zoned NU Non-Urban Residence District. Crossing East Avenue is a node of commercial development, which includes the former Rufkahr Feed Store and Cherry Hills Square Center, all of which are zoned C-8 Planned Commercial District (St. Louis County).

To the South: Adjoining in this direction are several residential lots that front onto Center Avenue that are used for residential purposes and zoned with NU Non-Urban Residence District or R-1 One Acre Residence District and then, the Estates at Bordeaux Subdivision, which is eighteen (18) lots on an 11.5 acre site. This residential subdivision is zoned R-1A 22,000 square foot Residence District, with a Planned Residential Development Overlay District (PRD). All of these lots are now occupied with single family detached dwellings (has an overall density of 1.76 units per acre).

Current Request – The petitioner, Whalen Custom Homes, is seeking the following: **P.Z. 1-16 Old Towne Parc, Mike Whalen, Whalen Custom Homes, Inc., 338 South Kirkwood Road, Suite 103, Kirkwood, Missouri 63122 –** A request for a change in zoning from the NU Non-Urban Residence District to the R-3 10,000 square foot Residence District on a 1.4 acre tract of land consisting of four (4) lots of record, all being located on the east side of Center Avenue, south of Manchester Road (Locator Numbers: 24V510232, 24V510221, 24V510166, and 24V510089/Street Addresses: 17020, 17026, and 17030 Manchester Road and 2612 Center Avenue). **Proposed Use: A total of four (4) single family dwellings on individual lots. (Ward Eight)**

The petitioner, Whalen Custom Homes, is seeking a change in zoning to allow for the redevelopment of these four (4), legal, but non-conforming, lots into a new four (4) lot configuration. The new four (4) lots would all be 14,000 square feet or greater in size. On each of the new lots, a single family dwelling is planned. These dwellings will have a mix of detached and attached garages, accessing from either Center Avenue or, in one (1) case, Manchester Road. The garages are side entry types, for the units that are not to be built with the detached variety.

Other characteristics of the proposal include the following items:

1. The structure setback distances would be twenty (20) feet for the front yard areas, ten (10) feet for the side yard areas, and thirty (30) feet for the rear yard areas.
2. The site is served by all public utilities. The installation of all utilities to serve the site will be underground.
3. The units will have at least two (2) enclosed parking spaces in garages and all of these facilities will be side types, along with detached garages placed at the rear lot line.
4. The petitioner is proposing not to provide public space within this project's boundaries, but request a credit for the Stone Mill Project to the south on Center Avenue, given it provided a surplus amount of acreage in that case.
5. The petitioner is proposing a five (5) foot wide dedication strip along Center Avenue for public purposes, but with no improvements planned within the current private dedication or new dedication strip, including the absence of sidewalks.
6. The petitioner is not planning any additional improvements to the Manchester Road right-of-way.
7. The site will be served by a system of stormwater facilities designed to current Metropolitan St. Louis Sewer District standards, which include some 'Best Management Practices.'
8. The design of landscaping and lighting is intended to meet City requirements in regards to both.
9. The petitioner and City, based upon comments at the public hearing, are in agreement Center Avenue should become a public street, in its entirety, while improving it to an appropriate condition for the number of residences located upon it, i.e. maintaining a more rural appearance.

ANALYSIS - The Commission has considered this request for a change in zoning from the NU Non-Urban Residence District to the R-3 10,000 square foot Residence District to allow for the existing four (4), legal, but non-conforming, lots to be adjusted into four (4), legal lots of record to accommodate four (4) new single family dwellings. This request does not include a Planned Residential Development Overlay District (PRD), so no conditions can be attached to a favorable action on the rezoning request. Accordingly, the R-3 10,000 square foot Residence District does contain a list of requirements relating to the use of property so designated, which include setback distances, height limitations, parking ratios, lighting design, and public space dedications. Therefore, many of the requirements that would normally be included in the Planned Residential Development Overlay District (PRD) are a part of any City zoning action.

The Commission is disappointed a Planned Residential Development Overlay District was not requested, given it provides the developer, the City, and the community the mechanism to ensure all components of the Town Center Plan are set forth in a single document and any unusual characteristics of the site or area can be identified and addressed accordingly. Regardless, the City's Master Plan's land use description of Town Center Area states that an acceptable zoning district designation for this special location of Wildwood would be up to the R-6A 4,000 square foot Residence District, which allows the requested R-3 10,000 square foot Residence District to be favorably considered, without the inclusion of the Planned Residential Development Overlay

District (PRD), given its density will be much lower than the zoning classification allowing that maximum density. The text is as follows:

> ***TOWN CENTER*** *- This category contains the areas of the City currently zoned either NU Non-Urban District or C-8 Planned Commercial District and include the historic communities of Grover and Pond. This area is primarily centered in the wedge of properties bordered by State Route 100, State Route 109, and Manchester Road, with a small extension to the west along Manchester Road to Pond. A majority of this area is located inside public sewer and water service areas, but also relies upon individual systems for the provision of these services. The characteristics of the land are less restrictive than the remainder of the City and can be described as rolling to gently-sloping, forested to pasture, or developed. Many of these properties have been disturbed by previous development, given the long history of settlement associated with the two (2) communities. There are a mix of uses ranging from single family residences on very small lots and three acre developments, commercial businesses, and institutional uses to agricultural lands. Access to this area is good due to its proximity to the two (2) State roadways and Manchester Road. With their traditional heritage as the commercial centers of the area, Pond, Grover, and the surrounding properties offer an excellent location for the Town Center, which would include a mix of high density residential developments and commercial uses of a neighborhood orientation. The density of residential development should not exceed the R-6A 4,000 square foot Residence District (unless authorized by City Council as part of a site-specific ordinance) and would only be considered in this Town Center Area as part of a Planned Residential Development (PRD).*
>
> *The intent of the Town Center is to create a center where a sense of community is established through the use of creative and innovative development features. These features will include: active and passive green space; interconnecting pedestrian pathways; family-owned and operated businesses; architecturally harmonious designs; integration and preservation of historical sites and local history; blending of local commercial development with appropriately buffered and situated residential development; an integrated system for sanitary and storm sewers; and protection of environmentally sensitive tracts. The Town Center should have a centralized area of park space that can be used as a gathering place for area residents to interact and truly develop a sense of place in their community, with plazas and mini-parks intermingled amongst future residential and commercial developments.*

Given the property is located in Town Center and, despite a Planned Residential Development Overlay District (PRD) is not being sought, the requirements of this document relative to this project will be applied here almost in their entirety, given the integration of its standards and guidelines to the City's other land use codes. Those Neighborhood Design Standards and Architectural Guidelines, which create the character of New Urbanism and applied to all residential developments in Town Center, will be used as the litmus test for the units and site design themselves. If these standards and guidelines were not met, the four (4) lots would be non-

compliant to the Town Center Plan and cause the Planning and Zoning Commission to forego any action on the Preliminary Plat, which acts as the Site Development Plan for subdivision purposes in this case. Acknowledging this situation, many of the Neighborhood Design Standards of the Town Center Plan, along with Architectural Guidelines, once applied, will create the desired outcome for this project. These requirements, standards, and guidelines and their applicability are described below:

	Requirement(s)	Applicable Code(s)
1	Setback Distances	• Zoning Ordinance sets requirements and shown on plat
2	Height Limitations	• Zoning Ordinance sets requirements and reflected in plan submittal and zoning authorizations for building permits
3	Lot Depths and Widths	• Subdivision and Development Regulations and platting process.
4	Parking	• Zoning Ordinance sets requirements and platting process (preliminary).
5	Outdoor Lighting	• Zoning Ordinance sets requirements and platting process (preliminary).
6	Landscaping	• Tree Preservation and Restoration Code and platting process (preliminary).
7	Roadway Improvements and Access	• Subdivision and Development Regulations and platting process (preliminary and record)[i].
8	Public Space	• Zoning Ordinance and platting process (preliminary).
9	Architectural Review	• Zoning Ordinance requires review of all buildings and structures in Town Center Area against guidelines established therein.
10	Garage Locations/Access	• Town Center Development Manual – Neighborhood Design Standards and platting process (preliminary and record).
11	Materials	• Zoning Ordinance requires review of all buildings and structures in Town Center Area against guidelines established therein.
12	Colors	• Zoning Ordinance requires review of all buildings and structures in Town Center Area against guidelines established therein.
13	Porches and Height to Street	• Town Center Development Manual – Neighborhood Design Standards.

With the development of this tract of land governed by the City's codes and Town Center Plan, the outcome of these dwellings and lots should be consistent with other New Urbanism projects in the City. It is important to note the Town Center Plan favors rear entry garages that are served by a lane, which in the past has been altered by the use of the Planned Residential Development Overlay District (PRD). Given this special procedure is not being requested in this case, the issue of garage location and access can only be considered utilizing the current Town Center requirements in this regard, with any waivers to this requirement having to be addressed by the Planning and Zoning

Commission on the Preliminary Plat and the Architectural Review Board on elevations. This issue, along with access to City streets, which is at the sole discretion of Wildwood, will dictate the arrangement, location, and character of garages on these proposed four (4) lots.

SUMMARY OF REPORT AND RECOMMENDATION – The Planning and Zoning Commission is recommending the City Council grant the requested change in zoning for this tract of land, given it will address a non-conformity relating to the current lots and their respective sizes and, despite no Planned Residential Development Overlay District (PRD) being sought, as in other Town Center residential developments, its 1.4 acre area and the integration of the City's other land use codes create the framework to ensure its design and character will be New Urbanism. The Letter of Recommendation also notes the issue of garage location and access to it, without the Planned Residential Development Overlay District (PRD), is at the discretion of the Planning and Zoning Commission, as part of its action on the Preliminary Plat, given the description for the Town Center Area favors rear entry types, with lanes. Similarly, the report also identifies the requirements, standards, and guidelines that must be met by this project relative to its location in Town Center. Again, given the character of this request, the Commission is recommending favorable consideration of the R-3 10,000 square foot Residence District zoning district designation for this 1.4 acre tract of land by the City Council.

---

[i] Efforts are underway to address the width/roadway surface of Center Avenue and its long-term maintenance, given its increased use. A meeting was held with all of the property owners along its length at the end of June and the Departments of Public Works and Planning are working on a number of items that were identified by the group, so as to reach a consensus. The developer of this project, who is the same for the Stone Mill Project at the southern end of Center Avenue, is obliged to participate in this effort, both by providing land dedications and funding.

Preliminary Development Plan
Attachment B

Old Towne Parc

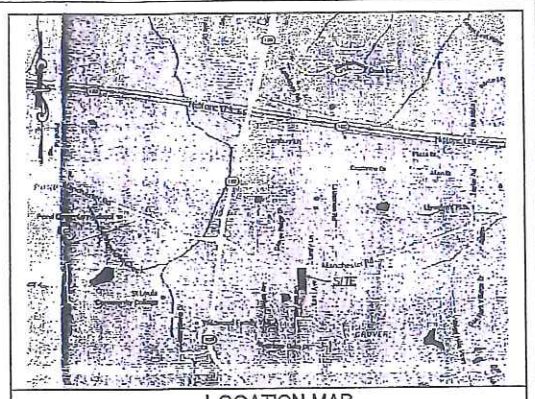
A TRACT OF LAND BEING PART OF SECTION 12, TOWNSHIP 44 NORTH, RANGE 3 EAST,
CITY OF WILDWOOD, ST. LOUIS COUNTY, MISSOURI

PRELIMINARY DEVELOPMENT PLAN

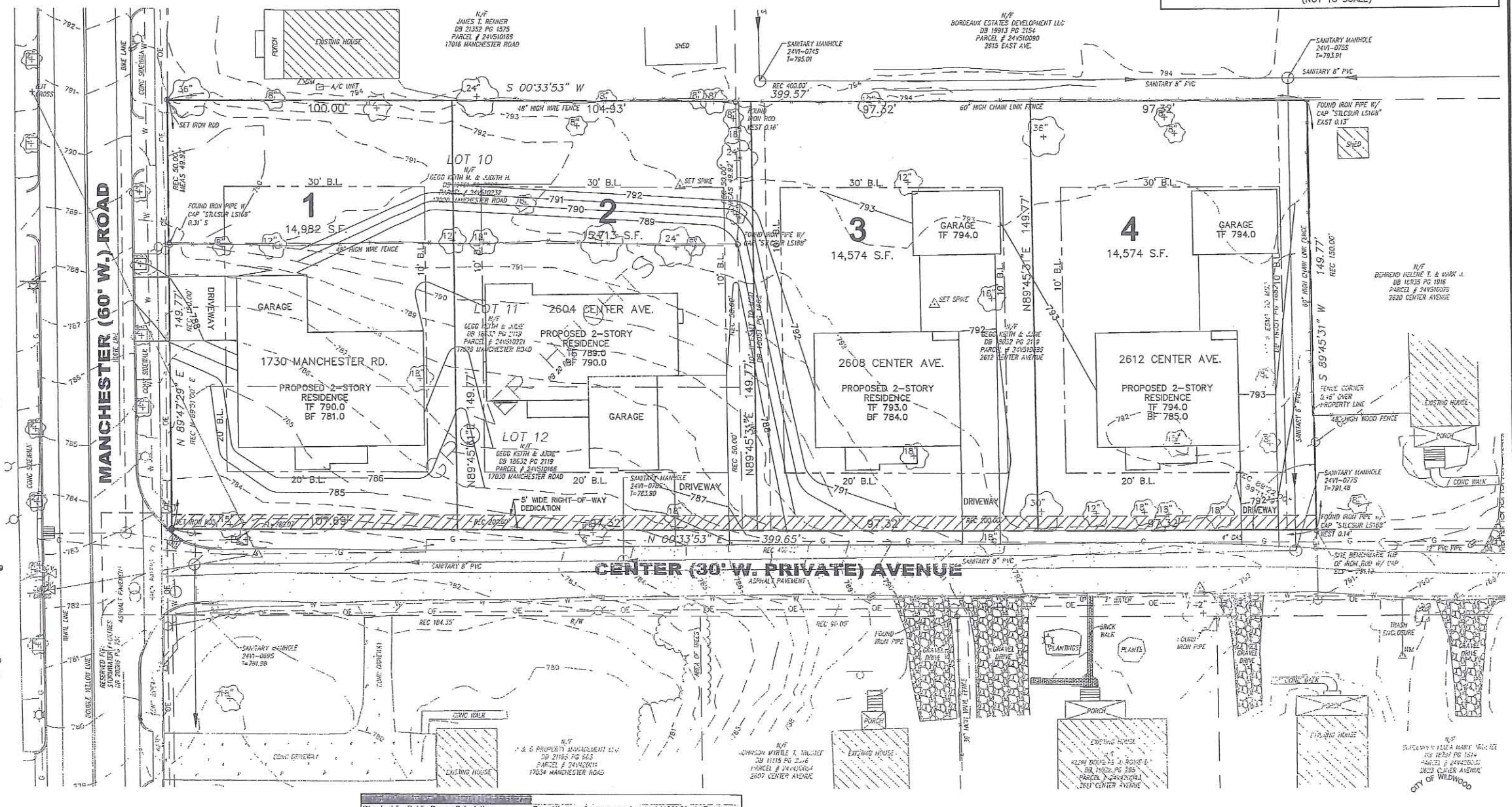
R-3 10,000 SQUARE FOOT RESIDENCE DISTRICT

SCALE: 1" = 20'

SYMBOL LEGEND			
SANITARY/STORM GRATE MANHOLE		UNDERGROUND STEAM LINE	
SANITARY / STORM MANHOLE		SANITARY / STORM LINE	
CURB INLET	OE	OVERHEAD ELECTRIC	
GRATE	UE	UNDERGROUND ELECTRIC	
TRASH CAN	UT	UNDERGROUND TELEPHONE	
POWER POLE	W	WATER LINE	
SIGN	G	GAS LINE	
SET COTTON SPINDLE	EM ELECTRIC METER	E ELECTRIC MANHOLE	
LIGHT / LIGHT ON BUILDING	PM PHONE MANHOLE	ST STREET LIGHTING PULL BOX	
WM WATER METER	GV GAS VALVE	GM GAS METER	
WV WATER VALVE / FIRE HYDRANT	CB CABLE BOX	RD ROOF DRAIN	
WM WATER MANHOLE	TREE	CONCRETE STOPBAR	
SPK SPRINKLER CONTROL VALVE		TRAFFIC SIGNAL POST	
CO CLEAN OUT	BUSH	BOLLARD	



LOCATION MAP
(NOT TO SCALE)



DEVELOPMENT NOTES

LOCATOR NUMBER: 24VS10166

1. SITE ADDRESS: 17030 MANCHESTER ROAD
   OWNER: WHALEN CUSTOM HOMES, 338 S. KIRKWOOD RD., KIRKWOOD, MO 63122
2. EXISTING ZONING: NU – NON-URBAN RESIDENCE DISTRICT
3. PROPOSED ZONING: R-3 10,000 SQUARE FOOT RESIDENCE DISTRICT
4. PROPOSED USE: SINGLE FAMILY RESIDENTIAL
5. GROSS AREA OF SITE: 1.37 ACRES
   LESS RIGHT-OF-WAY: <0.05> ACRES
   NET AREA: 1.32 ACRES
6. DENSITY = 4 LOTS/1.32 ACRES = 3.03 LOTS/ACRE
   1.32 ACRES x 3.5 UNITS/ACRE = 4.62 UNITS, 4 LOTS PERMITTED
7. NUMBER OF LOTS PROPOSED: 4
8. LOT SIZE: 10,000 S.F. MINIMUM
10. AVERAGE LOT SIZE: 14,948 S.F.

GENERAL NOTES:

1. THIS SITE IS IN THE FOLLOWING DISTRICTS AND UTILITY SERVICE AREAS:
   WARD EIGHT
   METRO WEST FIRE PROTECTION DISTRICT
   ST. LOUIS COUNTY POLICE DEPARTMENT – WILDWOOD PRECINCT
   ROCKWOOD R-6 SCHOOL DISTRICT
   METROPOLITAN ST. LOUIS SEWER DISTRICT
   AMEREN MISSOURI
   AT&T
   LACLEDE GAS COMPANY
   MISSOURI AMERICAN WATER COMPANY
   CHARTER CABLE SERVICES
2. SANITARY SEWER CONSTRUCTION AND CONNECTIONS SHALL BE AS APPROVED BY THE METROPOLITAN ST. LOUIS SEWER DISTRICT AND IN ACCORDANCE WITH THE STANDARD CONSTRUCTION SPECIFICATIONS FOR SEWERS AND DRAINAGE FACILITIES.
3. ALL GRADING AND DRAINAGE SHALL BE PER CITY OF WILDWOOD AND METROPOLITAN ST. LOUIS SEWER DISTRICT STANDARDS.
4. NO SLOPES SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL), UNLESS JUSTIFIED BY GEOTECHNICAL REPORT WHICH HAS BEEN ACCEPTED/APPROVED BY THE CITY OF WILDWOOD.
   NO SLOPES WITHIN CITY OF WILDWOOD RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
5. ALL UTILITIES WILL BE LOCATED UNDERGROUND WITHIN THIS SITE.
6. MAXIMUM HEIGHT OF STREET LIGHTING FIXTURES SHALL BE 16 FEET AND SHALL BE IN COMPLIANCE WITH THE CITY OF WILDWOOD CODE REQUIREMENTS.
7. BUILDING HEIGHT SHALL NOT EXCEED 2 STORIES OR 24 FEET.
8. THE NEAREST MAJOR INTERSECTION IS MANCHESTER ROAD AND STATE ROUTE 109 APPROXIMATELY 0.5 MILES TO THE NORTHWEST.
9. PARKING REQUIREMENTS:
   2/UNIT: 8 SPACES
   PROVIDED: 8 SPACES
10. ALL OUTDOOR LIGHTING WILL BE IN COMPLIANCE WITH THE CITY OF WILDWOOD LIGHTING REQUIREMENTS.
11. ENTRANCES SHALL BE CONSTRUCTED TO CITY OF WILDWOOD STANDARDS.
12. ALL FUTURE IMPROVEMENTS TO CENTER AVENUE WILL OCCUR WITHIN ITS EXISTING RIGHT-OF-WAY AND TO THE EAST, AFFECTING THE SUBJECT SITE. ADDITIONAL RIGHT-OF-WAY DEDICATION MAY BE REQUIRED TO ACCOMMODATE IMPROVEMENTS TO CENTER AVENUE.
13. THE DEFICIENCY IN THE AMOUNT OF PROVIDED PUBLIC SPACE WILL BE SUPPLEMENTED BY THE EXCESS PROVIDED PUBLIC SPACE, AS PART OF THE STONE MILL SUBDIVISION (ORDINANCE #2088), IF AUTHORIZED BY CITY COUNCIL.

TREE PRESERVATION CALCULATIONS:

EXISTING TREE CANOPY: 0.57 AC.
TREE CANOPY REMOVED: 0.13 AC.
REMAINING TREE CANOPY: 0.44 AC. (79%)

BASIS OF BEARING:

BEARINGS ARE IN RELATION TO WESTRIDGE OAKS PLAT ONE, AS-RECORDED IN PLAT BOOK 338, PAGE 53, ST LOUIS COUNTY RECORDS.

BENCHMARK:

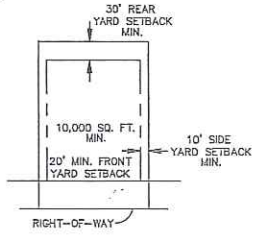
ST. LOUIS COUNTY BM 16-109: 794.70 (NGVD'29) "L" ON THE WEST SIDE OF A CONCRETE PORCH OF BUILDING AT # 16957 MANCHESTER ROAD; 21' EAST OF THE CENTERLINE OF EATHERTON ROAD AND 39' NORTH OF THE CENTERLINE OF MANCHESTER ROAD.

SITE BENCHMARKS:

795.58 (NGVD'29) CROSS AT THE INTERSECTION OF THE CENTERLINE OF BORDEAUX WALK WAY AND THE EAST LINE OF CENTER AVENUE, SAID POINT BEING 218.08 FEET SOUTH AND 29.86 FEET EAST OF THE NORTHEAST CORNER OF SUBJECT TRACT.

ELEV: 791.13 (NGVD'29) TOP OF IRON ROD WITH CAP LOCATED AT THE SOUTHWEST CORNER OF THE PROPERTY 2612 CENTER AVENUE. LOCATION IS SHOWN ON DRAWING.

FLOOD NOTE:



Standard for Public Space Calculation:	Four (4) acres for every one hundred (100) Single Family Dwelling Units (1,742.4 square feet per new singel family dwelling)
Amount of Required Public Space	6,969.6 s.f.
Amount of Provided Public Space	1,998 s.f.
Multiple Use Trail	
Underground Detention Area	
Public Land Dedication	1,998 s.f.*
Privately-Held Common Ground	
List installed improvements	
Picnic Tables	
Benches	
Trash Receptacles	
Bicycle Racks	
Other:	
Other Public Space Item(s) provided)	

SURVEYOR'S CERTIFICATION:

THIS IS TO CERTIFY TO MICHAEL WHALEN OF WHALEN CUSTOM HOMES, THAT AT HIS REQUEST, SUBURBAN LAND SURVEY, INC. HAS PREPARED A BOUNDARY AND TOPOGRAPHIC SURVEY DATED DECEMBER 4, 2015, OF LOT 10, LOT 11, AND LOT 12 OF "GROVER HEIGHTS" A SUBDIVISION RECORDED IN PLAT BOOK 20, PAGE 35 OF ST. LOUIS COUNTY RECORDS, ALSO THE PROPERTY OF KEITH AND JUDIE GEGG, CONVEYED IN DEED BOOK 18632, PAGE 2119, ST. LOUIS COUNTY RECORDS, SAID LAND BEING IN SECTION 12, TOWNSHIP 44 NORTH, RANGE 3 EAST, ST. LOUIS COUNTY, MISSOURI; THAT THIS PLAT IS BASED UPON A BOUNDARY SURVEY COMPLETED ON THE GROUND; THAT THE RESULTS OF SAID SURVEY ARE SHOWN HEREON; AND THAT THE SAID SURVEY MEETS OR EXCEEDS THE CURRENT MINIMUM STANDARDS FOR URBAN CLASS BOUNDARY SURVEYS, AS ESTABLISHED BY THE MISSOURI DEPARTMENT OF NATURAL RESOURCES, DIVISION OF GEOLOGY AND LAND SURVEYS.

STATE OF MISSOURI
DAVID L. ROBBINS
NUMBER LS-2210
REGISTERED LAND SURVEYOR

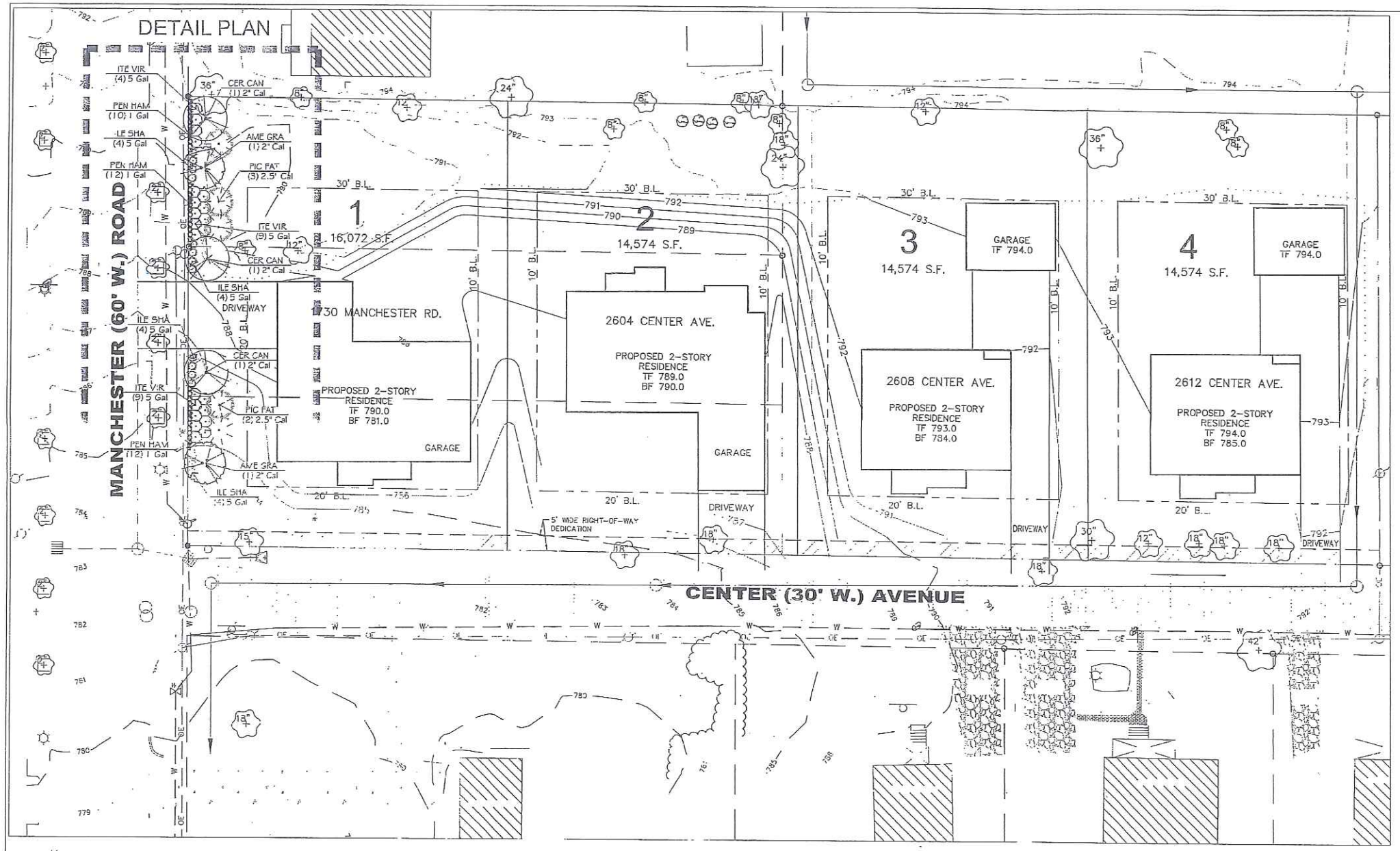
MAY 26 2016
DEPT. OF PLANNING & PARKS

Special Inspections, LLC
16624 Old Chesterfield Rd.
St. Louis, MO. 63017
(636)751-3161
Specialinspections.info

OWNER/DEVELOPER:
Whalen Custom Homes
338 S. Kirkwood Rd.
Kirkwood, MO 63122
314-575-7645

PROJECT TITLE AND LOCATION:
Old Towne Parc
2612 Center Avenue
Wildwood, MO 63040

JOB NUMBER: 15-002
DATE: 3/23/2016
DRAWN BY: TBM
CHECKED BY: MTM
SHEET TITLE: PRELIMINARY DEVELOPMENT PLAN
SHEET NUMBER: 1 of 1

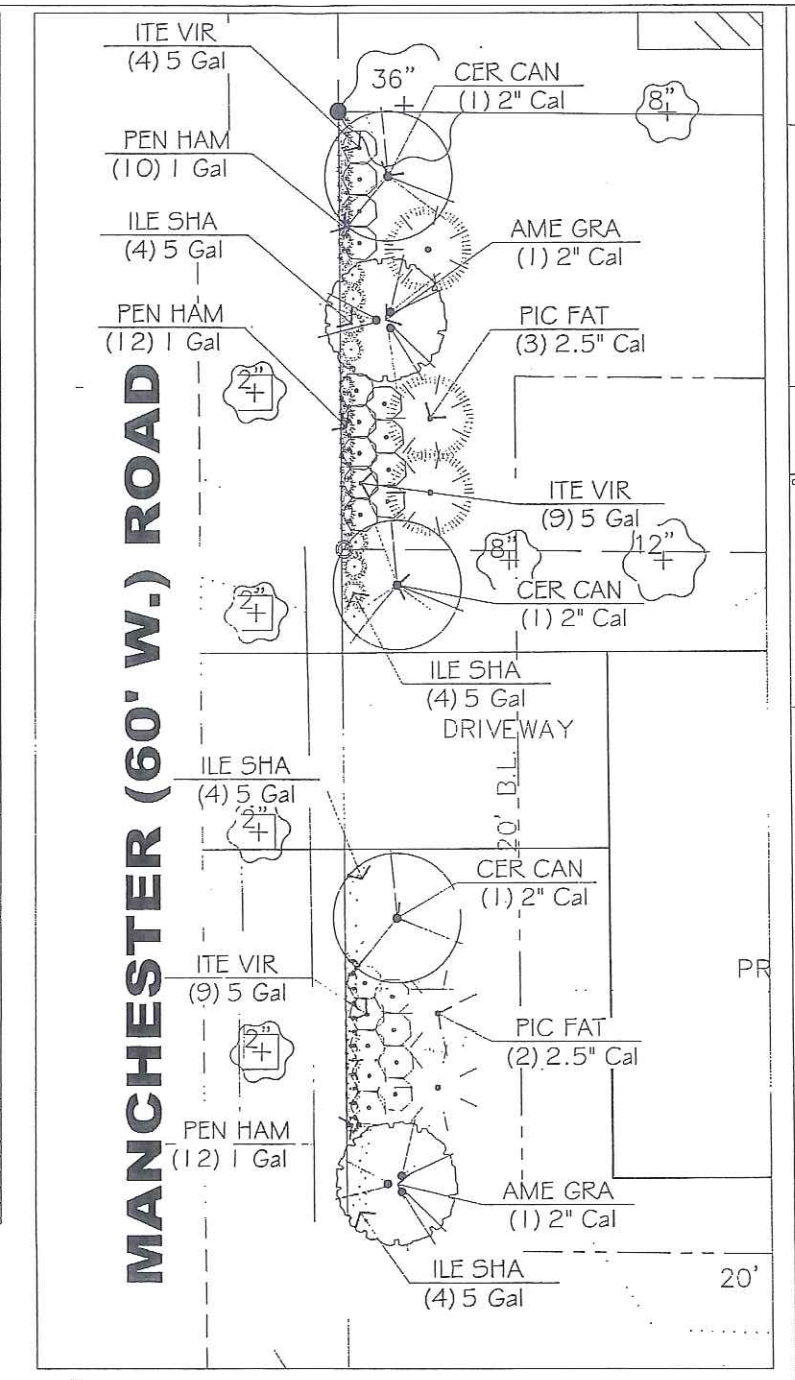


NORTH

0 20 40 60 feet

SCALE: 1" = 20'

LANDSCAPE PLAN



NORTH

0 10 20 30 feet

SCALE: 1" = 10'

BUFFER DETAIL PLAN

GENERAL NOTES:

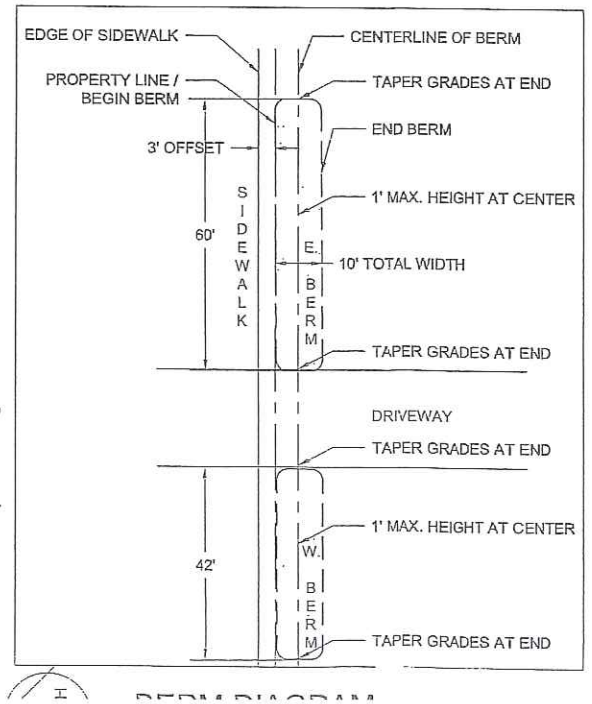
1. INDIVIDUAL HOMEOWNERS MUST BE NOTIFIED AT LEAST ONE WEEK PRIOR TO INSTALLATION OF PLANTS ON LOTS THAT HAVE AN OCCUPIED DWELLING;
2. UNLESS OTHERWISE STIPULATED BY SPECIFIC REQUIREMENTS OF THE CITY OF WILDWOOD TREE MANUAL, THE LANDSCAPING SHOWN ON THIS PLAN MUST BE PLANTED IN ACCORDANCE WITH THE LATEST EDITION OF THE TREE AND SHRUB TRANSPLANTING MANUAL PUBLISHED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (PO BOX GG, SAVOY, IL 61874-9902;
3. ALL TREES ARE TO BE LOCATED A MINIMUM DISTANCE OF 5' FROM ALL UTILITY BOXES, 5' FROM A STORM INLET OR MANHOLE, 10' FROM A FIRE HYDRANT, 15' FROM PUBLIC STREET LIGHTS, 5' FROM DRIVEWAY APRONS, 20' FROM ANY TRAFFIC CONTROL SIGN, AND AT LEAST 30' FROM ANY INTERSECTION;
4. PLANT TYPE SUBSTITUTIONS ARE PERMITTED WITH VERBAL OR WRITTEN APPROVAL FROM THE CITY OF WILDWOOD PLANNING DEPARTMENT;
5. ALL PLANT MATERIAL WILL BE REINSPECTED FOR SURVIVAL BY THE CITY OF WILDWOOD PLANNING DEPARTMENT ONE YEAR FOLLOWING INSTALLATION AND AGAIN TWO FULL GROWING SEASONS AFTER PLANTING;
6. ALL PLANTS MUST MEET STANDSARDS OF THE LATEST EDITION OF THE AMERICAN STANDARDS FOR NURSERY STOCK SPONSORED BY THE ASSOCIATION OF AMERICAN NURSERYMEN;
7. NO PLANT SHALL BE LOCATED IN AREAS OF OBVIOUS POOR DRAINAGE. IF SUCH CONDITIONS EXIST, CONTACT THE LANDSCAPE ARCHITECT IMMEDIATELY TO RELOCATE AFFECTED PLANT MATERIAL;
8. SOIL CONDITIONS MUST BE TESTED, VERIFIED AND ADJUSTED BY THE LANDSCAPE CONTRACTOR TO INSURE THAT APPROPRIATE SOIL COMPOSITION AND pH LEVELS ARE SUITABLE FOR PLANT MATERIAL

SPECIFICATIONS:

1. PLANTING SOIL SHALL BE A PREPARED SOIL BY A REPUTABLE LOCAL NURSERY OR SIMILAR SOURCE.
2. PLANTING SOIL SHALL BE FREE OF STONES, STUMPS, ROOTS OR OTHERWOODY MATERIAL OVER 1 INCH IN DIAMETER. FOR BEST RESULTS BRUSHOR SEEDS FROM NOXIOUS WEEDS, SUCH AS JOHNSON GRASS,MUGWORT, NUTSEDGE AND CANADIAN THISTLE SHOULD NOT BEPRESENT IN THE SOILS.
3. pH RANGE: 5.0 - 7.0
4. ORGANIC MATTER: UP TO 10%

LANDSCAPE BERM NOTES:

1. PROPOSED LANDSCAPE BUFFER ALONG MANCHESTER ROAD IS TO BE PLANTED ON A LOW CONSTRUCTED BERM.
2. BERM IS TO BE A MAXIMUM OF 1 FOOT TALL AT CENTERLINE.
3. BERM SHALL BE 10 FEET WIDE STARTING FROM PROPERTY LINE, AND BE OFFSET FROM EXISTING SIDEWALK BY AT LEAST 3 FEET.
4. TAPER BERM GRADES DOWN TO DRIVEWAY GRADE ACCORDINGLY.



BERM DIAGRAM

PLANT SCHEDULE OLD TOWNE PARC

TREES	CODE	BOTANICAL NAME / COMMON NAME	CAL	CONT	HGT		QTY
	AME GRA	AMELANCHIER X GRAND-FLORA 'AUTUMN BRILLIANCE' / 'AUTUMN BRILLIANCE' SERVICEBERRY	2" CAL	B+B			2
	CER CAN	CERCIS CANADENSIS / EASTERN REDBUD	2" CAL	B+B			3
	PIC FAT	PICEA PUNGENS GLAUCA 'FAT ALBERT' / "AT ALBERT COLORADO BLUE SPRUCE	2.5" CAL	B+B	6 FT.		5
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT			SPACING	QTY
	ILE SHA	ILEX GLABRA 'SHAMROCK' / INKBERRY	5 GAL			36" o.c.	16
	ITE VIR	ITEA VIRG NICA 'HENRY'S GARNET' / HENRY'S GARNET SWEETSPIRE	5 GAL			48" o.c.	22
GRASSES	CODE	BOTANICAL NAME / COMMON NAME	CONT			SPACING	QTY
	PEN HAM	PENNISETUM ALOPECUROIDES 'HAMELN' / "AMELN DWARF FOUNTAIN GRASS	1 GAL			24" o.c.	34

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DG2 Design
Landscape Architecture
4535 MO 109, Suite 102
EUREKA, MO 63025
TEL: 636.549.9607
www.dg2designlc.com
DG2 DESIGN MISSOURI STATE CERTIFICATE OF AUTHORITY #LC1125405
CONSULTANT

OLD TOWNE PARC
WHALEN CUSTOM HOMES
WILDWOOD, MISSOURI 63040

NO.	ISSUED FOR	DATE
	KEY PLAN	REVISIONS
	CLIENT REVIEW	09.05.18
	UPDATED SURVEY	09.24.18

STAMP
STATE OF MISSOURI
KRISTY DeGUIRE
NUMBER LA-2010001189
LANDSCAPE ARCHITECT

Kristy DeGuire
Landscape Architect
LA-2010001189

DRAWING TITLE
LANDSCAPE PLAN

PROJECT #: 16-223

SHEET NUMBER

I:\DG2 DESIGN\PROJECTS\2016\16-223 Whalen Custom Homes - Old Towne Parc\DWGS\16223 - Old Towne Parc_Landscape Plans.dwg

Background Information
Attachment C

WILDWOOD

16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD
NOTICE OF
PUBLIC MEETING
before the Planning and Zoning Commission
Monday, July 18, 2016, at 7:00 p.m.

AS A RESIDENT OR PROPERTY OWNER NEAR THE SITE THAT IS IDENTIFIED ON THIS MAILER, THE CITY OF WILDWOOD WOULD LIKE TO ENSURE YOU ARE AWARE OF THIS REQUEST/PROPOSAL BECAUSE IT IS LOCATED WITHIN 1,500 FEET OF YOUR PROPERTY. YOUR COMMENTS ARE ENCOURAGED, ALONG WITH YOUR PARTICIPATION AT THE SCHEDULED HEARING OR MEETING. THIS ITEM IS SCHEDULED FOR DISCUSSION AND ITS OUTCOME MAY IMPACT YOUR HOME, NEIGHBORHOOD, OR AREA, SO PLEASE CAREFULLY READ THE DESCRIPTION AND PARTICIPATE AT YOUR DISCRETION. THE CITY OF WILDWOOD ENCOURAGES CITIZEN INPUT AT ALL OF ITS HEARINGS OR MEETINGS AND YOUR INVOLVEMENT WILL ASSIST IT IN REACHING THE BEST DECISION POSSIBLE FOR ALL PARTIES.

* PLEASE SEE YELLOW BOX ON OPPOSITE SIDE OF THIS MAILER FOR A LIST OF WAYS TO EITHER COMMENT ON AND/OR TRACK THIS ITEM.

Street Addresses of Subject Site:
17020, 17026, and 17030 Manchester Road and 2612 Center Avenue

THE CITY WELCOMES AND ENCOURAGES YOUR COMMENTS AND PARTICIPATION IN ITS PUBLIC PROCESSES.

Listed below is a request that was presented to the Planning and Zoning Commission at a public hearing held on June 6, 2016. You and many of your neighbors may have expressed interest in the outcome of this matter and the Commission is scheduled to take action upon this item at its upcoming meeting. If inclined, the Commission encourages you to attend this meeting and hear the Department of Planning's recommendation on this matter and participate in its discussion. The meeting will be held on **Monday, July 18, 2016, at 7:00 p.m.,** in the City Hall Council Chambers, 16860 Main Street, Wildwood, Missouri 63040. The specific request under consideration is as follows:

P.Z. 1-16 Old Towne Parc, Mike Whalen, Whalen Custom Homes, Inc., 338 South Kirkwood Road, Suite 103, Kirkwood, Missouri 63122 – A request for a change in zoning from the NU Non-Urban Residence District to the R-3 10,000 square foot Residence District on a 1.4 acre tract of land consisting of four (4) lots of record, all being located on the east side of Center Avenue, south of Manchester Road (Locator Numbers: 24V510232, 24V510221, 24V510166, and 24V510089/Street Addresses: 17020, 17026, and 17030 Manchester Road and 2612 Center Avenue). **Proposed Use: A total of four (4) single family dwellings on individual lots. (Ward Eight)**

Please note, as of June 6, 2016, all Planning and Zoning Commission meetings will begin at 7:00 p.m.

*RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON AND/OR TRACK THIS REQUEST BY:

1) Submitting a comment online by visiting: http://www.cityofwildwood.com/comment.
2) Submitting a written comment prior to the hearing and addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.
3) Viewing the Planning and Zoning Commission's agenda, which is available on the City's website at: www.cityofwildwood.com, the Friday before the aforementioned meeting date.

WILDWOOD

June 15, 2016

Property Owner
Wildwood, Missouri 63040

RE: Center Avenue Meeting with City Representatives

Dear Property Owner:

As you may know, the City Council authorized a twelve (12) lot residential development (Stone Mill; 2710 West Avenue; Whalen Custom Homes) at the former location of the Missouri Department of Transportation (MODOT) site, at the terminus of Center Avenue, in 2015. Additionally, the City of Wildwood's Planning and Zoning Commission is currently considering a four (4) lot residential development (Old Towne Parc; 17020, 17026, and 17030 Manchester Road and 2612 Center Avenue; Whalen Custom Homes) that would be located on the east side of Center Avenue, south of Manchester Road. These developments will have an impact on Center Avenue, which is currently designated a private road. The City has been working with Whalen Custom Homes to design future improvements to Center Avenue and determine how best to maintain this roadway in the future, i.e. dedicating for public ownership, as the principle option for consideration.

Therefore, the Department of Planning would like to invite you to a meeting of your neighbors to hear any and all comments regarding proposed future improvements to Center Avenue and the roadway's dedication as a public street. Department of Planning staff will be present, as well as a representative from Whalen Custom Homes. This meeting will be held at Wildwood City Hall, on **Wednesday, June 29, 2016, at 6:30 p.m., in the Community Room.** All are welcome.

If you have any questions regarding this letter, please feel free to contact the Department of Planning at (636) 458-0440. Thank you in advance for your participation and the Department looks forward to hearing your input on this important matter. Written comments will also be accepted prior to the meeting, and should be addressed to the Department of Planning, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040. If you prefer, comments can also be provided via the City's website at www.cityofwildwood.com/comments.

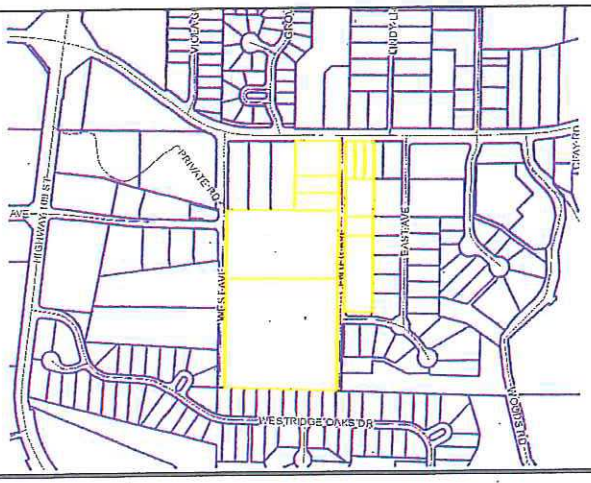
Submitted,
CITY OF WILDWOOD

Joe Vujnich, Director
Department of Planning

CC: The Honorable James R. Bowlin, Mayor
City Council Members Garritano and Goodson
Planning and Zoning Commission Members
Ryan Thomas, City Administrator
John A. Young, City Attorney
Travis Newberry, Planner
Mike Whalen, Whalen Custom Homes (Petitioner)

WILDWOOD
16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD
NOTICE OF
Center Avenue Neighborhood Meeting
In the Community Room at City Hall
Wednesday, June 29, at 6:30 p.m.



Please RSVP to this meeting by contacting the Department of Planning at (636) 458-0440 or by emailing joe@cityofwildwood.com.

The City of Wildwood City Council authorized a twelve (12) lot residential development (Stone Mill; 2710 West Avenue; Whalen Custom Homes) at the former location of the Missouri Department of Transportation's (MODOT) maintenance garage, at the terminus of Center Avenue. Additionally , the City of Wildwood's Planning and Zoning Commission is currently considering a four (4) lot residential development (Old Towne Parc; 17020, 17026, and 17030 Manchester Road and 2612 Center Avenue; Whalen Custom Homes) that is located on the east side of Center Avenue, south of Manchester Road. These developments will have an impact on Center Avenue, which is currently designated a private road. The City has been working with Whalen Custom Homes to design future improvements to Center Avenue and determine how best to maintain this roadway in the future, i.e. dedicating for public ownership.

Therefore, the Department of Planning would like to invite you to a meeting of your neighbors to accept any and all comments regarding proposed future improvements to Center Avenue and the roadway's dedication as a public street. Department of Planning staff will be present, as well as a representative from Whalen Custom Homes. This meeting will be held at Wildwood City Hall, on **Wednesday, June 29, 2016, at 6:30 p.m., in the Community Room.** All are welcome.

Please RSVP to this meeting by contacting the Department of Planning at (636) 458-0440 or by emailing joe@cityofwildwood.com.

Your participation in this matter is greatly appreciated.

*RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON THIS REQUEST BY:

1) Submitting a comment online by visiting: http://www.cityofwildwood.com/comment.
2) Submitting a written comment prior to the hearing and addressed to the Department of Planning, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.

WILDWOOD

16860 Main Street
Wildwood, MO 63040

CITY OF WILDWOOD
NOTICE OF
PUBLIC HEARING
before the Planning and Zoning Commission
Monday, June 6, 2016, at 7:00 p.m.

AS A RESIDENT OR PROPERTY OWNER NEAR THE SITE THAT IS IDENTIFIED ON THIS MAILER, THE CITY OF WILDWOOD WOULD LIKE TO ENSURE YOU ARE AWARE OF THIS REQUEST/PROPOSAL BECAUSE IT IS LOCATED WITHIN 1,500 FEET OF YOUR PROPERTY. YOUR COMMENTS ARE ENCOURAGED, ALONG WITH YOUR PARTICIPATION AT THE SCHEDULED HEARING OR MEETING. THIS ITEM IS SCHEDULED FOR DISCUSSION AND ITS OUTCOME MAY IMPACT YOUR HOME, NEIGHBORHOOD, OR AREA, SO PLEASE CAREFULLY READ THE DESCRIPTION AND PARTICIPATE AT YOUR DISCRETION. THE CITY OF WILDWOOD ENCOURAGES CITIZEN INPUT AT ALL OF ITS HEARINGS OR MEETINGS AND YOUR INVOLVEMENT WILL ASSIST IT IN REACHING THE BEST DECISION POSSIBLE FOR ALL PARTIES.

* PLEASE SEE YELLOW BOX ON OPPOSITE SIDE OF THIS MAILER FOR A LIST OF WAYS TO EITHER COMMENT ON AND/OR TRACK THIS ITEM.

Street Addresses of Subject Site:
17020, 17026, and 17030 Manchester Road and 2612 Center Avenue

THE CITY WELCOMES AND ENCOURAGES YOUR COMMENTS AND PARTICIPATION IN ITS PUBLIC PROCESSES.

The Planning and Zoning Commission of the City of Wildwood will conduct a public hearing on **Monday, June 6, 2016, at 7:00 p.m., in the City Hall Council Chambers, 16860 Main Street, Wildwood, Missouri 63040** for the purposes of obtaining testimony regarding request(s) for either the modification of zoning district designations, application of special procedures, change in the underlying regulations of the Zoning Ordinance, action on Record Plats, update on zoning matters, or amendment of the Master Plan, which will then be considered for action. This hearing is open to all interested parties to comment upon this request, whether in favor or opposition, or provide additional input for consideration. If you do not have comments regarding this request, no action is required on your part. Written comments are requested to be submitted prior to this hearing and should be addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040 or via the City's website at www.cityofwildwood.com/comment. The following request will be considered at this time:

P.Z. 1-16 Old Towne Parc, Mike Whalen, Whalen Custom Homes, Inc., 338 South Kirkwood Road, Suite 103, Kirkwood, Missouri 63122 – A request for a change in zoning from the NU Non-Urban Residence District to the R-3 10,000 square foot Residence District on a 1.4 acre tract of land consisting of four (4) lots of record, all being located on the east side of Center Avenue, south of Manchester Road (Locator Numbers: 24V510232, 24V510221, 24V510166, and 24V510089/Street Addresses: 17020, 17026, and 17030 Manchester Road and 2612 Center Avenue). **Proposed Use: A total of four (4) single family dwellings on individual lots. (Ward Eight)**

Please note, as of June 6, 2016, all Planning and Zoning Commission meetings will begin at 7:00 p.m.

*RESIDENT OR PROPERTY OWNER - PLEASE COMMENT ON AND/OR TRACK THIS REQUEST BY:

1) Submitting a comment online by visiting: http://www.cityofwildwood.com/comment.
2) Submitting a written comment prior to the hearing and addressed to the Planning and Zoning Commission, City of Wildwood, 16860 Main Street, Wildwood, Missouri 63040.
3) Viewing the Planning and Zoning Commission's agenda, which is available on the City's website at: www.cityofwildwood.com, the Friday before the aforementioned meeting date.

If you should have any questions regarding this information, please feel free to contact the Department of Planning at (636) 458-0440. Thank you in advance for your interest in this matter.

WILDWOOD

May 6, 2016

Whalen Custom Homes, Inc.
c/o Michael Whalen
338 South Kirkwood Road
Suite 103
Kirkwood, Missouri 63112

Re: Preliminary Development Plan for Old Towne Parc – A change in zoning from NU Non-Urban Residence District to the R-3 10,000 square foot Residence District, with a Town Center Designation of Neighborhood Edge District.

Dear Mr. Whalen,

The Department of Planning has completed its second review of the Preliminary Development Plan and related materials that have been submitted for the above mentioned proposal. This review compared the compliance of this plan and related materials to the Zoning Ordinance, Town Center Plan requirements for residential developments of this type, and to the Department's initial review letter dated February 12, 2016. In this comparison, a few items were found that need to be addressed, before the public hearing proceeds to its tentatively scheduled date of June 6, 2016. These items can be summarized as follows:

1. Please consider changing the orientation of the dwelling on Lot 1 to show the driveway and garage fronting on Center Avenue or having the residence facing Manchester Road, with its access on Center Avenue. The Department of Public Works has expressed some reservations about the driveway accessing Manchester Road.
2. Please consider changing the design of the dwelling on Lot 2 to accommodate a detached garage located at the rear of the lot, similar to Lots 3 and 4.
3. Please indicate Center Avenue as a private street at this time.
4. Please note the City's consultant has determined all future improvements to Center Avenue will occur within its existing right-of-way and to the east, affecting the subject site. Please note additional right-of-way dedication may be required to accommodate improvements to Center Avenue.
5. Please add a note stating the following: "The deficiency in the amount of provided public space will be supplemented by the excess provided public space, as part of the Stone Mill Subdivision (Ordinance #2088), if authorized by City Council."
6. Please provide preliminary comments regarding this subdivision from the Metro West Fire Protection District and the Metropolitan St. Louis Sewer District (MSD).
7. Please change "R-3 Residential District" to "R-3 10,000 square foot Residence District" in both the title block and the Development Notes Section.
8. Please note the orientation of the dwelling on Lot 2 shown on Sheet L100 is not consistent with what is represented on the Preliminary Development Plan sheet. Please correct this inconsistency.

Once the revisions are completed, please resubmit fifteen (15) full sets of the revised Preliminary Development Plan to the Department of Planning for distribution to the Planning and Zoning Commission members, as part of the public hearing packet. These sets of plans should be provided to the Department by Thursday, June 2nd. Please be advised that additional comments may be identified between this letter's date and the June 6, 2016 hearing at the Planning and Zoning Commission. If you should have any questions or comments in this regard, please feel free to contact the Departments of Public Works and/or Planning at (636) 458-0440.

Sincerely,
CITY OF WILDWOOD

Joe Vujnich, Director
Department of Planning

Cc: The Honorable James R. Bowlin, Mayor
Council Members Joe Garritano and Larry Goodson, Ward 8
Ryan S. Thomas, P.E., City Administrator
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks
Travis Newberry, Planner

WILDWOOD

February 12, 2016

Whalen Custom Homes, Inc.
c/o Michael Whalen
338 South Kirkwood Road
Suite 103
Kirkwood, Missouri 63112

Re: Preliminary Development Plan for Old Towne Parc – A change in zoning from NU Non-Urban Residence District to the R-3 10,000 square foot Residence District, with a Town Center Designation of Neighborhood Edge District.

Dear Mr. Whalen,

The Department of Planning has completed its initial review of the Preliminary Development Plan that has been submitted for the 1.4 acre tract of land located at the southeast corner of Manchester Road and Center Avenue. This review compared the compliance of this plan and related application materials to the Zoning Ordinance and Town Center Plan requirements for residential developments of this type. In this comparison, a number of items were found that need to be addressed, before the Department can schedule the public hearing before the Planning and Zoning Commission for its review and action on this request. These items can be summarized as follows:

1. Please be advised the proposed rezoning of this property for four (4) lots to the R-3 10,000 square foot Residence District is within the range of zoning district designations identified as suitable within the "Neighborhood Edge" District designation of the Town Center Plan. However, lot widths and other design components of these lots must be addressed to meet the minimums or maximums of that designation and other items that are identified in the Neighborhood Design Standards for the same. These standards have been attached to this review letter for your review and use.
2. Please note the preferred design of housing in the "Neighborhood Edge" District designation is a rear entry garages served by a lane, not front entry garages accessing the fronting street directly. Although front-entry garages can be considered in the "Neighborhood Edge" District designation, this site, with its visibility along Manchester Road, does not lend itself well to this application and is problematic. This plan is not consistent to the intent of creating a New Urbanism development at this location.
3. Please identify on the Preliminary Development Plan the streetscape requirements that must be provided on Center Avenue. Additionally, please note the street specifications for this type of roadway must also be met. A dedication of right-of-way will be required to the City of Wildwood on Center Avenue.
4. Please indicate Center Avenue as a private street at this time.
5. Please provide preliminary comments regarding this subdivision from the Metro West Fire Protection District and the Metropolitan St. Louis Sewer District (MSD).
6. Please provide the parking calculations for this proposed use of the property for four (4) lots.

7. Please provide the density calculations for this site and please be advised the dedication of twenty (20) feet of land area for right-of-way purposes along Center Avenue must be used in the determination of net acreage.
8. Please provide the gross acreage of the site on the Preliminary Development Plan sheet. Additionally, please provide a legal description that corresponds to the Outboundary Survey that has already been submitted.
9. Please identify the required Public Space information on the Preliminary Development Plan sheet. The Department has attached a table to assist in this regard.
10. Please provide preliminary elevations of the proposed houses, so they can be forwarded to the City's Architectural Review Board for its comments.
11. Please provide a preliminary Landscape Plan for this project.
12. Please provide information regarding the proposed lighting of this project. At this stage of the zoning process, a note that all outdoor lighting will be provided in compliance with the City's Outdoor Lighting Requirements would suffice.
13. Please identify the tree preservation requirements for this site, i.e. existing tree canopy and remaining tree canopy.
14. Please add a note to the plan sheet indicating grading and drainage shall comply with the City of Wildwood and Metropolitan St. Louis Sewer District (MSD) standards.
15. Please see the attached sheet for additional comments in this regard.

Once the revisions are completed, please resubmit three (3) full sets of the revised Preliminary Development Plan, and other requested items, to the Department of Planning for further review.

If you should have any questions or comments regarding this information, please feel free to contact the Department of Planning at (636) 458-0440. Thank you for your cooperation in this matter.

Sincerely,
CITY OF WILDWOOD

Joe Vujnich, Director
Department of Planning

Cc: The Honorable Timothy Woerther, Mayor
Ryan S. Thomas, P.E., City Administrator
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks
Travis Newberry, Planner

P.Z. Number(s): 1-16
(as assigned by department)

PETITION

before the
CITY OF WILDWOOD'S
PLANNING AND ZONING COMMISSION
FOR THE PURPOSE OF HEARING REQUESTS
FOR ONE OR A COMBINATION OF THE FOLLOWING:
(PLEASE CHECK THOSE ITEMS WHICH ARE APPLICABLE)

- ✓ Change in Zoning
- _____ Conditional Use Permit
- _____ Approval of a Planned District or other special procedure (C-8/M-3/PRD)

APPLICANT/OWNER INFORMATION

Applicant's Name: Whalen Custom Homes, Inc.
Mailing Address: 338 S. Kirkwood Road Suite 103
Kirkwood, MO 63122
Telephone Number, with Area Code: (314) 575-7645
Fax Number, with Area Code: (314) 821-1755
E-Mail Address: Mike@WhalenCustomHomes.com
Interest in Property (Owner or Owner Under Contract):
Owner Under Contract

✓ If owner under contract, please attach a copy of the contract.

Owner's Name (if different than applicant):
Keith & Judith Gegg
Address: 317 Clarkson Road Suite 201
Ellisville, MO 63011
Telephone Number, with Area Code: (636) 236-8881

SITE INFORMATION

Postal Address of the Petitioned Property(ies):
17020; 17026; 17030 Manchester Road
2612 Center Avenue, Wildwood MO

Locator Number(s) of the petitioned Property(ies):
24V510232 ; # 24V510221 ; # 24V510166
24V510089

Total Acreage of the Site to the Nearest Tenth of an Acre:
1.4 Acres

Current Zoning District Designation: NU

Proposed Zoning District Designation: R-3

Proposed Planned District or Special Procedure:

USE INFORMATION

Current Use of Petitioned Site: Vacant Land

Proposed Use of Site: Single Family Residential

Proposed Title of Project: Old Towne Parc

Proposed Development Schedule (include approximate date of start and completion of the project):
6/1/16 - 6/1/17

CONSULTANT INFORMATION

Engineer's/Architect's Name: Special Inspections, LLC

Address: 16624 Old Chesterfield Rd.
St. Louis, MO 63017

Telephone Number, with area code: (636) 751-3161

Fax Number, with area code: N/A

E-Mail Address: specialinspections.info

Soil Scientist/Forester's Name: TBD

Address:

Telephone Number, with area code:

Fax Number, with area code:

E-Mail Address:

ACKNOWLEDGEMENT INFORMATION

The petitioner(s) state(s) they (he) (she) will comply with all the requirements of the city of wildwood with regard to the procedures relating to its administration of land use and development controls within its boundaries, including the payment of all applicable fees.

The petitioner(s) further represent(s) and agree(s) that they (he) (she) has (have) not made any arrangement to pay any commission, gratuity, or consideration, directly or indirectly, to any official, employee, or appointee of the City of Wildwood with respect to this application.

The petitioner(s) hereby certify(ies) that (indicate one):

(✓) I (we) have a legal interest in the hereinabove described property.

( ) I am (we are) the duly appointed agent of the petitioner(s) and that all information given and represented on this application is an accurate and true statement of fact. Any misrepresentation of information on this application or accompanying information shall constitute grounds for the City of Wildwood, Missouri to terminate review of this petition and return all materials, minus any fees, associated with its review up to and through that point.

SIGNATURE: _____

NAME (PRINTED): Michael Whalen

ADDRESS: 338 S. Kirkwood Road Suite 103
Kirkwood, MO 63122

TELEPHONE NUMBER: 314-575-7645

[PLEASE NOTE: THE ABOVE NAMED PERSON SHALL RECEIVE ALL OFFICIAL NOTICES REGARDING THIS REQUEST, INCLUDING THE PUBLIC HEARING NOTICE.]

SEAL: MARY E. WHALEN
Notary Public - Notary Seal
State of Missouri, St Louis County
Commission # 14797829
My Commission Expires Oct 17, 2018

SUBSCRIBED AND SWORN BEFORE ME THIS 11TH DAY OF JANUARY, 20 16.

SIGNED: Mary E. Whalen
(NOTARY PUBLIC)

NOTARY PUBLIC _____,
STATE OF MISSOURI.

MY COMMISSION EXPIRES OCT. 17, 2018

FOR OFFICE USE ONLY

1ST SUBMITTAL DATE: _____

FEE: _____; RECEIVED BY: _____

PRELIMINARY DEVELOPMENT PLAN: YES NO

PACKET COMPLETE: YES NO

2ND SUBMITTAL DATE: _____

PACKET COMPLETE: YES NO

3RD SUBMITTAL DATE: _____

PACKET COMPLETE: YES NO

4TH SUBMITTAL DATE: _____

PACKET COMPLETE: YES NO

REAL ESTATE SALE CONTRACT

This Contract is made and entered into as of the Effective Date (as defined herein) by and between WHALEN CUSTOM HOMES, INC. a Missouri CORPORATION, ("Purchaser"), and Keith M. Gegg and Judith H. Gegg, Trustees of The Keith M. Gegg and Judith H. Gegg Revocable Trust dated 12/10/2009 (for lot 17020 Manchester) and Keith M. Gegg and Judith H. Gegg for lots 17026, 17030 Manchester and 2612 Center Ave. (the, "Seller"). The following recitals form the basis of this Contract, and are a material part hereof:

A. Seller is the owner of that certain real estate described on Exhibit A attached, in the city of Wildwood, St. Louis County, Missouri 17030, 17026, 17020 Manchester Road and 2612 Center Avenue, (the "Property") (legal description in the Title Commitment to govern); and

B. Purchaser desires to purchase, and Seller desires to sell the Property in accordance with the terms of this Contract.

NOW THEREFORE, in consideration of the mutual covenants and premises contained herein, the parties agree as follows:

1. Sale and Purchase of Property. Seller agrees to sell and Purchaser agrees to purchase, subject to the terms and conditions contained in this Contract, the Property and any improvements thereon and appurtenances thereto. The Property shall be sold together with all of Seller's right, title, and interest in and to all public and private streets, roads, avenues, and passageways abutting the Property, and any strips of land adjoining the Property, and all of Seller's water rights, mineral rights, easements, privileges, and related appurtenances. Subject to Seller's reasonable approval of such a survey, the exact acreage of the Property will be determined pursuant to Purchaser's survey of the Property.

2. Purchase Price. The purchase price for the Property shall be $300,000 (the "Purchase Price"). The Purchase Price shall be payable in immediately available funds at each Closing.

3. Earnest Deposit. Purchaser agrees to deliver an earnest deposit in the amount of THREE THOUSAND AND 00/100 DOLLARS ($3,000) (the "Earnest Deposit") in the form of cash with the Seller. Except as otherwise provided herein, the Earnest Deposit shall be refundable if contract is terminated within Contingency Period and applied as a credit at Closing in favor of Purchaser.

4. Conveyance of Title. At Closing, Seller shall convey to Purchaser by recordable special warranty deed marketable and insurable fee simple title to the Property, free and clear of all liens and encumbrances, subject only to covenants, conditions, restrictions, and easements of record; general and special taxes and assessments for the current year which are a lien on the Property but are not yet due and payable; building, zoning and like laws; statutes, ordinances and regulations (the "Permitted Exceptions").

5. Purchaser's Due Diligence Contingencies. This Contract and the obligations of Purchaser hereunder are subject to the contingencies set forth in the following Subparagraphs of this Section hereof, each of which shall be fulfilled or waived by Purchaser within 120 days following the Effective Date (the "Due Diligence Period"). If at any time within the Due Diligence Period, the applicable contingency is not satisfied, or will not be satisfied as determined in Purchaser's sole discretion, Purchaser may notify Seller in writing no later than 5:00 p.m. on the last day of the Due Diligence Period that it desires to terminate this Contract. Upon such termination, this Contract shall be null and void and the Earnest Deposit shall be retained by Seller. Notwithstanding the foregoing, in the event of failure by Purchaser to notify Seller in writing within such time of the waiver or satisfaction of the contingency or the termination of this Contract pursuant to such contingency, such contingency shall be deemed not to have been met and this Contract shall automatically be terminated with Earnest Deposit to be returned to Purchaser.

6.

(a) Survey and Title Examination. Within the Due Diligence Period, Purchaser shall, at Purchaser's expense, order and receive from the Title Company an ALTA form title insurance commitment (the "Title Commitment") with respect to the Property, together with copies of all exceptions to the Title Commitment and, at Purchaser's expense, a current ALTA form survey of the Property prepared by a licensed surveyor and certified to Purchaser and to the Title Company, showing all title exceptions, boundaries, improvements, easements, encroachments, building set-back lines, wetlands and floodway and flood plain boundaries as to the Property and in sufficient form to delete the survey exception on the title insurance policy, and neither the documents supplied by Seller, the Title Commitment nor the survey shall include any exceptions (including exceptions for mechanics liens) to title or other matters which are unacceptable to Purchaser.

(b) Zoning and other Governmental Approvals. Within the Due Diligence Period, Purchaser shall receive confirmation that (i) the zoning and permitted uses of the Property, and any general or special assessments applicable to the Property, are acceptable for such uses of the Property as are contemplated by Purchaser and (ii) all zoning and other governmental approvals necessary for Purchaser's intended development, including, without limitation, site plan and utility approvals, permits for water and sewer connections, and all other governmental permits and approvals which, in the Purchaser's reasonable judgment, are a prerequisite to the Purchaser's intended use of the Property, are received from all applicable regulatory agencies and utilities in form and content acceptable to Purchaser. Purchaser is responsible for obtaining the confirmation of zoning and permitted use as described in this Section.

(c) Plans, Specifications and Engineering. Within the Due Diligence Period, Purchaser may conduct, at Purchaser's expense, inspections, tests, studies, and analyses, including, without limitation, soil, percolation and flood plain tests, tests of capacity of utilities, environmental audits, engineering studies and feasibility studies, the results of which shall not disclose or indicate any soil, topographical, demographical or other conditions which would render the Property unacceptable, in Purchaser's sole but good faith discretion, for Purchaser's intended development and use of the Property.

(d) Due Diligence Contingency Extension. Purchaser shall have the right to extend the Due Diligence Period in this Section 5 hereof for two (2) additional 30 day periods by providing Seller with FOUR THOUSAND DOLLARS ($4,000) prior to the expiration of the then current Due Diligence Period. The payment(s) made pursuant to this Section 5(e) will be non-refundable, but will be applied against the Purchase Price if Purchaser closes the purchase of the Property.

(e) Due Diligence Documents. In the event Purchaser elects to terminate this contract, Purchaser shall provide copies of, and freely assign any and all due diligence documents procured by Purchaser in connection with the Property to Seller.

7. Additional Purchaser Contingencies. Purchaser's obligation to close the transaction contemplated by this Contract shall, in addition to the contingencies listed in Section 5 hereof, be contingent upon (i) all of Seller's representations and warranties hereunder being true and correct as of the date of Closing, and (ii) Seller having tendered to Purchaser all of the items required to be delivered by Seller to Purchaser at the Closing.

8. Seller Contingencies. Seller's obligation to close the transaction contemplated by this Contract shall be contingent upon (i) all of Purchaser's representations and warranties hereunder being true and correct as of the date of Closing, and (ii) Purchaser having tendered to Seller all of the items required to be delivered by Purchaser to Seller at the Closing.

9. Inspection. During the Due Diligence Period, the Purchaser, its agents, employees, contractors and engineers shall have the right from time-to-time to enter upon the Property at their risk for the purpose of inspecting same and conducting surveys, engineering studies, borings, soil tests, investigations, feasibility studies and the like. To the extent that it is practical to do so, all such entries shall be made in such a manner as to minimize interference with Seller's present use of the Property. Within a reasonable time after such entries Purchaser shall, to the extent

practicable, restore the Property to its prior condition. The Purchaser agrees to indemnify and save the Seller harmless from and against any loss and all damages, liabilities, claims, causes of action, penalties, demands and expenses of any kind or nature arising out of, resulting from , or incident to such entries and activities.

10. Sellers Representations and Warranties. Seller hereby makes the following representations and warranties to Purchaser, which representations shall be true as of the Closing:

(a) Seller is now and will at the date of the Closing be the lawful owner of and have good and marketable title to all of the Property being sold, transferred or assigned by Seller to Purchaser at Closing;

(b) All of the Property will be at the time of the Closing, free and clear of any and all liens, security interests, restrictions, limitations, charges and encumbrances, except those listed as exceptions in the Title Commitment and approved by Purchaser.

(c) Seller has and will have at Closing good right, title and authority to sell, transfer and convey the Property pursuant to the terms of this Contract; and Seller will warrant and defend the same against the claims and demands of all persons whomsoever;

(d) If Seller is an entity, Seller is duly formed and validly existing. The execution and delivery of this Contract has been duly authorized to the extent required by Seller's organizational documents and no further action on the part of Seller is necessary in order to permit Seller to enter into this Contract;

(e) This Contract constitutes the valid and binding obligation of Seller enforceable in accordance with its terms;

(f) Seller has full right, power and authority and is duly authorized to enter into this Contract, to perform each and every one of the covenants on its part to be performed hereunder and to execute and deliver and to perform its obligations under all documents required to be executed and delivered by Seller pursuant to this Contract;

(g) The execution of this Contract by Seller and Seller's observance and performance of all its covenants and obligations hereunder does not contravene any judgment, order or provision of the law of which Seller is aware, or any agreement binding upon the Seller;

(h) There is no litigation or proceeding pending or, to Seller's knowledge, threatened against the Property or Seller;

(i) Seller has not received any written notice of any violation or any ordinance, regulation, law, statute, building code, zoning ordinance or environmental laws pertaining to the Property, or any portion thereof;

(j) Seller has received no written notice that there has been any unlawful contamination (including any disposal, discharge, deposit, injection, dumping, leaking, spilling, placing or escape) of any hazardous substance, pollutant or contaminant (as those items are defined under 42 U.S.C. Section 9601) on, in under or from the Property, and to the best of Seller's knowledge, there is no facility in or on the Property which is used for the treatment, storage or disposal of hazardous wastes (as those terms are described in The Resource Conversation and Recovery Act, 42 U.S.C., Sections 6901-6987, and the Superfund Amendments and Reauthorization Act of 1986, 42 U.S.C., Section 11,000 et seq.); To the best of Seller's knowledge, there is currently no action, suit or proceeding pending, nor has Seller received notice of any threatened action, suit or proceeding, which would result in a condemnation of the Property or any portion thereof or which would affect the access to the Property or the utilities presently serving the Property;

(k) No written or otherwise enforceable commitments have been made by Seller to any governmental authority which would impose any obligation on Purchaser or its successors or assigns to make any contribution or dedication of money or land to construct or maintain any roads, levees or other improvements of a public or private nature on or off the Property, except for payments to MSD as previously disclosed by Seller;

(l) Seller shall have made no changes in the current zoning of the Property except as may be requested by Purchaser;

(m) There are no mechanics, materialmans or similar claims or liens presently claimed or which will be claimed against the Property for work performed or commenced prior to Closing at the request of Seller or of which Seller has knowledge; and

(n) Except as otherwise set forth in this Contract, the covenants, representations and warranties set forth herein are made as of the date of execution of this Contract, but Seller agrees that by the act of Closing the sale and purchase hereunder, the said covenants, representations and warranties shall be deemed confirmed as of the date of Closing.

11. Purchaser's Representations and Warranties.

(a) Purchaser is a MISSOURI CORPORATION company duly formed, validly existing and authorized to do business in the State of Missouri. The person executing this Contract on behalf of the Purchaser personally guarantees the execution and delivery of this Contract has been duly authorized to the extent required by Purchaser's organizational documents and no further action on the part of Purchaser is necessary in order to permit Purchaser to enter into this Contract;

(b) This Contract constitutes the valid and binding obligation of Purchaser enforceable in accordance with its terms;

(c) Purchaser has full right, power and authority and is duly authorized to enter into this Contract, to perform each and every one of the covenants on its part to be performed hereunder and to execute and deliver and to perform its obligations under all documents required to be executed and delivered by Purchaser pursuant to this Contract;

(d) The execution of this Contract by Purchaser and Purchaser's observance and performance of all its covenants and obligations hereunder does not contravene any judgment, order or provision of the law of which Purchaser is aware, or any agreement binding upon the Purchaser; and

(e) Purchaser shall provide Seller with a Certificate of Good Standing from the Missouri Secretary of State.

12. Adjustments to Purchase Price. The Purchase Price to be paid at Closing shall be adjusted at the time of Closing to account for pro-ration of real estate taxes, other assessments for the calendar year (all related only to the portion of the Property to be purchased at the specific Closing) in which Closing occurs, special taxes, and assessments on the Property levied prior to Closing.

13. Closing. The Closing shall take place at the office of the Title Company or at such other place as shall be mutually agreed to by Seller and Purchaser WITHIN THIRTY (30) DAYS OF CONTINGENCY WAIVER. Title to and possession of the Property shall pass to Purchaser upon completion of Closing.

14. Closing Documents. At Closing, Purchaser and Seller will execute and deliver such documents and/or instruments as may be reasonably required in order to convey the Property to the Purchaser and to satisfy the

obligations of the parties hereunder, all in form and substance acceptable to Purchaser and to Seller.

15. Condemnation. If, prior to Closing, all of the Property shall be condemned by governmental or other lawful authority, this Contract shall terminate. If, prior to Closing, less than all of the Property shall be condemned by governmental or other lawful authority, Purchaser shall have the option of (i) completing the purchase for the Purchase Price set forth in Section 2, in which event all condemnation proceeds or claims therefore shall be assigned to Purchaser, or (ii) terminating this Contract.

16. Default.

(a) If Purchaser fails or refuses to comply fully with the terms of this Contract or breaches any of its representations and warranties hereunder for any reason, and Purchaser fails to cure any such default within 10 days of receiving written notice of default from Seller, Seller may, as its sole and exclusive remedy, terminate this Contract and retain the Earnest Deposit and any other money paid hereunder as liquidated and stipulated damages.

(b) If Seller fails or refuses to comply fully with the terms of this Contract for any reason, or breaches any of its representations and warranties hereunder, and Seller fails to cure such default within 10 days of receiving written notice of default from Purchaser, Purchaser may, at its option, either: (i) terminate this Contract whereupon the Earnest Deposit will be immediately refunded to Purchaser; or (ii) pursue a suit for specific performance.

17. Real Estate Brokers. Purchaser is not represented by any real estate broker. Any commission due to any licensed real estate broker will be the sole responsibility of Seller.

18. Notices. All notices and other communications required or permitted to be given hereunder shall be in writing and shall be sent by prepaid reputable courier delivery service or mailed by registered or certified mail, postage prepaid, return receipt requested, addressed as follows:

If to Purchaser:
WHALEN CUSTOM HOMES, INC
338 S. Kirkwood Road
Kirkwood MO, 63122
Telephone: 314-575-7645
Facsimile: 314-821-1755
E-mail: mike@whalencustomhomes.com

If to Seller:
Keith and Judith Gegg
2473 Hickory Manor Dr.
Wildwood, MO 63011
Telephone: 636-236-8881
Facsimile: 636-394-4456
E-mail: keith@geggdesign.com

With copy to:

Either party may designate a different address for itself by notice similarly given. Any notice given by registered or certified mail shall be deemed to have been given when deposited in the mail, and any notice not so given shall be deemed to have been given upon receipt of the same by the party to whom the same is to be given.

19. Miscellaneous.

(a) The Effective Date of this Agreement ("Effective Date") shall be the date this Contract is last signed by the Purchaser or by any of the Sellers.

(b) This Contract shall be governed by the laws of the State of Missouri without regard to its conflict of laws provisions.

(c) This Contract (which includes any exhibit or addendum attached hereto, the provision of any said exhibit or addendum being hereby incorporated in this Contract) contains the entire Contract between Seller and Purchaser and there are no other terms, conditions, promises, undertakings, statements, or representations, express or implied, concerning the sale and purchase contemplated by this Contract. Neither party shall be bound by any representation, promise, undertaking, or statement unless set forth in this Contract.

(d) The headings to the paragraphs of this Contract have been inserted for convenience of reference only and shall in no way modify or restrict any provisions hereof or be used to construe any of such provisions.

(e) Purchaser and Seller agree to execute at Closing all forms and reports required for tax reporting purposes, including federal and state income tax reporting and any declaration of value required by St. Louis County, assessor's office. Purchaser and Seller further agree to deliver all other documents, instrument, or affidavits which are customary in a real estate closing in St. Louis County, or which reasonably may be required by the Title Company to effect the Closing hereunder and the issuance of the title policy pursuant to the Title Commitment.

(f) The terms of this Contract may not be amended, waived or terminated orally, but only by an instrument in writing signed by both Seller and Purchaser; provided, however, that either party shall have the right to waive any condition or contingency in this Contract which is for the benefit of the party granting such waiver, so long as such waiver is done so in writing.

(g) This Contract shall inure to the benefit of and be binding upon Seller and Purchaser and their respective heirs, personal representatives, successor and assigns. Seller may not assign its interest in this Contract without the consent of Purchaser. Likewise, Purchaser may not assign its interest in this Contract without the consent of Seller. In order for either Party to assign its interest in this Contract, the same must provide the other Party with written notice of its intent to make such assignment. The other Party shall have 10 days from receipt of such written notice to either consent to the assignment or terminate this Contract. In the event that an assignment is made pursuant to this Section, the assignor shall be relieved of any responsibility, liabilities, or obligations pursuant to this Contract to the extent assumed by the assignee. This Contract may not be assigned within 10 days prior to Closing. Time is of the essence of this Contract.

(h) If the date for performance of any act pursuant to this Contract falls on a Saturday, Sunday, or legal holiday in the State of Missouri, then the date for performance of such act shall be the next following business day.

(i) Whenever it is provided in this Contract that days shall be counted, the first date to be counted shall be the day following the date on which the event causing the period to commence occurs.

(j) In an event of a dispute between the parties with respect to this Contract, then the non-prevailing party shall reimburse the prevailing party for its reasonable attorney's fees and costs.

(k) It shall be a condition precedent to Purchaser's obligations hereunder that there be no material change in the Property, physically or otherwise, in the time between the final execution of the Contract and the date of Closing.

(l) Seller and Purchaser covenant and agree that until this Contract is closed, all terms, conditions and provisions thereof shall remain confidential and shall not be disclosed by either party to any persons

other than those necessary to complete the transaction contemplated herein.

(m) All of Property shall be held at the risk of Seller, and all portions of the Property shall remain the risk of Seller until such portion is purchased at Closing.

(n) This Contract may be executed in one or more counterparts, each of which will be deemed to be an original and all of which, when taken together, will be deemed to constitute one and the same contract. Facsimile transmission of this signed Contract shall be regarded and accepted as original signatures.

(p) Seller agrees, within five (5) business days of acceptance, to provide Purchaser with any title work in Seller's possession as of the Effective Date of this Contract, along with copies of all restrictions, appraisals, survey, topographical survey, construction plans, plats, engineering, soils test, and any other documents, agreements pertaining to the property to the extent Seller has these in his possession.

20. Acceptance of Purchaser's Offer. Seller shall have 2 business days from the date of its receipt of this Agreement during which to accept Purchaser's offer. Upon Seller's acceptance of Purchaser's offer, Seller shall deliver a fully executed copy of this Agreement to Purchaser. Unless so accepted by Seller, this Agreement shall be considered rejected and said copies as executed by Purchaser shall be promptly returned to Purchaser.

21. Signage. Purchaser shall have the right to erect signage on the Property during the term of this contract.

IN WITNESS WHEREOF the parties have executed this Contract as of the date written below their signatures on this Contract.

PURCHASER:

By: _____ Date: 11-18-15
Michael D. Whalen, President

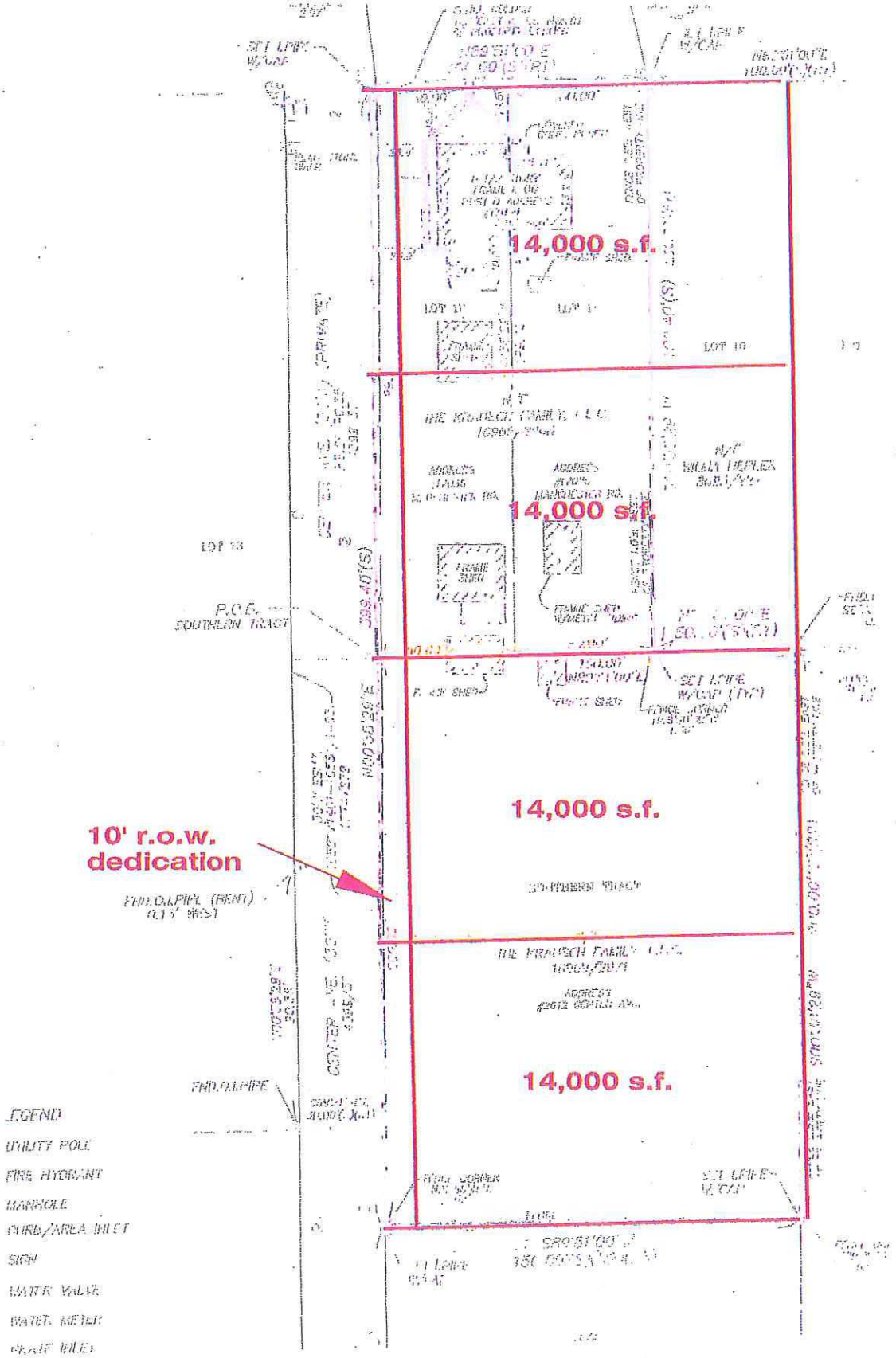
SELLER:

Kathy M. Clegg Date: 11-12-15

Judith H. Clegg Date: 11.12.2015.

EXHIBIT A
Description of the Property

Exhibit A


14,000 s.f.
14,000 s.f.
14,000 s.f.
14,000 s.f.
10' r.o.w. dedication
LEGEND
UTILITY POLE
FIRE HYDRANT
MANHOLE
CURB/AREA INLET
SIGN
WATER VALVE
WATER METER

WILDWOOD

August 1, 2016

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 posted request regarding proposed consideration of exiting regulations governing the use of setback areas for certain other improvements, besides structures and/or buildings, which are contained in the City's Zoning Ordinance 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, publications, and amendments to the City's codes (Chapter 415.560 of the City of Wildwood Zoning Ordinance). This recommendation and associated action are as follows:

Petition No.:	**P.Z. 10-16**
Petitioner:	**City of Wildwood Planning and Zoning Commission, c/o Department of Planning, 16860 Main Street, Wildwood, Missouri 63040**
Request:	A request to review and consider amendments to the City of Wildwood's Zoning Ordinance – Chapter 415 of the City of Wildwood Municipal Code – for all of its "R" Residence District zoning designations (Chapter 415 – Sections 110 through 160), including Chapter 415.090 NU Non-Urban Residence District, thereby adding new language to prohibit the installation of impervious surfaces and other improvements in the side yard setbacks, which are not considered structures under the Zoning Ordinance's definition of the same.
Location:	City-Wide
Hearing Date:	April 18, 2016
Date and Vote on Information Report:	July 18, 2016 – Approval of the changes to the Miscellaneous Regulations of the Zoning Ordinance by a vote of 7 to 1 (Voting Aye: Lee, Archeski, Gragnani, Bartoni, Manton, Bowlin, and Bopp; Voting Nay - Bauer)

Date and Action on Letter of Recommendation:	August 1, 2016 - Approval of the changes to the Miscellaneous Regulations of the Zoning Ordinance by a vote of 10 to 0 (Voting Aye: Renner Lee, Archeski, Gragnani, Bauer, Bartoni, Manton, Bowlin, and Bopp)
Report:	Attachment A
Background Information:	Attachment B
Wards:	All
School District:	Rockwood School District
Police:	St. Louis County Police Department – Wildwood Precinct
Fire Districts:	Multiple – Eureka, Metro West, and Monarch Fire Protection Districts

Copies of the City of Wildwood's Master Plan, Charter, and Zoning Ordinance are all on file with the City Clerk's Office.

Respectfully submitted,
CITY OF WILDWOOD PLANNING AND ZONING COMMISSION

R. Jon Bopp, Chair

ATTEST:

Joe Vujnich, Director
Department of Planning

cc: The Honorable James R. Bowlin, Mayor
Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Kathy Arnett, Assistant Director of Planning and Parks
Travis Newberry, Planner

ATTACHMENT A - REPORT

Background: The City of Wildwood has a number of subdivisions developed with the use of a Planned Environment Unit (PEU - St. Louis County) or the Planned Residential Development Overlay District (PRD - City of Wildwood). These overlay districts allow the developer, eventual homebuyer, and the local government to address the use of property more in keeping with its characteristics versus compliance to a one size fits all residential zoning district designation approach. The use of these overlay districts has been across all areas of Wildwood, rural to Town Center.

One of the key components of the use of the overlay district procedure is the ability to modify the setback distances for structures and buildings to allow for them to match the minimum lot sizes that are also

accommodated, thereby creating a more compact development featuring greater contiguous open spaces. In more traditional subdivisions, those outside the Non-Urban Residence District, side yard setback distances can be five (5) to (6) feet in width, thereby allowing ten (10) feet between dwellings. These side yard setback areas are critical in their function as well, given they receive much of the stormwater runoff from the areas of the dwelling's impervious surfaces, along with the installation of needed utilities for the purposes of electric, water, sewer, telecommunications, and others. Therefore, the use of these areas needs to be carefully controlled to preserve their designed functions.

Over the last year, a number of homeowners have installed or requested the right to use these side yard setback areas and others for new improvements. These improvements include a range of flat work, landscaping, and stormwater improvements. Collectively, some of the improvements work within the narrow areas of the side yard setbacks, but not always.

An example of this situation that has created issues is the more recent trend of adding flatwork for an additional driveway pad in the side yard setback area. In recent instances, this driveway approach causes a number of issues for the abutting property owner, such as alterations of stormwater runoff, increase in noise, and degradation of aesthetics. These situations have led to an increase in questions and complaints to the City about such. These questions and complaints were reviewed and given no clear or concise interpretation of the multiple codes governing and controlling setback areas of a lot, resulting in responses being less than desirable to these parties.

Key Areas of Study: Accordingly, the Department believed the best approach to better understand this matter was to have it discussed and considered by the Planning and Zoning Commission via a public hearing, where input could be provided upon it. This hearing was held on April 18, 2016 and provided the identification of several key areas of study. The key areas of this discussion included the following items:

1. The need or lack thereof for a legislative solution to the use of the setback areas for typically exempt improvements, such as fences, walls, light standards, and flatwork.
2. The methods to manage or protect these setback areas from use and/or development.
3. The consideration of increasing the allowable minimum setbacks authorized by the City's Planned Residential Development Overlay District (PRD) procedure, if approved on a site, thereby ensuring certain distances are preserved between dwellings for necessary utility installations and stormwater management, but also, homeowner installed improvements as well.
4. The integration of the Grading Code requirements into the Zoning Ordinance, so as consistency exists between the two (2) sets of regulations.

The recent number of incidents relating to the use of side yard setback areas in more traditional subdivisions for improvements necessitates some type of action by the City of Wildwood. With changing demands on households, particularly the number of vehicles potentially associated with a single residence having children of a driving age, the availability of space on a lot is at a premium in some locations within the City. Acknowledging this trend, this issue is not going to abate in the near future. Conversely, it should be noted that many Homeowners Associations prohibit the parking of private vehicles on public streets located in their subdivisions during over-night hours. Therefore, restricting potential locations on lots for additional parking will compound issues within these locations.

Applicable Regulations: Below are listed some representative examples of the exceptions provided relative to the use of setback areas on lots. The examples from the City's Zoning Ordinance are cited from the Miscellaneous Regulations and the NU Non-Urban Residence District for residential lots, but all the "R" Residence Districts contain similar provisions relative to setback areas. Therefore, the NU Non-Urban Residence District is used in this context as a representative sample.

Chapter 415.380, Section L. - Miscellaneous Regulations Yards To Be Open To Sky—Exceptions. Every part of a required yard shall be open to the sky, unobstructed except as follows:

1. Ordinary projections of skylights, sills, belt courses, cornices and ornamental features projecting not to exceed twelve (12) inches;
2. Ordinary projecting of chimneys and flues, not to exceed seventy-two (72) inches in width, projecting not to exceed twenty-four (24) inches;
3. Roof overhangs projecting not to exceed eighteen (18) inches, except that roof overhangs on the south side of a building may project forty-eight (48) inches into a side or rear yard, but no closer than forty-eight (48) inches to a property line;
4. Canopy overhangs for service stations projecting a maximum of eighteen (18) inches into required front yards;
5. Slab type porches or paved terraces having a maximum height of not more than twelve (12) inches above ground elevation at any point may project into any yard except that the projection into the front yard shall not exceed ten (10) feet;
6. In all "R" Residence Districts air-conditioning units extending into side or rear yards a maximum of thirty (30) inches, with air-conditioning units including mounting pedestals not to exceed forty-eight (48) inches in height above ground elevation within said side or rear yards;
7. Driveways, ramps, sidewalks and parking lots as otherwise permitted by this Chapter.

Chapter 415.090, Section G. of the NU Non-Urban Residence District Regulations

3. Minimum yard requirements—general.

A. *Front yard.* No structure shall be allowed within fifty (50) feet of any roadway right-of-way line or large lot roadway easement.
B. *Side and rear yard.* No structure shall be allowed within thirty (30) feet of any property line other than a roadway right-of-way line or large lot roadway easement.

4. Specific yard requirements and exceptions.

A. Notwithstanding any other provisions of this Chapter, on corner lots no structure or plant material exceeding three (3) feet in height above the elevation of the street pavement is allowed within the sight distance triangle.
B. Boundary walls or fences, six (6) feet or less in height, are allowed within the minimum yard requirements.
C. Permitted information signs, six (6) feet or less in height are allowed within the minimum front yard setback.

D. Permitted directional signs, three (3) feet or less in height, are allowed within the minimum front yard setback or sight distance triangle.
E. A permitted freestanding business sign may be located no closer than twenty-five (25) feet from any roadway right-of-way line.
F. Light standards for street lighting or at points of ingress and egress, but not including parking lot lighting, are allowed within the minimum front yard setback when approved by the Department of Planning. Light standards for parking lot lighting are allowed no closer than twenty-five (25) feet of any side or rear yard line which adjoins property in the "NU" Non-Urban Residence, "PS" Park and Scenic or any "R" Residence District.

Analysis: The Planning and Zoning Commission has considered this request for possible changes to the Zoning Ordinance to better protect side yard setback areas from inappropriate disturbance or use by reviewing and analyzing the relevant key areas defined at the public hearing held on this matter. These key areas that are considered included the following items:

1. The need or lack thereof for a legislative solution to the use of the setback areas for typically exempt improvements, such as fences, walls, light standards, and flatwork.
2. The methods to manage or protect these setback areas from use and/or development.
3. The consideration of increasing the allowable minimum setbacks authorized by the City's Planned Residential Development Overlay District (PRD) procedure, if approved on a site, thereby ensuring certain distances are preserved between dwellings for necessary utility installations and stormwater management, but also, homeowner installed improvements as well.
4. The integration of the Grading Code requirements into the Zoning Ordinance, so as consistency exists between the two (2) sets of regulations.

In considering these four (4) items, each of them must be favorably addressed, before a positive recommendation can be made in this regard. If all are determined to be appropriate, then the City Council can have a degree of confidence that residential lots in the City of Wildwood will have the minimum separation between improvements, whether structures, buildings, or flatwork that is appropriate, and provide the intended benefit that is derived from the imposition of setback distances.

Key Area #1 - *The need or lack thereof for a legislative solution to the use of the setback areas for typically exempt improvements, such as fences, walls, light standards, and flatwork.*

The Commission believes that, although the City has authorized the use of side yard setback areas in more traditional subdivision settings since its inception for limited improvements, as indicated above, with the addition of more use-based activities in these same locations, a worrisome trend that needs to be addressed has emerged. For many years in the City, these side yard setback areas had been limited to mechanical equipment, roof overhangs, water bibs, bay windows, and other similar items, but now, with the introduction of flatwork for parking purposes, the impacts associated with such are much greater. The magnitude of these impacts justifies a more rigorous approach to such. This particular circumstance seems to be the most problematic of the allowances or requests for the use of these setback areas.

The Commission has reviewed other pertinent information on this issue and contacted a number of other local municipalities, along with the American Planning Association's Planning Advisory Service (PAS), to determine if this issue is isolated and not addressed elsewhere or otherwise common and regulated. The results of this review from local and national perspectives provides the following conclusions:

1. Most local communities generally do not regulate the use of side yard setback areas for parking purposes, but do require some type of permitting to ensure that stormwater drainage is appropriately managed in those same areas.
2. Some local communities, more of the inner-ring types, allow or encourage this parking, given garages are detached and constructed behind the dwelling or rear entry. In these instances, the setback distances between the sides of the adjoining two (2) dwellings are larger in size.
3. Few examples exist across the United States that indicate the use of side yard setback areas as a major problem area for cities, but those communities that do address it, have different approaches via permitting, limiting locations for placement, screening requirements, etc.
4. Even fewer examples exist of an outright prohibition to allowing some parking or flatwork in the side yard areas of a lot.

The results of this research indicated to the Commission that many of the communities contacted recognize the use of side yard areas for more intensive activities can be an issue, but do not have the same circumstances as Wildwood that are prompting this review. Therefore, the Commission believes the City's approach to this matter needs to address it from its perspective and desired outcome to the betterment of the entire community.

Key Area #2 - *The methods to manage or protect these setback areas from use and/or development.*

With the installation of flatwork improvements in these setback areas, impacts from the staging or parking of vehicles can be pronounced in terms of noise, vibration, and appearance. Additionally, the impacts are not just limited to these factors, but also include stormwater runoff and access to utilities, when easements are present there as well. The placement of impervious surfaces in the area of both adjoining lots designed to transport stormwater is a primary concern in this regard. Understanding the complexities of the foundation height for the dwelling, stormwater management, and street grade coordination all contribute to how these side yard setback areas are prepared and why they need to be protected from mass changes. Therefore, the Commission does believe it is appropriate to restrict the use of side yard setback areas in all instances for certain activities and improvements, specifically the parking of vehicles. Included in this prohibition would be any flatwork associated with the same.

The Commission is not recommending any other changes to other allowances in the side yard setback areas of the lots and the activities that must occur there in terms of the Zoning Ordinance's Miscellaneous Regulations (see above). Placement of roof overhangs, mechanical equipment, chimneys, flues, and sidewalks would remain unchanged and be accommodated. However, the installation of flatwork for the parking or staging of vehicles, unless the dwelling has a rear or side entry garage would be prohibited. The Commission is aware that such a change will cause some of the City's residents issue, given not wanting to block the driveway area serving the garage doors with personal vehicles or avoiding parking on the street,

but in traditional subdivisions, the space between dwellings is such that a parked and/or idling car or truck is not acceptable.

Key Area #3 - *The consideration of increasing the allowable minimum setbacks authorized by the City's Planned Residential Development Overlay District (PRD) procedure, if approved on a site, thereby ensuring certain distances are preserved between dwellings for necessary utility installations and stormwater management, but also, homeowner installed improvements as well.*

The Planned Residential Development Overlay District (PRD) regulations could be amended to ensure that side yard setback areas meet a minimum distance regardless of the project's location in the City or its Master Plan's Land Use Classification. This approach would then be integral to the zoning and subdivision processes of the City, which includes the Improvement Plans that provide the precise grading that is planned on the overall site to create the buildable areas on each of the lots and manage stormwater. However, the imposition of a minimum distance regardless of circumstances, without the benefit of addressing each development on a site-by-site basis, would appear to be contrary to this special procedures permit processes' intent.

This procedure, as has been discussed in the past, is intended to promote a more environmentally sensitive approach to the development of properties in Wildwood and protect it from harm. Utilizing the Planned Residential Development Overlay District (PRD) to its fullest extent possible generally equates to a development that is least impactful as reasonably feasible on the City's landscape. Allowing that flexibility to remain is a key element of the regulations. Additionally, if the City chooses, it can always, via the site-specific ordinance for a development utilizing this procedure, add a greater side yard setback distance requirement to address considerations such as these noted herein, if determined necessary.

It is also important to note the underlying regulations in each of the "R" Residential Districts and the NU Non-Urban Residence District allow some placement of improvements in the side yard setback areas, but typically for retaining walls to address grade issues relative to construction of authorized improvements. Other provisions for signs and light standards are generally not applicable in traditional subdivisions, where the current issue has been identified. Accordingly, the Commission does not believe any changes are needed to the "R" Residential Districts and the NU Non-Urban Residence District in this regard.

Key Area #4 - *The integration of the Grading Code requirements into the Zoning Ordinance, so as consistency exists between the two (2) sets of regulations.*

The City's Grading Code already provides protections to all of the setback areas on any residential lot in the City, i.e. front, side, and rear. These protections were established within the Grading Code, when first approved in 1995. Specifically, the protections read as follows:

Grading Code - Chapter 425.050 Standards – Safety Precautions: Section 8.

(c.) No land disturbance shall occur on any property or lot line or within the area of building setback required by applicable zoning or subdivision regulations, except as necessary for construction pursuant to an approved final site plan, planned zoning development, or conditional use permit, or approved subdivision plat specifically authorizing the modification of

this standard and necessitating exception to this minimum standard.

(d.) No land disturbance shall occur which shall cause a nuisance to any adjoining property owner, or which shall violate any Federal, State or local law or regulation. The Director of Public Works, in conjunction with the Department of Planning, shall establish regulations for the granting of permits so as to enforce this Chapter and ensure that any grading is completed with minimum erosion, aesthetic degradation or other negative impact on the site or surrounding areas or the community.

Despite these regulations, the conflicting ordinances, Grading and Zoning, have caused some confusion and has led to the need to address them. Given the Grading Code already provides a high degree of protection, the Commission is recommending the Zoning Ordinance's Miscellaneous Regulations be amended to better correspond to the former, thereby eliminating any potential concerns regarding competing regulations or inconsistent interpretations by parties.

Summary of Report and Recommendation: In the Commission's report, it has developed information that indicates an issue exists in the City, particularly in the more traditional subdivision settings of Wildwood, with the use of side yard setback areas for certain activities. These activities create undesirable impacts and leads to the need to address them. Additionally, in the Letter of Recommendation, an option is provided that addresses the problem area of this matter, while noting the need to address conflicting language relative to the Grading Code and Zoning Ordinance, so as a clear and concise approach is provided relative to the use of these side yard areas of any lot. Accordingly, the Commission is recommending the Miscellaneous Regulations of the Zoning Ordinance be amended to read as follows:

Chapter 415.380, Section L. - Miscellaneous Regulations Yards To Be Open To Sky—Exceptions. Every part of a required yard shall be open to the sky, unobstructed except as follows:

1. Ordinary projections of skylights, sills, belt courses, cornices and ornamental features projecting not to exceed twelve (12) inches;
2. Ordinary projecting of chimneys and flues, not to exceed seventy-two (72) inches in width, projecting not to exceed twenty-four (24) inches;
3. Roof overhangs projecting not to exceed eighteen (18) inches, except that roof overhangs on the south side of a building may project forty-eight (48) inches into a side or rear yard, but no closer than forty-eight (48) inches to a property line;
4. Canopy overhangs for service stations projecting a maximum of eighteen (18) inches into required front yards;
5. Slab type porches or paved terraces having a maximum height of not more than twelve (12) inches above ground elevation at any point may project into any yard except that the projection into the front yard shall not exceed ten (10) feet;
6. In all "R" Residence Districts air-conditioning units extending into side or rear yards a maximum of thirty (30) inches, with air-conditioning units including mounting pedestals not to exceed forty-eight (48) inches in height above ground elevation within said side or rear yards;
7. ~~Driveways,~~ **Accessible** ramps and sidewalks ~~and parking lots~~, **as otherwise permitted by this Chapter; but, in no instance, flatwork for the intended purpose of vehicle parking or staging. Single family dwellings constructed with side or rear entry garages shall be exempted from this prohibition, but the location of driveways and parking areas shall be as authorized on either the**

development's authorized Site Development Plan, Improvement Plans, or Plot Plan for building permit authorization.

ATTACHMENT B
Background Materials

From: **Kathy Arnett** kathy@cityofwildwood.com
Subject: FW: PAS Inquiry Response - Parking/Structures in Side Yards
Date: May 31, 2016 at 2:30 PM
To: Joe Vujnich JVujnich@cityofwildwood.com

Joe,
Here is the response from the APA for the review service we paid for.

Thanks!
Kath

Kathy Arnett
Assistant Director of Planning & Parks
City of Wildwood
16860 Main Street
Wildwood, MO 63040
kathy@cityofwildwood.com
636-458-0440 x135

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Ann Dillemuth [mailto:ad@planning.org]
Sent: Tuesday, May 31, 2016 1:57 PM
To: Kathy Arnett
Subject: PAS Inquiry Response - Parking/Structures in Side Yards

Kathy,

Regarding your request for information on how communities regulate use of side yard setback areas:

In order to better regulate the aesthetics of a neighborhood and protect property values, many communities regulate yard parking in single-family residential districts. The focus is usually on prohibiting front yard parking, but a number of communities do address parking in the side yard as well. Below I've provided some sample ordinances from communities that limit parking in the side yard (I'll note that a number of communities do specifically allow parking in side yards).

In these ordinances, the most common approach I saw was to allow parking in side yards, but only on existing driveways or in some cases on improved parking areas. See the Butler, Missouri, code below for an example. Ballwin, Missouri, requires a special permit for parking in a required side yard. Minneapolis allows for some parking spaces in a side yard, but only towards the rear of the lot. In San Marcos, Texas, parking in side yard areas is only allowed if screened from the public right-of-way. Weber County, Utah, allows for construction of parking slabs in side yards, but requires that drainage and stormwater runoff be addressed so as not to negatively impact neighboring properties.

Regarding the placement of accessory structures in side yards, I didn't find much evidence that communities have established special protections for these areas, though I did come across a

few codes that limit to some extent the placement of structures in required side yards. Herndon, Virginia, and Selma, Alabama, do state in their codes that accessory structures are prohibited in required side yards; in Selma, accessory buildings must be at least 60' from the front yard line. Other communities limit the total amount of allowed side yard coverage by accessory structures; see the examples from McComb, Morgan Hill, Naperville, and San Rafael. In Flower Mound, Texas, accessory buildings may be placed in side yards, but they may not negatively impact drainage or stormwater runoff.

I hope you find this material helpful! Thank you for using the PAS Inquiry Answer Service, and please let us know if we can be of further assistance. **Please return the Outlook read receipt attached to this message or otherwise let us know that you have received this Inquiry Response.**

Sample Ordinances, Parking in Side Yards:

Ballwin (Missouri), City of. 2016. *Code of Ordinances*. Appendix A, Zoning Ordinance; Article XVI, Additional Height and Area Regulations; Section 15, Parking in Side Yard. Available at https://www.municode.com/library/mo/ballwin/codes/code_of_ordinances?nodeId=COOR_APXAZOOR_ARTXVIADHEARRE_S15PASIYA .

- Side yard parking in residential districts requires special use permit.
- Section 15. - [Parking in side yard.]

  No required side yard in any dwelling district shall be used for off-street parking except as provided in a special permit granted under provisions of article XIV.

Butler (Missouri), City of. 2016. *Code of Ordinances*. Chapter 21, Streets and Sidewalks; Article V, Driveways; Section 21-143, Front, Side and Rear Yard Parking Requirements. Available at https://www.municode.com/library/mo/butler/codes/code_of_ordinances?nodeId=CICO_CH21STSI_ARTVDR_S21-143FRSIREYAPARE .

- Side yard parking restricted to driveways or improved parking areas adjacent to driveways or garages.
- Sec. 21-143. - Front, side and rear yard parking requirements.
  (c) Parking areas in the side yard of any residential unit shall only be allowed on driveways or other improved parking surface areas adjacent to the driveway or garage.

Farmersville (Texas), City of. 2016. *Code of Ordinances*. Chapter 71, Traffic and Vehicles; Article V, Stopping, Standing and Parking; Division 2, Driveways, Improved Parking Surfaces and Further Parking Restrictions; Section 71-168, Front Yard, Side Yard and Limits on Improved Parking Surfaces. Available at https://www.municode.com/library/tx/farmersville/codes/code_of_ordinances?nodeId=COOR_CH71TRVE_ARTVSTSTPA_DIV2DRIMPASUFUPARE_S71-168FRYASIYALIIMPASU .

- Improved parking spaces in side yard limited to one driveway to access parking pad, carport, or garage; parking surfaces limited to 75% of required front and side yard areas for single-family uses.
- Sec. 71-168. - Front yard, side yard and limits on improved parking surfaces.
  (a) The open space in a required front yard and side yard in the A, SF-1, SF-2, SF-3, 2F, MF-1, MF-2, P, O, NS, GR, C, HC, I-1, I-2, or PD zoning classifications shall not be diminished by constructing or installing improved parking surfaces in, upon, about, over and across the front yard and side yard, except in compliance with the following conditions. Improved parking surfaces and other impervious surfaces will be allowed in, upon, about, over and across the front yard and side yard for:
  (2) One single-driveway per lot to serve a property that is zoned and/or used for single-family residential purposes which has a one-car parking pad, carport or garage constructed on the said lot;
  (c) The total area of improved parking surfaces and other impervious surfaces on a lot specifically including the driveway, regardless of combination and configuration, parking pad, parking lot and any other impervious surfaces shall not exceed 75 percent of the area of the required front yard and side

yard for any single-family residential use. The amount of impervious surface attributable to a sidewalk that is situated in the sidewalk area and is intended to provide the public access across the lot will not be included in the calculation of the 75 percent maximum coverage of the required front yard and side yard.

Minneapolis (Minnesota), City of. 2016. *Code of Ordinances*. Title 20, Zoning Code; Chapter 541, Off-Street Parking; Article VI, Parking Location Requirements; Section 541.260, Driveways and Parking Areas on a Zoning Lot. Available at https://www.municode.com/library/mn/minneapolis/codes/code_of_ordinances?nodeId=MICOOR_TIT20ZOCO_CH541OREPALO_ARTVIPALORE_541.260DRPAARZOLO .

- Allows for temporary parking on a driveway in required interior side yard, as well as side yard parking spaces in the rear 40'/20% of the lot.

541.260. - Driveways and parking areas on a zoning lot.

(a) In general. Driveways and parking areas shall conform to the permitted obstructions provisions of Chapter 535, Regulations of General Applicability, Chapter 537, Accessory Uses and Structures, and the provisions of this section.

(1)Driveways.

b.Interior side yards.

1.Residential uses. Uncovered driveways shall be a permitted obstruction in a required interior side yard, provided such driveway leads to a properly located parking area. Passenger automobiles may be parked temporarily on such driveway.

2.All other uses. Uncovered driveways shall be prohibited in a required interior side yard.

(2)Parking areas.

b.Interior side yards.

1.Residential uses. Parking areas shall be a permitted obstruction in a required interior side yard, provided such parking area is located in the rear forty (40) feet or twenty (20) percent of the lot, whichever is greater, subject to the provisions of Chapter 535, Regulations of General Applicability, and Chapter 537, Accessory Uses and Structures.

2.All other uses. Parking areas shall be prohibited in a required interior side yard.

San Marcos (Texas), City of. 2016. *Code of Ordinances*. Subpart A, General Ordinances; Chapter 82, Traffic and Vehicles; Article 4, Stopping, Standing, Parking; Section 82.184, Parking Prohibited on Front and Side Yards. Section 82/185, Exceptions. Available at https://www.municode.com/library/tx/san_marcos/codes/code_of_ordinances?nodeId=SPAGEOR_CH82TRVE_ART4STSTPA_DIV2PAREAR_S82.184PAPRFRSIYA .

- Parking prohibited in side yards unless screened from public ROW by 6-foot opaque fence.

- Sec. 82.184. - Parking prohibited on front and side yards.

  It is unlawful for a person to park or allow to remain parked a motor vehicle, large motor vehicle, farm equipment, construction vehicle, boat, personal watercraft or trailer of any kind at any time in the side or front yard, in any single-family residential zoning district.

Sec. 82.185. - Exceptions.

(c) It is an exception to the prohibition in section 82.184 if the motor vehicle, large motor vehicle, travel trailer, boat or personal watercraft is parked in the side yard and the vehicle is screened from view from the public right-of-way by an opaque fence six feet in height.

Weber (Utah), County of. 2016. *Code of Ordinances*. Part II, Land Use Code; Title 108, Standards; Chapter 8, Parking and Loading; Section 108-8-11, Regulations Governing Accessory Vehicle Off-Street Parking within Required Side Yards. Available at https://www.municode.com/library/ut/weber_county/codes/code_of_ordinances?nodeId=PTIILAUSCO_TIT108ST_CH8PALOSPVETRACRE_S108-8-11REGOACVEOREPAWIRESIYAAR .

- Standards for one parking slab in side yard address improved surface, screening, stormwater runoff.

- Sec. 108-8-11. - Regulations governing accessory vehicle off-street parking within required side yard areas.

  One concrete or asphalt slab for the purpose of providing additional off-street parking may be constructed in one required side yard of a dwelling provided that:

constructed in one required side yard of a dwelling provided that:

(1)The dwelling unit has the minimum number of required off-street parking spaces as stipulated by section 108-8-2.

(2)The slab is at least eight feet wide and is of sufficient length to accommodate the vehicle with no portion of the vehicle extending forward of the front face of the dwelling.

(3)The appurtenant driveway to the slab must be tapered to use the existing driveway approach or a new approach must be installed for the new driveway.

(4)Any slab constructed must remain open and unobstructed to the sky.

(5)No vehicle shall be parked in the required side yard unless the parking area is improved with hard surface material such as concrete or asphalt.

(6)Any slab constructed for vehicle parking must be screened by a non-see through fence of not less than six feet in height along the length of the slab behind the front yard setback.

(7)All stormwater run off from the hard surface of slab must be directed so as to prevent drainage onto adjacent properties.

Sample Ordinances, Accessory Structures in Side Yards:

Flower Mound (Texas), City of. 2016. *Code of Ordinances*. Subpart B, Land Development Code; Chapter 98, Zoning; Article IV, Supplementary District Regulations; Division 3, Dimensional Regulations; Section 98-1027, Minimum Side Yard Setback. Section 98-1032, Accessory Buildings; part b, Setback Requirements. Available at https://www.municode.com/library/tx/flower_mound/codes/code_of_ordinances?nodeId=SPBLADERE_CH98ZO_ARTIVSUDIRE_DIV3DIRE_S98-1027MISIYASE .

- Required side yards must be open and unobstructed, though accessory buildings are permitted; must be setback 3' from the property line and cannot negatively impact drainage or stormwater runoff.

Sec. 98-1027. - Minimum side yard setback.

(a)Generally. The location of buildings shall comply with the minimum side yard setback standards contained in the district regulations and summarized in the residential and nonresidential dimensional regulations schedules, as may be modified by additional provisions in the district regulations, in this section or elsewhere in this chapter.

(b)Permitted obstructions. Every put of a required side yard shall be open and unobstructed, except for accessory buildings as permitted in subsection (c) of this section and the ordinary projections of window sills, belt courses, cornices and other architectural features of the main building projecting no more than 12 inches into the required side yard. Roof eaves of the main building shall project no more than two feet into the required side yard.

(c)Accessory buildings. Detached accessory buildings may be located within a required side yard, subject to section 98-1032, accessory buildings.

(d)Garage or carport. Where a garage or carport is designed and constructed to be entered from a side street, such garage or carport shall be set back from the side street a minimum distance of 20 feet from the right-of-way line and shall not encroach over a sidewalk so as not to interfere with the use of the street by other vehicles or persons.

Sec. 98-1032. - Accessory buildings.

(b)Setback requirements.

(1)Detached accessory buildings less than 120 square feet shall be subject to the following regulations, in addition to any applicable regulations of this Code.

a.Generally.

1.No accessory building shall be located within any easement.

2.No accessory building may be placed so as to negatively impact drainage on any adjacent lot by diversion or impoundment of stormwater flows.

c. Side. Accessory buildings shall be set back a minimum of three feet from the side property line. When accessory buildings are placed on corner lots adjacent to an exterior side yard setback, the accessory building shall be required to adhere to the exterior side yard setback established for the primary structure.

Herndon (Virginia), Town of. 2016. *Code of Ordinances*. Chapter 78, Zoning; Article IV, Use Regulations; Section 78.402.4, Accessory Structures in Residential Districts. Available at https://www2.municode.com/library/va/herndon/codes/code_of_ordinances?nodeId=PTIICOOR_CH78ZO_ARTIVUSRE_S78-402.1PUIN .

- Accessory structures prohibited within required setbacks or side yards.
- Sec. 78-402.4. - Accessory structures in residential districts.

(a)Location.

(1)Accessory structures except fences and walls shall not be located within a required setback or required side yard, except accessory buildings on corner lots may be located within the side yard.

McComb (Mississippi), City of. 2006. *Code of Ordinances*. Appendix A, Land Use Regulations; Article III, Establishment of District Regulations; Section 3.13, Supplementary District Regulations; part 3.1310, Accessory Buildings and Structures. Available at https://www.municode.com/library/ms/mccomb/codes/code_of_ordinances?nodeId=PTIICOOR_APXALAUSRE_ARTIIIESDIRE_S3.13SUDIRE .

- Allows accessory buildings in required side yards, but must be at least 40' from the front lot line; combined coverage of side and rear yards may not exceed 25% of the required rear yards, and not more than 1 accessory building may cover a required side yard.

3.1310 Accessory buildings and structures.

A.Any accessory building may be built in a required side yard, providing such accessory building is not less than forty (40) feet from the front lot line nor closer than three (3) feet from the nearest interior side lot line. On through lots, an accessory building may be built in a required side yard if no part of such accessory building is less than three (3) feet from the nearest interior side lot line and no portion of such building is located in either required front yard.

C.Except as otherwise provided in this ordinance, accessory buildings or structures permitted in a required rear or side yard by this ordinance shall not exceed fourteen (14) feet in height.

D.Accessory buildings may project from the required rear yard into a required side yard or approximately parallel to an interior side lot line, provided no portion of the accessory building is located more than twenty-five (25) feet from the rear property line.

E.The combined gross area of all accessory buildings or portions thereof located in required side and rear yards shall not exceed twenty-five (25) percent of the required rear yard area, nor shall more than one accessory building cover any part of a required side yard.

Morgan Hill (California), City of. 2016. *Code of Ordinances*. Title 18, Zoning; Division I, Zoning Code; Chapter 18.56, Accessory Structures; Section 18.56.010, Accessory Structures in Side or Rear Yards. Available at https://www.municode.com/library/ca/morgan_hill/codes/code_of_ordinances?nodeId=TIT18ZO_DIVIZOCO_CH18.56ACST_18.56.010ACSTSIREYA .

- For accessory structures greater than 7' in height and 120 SF, limits side and rear lot coverage to 30% of required yard areas, establishes setbacks.

- 18.56.010 - Accessory structures in side or rear yards.

A.Accessory structures seven feet or less in height and one hundred twenty square feet or less in size are exempt from the provisions of this title.

B.The following development standards shall apply to all accessory structures greater than seven feet in height, greater than one hundred twenty square feet in size which have some form of roof element (open or solid) and are constructed within or partially within, the required side and rear yard areas. Examples include a detached garage, carport, shed, trellises, arbors, shade structures, play structures, covered dog enclosures and gazebos.

1.Maximum Coverage. Accessory structures in aggregate shall not exceed thirty percent of the area of the minimum required side or rear yards.

2.Height. The maximum overall height for any accessory structure is twelve feet. Structure height is measured vertically from the lowest point of the natural grade at the base of the structure to the highest point at top.

3.Setback. Setback is measured from the base to any property line.

a.Accessory structures with a height of greater than seven feet to a maximum of twelve feet shall be setback a minimum of five feet from property line.

b.Accessory structures with a height greater than twelve feet shall be constructed entirely within the building envelope.

c.Accessory structures with a solid roof element and walls on one or more sides shall be setback five feet from the principle structures. The separation may be covered by a breeze way or similar passage.

Naperville (Illinois), City of. 2016. *Code of Ordinances*. Title 6, Zoning Regulations; Chapter 2, General Zoning Provisions; Section 6-2-10, Accessory Buildings, Structures and Uses of Land. Available at https://www.municode.com/library/il/naperville/codes/code_of_ordinances?nodeId=TIT6ZORE_CH2GEZOPR_6-2-10ACBUSTUSLA .

- Accessory buildings/structures may be located within required interior side yards, but may not occupy more than 25% of required area/ 480 SF.
  - 6-2-10: - ACCESSORY BUILDINGS, STRUCTURES AND USES OF LAND:
    1. Location: Accessory buildings, structures or uses may be attached to, established within, or detached from the principal building, structure or use of land. Detached accessory buildings, structures or uses may be located in the required rear yard or interior side yard of any zoning district; provided, that detached accessory buildings or structures shall not be located within five (5) feet of any rear or interior side lot line nor nearer to a lot line adjoining a street than the longest distance between such lot line and the nearest wall of the principal building or structure. Detached accessory buildings, structures or uses may be located in the corner side yard of any zoning district; provided that detached accessory buildings structures or uses are not located within the required corner side yard.
    2.Yard Requirements: All accessory buildings, structures or uses shall comply with the front and corner side yard requirements of the zoning district in which it is located. Accessory buildings, structures or uses attached to or established within the principal building or structure shall comply with the rear yard and interior side yard requirements of the zoning district in which located. Detached accessory buildings, structures or uses may be located in the required rear yard or interior side yard in accordance with the provisions of Subsection 6-2-10.1 of this Section.
    4.Bulk Regulations: All accessory buildings, structures or uses shall comply with the bulk regulations of the zoning district in which located. The area of the accessory building or structure shall be included in the computation of the floor area ratio. In residential districts, no single detached accessory structure shall exceed the footprint of the principal structure.
    5.Percentage Of Required Yard Occupied: Detached accessory buildings or structures shall not occupy more than twenty-five percent (25%) of the area of a required rear yard or interior side yard. In residential districts, detached accessory buildings or structures shall not occupy more than twenty-five percent (25%) of a required rear or interior side yard or a total of four hundred eighty (480) square feet, whichever is greater, provided that any unroofed brick paver or concrete patio which is less than five hundred (500) square feet in size shall be exempt from inclusion in this calculation.

Rolling Hills Estates (California), City of. 2016. *Code of Ordinances*. Title 17, Zoning; Chapter 17.06, Residential Districts; Section 17.06.160, Side Yard – Width. Sectionm 17.06.180 - Side yard—Structures in Excess of Fourteen Feet in Height. Section 17.06.190, Side Yard – Accessory Structure Setbacks. Available at https://www.municode.com/library/ca/rolling_hills_estates/codes/code_of_ordinances?nodeId=TIT17ZO_CH17.06REDIGE_17.06.190SIYACCSTSE .

- Requires minimum 10' wide side yard and 10' setbacks from property lines for accessory structures in the side yard, though setback may be reduced to 3' if 85' from front property line and 35' from off-site residences.
- 17.06.160 - Side yard—Width.
  There shall be a side yard on each side of the lot extending from the front yard to the rear yard, which shall not be less than ten feet in width, with the exceptions set out in Sections 17.06.170 through 17.06.240.
  - 17.06.180 - Side yard—Structures in excess of fourteen feet in height.
    Where the height of a structure is in excess of fourteen feet above the finished local grade, areas in excess of the height shall be set back an additional foot of distance for every foot of height in excess of fourteen feet.
  - 17.06.190 - Side yard—Accessory structure setbacks.
    Accessory structures shall be set back ten feet from the side property line with the following exceptions:
    With the exception of street side property lines, a detached accessory structure may extend to within three feet of side property lines when the entire accessory structure is at least eighty-five feet from the front property line, and the structure is at least thirty-five feet from an off-site residence.

San Rafael (California), City of. 2015. *Code of Ordinances*. Title 14, Zoning; Division IV, Regulations Applying in All or Several Districts; Chapter 14.16, Site and Use Regulations; Section 14.16.020, Accessory Structures; part 2, Interior Side and Rear Yard Setbacks. Available at https://www.municode.com/library/ca/san_rafael/codes/code_of_ordinances?nodeId=TIT14ZO_DIVIVREAPALSEDI_CH14.16SIUSRE_14.16.020ACST .

- Notes which types of accessory structures require 0' or 3' setbacks in side yards; sets maximum coverage of 30% of required interior side yard areas.
- 2. Interior Side and Rear Yard Setbacks.
  a. Zero feet (0') Setback. The following accessory structures may be located within the required rear

a.Zero-foot (0') Setback. The following accessory structures may be located within the required rear and interior side yard setbacks, and up to the property line, subject to conformance with any applicable building code limitations and provision of an unobstructed walkway clearance of at least three feet (3') between above-grade accessory structures and adjacent buildings or the property line in order to provide access around the primary building:

i.Accessory structures, unconditioned (e.g., not intended for human occupancy) with a maximum floor area of one hundred twenty (120) square feet and up to eight feet (8') in height measured from grade to roof peak;

ii.Fountains, trellises, statues and decorative yard improvements no taller than six feet (6') in height;

iii.Retaining walls up to four feet (4') in height above grade (e.g., exposed wall height above finished grade, as determined by the community development director);

iv.At-grade walkways and decks less than twelve inches (12") above grade.

b.Three-foot (3') Minimum Setback. The following accessory structures may be located within three (3) feet of the rear and interior side yard property line:

i.Accessory structures greater than one hundred twenty (120) square feet in floor area and up to fifteen feet (15') in height measured from grade to roof peak;

ii.Fireplaces, barbecues, self-contained portable spas, spa/pool equipment (additional setbacks and limitations on the placement of spa/pool pump and filtration systems shall be as specified in Section 14.16.320);

iii.Uncovered decks twelve inches (12") or more above grade.

c.Pools/in-ground spas. A setback of at least three feet (3') or a distance equal to one-half (½) the depth of the pool, whichever is greater, shall be provided from the property line.

d.Easements and Property Lines. No structure or portion thereof, including overhangs and foundations, shall obstruct an easement or cross a property line.

e.Accessory Structure with Sanitary Facilities. A residential accessory structure that exceeds one hundred twenty (120) square feet in size and includes sanitary facilities shall require (prior to issuance of a building permit) recordation of a deed restriction with the County of Marin to reflect that the detached accessory structure cannot be utilized as a second dwelling unit, unless it complies with the requirements of Section 14.16.285.

f.Mechanical equipment shall subject to additional screening and setback requirements, as specified in Section 14.16.320.

3.Alley Setback. An accessory structure shall be located a minimum of five feet (5') from an alley.

4.Coverage. In addition to counting toward the total lot coverage limit that applies to all structures on a parcel, residential accessory structures shall not exceed a maximum of thirty percent (30%) of the required side or rear yard areas. Required front yard areas shall maintain at least forty-percent (40%) pervious landscape area.

Selma (Alabama), City of. 2016. *Code of Ordinances*. Appendix A, Zoning; Article I, General Provisions; Section 19, Location of Accessory Structures on Residential Lots. Available at https://www.municode.com/library/al/selma/codes/code_of_ordinances?nodeId=PTIICOOR_APXAZO_ARTIGEPR_S19LOACSTRELO .

- Accessory structures prohibited in required front and side yards in residential districts; accessory buildings in side yards must be at least 60' from front lot lines.
- Starkville, Mississippi, has a similar provision; see Zoning Code, Article VI, Section B, at https://www.municode.com/library/ms/starkville/codes/code_of_ordinances?nodeId=COOR_APXAZO_ARTVIGEPR_SBLOACSTRELO .
- Sec. 19. - Location of accessory structures on residential lots.

  Accessory structures in residential districts and on any lot used primarily for residential purposes shall conform to the following regulations:

  (1)No accessory structure shall be erected in any required front or side yard. Accessory structures shall not exceed two (2) stories in height except as provided in section 59 hereof, and shall not cover more than thirty per cent (30%) of any required rear yard and shall be at least five (5) feet from all lot lines and ten (10) feet from any other structures on the same lot.

  (2)On any lot adjoining along its side lot line another lot which is in a residential district, no part of any accessory building which is not an integral part of the main building shall be located within sixty (60) feet of any front lot line.

How'd we do? Please share your feedback.

Ann Dillemuth, AICP

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Municipality	Contact Name	Email	Title	Date sent	Time sent	Quick Answer
Ballwin	Tom Aiken	taiken@ballwin.mo.us	Assistant City Administrator/City Planner	5/25/2016	10:55 AM	No
Brentwood	Latania Wallace	lwallace@brentwoodmo.org	Planning & Development Clerk	5/25/2016	11:45 AM	
Chesterfield	Aimee Nassif	anassif@chesterfield.mo.us	Planning and Development Services Director	5/25/2016	11:10 AM	
Crestwood	James Gillam	JGillam@cityofcrestwood.org	Director of Public Services	5/25/2016	11:46 AM	Sort of
Creve Coeur	Jason Jaggi	jjaggi@ci.creve-coeur.mo.us	Director of Community Development	5/25/2016	11:36 AM	Not Yet
Des Peres	Stacey Seymour	sseymour@desperesmo.org	Asssitant to the Director of Public Works	5/25/2016	11:48 AM	No
Ellisville	Ada Hood	ahood@ellisville.mo.us	Director of Planning & Community Development	5/25/2016	10:52 AM	
Florissant	Carol O'Mara	comara@florissantmo.com	Director of Community Development	5/25/2016	11:50 AM	
Frontenac	Bob Shelton	bshelton@cityoffrontenac.org	City Administrator	5/25/2016	11:39 AM	No
Glendale	Jaysen Christenser	jchristensen@glendalemo.org	City Administrator	5/25/2016	11:54 AM	No
Kirkwood	Ryan Spencer	spencerm@kirkwoodmo.org	City Planner	5/25/2016	11:56 AM	No
Ladue	Andrea Sukanek	asukanek@cityofladue-mo.gov	Planning Consultant	5/25/2016	11:57 AM	
Maryland Heights	Wayne Oldroyd	woldroyd@marylandheights.com	Director of Community Development	5/25/2016	11:18 AM	
Maplewood	Rachelle L'Ecuyer	Online Form	Director of Community Development	5/25/2016	12:00 PM	No
Olivette	Carlos Trejo	ctrejo@olivettemo.com	Director of Planning & Community Development	5/25/2016	12:09 PM	
Rock Hill	Garrett Schlett	gschlett@rockhillmo.net	Management Assistant - Administration & Community Development Division	5/25/2016	12:10 PM	
Shrewsbury	Jonathan Greever	JGreever@cityofshrewsbury.com	Director of Administration	5/25/2016	12:11 PM	No
Sunset Hills	Trish Moore	pmoore@sunset-hills.com	Senior Zoning Officer	5/25/2016	12:11 PM	No
Town and Country	Melanie Rippetoe	rippetoem@town-and-country.org	City Planner	5/25/2016	11:19 AM	
University City	Andrea Riganti	ariganti@ucitymo.org	Director of Community Development	5/25/2016	11:11 AM	
Webster Groves	Mara Perry	perrym@webstergroves.org	Director of Planning and Development	5/25/2016	12:12 PM	

Other Municipality Responses

Ballwin –
Ballwin generally does not regulate the utilization of the required side yard setback areas except as it relates to the erection of buildings which are prohibited. Motor vehicles, trailers, RVs and the like can be parked in such areas and we allow pavement to be placed to the property line. Anything that would qualify as trash or rubbish cannot be accumulated in these areas. We sometimes have complaints about other items like non-motorized construction equipment (ladders, scaffolding, mixers, etc) being stored in these areas, but so far the board has not wanted to change the regulations.

Brentwood – No Response

Chesterfield – No Response

Crestwood –
We have several ordinances in relation to this issue:

For downspouts, we add this to every set of plans that adds an accessory structure or additional roofing:
Sec. 26-191. - Water discharge.

Water shall not be directed through a pipe, culvert, hose, spout, or drain which discharges within ten (10) feet of an abutting property line. The following are exceptions to this prohibition:

(a) Roof or foundation drains that discharge within two (2) feet of the building foundation; or

(b) Discharge into an open natural creek or swale on the same property; or

(c) Discharge that is parallel to the abutting property line and at least five (5) feet from said line.

Any property owner violating this section is subject to the penalties specified in section 26-326.

For detached garages, carports, sheds, and accessory structures we have the following requirements:
Sec. 26-186. - Accessory buildings and structures.

No accessory building or structure shall be used prior to the principal building or use, except as a construction facility for the principal building. Accessory buildings or structures must conform to all provisions of this article. On a corner lot, accessory buildings and structures cannot be located in a required front or side yard.

(1) Attached accessory buildings: Any accessory building which is structurally attached to the principal building of a lot shall be considered part of the principal building and shall comply with all provisions of this article pertaining thereto.

(2) Detached garages:

a. Height: No detached garage shall be higher than the principal building or fifteen (15) feet, whichever is lower, as measured from the ground to the highest point of the structure. In addition, no detached garage shall have an exterior wall height in excess of ten (10) feet as measured from the ground to the top of the wall.

b. Yard and area requirements: No detached garage shall be erected in any required front or side yard. Detached garages may be located in the rear yard but shall not occupy more than thirty (30) percent of the rear yard area. No detached building or structure may be erected closer than five (5) feet to the rear lot line, nor closer to the side lot line than the required minimum side yard setback of the district. In addition, any detached garage must be at least ten (10) feet away from the primary structure.

c. Erection and use: No accessory building shall be constructed upon a lot until the construction of the main building has been commenced. No detached garage shall be used for dwelling purposes.

d. Architectural compatibility: All detached garages must be of an architectural composition and style, which is compatible with the main structure located on the premises.

(3) Other accessory structures or outbuildings:

a. Height: No detached accessory structure or outbuilding shall be higher than principal building or ten (10) feet.

b. Yard and area requirements: No detached accessory building or structure shall be erected in any required front or side yard. Detached accessory building may be located in the rear yard but shall not occupy more than thirty (30) percent of the rear yard area. No detached building or structure may be erected closer than five (5) feet to the rear lot line nor closer to the side lot line than the required minimum side yard setback of the district.

c. Erection and use: No accessory building shall be constructed upon a lot until the construction of the main building has been commenced. No accessory building shall be used for dwelling purposes, but such accessory building may be temporarily used for storage purposes.

(4) Carports:

a. Code requirements: Carports are subject to the requirements for attached or detached structures except as otherwise provided for in this section.

b. Carport storage restrictions: It is unlawful to store within a carport any construction material, indoor furniture/appliances, or waste material of any kind, except in approved waste receptacles. Any storage which would render the area unclean or unsafe is prohibited. Orderly storage of outdoor equipment such as patio furniture, lawn care equipment, outdoor recreation/sport equipment, grills or firewood is acceptable. Storage of additional items is permitted within enclosed portions of the carport or within plastic, wood, or metal storage containers. It is the duty of the occupant and property owner to ensure that the carport is maintained in a safe and sanitary condition.

For paving, etc. next to the side lot line we have:
Section 26-311.(2) g. Required landscaping along side lot lines. Except as otherwise provided for in these regulations, landscape plantings of at least five (5) feet in width shall be required along each side lot line. The same shall apply to rear lot lines of corner lots, between the street and the established building setback line. Such restrictions shall not apply where there is an existing driveway within such five (5) feet on a residential lot, which is being replaced.

This does not include pavers or other "temporary" materials

This is not always an easy code to talk with residents over the phone, so we now have permits for fences and sheds. We are also contemplating permits for all concrete work as well.

Creve Coeur –

We are dealing with many of these same issues. We have a site coverage limitation for residentially zoned property that varies between 25 and 45 percent depending on zoning district, but we allow permeable pavers to not count against the coverage requirement. We require site improvement permits for staff review of flatwork and grading but only if the area of disturbance is 2,000 SF or greater. We have talked about lowering this standard to require site grading and disturbance activities greater than 500 SF in order to review more of these smaller jobs that seem to be creating just as many issues as the larger ones. In connection with increasing the site improvement permit requirements, we also are looking at requiring a minimum setback for impervious surfaces (5-10 feet) to provide at least a small area of the runoff to either be piped to the rear or front yards to allow overland flow or to create a small swale in which direct the runoff away from the neighboring properties.

Of course, increasing the review, permitting and inspection requirements would create much more work for staff which is another set of issues that we also would need to take into account.

I hope this helps. As you get further along, I would be interested in seeing what you all come up with.

Des Peres –
At this time we do not have any code that would prohibit the use of the side yard setback for parking. However we are considering restrictions on increased impervious surfaces in the future, as we are also receiving similar complaints.

Ellisville – No Response

Florissant – No Response

Frontenac –
We do not have anything in our ordinances that prohibit driveways, parking areas and the like in the side yard. However, we do inform residents that they cannot create nuisance such as diverting the stormwater drainage onto neighboring properties. Usually with utility easements minor structures such as parking areas and sidewalks are not an issue, the utilities simply remove them to do the work, similar to what is done in the road easements or right of way.

Glendale –
We do not. It hasn't been an issue in Glendale even though it is not uncommon for residents to build a driveway along the side of the house. The bigger issue here is on-street parking, which we prohibit overnight, and a lot of people end up building larger driveways, including side-yard parking areas to accommodate all of their vehicles. Again, knock on wood, it hasn't been an issue yet here.

I would expect some city out there has a guideline or zoning code that restricts side-yard driveways and parking except for obviously side and rear-entry garages, or at least has a minimum setback for side-yard driveways. I think there is a difference between side-yard driveways going back to a rear garage and side-yard parking pads. I can see the side-yard parking pads being more of an issue.

It's tricky.

Kirkwood –
Kirkwood currently does not have any regulations related to paving or flatwork in the sideyard of a residential lot. When a driveway permit is applied for we do look into drainage issues and address with swales, curbs or drywells.

Ladue – No Response

Maryland Heights – No Response

Maplewood –
I wish I could be of more assistance but it is not monitored or an issue in Maplewood. In most cases people are happy if this happens because it frees up on-street parking which is a bigger concern in Maplewood.

Olivette – No Response

Rock Hill – No Response

Shrewsbury –

This is an understandable issue. Much of Shrewsbury's lots are smaller. In those smaller lots, the parking drive lane goes alongside the house to a parking area behind the front building line or to a rear parking area. Placing a driveway in such a manner is allowed, and also does not require a building permit. However, in the areas with larger lots, the parking areas are not located alongside the house.

So, we do not address zoning specific regulations. However, if the issues you described below were becoming one here, I would advise the board to consider new ordinances adjusting the zoning regulations for the various residential zones, allowing improvements of a limited nature in some, restricting them greatly in others, and probably banning them entirely in cases where the lots are too small to accommodate such development (assuming the next house will be adversely impacted).

Sunset Hills –

We have not had any of the issues you listed come up.

Parking – A resident is allowed to cover up to 35% of their lot with parking, however, parking has to be paved. It cannot be a gravel drive or parking area. Very rarely can I think that someone put parking on side of home. Most of what we run into are retaining walls, which do not have to meet setback requirements but must indicate to us with a site plan how far they are from the property line. Anything like stacking wood, trash cans, storage of materials (junk). Some of this we can address under our occupancy code.

Utility locations we do not address unless they are physically trying to build something on the easement. We then require letters from the utility companies giving their approval to build a wall, a shed or deck, etc. over the easement.

Water run off – the only code we have states they cannot direct water onto someone else's property. Unless it is blatantly obvious with their gutter coming off the house and directly onto his neighbor's property, this may be a little hard to prove. This usually becomes a civil matter between two neighbors.

Not sure I was helpful, let me know if you have any further questions.

Town and Country – No Response

University City – Working on a Response

Webster Groves – No Response

WILDWOOD

PUBLIC HEARING PRIMER
PREPARED FOR THE
PLANNING AND ZONING COMMISSION'S APRIL 18, 2016 PUBLIC HEARING

Department of Planning
April 18, 2016 Executive Session
City Hall Council Chambers
"Planning Tomorrow Today"

Request: **P.Z. 7-16 City of Wildwood Planning and Zoning Commission, c/o Department of Planning, 16860 Main Street, Wildwood, Missouri 63040** – A request to review and consider amendments to the City of Wildwood's Zoning Ordinance – Chapter 415 of the City of Wildwood Municipal Code – for all of its "R" Residence Districts zoning designations (Chapter 415 – Sections 110 through 160), including Chapter 415.090 NU Non-Urban Residence District, thereby adding new language to prohibit the installation of impervious surfaces and other improvements in the side yard setbacks, which are not considered structures under the Zoning Ordinance's definition of the same. **(Wards - All)**

Background: The City of Wildwood has a number of subdivisions developed with the use of a Planned Environment Unit (PEU - St. Louis County) or the Planned Residential Development Overlay District (PRD - City of Wildwood). These overlay districts allow the developer, eventual homebuyer, and the local government to address the use of property more in keeping with its characteristics versus compliance to a one size fits all residential zoning district designation approach. The use of these overlay districts has been across all areas of Wildwood, rural to Town Center.

One of the key components of the use of the overlay district procedure is the ability to modify the setback distances for structures and buildings to allow for them to match the minimum lot sizes that are also accommodated, thereby creating a more compact development featuring greater contiguous open spaces. In more traditional subdivisions, those outside the non-urban residence district, side yard setback distances can be five (5) to (6) feet in width, thereby allowing ten (10) feet between dwellings. These side yard setback areas are critical in their function as well, given they receive much of the stormwater runoff from the areas of the dwelling's impervious surfaces, along with the installation of needed utilities for the purposes of electric, water, sewer, telecommunications, and others. Therefore, the use of these areas needs to be carefully controlled to preserve their designed functions.

Over the last year, a number of homeowners have installed or requested the right to use these side yard setback areas and others for new improvements. These improvements include a range of flat work, landscaping, and stormwater improvements. Collectively, some of the improvements work within the narrow areas of the side yard setbacks, but not always.

An example of this situation that has created issues is the more recent trend of adding flatwork for an additional driveway pad in the side yard setback area. In recent instances, this driveway approach causes a number of issues for the abutting property owner, such as alterations of stormwater runoff, increase in noise, and degradation of

aesthetics. These situations have led to an increase in questions and complaints to the City about such. These questions and complaints were reviewed and given no clear or concise interpretation of the multiple codes governing and controlling setback areas of a lot, resulting in responses being less than desirable to these parties. Accordingly, the Department believes the best approach is to have the Planning and Zoning Commission review the matter of how the use of certain setback areas of a lot should be treated, if at all.

Key Areas of Study: The key areas of this discussion include the following items:

1. The need or lack thereof for a legislative solution to the use of the setback areas for typically exempt improvements, such as fences, walls, light standards, and flatwork.
2. The methods to manage or protect these setback areas from use and/or development.
3. The consideration of increasing the allowable minimum setbacks authorized by the City's Planned Residential Development Overlay District (PRD) procedure, if approved on a site, thereby ensuring certain distances are preserved between dwellings for necessary utility installations and stormwater management, but also, homeowner installed improvements as well.
4. The integration of the Grading Code requirements into the Zoning Ordinance, so as consistency exists between the two (2) sets of regulations.

This list may not be all-inclusive to the number of items that might exist, but represents a starting point for discussion on this matter at tonight's public hearing. With this discussion and input from the public and the Planning and Zoning Commission, the Department then can prepare its report on this request. Again, this request is being presented due to a recent number of incidents relating to the use of side yard setback areas in more traditional subdivisions for improvements that were never expected to occur there. However, with changing demands on households, particularly the number of vehicles potentially associated with a single residence having children of a driving age, the availability of space on a lot is at a premium in some locations within the City. This situation is leading to the need to consider this matter and action by the Planning and Zoning Commission in this regard.

Applicable Regulations: Below are listed some representative examples of the exceptions provided relative to the use of setback areas on lots. The examples from the City's Zoning Ordinance are cited from the Miscellaneous Regulations and the NU Non-Urban Residence District for residential lots, but all the "R" Residence Districts contain similar provisions relative to setback areas. Therefore, the NU Non-Urban Residence District is used in this context as a representative sample.

Chapter 415.380, Section L. - Miscellaneous Regulations Yards To Be Open To Sky—Exceptions. Every part of a required yard shall be open to the sky, unobstructed except as follows:

1. Ordinary projections of skylights, sills, belt courses, cornices and ornamental features projecting not to exceed twelve (12) inches;
2. Ordinary projecting of chimneys and flues, not to exceed seventy-two (72) inches in width, projecting not to exceed twenty-four (24) inches;
3. Roof overhangs projecting not to exceed eighteen (18) inches, except that roof overhangs on the south side of a building may project forty-eight (48) inches into a side or rear yard, but no closer than forty-eight (48) inches to a property line;
4. Canopy overhangs for service stations projecting a maximum of eighteen (18) inches into required front yards;

5. Slab type porches or paved terraces having a maximum height of not more than twelve (12) inches above ground elevation at any point may project into any yard except that the projection into the front yard shall not exceed ten (10) feet;
6. In all "R" Residence Districts air-conditioning units extending into side or rear yards a maximum of thirty (30) inches, with air-conditioning units including mounting pedestals not to exceed forty-eight (48) inches in height above ground elevation within said side or rear yards;
7. Driveways, ramps, sidewalks and parking lots as otherwise permitted by this Chapter.

Chapter 415.090, Section G. of the NU Non-Urban Residence District Regulations

3. ***Minimum yard requirements—general.***

A. *Front yard.* No structure shall be allowed within fifty (50) feet of any roadway right-of-way line or large lot roadway easement.
B. *Side and rear yard.* No structure shall be allowed within thirty (30) feet of any property line other than a roadway right-of-way line or large lot roadway easement.

4. ***Specific yard requirements and exceptions.***

A. Notwithstanding any other provisions of this Chapter, on corner lots no structure or plant material exceeding three (3) feet in height above the elevation of the street pavement is allowed within the sight distance triangle.
B. Boundary walls or fences, six (6) feet or less in height, are allowed within the minimum yard requirements.
C. Permitted information signs, six (6) feet or less in height are allowed within the minimum front yard setback.
D. Permitted directional signs, three (3) feet or less in height, are allowed within the minimum front yard setback or sight distance triangle.
E. A permitted freestanding business sign may be located no closer than twenty-five (25) feet from any roadway right-of-way line.
F. Light standards for street lighting or at points of ingress and egress, but not including parking lot lighting, are allowed within the minimum front yard setback when approved by the Department of Planning. Light standards for parking lot lighting are allowed no closer than twenty-five (25) feet of any side or rear yard line which adjoins property in the "NU" Non-Urban Residence, "PS" Park and Scenic or any "R" Residence District.

Next Steps: At tonight's public hearing, the City Attorney and the Department of Planning are seeking input on this matter in preparation of a recommendation on whether to amend the Zoning Ordinance to address this advertised matter. If any of the Commission members should have questions or comments in this regard, please feel free to contact the City Attorney (Rob Golterman) at (314) 444-7500 or the Department of Planning at (636) 458-0440. Thank you for your review of this information in preparation of tonight's hearing on this topic.

BILL #2201 **ORDINANCE #2201**

AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AMENDING SECTIONS 210.310, 210.340, AND 415.590 OF THE CITY OF WILDWOOD, MISSOURI, MUNICIPAL CODE BY DELETING THEM IN THEIR ENTIRETY AND ENACTING, IN LIEU THEREOF, NEW SECTIONS 210.310, 210.340, AND 415.590; AMENDING SECTION 415.200.C OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION 17; AMENDING SECTION 415.210.E OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION 2; AMENDING SECTION 600.070 OF THE MUNICIPAL CODE BY ENACTING A NEW SUBSECTION J AMENDING TITLE VI OF THE MUNICIPAL CODE BY ENACTING A NEW CHAPTER 645; PROHIBITING SEXUAL MISCONDUCT; PROVIDING REGULATIONS PERTAINING TO THE LOCATION OF SEXUALLY ORIENTED BUSINESSES IN THE ZONING DISTRICTS OF THE CITY; LICENSING AND REGULATING SEXUALLY ORIENTED BUSINESSES; AND OTHER MATTERS PERTAINING THERETO

WHEREAS, the purpose of this ordinance is to prohibit indecent exposure and regulate sexually oriented businesses in the City of Wildwood in order to protect the health, safety and general welfare and property values of the residents of the City through reasonable and uniform regulation thereof. It is not the intent or purpose of this ordinance to prohibit sexually oriented businesses from having a reasonable opportunity to locate in this City; and

WHEREAS, reports of the Minnesota Attorney General's Working Group on Sexually Oriented Businesses Reports and reports completed for the cities of Minneapolis, St. Paul, Indianapolis, Phoenix and Los Angeles have concluded that:

1) Studies have concluded that sexually oriented businesses may have adverse impacts on the surrounding properties and neighborhoods;
2) The adverse effects caused by sexually oriented businesses tend to diminish if sexually oriented businesses are governed by local requirements;
3) The public health, safety, and general welfare will be promoted by this City adopting regulations governing sexually oriented businesses; and

WHEREAS, the City Council finds, based upon the studies described above, that:

1) Studies have shown a close association between sexually oriented businesses, high crime rates and low property values in a neighborhood;
2) Arrests for sexual crimes and the location of sexually oriented businesses were directly related;
3) A concentration of sexually oriented businesses has serious impacts upon the surrounding neighborhood;
4) Community impacts of sexually oriented businesses are primarily a function of two variables, proximity to residential areas and concentration. Property values are directly affected within a small radius of the location of an sexually oriented business. Concentration may compound depression of property values and may lead to an increase

in crime sufficient to change the quality of life and perceived desirability of property in a neighborhood;

5) When sexually oriented businesses have multiple uses (i.e., theater, bookstore, nude dancing, peep booths), one building can have the impact of several separate businesses;

6) The presence of bars in the immediate vicinity of sexually oriented businesses also compounds impacts upon the neighborhood;

7) Evidence on a national level highlights the vulnerability of sexually oriented businesses to criminal control; and

8) The limitation on the hours of operation and the regulation of exterior appearance, including signage, of sexually oriented business activities is necessary to protect and secure neighboring uses, to control adverse noise and traffic impacts associated with those activities, and otherwise address, mitigate, and if possible, eliminate the adverse impacts and secondary effects of sexually oriented business activities on the areas in which such activities are located or taking place; and

WHEREAS, the City Council of the City of Wildwood finds and determines that sexually oriented businesses, as a category of commercial enterprises, are associated with a wide variety of adverse secondary effects, including but not limited to personal and property crimes, prostitution, potential spread of disease, lewdness, public indecency, obscenity, illicit drug use and drug trafficking, negative impacts on surrounding properties, urban blight, litter, and sexual assault and exploitation; and

WHEREAS, the City Council finds and determines that sexually oriented businesses should be separated from sensitive land uses to minimize the impact of their secondary effects upon such uses, and should be separated from other sexually oriented businesses, to minimize the secondary effects associated with such uses and to prevent an unnecessary concentration of sexually oriented businesses in one area; and

WHEREAS, the City Council finds and determines that the foregoing negative secondary effects constitute a harm which the City has a substantial interest in preventing or abating, or both. Such substantial government interest in preventing secondary effects exists independent of any comparative analysis between sexually oriented and non-sexually oriented businesses; and

WHEREAS, the City's interest in regulating sexually oriented businesses extends to preventing future secondary effects of current or future sexually oriented businesses that may locate in the City; and

WHEREAS, the City Council finds and determines that this Bill leaves more than reasonable alternative avenues of communication for sexually oriented businesses; and

WHEREAS, the Planning and Zoning Commission of the City of Wildwood, Missouri, considered and recommended revisions to Sections 415.200, 415.210 and 415.590 of the Municipal Code; and

WHEREAS, after publishing notice, the City Council and the Planning and Zoning Commission held Public Hearings on the proposed revisions to Sections 415.200, 415.210 and 415.590 of the Municipal Code; and

WHEREAS, at such Public Hearings all persons-in-interest and other citizens were given an opportunity to be heard; and

WHEREAS, the City Council desires to prohibit sexual misconduct and regulate sexually oriented businesses in the City;

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. That Section 210.310 of the Municipal Code is hereby amended by deleting it in its entirety, and there is hereby enacted, in lieu thereof, a new Section 210.310 to read as follows:

SECTION 210.310: PROSTITUTION, PROFITING FROM PROSTITUTION — PROHIBITED.

A. A person shall not engage in prostitution or profiting from prostitution.

B. Definitions. For the purposes of this Article the following terms shall be deemed to have the meanings indicated below:

NUDITY OR STATE OF NUDITY: The showing of the human genitals, pubic area, vulva, anus, anal cleft, or the female breast with less than a fully opaque covering of any part of the nipple or areola.

OPAQUE COVERING: Non-transparent clothing or other similar object or substance. This term does not include body paint, body dyes, tattoos, liquid latex, whether wet or dried, and other similar substances.

PERSON: Any natural person, firm, partnership, co-partnership, association, corporation or organization of any kind.

PROFITING FROM PROSTITUTION: Occurs when a person, acting other than as a prostitute receiving compensation for personally rendered prostitution services, knowingly accepts or receives money or other property pursuant to an agreement or understanding with any person whereby he/she participates or is to participate in the proceeds of prostitution activity.

PROSTITUTION: A person commits "prostitution" if he/she engages or offers or agrees to engage in sexual conduct in return for something of value to be received by the person or a third (3rd) person.

SEMI-NUDE OR STATE OF SEMI-NUDITY: The showing of the female breast below a horizontal line across the top of the areola and extending across the width of the breast at such

point, or the showing of the male or female buttocks. Such definition includes the lower portion of the human female breast, but shall not include any portion of the cleavage of the female breasts exhibited by a bikini, dress, blouse, shirt, leotard, or similar wearing apparel provided the areola is not exposed in whole or in part.

SEXUAL CONDUCT: Means sexual intercourse or sexual contact.
SEXUAL CONTACT: Any touching of another person with the genitals or any touching of the genitals or anus of another person, or the breast of a female person, or such touching through the clothing, for the purpose of arousing or gratifying the sexual desire of any person or for the purpose of terrorizing the victim.

SEXUAL INTERCOURSE: Any penetration, however slight, of the female genitalia by the penis, or any act involving the genitals of one person and the hand, mouth, tongue, or anus of another person or a sexual act involving the penetration, however slight, of the penis, female genitalia, or the anus by a finger, instrument or object done for the purpose of arousing or gratifying the sexual desire of any person or for the purpose of terrorizing the victim.

SOMETHING OF VALUE: Any money or property, or any token, object or article exchangeable for money or property.

Section Two. That Section 210.340 of the Municipal Code is hereby amended by deleting it in its entirety, and there is hereby enacted, in lieu thereof, a new Section 210.340 to read as follows:

SECTION 210.340: SEXUAL MISCONDUCT.

A. A person commits the offense of sexual misconduct if such person:

(1) Any person who appears in a state of nudity or semi-nudity in a public place under circumstances in which he or she knows that his or her conduct is likely to cause affront or alarm;

(2) Has sexual contact in the presence of a third person or persons under circumstances in which he or she knows that such conduct is likely to cause affront or alarm; or

(3) Has sexual intercourse in a public place in the presence of a third person.

B. Notwithstanding any other provision of this Section 210.340 to the contrary, a mother may breast-feed her child or express breast milk in any public or private location where the mother is otherwise authorized to be. The act of a mother breast-feeding a child or expressing breast milk in a public or private location where the mother and child are otherwise authorized to be shall not constitute sexual misconduct under this Section.

C. Any person who knowingly or intentionally does or engages in any of the actions described in Subsection A, Subparagraph 1 shall not be guilty of sexual misconduct if the actions take place in a "sexually oriented business" as defined in Section 415.590 and that is operated in accordance with Section 415.590, Chapter 645, and other applicable laws and ordinances of the City.

Section Three. Section 415.200.C of the Municipal Code is hereby amended by enacting a new Subsection 17, to read as follows:

17. Sexually oriented businesses.

Section Four. Section 415.210.E of the Municipal Code is hereby amended by enacting a new Subsection 2, to read as follows:

2. Sexually oriented businesses.

Section Five. That Section 415.590 of the Municipal Code is hereby amended by deleting it in its entirety, and there is hereby enacted, in lieu thereof, a new Section 415.590 to read as follows:

SECTION 415.590: SEXUALLY-ORIENTED BUSINESSES.

A. Purpose And Findings. It is the purpose of this Section to regulate sexually oriented businesses in order to promote the health, safety and general welfare of the residents of the City and to establish reasonable and uniform regulations to prevent the deleterious secondary effects of sexually oriented businesses within the City. The provisions of this Section have neither the purpose nor effect of imposing a limitation or restriction on the content or reasonable access to any communicative materials, including sexually oriented materials. Similarly, it is neither the intent nor effect of this Section to restrict or deny access by adults to sexually oriented materials protected by the First Amendment of the United States Constitution or Article I, Section 8 of the Missouri Constitution, or to deny access by the distributors and exhibitors of sexually oriented entertainment to their intended market. Neither is it the intent nor effect of this Section to condone or legitimize the distribution of obscene material.

B. Definitions. As used in this Section, the following terms shall have these prescribed meanings:

ADULT ARCADE: Means any place to which the public is permitted or invited wherein coin-operated or slug-operated or electronically, electrically, or mechanically controlled still or motion picture machines, projectors, or other image-producing devices are regularly maintained to show images to five or fewer persons per machine at any one time, and where the images so displayed are characterized by their emphasis upon matter exhibiting specified sexual activities or specified anatomical areas.

ADULT BOOKSTORE OR ADULT VIDEO STORE: Means a commercial establishment which, as one of its principal business activities, offers sexually oriented materials for sale or rental for any form of consideration. A principal business activity exists where the commercial establishment:

(1) Has a substantial portion of its displayed merchandise which consists of such items; or

(2) Has a substantial portion of the wholesale value of its displayed merchandise which consists of such items; or

(3) Has a substantial portion of the retail value of its displayed merchandise which consists of such items; or

(4) Derives a substantial portion of its revenues from the sale or rental, for any form of consideration, of such items; or

(5) Maintains a substantial section of its interior business space for the sale or rental of such items; or

(6) Maintains an adult arcade.

ADULT CABARET: A nightclub, bar, juice bar, restaurant, bottle club, or other commercial establishment, regardless of whether alcoholic beverages are served, which regularly features persons who appear semi-nude.

ADULT ENTERTAINMENT: Any live exhibition, performance or dance characterized by the exposure of any specified anatomical areas even if covered by translucent clothing or by specified sexual activities or by appearance of persons in attire, costume or clothing so as to emphasize or expose, even through opaque covering, the view to specified anatomical areas.

ADULT MOTION PICTURE THEATER: A commercial establishment where films, motion pictures, video cassettes, slides, or similar photographic reproductions, which are characterized by their emphasis upon the display of specified sexual activities or specified anatomical areas are regularly shown to more than five persons for any form of consideration

CHARACTERIZED BY: Describing the essential character or dominant theme of an item.

CHILD: see “Minor.”

EMPLOY, EMPLOYEE OR EMPLOYMENT: Any person who performs any service on the premises of a sexually oriented business, on a full-time, part-time, or contract basis, whether or not the person is denominated an employee, independent contractor, agent, manager, entertainer or otherwise,. Employee does not include a person exclusively on the premises for repair or maintenance of the premises or for the delivery of goods to the premises.

ENTERTAINER: Any person who provides adult entertainment at a sexually oriented business described herein, whether or not a fee is accepted for the entertainment.

ESTABLISH OR ESTABLISHMENT: Includes any of the following:

(1) The opening or commencement of any sexually oriented business as a new business;

(2) The conversion of an existing business, whether or not a sexually oriented business, to any sexually oriented business; or

(3) The addition of any sexually oriented business to any other existing sexually oriented business.

MAINSTREAM MEDIA OUTLETS: Any video store, bookstore or a newsstand that carries more than ten percent (10%) sexually oriented material but less than thirty percent (30%).

MANAGER: Any person who manages, directs, administers or is in charge of the affairs and for conduct of any portion of any activity involving adult entertainment occurring at any sexually oriented business.

MATERIAL: Anything printed or written, or any picture, drawing, photograph, motion picture film, videotape or videotape production, or pictorial representation, or any recording or transcription, or any mechanical, chemical, or electrical reproduction, or stored computer data, or anything which is or may be used as a means of communication. Material includes undeveloped photographs, molds, printing plates, stored computer data and other latent representational objects.

MEDIA OUTLETS: Any video store, bookstore or a newsstand that carries ten percent (10%) sexually oriented material or less.

MINOR: Any person less than eighteen (18) years of age.

NUDITY OR STATE OF NUDITY: The showing of the human genitals, pubic area, vulva, anus, anal cleft, or the female breast with less than a fully opaque covering of any part of the nipple or areola.

OBSCENITY OR OBSCENE: Any material or performance is obscene if, taken as a whole:

1. Applying contemporary community standards, its predominant appeal is to prurient interest in sex; and

2. The average person, applying contemporary community standards, would find the material depicts or describes sexual conduct in a patently offensive way; and

3. A reasonable person would find the material lacks serious literary, artistic, political or scientific value.

OPAQUE COVERING: Non-transparent clothing or other similar object or substance. This term does not include body paint, body dyes, tattoos, liquid latex, whether wet or dried, and other similar substances.

OPERATOR: Any person on the premises of a sexually oriented business who causes the business to function, puts or keeps the business in operation, or is authorized to manage the

business or exercise overall operational control of the business premises. A person may be found to be operating or causing to be operated a sexually oriented business whether or not such person is an owner, part owner, or licensee of the business.

PERFORMANCE: Any play, motion picture film, videotape, dance or exhibition performed before an audience of one or more.

PREMISES: The real property upon which a sexually oriented business is located, and all appurtenances thereto and buildings thereon, including but not limited to the sexually oriented business, the grounds, private walkways, and parking lots or parking garages or both.

REGULARLY: The consistent and repeated doing of the act so described.

SADOMASOCHISTIC ABUSE: Flagellation or torture by or upon a person as an act of sexual stimulation or gratification.

SEMI-NUDE OR STATE OF SEMI-NUDITY: The showing of the female breast below a horizontal line across the top of the areola and extending across the width of the breast at such point, or the showing of the male or female buttocks. Such definition includes the lower portion of the human female breast, but shall not include any portion of the cleavage of the female breasts exhibited by a bikini, dress, blouse, shirt, leotard, or similar wearing apparel provided the areola is not exposed in whole or in part.

SEMI-NUDE MODEL STUDIO: Means a place where persons regularly appear in a state of semi-nudity for money or any form of consideration in order to be observed, sketched, drawn, painted, sculptured, photographed, or similarly depicted by other persons. Such definition shall not apply to any place where persons appearing in a state of semi-nudity do so in a modeling class operated:

(1) By a college, junior college, or university supported entirely or partly by taxation;

(2) By a private college or university which maintains and operates educational programs in which credits are transferable to a college, junior college, or university supported entirely or partly by taxation; or

(3) In a structure:

a. Which has no sign visible from the exterior of the structure and no other advertising that indicates a semi-nude person is available for viewing; and

b. Where, in order to participate in a class, a student must enroll at least three days in advance of the class.

SEXUAL CONDUCT: Actual or simulated, normal or perverted acts of human masturbation; sexual intercourse; or physical contact with a person's clothed or unclothed genitals, pubic area, buttocks, or the breast of a female in an act of apparent sexual stimulation or gratification or any

sadomasochistic abuse or acts including animals or any latent objects in an act of apparent sexual stimulation or gratification.

SEXUAL ENCOUNTER CENTER: Means a business or commercial enterprise that, as one of its principal purposes, purports to offer for any form of consideration physical contact in the form of wrestling or tumbling between two or more persons when one or more of the persons is semi-nude.

SEXUAL INTERCOURSE: Any penetration, however slight, of the female genitalia by the penis. Sexual intercourse also includes any act involving the genitals of one person and the hand, mouth, tongue, or anus of another person or a sexual act involving the penetration, however slight, of the penis, female genitalia, or the anus by a finger, instrument or object done for the purpose of arousing or gratifying the sexual desire of any person or for the purpose of terrorizing the victim.

SEXUALLY ORIENTED BUSINESS:

(1) An adult bookstore or adult video store.

(2) An adult cabaret.

(3) An adult motion picture theater.

(4) A semi-nude model studio.

(5) A sexual encounter center.

SEXUALLY ORIENTED MATERIALS: Magazines, books, periodicals, or other printed matter, or photographs, films, motion pictures, video cassettes, compact discs, digital video discs, slides, other visual representations, or other devices used to record computer images or other media which are characterized by their emphasis upon the display of specified sexual activities or specified anatomical areas.

SPECIFIED ANATOMICAL AREA:

1. Less than completely and opaquely covered: human genitals, pubic region, buttock and female breast below a point immediately above the top of the areola; and

2. Human male genitals in a discernible turgid state, even if completely and opaquely covered.

SPECIFIED SEXUAL ACTIVITY: Includes any of the following:

(1) Intercourse, oral copulation, masturbation, or sodomy; or

(2) Excretory functions as a part of or in connection with any of the activities described in subparagraph (1) above.

SUBSTANTIAL: At least thirty percent (30%) of the item or items so modified.

VIEWING ROOM: The room, booth, or area where a patron of a sexually oriented business would ordinarily be positioned while watching sexually oriented materials.

C. Massage Businesses. Only massage businesses that are defined in and regulated by Chapter 324, RSMo., will be allowed in the City.

D. Location Of Sexually Oriented Businesses. No sexually oriented business shall be located or situated at a distance of less than one thousand (1,000) feet of any preexisting primary or secondary school, state-licensed day care facility , church or house of worship, public library, hospital, public park, any property used for residential purposes, or other sexually oriented business. Measurements shall be made in a straight line, without regard to intervening structures or objects, from the closest portion of the parcel containing the sexually oriented business to the closest portion of the parcel containing the preexisting primary or secondary school, state-licensed day care facility , church or house of worship, public library, hospital, public park, any property used for residential purposes, or other sexually oriented business .

E. Standards For Physical Design Of The Premises.

1. The premises of all sexually oriented businesses will be so constructed as to include a foyer, partition or other physical barrier on all customer entrances that will ensure the interior of the premises is not observable from the exterior of the building. In addition, all windows will be covered to prevent viewing of the interior of the building from the outside and all doorways not constructed with an anteroom or foyer will be covered so as to prevent observation of the interior of the premises from the exterior of the building.

2. There must be continuous physical, video or window surveillance of the premises.

3. Lighting required. The premises of all sexually oriented business shall be equipped with overhead lighting of sufficient intensity to illuminate every place to which customers are permitted access at an illumination of not less than one (1) foot-candle as measured at the floor level and such illumination must be maintained at all times that any customer or patron is present in or upon the premises. All exterior lighting shall comply with Section 415.450 of the Municipal Code.

4. The business must provide restrooms for customer use.

F. Signage And Parking Requirements. Sign regulations are set forth in Section 415.420 Sign Regulation of the zoning ordinance and off-street parking and loading requirements and setbacks for parking areas, loading spaces and internal drives are set forth in Section 415.280 of the Municipal Code.

Section Six. Section 600.070 of the Municipal Code is hereby amended by enacting a new Subsection J, to read as follows:

J. No retail licensee or his/her employee shall permit in or upon his/her licensed premises:

1. The performance of acts, or simulated acts of sexual conduct as defined in Section 415.590;

2. The displaying of any portion of the areola of the female breast even if covered by body paint, body dyes, tattoos, liquid latex, whether wet or dried, and other similar substances;

3. The actual or simulated touching, caressing or fondling of the breast, buttocks, anus or genitals;

4. The actual or simulated displaying of nudity, as defined in Section 415.590;

5. Any nude person as defined in Section 415.590, to remain in or upon the licensed premises who is to public view; or

6. The displaying of films, video programs or pictures depicting acts, the live performances of which are prohibited by State law or City ordinance.

Section Seven. Title VI of the Municipal Code is hereby amended by enacting a new Chapter 645, to read as follows:

CHAPTER 645: SEXUALLY ORIENTED BUSINESSES

SECTION 645.010: LICENSE REQUIRED

A. The terms used in this Chapter shall have the meaning set forth in Section 415.590 of the Municipal Code, except as otherwise defined in this Section:

INFLUENTIAL INTEREST: Includes any of the following:

(1) The actual power to operate a sexually oriented business or control the operation, management, or policies of a sexually oriented business or legal entity which operates a sexually oriented business;

(2) Ownership of a financial interest of thirty percent (30%) or more of a business or of any class of voting securities of a business; or

(3) Holding an office, such as president, vice president, secretary, treasurer, managing member, or managing director, in a legal entity which operates a sexually oriented business.

B. License Required And Posting Of Licenses.

1. It shall be unlawful for any person to operate or maintain a sexually oriented business within the City without a license or to operate such establishment after such license has been revoked, suspended or expired.

2. It shall be unlawful for any employee to knowingly perform any work, service or entertainment directly related to the operation of a sexually oriented business that does not have a sexually oriented business license or which had such license revoked or suspended.

3. Every sexually oriented business, manager, or entertainer required to be licensed by this Chapter shall post such license in a conspicuous place on the licensed premises so it is readily available for inspection by City authorities responsible for enforcement of this Chapter.

C. License, Classification And Fees.

1. The license year for all fees required under this Chapter shall be from July first (1st) through June thirtieth (30th). The application for a license shall be accompanied by payment in full of the fee stated in this Section by certified check, cashier's check or money order; and no application shall be considered until such fee is paid.

2. The classification of licenses and fees for each shall be as follows:

a. Sexually oriented business license fee, one thousand dollars ($1,000.00) for initial application; five hundred dollars ($500.00) for renewal;

b. Sexually oriented business manager's license fee, two hundred fifty dollars ($250.00) for initial application; one hundred twenty-five dollars ($125.00) for renewal;

c. Sexually oriented business entertainer's license fee, two hundred fifty dollars ($250.00) for initial application, one hundred twenty-five dollars ($125.00) for renewal.

SECTION 645.020: APPLICATION FOR LICENSE

A. Sexually oriented business license. An application for a sexually oriented business license shall be submitted on a form obtained from the City Clerk. A notarized application shall be submitted in the name of the person proposing to operate the sexually oriented business. All applications shall contain the following information:

1. The business name, address and telephone number of the establishment, a description of the sexually oriented business and the name or names of the owner(s) of the premises where the sexually oriented business will be located.

2. The name, address, home telephone number, occupation, social security number, date and place of birth and social security number of all persons with an influential interest in the sexually oriented business.

3. The addresses of all persons with an influential interest in the sexually oriented business for the five (5) years immediately prior to the date of the application.

4. A description of the sexually oriented business and similar business history of all persons with an influential interest in the sexually oriented business in in the City, or any other City, County or State, and whether any such person has had a business license revoked or suspended, the reason therefore and the activity or occupation subjected to such suspension or revocation.

5. A statement of each and every business, occupation or employment of all persons with an influential interest in the sexually oriented business for the three (3) years immediately preceding the date of the application.

6. A statement from all persons with an influential interest in the sexually oriented business that each such person has not been convicted of, released from confinement for conviction of, or diverted from prosecution on:

a. Any of the following specified offenses for which less than eight (8) years has elapsed since the date of conviction or the date of release from confinement for the conviction, whichever is later:

(i) Rape and sexual assault offenses;

(ii) Sexual offenses involving minors;

(iii) Offenses involving prostitution;

(iv) Obscenity offenses;

(v) Offenses involving money laundering;

(vi) Offenses involving tax evasion;

(vii) Any attempt, solicitation, or conspiracy to commit one of the offenses listed in subdivisions (i) to (vi) of this Subsection; or

(viii) Any offense committed in another jurisdiction which if committed in this state would have constituted an offense listed in Subdivisions (i) to (vii) of this Subsection.

b. The statement shall also indicate that the persons with an influential interest in the sexually oriented business have not been convicted of a municipal ordinance violation or diverted from prosecution on a municipal ordinance violation within two (2) years immediately preceding the application where such municipal ordinance violation involved sexual offenses, indecent exposure, prostitution or the sale of controlled substances or illegal drugs or narcotics.

7. A full set of fingerprints and a photograph, to be taken by the Police Department, of all persons with an influential interest in the sexually oriented business.

8. If applicable, proof that the applicant is in good standing with the Missouri Secretary of State.

9. A statement signed under oath that the applicant has personal knowledge of the information contained within the application and that the information contained therein is true and correct and that the applicant has read the provision of this Chapter.

Failure to provide the information and documentation required by this Subsection shall constitute an incomplete application which shall not be processed.

B. Sexually oriented business manager or entertainer's license. An application for a sexually oriented business manager or entertainer license for work at a sexually oriented business in the City shall be submitted on a form obtained from the City Clerk. A notarized application shall be submitted in the name of the person proposing to be a sexually oriented business manager or entertainer. All applications shall contain the following information:

1. The home telephone number, occupation, date and place of birth and social security number of the applicant.

2. The business name, address and telephone number of the business where the applicant intends to work and intent to hire statement from the sexually oriented business that is licensed or that has applied for a license under the provisions of this Chapter.

3. A statement from the applicant that the applicant has not been convicted of, released from confinement of, or diverted from prosecution on:

a. Any of the following specified offenses for which less than eight (8) years has elapsed since the date of conviction or the date of release from confinement for the conviction, whichever is later:

(i) Rape and sexual assault offenses;

(ii) Sexual offenses involving minors;

(iii) Offenses involving prostitution;

(iv) Obscenity offenses;

(v) Offenses involving money laundering;

(vi) Offenses involving tax evasion;

(vii) Any attempt, solicitation, or conspiracy to commit one of the offenses listed in subdivisions (i) to (vi) of this Subsection; or

(viii) Any offense committed in another jurisdiction which if committed in this state would have constituted an offense listed in Subdivisions (i) to (vii) of this Subsection.

4. Documentation that the applicant has attained the age of eighteen (18) years at the time the application is submitted.

5. A full set of fingerprints and a photograph of the applicant to be taken by the Police Department.

6. A statement signed under oath that the applicant has personal knowledge of the information contained within the application and that the information contained therein is true and correct and that the applicant has read the provisions of this Chapter.

Failure to provide the information and documentation required by this Subsection shall constitute an incomplete application which shall not be processed.

SECTION 645.030: APPLICATION PROCESSING.

Upon submission of a complete application for a sexually oriented business license or a sexually oriented business manager or entertainer license, the City Clerk will transmit one (1) copy of the application to the Police Chief and one (1) copy to the Director of Planning. The Police Department shall review the information contained therein, perform a background check and verify the qualification of the applicant. Additionally, the Director of Planning will determine whether the structure of the sexually oriented business complies with the requirements and meets the standards of the applicable health, zoning, building, fire and property maintenance ordinances of the City. The Police Department and the Director of Planning shall report results to the City Clerk no later than fifteen (15) working days from the date the completed application is received by the City Clerk.

SECTION 645.040: ISSUANCE OF DENIAL OF LICENSE

A. Examination Of Application—Issuance Of License.

1. If the application for a license of a sexually oriented business or for a manager or entertainer of a sexually oriented business is in proper form, accompanied by the appropriate license fee, the City Clerk shall examine the application. If after such

examination the City Clerk determines that the applicant has met the requirements of the Police Department and the Director of Planning and has met all requirements set forth in this Chapter, the City Clerk will approve the license. The City Clerk must provide the applicant with a response within sixty (60) days of the submission of the completed application for the sexually oriented business or a license for a manager or entertainer of a sexually oriented business. No incomplete application will be processed.

2. If an application for a license is not approved, the applicant shall be immediately notified by registered or certified mail to the applicant's last known address and the notification shall state the bases for such disapproval. Any applicant aggrieved by the disapproval of a license application may seek judicial review in a manner provided by law.

3. The license, if granted, shall state on its face the name of the person or persons to whom it is granted, the expiration date and the address of the sexually oriented business.

4. A single license will authorize the operation of only one (1) sexually oriented business; more than one (1) business use within a licensed sexually oriented business premises is prohibited.

5. No person is eligible nor shall licenses be issued to a sexually oriented business or manager or entertainer if the applicant does not meet the requirements set forth in this Chapter or if one (1) of the following requirements is not met:

a. The applicant failed to supply all of the information requested on the application;

b. The applicant gave false, fraudulent or untruthful information on the application;

c. The applicant's proposed sexually oriented business does not comply with or meet the ordinances of the City, provided, that upon a showing that the premises meet said requirements and that the applicant is otherwise qualified, the application shall be eligible for reconsideration by the City.

d. The applicant has been convicted, released from incarceration for conviction or diverted on any of the crimes set forth in this Chapter during the time period set forth in this Section.

e. The applicant or applicant's spouse has had any license relating to a sexually oriented business revoked or suspended in this or any other City during the past five (5) years.

B. Renewal Of A Sexually Oriented Business License Or A License For A Manager Or Entertainer Of A Sexually Oriented Business.

1. A sexually oriented business license or a license for a manager or entertainer of a sexually oriented business may be renewed by making application to the City Clerk on the application forms provided. Such licenses shall expire on June thirtieth (30th) of each year and renewal application for such licenses shall be submitted by June first (1st) of each year.

2. Upon payment of the license fee and review of the application by the City Clerk, the City Clerk shall renew the license for an additional license year if conditions under which the original license was issued have not changed. If the application for renewal of a license is not made during the time provided in Subdivision (1) of this Subsection, a new application shall be required.

3. A license will not be renewed if the applicant is overdue in the payment to the City of taxes, fees, fines or penalties assessed against the business or imposed upon the business in relation to the sexually oriented business.

SECTION 645.050: REVOCATION/SUSPENSION OF LICENSE

A. Transferability—Revocation And/Or Suspension Of License.

1. Licenses issued under this Chapter shall not be transferable, either to any person, persons or other entities.

2. The City Clerk may suspend a license for a period not to exceed thirty (30) days upon a determination that a licensee or employee has violated any part of this Chapter or Section 415.590. Said suspension shall be issued in writing mailed by certified mail, return receipt requested, to the licensee at the address of the establishment or at the home of the licensee or served by process server at the usual place of abode of the licensee or at the address of the establishment. If a suspension is issued for a correctable violation, said suspension shall be terminated upon verification by inspection that the correction has been made which shall be determined no later than forty-eight (48) hours after receipt of written notice of correction by the City Clerk.

3. The City Clerk shall revoke any license where any of the following occur:

a. The sexually oriented business license or the sexually oriented business manager or entertainer license was obtained through false statements in the application for such license or renewal thereof; or

b. The sexually oriented business license or sexually oriented business manager or entertainer licensee failed to make a complete disclosure of all information required in the application for such license or renewal thereof; or

c. All persons with an influential interest in the licensed sexually oriented business or any licensed manager or entertainer has become disqualified from having a license under this Chapter; or

d. All persons with an influential interest in the licensed sexually oriented business or any licensed manager or entertainer has been convicted of two (2) or more violations of this Chapter within a license year.

B. Appeal From Denial, Suspension Or Revocation Of License. An applicant who has been denied either an initial license or a renewal license or whose license has been suspended or revoked may appeal the City Clerk's decision by filing a written notice of appeal to the City Council within ten (10) days of the City Clerk's decision. The City Council shall schedule a public hearing of such appeal within twenty-one (21) days of filing of the written notice of appeal. The City Council shall affirm the decision of the City Clerk if it finds that the conditions pertinent to issuance or maintenance of a license have not been met. An applicant aggrieved by any decision shall have the right to seek judicial review as is permitted by applicable State law.

SECTION 645.060: REGULATIONS ON LICENSEE

A. Manager Responsibility.

1. At least one (1) licensed sexually oriented business manager shall be on duty during all hours of operation of a sexually oriented business. The name and license number of the manager on duty shall be prominently posted on the premises at all times.

2. It shall be the responsibility of the manager on duty to verify that any employee who provides adult entertainment within the premises possesses a current and valid entertainer's license issued by the City.

3. It shall be the responsibility of the manager to ensure all standards and obligations of the license are maintained.

4. The licensed sexually oriented business must notify the City within seventy-two (72) hours of the termination or resignation of any licensed manager.

B. Unlawful Activities.

1. No person shall knowingly or intentionally, in a sexually oriented business, appear in a state of nudity.

2. No employee shall knowingly or intentionally, in a sexually oriented business, appear in a semi-nude condition unless the employee, while semi-nude, shall be and remain on a fixed stage at least six (6) feet from all patrons and at least eighteen (18) inches from the floor in a room of at least six hundred (600) square feet.

3. No employee, who appears in a semi-nude condition in a sexually oriented business, shall knowingly or intentionally touch a patron or the clothing of a patron in a sexually oriented business.

4. No employee shall perform any specified sexual activities, engage in sexual conduct, wear or use any device or covering exposed to view which simulates any specified anatomical area, or participate in any act of prostitution.

5. No employee shall solicit, demand or receive any payment or gratuity from any patron or customer for any act prohibited by this Section.

6. It is unlawful for an employee to be visible from the exterior of the sexually oriented business while such person is in a state of nudity or semi-nudity.

7. It is unlawful to operate a sexually oriented business in a manner that permits the observation of employees in a state of nudity or semi-nudity from the exterior of the sexually oriented business by display, decoration, sign, show window or other opening.

C. Regulation Of Mainstream Media Outlets.

1. In all mainstream media outlets, all sexually oriented materials shall be kept in a separate room or section of the outlet that:

a. Is not open to any child;

b. Is physically and visually separated from the rest of the outlet by an opaque wall of durable material, reaching at least eight (8) feet high or to the ceiling, whichever is less;

c. Is located so that the entrance to it is as far as reasonably practical from media or other inventory in the store advertised for sale to children;

d. Has access controlled by electronic or other means to provide assurance that children will not gain admission;

e. Has continuous video or window surveillance by store personnel; and

f. Has signage at the entrance stipulating that children are not permitted inside the room or section.

2. Media outlets that contain less than ten percent (10%) of the stock-in-trade which involves sexually oriented materials are not regulated by this Subsection. However, no obscene material may be publicly displayed in such media outlets.

D. Operational Criteria.

1. No sexually oriented business may be open or in use between the hours of 12:00 midnight and 10:00 A.M. on any day.

2. No operator, manager or employee shall knowingly allow a person under of eighteen (18) years on the premises of a sexually oriented business.

3. A sexually oriented business, which exhibits sexually oriented materials on the premises through any mechanical or electronic image-producing device, shall comply with the following requirements:

a. The interior of the premises shall be configured in such a manner that there is an unobstructed view from an operator's station of every area of the premises, including the interior of each viewing room but excluding restrooms, to which any patron is permitted access for any purpose;

b. An operator's station shall not exceed thirty-two (32) square feet of floor area;

c. If the premises has two (2) or more operator's stations designated, the interior of the premises shall be configured in such a manner that there is an unobstructed view of each area of the premises to which any patron is permitted access for any purpose from at least one of the operator's stations;

d. The view required under this subsection shall be by direct line of sight from the operator's station;

e. It is the duty of the operator to ensure that at least one (1) employee is on duty and situated in an operator's station at all times that any patron is on the portion of the premises monitored by such operator station; and

f. It shall be the duty of the operator and of any employees present on the premises to ensure that the view area specified in this subsection remains unobstructed by any doors, curtains, walls, merchandise, display racks, or other materials or enclosures at all times that any patron is present on the premises.

4. Ventilation and sanitation requirements. The premises of all sexually oriented businesses shall be kept in a sanitary condition. Separate dressing rooms and restrooms for men and women shall at all times be maintained and kept in a sanitary condition.

5. No operator, manager or employee of a sexually oriented business shall:

a. Knowingly permit alcoholic beverages to be brought upon, sold, used or consumed on the premises;

b. Knowingly allow or permit the sale, distribution, delivery or consumption of any controlled substance or illegal drug or narcotic on the premises;

c. Knowingly allow or permit any act of prostitution or patronizing prostitution on the premises; or

d. Knowingly allow or permit a violation of this Section or any other City ordinance or provision of State law.

6. No person shall knowingly or intentionally sell, use, or consume alcoholic beverages on the premises of a sexually oriented business.

7. There must be continuous physical, video or window surveillance of the premises upon which a sexually oriented business is located.

8. The sexually oriented business must provide restrooms for customer use.

E. Compliance With Code Requirements. Any sexually oriented business licensed under this Chapter shall comply with all other requirements of the codes of the City as now or in the future may be adopted.

F. Inspections. An applicant or licensee shall permit representatives of the Police Department, Fire Department or Planning Department to inspect the premises of a sexually oriented business for the purpose of ensuring compliance with the law at any time it is occupied or open for business. It shall be unlawful for any licensee to fail to allow such inspection officer access to the premises or hinder such officer in any manner.

SECTION 645.070: PENALTIES.

Any violation of any part of this Chapter is subject to the penalty provided in Section 100.140 of the Municipal Code. This Chapter does not impose strict liability. Unless a culpable mental state is otherwise specified herein, a showing of a knowing or reckless mental state is necessary to establish a violation of this Chapter. Notwithstanding any other provision of law to the contrary, for purposes of this Section, an act by an employee shall be imputed to the sexually oriented business for purposes of finding a violation of this Chapter only if an officer, director, or general partner, or a person who managed, supervised, or controlled the operation of the business premises knowingly or recklessly allowed such act to occur on the premises. It shall be a defense to liability that the person to whom liability is imputed was powerless to prevent the act.

Section Eight. Effective Date. This Ordinance shall be in full force and effect after its passage and approval.

Section Nine. Savings. Except as expressly set forth herein, nothing contained in this Ordinance shall in any manner be deemed or construed to alter, modify, supersede, supplant or otherwise nullify any other Ordinance of the City or the requirements thereof whether or not relating to or in manner connected with the subject matter hereof.

Section Ten. Severability. If any term, condition, or provision of this Ordinance shall, to any extent, be held to be invalid or unenforceable, the remainder hereof shall be valid in all other respects and continue to be effective and each and every remaining provision hereof shall be valid and shall be enforced to the fullest extent permitted by law, it being the intent of the City Council that it would have enacted this Ordinance without the invalid or unenforceable provisions. In the

event of a subsequent change in applicable law so that the provision which had been held invalid is no longer valid, said provision shall thereupon return to full force and effect without further action by the City and shall thereafter be binding.

This Bill was passed and approved this ____ day of _____, 2016 by the City Council of the City of Wildwood, Missouri after having been read by title two (2) times prior to its passage.

_____	_____
Presiding Officer	JAMES R. BOWLIN, MAYOR
ATTEST:	ATTEST:
_____	_____
City Clerk	City Clerk

BILL #. 2202 **ORDINANCE # 2202**

AN ORDINANCE AMENDING SECTION 110.250 OF THE MUNICIPAL CODE BY DELETING IT IN ITS ENTIRETY; ENACTING, IN LIEU THEREOF, A NEW SECTION 110.250 OF THE MUNICIPAL CODE; AND PROVIDING FOR THE ESTABLISHMENT OF A STANDING COMMITTEE FOR ECONOMIC DEVELOPMENT.

BE IT ORDAINED BY THE COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. That Section 110.250 of the Municipal Code of the City of Wildwood, Missouri, be and is hereby amended by deleting it in its entirety, and enacting, in lieu thereof, a new Section 110.250, to read as follows:

Section 110.250 Standing Committees.

A. *Establishment*. There are hereby established as standing committees of the City Council the following:

1. Administration and Public Works;
2. Planning and Parks; and
3. Economic Development

B. *Membership—Appointment*. Each of the three (3) Council standing committees shall elect a chairperson from amongst its members; shall consist of no less than eight (8) members of City Council and shall meet no less than once per month. The Mayor and Council Members not on the Administration and Public Works Committee will be considered ex officio, non-voting members of the committee and are welcome to attend and comment. The Mayor and Council Members not on the Planning and Parks Committee will be considered ex officio, non-voting members of the committee and are welcome to attend and comment. The Mayor and Council Members not on the Economic Development Committee will be considered ex officio, non-voting members of the committee and are welcome to attend and comment.

C. *Functions*. The functions of the various committees shall include, but shall not be limited to:

1. Making recommendations to the Council or to the City Administrator, or both, concerning any of the matters within its purview, when requested and also at other times when it appears that the best interest of the City and its residents will be served thereby;
2. Formulating, with the assistance of the staff, long-range plans and evaluation and revision if necessary of such plans as adopted; and
3. Reviewing and recommending legislation concerning any of the matters within its purview.

Section Two. This ordinance shall be in full force and effect on and after its passage and approval.

Section Three. Nothing contained herein shall in any manner be deemed or construed to alter, modify, supersede, supplant or otherwise nullify any other Ordinance of the City or the requirements thereof whether or not relating to or in any manner connected with the subject matter hereof, unless expressly set forth herein.

Section Four. If any term, condition, or provision of this Ordinance shall, to any extent, be held to be invalid or unenforceable, the remainder hereof shall be valid in all other respects and continue to be effective and each and every remaining provision hereof shall be valid and shall be enforced to the fullest extent permitted by law, it being the intent of the City Council that it would have enacted this Ordinance without the invalid or unenforceable provisions. In the event of a subsequent change in applicable law so that the provision, which had been held invalid, is no longer invalid, said provision shall thereupon return to full force and effect without further action by the City and shall thereafter be binding.

This Bill was passed and approved this ____ day of _____, 2016, by the City 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 The Honorable James R. Bowlin, Mayor

ATTEST: **ATTEST:**

_____ _____

Liz Weiss, City Clerk Liz Weiss, City Clerk

BILL # 2203 **ORDINANCE # 2203**

AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AMENDING PLANNED DISTRICT ORDINANCE #1697 BY DELETING SECTION TWO THEREOF AND ENACTING, IN LIEU THEREOF, A NEW SECTION TWO; AND PROVIDING FOR THE APPROVAL OF AN AMENDED M-3 PLANNED INDUSTRIAL DISTRICT FOR A CERTAIN 12.74 ACRE TRACT OF LAND FOR USE AS A COMPOSTING FACILITY, WITH AN EXPANDED RANGE OF WASTE STREAMS - *P.Z. 9-16 Fick Supply Services, Inc.* (Ward One)

WHEREAS, pursuant to Ordinance #1697, a certain 12.74 acre tract of land generally located on the west side of North Eatherton Road, north of Centaur Road, and more particularly described in Section One of Ordinance #1697 Property was zoned M-3 Planned Industrial District in February 2010 to allow for the expanded use of such property for the purposes of mulch processing, storage and the composting of a limited amount of waste materials; and

WHEREAS, this request, along with the addition of an approximately nine (9) acre area to the current site, were considered by the Planning and Zoning Commission at a public hearing on July 18, 2016, and discussion was held on the merits of these changes to Ordinance #1697 and allowing for the expanded use, with the proposed addition of a nine (9) acre area of ground for the purposes of additional storage space; and

WHEREAS, this request, along with the addition of an approximately nine (9) acre area to the current site (the "Additional Property", the Original Property and the Additional Property being collectively referred to as the "Property"), were considered by the Planning and Zoning Commission at a public hearing on July 18, 2016, and discussion was held on the merits of these changes to Ordinance #1697 and allowing for the expanded use of the Property for the purposes of additional storage space; and

WHEREAS, after the conclusion of the public hearing and responding to the Department of Planning's Information Report, the Planning and Zoning Commission recommended approval of the Petition requesting the Amended M-3 Planned Industrial District subject to certain terms and conditions, the specifics of such approval and recommendation being set forth in the recommendation of the Planning and Zoning Commission submitted to the City Council dated July 18, 2016, and regarding ***P.Z. 9-16 Fick Supply Services, Inc.***, a copy of which is on file in the office of the City Clerk and incorporated by reference herein; and

WHEREAS, the City Council held a public hearing to consider the amendment on July 25, 2016, at which interested persons were offered an opportunity to speak; and

WHEREAS, at their meeting on July 25, 2016, the City Council directed the Department of Planning to prepare draft legislation for consideration by the City Council consistent with the Planning and Zoning Commission's recommendation.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. The City of Wildwood's Zoning Ordinance, Official Zoning District Maps, and Ordinance # 1697 of the City of Wildwood, Missouri, all made a part hereof and incorporated by

reference herein, are hereby amended by designating the Property described below from 'M-3 Planned Industrial District' to 'Amended M-3 Planned Industrial District:'

A TRACT OF LAND IN U. S. SURVEY 132, TOWNSHIP 45 NORTH, RANGE 3 EAST, ST. LOUIS COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHERN LINE OF A TRACT NOW OR FORMERLY OF THE CONSERVATION COMMISSION OF THE STATE OF MISSOURI BY DEED RECORDED IN BOOK 7075 PAGE 723 OF THE ST. LOUIS COUNTY RECORDS, SAID POINT BEING SOUTH 77 DEGREES 48 MINUTES 00 SECONDS WEST 24.00 FEET FROM THE SOUTHEASTERN CORNER OF SAID CONSERVATION COMMISSION TRACT; THENCE SOUTHWARDLY ALONG THE WESTERN LINE OF A 24 FOOT WIDENING STRIP FOR EATHERTON ROAD, 40 FEET WIDE, SOUTH 12 DEGREES 00 MINUTES 00 SECONDS EAST 440.40 FEET TO A POINT; THENCE SOUTH 77 DEGREES 48 MINUTES 00 SECONDS WEST 1421.00 FEET TO A POINT; THENCE NORTH 23 DEGREES 13 MINUTES 00 SECONDS EAST 406.00 FEET AND NORTH 34 DEGREES 13 MINUTES 00 SECONDS EAST 158.87 FEET TO A POINT IN THE AFOREMENTIONED SOUTHERN LINE OF THE CONSERVATION COMMISSION OF THE STATE OF MISSOURI TRACT; THENCE EASTWARDLY ALONG SAID SOUTHERN LINE NORTH 77 DEGREES 48 MINUTES 00 SECONDS EAST 1072.17 FEET TO THE POINT OF BEGINNING AND CONTAINING IN ALL 555,148.56 SQ. FT. OR 12.74 ACRES, MORE OR LESS, AND BEING SUBJECT TO EASEMENTS OF RECORDS.

Section Two. That Ordinance # 1697 of the City of Wildwood, Missouri, be and is hereby amended by deleting Section Two thereof in its entirety and enacting, in lieu thereof, new Section Two, to read as follows:

> **Section Two.** The zoning authority and approval embodied in this ordinance is granted subject to compliance with the Subdivision and Development Regulations, Zoning Ordinance, 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 of the City Council from its public hearing discussion held on July 25, 2016, 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**

The uses permitted in this M-3 Planned Industrial District shall be limited to a mulch storage and processing facility, which may include the composting of landscape materials associated with a primary waste stream, **along with Class D "Organic Wastes," but those items being limited to agricultural and horticultural operations, landscape maintenance operations, food waste, forestry and timber industry residues, animal manure, and lumber trimmings from the pallet and construction industry, and Class E "Yard By-Products", as all being defined by the *St. Louis County Waste Management Code, Chapter 607*,** ~~but not grass, hay, or yard clippings~~, the wholesaling and limited retailing of these materials, the outdoor storage of materials, including sand, rock, stone, gravel, and other similar items, vehicle parking and equipment storage (of equipment used at the site for the purposes of these permitted uses), and related accessory activities.

2. FLOOR AREA, HEIGHT, AND BUILDING REQUIREMENTS

a. The overall size of this facility shall not exceed ~~ten (10)~~ **twenty-two 22** acres in area **(of which only 12.74 is governed by Ordinance #1697, herein to be amended)**.

b. The area designated on this site for equipment storage shall not exceed ~~five (5)~~ **thirteen (13)** total spaces in number. The equipment authorized to be parked or stored in these spaces shall be a ~~front-loader, a back-hoe, and up to three (3) dump trucks~~ **six (6) front-loaders, four (4) dump trucks, and a backhoe**. No long-term storage (over forty-eight (48) consecutive hours) shall be authorized for any tractor-trailer unit**, except those vehicles owned by this operator of the facility**.

c. The office/sales building shall not exceed one thousand six hundred (1,600) square feet in size, nor one (1) story in height above final grade. A second building shall be authorized on the site and it shall not exceed three thousand two hundred (3,200) square feet in size, nor one (1) story in height above final grade. These buildings shall not be of a modular design and must be permanent structures that replicated the appearance of the area's architectural style and character, but, minimally, that of a residential dwelling. The owner/operator shall provide architectural renderings, in all compass directions, to the Architectural Review Board for review and approval, as part of the Site Development Plan review process. The orientation of the buildings relative to the placement on the property shall also be reviewed by the Planning and Zoning Commission on the Site Development Plan. The proposed architectural design, character, and style of all new buildings and any expansions shall adhere to the City of Wildwood's Review Board Requirements (Chapter 415.220 of the City's Zoning Ordinance).

d. The number of storage bins authorized as part of the Amended M-3 Planned Industrial District shall be limited to ~~eighteen (18)~~ **thirty-one (31)** in total.

3. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

Within twelve (12) months of the date of approval of the Preliminary Development Plan by the City Council, and prior to any site disturbance, the developer shall submit to the Planning and Zoning Commission for its review and approval a Site Development Plan. Where due cause is shown by the petitioner, this time interval may be extended through appeal to and approval by the Planning and Zoning Commission. The Site Development Plan shall include, but not be limited to, the following:

a. Outboundary and legal description of the property.
b. Location map of generalized nature, north arrow, and plan scale.
c. Location and size of all proposed structures, including mulch piles, compost heaps, business signage, retaining walls, and storage bins.
d. Location and size of all parking areas and corresponding parking calculations.
e. Existing and proposed contours at two (2) foot intervals.

f. Roadways and driveways on and adjacent to the property in question including required right-of-way dedication, pavement widening, and cross-access easement areas.
g. The design, location, and size of all proposed lighting, fences, and trash enclosures and areas.
h. A landscape plan including, but not limited to, the location, size, and general type of all plant and other materials to be used. (See Landscape Requirements Section of this Ordinance).
i. The approximate location of all stormwater and sanitary sewer facilities.
j. Parking and structure setbacks from adjacent property lines.
k. Location of all existing and proposed easements.
l. Location and method of protecting existing tree stands to be preserved.
m. A description of the area's (all surrounding properties within four hundred (400) feet of the subject site) infrastructure and site improvements of a general nature. Principally, building locations on individual properties, curb cuts, and driveway locations along the right-of-way, as well as other natural and man-made features must be shown.
n. All other information not mentioned above, but required on a preliminary plat in accord with Chapter 420.060 of the City of Wildwood Subdivision and Development Regulations.

4. SITE DEVELOPMENT PLAN DESIGN CRITERIA

The above Site Development Plan shall adhere to the following specific design criteria:

Structure/Building Setbacks

a. All existing and proposed (new) buildings or structures, storage bins, mulch piles, and compost heaps, excluding boundary and/or retaining walls, or fences, shall adhere to the following setbacks:

    1. Fifty (50) feet for any front yard area (North Eatherton Road).
    2. Thirty (30) feet for any side or rear yard area**, excepting a sixty (60) foot distance shall be provided along the entire eastern boundary of the expanded section.**

Parking Setbacks

b. All parking stalls, loading spaces, internal drives or roadways, excluding points of ingress and egress, shall adhere to the requirements of Chapter 415.210 M-3 Planned Industrial District of the City of Wildwood's Zoning Ordinance, which shall be superseded by the following:

    1. Fifty (50) feet for any front yard area (North Eatherton Road).
    2. Thirty (30) feet for any side or rear yard area.

Minimum Parking Requirements

c. Minimum parking requirements shall be set forth in the City of Wildwood's Zoning Ordinance, Chapter 415.310 Off-Street Parking and Loading Requirements – Industrial **and a**

ratio of four (4) spaces per 1,000 square feet of office, retail, or wholesale space authorized on the site. All parking spaces and access drives shall be paved, as approved by the City's Director of Public Works.

Access and Roadway Improvements, Including Sidewalks

d. Access to this development from North Eatherton Road shall be restricted to one (1) commercial entrance located and constructed, as directed by the St. Louis County Department of Highways and Traffic and the City of Wildwood Department of Public Works.

e. Improve North Eatherton Road to one-half of an eighty (80) foot right-of-way and a sixty (60) foot pavement, with additional widening to provide an eight (8) foot wide stabilized shoulder, as directed by the St. Louis County Department of Highways and Traffic and the City of Wildwood Department of Public Works. Based upon current roadway conditions, the developer may dedicate and provide the required right-of-way dedication and establish a cash escrow to fund all required improvements to the roadway, including finish grade, as some future date. Verify handling of stormwater runoff along North Eatherton Road will not require additional easement dedication. Pavement improvements, including all stormwater drainage facilities, shall be as directed by the St. Louis County Department of Highways and Traffic, City of Chesterfield, Missouri, and the City of Wildwood Department of Public Works.

Miscellaneous Roadway Requirements

f. Provide a cross-access easement and temporary slope construction license, or other appropriate legal instrument or agreement, guaranteeing permanent access between this site and the adjoining property to the south, as directed by the Departments of Planning and Public Works.

g. Installation of identification signage and landscaping shall be reviewed by the City of Wildwood Department of Public Works and the St. Louis County Department of Highways and Traffic for sight distance considerations and approved prior to installation.

h. 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 road improvements. All utilities within the district and on rights-of-way otherwise constructed pursuant to this authorization shall be installed and placed underground in locations as approved by the Director of Public Works.

Landscape Requirements - Specific

i. Building and parking setbacks shall be landscaped in accord with Chapter 410 of the City of Wildwood's Codified Ordinances and its accompanying Tree Manual. The frontage area, where the parking spaces are shown, shall be landscaped and planted in accord with this same code.

j. The southern boundary line area of this property shall be appropriately landscaped and comply with Chapter 410 of the City of Wildwood's Codified Ordinances and its accompanying Tree Manual, thereby installing a minimum Bufferyard "E" standard at this location.

k. All new landscaping materials shall meet the following criteria: Deciduous Trees – three (3) inch minimum caliper; Evergreen Trees – Eight (8) feet minimum height; and Shrubs- twenty-four (24) inch minimum height.

l. Existing vegetation shall be denoted on the Site Development Plan and indicated as being preserved. Said existing trees and other materials will be marked for retention, prior to any expansion of this development under the provisions set forth in this site-specific ordinance.

Lighting Requirements

m. Light standards shall not exceed sixteen (16) feet in height. No on-site illumination source shall be so situated that light is cast directly on adjoining properties or public roadways. Illumination levels and all lighting aspects of this project shall comply with the provisions of the City of Wildwood's Zoning Ordinance, Chapter 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, on the Site Development Plan, shall approve the location of all light standards and their design and appearance.

Sign Regulations

n. One (1) freestanding monument business sign shall be permitted as part of this M-3 Planned Industrial District along North Eatherton Road. This sign may not exceed a height of six (6) feet, nor an overall size of twenty-five (25) square feet. All other requirements relative to this sign shall be as set forth Chapter 415.420 Sign Regulations for all "C" and "M" Districts of the City of Wildwood Zoning Ordinance.

o. No advertising, temporary, or portable signs shall be authorized in this Amended M-3 Planned Industrial District development.

Miscellaneous Conditions

p. All trash areas shall be enclosed with a six (6) foot high sight-proof wall (with gate) and be appropriately landscaped around its perimeter, if applicable. The Planning and Zoning Commission on the Site Development Plan shall approve the location and design of the enclosure. The design of this enclosure shall reflect the appearance, character, and style, in terms of its color, material, and composition, of the approved architecture of the buildings.

q. Handicap parking and access requirements shall comply with Section 512.4 of the City of Wildwood Building Code.

r. No development, disturbance, or use of the established easement area for the Monarch-Chesterfield Levee shall be permitted as part of this Amended M-3 Planned Industrial District. A minimum fifty (50) foot structure and disturbance setback shall be established along its eastern length. Additionally, no development, disturbance, or use of the property shall be authorized for the area west of the levee structure.

s. No rooftop mechanical equipment shall be allowed within this Amended M-3 Planned Industrial District.

t. Hours and days of operation for this facility shall be 8:00 a.m. to 5:00 p.m., Monday through Saturday.

5. TRAFFIC GENERATION ASSESSMENT

The developer shall contribute to the West Area Corridor Traffic Generation Assessment Road Trust Fund established by Chapter 140 of the City's Codified Ordinances. This contribution shall not exceed an amount established by multiplying the proposed number of new parking spaces by the following rate schedule.

Type of Development	Required Contribution
Manufacturing	~~$460.04~~$592.86/Parking Space
Loading Space	~~$2,823.08~~$3,638.14/Loading Space

(Parking space, as defined and required by Chapter 415.310 of the City of Wildwood Zoning Ordinance.)

If types of development proposed differ from those listed, rates shall be provided by the Department of Planning.

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 road 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, 2017 ~~January 1, 2011~~, 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.

6. VERIFICATION PRIOR TO APPROVAL OF THE SITE DEVELOPMENT PLAN

Prior to the approval of the Site Development Plan, the petitioner shall:

Stormwater

a. Submit to the Planning and Zoning Commission an engineering plan approved by the City of Wildwood Department of Public Works, the City of Chesterfield, Missouri, 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, City of Chesterfield, and Metropolitan St. Louis Sewer District Standards.
2. All stormwater shall be discharged at an adequate natural discharge point by means of bleeder ditches and/or construction of portions of the main channel, as outlined in the Chesterfield Valley Master Drainage Plan or by other means that may be approved. This requirement may require extensive of-site sewer ditch work and appropriate easements.

Geotechnical Report – New Buildings or Structures

b. Provide a Geotechnical Report covering any future 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. This requirement will only be required of a new building or structure is constructed on the subject property.

7. RECORDING

Within sixty (60) days of approval of the Site Development Plan by the Planning and Zoning Commission, the approved plan shall be recorded with the St. Louis County Recorder of Deeds.

8. VERIFICATION PRIOR TO BUILDING PERMITS

Subsequent to approval of a Site Development Plan, and prior to issuance of any building permit, the following requirements shall be met:

Landscape Bonds or Escrows

a. If the estimated cost of new landscaping required by the Planning and Zoning Commission on the Site Development Plan exceeds one thousand ($1,000) dollars, as determined by a plant nursery, the petitioner shall furnish a two (2) year deposit bond or escrow sufficient in amount to guarantee the installation and maintenance of said landscaping in a form determined by the Director of Planning.

Notifications to Department of Planning

b. Prior to issuance of grading, foundation, or building permits, all approvals from the Department of Public Works, the Missouri Department of Conservation, the Missouri Department of Natural Resources, the City of Chesterfield, Missouri, the Monarch-Chesterfield Levee District, the Spirit of St. Louis Airport, the St. Louis County Departments of Highways and Traffic and Health, and the Metropolitan St. Louis Sewer District must be received by the Department of Planning.

Traffic Generation Assessment Contribution

c. Traffic generation assessment contribution shall be deposited with the City of Wildwood in the form of a cash escrow prior to the issuance of building permits.

Certification of Plans

d. Provide verification that construction plans are designed to conform to the requirements and conditions of the Geotechnical Report. This requirement will only be required if a new building is constructed on the subject property.

9. VERIFICATION PRIOR TO OCCUPANCY PERMITS

Subsequent to approval of a Site Development Plan, and prior to issuance of any occupancy permits, the following requirements shall be met:

Roadway Improvements

a. Road improvements and right-of-way dedications to North Eatherton Road shall be completed, or the appropriate escrow established, prior to the issuance of an occupancy permit, unless otherwise noted in this ordinance. As previously noted, delays due to utility

relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.

10. GENERAL DEVELOPMENT CONDITIONS

a. 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. The petitioner shall be responsible for obtaining all necessary permits from the Department of Natural Resources Clean Water Commission as they related to the development of this tract of land.

b. 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.

c. 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.

d. Failure to comply with any or all of the conditions of this ordinance shall be adequate cause for revocation of permits by issuing City Departments or Commissions.

e. The Zoning Enforcement Officer of the City of Wildwood, Missouri, shall enforce the conditions of this ordinance in accord with the Site Development Plan approved by the City of Wildwood Planning and Zoning Commission.

f. 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 Amended M-3 Planned Industrial District Ordinance, except as may be provided by law. Nothing herein shall be deemed a waiver of any subdivision, zoning or other development regulations of the City whether by implication or reference.

g. This zoning approval is conditioned on compliance with the Zoning Ordinance, Subdivision and Development Regulations, and all applicable laws of the City. Such additional regulations are supplemental to the requirements herein and no modification of any applicable regulations shall result from this Amended M-3 Planned Industrial District ordinance, except where this ordinance has expressly modified such regulations by reference to the applicable provision authorizing such modification.

h. Prior to issuance of a Special Use Permit (SUP) by the St. Louis County Department of Highways and Traffic, a special cash escrow or a special escrow supported by an Irrevocable

Letter of Credit must be established with the Department of Planning to guarantee completion of the required roadway improvements.

11. 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 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 ordinance, but shall be completed prior to issuance of any zoning authorization for a building 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 provided parking spaces, shall be **4,937 square feet** or its equivalent. This public space area can be provided in the form of a planted landscape/wildflower strip that will act as privately-held public space (twenty-five (25) feet in total width) to be located along the northern boundary of the site (between the existing western end of the bleeder ditch and the permanent easement to Monarch-Chesterfield Levee District), as indicated on the Preliminary Development Plan submitted in conjunction with this rezoning request, and the trail easement on the levee area itself.

Section Three. This ordinance shall be in full force and effect on and after its passage and approval.

Section Four. Nothing contained herein shall in any manner be deemed or construed to alter, modify, supersede, supplant or otherwise nullify any other Ordinance of the City or the requirements thereof whether or not relating to or in any manner connected with the subject matter hereof, unless expressly set forth herein.

Section Five. If any term, condition, or provision of this Ordinance shall, to any extent, be held to be invalid or unenforceable, the remainder hereof shall be valid in all other respects and continue to be effective and each and every remaining provision hereof shall be valid and shall be enforced to the fullest extent permitted by law, it being the intent of the City Council that it would have enacted this Ordinance without the invalid or unenforceable provisions. In the event of a subsequent change in applicable law so that the provision, which had been held invalid, is no longer invalid, said provision shall thereupon return to full force and effect without further action by the City and shall thereafter be binding.

This Bill was passed and approved this ____ day of _____, 2016, by the City 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

ATTEST:

Elizabeth Weiss, City Clerk

The Honorable James R. Bowlin, Mayor

ATTEST:

Elizabeth Weiss, City Clerk

Editor's Note: Changes to Ordinance are indicated by red, underlined, and bolded type, while a single, strike-through line shows deletions.

BILL # 2204 **ORDINANCE # 2204**

AN ORDINANCE OF THE CITY OF WILDWOOD, MISSOURI, AMENDING SPECIAL PROCEDURES PERMIT ORDINANCE #2116 BY DELETING SECTION TWO THEREOF AND ENACTING, IN LIEU THEREOF, A NEW SECTION TWO; AND PROVIDING FOR THE APPROVAL OF AN AMENDED PLANNED RESIDENTIAL DEVELOPMENT OVERLAY DISTRICT (PRD) FOR AN APPROXIMATELY TWENTY-EIGHT (28) ACRE TRACT OF LAND BEING AUTHORIZED FOR ONE HUNDRED FOUR (104), SINGLE FAMILY DETACHED DWELLINGS ON INDIVIDUAL LOTS, WITH COMMON GROUND AND PUBLIC SPACES - *P.Z. 25, 26, and 26a-14 Main Street Crossing, Payne Family Homes L.L.C.* (Ward - Eight)

WHEREAS, pursuant to Ordinance #2116, certain property more particularly described herein (the "Property") was zoned R-4 7,500 square foot Residence District, with a Planned Residential Development Overlay District (PRD), in September 2015, which allowed for the use of such Property for a Town Center Neighborhood Edge type of residential development consisting of an authorized one hundred four (104) single family detached dwellings on individual lots, with common ground and public spaces; and

WHEREAS, on June 13, 2016, the City Council referred consideration of amendments to the Planned Residential Development Overlay District Ordinance #2116 to the Planning and Zoning Commission in light of certain development finance incentives sought by the developer to assist with the cost of certain roadway improvements that are necessary for this site, given its location in Town Center and the additional trips that it will create on the network of surrounding roadways; and

WHEREAS, this request was considered by the Planning and Zoning Commission on July 5, 2016 and discussion was held on the merits of these changes to the current Planned Residential Development Overlay District (PRD) ordinance, which would lessen certain infrastructure and phasing requirements associated with the project's development to the favor of the petitioner; and

WHEREAS, after consideration of this matter and responding to the Department of Planning's report, the Planning and Zoning Commission recommended approval of the Petition requesting the current Planned Residential Development Overlay District (PRD) ordinance be amended, subject to certain terms and conditions, the specifics of such approval and recommendation being set forth in the recommendation of the Planning and Zoning Commission submitted to the City Council dated July 5, 2016, and regarding ***P.Z. 25, 26, and 26a-14 Main Street Crossing, Payne Family Homes L.L.C.***, a copy of which is on file in the office of the City Clerk and incorporated by reference herein; and

WHEREAS, the City Council held a public hearing to consider the amendment on July 25, 2016, at which interested persons were offered an opportunity to speak; and

WHEREAS, at their meeting on July 25, 2016, the City Council directed the Department of Planning to prepare draft legislation for consideration by the City Council consistent with the Planning and Zoning Commission's recommendation.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. The City of Wildwood's Zoning Ordinance, Official Zoning District Maps, and Ordinance #2116 of the City of Wildwood, Missouri, all made a part hereof and incorporated by reference herein, are hereby amended by designating the Property described below by amending the current Planned Residential Development Overlay District (PRD) for the described tract of land provided below:

A tract of land situated in Sections 1 and 2, Township 44 North, Range 3 East in St. Louis County, Missouri, more particularly described as follows: Commencing at an old stone in the South line of the Northwest ¼ of the Southwest ¼ of said Section 1, set at a point where the said South line is intersected by the West line of Eatherton Road; thence along the Western line of Eatherton Road South 1 degree 53 minutes West, a distance of 104.36 feet to a point being the Southeast corner of property described in deed to Bert C. Grimm and wife, recorded in Book 1848 page 335, also being the point of beginning; thence North 87 degrees 17 minutes West along a line parallel with the South line of the Northwest ¼ of the Southwest ¼ of said Section 1, 417.42 feet to an old stone at the Southwest corner of property described in said deed to Grimm and wife; thence North 1 degree 53 minutes East of 104.36 feet to an old stone in said South line of the Northwest ¼ of the Southwest ¼ Section 1; thence North 87 degrees 17 minutes West along the South line of Northwest ¼ of the Southwest ¼ of Section, 914.42 feet to an old iron rod at the Southwest corner of said ¼ section; thence North 87 degrees 47 minutes West along the South line of the Northeast ¼ of the Southeast ¼ of Section 2, 578.52 feet to an iron pipe at its intersection with the Eastern line of Missouri Route 109; thence along the Eastern line of said Route 109, north 22 degrees 10 minutes 53 seconds East, 324.27 feet; Thence continuing along said eastern line North 14 degrees 6 minutes 29 seconds East; Thence North 14 degrees 32 minutes 43 seconds East, 346.18 feet to a point on the South line of tract conveyed to Alexander J. Coyle and wife by deed recorded in Book 1567 page 27; thence departing said Eastern line of Missouri Route 109 South 87 degrees 35 minutes East along the South line of the property conveyed to Coyle and wife as aforesaid; 319.52 feet to an iron pipe at the Southeast corner thereof being at a point in the line between said Sections 1 and 2; thence along the line between Sections 1 and 2, South 1 degree 57 minutes West 180 feet to corner of property conveyed to Albert Anderson and wife by deed recorded in Book 2909 page 26, thence along the South line of said property conveyed to Anderson and wife as aforesaid, South 86 degrees 48 minutes East 1,246.2 feet to the West line of Eatherton Road, thence Southeastwardly and Southwardly along the Western line of Eatherton Road along a curve to the right having a radius of 458.00 feet a distance of 251.66 feet; Thence continuing along said West line South 1 degree 53 minutes West, 512.47 feet to the point of beginning and containing 34.80 Acres, more or less.

Section Two. That Ordinance #2116 of the City of Wildwood, Missouri, be and is hereby amended by deleting Section Two thereof in its entirety and enacting, in lieu thereof, new Section Two, to read as follows:

> **Section Two**. The zoning authority and approval embodied in this ordinance is granted subject to compliance with the Subdivision and Development Regulations, Zoning Ordinance, 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 of the City Council from its public hearing discussion held on July 25, 2016, 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 four (104)**, 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 of the allowable residential properties.

2. LOT SIZES, DEPTHS, AND BUILDING REQUIREMENTS

a. Each detached dwelling unit shall be located on an individual lot of record that is a minimum of **4,000 square feet** in size. The minimum width of any lot within this P.R.D. Overlay District shall be **forty (40) feet** in distance, except for those properties located within a cul-de-sac, which shall be as approved by the Planning and Zoning Commission on the Site Development Plan. These lot 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 twenty percent (20%)** 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 **seventy-six (76)** 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 **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 twenty-eight (28) of the allowable one hundred four (104) 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. 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 twenty-eight (28) acres and no greater than 28.5 acres.

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 Regulating Plan changes, 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.
    (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.

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. Dedicate the required amount of right-of-way and/or easements along this property's State Route 109 frontage to the Missouri Department of Transportation (MoDOT) for public roadway purposes, ***which shall incorporate the ultimate design for the planned installation of a roundabout and related items, while constructing a temporary, right-in/right-out access point ~~a roundabout~~ and related channelization island(s) and other improvements required therein.*** Improvements, ***whether temporary or permanent in nature***, to State Route 109 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 109 and directed by the Department of Public Works.~~

d. Establish a minimum seventy (70) foot wide public right-of-way for the construction of Main Street within the site, for a total of thirty-four (34) feet of pavement area (inclusive of the concrete vertical curb and gutter and grass median) and five (5) foot sidewalks on both sides of this internal roadway, 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. 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 ***(spacing of lights on one (1) side of any street/roadway shall be no greater than one hundred fifty (150) feet in distance)***, 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 Main Street and directed by the Department of Public Works.

e. 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. 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. Dedicate the required amount of right-of-way and/or easements along this property's Eatherton Road frontage to the City of Wildwood, Missouri for public roadway purposes and for the construction of required roadway improvements, which include a widening of a minimum of five (5) feet in width, a five (5) foot wide sidewalk, and street trees and lights, including a minimum three (3) foot wide tree lawn area for these improvements. A future roundabout, and related channelization islands and other improvements required therein, shall not be required, but the dedication of right-of-way for such shall be made at the time of the Record Plat. 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. Extend all existing stub streets abutting the subject site into it and these extensions 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. These stub street extensions shall include Larksong Drive South, Kilare Lane, and Grover Ridge Drive. 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. Dedicate a minimum forty (40) foot wide strip of land on the subject site for a future street connection to the south, which shall be as approved by the Planning and Zoning Commission on the Site Development Plan. The location of this planned stub street shall be generally in the southeast corner of the subject site, approximately 370 feet to the west of existing

Eatherton Road. Within this dedication of public right-of-way, construct a roadway that 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.

i. 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.

j. 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

k. 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.

l. 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.

m. **Construction access shall be from State Route 109 during the development of this site, not via the Cambury Subdivision or Eatherton Road.**

n. 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.

o. 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. ***The City of Wildwood will assist, where applicable,***

with the discussions on said utility requirements, so as to minimize delays and costs to the developer. Any decision in this regard shall be acted upon by the City Council, if funding is associated with such.

p. 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

q. 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-4 7,500 square foot Residence District.

Landscape Requirements - Specific

r. 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.

s. 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.

t. 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.

u. 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 four (104) dwelling units.

v. The developer shall provide a minimum ten (10) foot wide, landscape buffer strip, within a perpetual easement dedicated to the Homeowners Association for its maintenance and

care, along the entire southern boundary of the site, and upon individual rear lot areas, for plantings, as reviewed and acted upon by the Planning and Zoning Commission.

w. 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-4 7,500 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. Access to Eatherton Road from this Planned Residential Development Overlay District, e.g. any street or alley, including Main Street, shall not be authorized, **until such time as all necessary street and roadway improvements, including temporary access to State Route 109, have been completed to an acceptable minimum level to the Missouri Department of Transportation (MoDOT) and the City of Wildwood.** ~~forty (40) percent of the authorized units within its boundaries are owner-occupied~~. Until this threshold is reached, access shall be restricted/blocked to Eatherton Road, as shown on the Site Development Plan and reviewed and acted upon by the Department of Public Works and the Planning and Zoning Commission. Specifications for the manner in which access shall be controlled to Eatherton Road shall be at the discretion of the City of Wildwood, but all costs associated with such are the responsibility of the developer.

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 parking spaces provided by the following rate:

Type of Development	***Required Contribution***
Single Family Dwelling (**detached**)	$1,055.10/Parking Space

(Parking space is defined by Section 415.280 of the City of Wildwood Zoning Code.)

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 State Route 109 and the off-site portion of the Main Street right-of-way. 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.
3. Retention/detention of differential runoff of stormwater shall be required. Stormwater management shall be provided in permanent retention/detention facilities, such as ponds or other acceptable alternatives. These retention/detention facilities shall be completed and in operation prior to the issuance of building permits for an approved dwelling unit, except display lots.
4. All proposed retention/detention facilities and related stormwater improvements shall be located in a common ground area and insure perpetual maintenance to the Homeowners Association to be created at the time of platting of this development.
5. The developer of this site shall be solely responsible to provide the necessary mechanisms, as part of the Site Development Plan/Improvement Plan process, to implement "best management practices" for stormwater management and the construction of related facilities. Minimally, these practices/facilities should include rain gardens, vegetative swales, and other options to substantially reduce the amount of stormwater leaving the subject site.
6. The developer shall provide adequate detention and/or hydrologic calculations for review and approval of all stormwater that will encroach on City of Wildwood/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

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 109 and Eatherton Road must be completed prior to the issuance of building permits in excess of **fifty (50)** ~~twenty (20)~~ percent of the units. **The State Route 109 required improvements may be credited against the overall Traffic Generation Assessment Fee (TGA) charge associated with these allowable residential units, if authorized by the City Council.** 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 salutation 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 for the 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**.

Section Three. This ordinance shall be in full force and effect on and after its passage and approval.

Section Four. Nothing contained herein shall in any manner be deemed or construed to alter, modify, supersede, supplant or otherwise nullify any other Ordinance of the City or the requirements thereof whether or not relating to or in any manner connected with the subject matter hereof, unless expressly set forth herein.

Section Five. If any term, condition, or provision of this Ordinance shall, to any extent, be held to be invalid or unenforceable, the remainder hereof shall be valid in all other respects and continue to be effective and each and every remaining provision hereof shall be valid and shall be enforced to the fullest extent permitted by law, it being the intent of the City Council that it would have enacted this Ordinance without the invalid or unenforceable provisions. In the event of a subsequent change in applicable law so that the provision, which had been held invalid, is no longer invalid, said provision shall thereupon return to full force and effect without further action by the City and shall thereafter be binding.

This Bill was passed and approved this ____ day of _____, 2016, by the City 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	The Honorable James R. Bowlin, Mayor
ATTEST:	**ATTEST:**
_____	_____
Elizabeth Weiss, City Clerk	Elizabeth Weiss, City Clerk

Editor's Note: Changes to Ordinance are indicated by blue and bolded type, while a single, strike-through line shows deletions.

BILL #2205 **ORDINANCE #2205**

AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF WILDWOOD, MISSOURI, TO EXECUTE A CONTRACT ON BEHALF OF THE CITY OF WILDWOOD WITH L. F. KRUPP CONSTRUCTION, INC., FOR CONSTRUCTION OF THE FOX CREEK ROAD BRIDGE REPLACEMENT PROJECT, INCLUDING TRAFFIC CONTROL AND OTHER INCIDENTAL ITEMS AS SHOWN ON CONSTRUCTION DRAWINGS AND SPECIFICATIONS.

WHEREAS, the City of Wildwood has planned an improvement project to replace the Fox Creek Road Bridge over Hollow Tributary located about 0.22 miles south of State Route 100; and

WHEREAS, the City of Wildwood entered into a federal funding agreement with the Missouri Highways and Transportation Commission which will reimburse the City for 80% of the project's construction cost, up to $560,000; and

WHEREAS, the Planning and Zoning Commission reviewed the project and approved the Site Development Plan; and

WHEREAS, the Department of Public Works, has completed engineering plans and specifications for the project, which led the City solicited bids during July 2016; and

WHEREAS, six (6) bids were submitted by different companies, all of which were competitive and met the requirements set forth by the City for this project; and

WHEREAS, the bid from Krupp Construction in the amount of $618,754.50, was the lowest responsible bid received; and

WHEREAS, the Administrative and Public Works Committee reviewed the bids, and recommended awarding a contract to Krupp Construction to construct this project at a contract amount of $618,754.50;

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. That the form, terms, and provisions of the Contract by and between the City of Wildwood, Missouri, and L.F. Krupp Construction, Inc., for construction of the Fox Creek Road Bridge Replacement Project, including traffic control and other incidental items as shown on the construction drawings and specifications, attached hereto, marked as Exhibit A, and incorporated by reference herein, be and they hereby are approved and the Mayor is hereby authorized, empowered and directed to further negotiate, execute, acknowledge, deliver and administer on behalf of the City such Contract in substantially the form attached hereto. The City Clerk is hereby authorized and directed to attest to the Contract and other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of the Contract and this Ordinance.

Section Two. The total expenses and liability of the City under the contract shall not exceed a contract sum of $618,754.50, except that the Director of Public Works may, by written change order, increase the scope of the work pursuant to the same contract rates and terms in an amount not to exceed a total authorization under this ordinance of $675,000.

Section Three. This Ordinance shall be in full force and effect from and after its passage and approval.

Section Four. Nothing contained herein shall in any manner be deemed or construed to alter, modify, supersede, supplant or otherwise nullify any other Ordinance of the City or the requirements thereof whether or not relating to or in any manner connected with the subject matter hereof, unless expressly set forth herein.

Section Five. If any term, condition, or provision of this Ordinance shall, to any extent, be held to be invalid or unenforceable, the remainder hereof shall be valid in all other respects and continue to be effective and each and every remaining provision hereof shall be valid and shall be enforced to the fullest extent permitted by law, it being the intent of the City Council that it would have enacted this Ordinance without the invalid or unenforceable provisions. In the event of a subsequent change in applicable law so that the provision which had been held invalid is no longer invalid, said provision shall thereupon return to full force and effect without further action by the City and shall thereafter be binding.

This Bill was passed and approved this ____ day of _____, 2016, by the Council of the City of Wildwood, Missouri, after having been read by title or in full two times prior to passage.

_____ _____

Presiding Officer James R. Bowlin, Mayor

ATTEST: ATTEST:

_____ _____

City Clerk City Clerk

BILL #2206 **ORDINANCE #2206**

AN ORDINANCE AUTHORIZING THE MAYOR OF THE CITY OF WILDWOOD, MISSOURI, TO EXECUTE A CONTRACT ON BEHALF OF THE CITY OF WILDWOOD, MISSOURI WITH *KCI CONSTRUCTION COMPANY* FOR THE CONSTRUCTION OF THE 2nd STATE ROUTE 100 PEDESTRIAN BRIDGE AND ASSOCIATED PLAZA AREAS, AS SHOWN ON CONSTRUCTION DRAWINGS AND SPECIFICATIONS. (Wards – Five and Eight)

WHEREAS, the City of Wildwood has created a network of trails and other pedestrian facilities to foster an outdoor lifestyle for its residents and create opportunities for exploration of Wildwood's abundant open spaces and public properties; and

WHEREAS, over the years, it has been the desire of the City Councils to create safe crossings over Wildwood's major roadways and streets for pedestrians and other users, which has included tunnels and bridges; and

WHEREAS, these improvements have created new opportunities for further development of trails and crossings, one of which is a second pedestrian bridge over State Route 100, just to the east of State Route 109; and

WHEREAS, this second pedestrian bridge at this location has been a point of discussion for almost twenty (20) years and finally became an active consideration, when a partial grant was awarded to the City of Wildwood for its construction; and

WHEREAS, with this grant funding in place and City Council support for the remaining amount of its estimated cost, design, engineering, and the bidding processes followed, all culminating in a bid opening on July 27, 2016, where six (6) bids were received; and

WHEREAS, the lowest responsible bid was submitted by ***KCI Construction Company*** and provided two (2) Add Alternates, with the base bid of $1,364,859.00; and

WHEREAS, this information was presented to the Administration/Public Works Committee of City Council and it has endorsed the selection of ***KCI Construction Company*** for this bridge project at the base bid amount of $1,364,859.00, plus Add Alternate #1 for the lighting of the decking and plaza areas at a cost of $97,011.00, for a total package of $1,461,870.00; and

WHEREAS, adequate funding exists in the Capital Improvements Program Budget for 2016 to accommodate the City's required contribution to this project.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. That the form, terms, and provisions of the Contract by and between the City of Wildwood, Missouri, and ***KCI Construction Company*** for construction of the State Route 100 Pedestrian Bridge and associated plaza areas, as shown on construction drawings and specifications, attached hereto, marked as Exhibit A, and incorporated by reference herein, be and they hereby are approved and the Mayor is hereby authorized, empowered and directed to further negotiate, execute, acknowledge, deliver and administer on behalf of the City such Contract in substantially the form attached hereto. The City Clerk is hereby authorized and directed to attest to the Contract and other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of the Contract and this Ordinance.

Section Two. The total expenses and liability of the City under the contract shall not exceed the contract sum of $1,461,870.00, except that the Director of Public Works may, by written change order, increase the scope of the work pursuant to the same contract rate and terms in an amount not to exceed a total authorization under this ordinance of **$1,546,870.00 (an additional $85,000.00).**

Section Three. This Ordinance shall be in full force and effect from and after its passage and approval.

Section Four. Nothing contained herein shall in any manner be deemed or construed to alter, modify, supersede, supplant or otherwise nullify any other Ordinance of the City or the requirements thereof whether or not relating to or in any manner connected with the subject matter hereof, unless expressly set forth herein.

Section Five. If any term, condition, or provision of this Ordinance shall, to any extent, be held to be invalid or unenforceable, the remainder hereof shall be valid in all other respects and continue to be effective and each and every remaining provision hereof shall be valid and shall be enforced to the fullest extent permitted by law, it being the intent of the City Council that it would have enacted this Ordinance without the invalid or unenforceable provisions. In the event of a subsequent change in applicable law so that the provision, which had been held invalid is no longer invalid, said provision shall thereupon return to full force and effect without further action by the City and shall thereafter be binding.

This Bill was passed and approved this ____ day of _____, 2016, by the Council of the City of Wildwood, Missouri, after having been read by title or in full two times prior to passage.

_____
Presiding Officer

ATTEST:

_____
Elizabeth Weiss, City Clerk

_____
The Honorable James R. Bowlin, Mayor

ATTEST:

_____
Elizabeth Weiss, City Clerk

City of Wildwood

CITY-CONTRACTOR AGREEMENT

This City–Contractor Agreement "Agreement" is made and entered into this ____day of_____ , 20___, by and between the City of Wildwood, Missouri (hereinafter called the "City") and KCI Construction Company , with offices located at 10315 Lake Bluff Drive, St. Louis, MO 63123 (hereinafter called the "Contractor").

WITNESSETH:

The Contractor and the City, for the consideration set forth herein, agree as follows:

ARTICLE I.

The Contract Documents

The Contract Documents, hereby placed on file with the City Clerk, consist of the General Conditions of City-Contractor Agreement, State Wage Determination, Non-Collusion Affidavit, Performance Payment Bond, Specifications, Drawings, the Construction Schedule, all Addenda, and all Modifications issued after execution of this Agreement, which together with this Agreement form the entire agreement, obligations and duties of the parties, and are all as fully a part of the Agreement as if attached to this Agreement or repeated herein. All definitions set forth in the General Conditions of City-Contractor Agreement are applicable to this Agreement.

ARTICLE II.

Scope of Work

The Contractor, acting as an independent contractor, shall do everything required by the Contract Documents (the "Work") and shall timely complete the project in strict compliance with all requirements and specifications set forth in the Contract Documents. Contractor represents and warrants that it has special skills which qualify it to perform the Work in accordance with the Contract Documents, and that it is free to perform all such Work and is not a party to any other agreement, written or oral, the performance of

which would prevent or interfere with the performance, in whole or in part, of the Work. All Work shall be performed in compliance with all applicable federal, state, and City laws and regulations, including but not limited to all grading, construction and zoning ordinances of the City.

ARTICLE III.

Time of Completion

All time limits stated in the Contract Documents are of the essence. The Work to be performed here under shall commence within ten (10) days of the date of the written notice to proceed from the City to the Contractor. Working days for the completion of the Work have been established. The count of working days will start on the date the Contractor starts any construction operations on this project and all Work shall be completed within the working days specified below.

Calendar Days : **270**

Should the Contractor, or in case of default, the surety, fail to complete the Work within the working days or the completion date specified, whichever occurs first, a deduction of the amount stipulated in Article V will be made for each day that the Work remains uncompleted.

ARTICLE IV.

The Contract Sum and Payments

The City shall pay the Contractor for the performance of the Work the total sum of $ 1,461,870.00 (Base Bid + Bid Alt. 1) (the "Contract Sum") based upon Applications for Payment submitted by the Contractor on or before the twentieth (20th) day of the month for Work completed in accordance with the General Conditions in the following manner:

(1) On or about the tenth (10th) day of each following month, ninety percent (90%) of the portion of the Contract Sum properly allocable to labor, materials and equipment

incorporated into the Work, and ninety percent (90%) of the portion of the Contract Sum properly allocable to materials and equipment suitably stored at the site to be incorporated into the Work, through the period ending up to the twentieth (20th) of the preceding month, less the aggregate of all previous progress payments;

(2) Upon completion of the Work, a sum sufficient to increase the total payments to ninety percent (90%) of the Contract Sum; and

(3) Final payment within 60 days after the Work is fully completed and accepted by the City and the Work fully performed.

(4) The retainage amount withheld by subsections (1) and (2) above shall not exceed any maximum amount permitted by law

ARTICLE V.

Performance of the Work

(a) Within seven (7) calendar days after being selected, the Contractor shall prepare and submit for the City's approval (1) a Construction Schedule for the Work in a bar chart format which Construction Schedule shall indicate the dates for starting and completing the various stages of construction and (2) a Traffic Control Plan indicating the location of all proposed signage, detours and road closures throughout the project which adequately address the traffic control plan of the proposed Work. All traffic control shall be according to the standards of the Manual on Uniform Traffic Control Devices developed by the Federal Highway Administration. The Notice To Proceed shall be issued within 10 working days of the selection, however, no Work will commence until the Contractor's Construction Schedule and traffic control plan are submitted and approved by the City. The Contractor shall be required to substantially finish portions of the Work as designated by the Director of Public Works prior to continuation of further Work remaining on the project. This may include backfilling, seeding, or cleanup as designated by the Director of Public Works.

(b) Completion of the Work in accordance with the time limits set forth in the Construction Schedule is an essential condition of the Agreement. If the Contractor fails to complete the Work in accordance with the Construction Schedule, unless the delay is excusable under the provisions of Article VI hereof, the Contractor shall pay the City, as liquidated damages and not as a penalty, the sum of $ **1,100.00** for each calendar day the Contractor fails to comply with the Construction Schedule. The total amount so payable to the City as liquidated damages may be deducted from any sums due or to become due to Contractor from City.

(c) After Commencement of the Work, and until final completion of the Work, the Contractor shall report to the City at such intervals as the City may reasonably direct, the actual progress of the Work compared to the Construction Schedule. If the Contractor falls behind the Construction Schedule for any reason, it shall promptly take, and cause its Subcontractors to take, such action as is necessary to remedy the delay, and shall submit promptly to the City for approval a supplementary schedule or progress chart demonstrating the manner in which the delay will be remedied; provided, however, that if the delay is excusable under Article VI hereof, the Contractor will not be required to take, or cause its Subcontractors to take, any action which would increase the overall cost of the Work (whether through overtime, premium pay or otherwise), unless the City shall have agreed in writing to reimburse the Contractor for such increase in cost. Any increase in cost incurred in remedying a delay which is not excusable under Article VI hereof, or is not approved in advance by the City, shall be borne by the Contractor.

ARTICLE VI.

Delays Beyond Contractor's Control

(a) If the Contractor fails to complete the Work in accordance with the Construction Schedule solely as a result of the act or neglect of the City, or by strikes, lockouts, fire or other similar causes beyond the Contractor's control, the Contractor shall not be required

to pay liquidated damages to the City pursuant to paragraph (b) of Article V hereof, provided the Contractor uses his best efforts to remedy the delay in the manner specified in paragraph (c) of Article V hereof. If, as a result of any such cause beyond the Contractor's control, the delay in completion of the Work in accordance with the Construction Schedule is so substantial that it cannot be remedied in the aforesaid manner, or if the backlog of Work is so great that it cannot be remedied without incurring additional cost which the City does not authorize, then the time of completion and the Construction Schedule shall be extended pursuant to a Change Order for the minimum period of delay occasioned by such cause. The period of delay and extension shall be determined by the City.

(b) Notwithstanding the foregoing paragraph (a), no extension of time shall be granted for any delay the cause of which occurs more than seven (7) days before claim therefore is made in writing by the Contractor to the City, and no extension of time shall be granted if the Contractor could have avoided the need for such extension by the exercise of reasonable care and foresight. In the case of a continuing cause of delay, only one claim is necessary.

(c) Weather shall not constitute a cause for granting an extension of time.

(d) In the event a delay is caused by the City, the Contractor's sole remedy shall consist of its rights under this Article VI.

ARTICLE VII.

Changes in the Work or Cost of Work

(a) The City may make changes within the general scope of the project by altering, adding to or deducting from the Work, and the Contract Sum adjusted accordingly. All such changes in the Work shall be executed under the conditions of the Agreement. No extra Work or change in the Work shall be made except pursuant to a Change Order approved by the City and Contractor in accordance with the General

Conditions. Any claim for an increase in the Contract Sum resulting from any such change in the Work shall promptly be made by the Contractor in accordance with the General Conditions.

(b) If the requested change would result in a delay in the Construction Schedule, the provisions of paragraph (c) of Article V and of Article VI hereof shall apply. If the requested change would result in a decrease in the time required to perform the Work, the completion date and the Construction Schedule shall be adjusted by agreement between the parties to reflect such decrease.

(c) If the Contractor intends to make a claim for an increase in the Contract Sum, it shall give the City written notice explaining the circumstances, justifications and amount of Contract Sum increase desired thereof promptly after the occurrence of the event or circumstances giving rise to such claim. This notice shall be given by the Contractor before proceeding to execute further Work. No such claim shall be valid unless so made in accordance with the General Conditions. Any change in the Contract Sum resulting from such a claim shall first be authorized by Change Order executed by the City and Contractor. The City reserves the right to suspend Work of the Contractor pending the resolution of any claim for an increase in the Contract Sum.

(d) Any adjustment in the Contract Sum for duly authorized extra Work or change in the Work shall be determined based on the unit prices previously specified, to the extent such unit prices are applicable. To the extent such unit prices are not applicable, the adjustment in the Contract Sum shall, at the option of the City, be determined by an acceptable lump sum properly itemized and supported by sufficient substantiating data to permit evaluation, or by an acceptable cost plus percentage or fixed fee.

ARTICLE VIII.

Termination by City or Contractor

(a) If the Contractor is adjudged a bankrupt, or if the Contractor makes a general assignment for the benefit of creditors, or if a receiver is appointed on account of the Contractor's insolvency, or if the Contractor persistently or repeatedly fails, except in cases for which an extension of time is provided, to make progress in accordance with the Construction Schedule, or if the Contractor fails to make prompt payment to Subcontractors or for material or labor, or persistently disregards laws, ordinances or the instructions of the City, or otherwise breaches any provision of the Agreement, the City may, without prejudice to any other right or remedy, by giving written notice to the Contractor and its surety, terminate the Agreement, take possession of the Work and of all materials and equipment thereon and finish the Work by whatever method the City may deem expedient. In such case, the Contractor shall not be entitled to receive any further payment until the Work is finished. If the unpaid balance of the Agreement Sum shall exceed the expenses of finishing the Work, including additional architectural, managerial and administrative expenses, such excess shall be paid to the Contractor. If such expenses shall exceed the unpaid balance of the Contract Sum, the Contractor shall pay the difference to the City promptly upon demand.

In the event of termination pursuant to this Article, the Contractor, upon the request of the City, shall promptly:

(i) assign to the City, in the manner and to the extent directed by the City, all right, title and interest of the Contractor under any subcontracts, purchase orders and construction equipment leases to which the Contractor is a party and which relate to the Work or to construction equipment required therefore, and

(ii) make available to the City to the extent directed by the City all construction equipment owned by the Contractor and employed in connection with the Work.

(b) Performance of the Work hereunder may be terminated by the City by giving three (3) days prior written notice to the Contractor if the City, for any reason and in its sole discretion, decides to discontinue or suspend construction. In the event of such termination, as opposed to termination pursuant to paragraph (a) of this Article VIII, the Contract Sum shall be reduced in an equitable manner by agreement between the parties or by arbitration.

ARTICLE IX.

Contractor's Liability Insurance

The Contractor shall purchase and maintain in full force and effect the following insurance coverages with an insurance carrier acceptable to the City:

The policy shall be endorsed to cover the liability of the Contractor under the General Conditions of this Agreement.

The Contractor and his Subcontractors shall procure and maintain during the life of this Agreement insurance of the types and minimum amounts as follows:*

(a) Workers' Compensation in full compliance with statutory requirements of Federal and State of Missouri law and Employers' Liability coverage in the amount of $1,000,000.

(b) Comprehensive General Liability and Bodily Injury

Including Death:	$ 500,000 each person
	$3,000,000 each occurrence
Property Damage:	$3,000,000 each occurrence
	$3,000,000 aggregate

(c) Comprehensive Automobile Liability, Bodily Injury

Including Death:	$500,000 each person
	$3,000,000 each occurrence
Property Damage:	$3,000,000 each accident

The Contractor's policy shall name the City as the Insured. Certificates evidencing such insurance shall be furnished the City prior to Contractor commencing the Work on this project. The certificates must state "The City of Wildwood is an additional insured."

*But not less than the sovereign immunity limits for Missouri public entities as calculated by the Missouri Department of Insurance, Financial Institutions and Professional Registration, and published annually in the Missouri Register pursuant to Section 537.610, R.S.Mo. The Contractor and his Subcontractors shall cause the insurer(s) to increase the insurance amounts in accordance with those published annually in the Missouri Register pursuant to Section 537.610, R.S.Mo. In no event shall the language of this Agreement constitute or be construed as a waiver or limitation for the City's rights or defenses with regard to its applicable sovereign, governmental, or official immunities and protections provided by state constitution or law.

ARTICLE X.

The Work

The Contractor shall furnish all labor, materials and equipment necessary to perform the scope of Work within the project limits. The Scope of Work includes The proposed work includes: all labor, equipment, and materials necessary for the construction of a pedestrian bridge over Missouri Route 100 from the end of Eatherton Road to the end of Kilare Lane and all incidental work necessary to complete the project, including load rated steel bridge, abutments, center pier, plazas, earthwork, retaining walls, paving, guardrails, striping, lighting and other items identified in the construction documents.

ARTICLE XI.

Miscellaneous Provisions

(a) This Agreement constitutes the sole and complete understanding of the parties hereto with respect to the subject matter hereof, and shall replace all prior written and oral understandings. This Agreement may be amended only by written agreement signed by the parties.

(b) Each party hereunder represents to the other that it is duly organized, validly existing and in good standing under the laws of its state of incorporation or formation; the

execution, delivery and performance of this Agreement by such party has been duly authorized by all necessary and appropriate action; and, this Agreement constitutes a valid and binding obligation of such party, enforceable against such party in accordance with the terms hereof.

(c) This Agreement may be executed in any number of counterparts, each of which shall be deemed to be an original and all of which shall constitute one agreement that is binding upon both parties hereto, notwithstanding that all parties are not signatories to the same counterpart. This Agreement may be delivered by facsimile or electronic mail transmission. This Agreement shall be considered to have been executed by a party, if there exists a photocopy, facsimile copy, electronic copy, or a photocopy of a facsimile or electronic copy of an original hereof or of a counterpart hereof which has been signed by such party. Any photocopy, facsimile copy, electronic copy or photocopy of a facsimile copy of this Agreement or any counterpart hereof shall be admissible into evidence in any proceeding as though the same was an original.

(d) The parties shall act in good faith in the performance of their obligations hereunder.

(e) If either party to this Agreement defaults in the performance of its obligation(s) hereunder, the prevailing party in any action to enforce its rights and remedies shall be entitled to obtain its costs and reasonable attorney's fees from the non-prevailing party.

(f) The failure of either party to enforce any of its rights hereunder shall not act as a waiver of that or any other right possessed by such party under this Agreement.

(g) If any provisions of this Agreement shall be found to be illegal, invalid or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall remain in full force and effect and be construed to effectuate the intent of the parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement:

CITY OF WILDWOOD
(the "City")

By_____
Jim Bowlin , Mayor

Attest:

_____
City Clerk

(the "Contractor")

By:_____

Printed Name: _____

_____
Title

RESOLUTION #2016-20

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT WITH CB ENGINEERING, INC., d/b/a COCHRAN, FOR THE DESIGN OF BICYCLE AND PEDESTRIAN SAFETY IMPROVEMENTS ON STATE ROUTE 109, STATE ROUTE 100 AND TAYLOR ROAD WITHIN THE CITY OF WILDWOOD.

WHEREAS, the City Council finds and determines that it is to the benefit of the general health, safety and welfare of the residents of the City to improve the safety of pedestrians and bicyclists along State Route 109, State Route 100 and Taylor Road, by providing a new crosswalk and upgrading existing crosswalks; and

WHEREAS, the City has developed conceptual plans for the Route 100, Route 109 and Taylor Road Bicycle and Pedestrian Safety Improvement Project which includes the following improvements:

A. Installation of flashing beacons and crosswalk modifications at the following locations:
    - Crosswalk over Pond-Grover Loop Road East of Route 109;
    - Crosswalk over Bent Ridge Drive East of Route 109;
    - Crosswalk over Shepard Road East of Route 109; and
    - Crosswalk over Taylor Road between Plaza Drive and Main Street;
B. Installation of a new pedestrian crosswalk with pedestrian signals across Route 109 at Shepard Road; and
C. Traffic signal modifications at the intersection of Route 100 and Taylor Road, including the installation of pedestrian count down signal heads, relocation of the existing crosswalk over Route 100 to the west side of the intersection, providing upgrades to meet current ADA requirements, and installation of advance warning flashing beacons along with appropriate warning signs for the eastbound Route 100 approach; and

WHEREAS, the City of Wildwood has applied for state funding under the Missouri Moves Cost Share program to construct the Route 100, Route 109 and Taylor Road Bicycle and Pedestrian Safety Improvement Project; and

WHEREAS, the City would like to complete the design of the Route 100, Route 109 and Taylor Road Bicycle and Pedestrian Safety Improvement Project;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. That the form, terms, and provisions of the Agreement with CB Engineering, Inc.,, d/b/a Cochran, for the design of Route 100, Route 109 and Taylor Road Bicycle and Pedestrian Safety Improvement Project, attached hereto, marked as Exhibit A, and incorporated by

reference herein, be and they hereby are approved and the Mayor is hereby authorized, empowered and directed to further negotiate, execute, acknowledge, deliver and administer on behalf of the City such Agreement in substantially the form attached hereto. The City Clerk is hereby authorized and directed to attest to the Agreement and other documents, certificates and instruments as may be necessary or desirable to carry out and comply with the intent of the Agreement and this Resolution.

Section Two. The total aggregate expenses and liability of the City under the agreement authorized herein with Cochran, Inc. shall not exceed the amount of $19,000.00.

Section Three. This Resolution shall be effective upon passage and approval.

PASSED AND RESOLVED BY THE CITY COUNCIL OF THE CITY OF WILDWOOD THIS _____ DAY OF _____, 2016.

CITY OF WILDWOOD

BY:_____
JAMES R. BOWLIN, MAYOR

ATTEST:

_____
CITY CLERK

RESOLUTION #2016-21

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI AUTHORIZING A PURCHASE ORDER ON BEHALF OF THIS COMMUNITY WITH GAEHLE CONTRACTING SERVICES, FOR THE 2016 WILDWOOD BBQ BASH EVENT (WARDS – ALL).

WHEREAS, on September 23, 24, and 25, 2016, the City of Wildwood and its partner, St. Louis Home Fires, will again host this event within Town Center and surrounding areas; and

WHEREAS, this event attracts a great number of attendees from all over the metropolitan area and necessitates that certain services be provided at the venue's grounds for its duration; and

WHEREAS, one (1) of these needed services is the provision of a *Grounds Representative* for the attendees, City officials, and the event organizer over this three (3) day event; and

WHEREAS, the City has obtained a bid from Gaehle Contracting Services for the provision of site preparation, electrical connections, its set-up and take-down, on-site emergencies, and restoration of the event site back to its original condition at the conclusion of it, at a cost of $10,350.00, which will address the needs of this event over the described period of time; and

WHEREAS, the cost for this service was anticipated and a comparable amount was set aside, as part of the Department of Planning and Parks' 2016 Operating Budget, when it was acted upon by the City Council; and

WHEREAS, the Department would note this amount is a slight increase from last year's total by five hundred dollars ($500.00) due to the addition of hours in pre-event setup, but has been determined to be appropriate for this service to meet the expected demand at this event

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section 1: A Purchase Order is hereby authorized by the City Council of the City of Wildwood, Missouri, with **Gaehle Contracting Services**, 18538 Hardt Road, Wildwood, Missouri, 63038, for its services at the *2016 Wildwood Barbeque Bash Event* in Town Center, based on the proposal attached as Exhibit A.

Section 2: The total expenses and liability of the City under this Purchase Order shall not exceed the contract sum of ten thousand three hundred fifty dollars ($10,350.00).

Section 3: This Resolution shall be effective upon its passage and approval.

Passed and Approved on this 8th day of August 2016.

_____

The Honorable James R. Bowlin, MAYOR

ATTEST:

_____

Liz Weiss, City Clerk

Estimate

GAEHLE CONTRACTING, INC.
18538 HARDT ROAD
WILDWOOD, MO. 63038

Name/Address
CITY OF WILDWOOD 16860 MAIN STREET WILDWOOD, MO 63040

Date	Estimate No.	Project
06/10/16	91	

Item	Description	Total
MISC	WORK ON GROUNDS OF TOWN CENTER FOR BBQ BASH ONE WEEK -- PLUS ONE FULL DAY FOR WORK CREW	10,350.00

Total	$10,350.00

RESOLUTION #2016-22

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI AUTHORIZING THE CITY ADMINISTRATOR TO AUTHORIZE A PURCHASE ORDER TO THE BENEFIT OF FIRST STUDENT (Washington) FOR SHUTTLE SERVICES IN ASSOCIATION WITH THE 2016 WILDWOOD BBQ BASH EVENT. (Wards – All)

WHEREAS, on September 23, 24, and 25, 2016 the *Wildwood BBQ Bash* event will again be held in the City of Wildwood in its Town Center Plaza and surrounding areas; and

WHEREAS, this event attracts a great number of attendees from all over the metropolitan area, which generates greater parking demand than can be met in proximity to this event's location; and

WHEREAS, this circumstance necessitates the need for these attendees to park elsewhere and be shuttled to and from this three (3) day event; and

WHEREAS, an off-site parking location is planned at the St. Louis Community College; and

WHEREAS, the City has obtained a bid from First Student for this shuttle service and believes it is for an appropriate amount to meet expected demand, but the Department would note the amount is one thousand four hundred dollars ($1,400.00) more in cost than in 2015, which is premised on the addition of Friday service to the event.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section 1: A Purchase Order is hereby authorized by the City Council of the City of Wildwood, Missouri with First Student, 400 M.E. Frick Drive, Washington, Missouri, 63090 for the use of shuttle busses at the 2016 Wildwood BBQ Bash Event, based on the proposal attached as Exhibit A.

Section 2: The total expenses and liability of the City under this Purchase Order shall not exceed the contract sum of nine thousand two hundred forty dollars and fifty cents ($9,240.00) – Friday, Saturday, and Sunday.

Section 3: This Resolution shall be effective upon its passage and approval.

Passed and approved this 8th day of August 2016.

_____

The Honorable James R. Bowlin, MAYOR

ATTEST:

_____

Liz Weiss, City Clerk

2016 BBQ Bash Bus Schedule

Friday, September 23, 2016:

Four (4) large conventional buses (includes one lift bus)
5:00 p.m. to 10:00 p.m.
$1,320.00

Saturday, September 24, 2016:

Four (4) large conventional buses (includes one lift bus)
6:00 a.m. to 3:30 p.m.
$2,310.00

Four (4) large conventional buses (includes one lift bus)
3:00 p.m. to 12:30 a.m.
$2,310.00

Sunday, September 25, 2016:

Four (4) large conventional buses (includes one lift bus)
6:00 a.m. to 12:30 p.m.
$1,650.00

Four (4) large conventional buses (includes one lift bus)
12:00 noon to 6:30 p.m.
$1,650.00

Total Cost of Bus Service:

$1,320.00
$2,310.00
$2,310.00
$1,650.00
$1,650.00

$9,240.00

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Phone : 6362391429
Fax :

Notice of Trip Confirmation

Quote Date	Originally Printed On	Printed On	Trip Number
05/31/16 2:32PM		8/2/2016	219886

CITY OF WILDWOOD
16860 Main Street
WILDWOOD, MO
63040
ATTN: Gary Crews

Event	Customer #
WILDWOOD BBQ BASH 2016	225811

Comments

Contact Name	Phone Number	PO / Contract	Prepay Amount	Payment Method	Fax Number
Gary Crews	(636) 458-0440		$0.00	On Account	

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
01	Sep-23-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/23/16 5:00PM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/23/16 10:00PM	Confirmed

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THIS BUS WHEELCHAIR LIFT

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
02	Sep-23-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/23/16 5:00PM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/23/16 10:00PM	Confirmed

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
03	Sep-23-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/23/16 5:00PM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/23/16 10:00PM	Confirmed

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
04	Sep-23-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/23/16 5:00PM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/23/16 10:00PM	Confirmed

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219886

Thank You for booking with Laidlaw. Please review your confirmation for accuracy.	Quote Amount :	$1,320.00

Call 1-866-490-1020 if you have any questions about this confirmation.
To avoid a cancellation fee, please call 24 hrs. in advance if you need to cancel your trip (schools only).

First Student

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219886

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Phone : 6362391429
Fax :

Notice of Trip Confirmation

Quote Date	Originally Printed On	Printed On	Trip Number
05/31/16 2:36PM		8/2/2016	219887

CITY OF WILDWOOD
16860 Main Street
WILDWOOD, MO
63040
ATTN: Gary Crews

Event	Customer #
WILDWOOD BBQ BASH 2016	225811

Comments

Contact Name	Phone Number	PO / Contract	Prepay Amount	Payment Method	Fax Number
Gary Crews	(636) 458-0440		$0.00	On Account	

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
01	*Sep-24-2016*	Large Conventional	WILDWOOD TOWN CENTER (CITY H *Leave Time : 09/24/16 6:00AM*	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/24/16 3:30PM*	Confirmed

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THIS BUS WHEELCHAIR LIFT

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
02	Sep-24-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/24/16 6:00AM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/24/16 3:30PM	Confirmed

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
03	Sep-24-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/24/16 6:00AM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/24/16 3:30PM	Confirmed

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
04	Sep-24-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/24/16 6:00AM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/24/16 3:30PM	Confirmed

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219887

Thank You for booking with Laidlaw. Please review your confirmation for accuracy.	Quote Amount :	$2,310.00

Call 1-866-490-1020 if you have any questions about this confirmation.
To avoid a cancellation fee, please call 24 hrs. in advance if you need to cancel your trip (schools only).

First Student

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219887

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Phone : 6362391429
Fax :

Notice of Trip Confirmation

Quote Date	Originally Printed On	Printed On	Trip Number
05/31/16 2:36PM		8/2/2016	219888

CITY OF WILDWOOD
16860 Main Street
WILDWOOD, MO
63040
ATTN: Gary Crews

Event	Customer #
WILDWOOD BBQ BASH 2016	225811

Comments

Contact Name	Phone Number	PO / Contract	Prepay Amount	Payment Method	Fax Number
Gary Crews	(636) 458-0440		$0.00	On Account	

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
01	*Sep-24-2016*	Large Conventional	WILDWOOD TOWN CENTER (CITY H *Leave Time : 09/24/16 3:00PM*	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30AM*	Confirmed

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THIS BUS WHEELCHAIR LIFT

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
02	*Sep-24-2016*	Large Conventional	WILDWOOD TOWN CENTER (CITY H *Leave Time : 09/24/16 3:00PM*	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30AM*	Confirmed

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
03	*Sep-24-2016*	Large Conventional	WILDWOOD TOWN CENTER (CITY H *Leave Time : 09/24/16 3:00PM*	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30AM*	Confirmed

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219888

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
04	*Sep-24-2016*	Large Conventional	WILDWOOD TOWN CENTER (CITY H *Leave Time : 09/24/16 3:00PM*	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30AM*	Confirmed

Thank You for booking with Laidlaw. Please review your confirmation for accuracy.	**Quote Amount :**	*$2,310.00*

Call 1-866-490-1020 if you have any questions about this confirmation.
To avoid a cancellation fee, please call 24 hrs. in advance if you need to cancel your trip (schools only).

First Student

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219888

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Phone : 6362391429
Fax :

Notice of Trip Confirmation

Quote Date	Originally Printed On	Printed On	Trip Number
05/31/16 2:39PM		8/2/2016	219889

CITY OF WILDWOOD
16860 Main Street
WILDWOOD, MO
63040
ATTN: Gary Crews

Event	Customer #
WILDWOOD BBQ BASH 2016	225811

Comments

Contact Name	Phone Number	PO / Contract	Prepay Amount	Payment Method	Fax Number
Gary Crews	(636) 458-0440		$0.00	On Account	

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
01	Sep-25-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/25/16 6:00AM	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30PM*	Confirmed

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THIS BUS WHEELCHAIR LIFT

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
02	Sep-25-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/25/16 6:00AM	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30PM*	Confirmed

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
03	Sep-25-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/25/16 6:00AM	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30PM*	Confirmed

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
04	Sep-25-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/25/16 6:00AM	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 12:30PM*	Confirmed

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811

Company Name # : CITY OF WILDWOOD

Trip # : 219889

Thank You for booking with Laidlaw. Please review your confirmation for accuracy.	Quote Amount :	$1,650.00

Call 1-866-490-1020 if you have any questions about this confirmation.
To avoid a cancellation fee, please call 24 hrs. in advance if you need to cancel your trip (schools only).

First Student

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219889

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Phone : 6362391429
Fax :

Notice of Trip Confirmation

Quote Date	Originally Printed On	Printed On	Trip Number
05/31/16 2:40PM		8/2/2016	219890

CITY OF WILDWOOD
16860 Main Street
WILDWOOD, MO
63040
ATTN: Gary Crews

Event	Customer #
WILDWOOD BBQ BASH 2016	225811

Comments

Contact Name	Phone Number	PO / Contract	Prepay Amount	Payment Method	Fax Number
Gary Crews	(636) 458-0440		$0.00	On Account	

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
01	*Sep-25-2016*	Large Conventional	WILDWOOD TOWN CENTER (CITY H *Leave Time : 09/25/16 12:00PM*	WILDWOOD COMMUNITY COLLE *Rtn to Pkup : 09/25/16 6:30PM*	Confirmed

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THIS BUS WHEELCHAIR LIFT

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
02	Sep-25-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/25/16 12:00PM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/25/16 6:30PM	Confirmed

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THIS BUS WHEELCHAIR LIFT

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
03	Sep-25-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/25/16 12:00PM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/25/16 6:30PM	Confirmed

---
THIS BUS WHEELCHAIR LIFT

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811
Company Name # : CITY OF WILDWOOD
Trip # : 219890

Bus #	Charter Date	Vehicle Type	Pickup Location	Destination Location	Charter Status
04	Sep-25-2016	Large Conventional	WILDWOOD TOWN CENTER (CITY H Leave Time : 09/25/16 12:00PM	WILDWOOD COMMUNITY COLLE Rtn to Pkup : 09/25/16 6:30PM	Confirmed

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THIS BUS WHEELCHAIR LIFT

Thank You for booking with Laidlaw. Please review your confirmation for accuracy.	**Quote Amount :**	*$1,650.00*

Call 1-866-490-1020 if you have any questions about this confirmation.
To avoid a cancellation fee, please call 24 hrs. in advance if you need to cancel your trip (schools only).

First Student

Washington
400 M.E. Frick Dr.
Washington, MO 63090
USA

Customer # : 225811

Company Name # : CITY OF WILDWOOD

Trip # : 219890

RESOLUTION #2016-23

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AUTHORIZING A PURCHASE ORDER ON BEHALF OF THIS COMMUNITY WITH PORTABLE WATER CLOSET, LLC, FOR THE 2016 WILDWOOD BBQ BASH EVENT (WARDS – ALL).

WHEREAS, on September 23, 24, and 25, 2016, the City of Wildwood and its partner, St. Louis Home Fires, will again host the City of Wildwood BBQ Bash within Town Center and surrounding areas; and

WHEREAS, this event attracts a great number of attendees from all over the metropolitan area and necessitates that certain services be provided at the venue's grounds for its duration; and

WHEREAS, one (1) of these needed services is the provision of temporary restroom facilities and wash stations for the attendees, who visit during this three (3) day event; and

WHEREAS, the City has obtained a bid from **PORTABLE WATER CLOSET, LLC** for the provision of temporary restroom facilities and wash stations at a cost of $5,800.00, which will address the needs of this event over the described period of time; and

WHEREAS, the cost for this service was anticipated and a comparable amount was set aside, as part of the Department of Planning and Parks' 2016 Operating Budget, when it was acted upon by the City Council; and

WHEREAS, the Department would note this amount is the same as last year, and appropriate for this service to meet the expected demand at this event.

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section 1: A Purchase Order is hereby authorized by the City Council of the City of Wildwood, Missouri, with ***Portable Water Closet, LLC,*** P.O. Box 510851, St. Louis, Missouri 63151, for the use of thirty-four (34) portable regular restroom facilities, six (6) handicap accessible portable restroom facilities, and twelve (12) wash stations for the *2016 Wildwood BBQ Bash* event in Town Center, based on the proposal attached as Exhibit A. Two (2) attendants to maintain units on Saturday in shifts as well.

Section 2: The total expenses and liability of the City under this Purchase Order shall not exceed the contract sum of five thousand eight hundred dollars ($5,800.00).

Section 3: This Resolution shall be effective upon its passage and approval.

Passed and approved this 8th day of August 2016.

_____

The Honorable James R. Bowlin, MAYOR

ATTEST:

_____

Liz Weiss, City Clerk

PORTABLE WATER CLOSET, LLC

PORTABLE WATER CLOSET, LLC IS PLEASE TO PROVIDE THE FOLLOWING QUOTE TO THE CITY OF WILDWOOD FOR THEIR 2016 BBQ BASH EVENT:

(6) ADA restrooms

(34 Standard restrooms

(12) Hand washing stations

(3) additional services of all (52) units *listed below

(2) attendants maintain units all day Saturday *(2) shits

Delivered Tuesday September 20, 2016

Serviced between Friday evening (post concert) and Saturday morning

Serviced midday Saturday

Serviced between end of day Saturday and beginning of Sunday

Picked up Monday

TOTAL FOR ABOVE - $5,800.00

*If additional service is needed $15.00/unit

PO Box 510851 Saint Louis, MO 63151 314-293-1800 www.portablewatercloset.com

RESOLUTION #2016-24

A RESOLUTION AUTHORIZING THE MAYOR OF THE CITY OF WILDWOOD, MISSOURI TO EXECUTE AN AGREEMENT WITH ST. LOUIS HOME FIRES BBQ BASH LLC. FOR THE ORGANIZATION AND MANAGEMENT OF THE 2016 WILDWOOD BBQ BASH EVENT IN THE WILDWOOD TOWN CENTER PLAZA AREA. (Wards – All)

WHEREAS, the City of Wildwood (the "City") has promoted the use of the Wildwood Town Center Plaza area as a location for community events to attract both residents and visitors alike to Wildwood's Town Center in order to expose the public to the amenities and businesses located therein, and

WHEREAS, the City has hosted the BBQ Bash event presented by St. Louis Home Fires BBQ Bash LLC. in the Town Center Plaza area for the past seven (7) years, and

WHEREAS, the City Council has determined that there are public purposes for hosting the BBQ Bash within the City including, but not limited to, the enjoyment of the City's residents and public-at-large, exposing the City's residents and the public-at-large to the many amenities available within the Town Center area, and to promote local businesses and economic development within the City's prime commercial area(s), and

WHEREAS, the City desires to once again participate with St. Louis Home Fires BBQ Bash LLC. to conduct this event in the City and to set forth each party's responsibilities for the planning, organization, preparation, promotion, sponsorship, and presentation of the 2016 Wildwood BBQ Bash according to terms and conditions set forth in the Agreement attached hereto in order to ensure a successful, enjoyable and safe event for all attendees and participants.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI, AS FOLLOWS:

Section One. The City Council of the City of Wildwood hereby authorizes the Mayor of the City of Wildwood to execute an Agreement with St. Louis Home Fires BBQ Bash LLC. for the organization and management of the 2016 Wildwood BBQ Bash event in the Town Center Plaza area on September 23, 24 and 25, 2016 in accordance with the attached Exhibit A, which is incorporated herein and made a part of this Resolution.

Section Two. This Resolution shall be effective upon its passage and approval.

Passed and approved this ____ day of August, 2016 by the City Council of the City of Wildwood, Missouri.

The Honorable James R. Bowlin, Mayor

ATTEST:

Elizabeth Weiss, City Clerk

City of Wildwood, Missouri

2016 WILDWOOD BBQ BASH AGREEMENT

This 2016 Wildwood BBQ Bash Agreement ("Agreement") is made and entered into this _____ day of August, 2016 ("Effective Date") by and between the City of Wildwood, Missouri, a municipal corporation hereinafter referred to as the City ("City"), and St. Louis Home Fires BBQ Bash, LLC (d/b/a Bash Productions) with a business address of 15053 Manchester Road, Ballwin, MO 63011, hereinafter referred to as the Promoter ("Promoter"),

WITNESSETH: That the parties hereto in consideration of the mutual promises, covenants, agreements and consideration hereinafter set forth agree as follows:

1. Purpose

The purpose of this Agreement is to set forth the duties, responsibilities, and financial and other obligations of the parties hereto for conducting the 2016 BBQ Bash event in the City.

2. 2016 Wildwood BBQ Bash

The 2016 Wildwood BBQ Bash, hereinafter referred to as the Event ("Event"), is to be a barbeque theme public festival hosted by the City of Wildwood and presented by St. Louis Home Fires, LLC conducted the weekend of September 23, 24, and 25, 2016. The Event will be located within the Town Center Plaza, adjoining public streets, parking garage and Wildwood City Hall. The Event will feature vendors preparing and offering for sale barbeque products and related food and beverages, other food, beverage and products including those run by service clubs, civic organizations, not-for-profit organizations and businesses. The Event will also include a barbeque cooking contest for the participating vendors. Entertainment and other activities will also be provided.

3. Term of Agreement

The term of this Agreement shall commence on the Effective Date and end on October 31, 2016 ("Term").

4. Event Dates / Hours of Operation

The Event will be held on the following dates and times:

Thursday, September 22, 2016	**12:00 (Noon) until 6:00 p.m.**	**Event set-up activities.**
Friday, September 23, 2016	**10:00 a.m. until 10:30 p.m.**	**Event set-up activities and opening concert**
Saturday, September 24, 2016	**10:00 a.m. until 10:30 p.m.**	**Event open to public**
Sunday, September 25, 2016	**10:00 a.m. until 3:00 p.m.**	**Event open to public**
	3:00 p.m. until 8:00 p.m.	**Event takedown**

5. Scope of Services – Duties and Obligations of Promoter

The Promoter hereby agrees to provide for all of the supervision, labor, advice, assistance, services, materials, tools, equipment and apparatus necessary to perform all the services and do all the things as specified hereinafter.

a. Plan, organize and conduct the Event at the Wildwood Town Center Plaza, parking garage, adjacent streets and City Hall as identified and authorized by the City.

b. Work in close cooperation with the City in the development of Event plans, scheduling, layout of vendor booths and support facilities, arrangements for support services, and placement of facilities within the Event site(s).

c. Assume the lead role, in cooperation with the City, in arranging for the promotion, advertising and media contacts for the Event. The City of Wildwood is to be prominently identified as part of any written promotions and advertising, and the Promoter will make every effort to acknowledge the City of Wildwood in print media pieces, radio and television spots. The Event is to be identified and promoted, as appropriate, as "The 2016 Wildwood BBQ Bash; Presented by St Louis Home Fires and Hosted by the City of Wildwood". The City reserves the right to review and approve any written promotions and advertising prior to publication.

d. Directly oversee the Event during the four (4) days of the Event activities, but not in a manner inconsistent with the directives of the City.

e. Conduct the process to invite and schedule Event vendors and participants.

f. Invite and arrange for participation in the Event by local and area businesses, service clubs, and charitable organizations as deemed by the City and Promoter appropriate for the Event.

g. Solicit and arrange for Event financial and services sponsorships from businesses and organizations as appropriate for a family-oriented event subject to City approval of sponsors. Such approval will not be unreasonably withheld.

h. Direct and coordinate vendor and participant move-in and move-out in cooperation with City personnel and the St. Louis County Police Department, and provide such assistance to vendors as may be appropriate.

i. Solicit and arrange for such support staff and volunteers as may be required to oversee the Event including judges for the Event contests.

j. Assume responsibility to arrange for and pay the cost of Event participants and support services providers including, but not necessarily limited, to the following:

- Supplemental electrical generating equipment, distribution system and electrical contractor costs during the Event.

- Event entertainment including performers, sound systems and stage rental costs throughout the event, and accommodations, food and refreshments for the performers.

- Provide assistance to Event vendors during move-in and move-out.
- Event identification signage including all booths by number or other manner.
- Event participant contestant trophies and prizes as may be desired.
- Event site off-hours police services.
- Miscellaneous Event related supplies, materials and equipment as necessary.
- Food, beverages, refreshments and receptions as Promoter may choose to offer to invited guests.
- Pay for the cost of Event support services set forth in Section 6.e. to the extent that said services, in the aggregate, exceed the City's agreed to support of twenty-six thousand dollars ($26,000.00).

k. Promoter may establish vendor fees, which are to be collected and retained by the Promoter.

l. The Promoter shall be responsible for informing Event vendor participants of, all Local, County and State permits, licenses and tax obligations as applicable for this Event, and shall verify that all such permits and licenses are obtained and all tax obligations are satisfied.

m. Promoter shall provide, at no charge, booth space to the City for its use during the Event. The booth space shall be not less than ten (10) feet by ten (10) feet in area, and at a location on the Event site of the City's choosing.

n. Promoter shall provide a detailed summary of paid expenses associated with the Event, which reflects the defined duties and obligations of the Promoter according to this Agreement, along with charges to vendors, businesses and contestants for booth rentals, and the total number of each participating in the Event.

o. Promoter shall carry general liability insurance in forms and amounts acceptable to the City Attorney of the City of Wildwood. Evidence of such insurance is to be provided to the City within thirty (30) days in advance of the Event Dates.

6. Scope of Services – Duties, Obligations and Rights of City

City agrees to provide, and as applicable pay the cost of, advice, assistance, services, facilities, duties and reservation of rights as specified hereinafter:

a. Space within Town Center including the Town Center Plaza, City streets, public parking garage and City Hall to accommodate the Event.

b. Authorize use of existing City electrical services to the site, including power, to support Event activities.

c. Public information, marketing and promotion of the Event in City publications including *The Gazette* municipal newsletter, the City's web site, electronic newsletters and social media sites, the content of which is to be determined by the City.

d. Allow use of the City Hall First Floor facilities for judging Event barbeque cooking contests.

e. Assume responsibility to arrange for and pay the cost of the following Event support services to the extent that the aggregate costs do not exceed twenty-six thousand dollars ($26,000.00):

- Portable toilet and wash stand facilities and their servicing throughout the Event.
- Trash collection, removal and disposal, trash dumpsters, litter pick-up and hot coals disposal during and after the Event.
- Shuttle-bus transportation to off-site parking facilities arranged for by the City for Event attendees and vendors.
- General traffic direction, parking direction and parking restriction signage as determined appropriate by the City and St. Louis County Police Department.
- Pre-Event site preparation, maintenance of Event sites during the Event, assistance to vendors, contestants and others in moving into and out of the Event sites, and post-Event site clean-up and restoration
- City support staff, as may be authorized by the City Administrator.

f. Arrange for and secure the use of selected off-site private property parking facilities for use by Event attendees and Event vendors during the Event, and provide for parking of Event support personnel, officials and dignitaries.

g. In order to preserve the peace and good order within the City, the City shall arrange for, coordinate and pay the cost of Police Services to be provided by the St. Louis County Police Department as scheduled for the Event including general security at the Event site(s) throughout Event hours, traffic control, parking control, pedestrian safety, and off-site parking security all in accordance with the terms of the current St. Louis County Police Services Agreement.

h. Coordinate, in cooperation with the Promoter, communications with neighboring businesses and property owners regarding the planning of and arrangements for the Event.

i. Arrange for availability of emergency medical and first aid services.

j. City personnel and Promoter are to work in close association and cooperation throughout the advanced planning of the Event, and coordination and scheduling of the Event activities during the Event.

7. Compensation

The City shall provide no monetary compensation to the Promoter in connection with this Agreement.

8. Changes to Work and/or Financial Responsibilities

No change in the Scope of Service – Duties and Obligations of the Promoter, Scope of Services – Duties, Obligations or Rights of the City, financial obligations or terms contained in this Agreement shall be made except as authorized in advance in writing by the City and Promoter. If the City directs or authorizes additional services not included in this Agreement to be performed or authorizes revisions to the services in this Agreement, the City and Promoter shall first agree in writing as to who the responsible party will be to perform the services and who shall be responsible financially for any revised services.

9. Nature of Relationship

The parties intend that an independent contractor relationship is created by this Agreement. Neither the Promoter nor its representative(s) are to be considered employees or agents of the City for any purpose nor shall they represent themselves as such. The Promoter is not entitled to any benefits provided by the City to its employees.

10. Indemnification

Promoter shall and does hereby indemnify, defends, and holds harmless City and City's officers, City Council members, agents and employees from and against any and all actions, proceedings, investigations, including interest, penalties, and reasonable attorneys' fees and costs (collectively, "Claims"), that City may incur or suffer as a result of or relating to any negligent conduct or activities of Promoter or its agents/contractors performing services hereunder, and for such Claims relating to the injury or death of any person or damage to any property arising from the operation of the Event and the breach or failure of Promoter to perform any of the representations, covenants, and agreements contained in this Agreement.

11. Entire Agreement

This Agreement constitutes the entire agreement between the parties, superseding any and all agreements, either oral or written, between the parties hereto. Each party to this Agreement acknowledges that no representations, inducements, promises, or agreements, orally or otherwise, have been made by any party, or anyone acting on behalf of any parties, which are not embodied herein, and that no other agreement, statement or promise not contained in this Agreement shall be valid or binding. Any modification of this Agreement will be effective only if it is in writing signed by the parties.

12. Partial Invalidity

If any provision of this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

13. Choice of Law

The rights and obligations of the parties shall be governed by, and this Agreement shall be construed and be enforced in accordance with, the internal laws of the State of Missouri.

14. Cancellation Clause

Either party to this Agreement may cancel their participation in this Agreement for any reason by notifying the other party in writing not less than sixty (60) days prior to the Event Dates.

15. City Council Approval

This Agreement or any Amendment hereto shall not be valid or binding on the City until and unless approved by City Council of the City of Wildwood as required by law.

IN WHITNESS WHEREOF, the parties have executed this Agreement on the day and year first written above.

"City"

CITY OF WILDWOOD, MISSOURI

By: _____

Name: _____

Title: _____

"Promoter"

ST. LOUIS HOME FIRES BBQ BASH, LLC (d/b/a Bash Productions)

By: _____

Name: _____

Title: _____

POND-GROVER LOOP ROAD COMMITTEE

Recommendation Report
July 26, 2016 Meeting
"Planning Tomorrow Today"

At the beginning of this process, specifically during the initial meeting in March 2016, a series of questions were asked regarding this roadway and whether its future extension should be pursued or not. These questions included the following:

(1) Is the roadway needed;
(2) If needed, how the roadway should be constructed; and
(3) If not needed, what should happen next?

Over the last five (5) months, these questions have been the focus of the Committee and City's data collection, information gathering, studies, discussions, and presentations. The resultant information has been provided to the Committee members, along with neighbors and others with interest in this important matter. To support this effort, a number of resources were provided to the Committee and community, including a new traffic study formulated to address certain areas of need relating to this roadway, which were not analyzed by the traffic analysis performed by the developers of the Villages at Bright Leaf Project. A list of these resources is provided as an attachment to this report. This list reflects the items used by the Committee to issue this report, with recommendation.

In responding to the first question - **is the roadway needed** - the Committee would note the following items in this regard:

BACKGROUND INFORMATION -

(1) The St. Louis County Department of Highways and Traffic, in its 'Highway System Plan' first identified the original concept of the 'loop road.'
(2) The Pond-Grover Community Study, commissioned by St. Louis County, re-identified the roadway as part of a system of streets that would serve the properties around the intersection of State Route 100 and State Route 109.
(3) The 'loop road' would be developed similar to the Chesterfield Village Parkway, around the Chesterfield Mall.
(4) The roadway's right-of-way in the vicinity of Hickory Manor/Hickory Manor Estates, Hunters Run, and Kingstowne Estates Subdivisions was platted in 1992 and 1993, before any lot was sold to a private owner.
(5) The City's initial Master Plan dismissed St. Louis County's 'Highway System Plan,' and the concept of the four (4), quadrant Pond-Grover Loop Road, but provided a caveat that allowed the City's development of more specific plans to have the option to alter this action.
(6) The Town Center Plan, originally approved in February 1998, specifically identified the extension of Pond-Grover Loop Road, from its current terminus at Green Pines Drive to Taylor Road, as part of its Street Network Map, which was adopted by Planning and Zoning Commission and endorsed and ratified by the City Council.
(7) The Master Plan Update (2006) retained the original version of the reference to this roadway, as well as its retention in the Town Center Plan.
(8) The update of the Town Center Plan, which began in 2008, and was completed and adopted, by the Planning and Zoning Commission in March 2010, retained the extension of existing Pond-Grover Loop Road to Taylor Road, as part of its Street Network Plan.

(9) The update of the Town Center Plan, adopted by the Planning and Zoning Commission in 2010, was ratified and endorsed by the City Council in 2012.

(10) The update of the Master Plan's Transportation Element (2016) removed the reference to St. Louis County plans for any roadways and streets in Wildwood, now after twenty (20) years of its own existence, as well as the Pond-Grover Loop Road citation, but did not alter the Town Center Plan's Street Network Map, which still referenced its extension south from its current terminus to State Route 100.

(11) The City has never identified the existing right-of-way as being vacated or not planned for future construction. In fact, in 2004, when a proposal was submitted for the development of a portion of the Villages of Bright Leaf Site by a different entity, the right-of-way dedication and construction of the Pond-Grover Loop Road was identified and approved in the site-specific ordinance for the project by City Council (2004).

NEW/CURRENT INFORMATION -

(12) The analysis performed by Lochmueller Group indicates the installation of the Pond-Grover Loop Road Extension would divert anywhere from ten (10) percent to forty (40) percent of trips on surrounding residential roadways, such as Green Pines Drive, Fullerton Meadows Drive, and Forest Leaf Parkway. The development pattern along these roadways accommodates direct residential access to the abutting streets from their garages.

(13) The Fire Marshal with the Metro West Fire Protection District has noted a savings of 83 seconds per trip (total time saved per call - 2:46 seconds) into Hickory and Hickory Manor Estates for emergency vehicles, if the roadway is constructed.

(14) The Rockwood School District does not oppose the connection, given it allows their buses to utilize a system of local and collector streets, instead of arterial types, for transporting children to and from schools, specifically Green Pines Elementary School.

(15) The platting of the lots and the orientation of the associated dwellings, which back to the right-of-way area of the Pond-Grover Loop Road, are configured to avoid any direct residential access onto it from an abutting property.

CONSIDERATIONS IDENTIFIED IN MAKING THIS RECOMMENDATION -

(16) The roadway's ultimate connection between State Route 109 and State Route 100 has been referenced and/or planned since the creation of the Pond-Grover Community Study, prior to the City's incorporation. Plans were further defined with the platting of this right-of-way as part of the Hickory Manor/Hickory Manor Estates, Hunters Run, and Kingstowne Estates Subdivisions and the adoption of the original Town Center Plan in 1998 (Sources - Master Plan - 2006 and 2016/Town Center Plan - 1998 and 2008/2012).

(17) The extension of the roadway diverts traffic from streets not designed to accommodate certain volumes of traffic to a type that does, i.e. local versus collector classifications (Lochmueller Group's Study - 2016).

(18) The provision of this roadway improves emergency service responses from the fire district in association with House #4, which is located on Clayton Road, and the primary backup facility to House #1 (State Route 100 and Manchester Road), when its vehicles are out on call or out of service, which is frequent, according to the Fire Marshal (Metro West Fire Protection District - 2016).

(19) The roadway's design has to be undertaken with input and feedback from nearby residents relative to safety, speeds, pedestrian use, noise, and lighting.

(20) The introduction of new trips on to an existing street is limited to an additional four hundred (400) trips onto the existing portion of the Pond-Grover Loop Road, such being from Green Pines

Drive on the east to State Route 109 on the west. The total number of trips, thereafter, on this segment of the Pond-Grover Loop Road would total 1,400 trips over a twenty-four (24) hour period of time. Given this increase in trips, the City is planning those aforementioned improvements to the existing section of this roadway to offset this circumstance (Lochmueller Group Study 2016).

In responding to the second question - **how will the roadway be constructed** - the Committee would note a number of options were provided for the segment of the roadway that has yet to be constructed on existing right-of-way at the June 28, 2016 meeting of the Committee and they recommended Option #3, which is a two (2) lane roadway, with no median, but a sidewalk and a trail, and ample sized buffers on both sides of it to accommodate berms and plantings (see attachment for cross-section). This roadway design provides the greatest separation between its driving surfaces and the existing dwellings, thereby creating the least amount of roadway as possible to complete the connection.

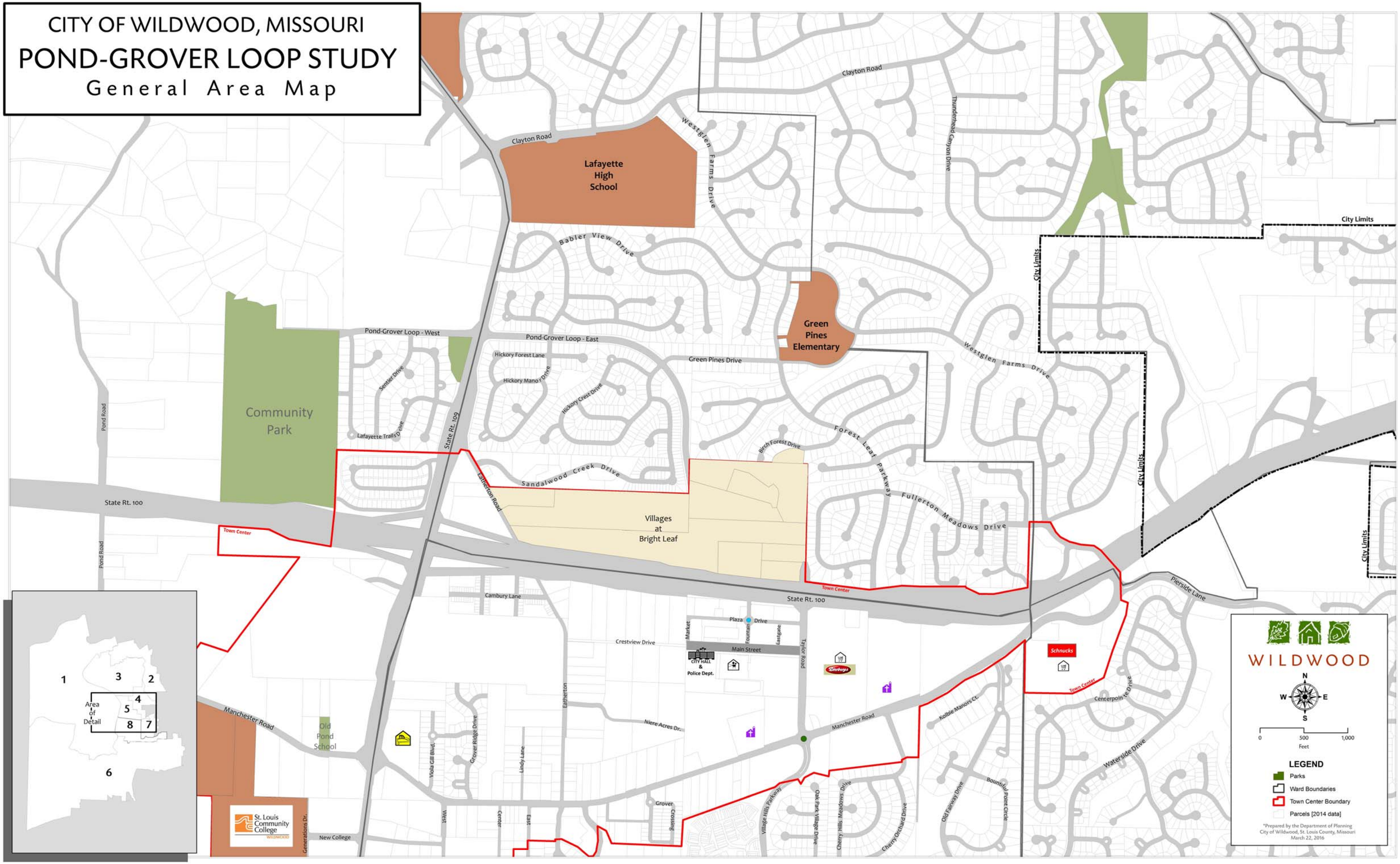
In responding to the third question - **If not needed, what should happen next** - the Committee would note that, since their collective recommendation is in support of the planned roadway's extension, this question does not need to be addressed at this time.

SUMMARY OF RECOMMENDATION - Support of the Town Center Plan and the construction of a safe and functional roadway from Green Pines Drive to the Villages of Bright Leaf's northern boundary, per the recommended design, with accommodations to address residents' concerns. The vote on this recommendation was 5 to 1 in its favor.

CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map



WILDWOOD

Agenda
for the
POND-GROVER LOOP ROAD COMMITTEE

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

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

a. Review of Background Materials
   i. Pond-Grover Community Area Study – St. Louis County, MO (1989)
      1. St. Louis County Highway Systems Plan (1985-1990)
   ii. Master Plan of the City of Wildwood – 2006
   iii. Town Center Engineering Study for Streets and Road – 1997
   iv. Town Center Development Manual – 1998
   v. Town Center Plan – 2010/2013
   vi. Record Plats for Hickory Manor and Kingstowne Estates Subdivision, including governing ordinances approved by St. Louis County, MO – 1989-1993
   vii. Letter of Recommendation on Bright Leaf Project and governing ordinance – 2016
   viii. Traffic Study from Bright Leaf Project – 2015
   ix. Letter of Engagement for New Traffic Study by City of Wildwood – 2016

b. Process and Goals of Committee
c. Meeting Schedule of Committee
d. Comments and Questions from Committee Members

III. Public Comment

IV. Next Meeting Date of the Committee – April 26, 2016 – Tuesday (7:00 p.m.)

V. Closing Remarks/Adjournment

Note: The Pond-Grover Loop Road Committee will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

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.

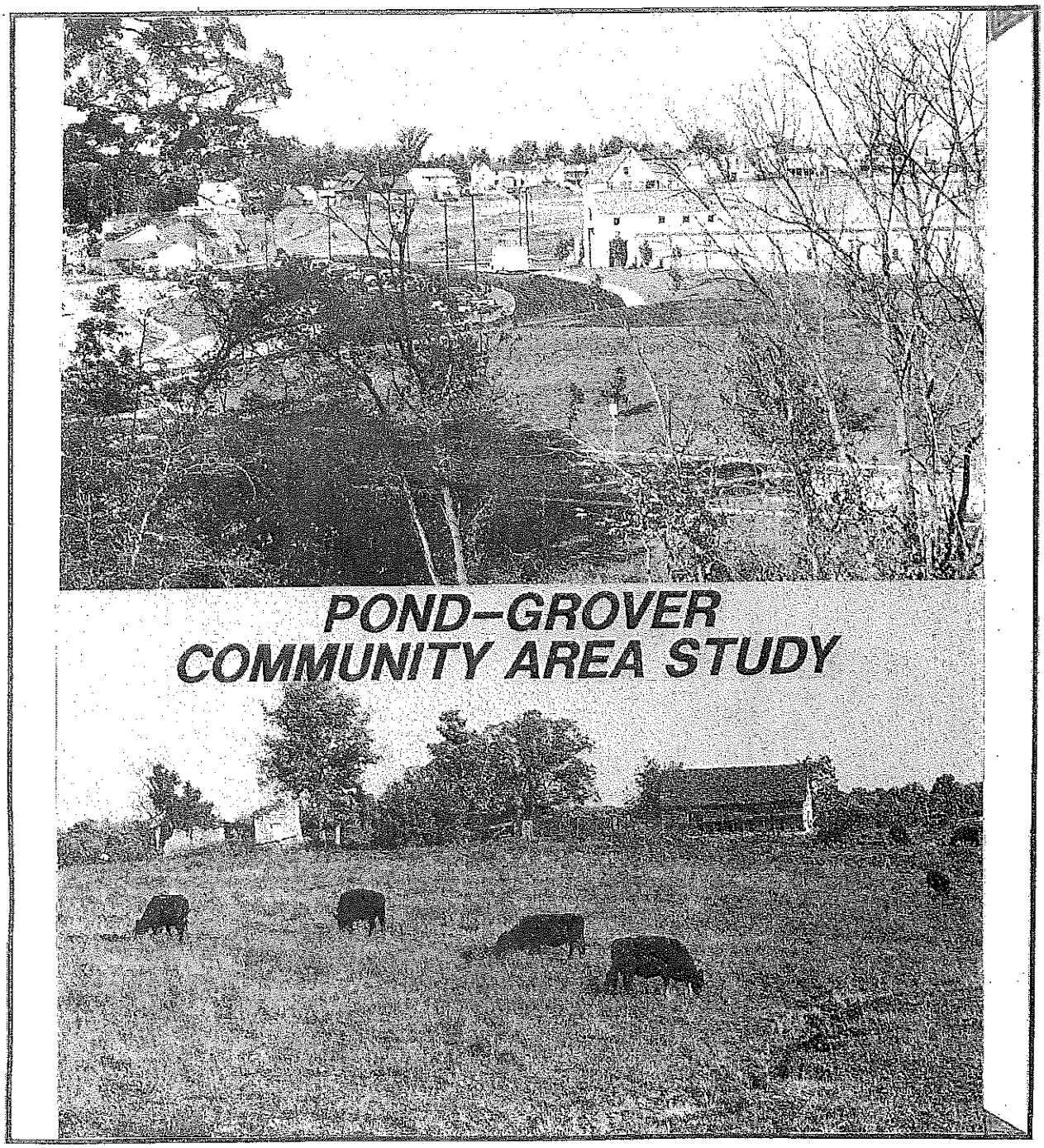
III. Next Meeting Date of the Committee

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.



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
Roger M. Grow, Director
Donald E. Clark, Former Director
Glenn A. Powers, Land Use Supervisor
Julie M. Tintera, Zoning Section-Division Chief
Lori Fiegel, Report Coordinator
Joe Vujnich, Report Coordinator
Debra Voracek, Report Assistant
Dori Covault, Report Assistant
Marcie Towers, Graphics Supervisor
Danny Friganza, Graphics Support
Vicki Feliciano, Graphics Support
Pete Rogado, Graphics Support

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

Outside Consultants:
Josephine Emerick, Robert Boyer, and Edward Johnston
Booker and Associates, Inc., Traffic Study

Photo Credits (Cover):
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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

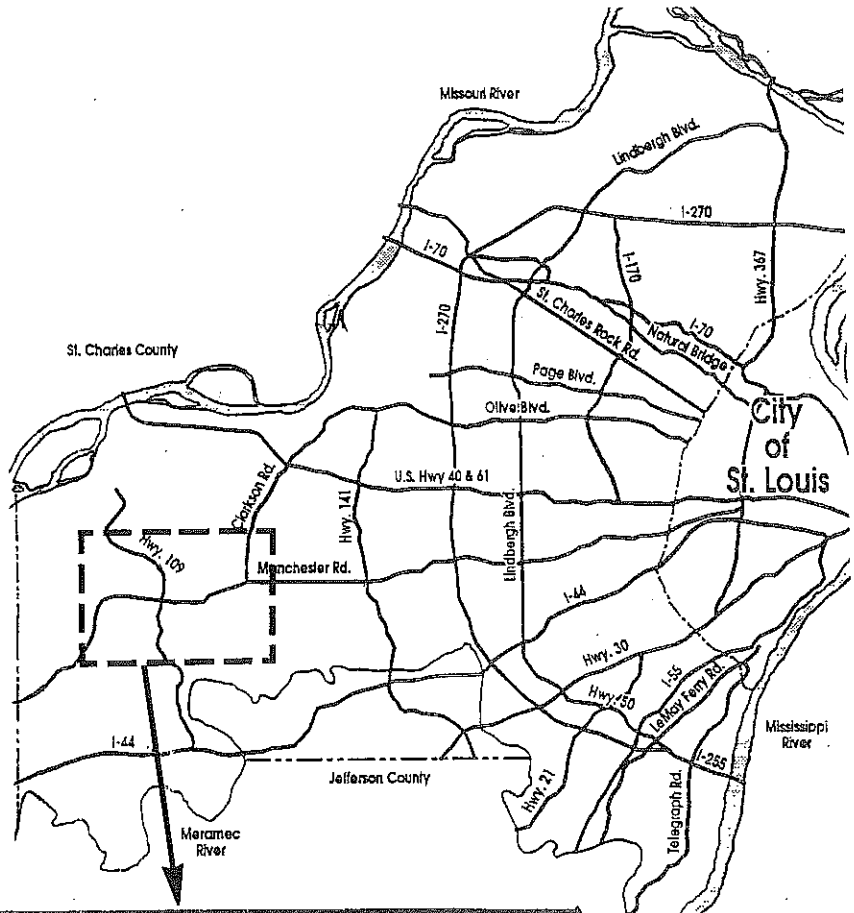
The first task of the St. Louis County Planning Commission and the Department of Planning, within the established guidelines of the community area study process, is the identification and delineation of an area of the unincorporated County that meets the required selection criteria for further study. 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.

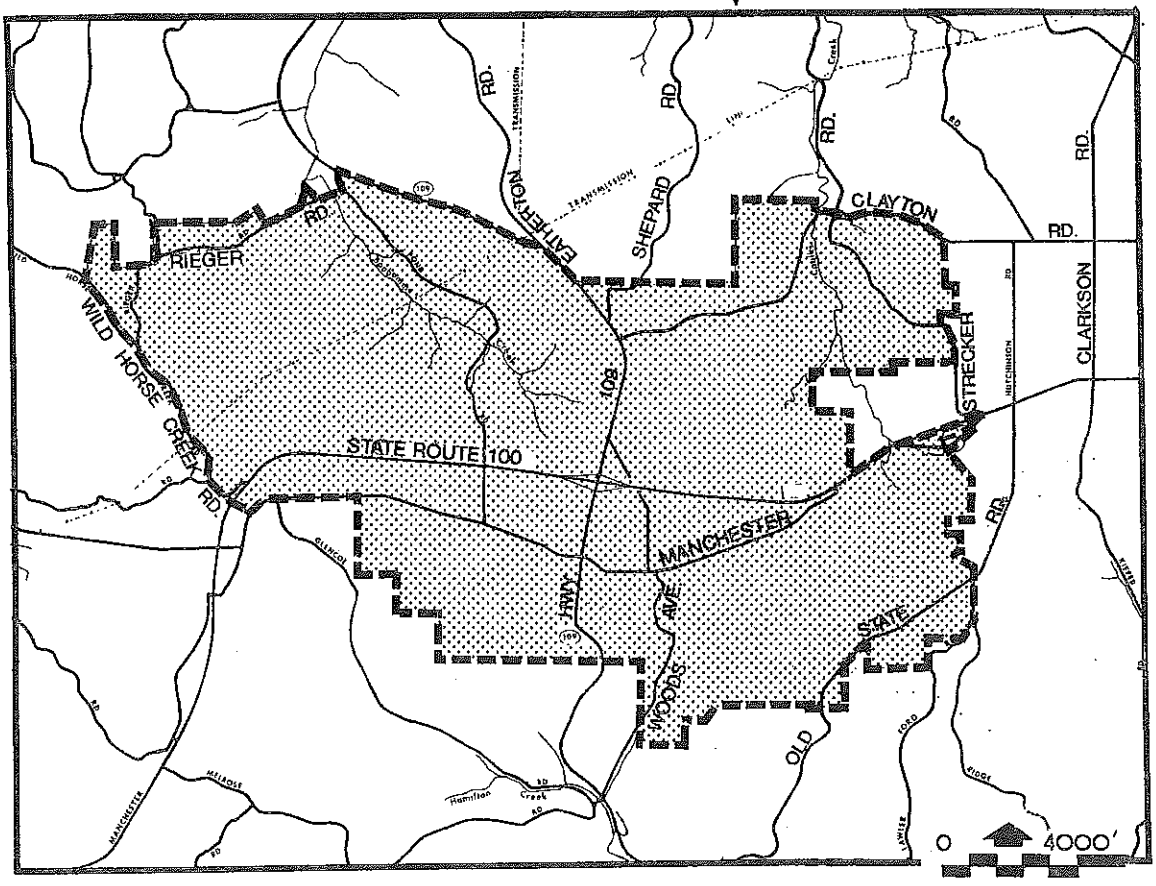
Since 1985, four community area studies have been undertaken. Geographically, one study had been completed in the Chesterfield area (before its incorporation), two had been completed in the north County area - Old Jamestown and Robertson, and one had been completed in the Oakville area of south County. 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





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.

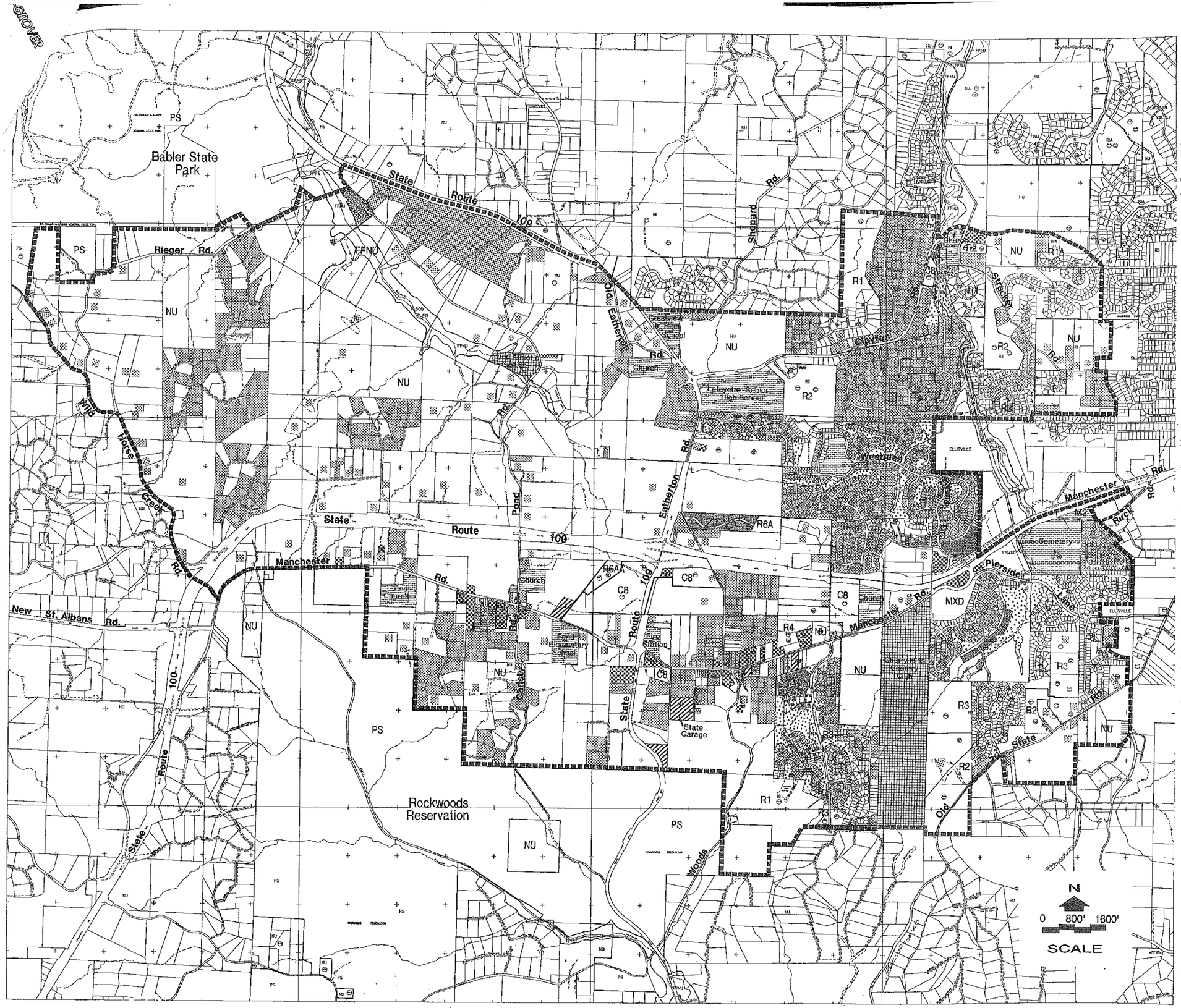
In response to these needs, many of the area's service providers have proposed or are in the planning stages of projects intended to upgrade and improve existing facilities and to meet anticipated demands for future services. Major projects that have been undertaken or scheduled for long-term completion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

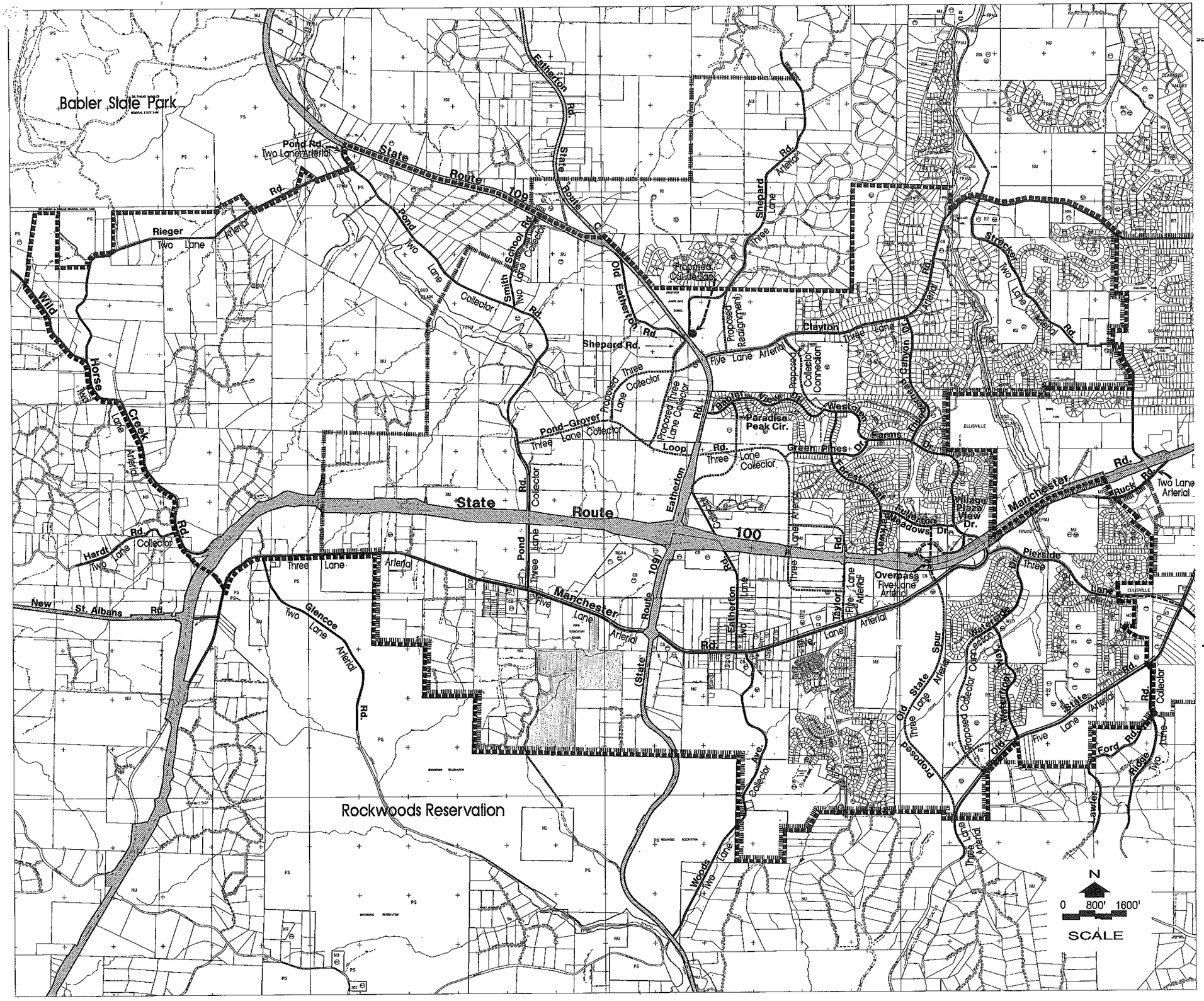
NAME AND DESIGNATION	GENERAL LOCATION	NATURE OF IMPROVEMENT
*Pond-Grover Loop Road - St. Louis County	Taylor Road west and north to Pond Road	Construct new arterial and bridge over State Highway 100
*Old State Road - St. Louis County	State Route 100 south to Eagle Ridge Road	Improve to arterial standards
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

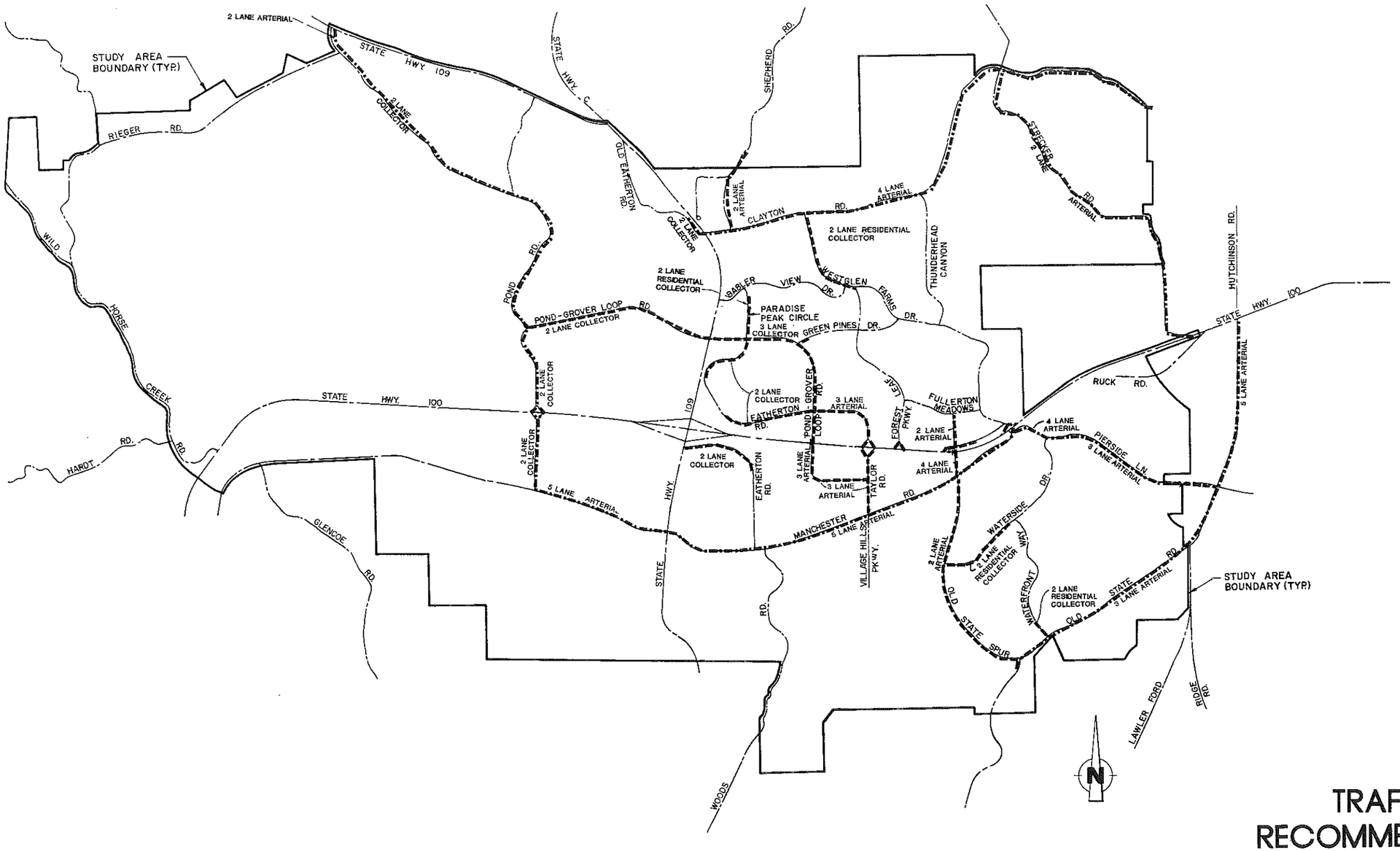
Legend

- 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.



Booker
Engineers Architects Planners

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

LEGEND
IMPROVEMENTS TO EXISTING ROADWAYS
RECOMMENDED NEW ROADWAYS

TRAFFIC STUDY RECOMMENDATION MAP

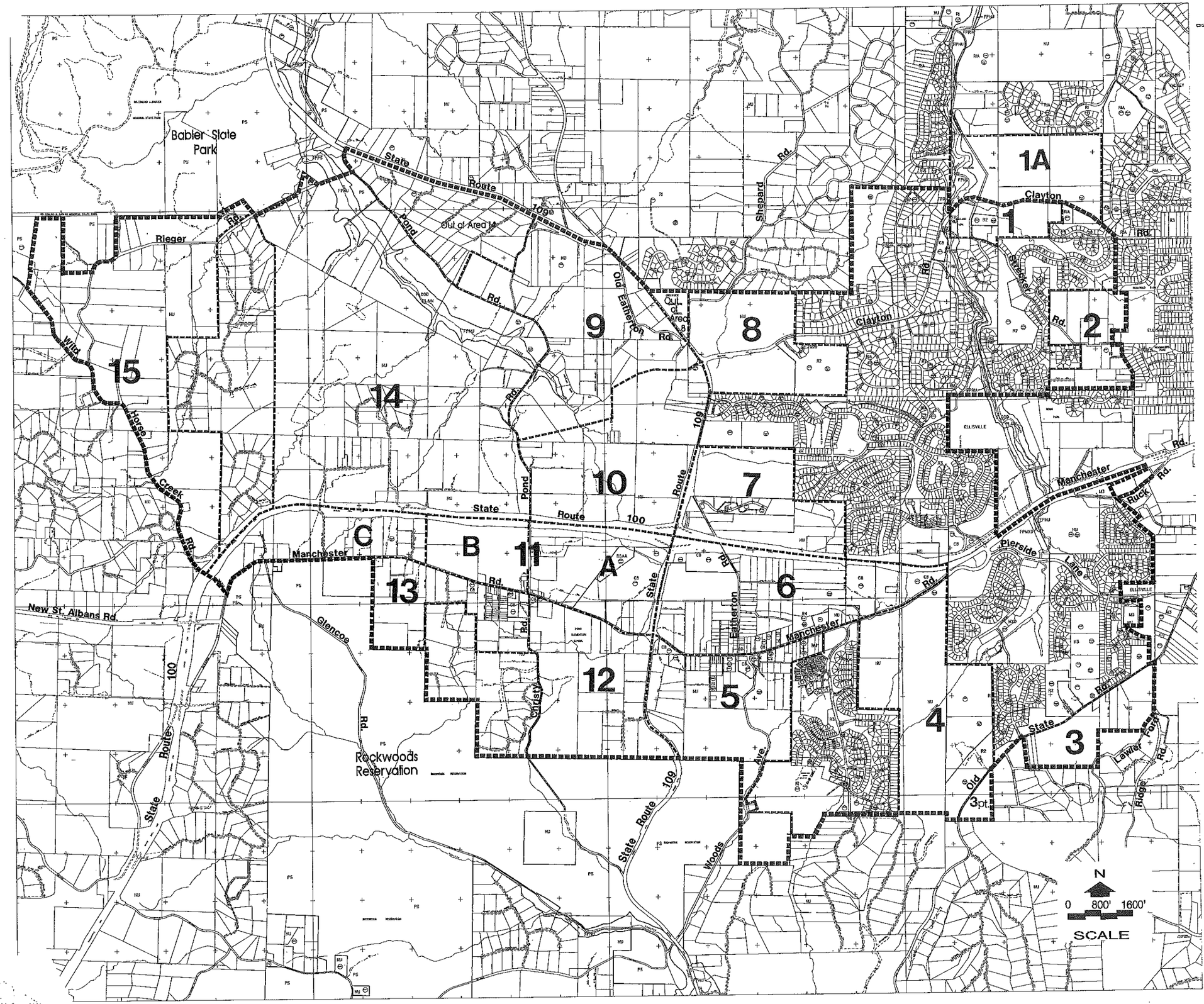
RELATING COMMUNITY VISION TO COMMUNITY GOALS

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.

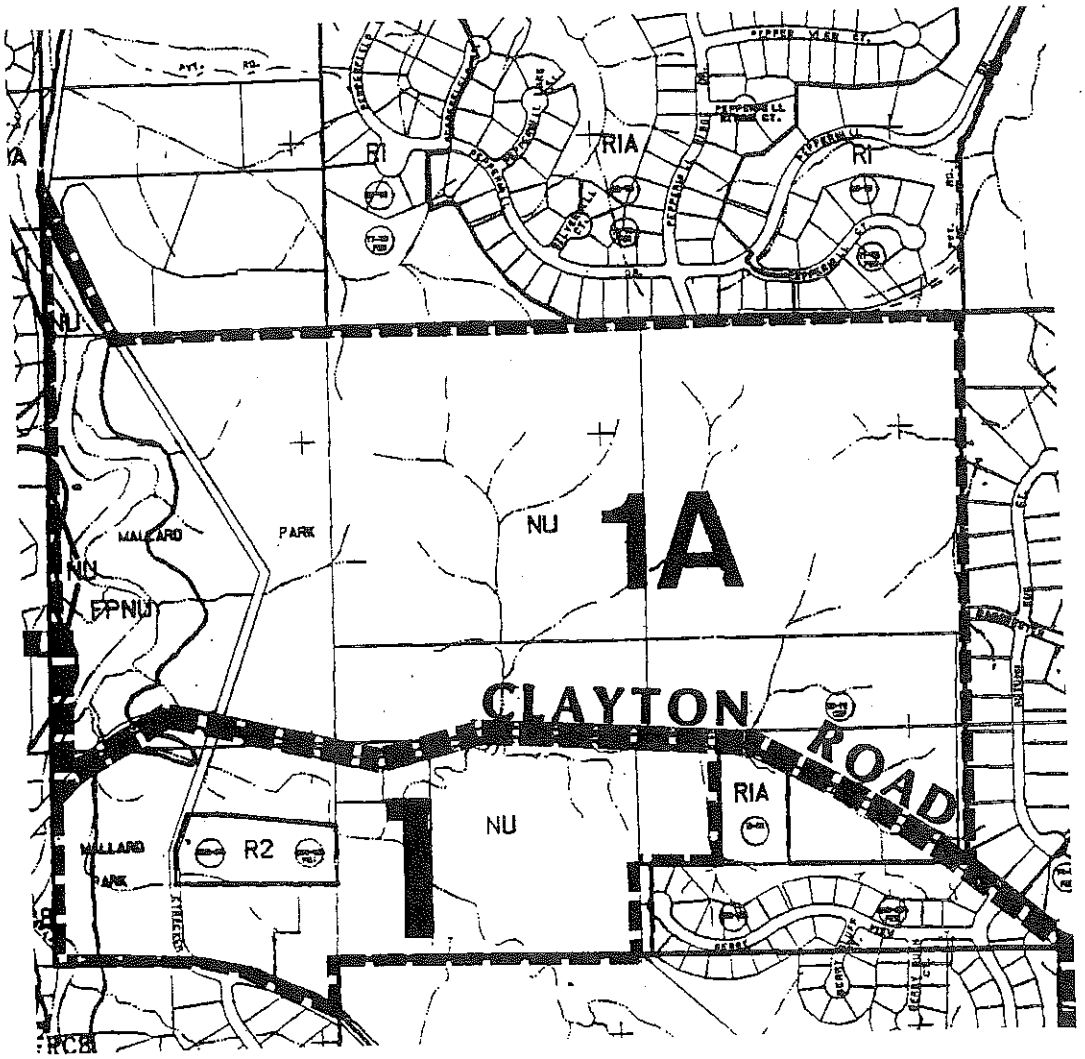
Zoning/Subdivision Activity

- 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 ANALYSIS: INVENTORY OF CHARACTERISTICS

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

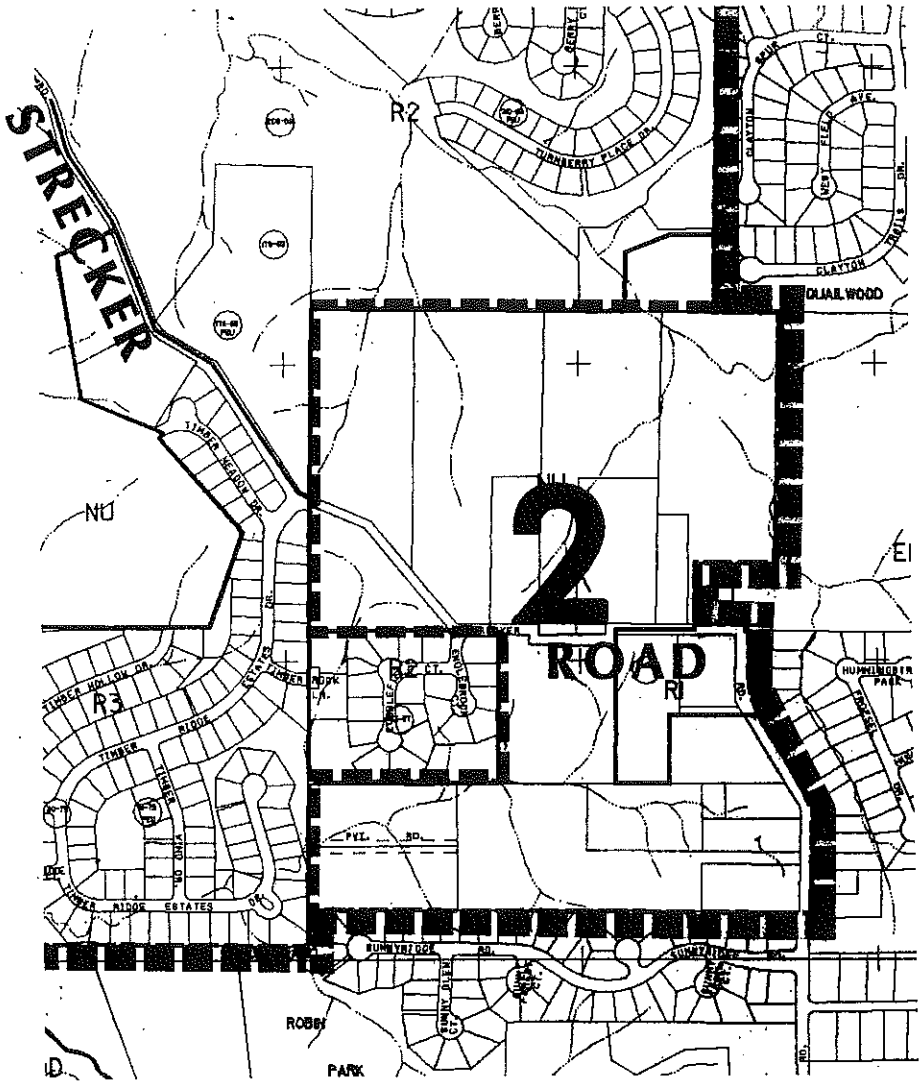
- Current land uses include single family residences on large, rectangular lots that front onto Strecker Road.

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.

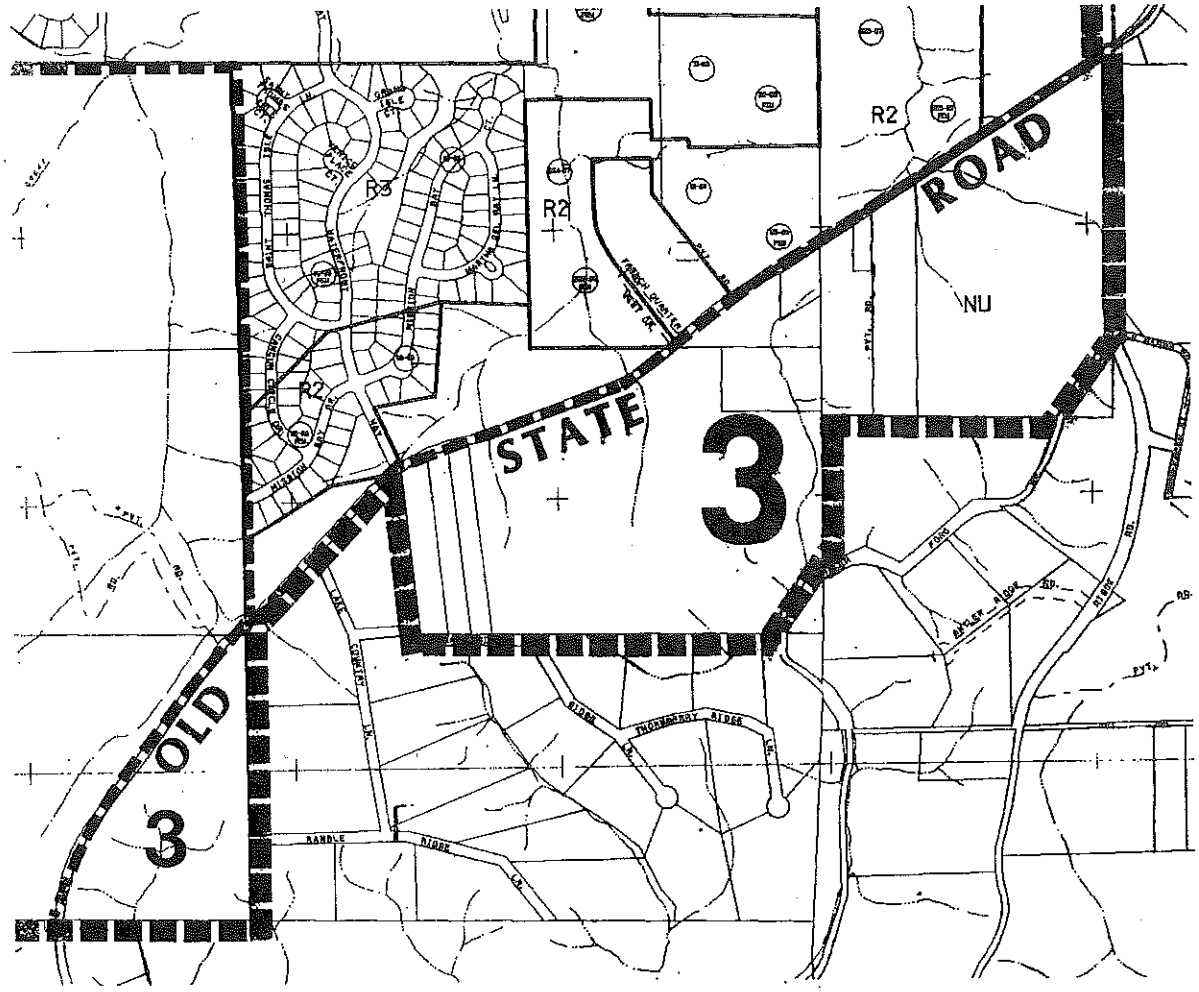
Zoning/Subdivision Activity

- 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.

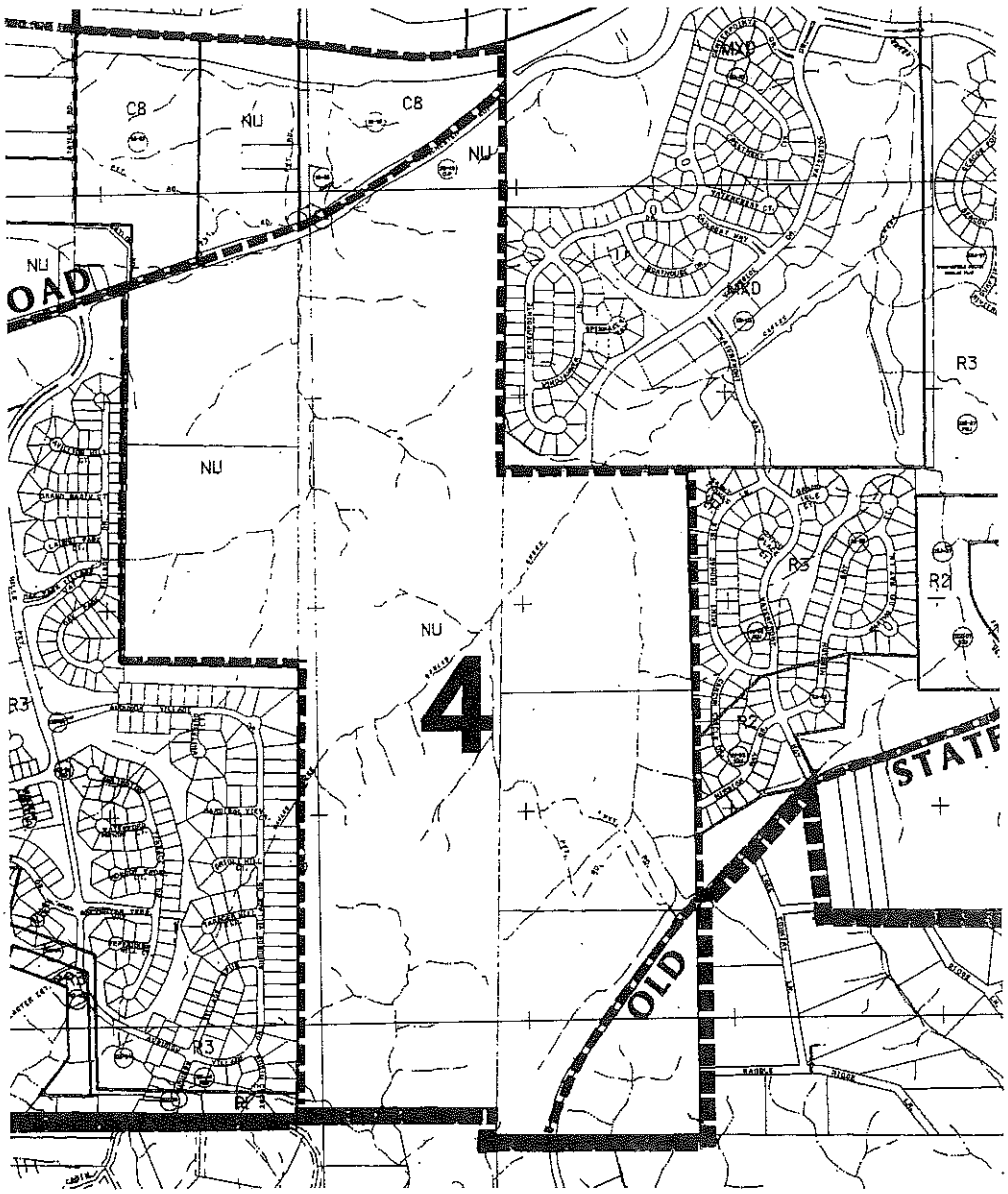
Zoning/Subdivision Activity

- 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:

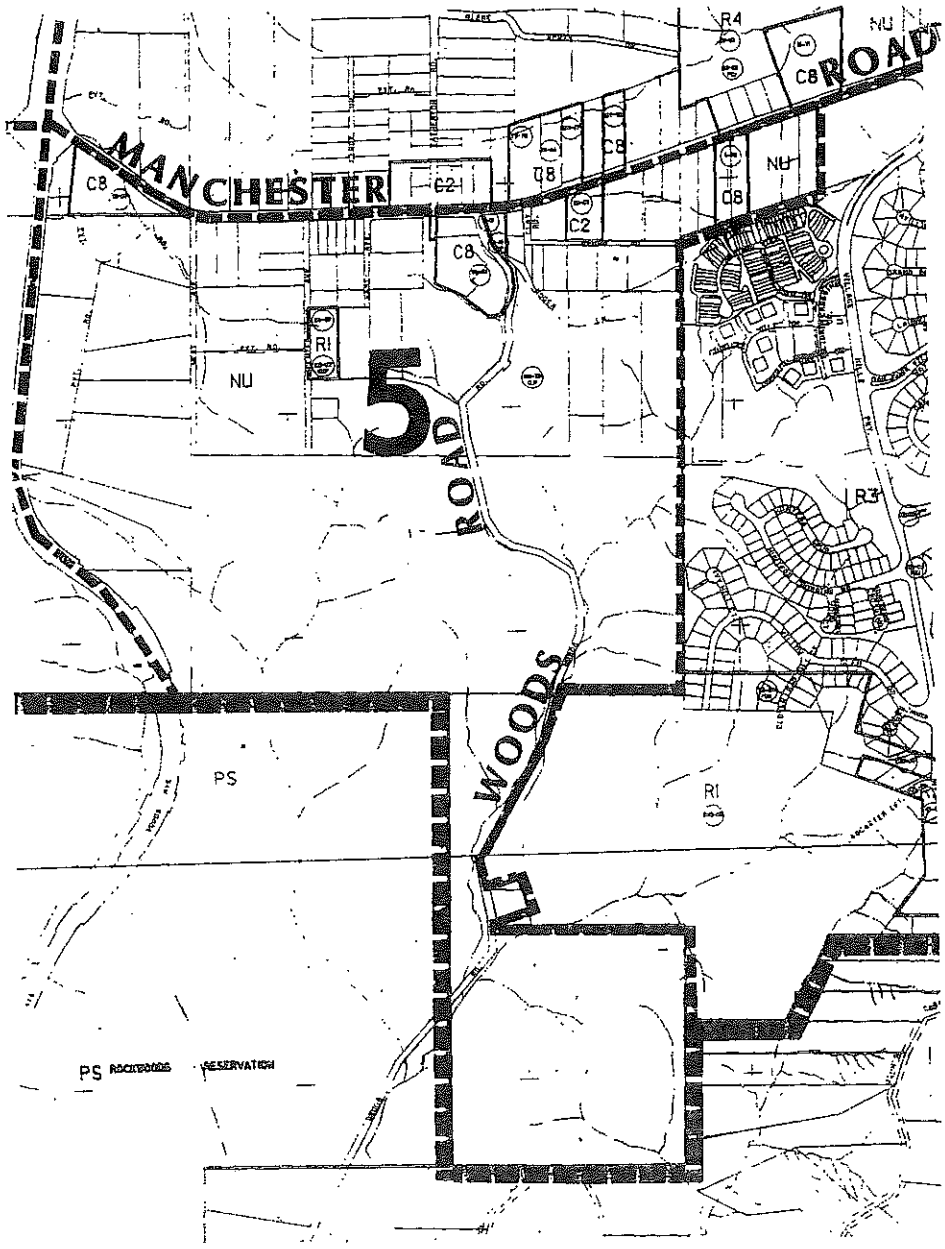
Petition Number	Petitioner	Use
199-87	G.A. & D.J. Baker	Child care center
76-89	The Grover Company	Decorative clock tower

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.

POND-GROVER COMMUNITY AREA STUDY

SUBAREA ANALYSIS: INVENTORY OF CHARACTERISTICS

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:

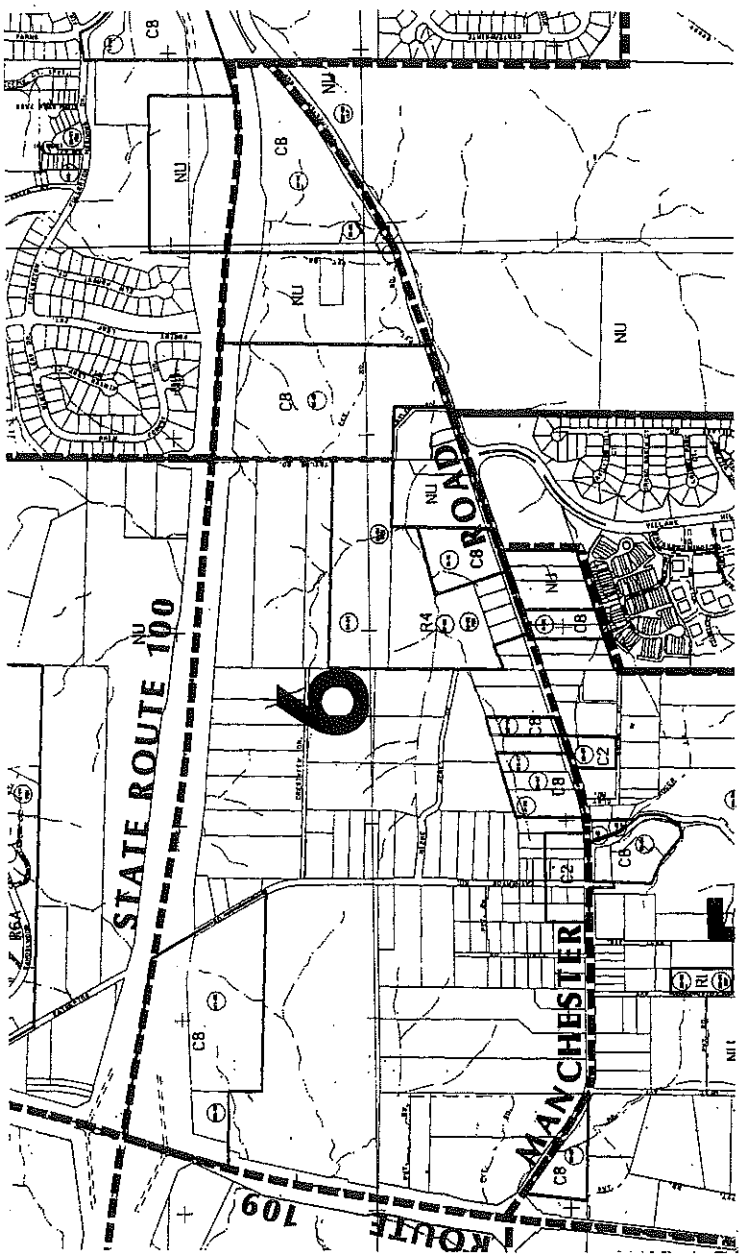
Petition Number	Petitioner	Use
187-88	RDR Investments	Retail/commercial services and offices
161-88	Cherry Hill Acres	Retail/commercial services, offices, and convenience store
229-87	Robert Covert	General offices
236-85	Amoco Oil Company	Convenience store, gas pumps, and car wash
28-84	Ballwin Fire 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

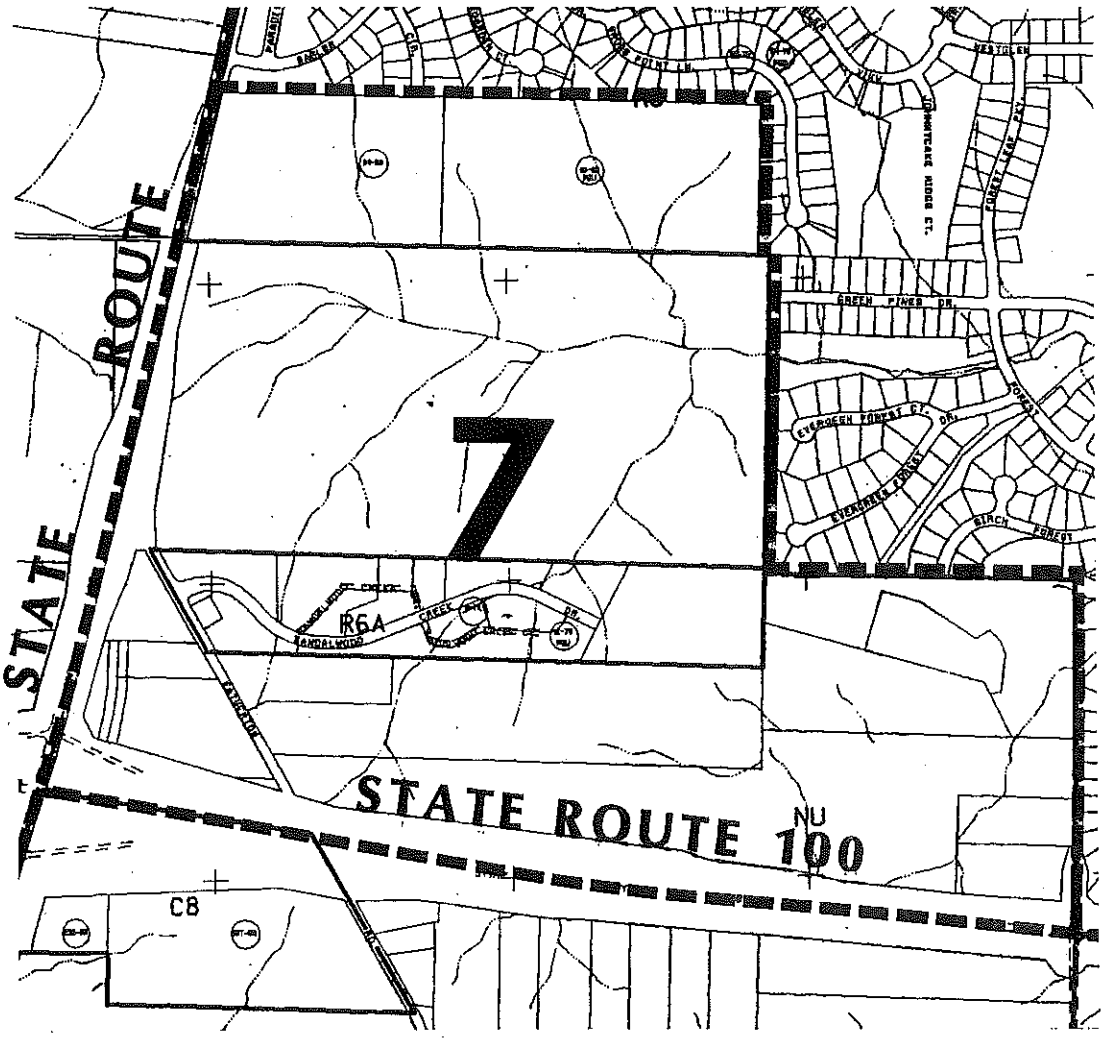
- Current land uses include a plant nursery, a condominium development (212 multiple family units), several single family residences, and one large vacant parcel (77 acres).

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.

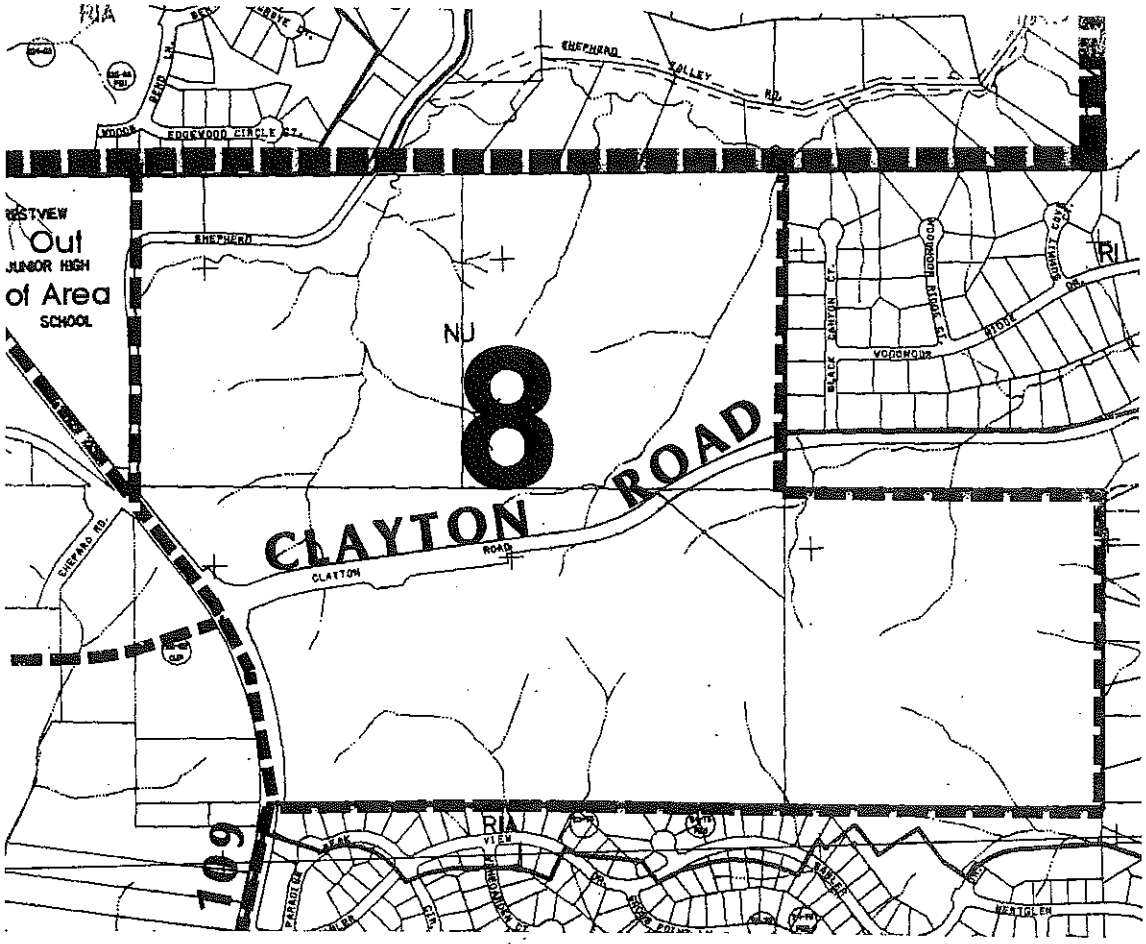
- This subarea is the site of the new Lafayette High School which opened in the fall of 1989.

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.

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:

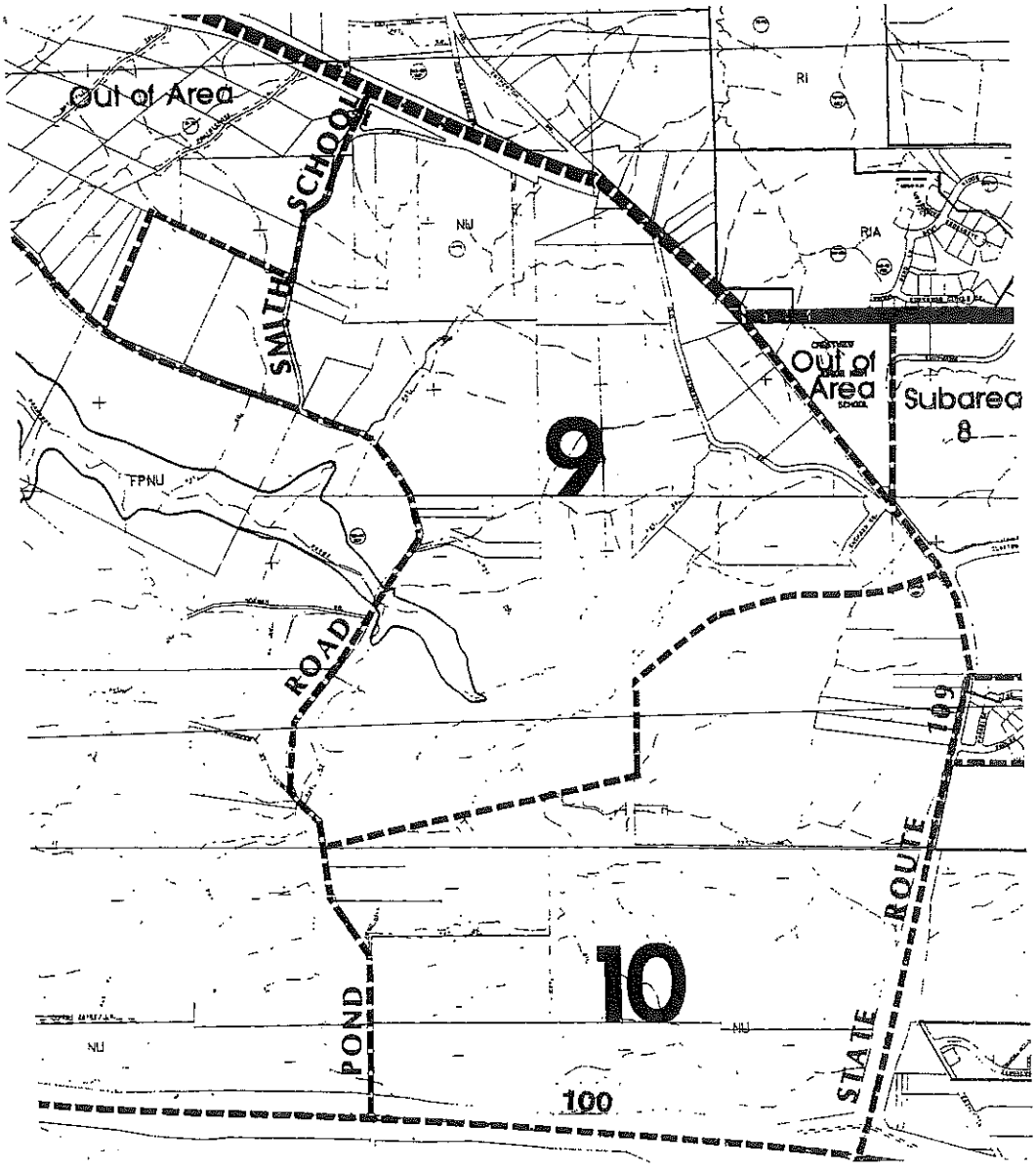
  * P.C. 72-014: "PS" Park and Scenic District to "NU" Non-Urban District - St. Louis County Planning Commission.

  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

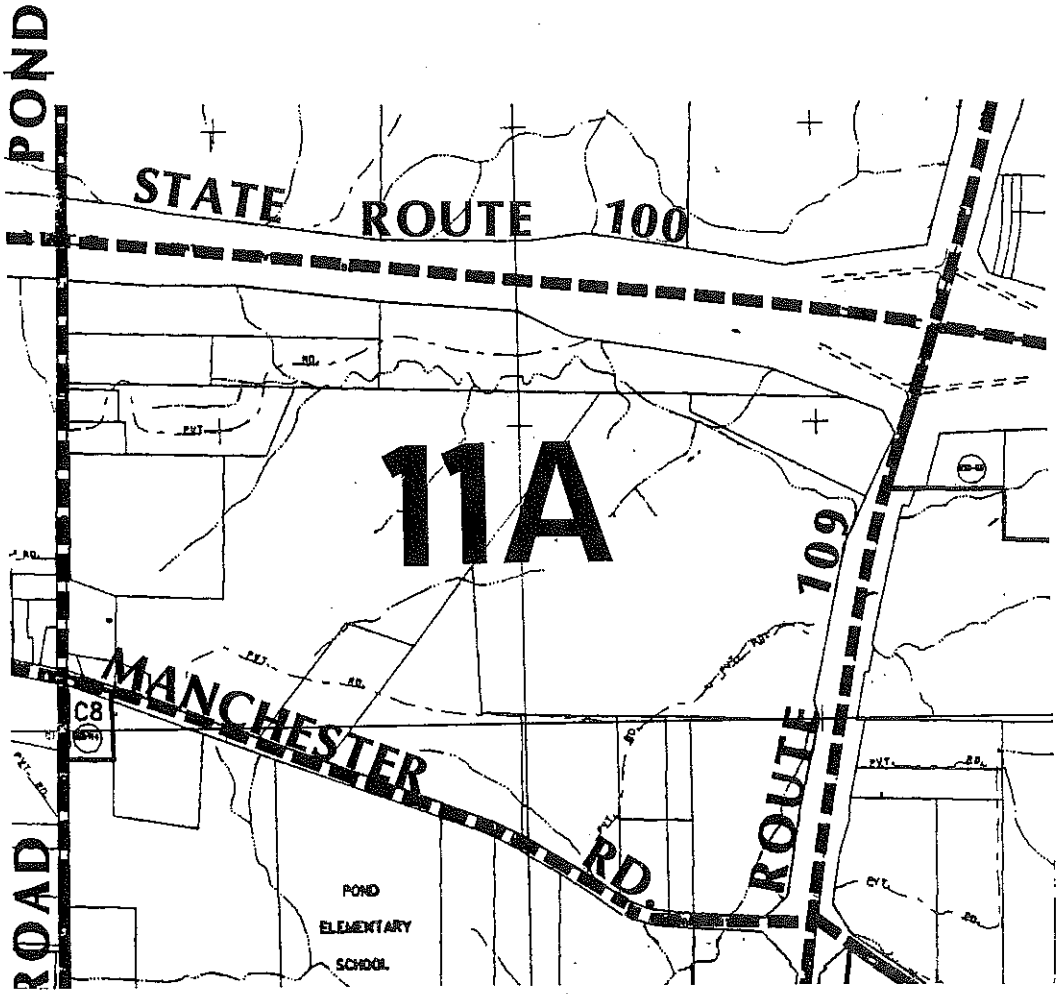
- This subarea includes the site of the Slavik Associates approved petitions, P.C. 8, 9, and 10-89, for a major commercial and multiple family development. The commercial development calls for an enclosed mall approximately 400,000 square feet in size and nine outlots with a sewage treatment plant. Additionally,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

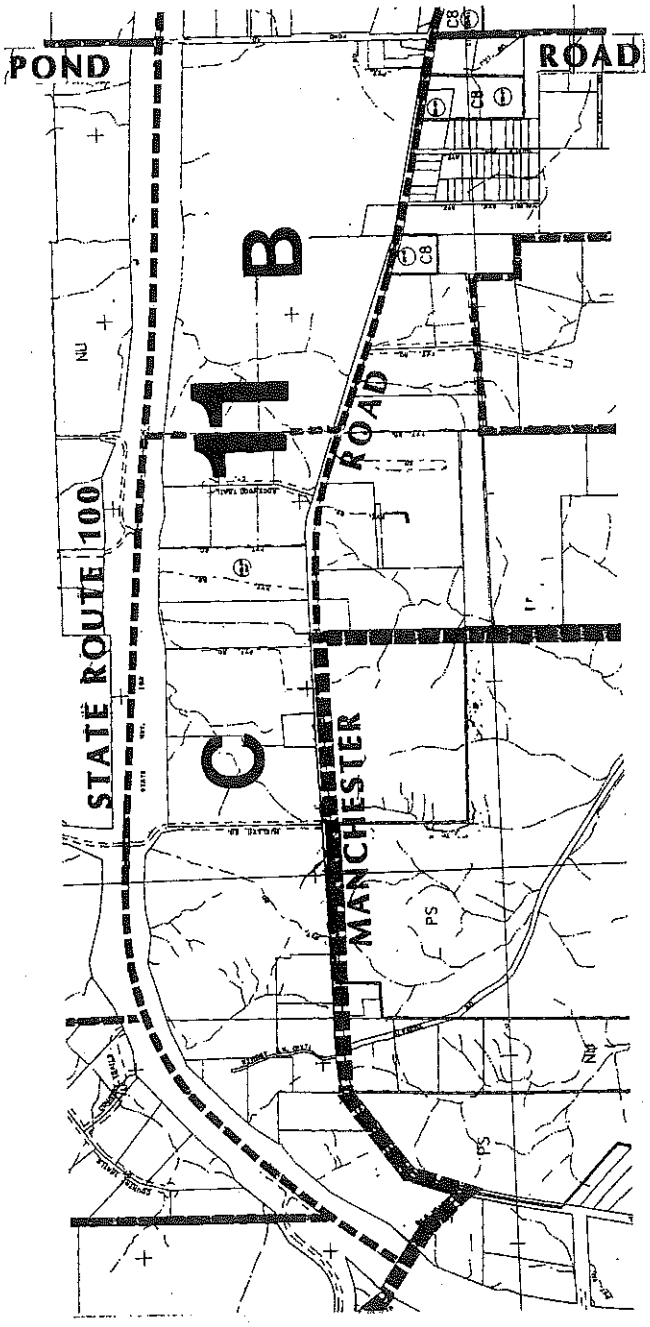
- Current land uses include an antique store, a service station, a veterinary clinic, a church, a building products firm, numerous single family residences (several in a platted large-lot subdivision), and a number of large pastures.

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

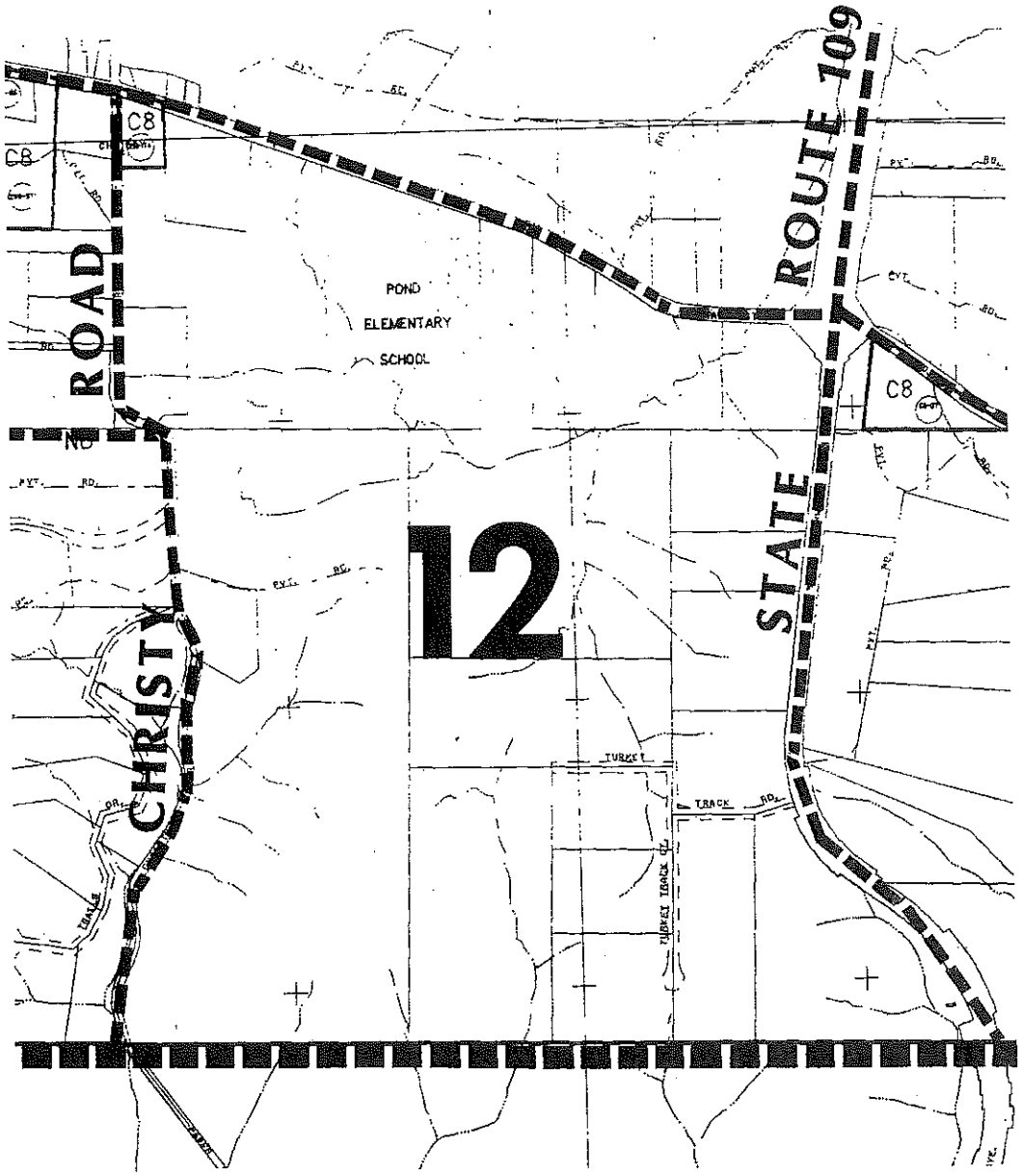
- Current land uses include the following: Pond Elementary School, a convenience store, a surplus auto parts yard, the Pond Inn Restaurant, a new church, numerous single family residences, some of which are part of platted large-lot subdivisions (Turkey Tract Corners and Cougar Trails), and several large,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

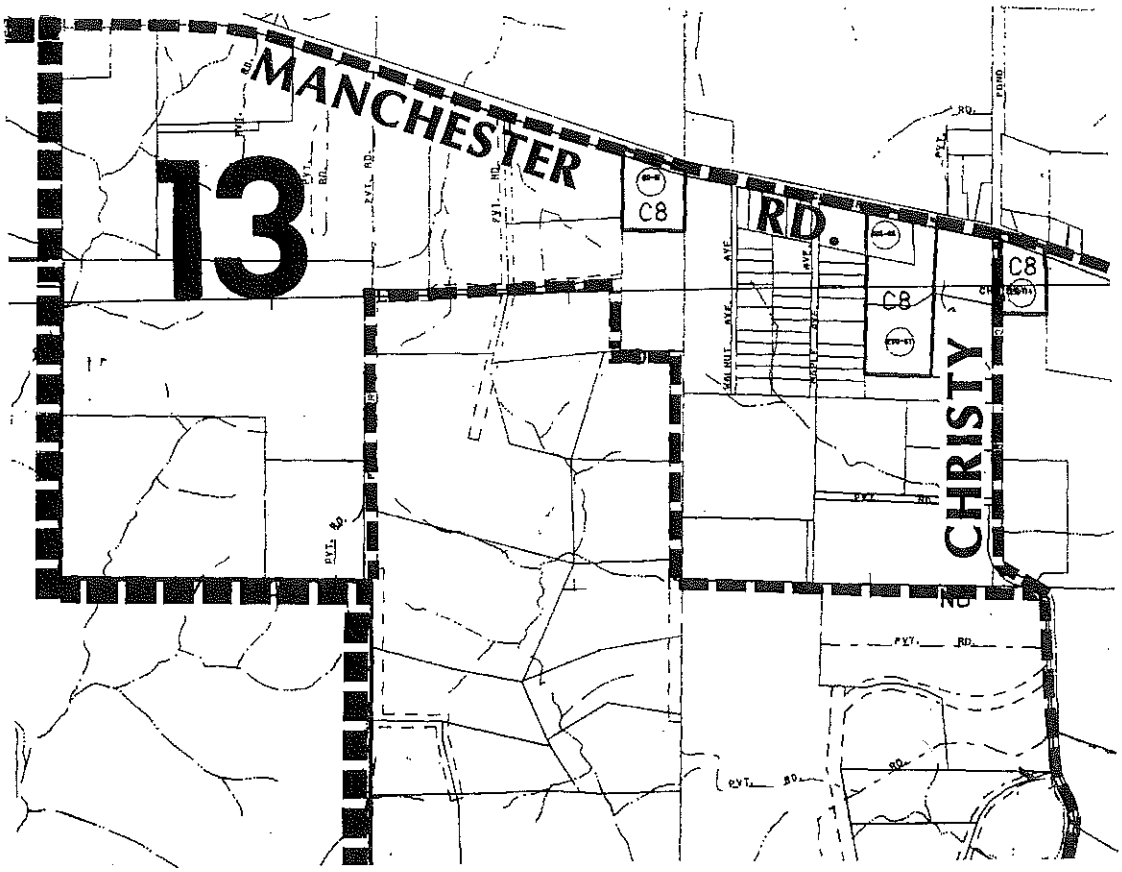
  P.C. 81-69: "NU" Non-Urban District to the "C-8" Planned Commercial District - Frank Erickson - Restaurant, Retail and Office Space.

  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).

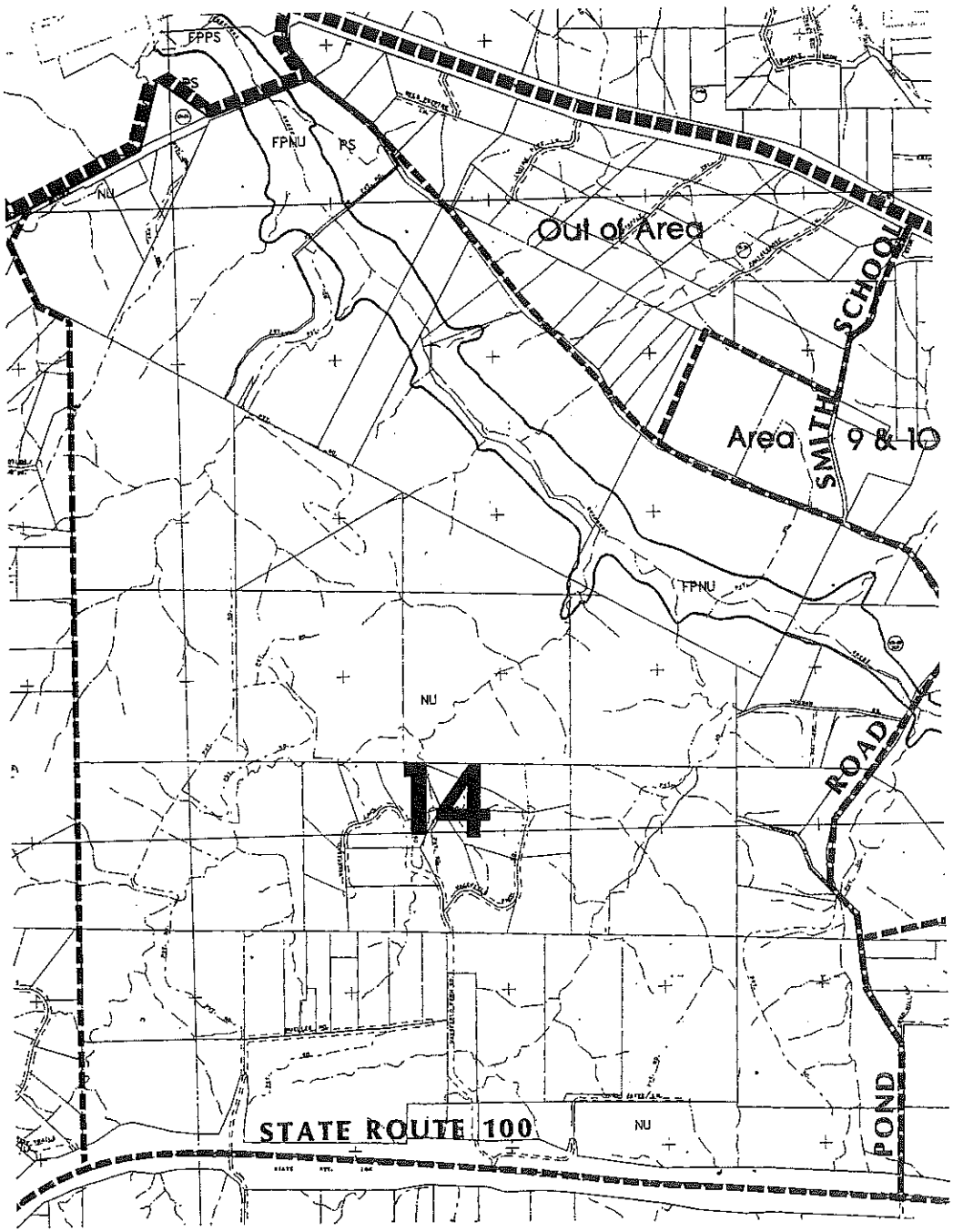
- Two rezoning petitions have been approved in this subarea since 1965:

  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.

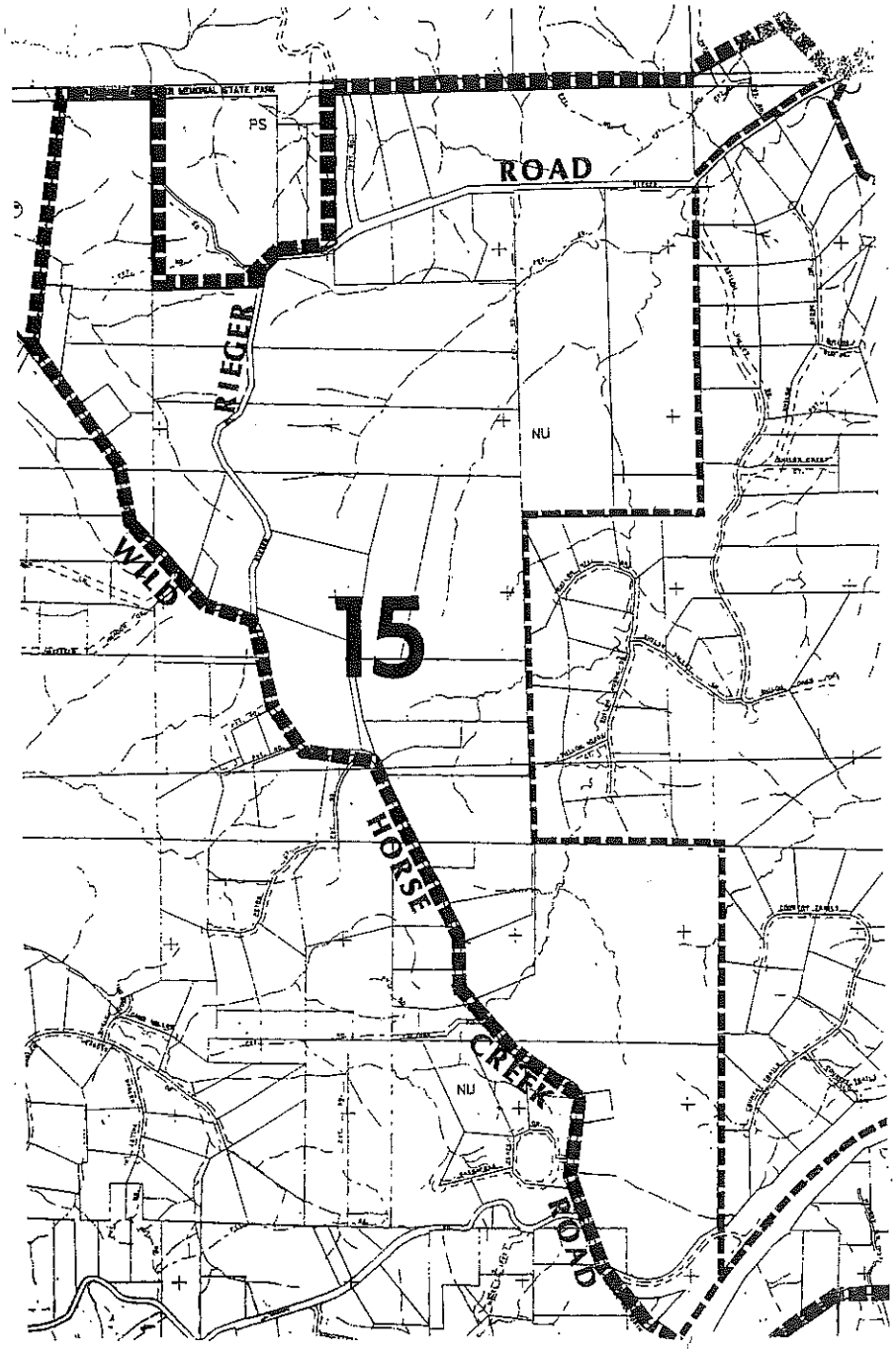
Zoning/Subdivision Activity

- 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.

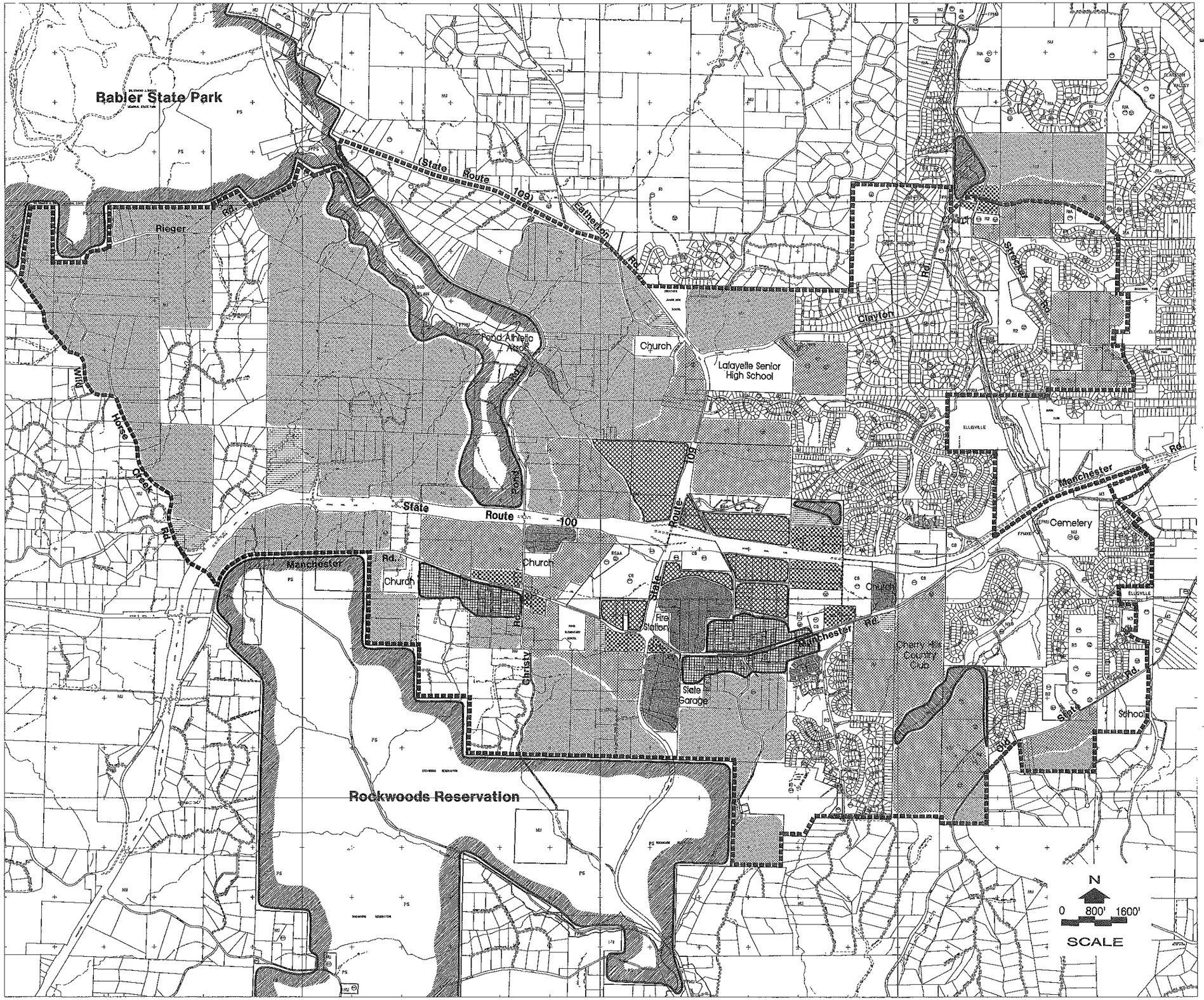
10. Due to the current condition and characteristics of Reiger Road, any proposed development will need to address road improvements beyond their respective frontage. Any slight increase in traffic on Reiger Road, without a comprehensive and unified program of improvements along its entire length, would 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

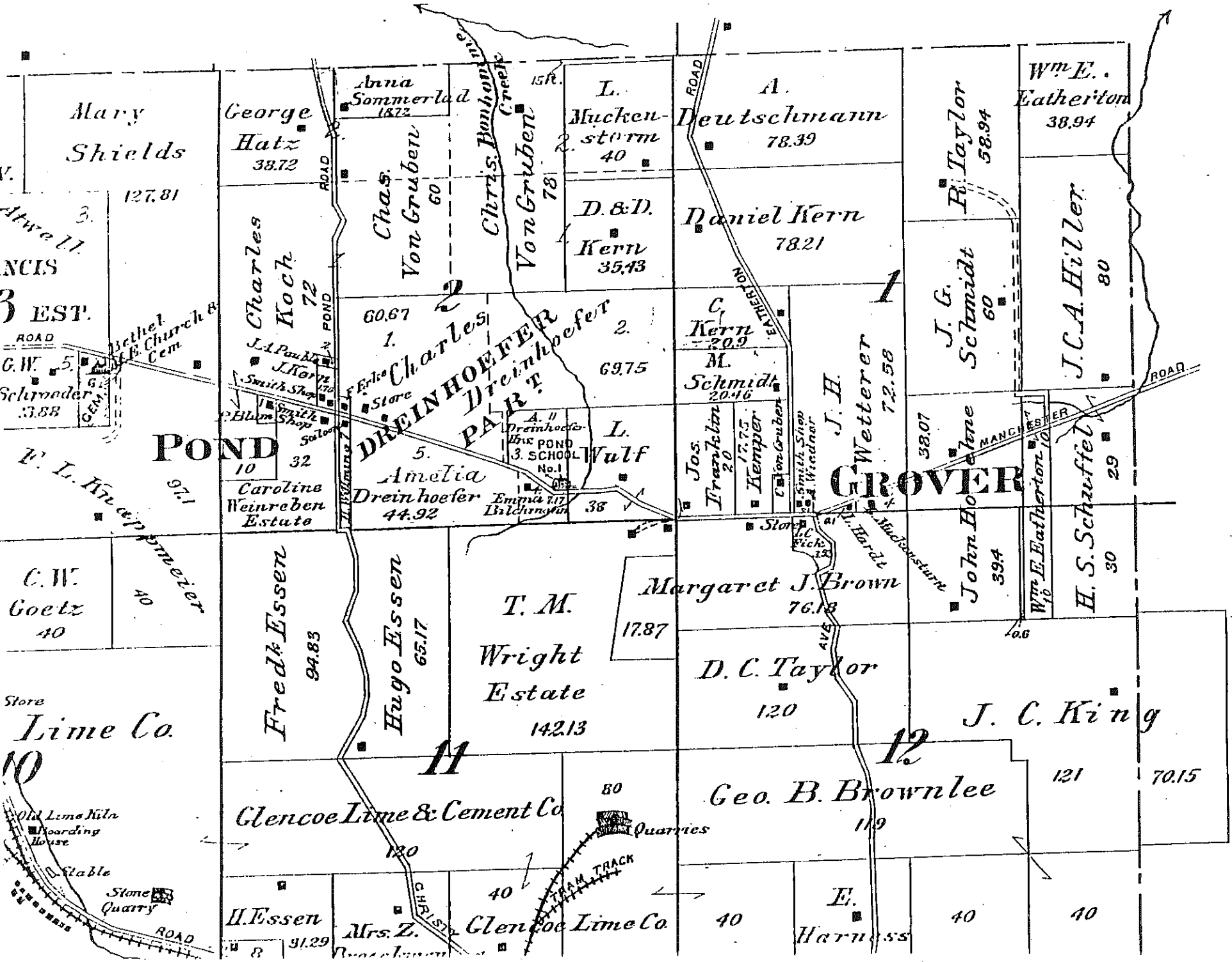
SUBDIVISION NAME	UNITS	GENERAL LOCATION
Shiloh Valley, Ridge, Acres, and Crest	52 Single Family	Reiger Road
Oak Creek Estates	7 Single Family	Pond Road
Babler Hills	33 Single Family	State Highway 109
Southfork	4 Single Family	Reiger Road

* 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 1872
Chas. Von Gruben 60
Chris. Bonhomme Creek
L. Mucken-storm 40
A. Deutschmann 78.39
R. Taylor 58.94
Wm. E. Eatherton 38.94
Charles Koch 72
D.&D. Kern 35.43
Daniel Kern 78.21
J. G. Schmidt 60
J.C.A. Hiller 80
Bethel E. Church & Cem
POND
DREINHOEFER PART
Charles Dreinhoefer
C. Kern 20.9
M. Schmidt 20.46
Jos. Franklin 20
Kemper
J. H. Wetterer 72.58
GROVER
Caroline Weinreben Estate
Amelia Dreinhoefer 44.92
L. Wulf
Emma Bilchinger
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
John Hoehne 39.4
H. S. Schuffel 30
C. W. Goetz 40
Lime Co.
Glencoe Lime & Cement Co 120
Quarries
Geo. B. Brownlee 119
J. C. King 121
70.15
Old Lime Kiln
Boarding House
Stable
Stone Quarry
TRAM TRACK
H. Essen 91.29
Mrs. Z.
Glencoe Lime Co
E. Harness
40
ROAD
POND
SCHOOL No. 1
MANCHESTER
EATHERTON
CHRISTY
AVE

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			Maximum Height	General Permitted Uses
		Front	Side	Rear		
LOW — NU Non-Urban	3 acres	50 ft.	20 ft.	20 ft.	Based on use	Single family dwellings, agricultural, recreational, wildlife preserves
LOW — R-1 Residential	1 acre (1.0)	30 ft.	15 ft.	15 ft.	45 ft./3 stories	Single family dwellings, agricultural, recreational, wildlife preserves
MED-LOW — R-1A Residential	22,000 sq. ft. (1.98)	25 ft.	12 ft.	15 ft.	45 ft./3 stories	Single family dwellings
MED-LOW — R-2 Residential	15,000 sq. ft. (2.90)	25 ft.	10 ft.	15 ft.	45 ft./3 stories	Single family dwellings
MED-LOW — R-3 Residential	10,000 sq. ft. (4.35)	20 ft.	8 ft.	15 ft.	45 ft./3 stories	Single family dwellings
MED — R-4 Residential	7,500 sq. ft. (5.80)	20 ft.	6 ft.	15 ft.	45 ft./3 stories	Single family dwellings
MED — R-5 Residential	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
MED-HIGH — R-6A Residential	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
MED-HIGH — R-6AA Residential	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
MED-HIGH — R-6 Residential	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	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	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 Industria.	1 acre/Vehicle storage yarc 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 10,869 AS AMENDED ADOPTED DECEMBER 22, 1982)

CITY OF WILDWOOD

Master Plan

Photograph of Meramec River Valley

Original Master Plan approved: February 26, 1996
1st Revision: February 21, 2006

WILDWOOD

Planning Tomorrow Today

Acknowledgments

In an effort to create an open and accessible process, the Council of the City of Wildwood challenged its residents to participate in this important update of the Master Plan; the City's first. One (1) of the key means of engaging the public was soliciting volunteers to participate as part of a group that would manage the process with Department of Planning staff. This group was designed and authorized by the City Council to include the eight (8) citizen members of the Planning and Zoning Commission, twelve (12) residents, not affiliated with any land use board or commission, the Mayor, and representatives from the City Council. To this end, the City Council wanted to provide a broad-based sounding board for public comment received from residents, property owners, and businesses over the course of this year-long process. Once the group had received these comments, it would be their decision to include or not include them into the text of the revised Master Plan. Obviously, the group's role was critical to this process.

Given the importance of the City's Master Plan, the assistance and direction of this group of volunteers was critical to its success. It is with this role acknowledged, the City Council, the Planning and Zoning Commission, and the staff of the Departments of City government would like to acknowledge the roles of all of these residents and the wonderful input and guidance provided by them. Although many of the members of the group were either new to the City, the process, or both, their participation allowed the document to be thoroughly discussed and improved. Without these volunteers, the Master Plan and its update process would have fallen short of its initial goal of being open and accessible to public participation. These individuals are listed on the next page.

Master Plan Advisory Group Members

Edward L. Marshall, Mayor
David Hamrick, Planning & Zoning Commission, Ward 1
Joe Frazzetta, Planning & Zoning Commission, Ward 2
Rick Turner, Planning & Zoning Commission, Ward 3
Don Hardaway, Planning & Zoning Commission, Ward 4
Harry Dillon, Planning & Zoning Commission, Ward 5
Tom McLain, Planning & Zoning Commission, Ward 6
Bruce Colella, Planning & Zoning Commission, Ward 7
Mark Hayek, Planning & Zoning Commission, Ward 8
Jill Constantino, Resident Member, Ward 1
Bruce Brophy, Resident Member, Ward 2
Sue Cullinane, Resident Member, Ward 3
Richard Baricko, Resident Member, Ward 4
Jane Finnegan, Resident Member, Ward 5
Russell Hughes, Resident Member, Ward 6
Patrick Pahl, Resident Member, Ward 7
Bob Nandor, Resident Member, Ward 8
Gail Holcomb, Resident Member, At-Large
Don Marshall, Resident Member, At-Large
Bill Reed, Resident Member, At-Large
Steve Christmann, Resident Member, At-Large
Holly Parks, City Council Liaison, Ward 2
Jim Baugus, City Council Liaison, Ward 3
Jim Kranz, City Council Liaison, Ward 7
Tim Woerther, City Council Liaison, Ward 7

Along with the participation of residents, the Council of the City of Wildwood chose to engage Jonathan Barnett again for this Master Plan process. Mr. Barnett, a nationally recognized planner, and author of the original Master Plan, oversaw many of the key discussions on this update process, reviewed drafts of the proposed modifications, and ultimately led it to its improvement. A debt of gratitude is forwarded to Mr. Barnett's long-standing commitment to the City and his desire to guarantee that good planning is carried on in this community for the next ten (10) years and beyond.

The process, as mentioned, was designed to encourage participation from all impacted and interested parties. During the update process, a large number of utility companies and other service providers were contacted and information from them was requested. The participants of this Master Plan 2006 Update Process would like to thank each of these agencies and organizations for their input and support. Along with these agencies and organizations, City staff was integral to the success of the process, from scheduling meetings to completing packets, and an appreciative community would like to acknowledge their efforts, particularly those activities of Joe Vujnich, Kathy Arnett and Joanna Browning.

As part of the Master Plan 2006 Update Process, two (2) series of public input sessions were held throughout this yearlong endeavor. Over three hundred (300) residents, businesses, and property owners participated in these sessions and provided the input that became the guiding force throughout, offering frank and pointed comments for the volunteer group to use during discussions on land use and the five (5) major elements of the Master Plan. Each participant should be commended for taking the time and investing in the community of Wildwood.

Many unnamed people have helped to shape Wildwood during its first ten (10) years, as will many more over the next decades. To those individuals, who are unnamed, the participants in this update process would also like to thank you and recognize your contribution to making this City a great place to live, work, and play. As always, Wildwood's elected and appointed officials appreciate the efforts and input of its stakeholders and will continue to judiciously follow its guiding principle, "Planning Tomorrow Today."

Respectfully submitted,
CITY OF WILDWOOD, MISSOURI

The Honorable Edward L. Marshall, Mayor

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Introduction

Photograph from Shiloh Acres

The City of Wildwood was incorporated on September 1, 1995. This City occupies a 68 square-mile area in western St. Louis County that is generally bounded on the west by the Franklin County line; on the south by Interstate 44, the City of Eureka, and the Meramec River; and on the east and north by the Cities of Ellisville, Clarkson Valley, and Chesterfield, and the Missouri River. The major focal point of the City is the State Route 100/State Route 109 intersection. In defining the City, this intersection becomes the center of its four (4) recognized quadrants: northeast, northwest, southwest, and southeast. These quadrants extend from this intersection outward to the corresponding City boundaries.

The Purpose of the Master Plan

This Master Plan is part of a continuous, on-going process to implement the *Plan of Intent for Wildwood* by outlining policies that conserve, preserve, and protect the natural environment; assure the integrity of the greenbelt created by the four (4) regional public parks in the western part of the city; and establish a framework for residential, institutional, and commercial development that is consistent with community-based, long-range planning goals and prudent land utilization practices.

The Master Plan addresses issues of environmental protection, transportation, community services, public space and recreation, and the other elements of the Plan of Intent in terms of the community's knowledge of existing conditions and past practices. As the community's vision is implemented and new conditions arise, the Master Plan may be reviewed and, if necessary, modified to reflect the City of Wildwood's response to new circum-

stances. The City of Wildwood's land use decision-making process and other public actions shall include careful consideration of the extent to which proposed actions are consistent with the Master Plan's goals, objectives, and policies.

Public Participation Process

The need to engage residents, property owners, and businesses in the activities of the City is important and always an on-going goal and a challenge for elected officials and staff. One (1) of the forums to obtain this input has been the City's two (2) Master Plan efforts; the first being its initial adoption and the second the 2006 update. In both instances, the City staff, Planning and Zoning Commission, and City Council employed a number of different techniques to obtain participation in establishing the direction of the City for the next decade. Without public participation, the document would suffer, as well as lack the community's support, particularly for those components of the Master Plan affecting each household on a day-to-day basis.

To achieve participation as part of the Master Plan 2006 Update Process, the City employed a number of different options to obtain the comments and input for stakeholders within and around the community. These options included two (2) series of public input sessions totaling nine (9) different meetings throughout Wildwood, which were attended by over three hundred (300) residents. Additionally, a mailing was sent to each home in Wildwood seeking input regarding future land use considerations. Along with these efforts, the City utilized its website significantly to allow for review and comments of work products and efforts relating to the Master Plan 2006 Update Process. This medium was not available ten (10) years ago when the original Master Plan was adopted, and certainly offers unlimited potential to allow for on-going participation in all of the activities of the City.

As part of the Public Input Sessions for the Master Plan 2006 Update, many residents noted the need for better communication with the City. Numerous responses indicated that residents and others were not up-to-date on the issues facing the City and how decisions on these items were being made. The Master Plan 2006 Update Process has made it clear that more needs to be done to help residents, property owners, and businesses access information and participate in the City's decision-making processes, as well as understand their role in keeping the City of Wildwood a great place to live, work, and play.

Interpretation

Interpretations regarding the Master Plan's goals, objectives, and policies, as well as their implementation, will be made by the Planning and Zoning Commission and the City Council of Wildwood.

Relationship of the Master Plan to Other City Planning Documents and Development Regulations

This Master Plan coordinates and leads the other elements of the planning process that exist in the City of Wildwood. As part of the work program for updating the Master Plan, other major planning initiatives and documents were utilized in this process, including the Town Center Plan, the Town Center Development Manual, the Parks and Recreation Plan, and the Five Year Capital Improvement Program. These major planning initiatives that occurred in the City's first ten (10) years were often in direct response to objectives and policies contained in the 1996 version of the Master Plan and reflected in their implementation.

Additionally, the Master Plan 2006 Update Process considered amendments to the Zoning Code, the Subdivision and Development Regulations, the Grading and Excavation Code, and the Tree Preservation and Restoration Code that had been made over the last ten (10) years. Also supporting these land use regulations, the City, in the past decade, passed new legislation for

historic preservation, oversight of new telecommunications technologies, control of lighting, implementation of architectural standards, and processes for obtaining new public space to complement those areas already existing within Wildwood. Along with these new initiatives, the City completed a 5-Year Annexation Plan for the St. Louis County Boundary Commission, which led to additional land area being added to the City in January 2006.

All of these data resources were included in this update process for the Master Plan to guarantee its timeliness and prepare it for the upcoming decade, which will offer new challenges and opportunities. As a leader in implementing new initiatives, the City of Wildwood must always be cognizant of the need to update these plans, codes, and other documents to meet new demands or changing conditions, which may arise from all types of venues, i.e. the courts, resident organizations, and others. "Planning Tomorrow Today," demands staying ahead of circumstances that affect the overall quality of life in this City.

Photograph from Acacia Road Area

Synopsis of Planning History

History of Planning in Wildwood

1. From its earliest settlers to today's newest residents, the area of Wildwood has been admired and valued for its unique natural beauty and character.

2. The first major planning initiative in the area, which would become the City of Wildwood, began in 1938 with the reservation of regional public parks to form a greenbelt.

3. All St. Louis County planning documents, from the first *County Plan* in 1962 to the incorporation of the City of Wildwood, described the area as primarily rural in character.

4. St. Louis County's first comprehensive zoning ordinance in 1965 designated much of what is now the City of Wildwood as *NU* - Non Urban District.

5. *The 1973 Land Element* of *St. Louis County's General Plan* showed that only a small portion of the land in the City of Wildwood would be suitable for urbanization. This finding was affirmed in subsequent *St. Louis County Plan Updates* in 1985 and 1993.

6. St. Louis County's first stated policies for the urbanization of the Wildwood area date from the *St. Louis County Plan Update of 1985.* In that plan, most of what is now the City of Wildwood continued to be shown as rural, but its northeast quadrant was designated as the western edge of an urbanizing area centered on the intersection of Highway 40/ Interstate 64 and Clarkson/Olive Street Road.

7. St. Louis County planning documents acknowledged the potential conflict between urbanization policies and the ecology of the City of Wildwood, where the vast majority of the land

area is not suitable for traditional development densities. County planning documents enumerated the necessary safeguards that should be used, as urbanization in the northeast quadrant took place.

8. These environmental safeguards were not incorporated sufficiently into developments approved in the City of Wildwood, with the result being increased erosion and incidences of localized flooding within the area's watersheds. These same St. Louis County planning documents predicted these impacts.

9. Dissatisfaction with State and County roadway plans and the latter's continuing disregard for citizen concerns regarding new development led to the incorporation of Wildwood on September 1, 1995. The *Plan of Intent for Wildwood* included the following five (5) objectives, which are also the basis for this Master Plan:

   - Preservation and conservation of the natural environment.
   - Accountability to the people of the area.
   - Residential and commercial development consistent with long-range planning and prudent land utilization.
   - Protection of the greenbelt formed by Babler, Rockwoods Reservation and Range, and Greensfelder Parks.
   - The creation of a model community that serves its constituents but minimizes bureaucracy.

10. After the approval of the City's incorporation in 1995, the voters of Wildwood approved two (2) taxes – readoption of an existing Gross Receipts Tax on utility consumption and a new Capital Improvements Pool Sales Tax for road, bridge, and other public improvement projects.

11. To increase the standing of local governance, the voters of the City of Wildwood approved a Charter in 1997. The Char-

ter was particularly significant to the Master Plan, since it created the needed mechanism to elevate its land use component to the standing of law.

12. With the approval of the Master Plan by the Planning and Zoning Commission in 1996, and subsequent ratification by the City Council one (1) month later, the Town Center concept was created. The Town Center concept, based on the principles of 'New Urbanism,' led to a plan for an area of the City where higher density residential and commercial development would be encouraged, which was approved in final form in 1998. Some seven (7) years later, the Town Center Development Manual was adopted by the Planning and Zoning Commission defining specific standards and guidelines for this area.

13. In response to growing demand from residents, a Parks and Recreation Plan was adopted in 2001, which identified the existing and future need to acquire property in the City for future active recreational facilities and endorsed the concept of requiring new residential and commercial developments to accommodate dedications as part of any future project(s).

14. Based upon its 5-Year Annexation Plan, the City of Wildwood annexed a four hundred seventy-five (475) acre area of unincorporated St. Louis County in 2006, after successful votes in the annexation area and within the City. This area is bounded by the City of Ellisville to the north, City of Wildwood to the west, the community of Sherman to the south, and generally by St. Paul Road to the east.

A Brief History of Planning and Development Policies and Practices in Wildwood

Historic Character of Wildwood

St. Louis County was formed in 1812, while the area was still part of the Louisiana Territory. Missouri became a State in 1821. The western portions of St. Louis County, then called the Meramec Township, later divided into the Meramec and Chesterfield Townships, remained rural in character until the late 1970's, when the first of new residential subdivisions were approved and began construction. The area that was to become Wildwood contained a few small villages organized along roads, many of which were trails that had been used by Shawnee, Delaware, Osage, and other Native American tribes and then adopted by the early settlers.

Of these early trails, three (3) retain a relative level of significance today. These three trails are now the following roads:

> Old State Road follows one of these early trails from the days before the Spanish and the French came to the area. It runs southward from Manchester Road, just west of Ellisville, "past the Ninian Hamilton Place, now the Catholic Orphan Protectorate [and today the LaSalle Institute], north of Eureka, Allenton, and Dozier's, to Mary and Mac's...a very early and rare house of entertainment near the site of the present town of Pacific and near the St. Louis County Line." (William Muir, 1893, quoted in *History of St. Louis City and County*, 1919).
>
> Manchester Road, in the middle of the City, was designed in 1835 as part of the main link between St. Louis and Jefferson City. It runs westward from Ellisville through Grover and Pond, then

dips south to Fox Creek, and continues westward across the Franklin County line. In general, this road follows the ridge line that separates the area's drainage networks into the Meramec River to the south and the Missouri River to the north. From about 1926 through 1932, a portion of this road was designated Route 66, while the permanent right-of-way for it was still under construction. The Big Chief Hotel in Pond dates from the days when this stretch of highway was part of the main route westward from the City of St. Louis.

Wild Horse Creek Road, near Wildwood's northern boundary, runs westward from what was originally the small village of Chesterfield past Westland Acres, an early black community, through Orrville, and then south towards Melrose; an area planned as a resort, which failed and was sold at a Sheriff's sale in 1879.

Photograph from Wild Horse Creek Road

Two (2) major railroad rights-of-way follow the City's northern and southern boundaries. The St. Louis Southwestern Railroad (adjacent to the Chicago Pacific-Rock Island Railroad) right-of-way runs along the northern edge of Wildwood, just south of Howell Island and Steamboat Island, past the historic town of Centaur, once the center of limestone and stave manufacturing. The Missouri Pacific Railroad follows the gradient of the Meramec River through the western part of the County, going through St. Paul, Glencoe, Eureka, Allenton and on to Pacific,

just over the Franklin County Line.

Most of these old place names are still used today, and many of the surviving historic buildings still exist in these early settlements.

First Initiatives to Protect Wildwood's Environment

The first major planning initiative in what is now the City of Wildwood, other than the building of roads and railroads and the platting of small towns, was the creation of the permanent park reservations. Rockwoods Reservation, originally part of an 1800 Spanish land grant to Ninian Hamilton, was purchased by the State of Missouri in 1938 from the bankrupt Cobb-Wright-Case Mining Company. The Reservation is currently managed by the Missouri Department of Conservation. The Dr. Edmund A. Babler Memorial State Park was dedicated on October 1, 1939. It was financed, developed, and donated to the State of Missouri by a private non-profit trust established by Jacob Babler in memory of his brother. The trust continues to manage the park. The Greensfelder family gave 1700 acres to St. Louis County to establish Greensfelder Park in 1963.

In 1946, St. Louis County adopted its first zoning ordinance, although accompanying maps were not prepared until 1955. Property was not zoned based upon its particular use at that time, but was either designated "A" small farm or "B" one-acre residential in this area.

Guide for Growth-The Land Use Plan, the first official County General Plan, was published in 1962. The plan showed two districts in the western part of St. Louis County, with District 11 essentially north of Manchester Road and District 12 to the south. In District 11, the area immediately around Chesterfield, was seen as appropriate for development; the rest of the district was designated an open-space reserve. In District 12, the area between Eureka and Allenton was designated for urbanization,

while the policy for the remaining part stated development should be discouraged in flood plains or areas of rugged topography.

St. Louis County's 1965 publication *The Challenge of Growth - A Study of Major County and Regional Park Needs* suggested extending the Rockwoods Reservation and Range, Babler, and Greensfelder Park properties to create a greenbelt that would link the Meramec and Missouri Rivers. In addition, the study suggested the greenbelt could be extended to Steamboat Island, Howell Island, and ultimately toward the northwest to the Busch Wildlife Preserve in St. Charles County. This concept has drawn strong support from ecologists, preservationists, and area residents but has never been actively implemented, except for the 34.4 acres St. Louis County added to Greensfelder Park between 1971 and 1980.

Photograph from Babler State Park

Historical Zoning Initiatives and Planning Policies to Protect Wildwood's Environment

In 1965, a new comprehensive zoning ordinance, reflecting for the first time land use designations based upon a planning document, was adopted by St. Louis County. In this 1965 report, much of what is now the City of Wildwood was zoned *NU* Non-Urban District; a new classification originally meant to be a conservation zone. St. Louis County planning officials suggested the NU District designation permit only one (1) residence for every twenty (20) acres, but the final version, which was approved, permitted one (1) residence for every three (3) acres. As a result, the NU District turned out not to be a conservation zone, but, in effect, a low-density residential development zone.

As growth pressures from the westward movement of development from the inner-ring communities of St. Louis County in-

tensified, the *Land Element of the 1973 St. Louis County General Plan* was devised to create land suitability classifications based on soil type, topography, forest cover, hydrology, and geology. After subtracting out land that had already been urbanized or protected by park or other institutional controls, the 1973 Plan set the following categories of property in order of suitability for development:

Prime, *Secondary*, *Marginal*, *Restrictive*, *Protection*, and *Production* (vacant class 1 agricultural land located in flood plains). Only land in two (2) of the six (6) categories (*Prime and Secondary*) was considered suitable for urban or sub-urban type development densities. It further suggested that land in the *Secondary* category should generally be reserved for agricultural uses only. In addition, only a small proportion of the area that was to become the City of Wildwood was shown in the 1973 map as having *Prime and Secondary* land; these areas occurring mostly in the hilly uplands of the northeastern quadrant of the City or immediately adjacent to Manchester Road in the unincorporated communities of Grover and Pond. As the categories were derived from the ecosystem, the boundaries of the categories followed the natural systems and did not conform to the lot lines of individual pieces of property. Although the 1973 Plan was published and distributed to the public, these maps were never officially adopted by St. Louis County, but their existence shows that planning officials were very much aware that a high proportion of the land in the Wildwood area was not suitable for development at traditional urban densities.

The *1985 St. Louis County General Plan Update* intensified this theme of growth by stating that land within the County was becoming an increasingly scarce resource.

> *"This presents a particular problem in areas where environmentally sensitive land is now being considered for urban uses. Although factors such as flood plains and steep slopes*

> *do not completely rule out urban uses in these areas, they do require special considerations and construction techniques."* (*1985 General Plan Update*, Pg. 19, Italics added)

Urbanization Policies of St. Louis County within the Wildwood Area

St. Louis County's *1985 General Plan Update* was the first official planning document that showed substantial development anticipated for the area now known as the City of Wildwood. The southern and western areas of the City were shown as *Rural*, while an area slightly larger than the existing parkland was shown as *Preservation*. However, the northeast quadrant of the City of Wildwood was shown as *Urbanizing*. *Urbanizing* was defined by this plan as having a minimum population density of one thousand (1,000) persons per square mile.

An area around the intersection of State Routes 100 and 109 was also identified at this time as a future *activity center* - an *activity center* being defined in the 1985 Plan Update as having a scale of employment or daily trip attractions comparable to a regional shopping center (over 500,000 square feet in size). However, the principal activity center shown in this plan for the western part of St. Louis County is now the location of Chesterfield Mall and its surrounding office buildings, hotels, and high density housing. The activity center in Wildwood was shown as a satellite to this much larger counterpart. Urbanized development west of Chesterfield, according to the 1985 County Plan, was to stop within the northeast quadrant of what is now known as Wildwood, thereby forming the western edge of a larger urbanized region centered on the intersection of Highway 40/61 and Clarkson/Olive Street Road.

This change in St Louis County planning policies reflected changes already happening on the ground. Interstate 44 was connected to State Route 109 in 1971, thereby making the Wildwood area far more accessible from St. Louis and the eastern

part of the County. Development was also moving westward from the area of Chesterfield with its direct access to Interstate 64/40 and the City of Ellisville on the State Route 100 corridor.

In 1977 alone, according to information assembled by the City of Wildwood, St. Louis County approved 1,521 sub-urban lots (one acre and denser lots), as distinguished from non-urban (three acre minimum lot) subdivisions, in Wildwood. Traditional sub-urban lots totaled 373 lots in 1978, 679 lots in 1979, and 159 lots in 1980. In 1981, 1982, and 1983, however, no sub-urban subdivisions were approved.

County policy makers expressed concern in their 1985 plan document that the boom development conditions which had prevailed in St. Louis County since World War II were coming to an end. The population growth in St. Louis County had leveled off and was now taking place elsewhere in the St. Louis Metropolitan Area, notably St. Charles and Jefferson Counties. St. Louis County's share of new housing construction in the metropolitan area had dropped from sixty percent (60%) in 1970 to twenty-nine percent (29%) in 1980. The reason for concern over these statistics is made clear in the *1985 Plan Update*:

> "A 1983 study of revenue and services revealed that while the unincorporated areas generated 37 percent of County Government revenues, they received slightly more than 27 percent of the service expenditures." (*1985 General Plan Update*, Pg. 15)

Revenue from new development taking place in unincorporated areas helped finance the delivery of services in older parts of St. Louis County. The County brought its regional share of new housing construction up to thirty-five percent (35%) in the mid 1980s. After the three-year lull in the Wildwood area, the County approved 664 new suburban lots in 1984 and 710 lots in 1985.

Impact of County Urbanization Policies in Area of Wildwood

One set of special environmental considerations outlined in the *1985 General Plan Update* was the list of 10 planning principles for stormwater drainage that should be followed in the design and construction of new development described in detail in the next chapter of this Plan.

While these provisions are meant to apply to all of St. Louis County and do not take into account all of the special environmental conditions prevailing in the Wildwood area, an analysis completed in the preparation of this Master Plan indicates that, had the St. Louis County Planning Commission and County Council required the kinds of precautions outlined in their own planning document, much of the serious, irreversible environmental damage in the City of Wildwood that is described in the next chapter of this Plan could have been avoided. Instead, the St. Louis County Government continued to approve developments in the area of Wildwood that were re-graded and designed in ways that have proven inappropriate to the steep terrain and soils sensitive to erosion.

From 1965, when St. Louis County first adopted its current zoning categories, to September 1, 1995, it approved subdivisions totaling 5,565 residential lots in the City's northeast quadrant alone, and a total of 11,437 lots in residential subdivisions in the whole community. Of these lots, 4,878 were in urban residential subdivisions approved after 1985. From 1989 to September 1, 1995, the County issued 3,778 building permits in the City of Wildwood.

Photograph from Pine Creek Area

Following a surge in new development in the western reaches of the County, the connection of an improved State Route 100 to State Route 109 was completed in 1989. Subsequently, an improved State Highway 40 was connected to Clarkson Road in 1992 and the widening of Clarkson Road to Manchester Road was completed in 1994. These road improvements coincided with the increased pace in new development.

The 1993 St. Louis County Plan Update repeated the general statement that development in areas of flood plains and steep slopes required special considerations and construction techniques; it did not repeat the more detailed statements about stormwater drainage and other issues from the previous 1985 Plan. However, the 1993 Plan Update did include a map showing all of the area of what is now Wildwood as having different categories of environmentally sensitive land. (*The 1993 St. Louis County Plan Update*, Pg. 24)

The St. Louis County Department of Planning prepared two detailed Community Area Studies for districts within the area that became Wildwood: The Pond-Grover Study, published in December 1990, and the Wild Horse Valley Study, published in June 1993. These studies cover the areas within the City of Wildwood identified as urbanizing in the 1985 Plan Update. The process of producing these documents involved numerous meetings with residents of these areas to gain their input, although the St. Louis County Planning Commission and Council were given the authority for making the final decisions regarding land use policies as they applied to individual petitions for rezoning. These two studies went beyond the level of traditional master plan research and principles to suggest land use policies for individual subareas within each plan area.

By September 1995, a high proportion of the development anticipated in the 1985 General Plan Update had already been approved, including a large commercial site in the eastern end of

the proposed Town Center Area. The pace of development was extraordinarily rapid. As will be discussed in more detail later in this document, the population of the City of Wildwood virtually doubled between the 1990 and 2000 census.

The Incorporation of Wildwood

Wildwood was officially incorporated on September 1, 1995. The incorporation was the culmination of a large grassroots effort on the part of residents and a four (4) year legal battle to stop plans for a north-south, multiple-lane divided highway along a corridor that paralleled the existing State Route 109. The groups included the Babler/Rockwoods Preservation Association, the West Chesterfield Citizens for Responsible Development, the South Wild Horse Creek Homeowners Association, the Northwest Jefferson County Association, and the Wild Horse Creek Valley Association. The Wild Horse Valley and Pond-Grover Community Area Studies undertaken by St. Louis County were also a catalyst for incorporation as they provided a forum for discussing planning issues. Much of the continued support for incorporation came from the general dissatisfaction with fragmentary urbanization and degradation of the natural environment as a consequence of the way that the St. Louis County Government had been administering the rapid development of the Wildwood area.

The Plan of Intent for Wildwood was filed on December 18, 1992 with the St. Louis County Boundary Commission. The *Plan of Intent for Wildwood* listed five essential reasons for incorporation:

1. Preservation and conservation of the natural environment;
2. Accountability to the people of the area;
3. Residential and commercial development consistent with long-range planning and prudent land utilization;
4. Protection of the greenbelt formed by Babler, Rockwood and Greensfelder parks;
5. The creation of a model community that serves its constitu-

ents but minimizes bureaucracy.

The St. Louis County Boundary Commission voted 6 to 2 in 1993 not to place the issue of Wildwood's incorporation on the ballot. However, in May of 1994, the Missouri Supreme Court declared the Boundary Commission statute unconstitutional, thereby negating their previous actions. During the following summer, attempts to get the St. Louis County Council to put Wildwood's incorporation to a vote in the community were unsuccessful. However, by the beginning November 1994, Circuit Court Judge Kenneth Romines had ordered the issue of Wildwood's incorporation placed on the February 7, 1995 ballot.

On February 7, 1995, sixty-one percent (61%) of the registered voters of Wildwood voted yes to form the new City. On June 29, 1995, the St. Louis County Council dropped its efforts to continue opposing the issue of the incorporation in the courts. Under Missouri State statutes, the St. Louis County Council had the authority to appoint the City's first Council to act as its interim government until the April 1996 municipal election.

Photograph from Rockwoods Reservation

Population Description

At the time of the City's incorporation, information was provided from several sources estimating its population. Due to the City's size (it encompassed all or a portion of seven (7) postal zip codes and numerous census blocks and tracts), making an accurate population count was difficult to complete. Based upon the 1990 census tract information, and best available records from St. Louis County, the population at the time of the City's incorporation was estimated at 24,000 residents. This total represented an increase of 7,621 people (or 47%) from the 1990 United States Census. This area was in the middle of a housing boom that would continue for several years after the incorporation.

Upon the City's incorporation, it gained a multitude of lots that had been recently approved by St. Louis County. The estimate completed at that time reflected approximately 2,650 vacant lots. Through 1998, the number of building permits issued each year maintained a steady pace. This year also reflected the first accurate population estimate provided by the U.S. Bureau of the Census. Following a population estimate of 18,123 being provided by the U.S. Bureau of the Census, the City challenged this figure based upon building permit information and was successful in convincing the federal government to revise their numbers. Their estimation, in support of City records, established Wildwood's population at 30,967 as of July 1, 1998.

Between July 1, 1998 and April 1, 2000, estimates of the City's population were again based upon the number of building permits issued. Department of Planning staff estimated the City's population at the time of the decennial census in 2000 to be approximately 32,700. This estimate was verified by the census, which revealed the 2000 population of the City to be 32,884.

This assessment has been the baseline for subsequent projections in each year following 2000. These estimates use the census' calculation of 3.02 people per household and are as follows:

Year	# of New Households Authorized	Estimated Population at Years' End
2000	196	33,475
2001	143	33,906
2002	175	34,434
2003	188	35,002
2004	207	35,627
2005	205	36,246

The growth in the area has slowed based upon the City of Wildwood's land use policies. The area's population doubled in just ten (10) years, from 1990 to 2000. However, population growth has slowed to approximately ten (10) percent in the last five (5) years, equating to approximately a two (2) percent growth each year. Additionally, the number of vacant lots available for new homes has also decreased since the incorporation of the City. This estimate, as of December 2005, identifies 1,682 parcels as vacant, approximately one thousand (1,000) less than at the time of incorporation. Additionally, a significant area was annexed into the City on January 1, 2006 including about 75 residences. This area increased the City's population by approximately 226 people.

To calculate future population projections, the Department of Planning has considered a number of factors, including the amount of available land, the City's land use policies, and the number of new lots approved each year, to determine a conservative growth rate estimate of one point six (1.6) percent. Eventually growth rates in the City may slow further, if land use policies remain unchanged. Currently, the projections for the next five (5) years are:

Year	Projected Population
2006	37,056
2007	37,649
2008	38,251
2009	38,863
2010	39,485

Environmental Element

Preservation and conservation of the natural environment is the first of the five (5) policies highlighted in the Plan of Intent as the reason for the incorporation of Wildwood.

The Ecology of Wildwood

The long steep hillsides, narrow convex summits, erodible soil surfaces, slowly permeable and restrictive subsoil layers, existing young and mature woodlands with abundant native vegetation, and numerous creek beds of the City form an ecology substantially different from the more gentle and rolling topography and permeable soils of other nearby areas of the County. Compounding these sensitive physical attributes of the land, the St. Louis Metropolitan Area receives a substantial amount of its rainfall in the form of high-intensity thunderstorms, with large amounts of rain within a relatively short period of time. These kind of rainfall events lead to serious erosion problems given the aforementioned terrain and soils found in the City of Wildwood.

The Need for Watershed Management Practices in the City of Wildwood

Areas of the City that are still in their natural state do not suffer significant erosion even after unusually heavy and sudden rainstorms. The ecosystem, although fragile, has reached a state of equilibrium and protects itself. Downstream from more dense residential and commercial developments in other areas of the City, the landscape tells a different story: hundreds of tons of soil and rock have shifted, streams and hillsides have eroded severely, and the damage continues, despite the efforts of the City to curtail it.

There are two (2) very dramatic examples of these differences in the City: Wild Horse Creek and Caulks Creek. Wild Horse Creek currently exists in a state of natural equilibrium as a properly functioning streambed. Caulks Creek has sustained severe damage from stormwater runoff and is an unhealthy streambed due

to this degradation. The first of these two (2) watersheds to be discussed is Wild Horse Creek.

The upper reaches of Wild Horse Creek Watershed, whose source-area remains largely forested, is an example of a properly functioning forest stream ecosystem. Even after the relatively long dry spell from the end of the summer of 2005 through the fall, this stream had flowing water. Banks were stable, the streambed was a mixture of rounded gravels and sands - indicating they had remained in place long enough to be smoothed by the action of the water - and the width-to-depth ratio was small. After a rain, the upper Wild Horse Creek ecosystem retains much of the water, thereby allowing it to filter slowly and gradually to the stream while maintaining an even, continuous flow.

In direct contrast, the second watershed to be discussed is Caulks Creek. Within Caulks Creek from Clayton and Prospector Ridge Roads to Kehrs' Mill Road, this stream has seriously deteriorated from its natural state. It has an extremely wide channel-to-depth ratio. Active erosion is taking place along all of its banks. The bottom of the streambed has an enormous load of angular chert fragments that exceed fifteen (15) feet in depth. When rain falls in the badly damaged Caulks Creek ecosystem, stormwater turns into a series of concentrated, high-energy flows, moving great quantities of soil into the creek and then pouring quickly down its bed, causing rapid, violent erosion as it goes. In many places, roads and bridges are being undermined. Underground power cables and sewer lines have also been exposed by erosion.

The Caulks Creek Watershed has had extensive clearing of vegetation and topsoil due to the re-grading practices of the many subdivisions previously constructed in its drainage area. This previous pattern of development practices have been curtailed in Wildwood, but damage persists from them due to the

inadequate standards that were in place when many of these projects were constructed. In direct contrast, the Wild Horse Creek Watershed, which has not sustained the same level and type of development as the Caulks Creek Watershed, remains a properly functioning streambed.

After the adoption of the Master Plan, the City Council continued to prioritize the need to address the Caulks Creek situation. For a period of approximately seven (7) years, a scientific study was funded by the City to better understand how to arrest the on-going erosion problem. This study, yet completed, indicates the need to retrofit older detention/retention facilities upstream to hold the stormwater runoff in place for longer periods of time and capture smaller storm events as well. Until these retrofits are completed, on-going degradation of the Caulks Creek will continue, despite the City limiting the density of development on remaining infill properties located in this watershed.

As witness to the on-going need to be diligent in addressing the City's top priority relating to the environment, a recent problem experienced in a new development within the Caulks Creek Watershed provides an excellent example. With the development of the former Cherry Hills Golf Course site, the City, the Missouri Department of Natural Resources, and the Metropolitan St. Louis Sewer District imposed all of the required regulations onto this residential subdivision. The goal was to manage stormwater from this site in a manner that would limit on-site and downstream impacts. With a large-sized site like this property, the need was clear to control runoff to protect the environment.

Since the initial grading began on this property, problems have been experienced both on the site and downstream. These problems, based upon weather, poor application of siltation control techniques, and ineffective standards, have created unwanted and negative impacts in the watershed. Therefore, the Master Plan 2006 Update recognizes the on-going need to maintain vigilance

in protecting the environment of Wildwood through thoughtful regulations and improved land use policies.

The Treatment of Sewage Effluent in This Environmentally Sensitive Area

Developments in the Non-Urban Residence District zoned areas of the City, where the lot sizes are three acres or larger, have far fewer erosion problems, particularly where the access road and building sites are confined to the ridge lines. However, despite this fact, Non-Urban Residence District zoned properties and other development outside Metropolitan St. Louis Sewer District boundaries raise another serious environmental problem regarding sewage treatment.

The soils in much of the City are unsuitable for individual septic systems, and lots in urban residential zones [R-1 District (43,560 square foot lots) to R-6A District (4,500 square foot lots)] are, in any case, too small for these systems. While a percolation test has been required, it is not clear these tests have been administered correctly, as their results can vary significantly depending upon the saturation of the soil and where on the property the test was made. Improper placement in the landscape, lack of required inspections, and sporadic maintenance of individual septic systems can adversely affect the quality of both the aquifer and the streams in the western part of the City. Newer State legislation allows for a soil morphology test to substitute for the previous percolation analysis, which would appear to be a better means to ascertain the suitability of locations on properties for wastewater treatment, given the soils conditions in the City of Wildwood.

The alternative to individual septic systems the City has employed in these unserved areas are small sewage treatment plants. These "package plants" can serve an entire residential subdivision. Several residential subdivisions in the City of Wildwood already have package plants. Package plants are also nec-

essary for commercial development outside the Metropolitan St. Louis Sewer District boundaries. Package plants are required to be periodically inspected (monthly) by the Department of Natural Resources (DNR). Therefore, the maintenance of the plant and evaluation of the effluent are more regulated than individual systems.

Although package plants are a better alternative than individual septic systems, they are not an effective substitute for a regional public sewer system. Their maintenance is variable and, at best, usually provides only secondary treatment, meaning the effluent can still pollute the local aquifer or stream where they are located. However, with certain permitting requirements by the State, the potential for discovering and correcting a plant that is not functioning well is greater than an individual septic system on a privately-owned property.

Photograph of a package treatment plant

It is also important to note that many property owners west of State Route 109, and some to the east, are on well water. If an improperly functioning septic system exists on the property with a well, the potential exists for contamination. This contamination can also extend to other well sites downstream. One (1) alternative to protect the public's health and safety is to promote the extension of public water lines.

Given the Metropolitan St. Louis Sewer District's limitations, and the constraints of individual septic systems and package plants in this environment, there are difficulties in approving sub-urban densities for residential development or major com-

mercial uses outside the Metropolitan St. Louis Sewer District's boundaries for the foreseeable future.

Application of Wildwood Codes and Policies (1995-2005)

On the first day of Wildwood's incorporation, and over the next seven (7) months, its City Council worked to create two (2) new codes and modify others to address the problems noted above relating to grading and tree removal in the City's nine (9) different watersheds. These two (2) new codes, the Grading and Excavation Code and Tree Preservation and Restoration Code, and the revised Zoning Code and Subdivision and Development Regulations were intended to stop the past practices of mass grading, tree removal, and poor land use decisions that led to increased stormwater runoff, erosion, and siltation of the natural drainage areas of the City. Each of these codes, whether new or revised, took into account the problems facing the City and focused on identifying steps to lessen grading on development sites, preserve more trees, reduce densities in sensitive environmental areas, and promote higher stormwater management standards.

Additionally, along with these actions, the City also took the bold step of creating a one-of-a-kind regulation called the Natural Resource Protection Standards. These standards were developed by Dr. David Hammer, a Professor of Soil Science at the University of Missouri-Columbia, to assist in understanding the relationship between the soil and the climate of Wildwood. Utilizing five (5) different variables of the soil, areas of development and non-development were to be determined on a site-specific basis. All of this work was to be completed on the property by a qualified Professional Soil Scientist. The City has been applying these standards for over nine (9) years and saved hundreds and hundreds of environmentally sensitive acres of land from disturbance.

The City also took into account that density is a major determinant on the extent of impact on the environment. In creating the three (3) residential land use categories for the City, the community noted that only one (1) should accommodate higher densities: the Town Center. The other two (2) categories, the Suburban and Non-Urban Residential Areas, would have densities ranging from one (1) unit per every three (3) acres to no more than two (2) units per acre. It was hoped these limited densities would further lessen impacts in the City's watersheds. Although partially successful, the City has noted in its review of development data, as part of this 2006 update of the Master Plan, that Suburban Residential Area densities may still be too substantial and, as part of this revised plan, recommended changes to the upper range to no greater than one (1) unit per acre. This step is to further protect Wildwood's unique and fragile environment.

ENVIRONMENTAL GOALS

1. Wildwood's unique environment is one of its greatest assets and needs to be preserved and protected. (2006)

2. Wildwood's topography and soils, part of nine different watersheds, make it unusually vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)

3. Wildwood can and should be a model for sustainable development practices. (2006)

ENVIRONMENTAL OBJECTIVES

1. The environmental damage resulting from future development should be minimized to the greatest extent possible.

2. The areas within this City, where environmental damage have already taken place, should be stabilized and, where practical, rehabilitated.

3. The wastewater effluent from systems, both individual and community, not managed by the Metropolitan St. Louis Sewer District, should be prevented from polluting streams and aquifers in the City.

4. The natural systems of the environment, particularly its soil layers and tree and vegetative covers, should be utilized to retain and absorb stormwater runoff.

5. The primacy of the watershed as a planning unit should be acknowledged in this community and a coordinated approach for stormwater and wastewater management should be fostered between the Metropolitan St. Louis Sewer District and neighboring municipalities in each of them.

ENVIRONMENTAL POLICIES

1. Implement the conservation principles put forward in the *St. Louis County 1985 Plan Update* .

2. Recognize that terrain in the City of Wildwood varies from relatively flat land, with soils suitable for development, to landforms and soils highly unsuitable for development. These variations in terrain generally do not correspond to property boundaries and, while more environmentally sensitive land is located in the western and southern quadrants of the City, they exist throughout the community.

3. Adopt regulations requiring that differential runoff (i.e. the amount of stormwater runoff that is greater than that occurring if the land were left undisturbed) be entirely detained on the property, thereby limiting its impact upon surrounding properties to a level comparable to that of its pre-development condition. Discharges from these stormwater systems cannot be directed toward or onto any public or private rights-of-way.

4. Require that natural drainageways remain undisturbed and the system of existing detention/retention basins and associated improvements within the boundaries of the Metropolitan St. Louis Sewer District (MSD) be accepted by MSD for their maintenance and eventually upgraded to reduce current deficiencies in terms of design and function, when funding resources are available.

5. Require that areas of steep slopes and highly erodible soils remain in their natural undisturbed state.

6. Consider an alternative stormwater management policy for intensive commercial uses that would require a system of engineered drains and piping, with water held and treated in a detention chamber, and released at a volume and velocity consistent with its natural runoff rate prior to development.

7. Continue to employ the current procedure that is part of the City's development regulations for mapping the landforms and soil conditions on individual pieces of property and then evaluating their suitability for development.

8. Maintain the current flexible procedure within the development regulations that allows an owner of a property to better utilize a site's natural characteristics through the application of innovative design and construction practices and the clustering of units, while offering community amenities and useable open space. The application of this procedure should be consistent with the environmental parameters of the site.

9. Require all developments to submit a site plan that includes the delineation of the property's natural drainageways and the location of all proposed retention and detention basins necessary to meet new stormwater standards to minimize runoff and control its downstream impacts.

10. Develop appropriate grading and soil reconstruction techniques to minimize site disturbance by the promulgation of new regulations that better reflect a greater level of stewardship and respect for the land.

11. Maintain and improve current grading and tree preservation ordinances that require the retention of natural vegetation and topsoil and an approved site plan or preliminary plat before land disturbance or grading can commence on a property. Coordinate regulations promulgated by State and federal agencies to better implement these laws and ensure compliance by the City and developers to such requirements and practices. (Modified 2006)

12. Stabilize Caulks Creek, either through remediation measures, or its rehabilitation to a more stable ecosystem by damming the creek at intervals and creating ponds and wetlands or other equally environmentally sound methods, on its periphery to reduce the volume and velocity of runoff entering the waterway. Avenues of federal, state, and local funding should be explored to assist the City of Wildwood in this project.

13. Require the installation of individual household wastewater treatment systems to meet environmental standards based upon the area's physical characteristics as defined by soil scientists and adopted by the City of Wildwood, as a means to protect the public's health, safety, and welfare.

14. Inspect individual septic systems periodically to ensure their operations meet minimum health standards and through a program of mandatory inspections upon any re-occupancy or sale of a single-family residence.

15. Encourage better cooperation between the City of Wildwood, the Missouri Department of Natural Resources, and

the St. Louis County Department of Health in establishing an effective inspection system for package wastewater treatment plants.

16. Require tertiary treatment of sewage effluent (10 BOD/15 SS) as part of any approval by the City for a package treatment plant or individualized household treatment system.

17. Encourage the extension of public potable water to all areas of the City to prevent future health and safety problems relating to wastewater effluent and from non-public systems. Extending water systems will also improve fire protection.

18. Enact new legislation that creates incentives for the recycling of surplus construction materials from commercial, residential, and institutional development projects, while expanding bulk pick-up services within all residential neighborhoods located in the City. (2006)

19. Complete the extension of the public sanitary sewer, public potable water, and stormwater management systems to the Town Center Area. (2006)

20. Institute a guarantee program, as part of any new residential, commercial, industrial, and institutional project or development, that will protect private, potable water sources on existing lots, where single family dwellings are currently located, by setting aside money to repair assessable damages relating to construction activity. (2006)

Planning Element

Three (3) of the five (5) objectives noted in the Wildwood's *Plan of Intent* were specific to land use policy:

> *Residential and commercial development consistent with long-range planning and prudent land utilization;*
>
> *Protection of the greenbelt formed by Babler, Rockwood Reservation and Range, and Greensfelder Parks; and*
>
> *Preservation and conservation of the natural environment.*

Protection of the natural environment was one (1) of the five (5) objectives outlined in the *Plan of Intent* and has already been discussed in the Environmental Element of this Master Plan.

Benefit (and Need) of the Non-Urban Residence District to the Larger St. Louis Metropolitan Area

The Non-Urban Residence District zoned land in the City serves an important regional function by preserving open space in some of the most complex ecology of the region and enhancing, by contrast, the character of more densely settled areas of the community and surrounding municipalities. By promoting a diverse character of development in St. Louis County, the rural areas of the City of Wildwood permit other parts of the region to "borrow" open space that has been preserved through its planning policies.

Major Initiatives in the City of Wildwood (1995-2005)

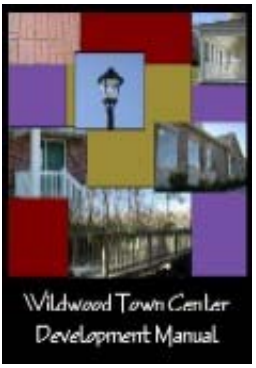
Over the last ten (10) years, the City has engaged in a number of major planning initiatives to achieve the adopted objectives and policies of the Master Plan. The efforts can be summarized as follows:

- Completed Model Telecommunication Code in Decem-

ber, 1997.

- Completed Town Center Process and Plan in February, 1998.
- Completed Historic Preservation Ordinance in August, 1999.
- Completed Lighting Code in August, 1999.
- Completed Architectural Review Board Ordinance and Standards in May, 1999 and June, 2001.
- Completed Parks and Recreation Plan in June, 2001.
- Completed Town Center Development Manual in June, 2004.
- Completed Public Space Ordinance in January, 2006.

Along with these planning efforts orchestrated by the Department of Planning, the Departments of Administration and Public Works have also undertaken extensive planning activities. These efforts have focused on the creation of transportation priorities in its Annual Capital Improvement Budget and its 5-Year Capital Improvements Program. In the past ten (10) years, several of these planned major initiatives have improved the safety of the City's streets, rural roadways, and bridges. Additionally, the major upgrades have occurred establishing appropriate stormwater management criteria and standards for areas located outside the Metropolitan St. Louis Sewer District's boundaries.



Since the incorporation of the City, and the passage of the City's Charter, planning efforts have led to improved developments in terms of their character, respect for the environment, and functionality. Development continues to be a major influence in the City, particularly as the Town Center Area continues to grow in popularity and interest. Although the relative number of single family dwelling permit issuances may have declined from their peak number prior to 1995, the number

of permits still being issued are significant and continue to reflect the desirability of Wildwood as a place to locate a home or business.

Master Plan Processes and Updates

Under the City's Charter, the Comprehensive Zoning Plan must be updated every ten (10) years. The update process is intended to keep this important planning document germane to changing conditions and reflect residents' vision of their community. Additionally, the update of the entire Master Plan is also an excellent time to consider the progress and challenges the City has made in the previous ten (10) year period. Along with these considerations, the Master Plan process is always necessary to keep pace with new technologies and other conditions that occur, which were not anticipated in the previous ten (10) year period.

Updates, however, must be respectful of maintaining a common consistency, so residents, property owners, and businesses have some level of expectation regarding future actions or changes within the community. This expectation, which is derived from a Master Plan that is supported by the elected and appointed officials, is critical to achieving support for new initiatives to meet the goals, objectives, and policies of the document. ***Accordingly, changes to the plan, with the exception of the properties expressly referenced in Appendix VI as having potential for change if an appropriate plan were submitted, after its adoption, should only be considered in the most unique or pressing circumstances.***

PLANNING GOALS

1. Implementing, updating, and maintaining appropriate land use regulations will improve the quality of life in the City of Wildwood. (2006)

2. Planning efforts in Wildwood must be coordinated with

other governments, service providers, and utilities. (2006)

3. Land use and planning decisions need to be related closely to environmental quality, community services, transportation systems, and open space/parks considerations. (2006)

PLANNING OBJECTIVES

1. The overall rural character and fragile ecology of the City of Wildwood should be preserved.

2. The greenbelt of regional parks should be protected by preserving existing zoning and land use patterns on their periphery and within the Wildlife Species/Vegetation Corridor, thereby ensuring a protective transitional landscape around each one.

3. The expansion of suburban-type densities within this community should be limited to the northeast quadrant and northern section of the southeast quadrant of the City, where they would be an extension of the existing land use patterns of those neighboring municipalities.

4. Commercial and industrial development should be promoted within the City as a means to provide an adequate tax and service base for its citizens, but they should be strictly defined and limited to very specific locations in the community, i.e. the Town Center for commercial activities and the Chesterfield Valley Area of the City for industrial uses.

5. Programs to improve communication about, and enforcement of, planning regulations, should be implemented by the City. (2006)

6. The City of Wildwood supports life-cycle housing opportunities to all age groups. (2006)

PLANNING POLICIES

Photograph from Dierbergs Plaza in the Town Center

1. Consolidate future commercial development within the boundaries of the City of Wildwood's Town Center.

2. Relate changes in the mapped zoning density within the two suburban residential areas to the pattern on adjacent properties, but the densities of new developments should not be in excess of one (1) unit per acre. Higher residential densities may be appropriate within the Town Center Area, if part of that overall plan (see Conceptual Land Use Map). (Modified 2006)

3. Continue Non-Urban Residence District zoning designation as the major land use category in the City of Wildwood. The Non-Urban Residence District designation of land performs an important regional function for the more developed communities in St. Louis County. Through the preservation of this zoning designation around the regional parks, and in the area designated as a species/vegetation corridor (see Policy #7 below), the protection of the regional greenbelt is furthered. In addition, maintaining an existing Non-Urban Residence District designation is especially appropriate in areas of steep topography and highly erodible soil profiles.

4. Incorporate the Land Use Categories of the Regulating Plan in the Town Center Development Manual, as part of the City's Zoning Code, in accordance with the map contained therein.

5. Adopt a policy of preserving historic buildings/sites and ar-

chaeological areas through their designation as landmarks.

6. Create land use and environmental policies to protect the regional park system from erosion and pollution. (2006)

7. Map a Wildlife Species/Vegetation Corridor to connect the regional park system into a greenbelt within the community, while extending it to connect with other regional parks outside the City of Wildwood. Coordinate the location of this species/vegetation corridor with land use and transportation policies before their adoption. (2006)

8. Promote the development of consistent regulations between other service providers (fire and school districts) and utilities and the City's land use standards and requirements, particularly for the Town Center and Non-Urban Areas of Wildwood. (2006)

9. Implement a zoning procedure (overlay district) to support the current NU Non-Urban Residence District to be used on environmentally sensitive lands or properties, where development presents particular difficulties, in order to eliminate environmental and safety concerns associated with the use of such areas. (2006)

10. Implement design criteria and standards for the use of land and for the architecture of buildings and structures, so that new construction complements the surrounding natural and built environments and minimizes harm or damage to them. (2006)

Community Services Element

In the original Master Plan adopted in 1996 by the Planning and Zoning Commission and ratified by the City Council, this element was named "Urban Services." In the Master Plan 2006 Update Process, the name of this element has been changed to "Community Services" to better reflect the character of Wildwood. With the City of Wildwood maintaining its unique character and creating opportunities for residents to better identify with this area through a number of different initiatives and efforts, the term "community" is much more suitable, since creating ownership in this City is critical to its success well into the future.

Major Initiatives in the City of Wildwood (1995-2005)

This element represents the administration of government and the provision of important services to residents, property owners, and businesses living, working, or otherwise located in the City of Wildwood. These services add to the quality of life, maintain property values, and provide a safe and secure environment for everyone. Many of these services that are essential to a vibrant and safe City environment are provided by other entities or utilities not affiliated with Wildwood. These partnerships are key to the success of the City and its residents, property owners, and businesses benefit from the expertise of these other entities and providers.

Over the past ten (10) years, the City has made many upgrades and improvements to the service levels residents, property owners, and businesses receive relative to the previous jurisdiction. These upgrades and improvements were promised as part of the incorporation effort and integral to the *Plan of Intent's* stated direction. A summary of upgrades and improvements is as follows:

- Resurfaced over 63 miles of rural roadways in the City.
- Replaced over 12,000 slabs of concrete street.
- Replaced over thirteen (13) deficient or deteriorating

bridges.

- Promoted household recycling efforts in the City, while managing a sole-source single-family residential solid waste collection contract with a single provider.
- Participated, and partially funded, two (2) major safety improvements on State Route 109.
- Established City's website, quarterly Wildwood Gazette, and weekly e-newsletter.
- Installed over fourteen (14) miles of multiple-use trails.
- Restored Old Pond School and created a neighborhood sized park.
- Constructed Anniversary Park.
- Established recreational programs, including nine (9) major events.
- Directed annexation of additional Town Center Area into the Metropolitan St. Louis Sewer District's boundaries.
- Adopted codes, ordinances, and regulations to improve efficiency of City's financial management.
- Established sound investment policies.
- Created meeting policies and procedures to comply with Missouri Sunshine Laws and requirements and allow residents to have open access to all government activities.
- Partnered with other local governments to provide services and programs to senior citizens.
- Created Board of Ethics, Architectural Review Board, Historic Preservation Commission, Administrative Review Board, and ad-hoc committees to assist in major initiatives, since the incorporation of the City in 1995.
- Added nineteen (19) police officers to the City's force.

Meeting the needs of the City's constituents has been the primary goal of four (4) Mayors, numerous City Council Members, and staff over the last ten (10) years. In the public input sessions, many of the participants noted the improved levels of service, since the City incorporated, and wanted these services to continue into the future. Additionally, many of the service providers

and utilities responding to the request for information from the Department of Planning for this update of the Master Plan noted improved service levels and expanded networks of utilities had been achieved in the area of Wildwood over the past ten (10) years, with other improvements planned in the next decade (see Appendix V).

Major Challenges Facing the City of Wildwood (2005-2015)

The ability of the City to undertake and complete those major initiatives over the last ten (10) years has been premised on the availability of funding from a number of dedicated and predictable resources. Primarily this source of funding has been the City's sales tax received from its participation in St. Louis County's pool distribution formula. The City receives this pool sales tax revenue based upon a per capita formula of total residents in the community. Since the City of Wildwood experienced substantial growth between 1995 (its incorporation) to 2000, a marked increase occurred in revenues from the sales tax. The City has continued to grow since the 2000 Census was completed and is anticipating adding approximately six thousand (6,000) more residents by the end of this decade. Under the current sales and other formulas, the City would receive an increase in revenues from this growth in population.

Over the past couple of years, a growing discussion has occurred among municipal and State leaders about the distribution of pool sales tax revenues and how it might be changed to address what certain cities have claimed are inequities in its structure. The City of Wildwood must address attempts to change this tax structure, since it is the major source of operating and capital improvement revenues. Any changes to this tax structure could impact the City in a negative manner, which might lead to reductions in community services. Therefore, the City needs to be prepared to participate in any discussions on this matter, while maintaining vigilance in monitoring any legislative initiatives on

possible changes to the taxing formulas and encouraging equity to all parties, (if changed).

Establish specific policies and procedures governing consideration of requests for development incentives. Development incentives, such as Neighborhood Improvement Districts (NID), Transportation Development Districts (TDD), Community Improvement Districts (CID), and Tax Increment Financing (TIF), may be appropriate planning strategies, applied as a means to achieve community goals, objectives, and policies set forth in the Master Plan and policies established by the City Council consistent with the same. However, in evaluating such mechanisms, the inherent costs to federal and state taxpayers from tax-exempt financing or other public costs should be fully weighed against the private and public benefits sought in order to ensure that the City uses such tools only to promote the overall public good for its residents, while adhering to the City's commitment to regionalism.

Photograph of repaving of Hencken Road

As the City of Wildwood matures, pressures will also mount on maintaining the current level of services it provides to its residents, property owners, and businesses. These demands will place the Mayor and City Council members in positions where decisions will have to be made about the level of services, the providers of these services, and the character of these services. Since the City contracts with private providers for many of its services, costs are competitive due to the bidding processes associated with them. In the next ten (10) years, overarching all decisions must be the need to protect the public's health, safety, and general welfare, while maintaining the high level of services and their delivery.

COMMUNITY SERVICES GOALS

1. Appropriate police, fire, EMS, sanitation, and other municipal services need to be maintained. (2006)

2. Development levels, and accompanying service responsibilities, should not exceed available community service capabilities. (2006)

3. Access to essential communication services is a necessary element for living and working in Wildwood. (2006)

4. Residents and businesses need to be well informed about Wildwood's government activities and its fiscal condition. (2006)

COMMUNITY SERVICES OBJECTIVES

1. The allocation of future capital investments by the City should be planned and managed in such a way the established character of the community is maintained and improved.

2. The quantification of fiscal implications resulting from new development proposals in the City of Wildwood must be ascertained by using a methodology which will detail a development's impact upon the City's finances, as well as the finances of other jurisdictions, to provide policy makers with an accurate picture of the services that need to be provided or upgraded for the new development.

3. The constraints on development imposed by the fiscal and geographic limitations of certain service providers, such as the Metropolitan St. Louis Sewer District, should be accepted by the City and related parties.

4. The concept of concurrency for new developments in the City

of Wildwood should always be considered, so the capacity of existing infrastructure or government services is not exceeded, thereby ensuring they are commensurate with the level of population and physical growth.

5. The use of private contractors for services in the City should be continued, but premised on performance and quality evaluations in terms of citizen satisfaction. (2006)

6. The City should preserve and enhance property values by implementing plans, regulations, and standards for maintenance of its housing stock and land areas. (2006)

7. The network of existing and future utilities should be constructed underground and coordinated with other providers and public infrastructure to the extent feasible by technology, type of service, and proximity to buildings, trees, or denser development. (2006)

COMMUNITY SERVICES POLICIES

1. Establish a long-range capital improvements program for the City of Wildwood based upon its own fiscal resources, grants from the federal and state government, and other sources of outside funding.

2. Follow a policy of fiscal prudence in considering major new development initiatives, while creating specific procedures governing the review and processing of development incentive requests submitted to the City.

3. Complete a review of other jurisdictions where the concept of concurrency has been applied to begin the development and implementation of a similar ordinance for the City of Wildwood.

4. Continue contractual arrangement for police services, while seeking improvements and better efficiencies whenever possible. (2006)

5. Provide the necessary infrastructure within the City of Wildwood for telecommunications service. This new infrastructure should be consistent with the rural appearance of the community and combine the use of pre-existing structures and rights-of-way as the preferred methods of providing these facilities. (2006)

6. Develop opportunities, foster partnerships with providers, and create incentives for the provision of Internet service to all households and businesses in the City of Wildwood. (2006)

7. Seek a library facility in the Town Center Area of the City. (2006)

8. Submit all publicly-funded projects to the City's review processes to guarantee compliance with its regulations and requirements. (2006)

9. Address the aging of housing stock within the City by the design and implementation of a re-occupancy permit inspection program associated with the sale of any existing single family dwelling beginning with wastewater and well water inspections at the time of their resale. (2006)

10. Residents and business owners need to be well informed about Wildwood's government and its activities and the City should utilize all available media forums in this effort, including, but not limited to, direct mail, Internet opportunities, and local newspapers. (2006)

11. Complete 5-Year Annexation Plans that are required by the

St. Louis County Boundary Commission in keeping with State Statute and their procedures, as adopted, for potential additions of land area to the City's current boundaries. Decisions relating to annexation proposals should consider a number of factors, including fiscal, service, and community of interest benefits and/or costs. (2006)

Photograph of bridge replaced on Pond Road.

Transportation Element

Major Transportation Issues – Then and Now

Proposals to create a major north-south highway paralleling State Route 109 helped convince area residents of the need to take control of their own future in the late 1980's and early 1990's. The current regional transportation plan of the East-West Council of Governments (the St. Louis Metropolitan Area's official coordinating body for transportation improvements) does not include a new north-south highway on or near State Route 109. It does, however, identify State Route 109 as part of a Major Transportation Investment Corridor requiring short-term safety improvements. Concerns remain in the community regarding the extension of State Route 109 into the Chesterfield Valley Area, along with the addition of traffic lanes and proposed interchanges, under the guise of a safety-improvement program, which could ultimately lead it to becoming a part of a third metropolitan by-pass with links south to Interstate 44, Highways 30 and 21, and Interstate 55, and a link north to Interstates 64 and 70.

State Route 109 is already connected to Interstate 44, but its northern end currently terminates at Wild Horse Creek Road; a two-lane, east-west arterial. There are no official plans for improving Wild Horse Creek Road. However, State Route 109 could become a regional highway if it were connected to a widened Eatherton Road in the City of Chesterfield and then extended northward to a new interchange with Interstate 64. This route appears to be part of the traffic improvement corridor shown in the East-West Gateway Council of Government's short-term plan. This major regional planning initiative should not be created in the guise of short-term traffic improvements. If a third-ring bypass is built, its regional planning consequences on the entire metropolitan area should be fully assessed and its route determined based on these considerations.

The effect of making this link would be to open up Jefferson,

Franklin and St. Charles Counties to more intensive development, most of which is likely to be drawn from the inner areas of St. Louis County and the City of St. Louis. The benefits of taking this initiative are debatable. Spending money on this new infrastructure could well encourage people to stop using existing facilities. The third-ring bypass is likely to accelerate the process of drawing development out of the older parts of the region, in complete contradiction to policies of regional integration and of preserving the Cities of St. Louis and Clayton as the centers of the metropolitan area.

Even if a third-ring bypass is ultimately to be constructed, there are strong arguments against using the State Route 109 corridor for this purpose. The unusual soil conditions in the City, detailed in the Environmental Element of this Master Plan, make it an inappropriate area in which to create major new highways. The enemy of ecological stability in the City is rapid runoff. The more impervious surfaces, particularly continuous highway lanes in hilly areas, the more rapid runoff is generated. State Route 109 adjoins the regional parks and actually goes through one (1) of them. The City of Wildwood has an obligation to protect the regional parks located within it; building a major highway through part of these parks and subjecting them to accelerated surges of rainwater polluted by motor oil and petroleum combustion products is counter to all other efforts to protect the regional park system.

Major Initiatives in the City of Wildwood (1995-2005)

In the past decade, the City's Departments of Administration, Public Works, and Planning have established a Capital Improvement Program for Wildwood. Along with an annual budget, a five (5) year program has also been established to guide the development of infrastructure in the City. These improvements are funded by a 1/2¢ Capital Improvement sales tax approved by the voters of Wildwood in 1998, federal and state grants, and general revenue funds. Overall goals of the Capital Improvement

Program are to provide safe streets and bridges and reduce commuting time between local locations by offering logical connections of existing and proposed streets. Management of traffic by limiting curb cuts on major arterial streets has also been a policy of the City of Wildwood.

TRANSPORTATION GOALS

1. Safe streets, sidewalks/trails, and bridges need to be maintained throughout Wildwood. (2006)

2. Regional roadway projects need to be appropriate to the character of Wildwood. (2006)

3. Wildwood should encourage multi-modal options for transportation for residents and businesses. (2006)

Photograph of Pedestrian Bridge over State Route 100

TRANSPORTATION OBJECTIVES

1. The existing and proposed roadway network in the City of Wildwood should be designed and maintained so that it is safe and efficient, but also consistent with the community's long-standing, historic rural character. Roadway modifications in designated Town Center and Suburban Residential Areas shall be commensurate with expected traffic volumes and City standards established for these specific land use

categories.

2. Changes to the regional roadway network, if proposed, should proceed only after the land use and economic costs and benefits (including the effects on St. Louis County and St. Louis City) are fully understood and evaluated.

3. The City's topography, its associated fragile and rocky soils, and the linked group of outstanding regional parks located here, should be protected from the erosion and pollution caused by the construction and use of major roadway corridors.

4. The development of future alternatives to automobile transportation in the City of Wildwood should be explored and supported. These alternatives should include the following: rapid transit/rail systems, bicycle paths, and more opportunities to walk to destinations.

5. The natural vegetation and scenic views located along the City's network of roadway should be preserved and enhanced for the benefit of both residents and visitors.

TRANSPORTATION POLICIES

1. Promote a policy for the City of Wildwood's traffic needs, which supports the primary creation of a network of safe and ecologically responsible, two-lane, local arterial roadways. Make only improvements required for traffic safety, such as adding shoulders, improving the configuration of intersections, replacing substandard bridges, installing traffic signals, and other topical measures.

2. Oppose attempts to create a regional outerbelt without a full evaluation of its costs and benefits on the entire metropolitan area. The City of Wildwood should promote the State Route

109 Corridor Study (Missouri Department of Transportation – July 1999) as a guide for future modifications to this roadway, while prioritizing topical improvements to facilitate the safe movement of local traffic within the community. This policy is premised on the negative impacts an outerbelt would have upon this community, particularly with respect to the environmental degradation associated with its construction and increased traffic, the loss of parkland through direct acquisition for roadway right-of-ways, the promotion of greater inter-County traffic movements, and the division of this community into two parts.

3. Oppose construction of major new highways within the City of Wildwood.

4. Support the City's existing highway and street network by adopting and implementing land use policies that will promote a compact concentration of development in the Town Center and the two suburban residential areas. These policies should enable more people to walk to their destinations, while also encouraging the Town Center to be served by other forms of access besides the automobile.

5. Require local access streets within individual subdivisions to be built to City standards, but consider having such roadways remain private and maintained by the homeowners to further encourage greater control over their ultimate use and appearance, except in the two suburban residential areas and Town Center, where local access streets should be publicly maintained.

6. Identify safety improvements necessary to all City-maintained roadway, as part of Wildwood's Capital Improvement Program. Such improvements may include the following: replacing antiquated bridges that are too narrow and subject to flooding; improving road alignments in places

where there have been accidents; widening roads where necessary and feasible to provide shoulders; correcting unsafe intersections; and providing a network of multiple links, so there is always more than a single way of going from one destination to another.

7. Protect existing bridges by implementing such measures as the posting of weight limits to protect them from excessive loads, identify potentially dangerous approaches with appropriate warning signs, and prohibit truck traffic on roadways where weight-restricted crossings are located.

8. Preserve and enhance the scenic environmental qualities, which exist along many of the City's roadways and their intersections, through the application of appropriate design standards reflecting a sensitivity toward the area's unique environmental characteristics. These standards should be applied in the planning, construction, and maintenance of all roadways.

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-Grover Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.

10. Continue to promote safe roadways for pedestrians, bicyclists, and motorists (Safe Streets Initiative). (2006)

11. Develop a Scenic Byways Program for certain City streets that exhibit the characteristics embodied in many of the Master Plan's Elements relating to the environment, planning, transportation, and open space and recreation goals, objec-

tives, and policies. Examples of these roadways would include, but not be limited to, Manchester Road (formerly Route 66), State Route 109, and Bouquet Road. (2006)

Roads

East-West Arterials[1.]

Clayton Road (County). **A two to three-lane arterial road.** Improvements to Clayton Road have been completed from the eastern boundary of the City to Strecker Road. This roadway now accommodates three (3) lanes of traffic, with vertical curbs, stormwater management facilities, and sidewalks. Clayton Road, west of Strecker Road, remains a two-lane roadway.

Wild Horse Creek Road (State). **A two-lane arterial road.** There are no official plans for adding lanes. Topical safety improvements should be planned.

Manchester Road (Wildwood). City plans are for **a two-lane arterial**, with widenings for turn-lanes or other safety improvements, as required. The design of this road within the Wildwood Town Center has been studied in detail and these levels of improvement are included as part of that plan. West of the Town Center, this road should remain **two-lanes in width.**

State Route 100 (State). **A limited-access four-lane road** from the Westglen Farms Drive/Manchester Road intersection to State Highway T. There are long-term safety improvements proposed for the section west of State Highway T to Interstate 44 in the current East-West Gateway Council of Governments' plan.

[1.] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

State Highway T/St. Albans Road (State). This road should remain **a two-lane arterial,** with topical safety improvements, as needed.

Main Street (Wildwood). City plans are for a two-lane boulevard, with adjacent on-street parking, bicycle lanes, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

North-South Arterials[1]

Allenton Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Fox Creek Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Old State Road (County). Built on a narrow ridge, this road should remain **a two-lane arterial.** Shoulders should be added, where possible, and other topical safety improvements made. A section of this roadway, located in the City of Wildwood, is to be improved to a three (3) lane arterial level, as part of a St. Louis County project (from Ridge Road on the north end to Old Fairway Drive on the south end).

Ossenfort/Wild Horse Creek Road (Wildwood). The north-south portion of Wild Horse Creek Road, west of State Route 109, is part of the City's roadway network. It should remain substantially unchanged as **a two-lane arterial** road, except for topical safety improvements.

State Route 109 (State). Currently, a two-lane arterial. Safety improvements should be made, but the **two-lane configuration should be retained.** No new connections should be made north to Interstate 64.

Strecker Road (Wildwood). **A two-lane arterial**. A portion of this roadway was rebuilt during the last ten (10) year period of time and now contains sidewalks, improved stormwater management facilities, planting and landscape islands, and improved lane surfaces.

Thunderhead Canyon Road and West Glen Farms Road (Wildwood). These roads are necessary traffic links, but their speed limits should be strictly enforced. **No improvements are proposed.**

Valley Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Taylor Road (Wildwood). A two to four-lane boulevard, with adjacent on-street parking, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

[1] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

Open Space and Recreation Element

Major Initiatives in the City of Wildwood (1995-2005)

In 2001, the City Council approved a Parks and Recreation Plan for Wildwood. This plan was the beginning of a major effort on the part of the City to begin providing comprehensive recreational programming to its residents and visitors, while undertaking the development of park properties with facilities. Since that time, the growth in programs and facilities has been substantial. These programs include over sixty (60) annual events for the community, two (2) neighborhood style parks with facilities, and several other passive areas serving as open space, which have been acquired and improved. Along with programs and park facilities, the City has installed over fourteen (14) miles of multiple use trails, while partnering with the Missouri Department of Natural Resources and St. Louis County in opening the *Al Foster Trail* along the Meramec River. Many other activities, facilities, and programs are planned in the years to come.

Along with these City efforts in the more traditional areas of parks and recreation planning and implementation, Wildwood has been applying the Master Plan land use categories and environmental regulations to protect existing parkland from degradation and harm. These types of policies and applications were key components of the incorporation effort and, from the standpoint of the City, have been achieved when the condition of the major public park holdings are reviewed. Similarly, the City has been receiving dedications of land area to further the connection of Babler State Park to Rockwoods Reservation through development proposals in the Non-Urban Residential Areas. New developments, beyond these dedications of land area, are also required to buffer and protect park properties from stormwater runoff, grading, and tree removal/damage. These buffers normally exceed one hundred fifty (150) feet in size.

Just before the adoption of the Master Plan 2006 Update, the

City Council approved a new Public Space Ordinance, which formalizes the dedication processes of obtaining land area, fees, and improvements as part of the development or the division of land. This ordinance will create a fair and concise mechanism to gauge the impact of the new development on the need for public space and offer options to the developer to comply. When great communities are recognized or discussed, often heard is the abundance of public space, with improvements for residents to enjoy and use. The adoption of this ordinance begins the process of fulfilling many of the goals, objectives, and policies of the Master Plan and will ultimately lead to the need to create perpetual funding mechanisms within the community for the maintenance and upkeep of park properties and related facilities.

OPEN SPACE AND RECREATION GOALS

1. Wildwood's parks and recreation facilities should improve the quality of life within the City, enhance property values, promote a sense of community, and welcome and engage residents and the visiting public. (2006)

2. Wildwood facilities and park and recreation programs should meet residents' needs and preferences. (2006)

3. Wildwood should have permanent funding sources for its park and recreation facilities/programs and their maintenance. (2006)

OPEN SPACE AND RECREATION OBJECTIVES

1. The regional parks located within the City of Wildwood should be protected from adverse environmental consequences created by roadways, highways, and new developments located adjacent to or upstream from these publicly-held properties.

2. The connection of Babler, Rockwood Reservation and Range, and Greensfelder Parks should be encouraged, as part of a larger regional park system.

3. The creation of policies to protect the diversity of vegetative and wildlife species within the regional parks and the Wildlife Species/Vegetation Corridor should be supported and adopted by the City.

4. A study of the necessary level of improvements for a comprehensive City-wide parks and recreational system should be conducted. Improvements should be planned in ways that are supportive of the existing character and diverse needs of the different areas within the community.

5. Funding mechanisms, along with conservation easements, development incentives, and donation opportunities, for the active acquisition of properties and facilities to address the park and recreation needs of the City of Wildwood should be defined, established, created, and maintained. (2006)

6. Partnerships with federal, state, and local park and recreation agencies, other municipalities and public and private not-for-profit groups to implement the goals and objectives of this effort and regional actions of the greater community should be promoted and established. (2006)

7. Requirements should be established for the dedication of useable open space and the provision of recreational facilities within the Town Center Area of the City to address density levels and site coverages associated with development activity in this urban core. (2006)

OPEN SPACE AND RECREATION POLICIES

1. Encourage the purchase or donation of additional land for

the regional parks, particularly properties within the species/vegetation corridor, through a variety of traditional and innovative programs.

2. Create a series of community/neighborhood parks throughout the more developed areas of Wildwood, with appropriate facilities to serve the surrounding areas, designed to accommodate all user groups. (2006)

3. Review, pursue, or create funding and financing options and mechanisms for the acquisition of park and recreational facilities for Wildwood residents and other users. (2006)

4. Encourage diversity in the type of facilities to be funded and built, so that they complement other facilities in the City and within surrounding communities. The design of these facilities should allow for expansion, as growth occurs or user demands change. (2006)

5. Define, prioritize, and select potential locations for the acquisition, or protection by other means, of scenic vistas, pristine woodlands, diverse water features, prime agricultural lands, and properties whose acquisition will further such preservation within the City of Wildwood. (2006)

6. Examine economic development opportunities along trail locations, which complement the community and serve the users of these facilities. (2006)

7. Ensure all efforts relating to parks and recreation planning in the City of Wildwood complement and adhere to the goals and objectives of the Master Plan, standards and guidelines of the Town Center Plan, requirements of the City Charter, and related municipal codes. (2006)

8. Initiate and implement partnerships, as soon as possible, be-

tween the City of Wildwood and (but not limited to) the following: Rockwood School District, the YMCA, St. Louis Community College District, Missouri Departments of Conservation and Natural Resources, St. Louis County Department of Parks and Recreation, Pond Athletic Association, the development community, other local park departments, and public/private entities. These partnerships are intended to provide recreational, educational, and community outreach programs to all residents of the City of Wildwood. (2006)

Photograph of Babler State Park

9. Define appropriate priorities for the achievement of the goals and objectives of the Parks and Recreation Plan for the City of Wildwood. (2006)

10. Develop opportunities for arts and cultural events for residents and other interested parties, as part of the City's public facilities and programs, and complement those provided by the public and private schools and regional institutions serving the St. Louis Metropolitan Area. (2006)

Conclusions and Conceptual Land Use Classifications

The residents, business owners, and service providers who live and work in the City of Wildwood, Missouri, have participated in the development of this Master Plan through a series of meetings, public hearings, and written comments received by the Department of Planning and Parks. These meetings, hearings, and comments were intended to obtain all possible information and opinions from the community, so as to begin defining its vision for the future. As one of St. Louis County's ninety-two (92) municipalities, and the largest in terms of geographic size, the City of Wildwood has a unique, but difficult task ahead of it, due to the amount of undeveloped land area located here. These circumstances create development pressures in an area, which has long been known for its rugged terrain and natural beauty and has drawn many of its residents here for these reasons. While responsible, sustainable development is acceptable, it must be noted that the existing density of development in the Caulks Creek Watershed has produced environmental and fiscal situations that should not be repeated in the remaining watershed areas located in the northwest, southwest and southern section of the southeast quadrant of the City.

This shared vision of the community began on February 7, 1995 at the polls and will be furthered through the adoption and implementation of this plan. The Master Plan addresses a number of areas relating to the City's policies on environmental protection, service provision, resource allocation, transportation analysis, and land use development and control. The plan contains sixteen (16) goal statements, thirty (30) statements of objectives, and an additional sixty-two (62) statements designed to achieve these objectives. The major highlights of these one hundred eight (108) statements include the following:

ENVIRONMENT – Of the five (5) objectives in

this element, the primary policy for the area is to minimize environmental disturbance and damage within the existing developed areas, restore watersheds where erosion has negatively impacted the natural equilibrium, and prevent future disturbance or damage to both non-impacted and impacted areas. This protection and restoration is to be encouraged through the implementation of appropriate zoning densities and the clustering of lots to limit disturbance.

Of the twenty (20) policy statements in the plan, the emphasis is on improving standards and development practices to address the sensitive nature of the City's environment. The overall direction of these policies is to better manage the development process through the continued implementation of the City's environmental regulations, including the tree preservation and restoration and grading and excavation codes, while exerting greater control over activities, which could potentially degrade the environment, such as, unmaintained stormwater control and sewage facilities.

PLANNING – Of the six (6) objectives in this element the primary consensus in this area is to continue to consolidate more traditional urban densities in certain areas of the City where environmental characteristics, access, existing development patterns, and availability of services are more favorable to this type of density. Additionally, the City should maintain its current five (5) land use categories called Non-Urban Residential, Suburban Residential, Town Center, Industrial, and Historic.

Of the ten (10) policy statements in the plan, the

emphasis is on limiting suburban development densities to the two (2) areas of the community, where this pattern already exists, while concentrating commercial and innovative higher density residential development to the Town Center. Furthermore, the Non-Urban District zoned areas of the City should continue to be considered a legitimate and permanent land use category. This designation will also further the effort to protect expectations of existing homeowners in those areas, promote the protection and linkage of the parks, create a species/vegetation corridor between them, and thus establish the concept of the greenbelt that the residents of this area have long supported.

COMMUNITY SERVICES – Of the seven (7) objectives in this element, the primary consensus is to promote a level of development commensurate with the availability of support services. Where services are not available or severely hampered, development densities and intensities must be limited.

Of the eleven (11) policy statements in the plan, the emphasis is on promoting the concept of concurrency and managing the City's growth and expenditures based upon its longstanding rural character.

TRANSPORTATION – Of the five (5) objectives in this element, the primary consensus is to promote a network of safe and efficient roads in the community, which are designed to serve the needs of the City. The construction or improvement of the area's roadway system should be based upon the unique characteristics of its environment and level of development.

Of the eleven (11) policy statements in the plan, the emphasis is on limiting the improvement of the area's roadway network to primarily two (2) lane arterial roads, including State Route 109. Additionally, the level of topical safety improvements should be based on specific plans developed for each of the roadways located in the City's eight (8) wards and Town Center. Roads serving the Non-Urban Residential area should be built to City standards, but remain private, while those streets in the Sub-Urban Residential areas and the Town Center should be publicly maintained, except where specific circumstances dictate to the contrary.

OPEN SPACE AND RECREATION – Of the seven (7) objectives in this element, the primary consensus is to protect the regional park system and encourage the eventual development of the greenbelt linkage between these publicly-held properties as noted in St. Louis County's first Parks Plan in 1965.

Of the ten (10) policy statements in the plan, the emphasis is on creating policies and programs to encourage the dedication of land between these parks for inclusion in the greenbelt, thereby protecting these facilities from inappropriate development, and fostering the establishment of the wildlife species/vegetation corridor.

This Master Plan is unique and one which is used on a daily basis in making the City of Wildwood a better place to live, work and play indicative of the level of concern its residents hold regarding preservation of the City's natural attributes and rural character for future generations to enjoy. In attempting to accomplish this goal, the implementation of land use policies is

paramount. As discussed in the proceeding summary, the community has reached a consensus on this policy and it is as follows: there should be five (5) major land use designations in the City --- Non-Urban Residential, Sub-Urban Residential, Industrial, Town Center, and Historic [Fifth Land Use Category - Historic was added to Master Plan with Ordinance #883 on October 14, 2002]. Each of these designations are described in greater detail below:

NON-URBAN RESIDENTIAL - This category contains the areas of the City currently zoned NU Non-Urban District. Principally, this area is located west of the State Route 109 corridor, but additional properties of similar zoning and nature are found in all quadrants of the City. The Non-Urban Residential area is generally not served by public sewer or water and is dependent upon individual systems and/or package systems for these services. Characteristically, the land area is steeply sloping, heavily vegetated, and relatively undeveloped in terms of traditional urban densities. The adjoining land use pattern is principally low density residential or parkland and access is limited to a network of rural roadways characterized by narrow widths, one-lane bridges, no shoulders, steep hills, and poor alignments. These characteristics are aesthetically desirable, but also at the same time dictate a low density residential pattern (generally three (3) acre lots or greater in size) for the future. Additionally, existing developments on lots of three (3) acres or more in these areas strongly weigh against any new development of higher densities in this land use designation.

SUB-URBAN RESIDENTIAL - This category currently contains the areas of the City currently

zoned for more intensive urban designations, such as the R-1 One Acre Residence District to the R-6A 4,000 square foot Residence District, including eight (8) commercially zoned properties (Amended C-8 Planned Commercial District). These two (2) areas are located east of the State Route 109 corridor and within the northeast and southeast quadrants of the City. Public sewer and water systems, along with a number of other services from additional utilities, generally serve these areas. The land's characteristics in these designations are more varied than the Non-Urban Residential areas of the City. Primarily, the land varies between steeply-sloping to rolling topography, forested to pasture, and to some extent has been disturbed by previous development, particularly in the Caulks Creek Watershed. Surrounding land use patterns are low to medium density residential, with limited commercial and institutional development as well. Access into these areas is principally from the State Route 100 or 109 corridors onto a system of formerly rural roads somewhat improved as development progressed into these areas. Given their proximity to existing development, a low-medium density residential development pattern would be compatible in this area, subject to the environmental limitations of any given site that may require lower densities or alternative designs. With the variability of site characteristics in these areas, the appropriate zoning designations in the range of the NU Non-Urban District to the R-1 One Acre Residence District, with a minimum lot size of 15,000 square feet as part of a Planned Residential Development (PRD), are appropriate. Regarding the eight (8) commercially-zoned properties located in and around the Clayton Road/Strecker Road intersection, their des-

ignation should be retained as part of an Amended C-8 Planned Commercial District classification within this land use area limiting the intensity of the commercial uses to C-1 authorized uses and requiring the neighborhood compatibility of the development. However, no future commercial designations of properties located in either of these areas should be considered, thereby acknowledging all such previous zonings were part of St. Louis County's rejected land use policy and not the City of Wildwood's. The relative level of appropriateness for individual lot sizes within these zoning designations is premised on a number of variables, not withstanding surrounding development patterns and the extent of natural resource attribute restrictions exhibited by the individual sites. Therefore, the smallest minimum lot size of 15,000 square feet may not be appropriate on all sites and shall be viewed on a case-by-case basis to ensure its sensitivity to the objectives and policies of this Master Plan.

INDUSTRIAL - This category contains the areas of the City currently zoned M-3 Planned Industrial District and are primarily located in the Chesterfield Valley in the northwest quadrant of the City, which borders the Missouri River. This designation also includes one (1) isolated site along Ruck Road in the southeast quadrant of the City. This property is utilized for the St. Louis County Department of Highways and Traffic District garage/storage yard. Access to this property is by a County-maintained local road, not designated for heavy truck traffic. Given the isolated nature of this site and the predominant land use pattern around it, the expansion of the industrial activities would be inappropriate. Whereas, in the Chesterfield Valley, the develop-

ment of these properties for the uses permitted under the site specific ordinance created at the time of the M-3 Planned Industrial District's adoption would be reasonable and supportable by the City.

TOWN CENTER - This category contains the areas of the City currently zoned either NU Non-Urban District or C-8 Planned Commercial District and include the historic communities of Grover and Pond. This area is primarily centered in the wedge of properties bordered by State Route 100, State Route 109, and Manchester Road, with a small extension to the west along Manchester Road to Pond. A majority of this area is located inside public sewer and water service areas, but also relies upon individual systems for the provision of these services. The characteristics of the land are less restrictive than the remainder of the City and can be described as rolling to gently-sloping, forested to pasture, or developed. Many of these properties have been disturbed by previous development, given the long history of settlement associated with the two (2) communities. There are a mix of uses ranging from single family residences on very small lots and three acre developments, commercial businesses, and institutional uses to agricultural lands. Access to this area is good due to its proximity to the two (2) State roadways and Manchester Road. With their traditional heritage as the commercial centers of the area, Pond, Grover, and the surrounding properties offer an excellent location for the Town Center, which would include a mix of high density residential developments and commercial uses of a neighborhood orientation. The density of residential development should not exceed the R-6A 4,000 square foot Residence District (unless author-

ized by City Council as part of a site-specific ordinance) and would only be considered in this Town Center Area as part of a Planned Residential Development (PRD).

The intent of the Town Center is to create a center where a sense of community is established through the use of creative and innovative development features. These features will include: active and passive green space; interconnecting pedestrian pathways; family-owned and operated businesses; architecturally harmonious designs; integration and preservation of historical sites and local history; blending of local commercial development with appropriately buffered and situated residential development; an integrated system for sanitary and storm sewers; and protection of environmentally sensitive tracts. The Town Center should have a centralized area of park space that can be used as a gathering place for area residents to interact and truly develop a sense of place in their community, with plazas and mini-parks intermingled amongst future residential and commercial developments.

HISTORIC - This category contains properties or areas, which are listed on the City of Wildwood's Historic Register and can be located throughout the community, but only upon land zoned NU Non-Urban Residence District or the FPNU Floodplain Non-Urban Residence District, and not within the boundaries of the Town Center. The Historic Category is intended to provide property owners the opportunity to utilize their buildings, structures, or areas to a greater extent possible than normally allowed under their current Master Plan land use category or zoning district designation as an incen-

tive for their preservation, protection, or adaptive reuse. Designation of properties or areas must meet the criteria listed in the Historic Preservation Ordinance for their nomination and consideration. The designation of properties or areas to this land use category must be approved by the Historic Preservation Commission, the Planning and Zoning Commission, and the City Council and only becomes effective when the owner agrees to have the property or area placed on the City's Historic Register and this designation is finalized. Future use of a historic property or an area will be premised on the surrounding land use pattern, access, utility service, and the sites' natural features and must provide a true community benefit for its consideration.

Conceptual Land Use Categories Map

The City's Charter is unique in that, when the voters of Wildwood approved it, it included a provision, which linked it to the Master Plan. This link was accomplished by adopting the Master Plan's Conceptual Land Use Category Plan as the Charter's Comprehensive Zoning Plan. Both of these plans, show as maps within each such document, create a legal requirement for land use decisions to correspond between these two (2) components. Therefore, the City Council cannot approve any zoning change that is inconsistent with the Conceptual Land Use Category Plan of the Master Plan, which is set forth in the Charter. Zoning amendments contrary to these maps are prohibited and may only be made by first amending the Comprehensive Zoning Plan itself, so that these types of decisions are always supported by an established document. The City has, therefore, created a system of checks and balances that elevates land use decisions to a status of significance that few other cities have chosen to incorporate into these development processes.

As the Master Plan Advisory Group considered changes to the Conceptual Land Use Category Map of this document, it recognized the significance of potential changes to property designations and chose to consider them carefully and based upon clear and rationale criteria. This plan represents the single most important representation of future land use over the next ten (10) year period. This protection offered by this plan is expressed by the very limited number of changes that occurred to it in its first ten (10) years of application (1995 – 2005). Providing property owners expectation on how parcels of ground may be utilized is one (1) of the principal benefits of the City's planning processes. As a result of this process, and the importance of this plan, the Master Plan Advisory Group ultimately made very few changes to the existing Conceptual Land Use Category Map. These changes are described in detail in Appendix VI of the Master Plan.

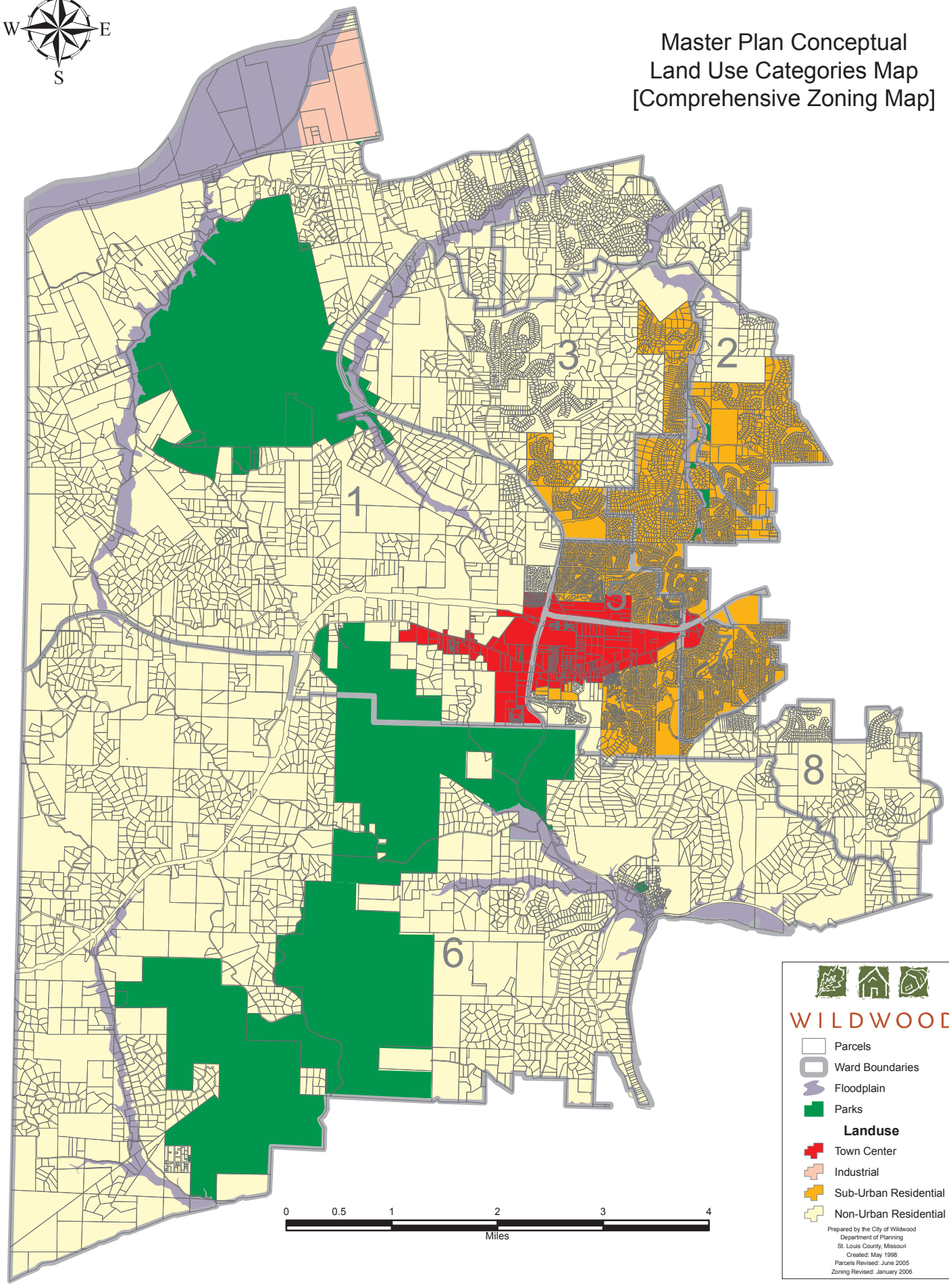
Although some changes were made based upon the date and comments complied through the update process, future modifications to properties were also discussed in the context of a specific set of criteria premised on unique circumstances or specific conditions not anticipated at this time. In no instance did the Master Plan Advisory Group agree the previous policies of St. Louis County should be used to justify a future change to the Master Plan's Conceptual Land Use Category Map. The Master Plan Advisory Group noted that certain higher density residential developments and isolated commercial projects do exist in locations designated Non-Urban Residential Area in the original Master Plan as legal non-conforming uses and these designations were an appropriate policy that should be continued at this time. This policy protects the character of Wildwood from previous land use decisions that were made with little regard to the overall impact upon the larger landscape and does not foster its continued application. Equally, the advisory group did agree that surrounding land use, on one (1) property (Property #9 in Appendix VI), could ultimately be considered as part of a land use change proposal, but only where its benefit to the community is clearly definable and public safety considerations are substantial.

In all, this group of volunteers responded to the input it received from the public input sessions and respected the system of checks and balances in place, as part of the Master Plan and Charter of the City to protect the character of Wildwood and limit the number of overall changes relating to land use. This action is reflected in the revised Conceptual Land Use Category Map that is part of this Master Plan.

Conceptual Land Use Categories Map on next page.

CITY OF WILDWOOD

Master Plan Conceptual
Land Use Categories Map
[Comprehensive Zoning Map]



Policy Advisors:
Assisting the volunteers in updating the Master Plan were a number of professionals from a broad range of backgrounds. These professionals provided valuable input, guidance, comments, and critiques of the recommended changes now contained in the Master Plan Update. These professionals are as follows:

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APPENDIX I

2005 Environmental Report

Executive Summary
City of Wildwood Master Plan Environmental Report
R. David Hammer, Ph.D.
January 6, 2006

Background

The Environmental Report written in 1995 for the first Master Plan identified urban stormwater runoff as the principal environmental threat to the City. Stormwater runoff caused rapid erosion of stream channels, primarily in the Caulks Creek Watershed. The Caulks Creek headwaters are south of State Route 100 near the Lake Chesterfield Subdivisions. The watershed drains to the north and includes most of the land east of State Route 109, including the Cities of Clarkson Valley and Chesterfield. Caulks Creek is the most damaged watershed because it sustained the majority of the rapid, unsustainable urbanization prior to the incorporation of Wildwood. The erosion-induced channel widening exposed sewer and water lines and threatened private and public infrastructure (roads and bridges). The collapse of the Kehrs Mill Bridge in the early 1990's was a result of channel erosion. Additionally, in the spring of 1996, a retaining wall in Shotwell Creek, adjacent to Valley Road, collapsed, after it was undermined by channel erosion.

The primary challenge associated with monitoring and prioritizing problems in the Caulks Creek Watershed was the extremely dynamic nature of fluvial systems, which, in Wildwood, are further exacerbated by the variabilities of local climatic, topography, and soil conditions. Several locations were identified in 1995 as sufficiently serious to warrant monitoring and long-term planning for remediation. Among these were:

a) The large cutbank adjacent to Strecker Road, north of the intersection with Clayton Road (referred to subsequently as the "Strecker Road cutbank"); and
b) The bridge and adjacent cutbank at McBride Pointe Drive and Strecker Road; and
c) The bridge at Strecker and Valley Roads; and
d) The bridge and adjacent cutbanks at Shepard Road and Strecker Road; and
e) The bridge and adjacent cutbank at Church and Strecker Roads; and
f) Those portions of Valley Road adjacent to Shotwell Creek.

Realization of the long-term economic problems associated with stormwater-induced stream channel erosion and the related infrastructure damage and property loss produced the awareness that steps must be taken to minimize urbanization-induced runoff in the City's eight (8) other watersheds. Consequently, a soil-landform based zoning matrix (Natural Resource Protection Standards Matrix located in the City's Subdivision and Development Regulations) was established and interlinked with tree and grading ordinances. The intention was to restrict urbanization to locations and densities that would minimize stormwater runoff problems and to leave sufficient native forest cover to protect steep slopes and ephemeral drainage ways.

Results of the Environmental Matrix

The environmental, tree, and grading ordinances have accomplished the intended result. Several subdivisions constructed under the guidelines of these ordinances have been observed. Stormwater runoff has had little impact on the drainageways in the newly-urbanized watersheds, and the landscape retains much of its native beauty.

The environmental matrix included a variance clause, which was designed to allow the Director of Planning sufficient latitude to accommodate the heterogeneous nature of the Wildwood land-

scape. Several new subdivisions required considerable public debate and some modifications of the environmental guidelines. Results have been very positive, and it is clear that the Director of Planning, as a consequence of ten (10) years of experience with the matrix and "in the field" discussions with soil scientists, has an excellent understanding of the matrix and the implications of its use. The resulting variances have been effective compromises for both builders and the environment.

Three (3) specific examples of "negotiated engineering" are noteworthy. The bridge at McBride Pointe Drive/Strecker Road evolved through a negotiation/discussion process that was truly multidisciplinary. Geologists, engineers, hydrologists, and soil scientists met with City staff to discuss the interactions among the bridge, stream flow, existing bank erosion, aesthetics, and budget. The result was a bridge and related "living wall" engineered together. The rapidly eroding cut bank downstream from the bridge functioned, as designed. No ancillary negative effects from bridge construction were observed in three (3) years of monitoring, after the bridge was built. The bridge was a success, and the process through which it evolved set a template for planning and designing similar structures through a careful, multidisciplinary process. Unfortunately, the template does not seem to have been considered in subsequent bridge designs.

The Wynncrest Subdivision required a variance for the access road. The site contained two (2) ephemeral drainageways, with native vegetation and deep, loamy soils that are excellent for environmentally sustainable storage and transmission of surface water. The Director of Planning initiated, and sustained, multidisciplinary meetings with the Metropolitan St. Louis Sewer District (MSD), the builder, and soil scientists. Compromises eventually were made by all, and a creative, innovative, and environmentally sound detention basin design resulted that allowed retention of most of the native vegetation, involved no soil removal or paving in the ephemeral drainageway, and greatly re-

duced both water and soil loss from the site. This detention basin design should be a template for other new subdivisions, and would help minimize environmental consequences of urban stormwater runoff.

The Deer Valley Subdivision, which has been approved, but not yet built, involved a long sequence of public discussions and site plan modifications. Soil scientists visited the site several times, with plans in hand, making lot-by-lot observations and assessments. The result was a plan that ultimately resulted in precise placement of home sites in a way that optimized conditions for both the builder and the environment and still adhered to the original intentions of the environmental ordinances.

Stream Monitoring

Stream monitoring produced data on channel cross-sections and bank erosion rates, but determining cause-and-effect of individual rainfall and stream flow events proved very difficult. Flow velocity and volume in the main channels could not be measured. The energy of flow destroyed the flow-measuring hardware. Flow measurements were taken in smaller tributaries and stormwater outlets. Temporal and spatial variabilities of bank conditions, flow dynamics, and rainfall duration and intensity interact to create an extremely complex system. However, the time spent in the stream under the range of conditions, and the repeated cross-bank and erosion measurements at selected places, produced not only data, but also a tacit understanding of system behavior. One of the important lessons learned is that "hard fixes," such as rip-rapping eroding banks, seldom succeed, and often accelerate downstream erosion. It is essential that earth scientists and engineers spend "time in the stream" to acquire knowledge of system dynamics and processes and to understand that "standard" approaches will not succeed in this stream system. Erosion is not constant, but is episodic. Erosion rates are determined by bank conditions, including seasonal wetness, and by duration and intensity of stream flow events. Continuous

monitoring of erosion sites is necessary to prioritize remediation and avoid costly, often dangerous, infrastructure failure.

Important Remaining Problems

Caulks Creek remains a stream system in transition. The volumes and intensities of stormwater-induced stream flow, and the environmentally fragile nature of the Wildwood landscape, combine to create a situation that ensures stream bank erosion will continue for years to come. The stream has not yet reached a steady-state condition with its urbanized watershed. Bank erosion continues, and threatens several key locations. It is important for the citizens of Wildwood to understand that the battle against erosion in Caulks Creek will not end in the foreseeable future. A focused, long-range, prioritized plan of remediation should be developed.

The Strecker Road cutbank is now at a critical stage. The bank, which was 48 feet from the road in 1997 (and 120 feet from the road in 1966), is now 14 feet from the road. This consultant has been very reluctant to estimate dates of impacts due to stream erosion – the system is too complex and dynamic. However, recent erosion rates and observations make it seem reasonable to predict this cutbank will reach Strecker Road within two (2) years at the present rate of erosion. Erosion seems to have accelerated dramatically, as a consequence of the ill-advised placement of an access road to Woodcliffe Heights Subdivision, and installing a stormwater runoff drain on the east side of Strecker Road, and directing part of its outfall into an ephemeral drainageway adjacent to the Strecker Road cutbank (Figure 1).

Several years ago the City hired Wright Water Engineering, a nationally known firm with experience in high-energy stream systems on the Colorado Front Range, to design mitigation for the Strecker Road cutbank. An outline of that design is in the new environmental report. It is imperative that a plan be approved and funded to begin remediation of the Strecker Road

cutbank, as soon as possible. Failing to do so will result in bank erosion that impacts Strecker Road, near Woodcliffe Heights Subdivision.

Lessons learned from the successful design and construction of the McBride Pointe Drive Bridge do not seem to have been applied to design and construction of new bridges at the intersections of Shepard and Strecker Roads and at Lone Cabin Drive and Valley Road. Accelerated stream bank erosion already has resulted from the bridge at Lone Cabin Drive and Valley Roads because of the placement of the bridge footings and the failure to adequately incorporate a sustainable plan to minimize downstream bank erosion. The downstream cut bank erosion has accelerated, and both Lone Cabin Drive and Valley Road now are threatened by bridge-induced shifts in erosion dynamics.

The City needs to create a system to systematically and regularly observe and monitor places in the Caulks Creek Watershed, where bank erosion threatens roads and other infrastructure. Many of these locations are identified in the environmental report. The City should create a priority list for a long-range, systematic remediation of the most threatening locations. The City also needs to institute a system to monitor post-construction sites. Detention basin bank erosion, appearance of sinkholes, erosion during and after construction, and improper channeling of water from stormwater pipes continue to be important, pervasive problems.

Discussions accompanying the original Master Plan focused on the importance of finding ways to retrofit and utilize existing detention basins, in an effort to reduce and slow transmission of stormwater runoff to the Caulks Creek system.

A. Strecker Road cutbank.

B. Rip-rap where storm water runoff is dumped into an ephemeral drainage way.

C. Recent erosion at Strecker Road cutbank. Lines are ephemeral drainage way that now receives Strecker Road runoff.

Figure 1. Three (3) views of Strecker Road cutbank. "A" is from the stream toward Strecker Road. "B" is from Strecker Road toward Caulks Creek, looking down toward the rip-rap below the new storm water runoff pipe that dumps into the creek. "C" is a view along the cutbank showing recent erosion. The arrow from B to A shows the rip-rap in Figure A. The line in A and C shows the same ephemeral drainage way in both photographs.

A design for a variable rate water discharge system is included in the environmental report. It is strongly recommended the City fund a pilot study of this design and develop a plan to retrofit and utilize the many existing detention basins in the Caulks Creek Watershed.

Conclusions

The environmental ordinances appear to have had the intended result of preventing stormwater induced degradation of stream systems in newly-constructed subdivisions. The City's Director of Planning has been innovative in applying the ordinances and in trying to find ways to reduce building-induced stormwater runoff.

Newly constructed bridges, while necessary because of the deteriorating structural conditions and eroding banks of older bridges, do not seem to have been designed and constructed with considerations and knowledge of site-specific stream flow and bank conditions. New, unnecessary, environmental problems are being created as a consequence. These, in turn, will become future financial problems for the City. The majority of any City's budget generally is spent on public works, specifically roads and bridges. Such public works' projects need to take both a scientific and fiscally sound long-range look at the stream system, when replacing infrastructure, and needs to involve stream hydrologists in the planning discussions.

A focused, systematic process should be emplaced to monitor stream erosion and plan for prioritized remediation of erosion, where important infrastructure is threatened.

APPENDIX II

Parks and Recreation Plan (2001)

Conditions - Challenges and Assets from Parks and Recreation Plan

The City of Wildwood is in a unique position to provide its residents with an excellent local parks and recreation program, given the number of assets that already exist here, and in few other local communities in the St. Louis Metropolitan Area. Balancing against these assets are the inevitable challenges all local governments face when undertaking potential acquisition, construction, and management programs for parks and recreation efforts of this magnitude. These challenges must be accounted for in any planning process, such as the one being conducted by this community. In achieving those stated goals and objectives of the plan, the understanding of these two (2) competing interests allows for rational actions on the part of decision makers. Without this understanding, these goals and objectives may not be met or, at best, may be delayed.

The Citizens' Advisory Committee on Parks and Recreation and the Parks Advisory Board thoroughly analyzed the City's challenges and assets as part of the initial steps of the planning process for this document. The information used to complete this analysis included the individual surveys, which were mailed to all Wildwood households, recent professional articles, review of successful park and recreation programs in the St. Louis Metropolitan Area, and the input from professionals in these fields. The information gained from this analysis allowed the volunteers and City Staff to better understand what the future may hold in the field of parks and recreation planning and how to maximize the efforts of this community in serving its constituents. The highlights of this analysis are described in the following summary of the challenges and assets.

CHALLENGES

Every community faces certain challenges when trying to begin a major initiative and they can often be considered universal to most suburban areas. Wildwood is not significantly different in this regard. Additionally, depending on circumstances, certain challenges may be unique to only a small group of communities across the region or occur in only a single location. Regardless, these challenges can create conditions that limit or arrest the achievement of identified goals and objectives for the development and ongoing operation of park facilities and recreation programs.

Based upon the characteristics, which have been defined for Wildwood, challenges facing this community can be described as follows:

- Identification of revenues and the creation of funding mechanisms to provide for acquisition, construction, operation, and maintenance of properties, facilities, personnel, and programs.
- Acceptance and willingness of voters to support acquisition, construction, and operation through various funding mechanisms.
- Loss of properties to development interests and other entities, which the City has identified for potential purchase or use.
- Competition with other communities for limited grant monies to assist in either developing or maintaining park and recreation programs for the future.
- Support of the community for certain policies or programs of the Parks and Recreation Plan that exhibit limited interest or indicate preferences for other items.
- Repetition of facilities, programs, or activities that can threaten their viability in Wildwood.
- Poor application practices and lack of follow-up on work

plans created from the goals and objectives by elected and appointed officials and City Staff.
- Lack of consensus on policies and programs by a large and diverse electorate.
- Limited resources to undertake major initiatives.
- Cooperation between other governmental agencies, not-for-profit agencies, and organizations may never materialize.

ASSETS

Assets, when defined in the context of parks and recreation planning, are those intangibles that define the community's character. Although the City of Wildwood shares some of the same challenges as many of the other communities in the region relative to its parks and recreation efforts, this community has many distinct assets, which provides an excellent springboard for the implementation of the plan's goals and objectives. These assets also will allow the City to assume a larger regional role in this area as well. A summary of these assets is as follows:

- The size of the City of Wildwood, i.e. sixty-eight (68) square miles.
- The current existence of eleven (11) square miles of public open space within the community, which provides a diversity of conservation and outdoor recreation benefits to the visiting public.
- The population of Wildwood in terms of its size, demographics, and interests.
- The amount of vacant or undeveloped land area still available within the City boundaries.
- The ownership of over one hundred fifty (150) centerline miles of public right-of-way, which provides for alternative transportation, recreation, and other options.
- The establishment of the City's Master Plan and related ordinances, which encourage dedications of land for public purposes.

- The willingness of decision makers to consider all options, while foregoing many of the current practices utilized in other suburban areas.
- The value of real property within this community for bonding purposes in support of funding acquisition of properties or the construction of facilities.
- The availability of funding options that can be dedicated to park and stormwater purposes in the City.
- The creation of the regional park district by the voters in November 2000 (Proposition C) to further the acquisition of land and the development of facilities by providing grants and other funding to municipalities, while encouraging future partnerships between these entities.
- The trends in recreation, which are indicating a demand for more facility-based improvements, such as trails, swimming pools, and recreational centers, which is consistent with current residents' interests.
- The community's desire to have more recreational opportunities as technology changes the workplace, thereby allowing more flexibility in terms of time.

Although the challenges faced by the City are significant, this community has a rare opportunity to provide both local and regional assets to the area. The achievement of the plan's goals and objectives are contingent upon understanding the nature of these challenges, addressing them early in the planning process, and marshalling the community resources to build upon its assets to achieve a successful implementation of the plan. Building on the base of these excellent assets will ultimately guarantee the success of this planning process and provide the metropolitan community with additional park and recreation opportunities for the future.

APPENDIX III

Town Center Plan (1998)

The Town Center Plan will establish a long-term development philosophy that promotes the establishment of mixed-use communities consistent with the concepts of "Town Center Planning." Incumbent to the selection of the "Town Center Planning" concepts for use in the City's proposed Town Center was the belief that current suburban development practices predominant in the region and elsewhere were not appropriate for this new community. These existing practices favor the strict segregation of land uses, which assumes all travel to and from destinations will be accomplished by the automobile. Therefore, all design criteria for their development reflects an insensitivity toward the pedestrian and other modes of transportation and creates a streetscape that is less than pleasing to the eye. Accordingly, the City of Wildwood has attempted to redress this conventional wisdom by employing a different set of criteria for future development in the Town Center.

In applying the concepts of "Town Center Planning," several principle tenets were formulated to guide development. These tenets include the following:

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.
   - Parking should be located to the side or rear of buildings. On-street parking is encouraged in these areas as well.
   - Building locations should be as close to the right-of-way as possible and at a scale and size consistent with the concepts of "Town Center Planning."

   Variations to these building requirements along State Route 100 and State Route 109 may be considered on a case-by-case basis by the Planning and Zoning Commission.

2. Green Space - all neighborhoods should have abundant public/open space and it should be incorporated into all designs. Development designs permitted by the Town Center densities will require

a greater need for public/open space. The dedication of areas for use as public/open space must be incorporated as focal points in the overall development scheme of each individual project, which is part of the larger neighborhood fabric. Additionally, these areas shall be capable of providing a varied use in terms of active recreational opportunities, and not all be property significantly restricted by environmental features.

Existing vegetation shall be preserved whenever possible. Credits for preserving existing vegetation shall be given to developers to offset City imposed requirements from the Tree Manual.

Developments adjoining State Route 100 and State Route 109 shall comply with the City's stated intent to plant and improve these corridors into greenscape areas which are consistent with the concept put forth by the community in its grant application to the Missouri Department of Transportation.

Dedication of land or impact fees may be required for the purchase of off-site properties.

3. Architecture - all neighborhoods should adhere to the specific architectural guidelines of the Town Center Plan in terms of signage, lighting, fencing, and building styles and designs. Lighting design shall reflect the nature of use in the area and promote visibility in commercial areas and safety in residential locations, reduce night glow, and spillage of light onto adjacent properties.

4 Land Use - all activities allowed by the Town Center zoning designations should be compatible with the existing land use pattern on adjoining properties. Certain uses are permitted by right within each of the respective land use designations proposed as part of the Town Center Plan. Other more intensive uses which require special consideration and review will only be authorized as part of a Conditional Use Permit. These uses which require a permit include certain commercial uses with large building footprints, drive- through facilities in conjunction with any authorized commercial use, and other higher intensity or problematic use characteristics. Intense commercial uses should be limited to a small

number of districts located toward the perimeter of the Town Center (Manchester Road, State Route 100, State Route 109, and Taylor Road), while other business activities should be fully cohesive with the remaining land uses to form a traditional Town Center.

Incumbent to creating this traditional Town Center, a true mix of uses must be provided by limiting a percentage of housing types and commercial uses allowed in any one given area. Therefore, all properties will either be designated Commercial, Workplace, Neighborhood Center, Neighborhood General, Neighborhood Edge, Public/Open Space or Cultural/Institutional. Regardless of designation, existing neighborhoods should be preserved. The attached Land Use Designation Parcel Map (Attachment Three) shall establish permitted uses for all properties within The Town Center.

5. Streets and Sidewalks - all public improvements shall comply with the Town Center specifications in their construction.

   Street trees, lighting, furniture, and other items shall adhere to the Streetscape Design Standards of the City. The layout of streets will adhere to a grid pattern, but not necessarily rectangular in shape. The existing network of streets, including Taylor Road, will form the basis of the future layout of all new roadways. New streets shall be linked to this existing network.

   Curb cuts shall be minimized along the main thoroughfares, such as Taylor Road, as well as State Routes 100 and 109, wherever possible, by promoting shared access between properties or the use of lanes serving the rear of properties.

   Traffic Generation Impact fees may be imposed to address the impact of any new development in the Town Center.

6. Infrastructure - all storm water management improvements shall comply with the Town Center specifications in their construction.

   Regional facilities are preferred over individual site improvements. In-stream detention will only be considered when regional benefits to the storm water collection and management

system clearly outweigh the impact to the natural environment of that location. The system of natural streams and creeks shall be preserved, whenever possible. Setbacks from these features will be reviewed on a case-by-case basis relative to the goals of regional detention/retention. Impact fees may be imposed as a part of any development in the Town Center to address off-site impacts to fund construction of regional detention.

The installation of new or the improvement of old utility systems and lines shall be placed underground in conduits within City-owned rights-of-way.

The development of public sewer systems to serve growth in the Town Center area are encouraged and preferred within the Metropolitan St. Louis Sewer District's boundary.

7. Historic District - all developments located within the Historic District shall be consistent with the overall period of architecture chosen for this area. The reuse and restoration of historic structures and buildings is encouraged.

Town Center Regulations

With the adoption of the Town Center Plan Boundary Map, Neighborhood Design Standards and Architectural Guidelines, Street Network Map, and Land Use Designation Map, any new zoning of parcels of land after this action and any development within the Town Center shall comply with this Town Center Plan. The Town Center District Zoning Ordinance is anticipated to formalize many of these policies into detailed regulations. In those instances where regulations may not be appropriate for adoption as part of the Zoning Code, such as design specifications for streets, utilities, and other public improvements, they will be incorporated into the appropriate manual for use.

The policies in the Town Center Plan are intended to cover all aspects of the development of properties within the Town Center Boundary and create the appropriate setting to achieve the stated goals of this plan and promote and apply the principles of "Town Center Planning" in this area, while protecting the community

from previous land use policies established in this City by the former jurisdiction.

Boundaries of the Town Center
The boundaries of the area within the City of Wildwood designated as The Town Center and subject to Town Center Zoning and Regulations shall be the area and parcels of ground designated on the Town Center Boundary Map.

Neighborhood Design Standards and Architectural Guidelines
The Town Center the Neighborhood Design Standards and the Architectural Guidelines are adopted in principle by the Town Center Plan. These standards and guidelines will be formalized with the passage of the Town Center Zoning Ordinance. These standards and guidelines will address all aspects of development within the Town Center Boundaries, but modifications consistent with the Town Center Plan principles will be considered on a case-by-case basis relative to the site's size, location, physical characteristics, surrounding land use pattern, and access, infrastructure, and utility options. Individual merit of the request will only be considered.

Land Use Activities within the Identified Categories
The following categories are hereby established for the area of the City designated as the Town Center, with corresponding permitted land use activities identified for each as well. These categories and activities are applicable only to properties within the Town Center Boundaries. Lot sizes, widths, and depths and other similar criteria shall be as established in the Neighborhood Design Standards of the Town Center Plan.

Town Center Categories	***Land Use Activities***
Historic District[1]	**********
Historic Neighborhood Center	*Bed and Breakfast Establishments* *Professional offices, not medical or dental*

[1] The Historic District shall permit zoning under the Historic Neighborhood Center, Historic Neighborhood Edge, Cultural/Institutional, and Open Space categories.

Town Center Categories	***Land Use Activities***
Historic Neighborhood Center (continued)	*Restaurants, not fast-food* *Home Occupations* *Coffee Shops* *Shops for artists, sculptors, painters, printmakers, photographers, and similar specialties* *Child Care Centers* *Sewage Treatment Facilities* *Park and Open Space; public or private areas* *Barber and Beauty Shops* *Parking Areas* *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Civic Buildings*
Historic Neighborhood Edge	*Bed and Breakfasts* [2] *Single Family Residences at 3 acre density* *Home Occupations* *Child Care Centers* *Sewage Treatment Facilities* *Park and Open Space; public or private areas* *Parking Areas* *Civic Buildings* *Cemeteries*

[2] Certain activities have been determined to be appropriate only under a set of specific and special conditions which are needed because of the type of use, the location of the use, the characteristics of the use, and the development pattern around the use dictate a greater need of control. These activities shall be permitted only by Conditional Use Permit (including planned zoning expressly authorizing the activity) for their development or establishment in the applicable Land Use Designation where they may exist. The criteria for approving a Conditional Use Permit shall be described in 1003.181 of the City of Wildwood's Zoning Code and may be granted only where consistent with the principles established by this Master Plan.

Town Center Categories	***Land Use Activities***
Historic Buildings	**********
Limited by Category where located	
Open Space	**********
	Public Parks
	Scenic Areas
	Wildlife Refuge
	Public Civic Space
	Public and Other Utility Facilities[2]
Cultural/Institutional	**********
	Churches
	Schools
	Civic Buildings (government)
	Libraries
	Local Public Utilities
	Parks and Open Space; public and private areas
	Museums
Commercial	**********
(Commercial District allows a larger building footprint for certain uses)	
	Restaurants, including fast food, with drive through facilities
	Churches
	Professional Offices, including medical and dental
	Financial Institutions, with drive-through facilities
	Parking Areas
	Recreational Facilities, including indoor theaters and outdoor activities
	Stores and Shops for Retail Purposes
	Filling Stations for Automobiles
	Hotels
	Sewage Treatment Facilities

Town Center Categories	***Land Use Activities***
Commercial (continued)	*Research Laboratories and Facilities*
	Office/Warehouse Facilities
	Park and Open Space; public and private areas
Workplace	**********
	Restaurants, including fast food, but without drive through facilities
	Vehicle Service Centers, not repair
	Professional Offices, including medical and dental
	Child Care Centers
	Churches
	Filling Stations for Automobiles[2]
	Financial Institutions, with drive-through facilities[2]
	Parking Areas
	Recreational Facilities, where all activity occurs within a Building or Structure, but excluding Indoor Theaters
	Animal Hospitals and Veterinary Clinics
	Sewage Treatment Facilities
	Stores and Shops for Retail Purposes
	Office/Warehouse Facilities
	Park and Open Space; public and private areas
Neighborhood Center	**********
	Single Family Residential
	Multiple Family Residential (shophouses, rowhouses, and apartments)
	Sewage Treatment Facilities

Town Center Categories	***Land Use Activities***
Neighborhood Center (continued)	*Parking Areas* *Financial Institutions, not with drive-through facilities* *Professional offices, including medical and dental* *Bed and Breakfast Establishments* *Coffee Shops* *Child Care Centers* *Home Occupations* *Restaurants, not fast food* *Civic Buildings* *Park and Open Space; public or private areas* *Shops for artists, sculptors, painters, print makers, photographers, and similar specialties* *Barber and Beauty Shops* *Churches* *Schools* *Stores, Shops, and Open-Air Markets for Retail Purposes*
Neighborhood General	********** *Single Family Residential* *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Park and Open Space; public or private areas* *Civic Buildings* *Sewage Treatment Facilities* *Home Occupations* *Bed and Breakfast Establishments* *Churches* *Schools*
Neighborhood Edge	********** *Single Family Residential (cottage*

Town Center Categories	***Land Use Activities***
Neighborhood Edge (continued)	*and house)*
	Park and Open Space; public or private areas
	Sewage Treatment Facilities
	Churches
	Libraries
	Home Occupations
	Schools
	Cemeteries
	Child Care Centers
	Civic Buildings

NOTE: All Land Use Categories other than "Commercial" shall permit building footprints in excess of 10,000 square feet only by Conditional Use Permit.[2] Uses in the "Commercial" District shall permit building footprints in excess of 40,000 square feet only by Conditional Use Permit.[2]

Designation of Land Use for Specific Properties Within Town Center

The land use designations described in Appendix Three are established for all properties located in the Town Center boundary. These land use designations correspond to the identified Town Center Categories and Land Use Activities noted above and are identified by a specific parcel number as indicated in the text set forth in the town Center Plan Phase II Report dated February 3, 1998 and on file with the City Clerk. Minor boundary adjustments of each Town Center Category may be necessary on a case-by-case basis, where appropriate, and shall not be deemed a violation of this plan and may be accommodated without a map amendment.

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 guide-

lines 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 the 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.

Other roadways were also proposed as part of the engineering study completed by the City's consultant in this matter, which are shown on the Street Network Map and hereby adopted in principle. However, these roadways are to be reviewed on a case-by-case basis relative to the development of the individual properties where interest is centered. The development of these roadways, along with the desired open space areas and pocket parks indicated as a part of each, will be premised on their need or utility to achieve the goals of the Town Center planning concept and compliance with engineering standards proposed as part of this process.

The following additional street considerations are incorporated in the Street Network Map:

Crestview Lane - extension of this existing private roadway to the east and west to intersect with the proposed Taylor Road and State Route 109. This roadway will be the Main Street/Neighborhood Boulevard as described in the Street Specifications of the Town Center Plan.

Pond-Grover Loop Road - extend existing street to the south and east to connect with Taylor Road.

New Unnamed Roadways (as described by property location) -

- Schneider Property - two (2) new additional north-south roadways, which intersect the Main Street.
- RDR Property - new roadway from Amoco Oil Company facility to Eatherton Road.
- Properties along the north side of Crestview Lane - parallel road-

way along State Route 100. This roadway will be located between Eatherton Road and the proposed Taylor Road.

- Properties owned by Greenberg Development Company and Covert-Corsair - three (3) north-south roadways and two (2) east-west roadways. Two (2) of the north-south roadways intersect Manchester Road, west of Village Hills Parkway.
- Greenberg Development Company Property (east side of Taylor Road) - two east-west roadways and one (1) north-south roadway. The two (2) east-west roadways intersect the proposed north-south roadway which ends at Manchester Road.
- Jones Family Properties - one (1) east-west roadway which extends across State Route 109 into the Bower tract of land. This roadway will extend from Taylor Road to State Route 109 then onward to the western end of the Town Center.
- Properties around Old Grover Estates - extension of existing stub streets to surrounding roadway system. The western stub street will turn to the south and intersect Manchester Road.
- St. Onge Property at the southwest corner of State Route 100 and State Route 109 - one (1) east-west roadway and one (1) stub to the south.
- Slavik Property - two (2) north-south roadways and one (1) east-west roadway. One (1) of the north-south roadways connects to Manchester Road.
- Properties located in the Northwest Quadrant of Manchester Road and State Route 109 - one (1) east-west roadway. Starts at Manchester Road and connects to the north-south roadway on the Slavik tract of land.

Development Policies for Established Neighborhoods in the Town Center

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.

Additionally, the development of property near existing residential neighborhoods shall particularly require the dedication of appropriate areas of open space to serve the Town Center community. The areas intended for public use have been partially identified as part of future land use designations for all properties in the Town Center. Additionally, the provision of other open space areas on individual development sites, where applicable and functional, must also be considered. These smaller areas may include portions of developed properties where improvements permit, such as parking areas, pedestrian walkways, and others.

Two (2) other policies to be used in the development of properties in the Town Center include the following:

- the definable portions of any walkable neighborhood must have an appropriate mix of land uses. Therefore, the development of one type of housing unit to the point of shifting this balance should not be considered.

- the layout of streets to serve uses in the Town Center area must be respectful of and take into account appropriate block sizes (length and width) to accommodate proposed Neighborhood Design Standards for different lot types and always promote connectivity of them throughout its boundary.

APPENDIX IV

City of Wildwood 5-Year Capital Improvement Program

Planned Project Expenditures

Roadway Improvements						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Strecker Road Phase 2b-Construction	Local	350,000				
Other Roadway Improvement Projects	Local	25,000	25,000	25,000	25,000	25,000
New College Avenue-Project	Local/ Other	1,261,000				
Manchester Road Shoulder Improvements	Local	230,000				
Waterfront Way Extension-Construction	Local/ Escrow			110,000		
Subtotal		**1,866,000**	**25,000**	**135,000**	**25,000**	**25,000**

Bridge Reconstruction						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Ossenfort Bridge #384-Construction	Local/ Grant		650,000			
Hencken Bridges #342 & #343 Replacement-Construction	Local	240,000				
Hardt Bridge #375 Replacement-Design	Local	50,000				
Hardt Bridge #375 Replacement-Construction	Local		425,000			
Wild Horse Creek Bridge #386-Construction	Local	500,000				
Wild Horse Creek Bridge #3-109 Replacement-Design	Local/ Grant	60,000				
Wild Horse Creek Bridge #3-109 Replacement-ROW	Local/ Grant		20,000			
Wild Horse Creek Bridge #3-109 Replacement-Construction	Local/ Grant			465,000		
Pond Bridges #382 & #388 Replacement-Design	Local	80,000				
Pond Bridges #382 & #388 Replacement-ROW	Local		10,000			

Continued on next page

Bridge Reconstruction (continued)						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Pond Bridges #382 & #388 Replacement-Construction	Local			560,000		
Old Eatherton Bridge #3-111 Replacement-Design	Local		30,000			
Old Eatherton Bridge #3-111 Replacement-ROW	Local			5,000		
Old Eatherton Bridge #3-111 Replacement-Construction	Local				140,000	
Forby Bridge 321 Replacement-Construction	Local		260,000			
Strecker Bridge #3-113 Replacement-Design	Local/ Grant		140,000			
Strecker Bridge #3-113 Replacement-ROW	Local/ Grant			60,000		
Strecker Bridge #3-113 Replacement-Construction	Local/ Grant				1,260,000	
Ossenfort Bridge #385-Design	Local			35,000		
Ossenfort Bridge #385-ROW	Local				10,000	

Continued on next page

Bridge Reconstruction (continued)						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Ossenfort Bridge #385-Construction	Local					225,000
Old Manchester Bridge #319 Replacement-Design	Local/ Grant			60,000		
Old Manchester Bridge #319 Replacement - Construction	Local/ Grant					505,000
Subtotal		**930,000**	**1,535,000**	**1,185,000**	**1,410,000**	**730,000**

Park Development						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Glencoe Park Development-Design Stage	Local	35,000				
Glencoe Park Development-Construction Stage	Local		400,000			
Al Foster Trailhead Improvements	Local	75,000				

Continued on next page

Park Development (continued)						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Woodcliff Heights Park-Design Stage	Local		25,000			
Woodcliff Heights Park-Construction Stage	Local			150,000		
Property Acquisitions	Local	50,000	<< TBD - Park Facility Plan >>			
Subtotal		**160,000**	**425,000**	**150,000**		

Capital Maintenance						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Asphalt Pavement Resurfacing	Local	650,000	500,000	525,000	550,000	575,000
Concrete Pavement Replacement	Local	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Grated Trough Replacement	Local	25,000				
Roadway Culvert Replacement	Local	50,000	50,000	50,000	50,000	50,000
Subtotal		**1,725,000**	**1,550,000**	**1,575,000**	**1,600,000**	**1,625,000**

Other Capital Investment						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
New City Hall Project	Local	340,000	5,500,000			
Town Center Sewer Expansion Project	Other	3,414,509				
Manchester Road Streetscape Construction-Phase I	Local			2,700,000	TBD	TBD
Alt Bridge Removal and Creek Relocation	Local	125,000				
Vehicle Replacement/ Purchase	Local	25,000	25,000		25,000	
Other Engineering Services	Local	25,000	25,000	25,000	25,000	25,000
Shotwell Creek Bank Stabilization	Local/ Grant		20,000			
Hamilton-Carr Greenway Phase 2-Project	Local/ Grant	540,000				
Hamilton-Carr Greenway Phase 3-Project	Local/ Grant		1,100,000			

Continued on next page

Other Capital Investment (continued)						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Wildwood Greenway Phase 6 (Windsor Crest to Mueller)-Design	Local			75,000		
Wildwood Greenway Phase 6 (Windsor Crest to Mueller)-Construction	Local				750,000	
Wildwood Greenway Phase 7 (E. side of Route 109, N of Clayton)-Design	Local	85,000				
Wildwood Greenway Phase 7 (E side of Route 109, N of Clayton)-Construction	Local		850,000			
Shepard Bridge #3-104 Additional Railing	Local	16,000				
Manchester Road Signal Painting (Pierside, Schnucks)	Local	8,000				
Future Trail Development-Design	Local				75,000	75,000
Future Trail Development-Construction	Local					750,000

Continued on next page

Other Capital Investment (continued)						
Project Name	**Source Funds**	**FY 2006**	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Eatherton Road Trail/ Sidewalk	Local		85,000			
Subtotal		**4,578,509**	**7,605,000**	**2,800,000**	**875,000**	**850,000**

Total Capital Improvement Expenditures					
	FY 2006	**FY 2007**	**FY 2008**	**FY 2009**	**FY 2010**
Total	**9,259,509**	**11,140,000**	**5,845,000**	**3,910,000**	**3,230,000**

APPENDIX V

Service Provider Comments

As part of the development of information for the Master Plan Update, the Master Plan Advisory Group requested the Department of Planning contact all of the service providers, utility companies, and the Rockwood School District to ascertain future plans within the City of Wildwood. A letter was sent to each of the providers/agencies listed below requesting responses to five (5) questions relating to their role in providing services to residents and businesses located within the City of Wildwood. These five (5) questions included the following:

1. Any new facilities, buildings, or structures, which *may* be constructed or expanded in the next ten (10) year period (beginning in January 2005).
2. Any reductions, expansions, or other alterations in the network of improvements or infrastructure, which currently provides service to the City of Wildwood (beginning in January 2005).
3. Any new design standards or requirements that *may* be modified, altered, or adopted which are currently being discussed that may be applied in the City of Wildwood within the next decade (beginning in January 2005).
4. Any information which *may* effect the land use policies, the transportation network of streets, roads, and bridges, the development of parks and related facilities that involves your agency or organization and would be helpful to City officials as part of this update process.
5. Any trends in your service areas that *may* be influential in the upcoming ten (10) year period that your agency or organization is reviewing with the anticipation of addressing in meeting your required responsibilities.

The individuals' responses relating to these five (5) questions have been reviewed and discussed by the advisory group mem-

bers, but are not included in this plan. The specific information that was received in response to the City's requests are on file with the City Clerk and incorporated as part of this plan by reference herein.

List of Service Providers/Agencies

Ameren UE
Army Corp of Engineers
AT&T (formerly Southwestern Bell)
Charter Cable
Chesterfield Valley Coalition
City of Chesterfield
City of Clarkson Valley
City of Ellisville
City of Eureka
City of Pacific
Metro (Bi-State Development Agency)
Missouri Department of Conservation
Missouri Department of Natural Resources
United States Environmental Protection Agency
Eureka Fire Protection District
Franklin County
Great Rivers Greenway
Laclede Gas
Metro West Fire Protection District
Metropolitan St. Louis Sewer District
Missouri American Water Company
Missouri Department of Transportation
Monarch Fire Protection District
Monarch-Chesterfield Levee District
Rockwood School District
Spirit of St. Louis Airport
St. Louis Community College
St. Louis County Department of Highways and Traffic
St. Louis County Department of Parks and Recreation
St. Louis County Department of Planning
Wildwood Family YMCA

APPENDIX VI

Explanation of Conceptual Land Use Changes

As part of the update of the Master Plan, the volunteer group assisting City officials and staff in considering changes to it studied the land use designations of all parcels of ground located within the boundaries of Wildwood. To accomplish this process, the Master Plan Advisory Group considered a number of options to accurately understand the extent of changes and how the community might feel about any proposed modifications based on this input. The Master Plan Advisory Group developed tentative recommendations, but, after lengthy discussion and multiple public meetings within the various wards, it decided to send to each household in the City a letter requesting any additional input on whether they would like to have their property reviewed in terms of its current land use designation or to offer opinions on whether or not land use changes should be considered and, if so, to what extent. This mailing involved over 11,000 households and was intended to bring the decision-making about the City's future to each property owner in Wildwood.

After providing approximately two (2) weeks for residents to respond to this letter and related request, the City received approximately sixty (60) responses. Of those sixty (60) responses, twenty (20) letters specifically sought changes to their current land use designations under the existing plan. These twenty (20) properties are summarized below. During September, October, and November, the Master Plan Advisory Group considered the input it had received from these twenty (20) property owners and representatives and held meetings where these individuals presented rationales and supporting evidence on their individual requests. Ultimately, four (4) of these requests, along with another property, were determined to meet the high standard necessary for a modification of their respective "Conceptual Land Use Categories." Additionally, this other parcel of ground was added due to its proximity to others being recommended for

change (Missouri Department of Transportation garage). With the desire of participating parties to maintain a high standard of expectation in terms of future land use in this City, changes to these designations were not taken lightly.

Twenty (20) Properties Considered for Land Use Changes

Property Id. and Number	Location	Requested Master Plan Category Change	Action (N=no)
Wardenburg - #1	Wild Horse Creek Road	Non-Urban to Suburban	N
Evers - #2	State Route 109	Non-Urban to Suburban	N
Manche - #3	Strecker and Valley Roads	Non-Urban to Suburban	N
Levinson - #4	Valley Road	Non-Urban to Suburban	N
Rolwes - #5	Old Eatherton Road	Non-Urban to Suburban	N
Manche B - #6	Clayton Road and State Route 109	Non-Urban to Town Center	N
Bethesda - #7	State Route 109	Non-Urban to Suburban	N
Shipman/Byrne - #8	State Route 109	Non-Urban to Suburban	N
Schneider - #9	Lafayette Trails	Non-Urban to Suburban	See Page 122
Kelpe - #10	Manchester Road	Non-Urban to Industrial	N
Martin - #11	Christy Road	Non-Urban to Suburban	N

Twenty (20) Properties Considered for Land Use Changes			
Property Id. and Number	**Location**	**Requested Master Plan Category Change**	**Action (N=no)**
Community College - #12	State Route 109	Non-Urban to Town Center	See Page 119
Brown - #13	West Avenue	Non-Urban to Town Center	See Page 119
Baker - #14	Center Avenue	Non-Urban to Town Center	See Page 120
Whittenberg - #15	Rodgers Avenue	Non-Urban to Town Center	See Page 120
Cherry Hills - #16	Manchester Road	Suburban to Town Center	N
Zahn - #17	Old State Road	Non-Urban to Suburban	N
Strupel - #18	Forby Road	Non-Urban to Suburban	N
Huneke - #19	Woods Road	Non-Urban to Suburban	N
Solomon - #20	State Route 109	Non-Urban to Town Center	N

The Master Plan Advisory Group used the following rationales for supporting changes to five (5) total properties (requests):

Property Receiving Favorable Land Use Recommendation	
Property Id.	St. Louis Community College - #12
Location	State Route 109, south of Manchester Road
Current Designation	Non-Urban
Proposed Designation	Town Center
Comments	Institutional use of this property lends itself to inclusion into the Town Center Area, which would be part of the Cultural-Institutional Overlay District. Part of this property is already located in the Town Center Area.

Property Receiving Favorable Land Use Recommendation	
Property Id.	Brown - #13
Location	West Avenue, south of Manchester Road
Current Designation	Non-Urban
Proposed Designation	Suburban
Comments	Two (2) properties form this site, which is surrounded by Town Center Area on two (2) sides and the Westridge Oaks Subdivision.

Property Receiving Favorable Land Use Recommendation	
Property Id.	Baker - #14
Location	Center Avenue, south of Manchester Road
Current Designation	Non-Urban
Proposed Designation	Town Center
Comments	Lot is surrounded by Suburban Residential Area designated properties, Town Center designated tracts of land, and the Missouri Department of Transportation's garage. Given the property is isolated by adjoining rights-of-way, consolidation with parcels of ground located to the west is impractical.

Property Receiving Favorable Land Use Recommendation	
Property Id.	Whittenberg - #15
Location	Clay Avenue, south of Manchester Road
Current Designation	Non-Urban
Proposed Designation	Suburban
Comments	Partial change; front 1.5 acres would receive new designation (Suburban), while majority of the site would retain Non-Urban Residential designation.

Property Receiving Favorable Land Use Recommendation	
Property Id.	Missouri Department of Transportation
Location	Center Avenue, south of Manchester Road
Current Designation	Non-Urban
Proposed Designation	Suburban
Comments	Large property located between Baker and Brown properties and logical extension of Suburban Residential Area designation. Improves usability of surrounding properties by adding developable acreage to any future proposal (anticipated environmental clean-up).

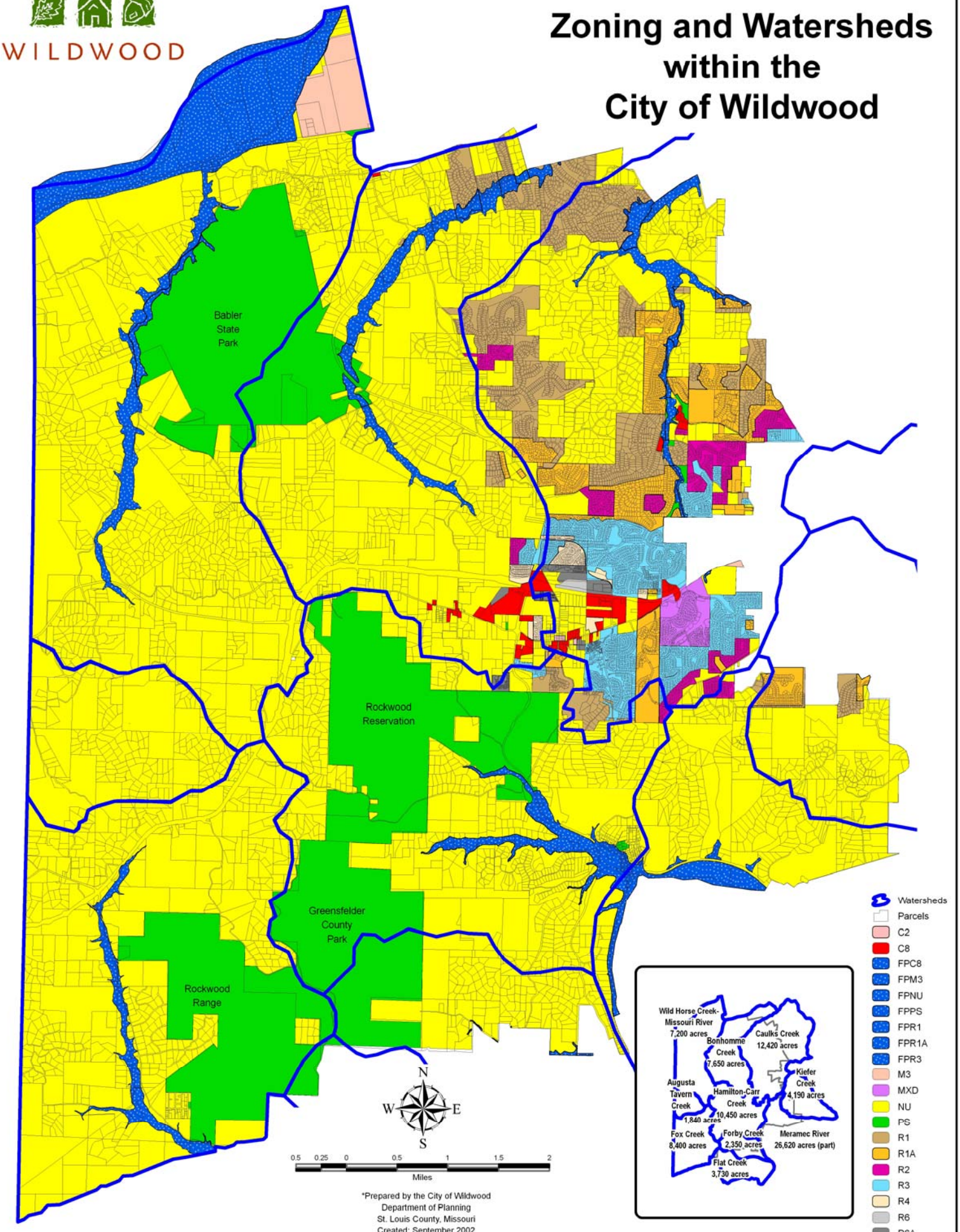
Property Supported for Further Consideration	
Property Id.	Schneider - #9
Location	West of Lafayette Trails and Windsor Crest Subdivisions, north of State Route 100
Current Designation	Non-Urban
Proposed Designation	Suburban and Non-Urban
Comments	The Master Plan Advisory Group considered this property over the course of this several month process, but could not reach a final recommendation regarding it due to the complexity of the setting and the need to have more detailed information. Conversely, the Master Plan Advisory Group did not want to prejudice the property with a negative consideration, since the request for a partial change had merit in their opinion. These changes involve the property identified as Number #9 Schneider Property. This partial change involved dividing the sixty (60) plus acre property into two (2) different land use categories, one (1) new classification, and one (1) retained from its current designation. The changes involved modifying the eastern portion of the property from Non-Urban Residential Area to Suburban Residential Area, while the area of the site where Bonhomme Creek is located would be dedicated for public space and it, along with the remaining western one-third of the parcel of ground, would retain its current designation of Non-Urban Residential Area. The Master Plan Advisory Group noted the need to have better, and improved, information relating to this property and that could only be achieved with the submittal of detailed plans and specific input from residents residing in its vicinity.

APPENDIX VII

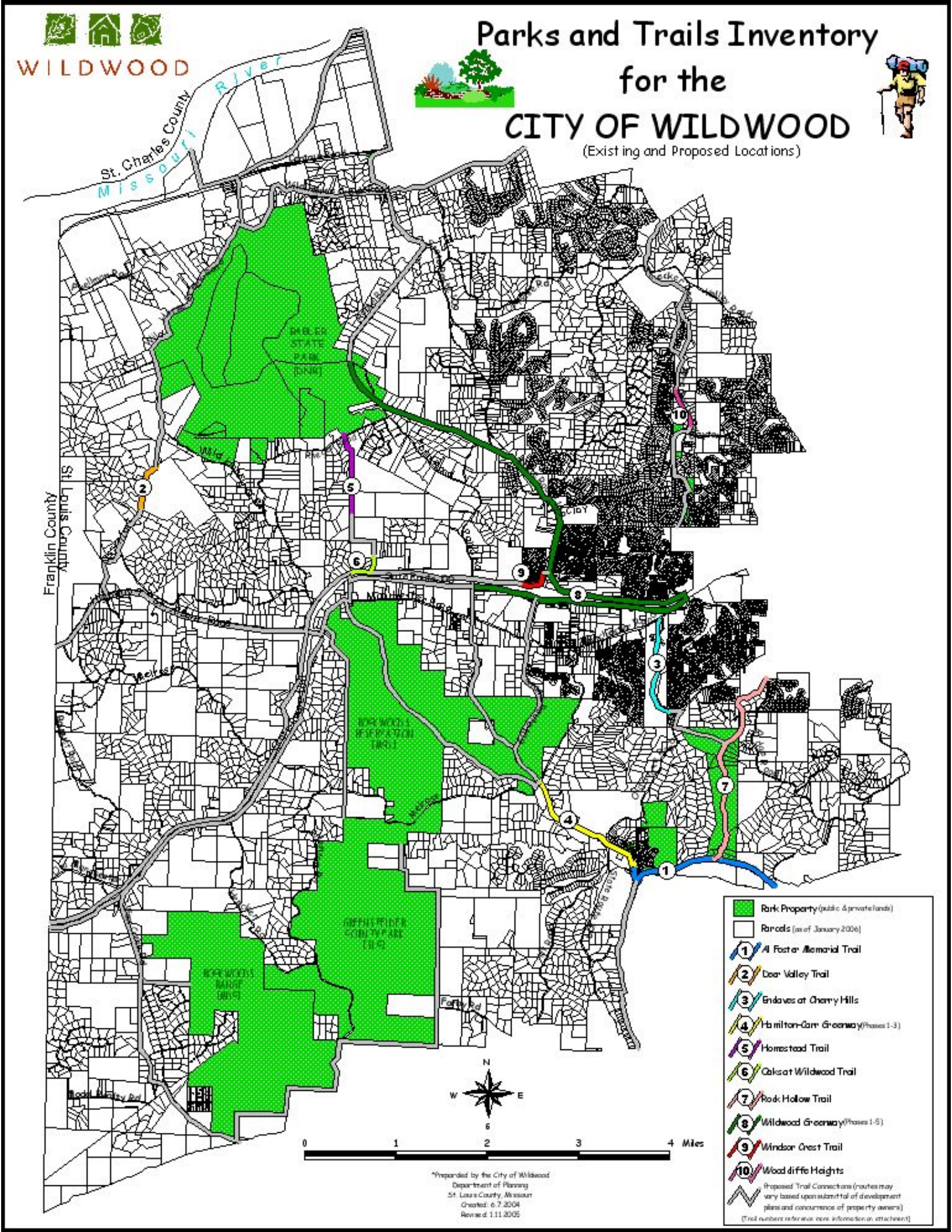
Zoning and Multiple Use Trail and Pedestrian Maps

WILDWOOD

Zoning and Watersheds within the City of Wildwood



*Prepared by the City of Wildwood
Department of Planning
St. Louis County, Missouri
Created: September 2002
Revised: January 2006


WILDWOOD
Parks and Trails Inventory
for the
CITY OF WILDWOOD
(Existing and Proposed Locations)
St. Charles County
Missouri River
Franklin County
St. Louis County
BABLER STATE PARK (DNR)
WILDWOOD RECREATION (DNR)
WILDWOOD RECREATION (DNR)
WILDWOOD WILDLIFE AREA (DNR)
Fort Pl
Rock Hollow Rd
Park Property (public & private lands)
Parcels (as of January 2006)
1 Al Foster Memorial Trail
2 Deer Valley Trail
3 Enclaves at Cherry Hills
4 Hamilton-Carr Greenway (Phases 1-3)
5 Homestead Trail
6 Oaks at Wildwood Trail
7 Rock Hollow Trail
8 Wildwood Greenway (Phases 1-5)
9 Windsor Crest Trail
10 Woodcliffe Heights
Proposed Trail Connections (routes may vary based upon submittal of development plans and concurrence of property owners)
(Trail numbers reference more information on attachment)
N
W
E
S
0
1
2
3
4 Miles
*Prepared by the City of Wildwood
Department of Planning
St. Louis County, Missouri
Created: 6.7.2004
Revised: 1.11.2005

CITY OF WILDWOOD

16962 Manchester Road
Wildwood, Missouri 63040

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Fax: 636-458-6969
Web: www.cityofwildwood.com

WILDWOOD

TOWN CENTER STREET GRID CADASTRAL CONTROL STUDY REPORT CITY OF WILDWOOD

Prepared for:

City of Wildwood
16962 Manchester Road
Wildwood, Missouri 63040

Prepared by:

CDG Engineers
Architects Planners, Inc.

One Campbell Plaza
59th & Arsenal
St. Louis, Missouri 63139
(314) 781-7770

CDG Project No. 97002

September 29, 1997

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VIII. CONCLUSIONS AND RECOMMENDATIONS

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EXHIBIT B TYPICAL SECTIONS OF PROPOSED STREETS

EXHIBIT C TRUCK TURNING STUDY

EXHIBIT D INTERSECTION GEOMETRY

EXHIBIT E STREET GRID

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.

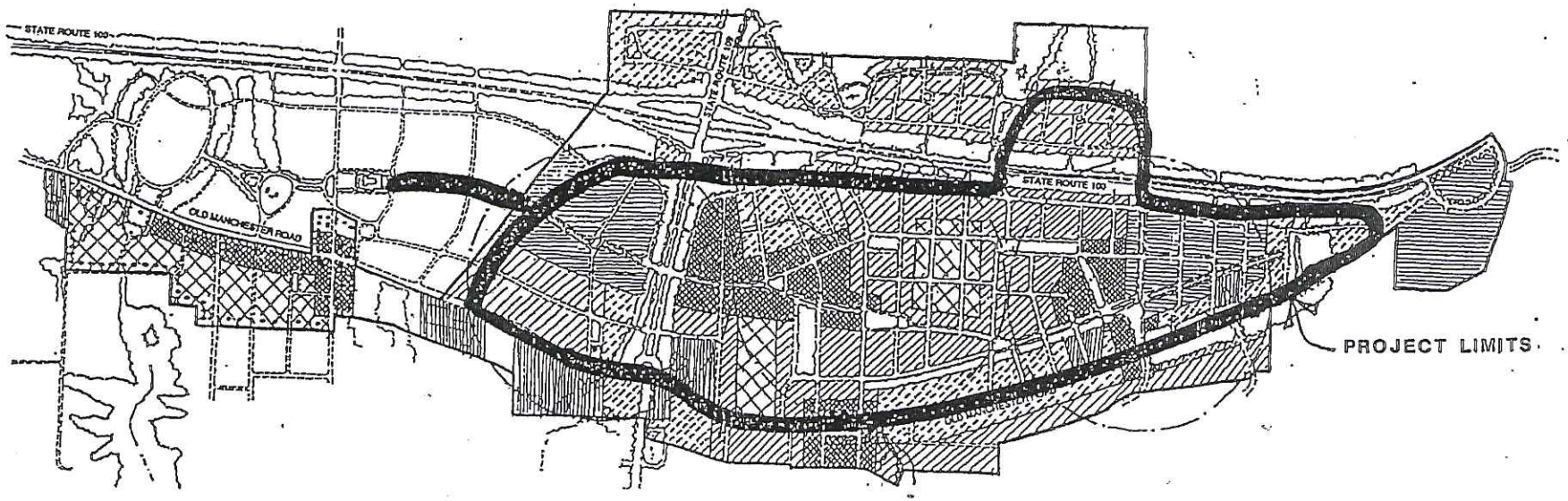
- Work within the rights-of-way existing streets:
  - Lindy Drive
  - Old Grover Subdivision Streets
  - Eatherton
  - Crestview
  - Niere Acres
  - Taylor Avenue
  - Old Manchester Road
  - State Routes 109 & 100

EXHIBIT A

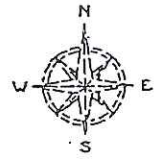
WILDWOOD TOWN CENTER

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

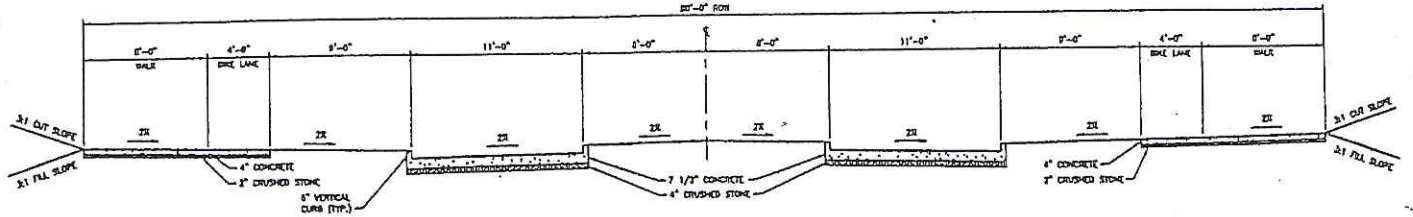
- Maximum longitude grade is 9%, minimum grade is 1%. Design control for vertical curves is to be in accordance with the St. Louis County Department of Highway and Traffic standards (In regard to site distances).

B. Street Widths and Design Speeds

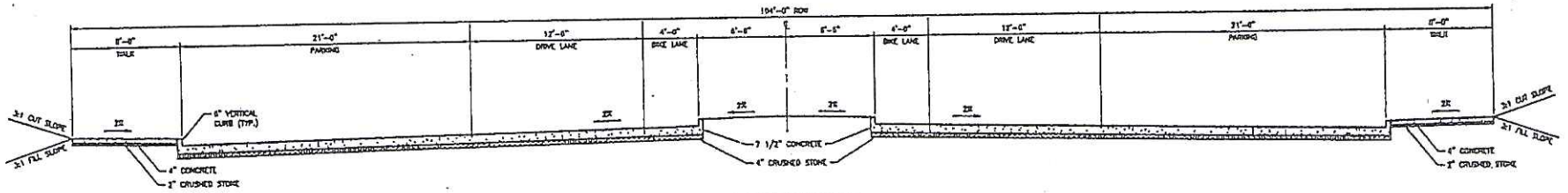
The following table indicates the modified proposed street widths and design speeds.

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

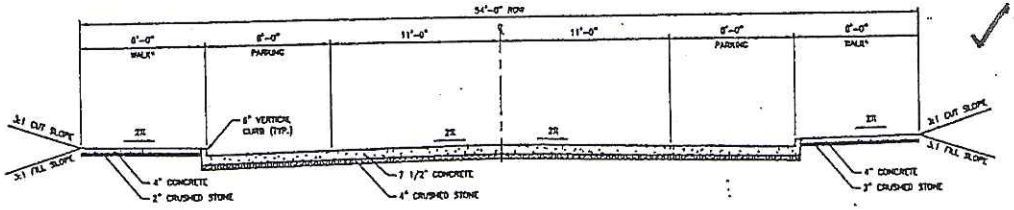
Exhibit B illustrates the proposed typical sections for the roads, streets and avenues for the Town Center area.



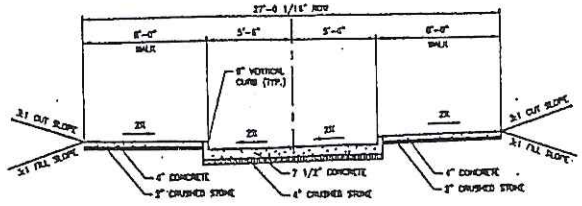
TYPICAL SECTION NEIGHBORHOOD AVENUE
SCALE: 1/4" = 1'-0"



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

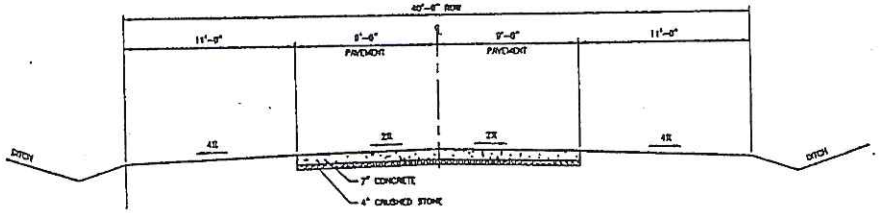
CDG Engineers
Architects Planners, Inc.
One Dunleith Place 520 S. Second Blvd St. Louis, MO 63119
PH 314-781-7779 FAX 314-781-6573

Planning Tomorrow Today

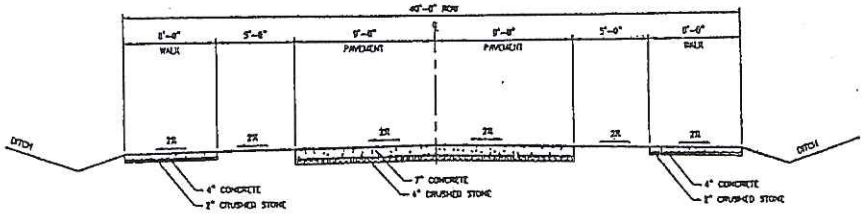
DRAWN BY: LKH
CHECKED BY: MWB
SCALE: 1/4"=1'-0"
DATE: 08/22/07

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

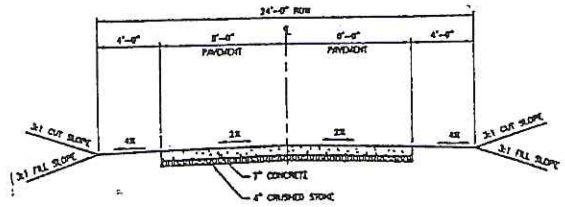
PROJECT #: 97002



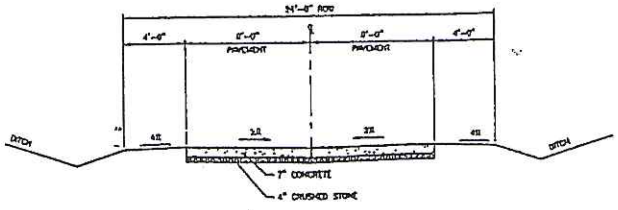
TYPICAL SECTION ROAD - NO SIDEWALKS
SCALE: 1/4" = 1'-0"



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 10th & Locust St. Lobby
St. Louis, MO 63103
PH 314-231-1915

Planning Initiative Today

EXHIBIT B
DRAWN BY
LMM
CHECKED BY
BMYD
SCALE
1" = 10'
DATE
09/12/07

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)

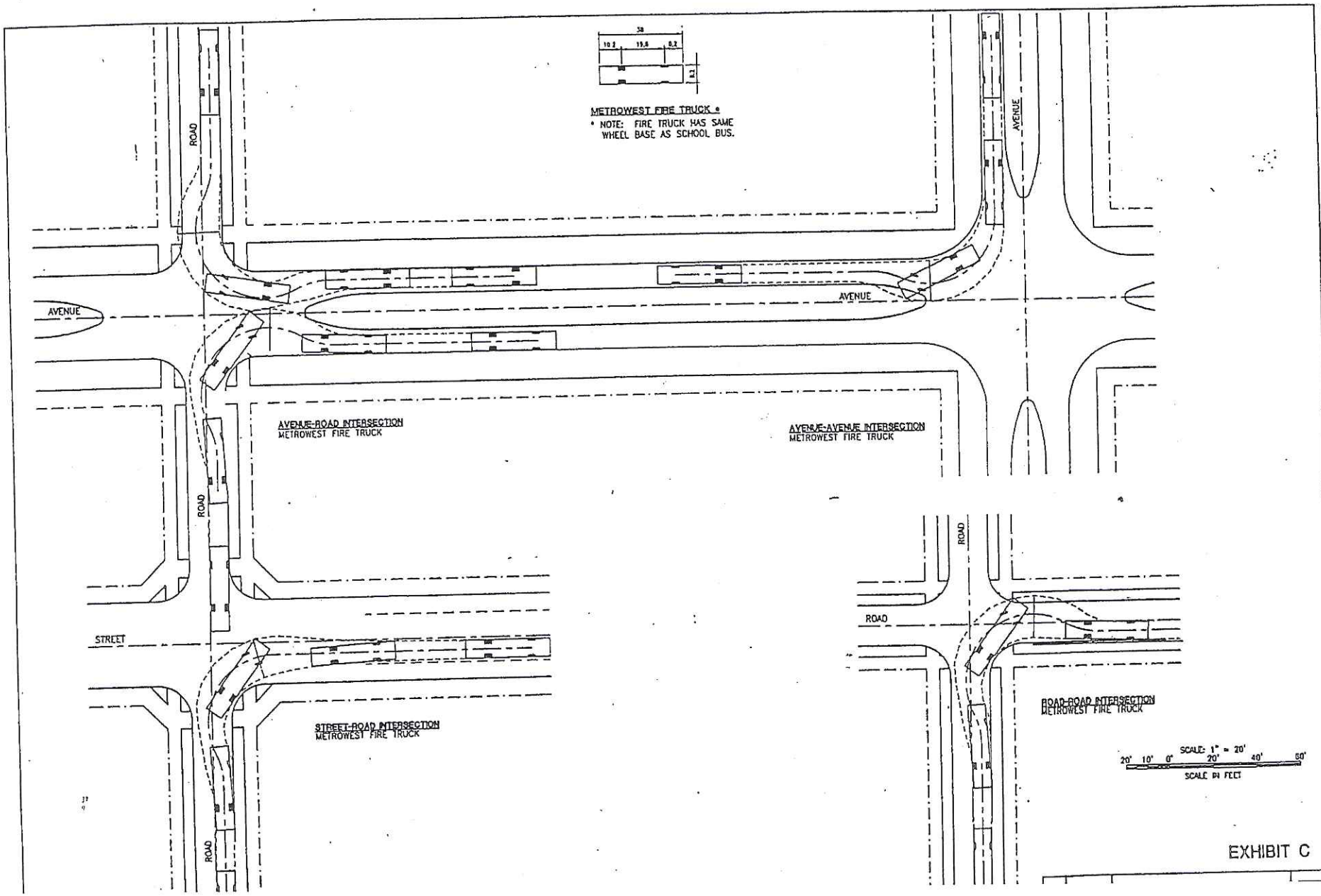
  See Exhibit C for illustrations of truck turning movements.

- 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.



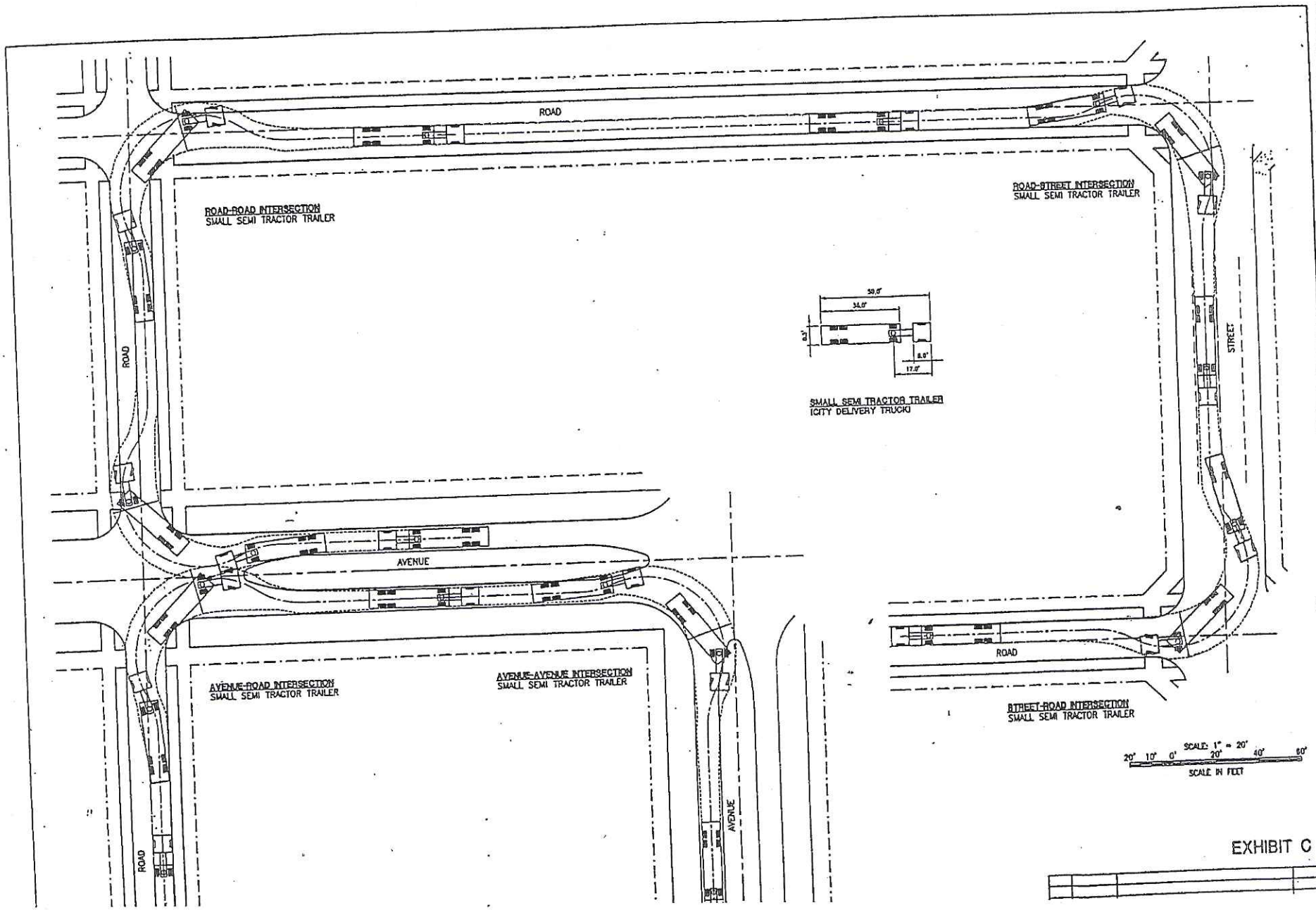
CDG Engineers
Architects Planners, Inc.

Planning Tomorrow Today

DRAWN BY: BJK
CHECKED BY: MWB
SCALE: AS NOTED
DATE: 9/22/07

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

PROJECT NO.
97002



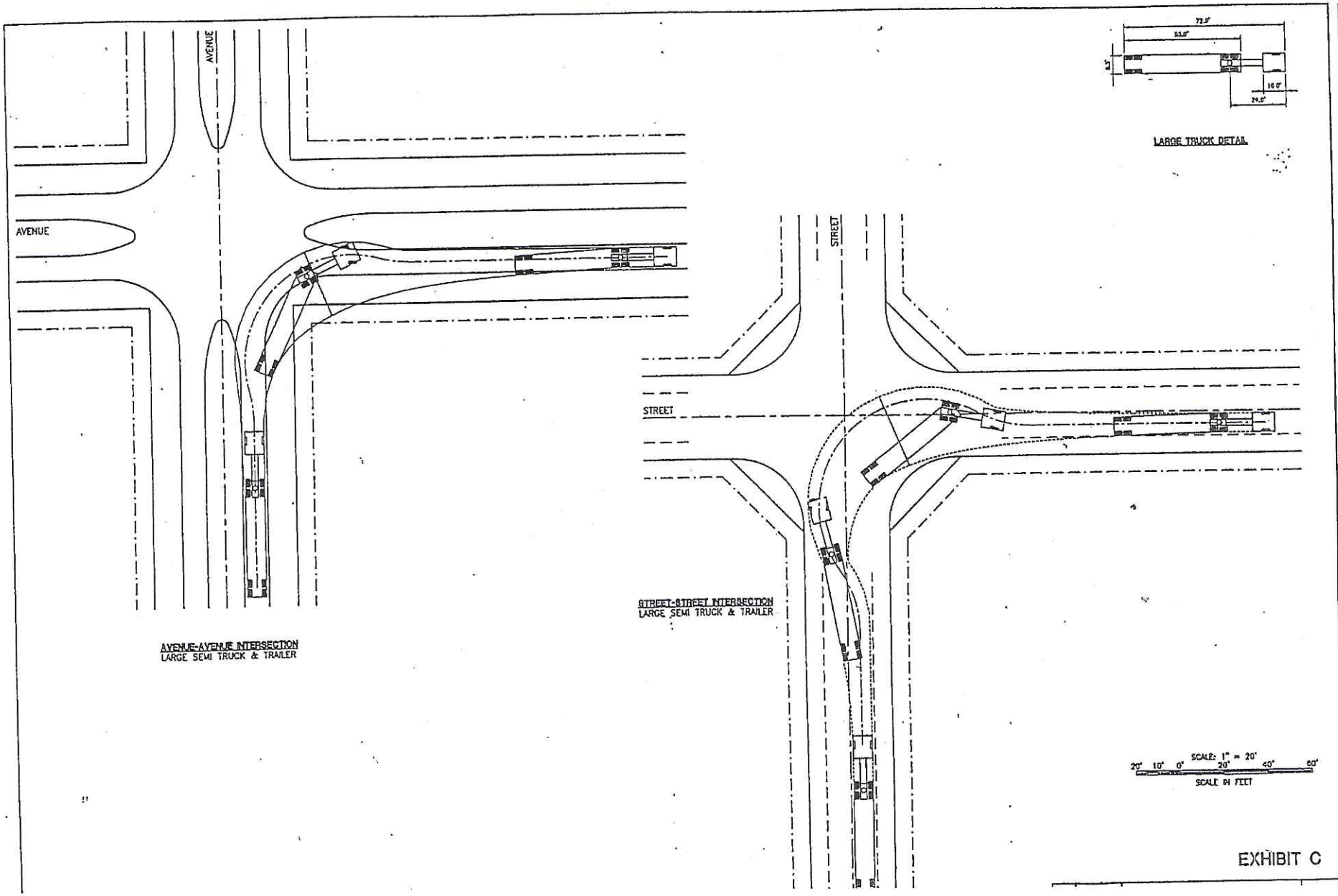
CDG Engineers
Architects Planners, Inc.
One Compton Plaza 555 S. Kirkwood Road St. Louis, MO 63139
PH 314-781-6778

Planning Resources Policy

Drawn BY
LJO'I
CHECKED BY
MWB
SCALE
AS NOTED
DATE
08/24/07

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

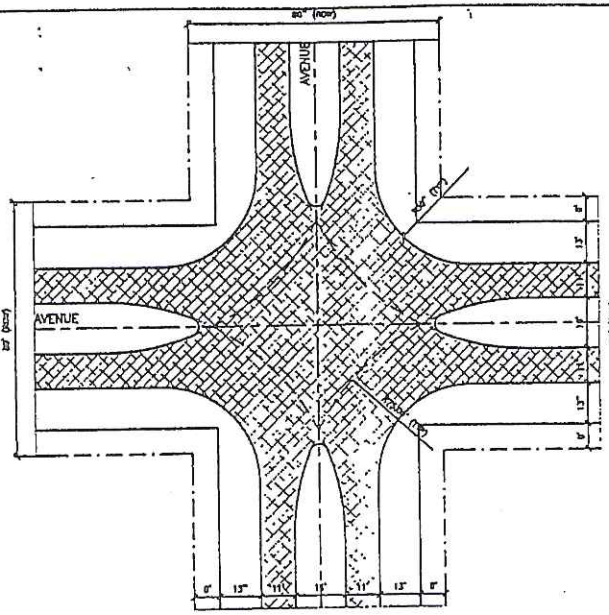
PROJECT NO.
97002



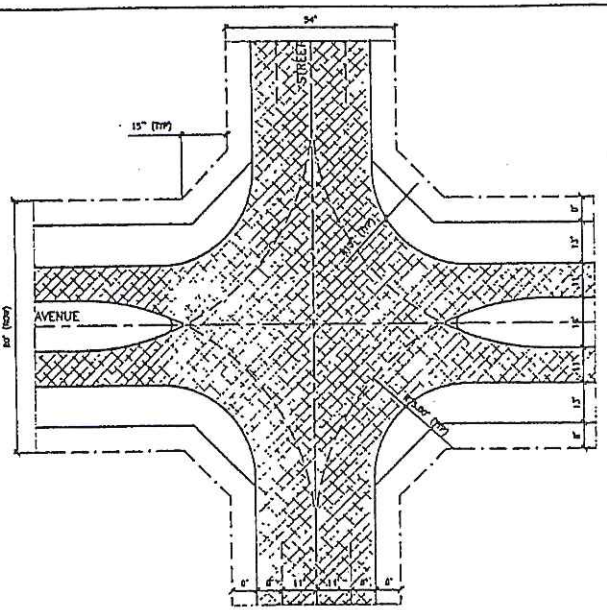
CDG Engineers
Architects Planners, Inc.

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

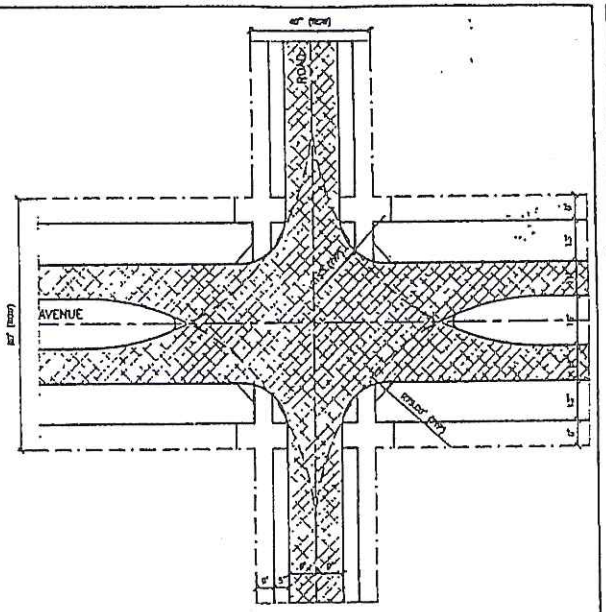
PROJECT #
97002



AVENUE-AVENUE INTERSECTION



AVENUE-STREET INTERSECTION



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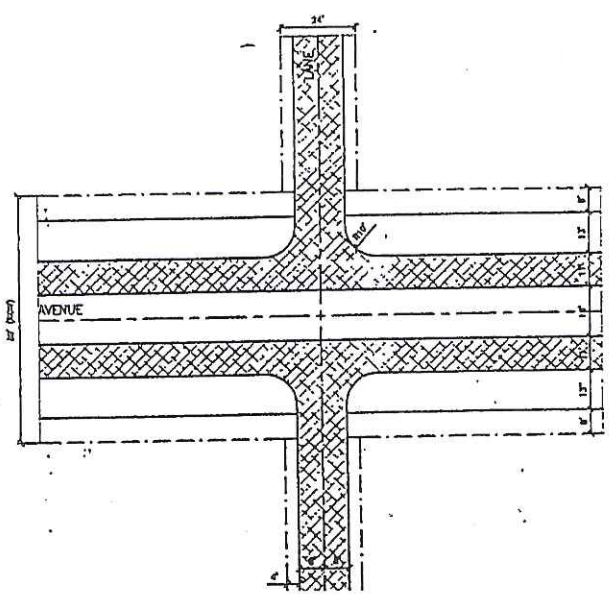
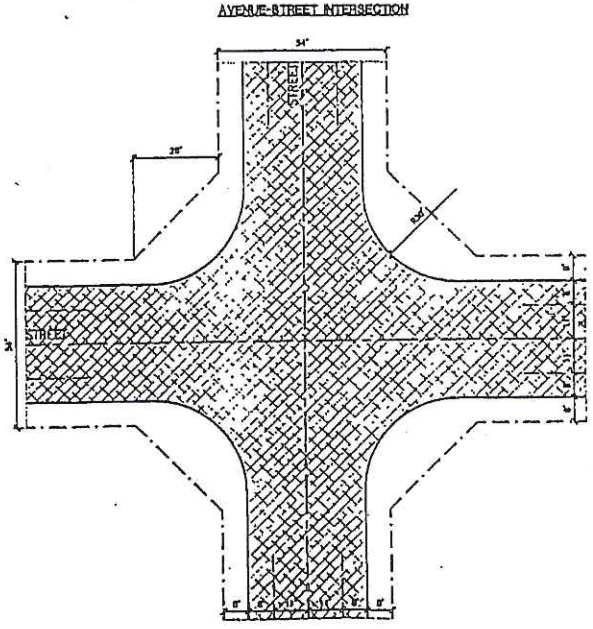




LEGEND AND ABBREVIATIONS

ROW RIGHT-OF-WAY
CENTER LINE
RIGHT-OF-WAY LINE
NEW PAVEMENT

SCALE: 1" = 20'
20' 10' 0' 20' 40' 60'
SCALE IN FEET

EXHIBIT D

CDG Engineers
Architects Planners, Inc.
One Campbell Plaza 63 & Arsenal Streets St. Louis, MO 63139
TEL 314-781-7779 FAX 314-781-8312

Planning Tomorrow Today

DRAWN BY
G.M.

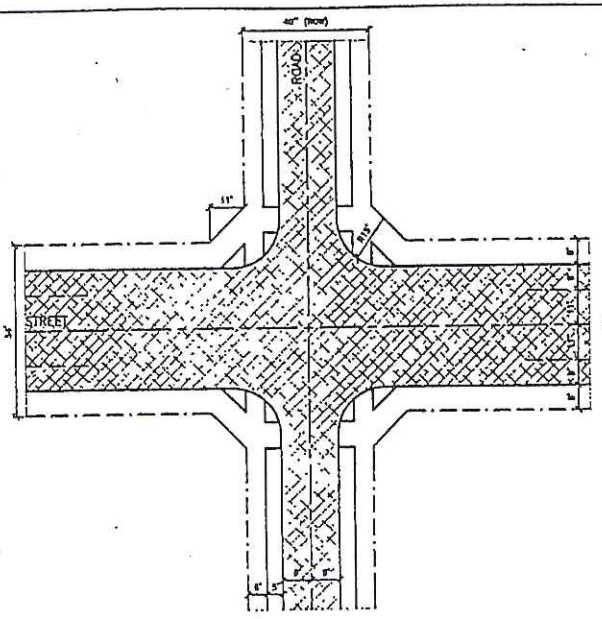
CHECKED BY
MWB

SCALE
AS NOTED

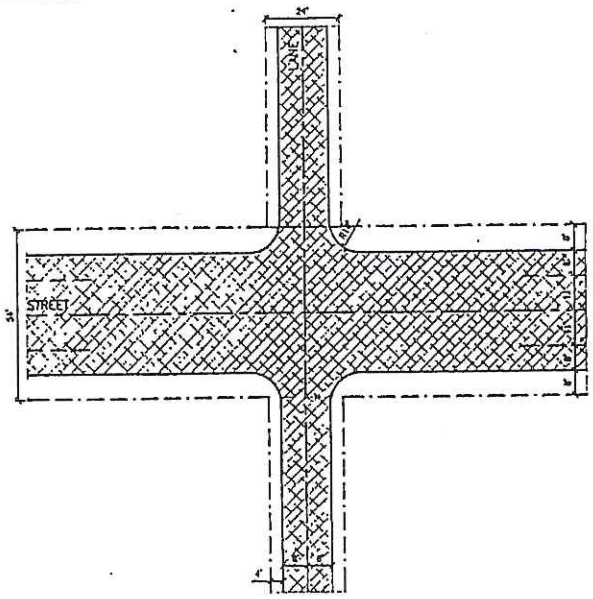
DATE
6/22/07

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

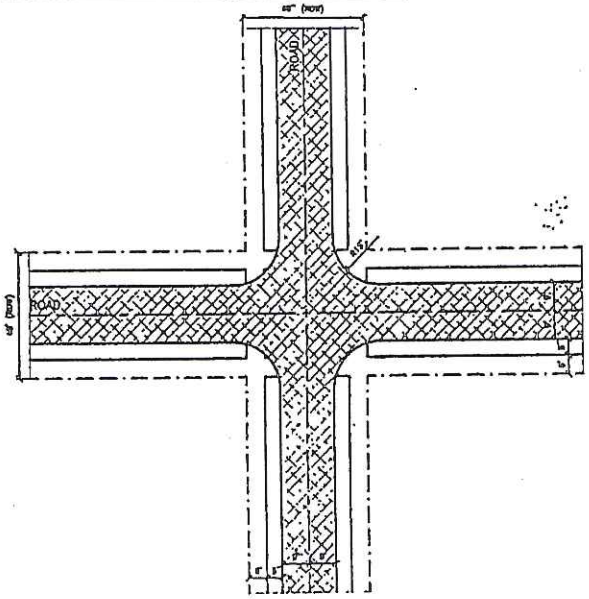
PROJECT NO.
97002



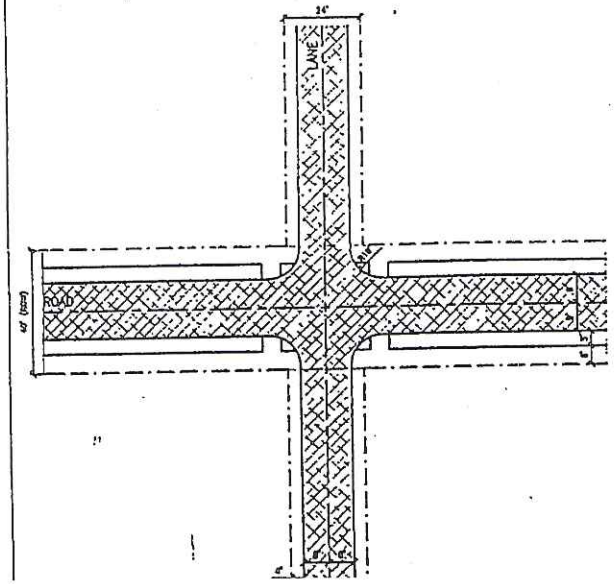
STREET-ROAD INTERSECTION

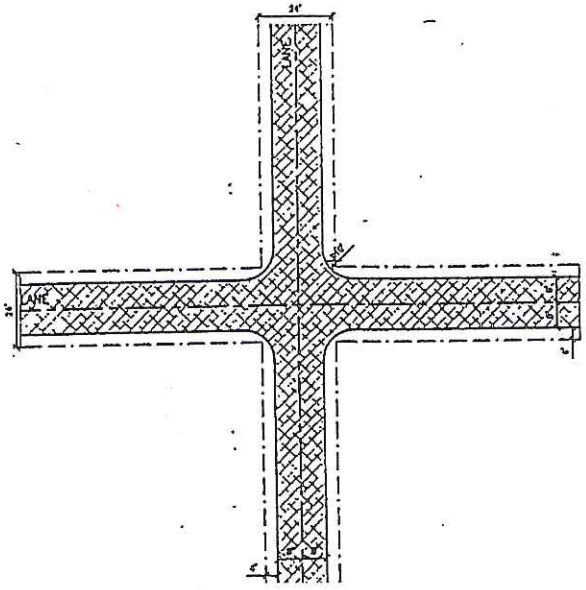


STREET-LANE INTERSECTION



ROAD-ROAD INTERSECTION





LEGEND AND ABBREVIATIONS

ROW RIGHT-OF-WAY
CENTER LINE
RIGHT-OF-WAY LINE
NEW PAVEMENT

SCALE: 1" = 20'
20' 10' 0' 20' 40' 60'
SCALE IN FEET

EXHIBIT D

CDG Engineers
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One Campbell Plaza 10th & Locust St. Louis, MO 63103
PH 314-231-1915 FAX 314-231-1979

Preserving Tomorrow Today

DRAWN BY B.JR.
CHECKED BY MWB
SCALE AS NOTED
DATE 9/20/07

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.

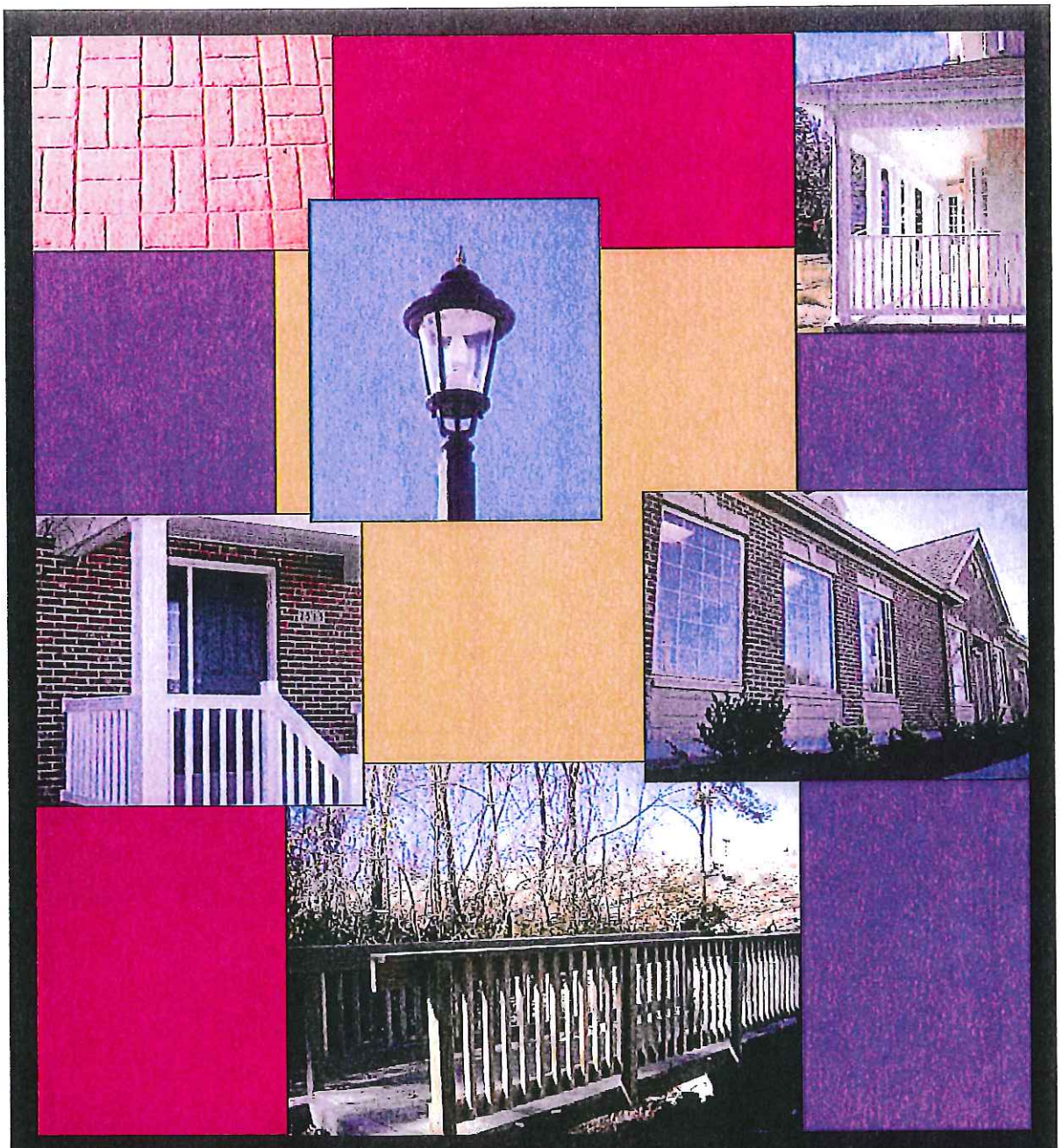
- The design speed for Neighborhood Avenue has been reduced from an anticipated speed of 25 miles per hour to 15 miles per hour. This change was made in order to accommodate the proposed geometric configuration of islands. It is noted that this may present some problems with enforcement of vehicular 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
PROJECT NO.
07002
DRAWN BY
LRH
CHECKED BY
MWB
SCALE
1"=300'
DATE
09/29/07
CDG Engineers
Architects Planners, Inc.



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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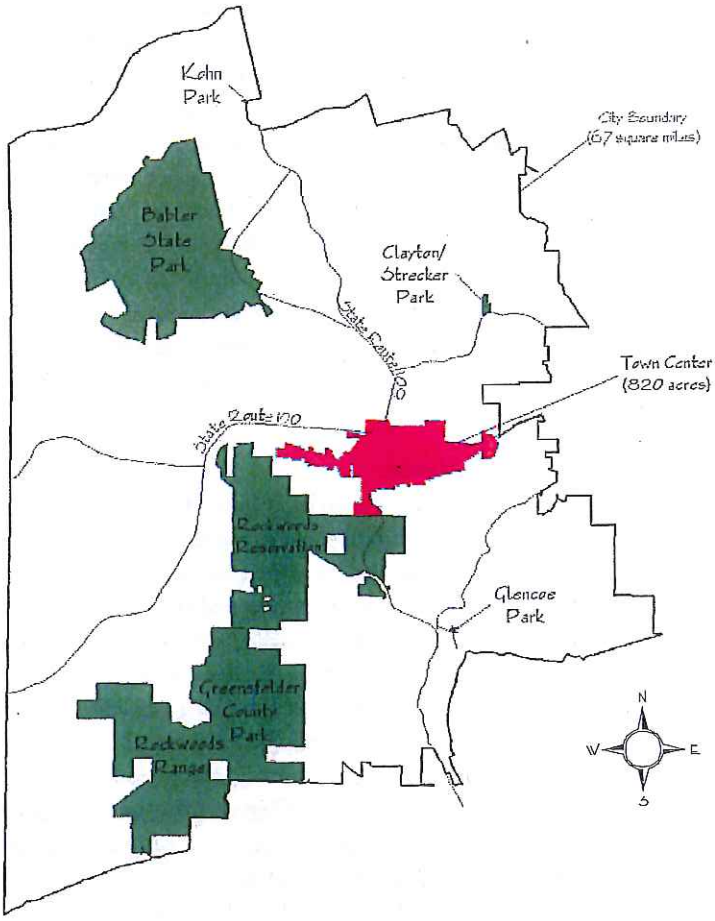
Approval Date: June 28, 2004

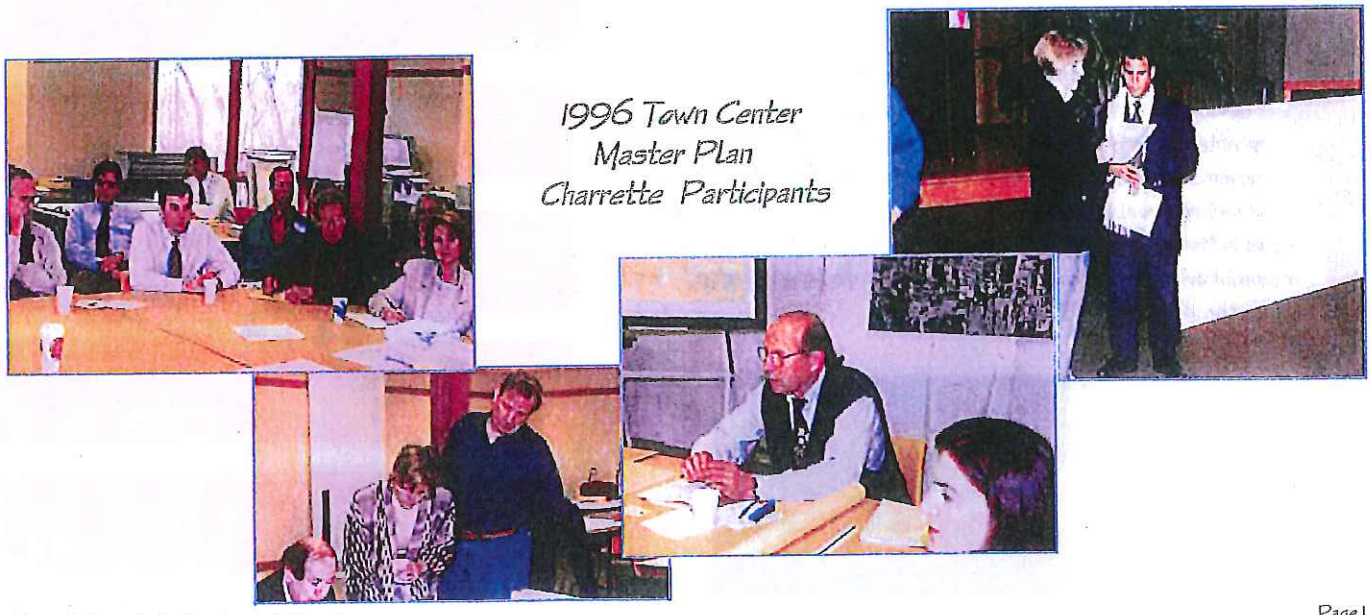
History of Planning the Town Center

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

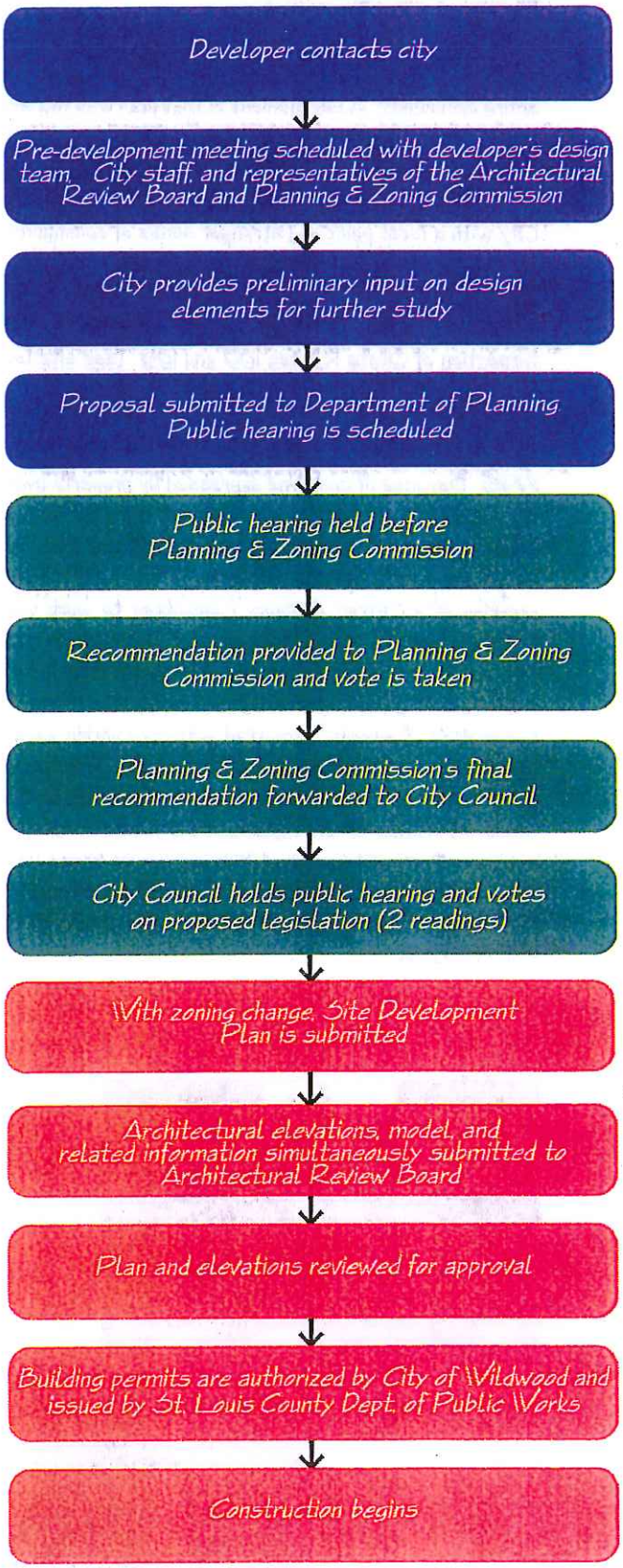
Purpose of the Development Manual

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):



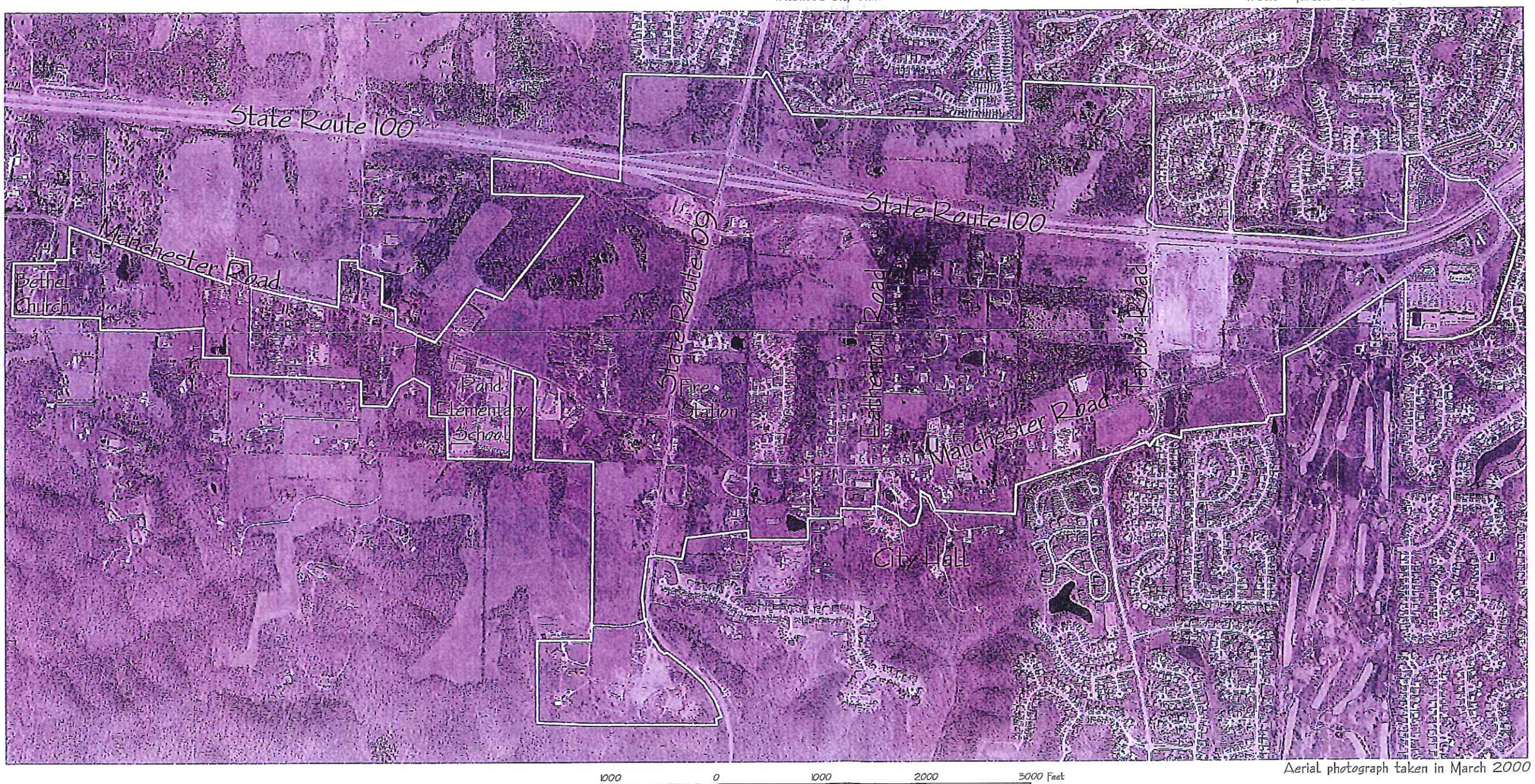
Existing Conditions: Aerial View

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

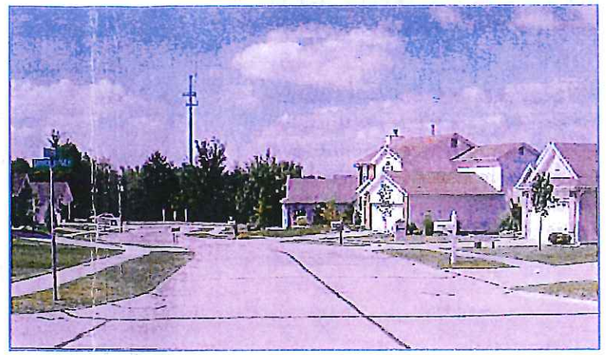


Aerial photograph taken in March 2000

Existing Conditions: Blocks, Lots & Streets

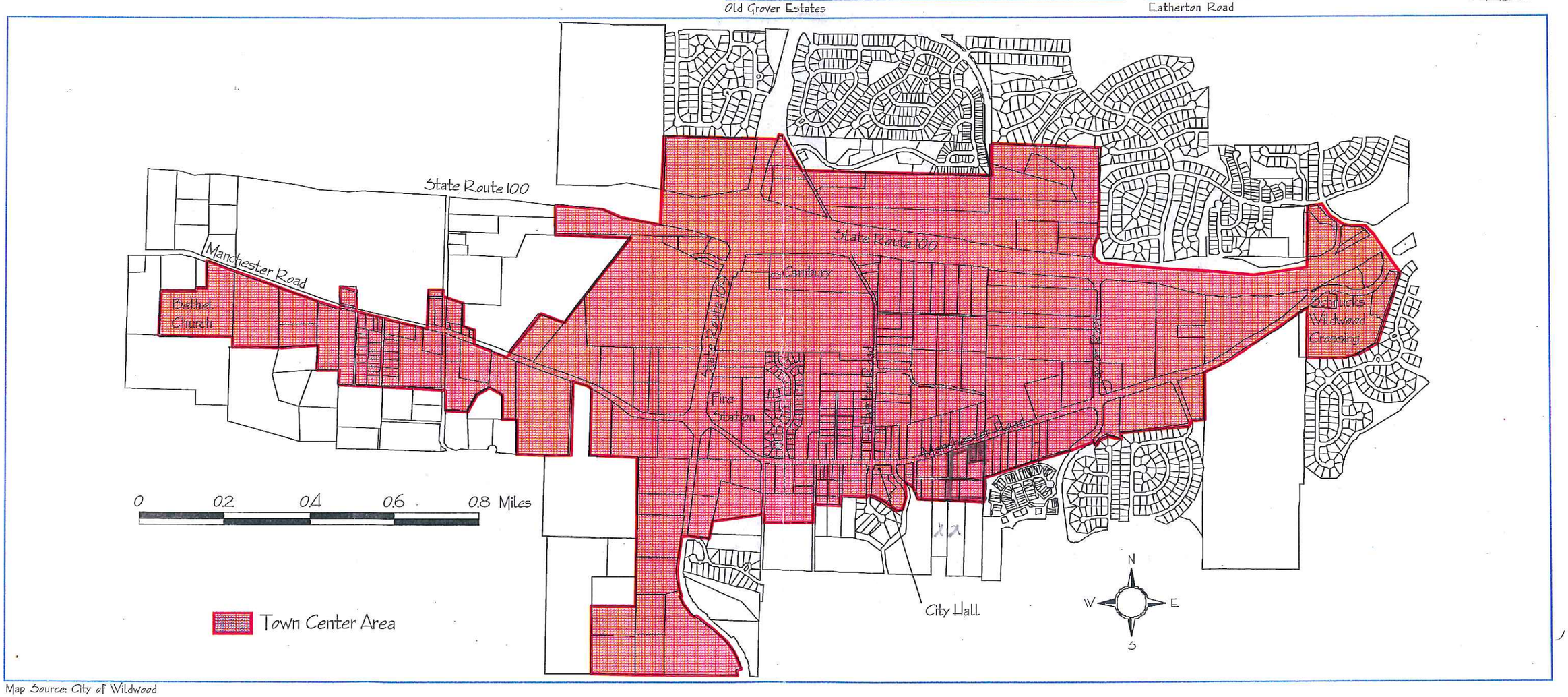
Reflective of the diverse conditions illustrated in the aerial map on the previous page, the existing block, lot and street patterns are equally diverse. Many of the existing blocks are excessively large, precluding efficient driving patterns and discouraging pedestrian activity. The largest lots are 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."

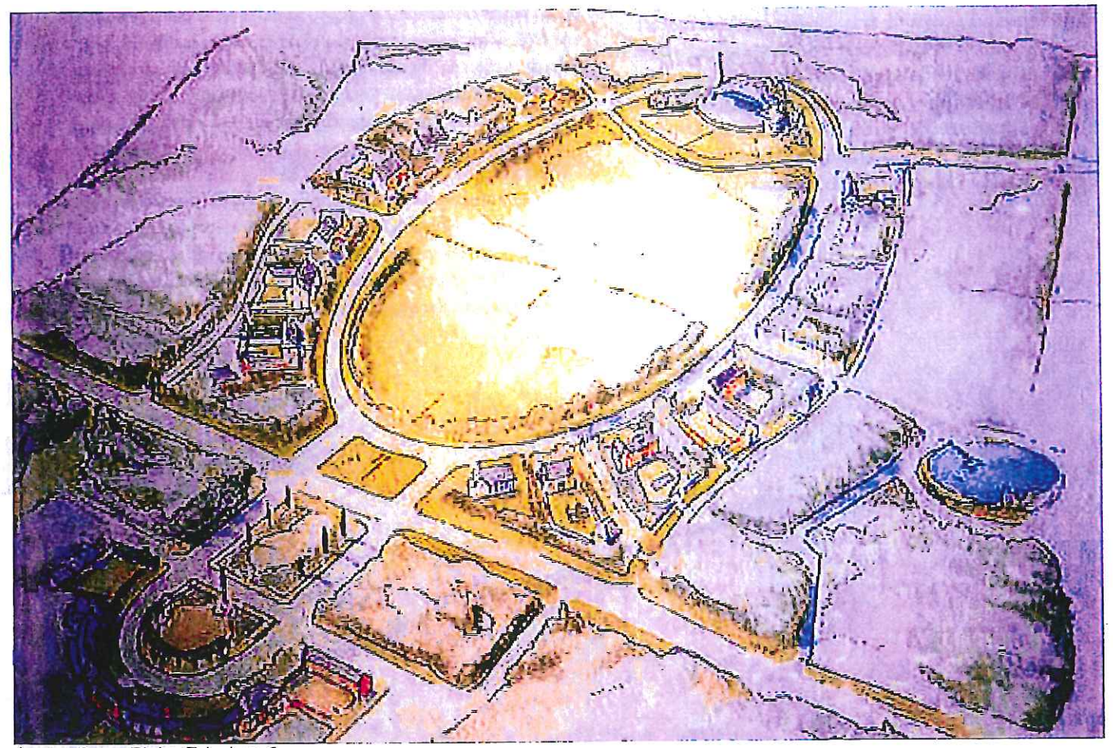
"The Plan promotes special uses, such as congregate care living arrangements for senior citizens who prefer being in or near a community center; parks that serve the young and old alike; and residential neighborhoods that permit higher densities that are appropriate in less centralized locations."

"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)

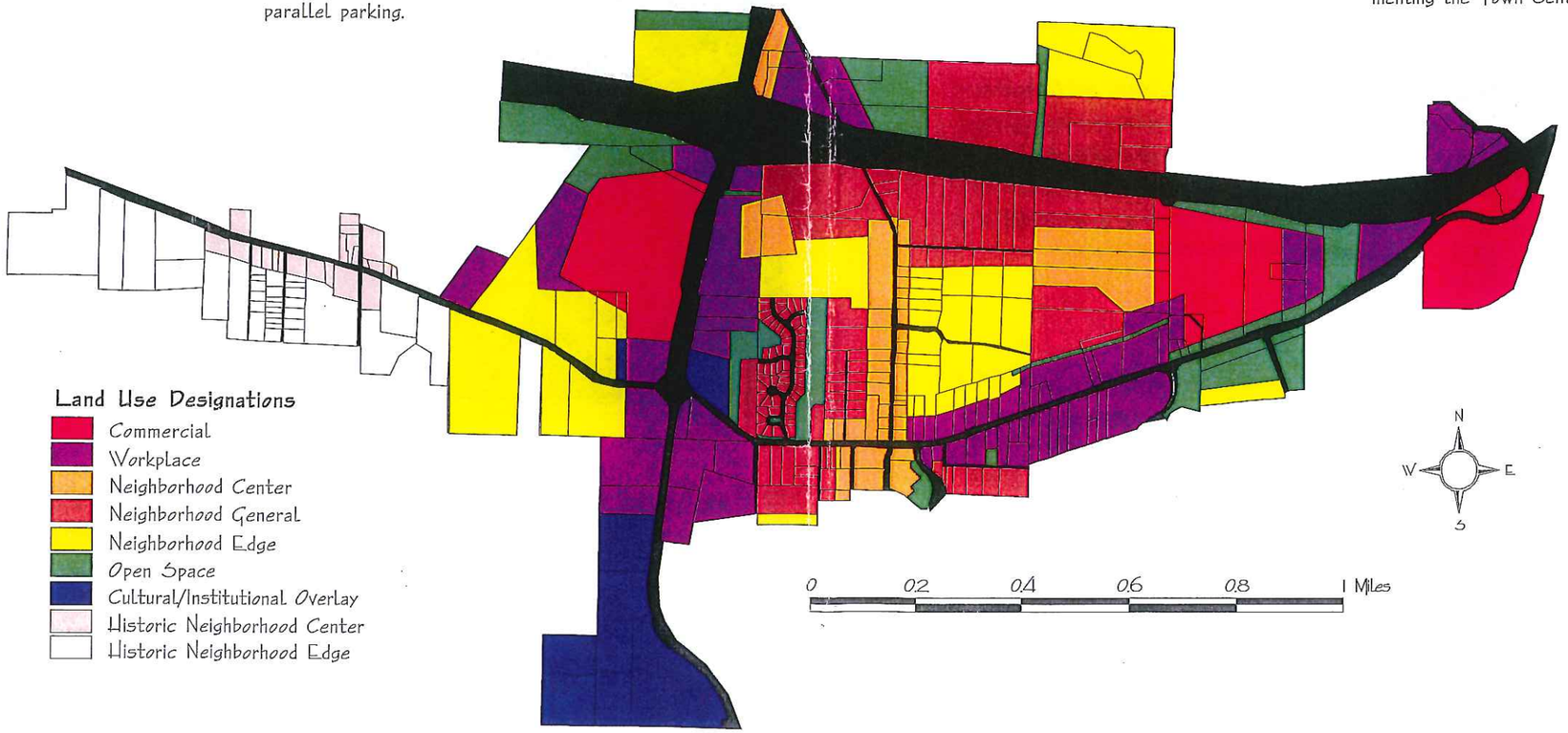
The open space designated within the Town Center varies in purpose, including scenic enhancements, buffering, environmental protection, passive focal points, and active recreation. The final Land Use Map differs slightly from the original Town Center Plan.

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.

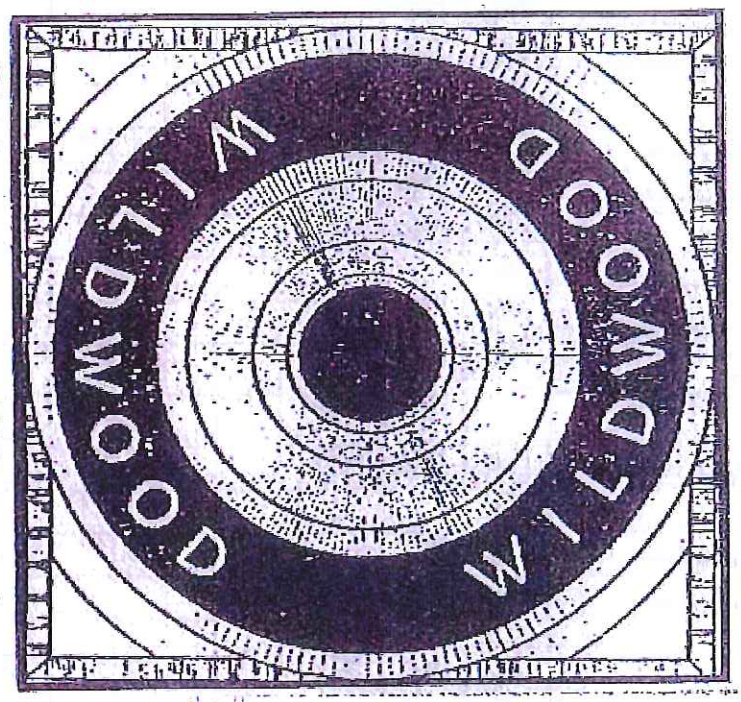
Cultural/Institutional Overlay (C/I)

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	●	▲							

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.

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.

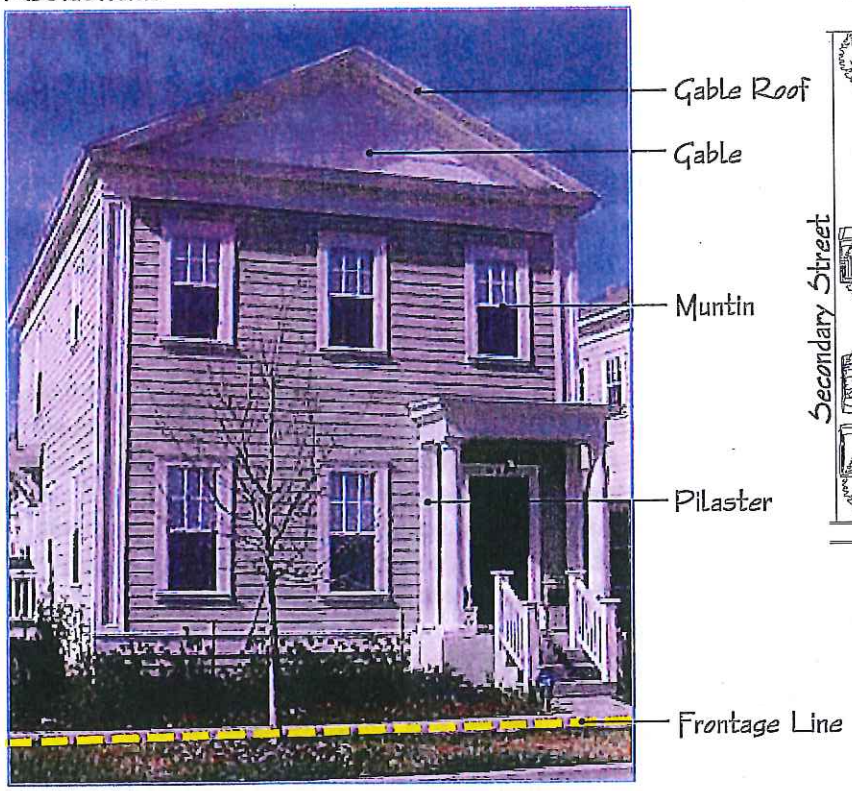
Stoop: A platform or small porch, usually up several steps, at the entrance to a house.

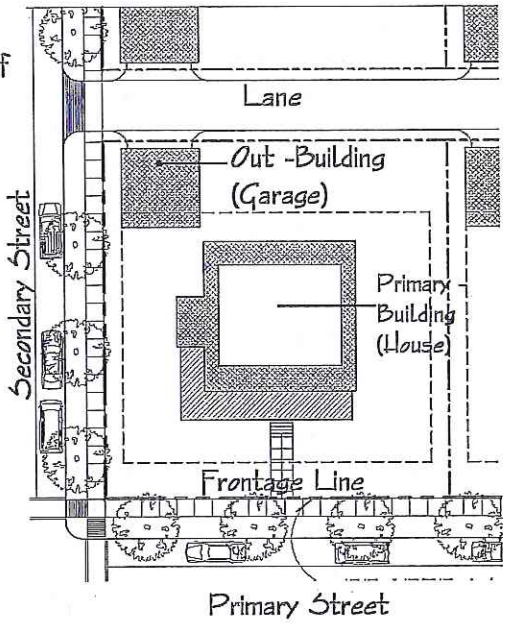
Transom: An opening over a door or window, usually for ventilation containing a glazed or solid sash.

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.

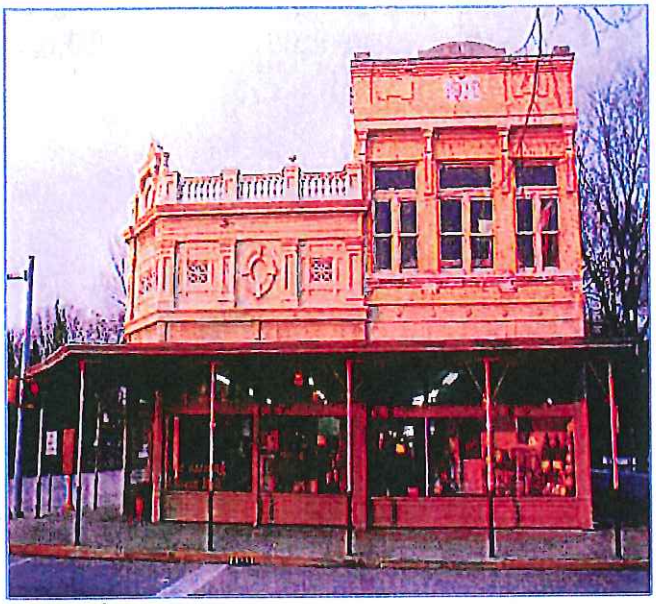
House

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

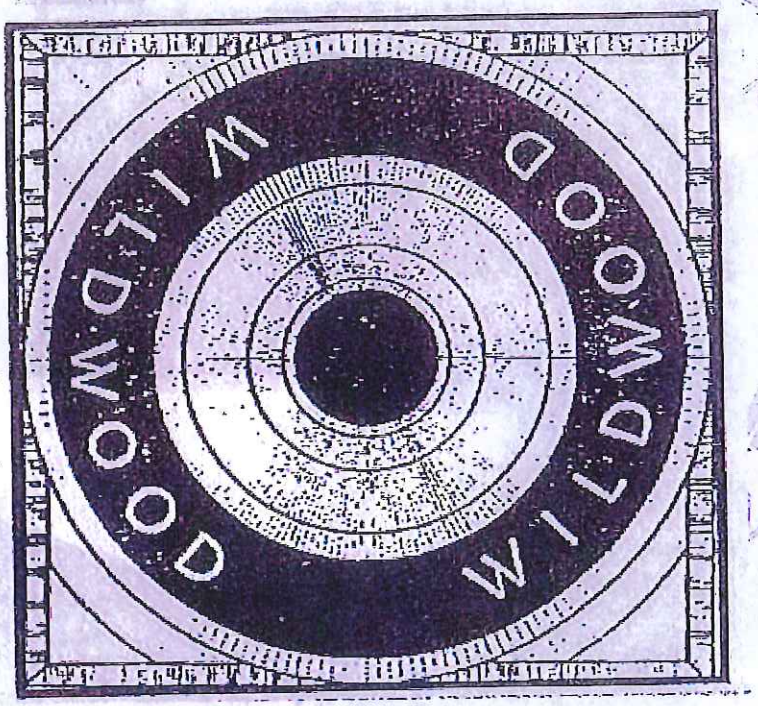
Rowhouse

House

Apartment

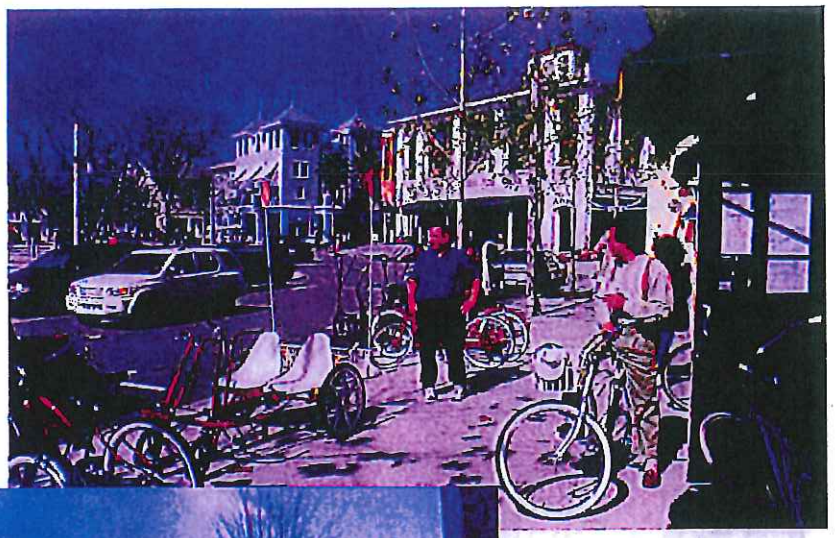
Cottage

Commercial & Workplace Districts

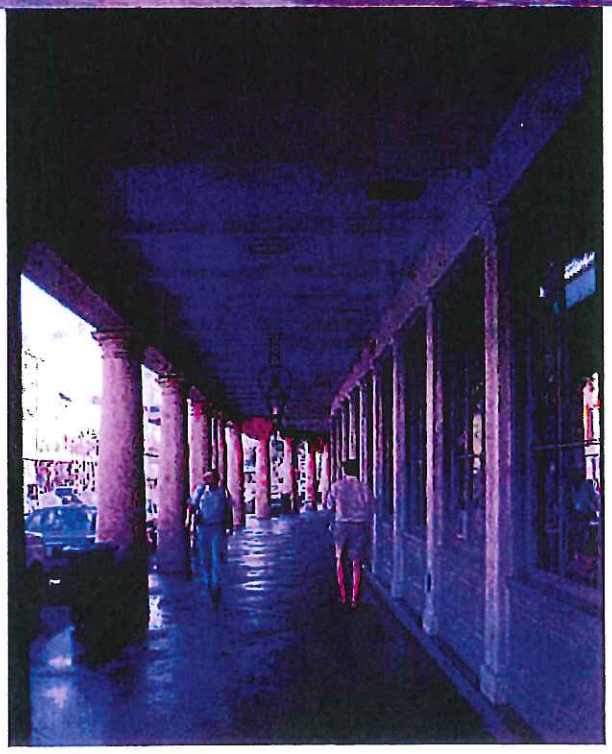


Regulating Plan - Land Use Categories

"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.

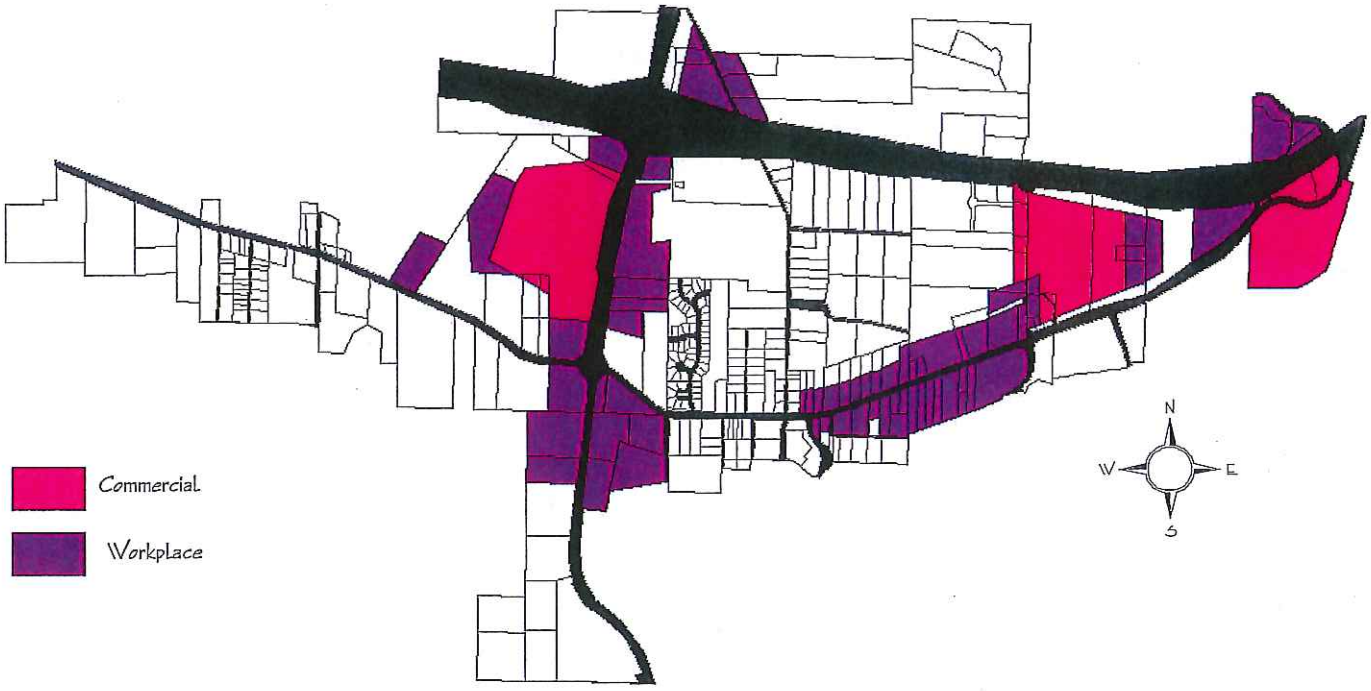
Facade Standards

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.

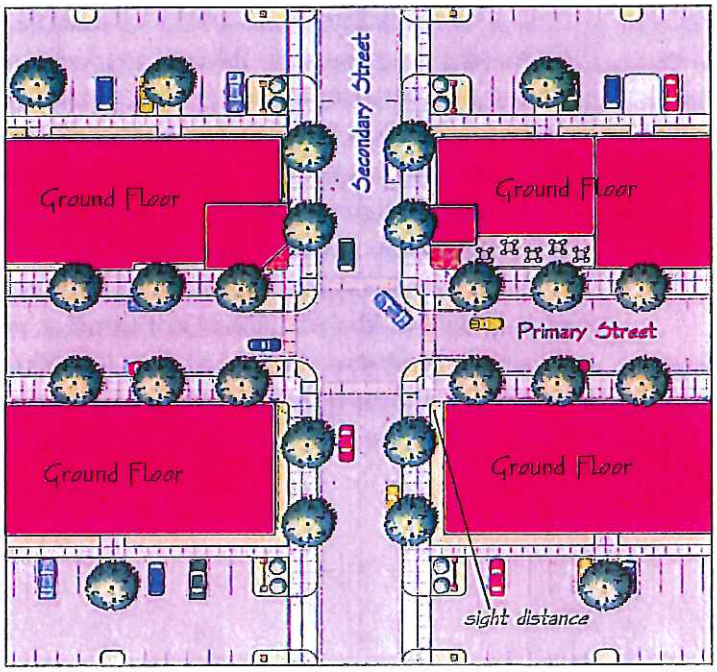
Site Standards

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.

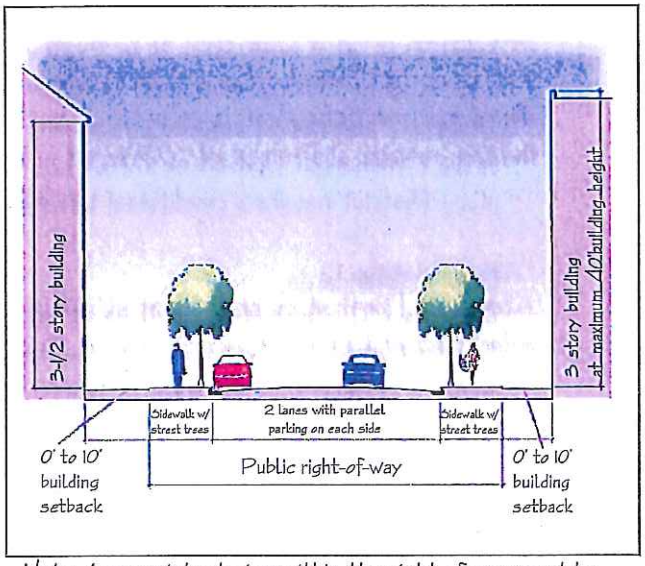
Commercial & Workplace Districts



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.

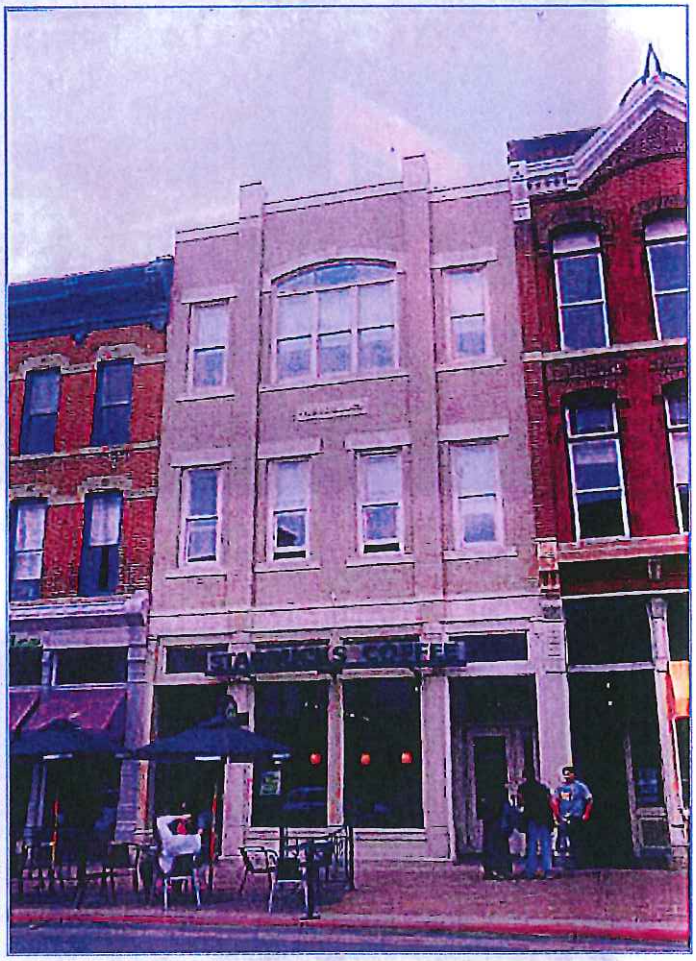
INAPPROPRIATE

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



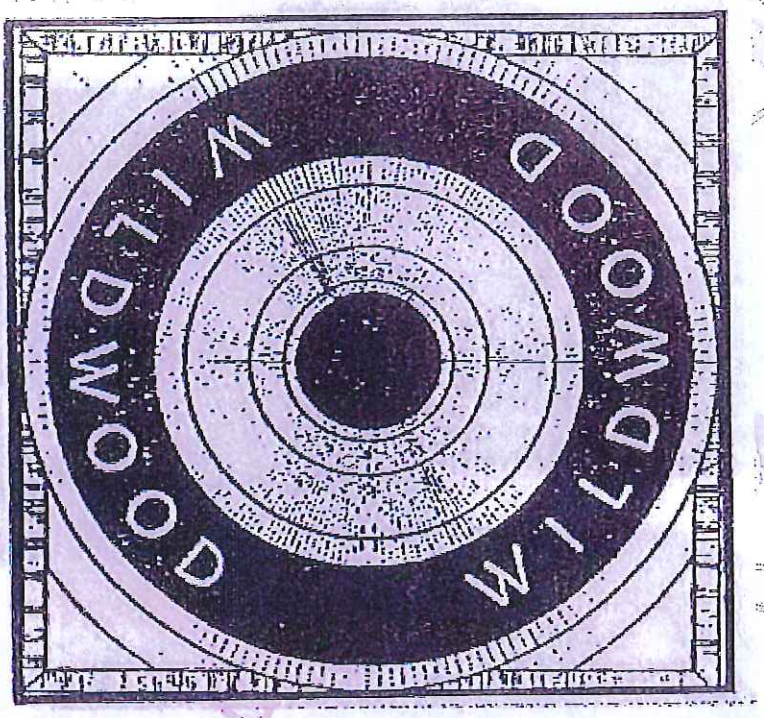
Above examples show buildings forming a continous wall along the street. These building facades help to form an outdoor public room. The ground level retail area opens to the street/sidewalk below, with a greater percentage of glass area than the second level. Building styles may vary, but the general 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.

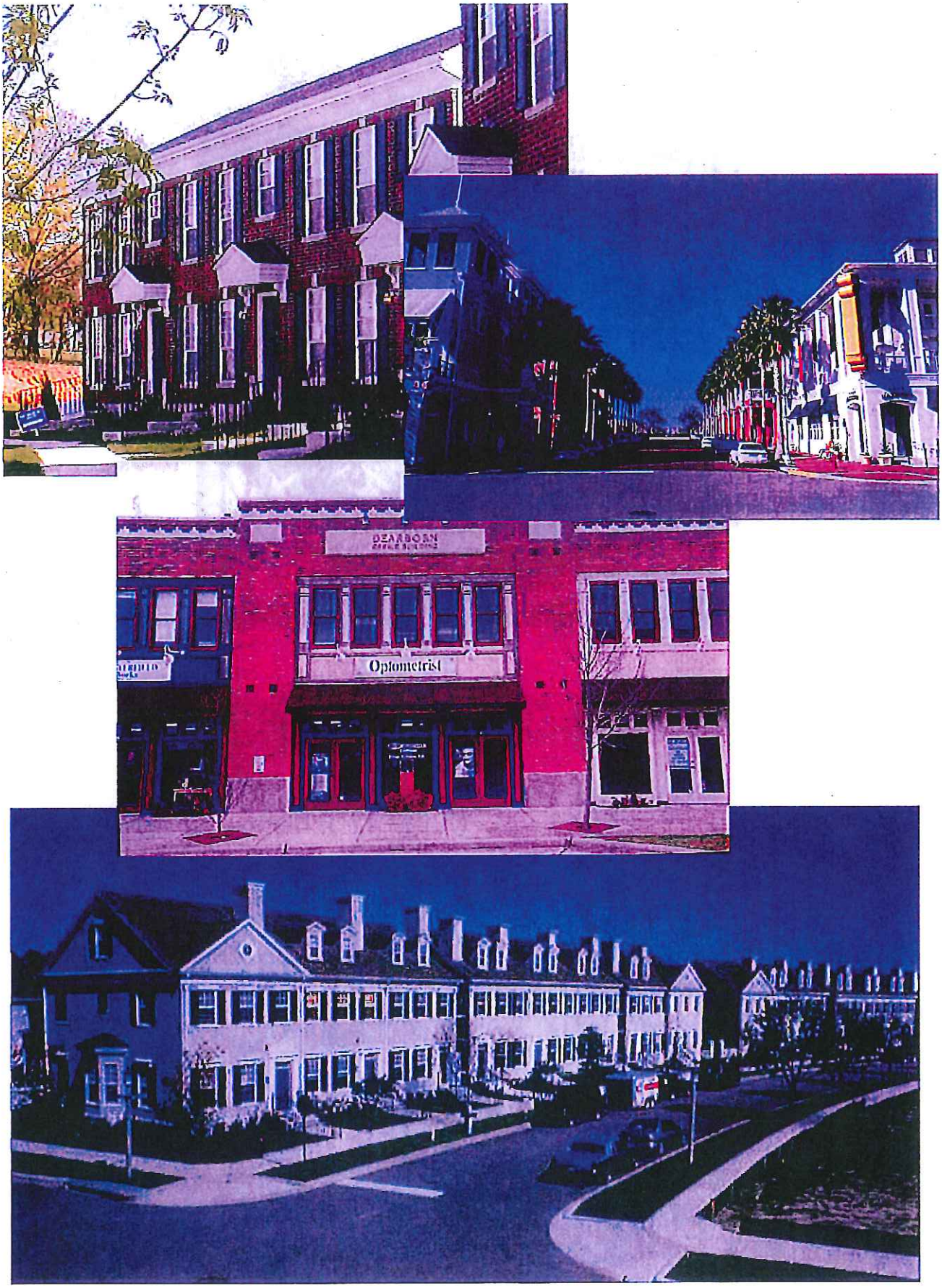
Outdoor public spaces are a primary component of these types of buildings, as seen here with the second story balcony, and encouraged in Wildwood's Town Center.

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

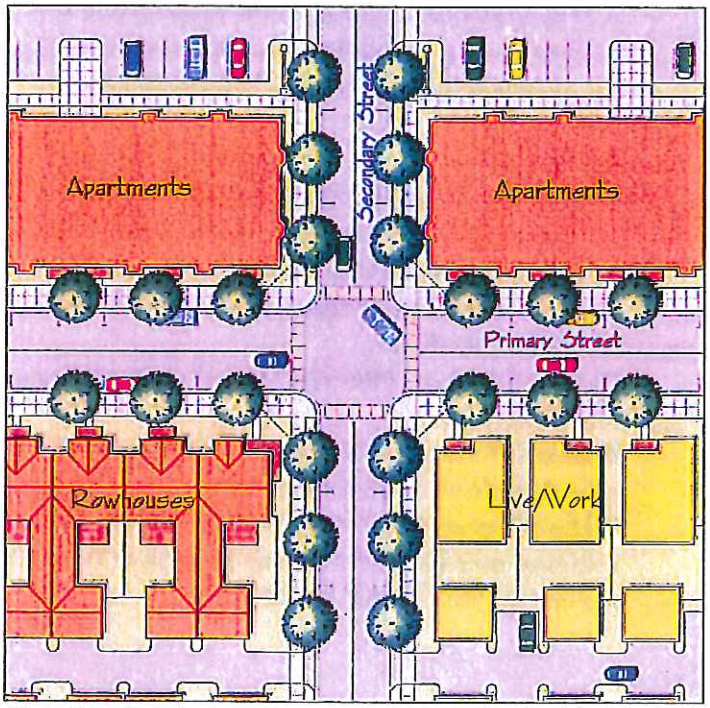
Elevation: Live/Work building ground floors shall be at sidewalk grade, while Rowhouse and Apartment Building ground floors shall be at least 1.5' above grade at the front and at the street side of corner lots.
Interior Height: Min. 10' for ground floor clear heights of primary buildings.
Vertical Bays: 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

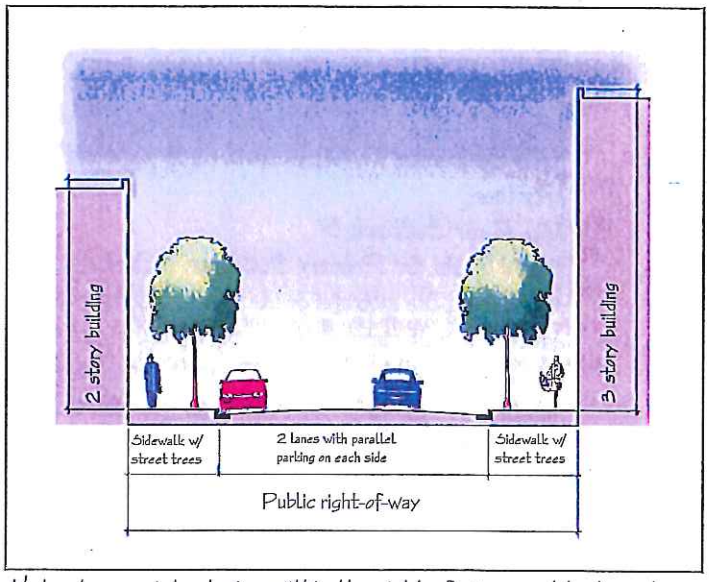
Parking Requirements: Live/Work and Rowhouse: 2 spaces/unit, plus 2.5 spaces/1,000 sq.ft. of non-residential gross habitable building space. Apartment: 1.5 spaces/unit. On-street parking adjacent to the site's frontage line(s) shall also count.
Parking Locations: Off-street parking shall be located behind 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.

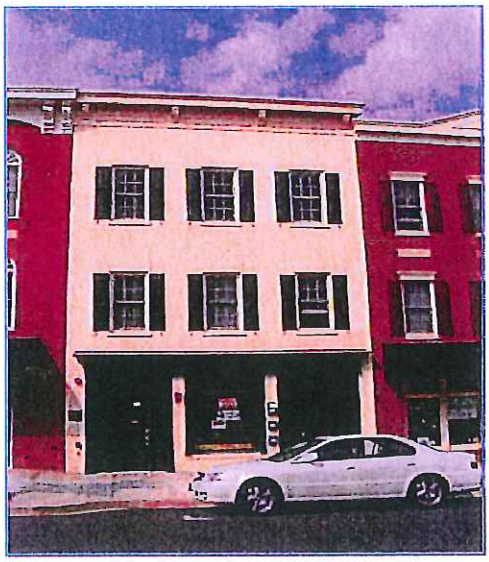
INAPPROPRIATE

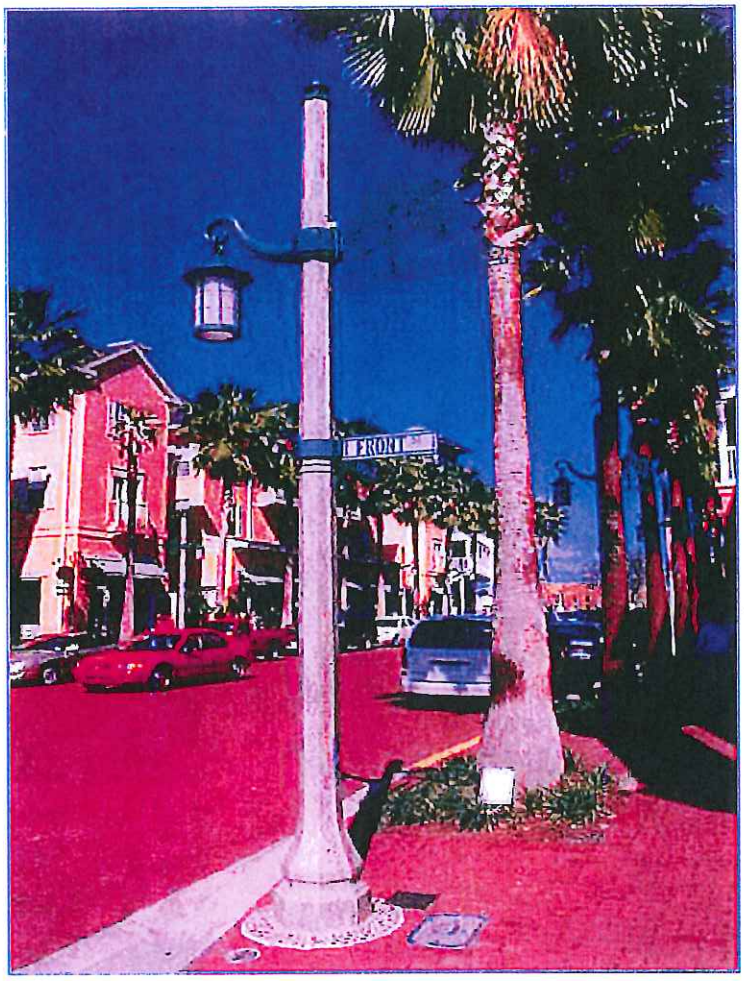
This building's facades are not broken into vertical bays.

This apartment building has no sidewalk connection to the street and is set back too far.

APPROPRIATE

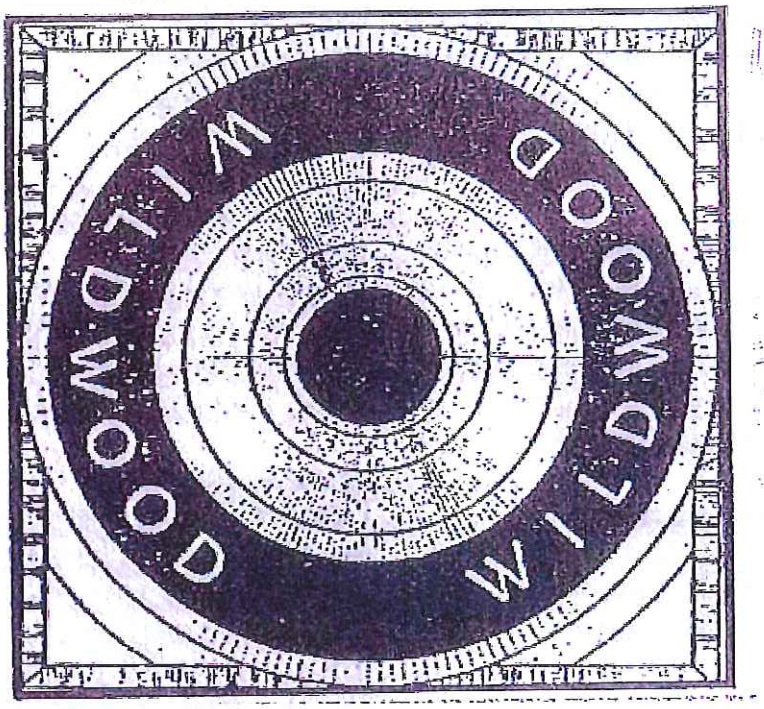
Examples of Neighborhood Center District buildings





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.

Neighborhood General District



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.

Neighborhood General District (continued)

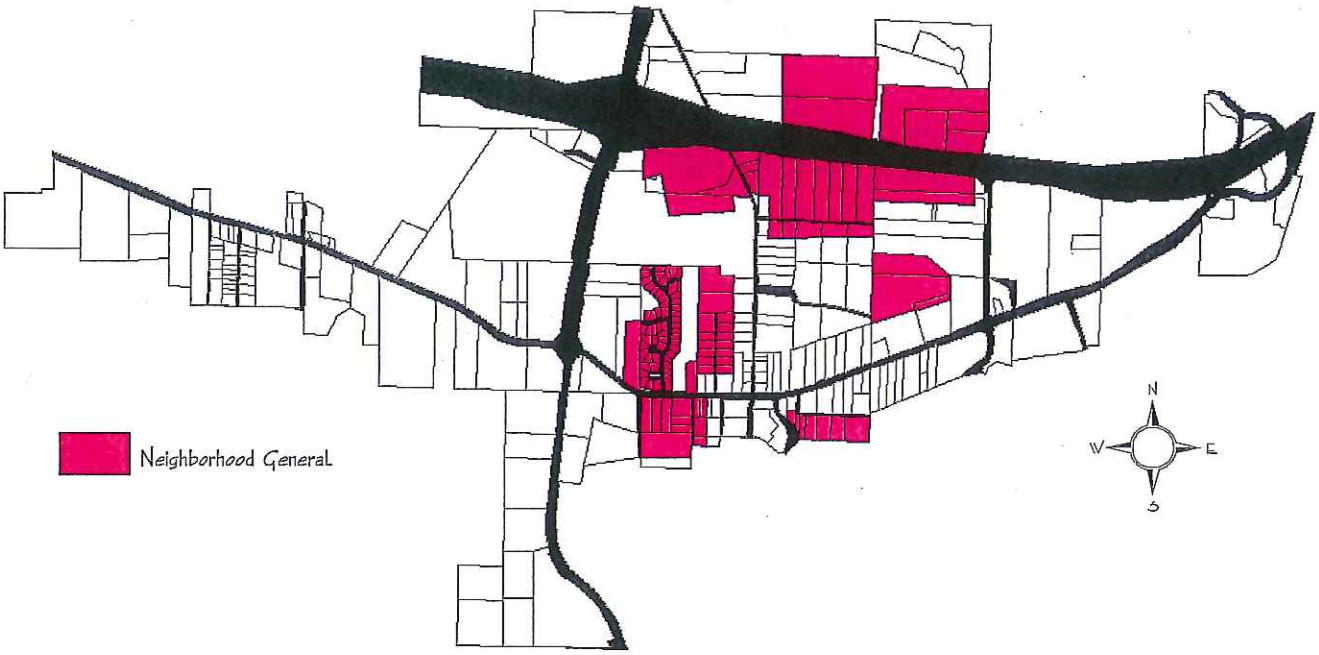
Building Height Calculations: Basements with ceilings 3' or less above grade shall not count against the number of stories. Habitable attics with eaves no higher than 3' from the floor shall count as 1/2 story.
Outbuilding Max. Size: 650 sq. ft. building footprint.
Side Setbacks: 5' to 15' for Cottages / 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.

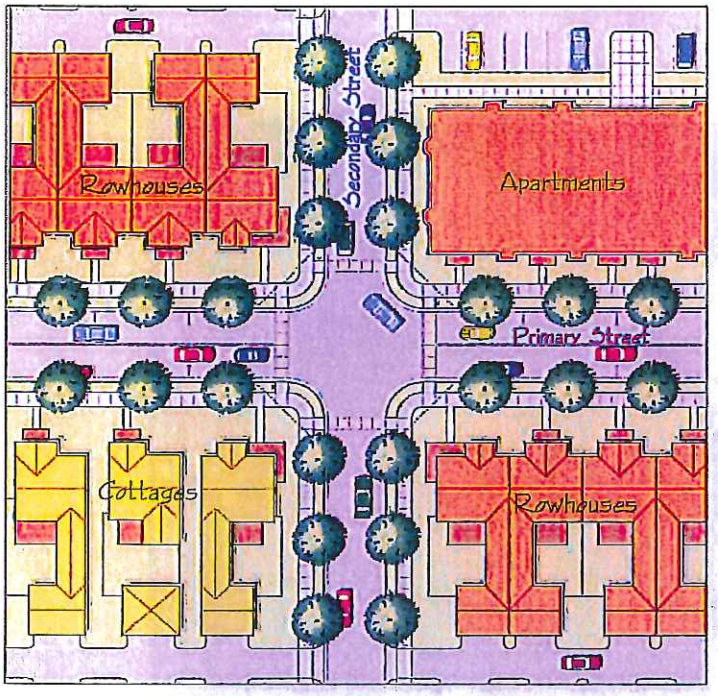
Site Standards
Parking Requirements: Rowhouses, Houses, and Cottages: 2 spaces/unit, plus 2.5 spaces/1,000 sq. ft. of non-residential gross habitable building space. Apartment: 1.5 spaces/unit. In addition to on-site parking, on-street parking adjacent to the frontage line(s) shall also count towards 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

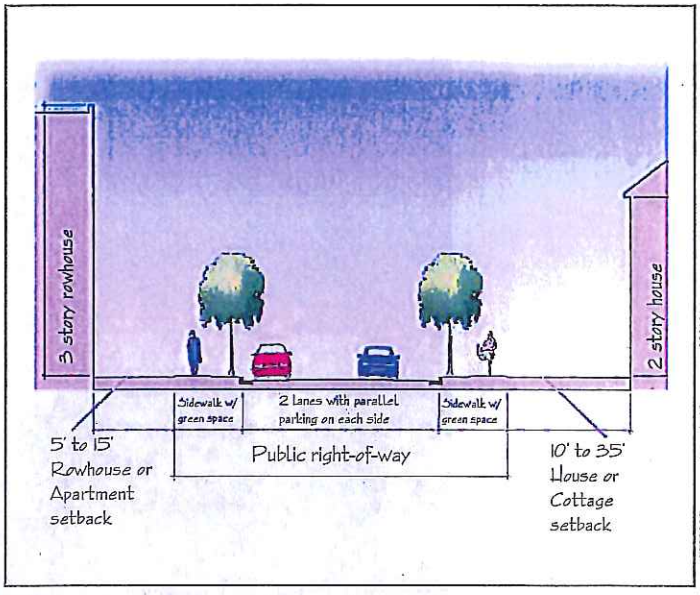
Neighborhood General District



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.

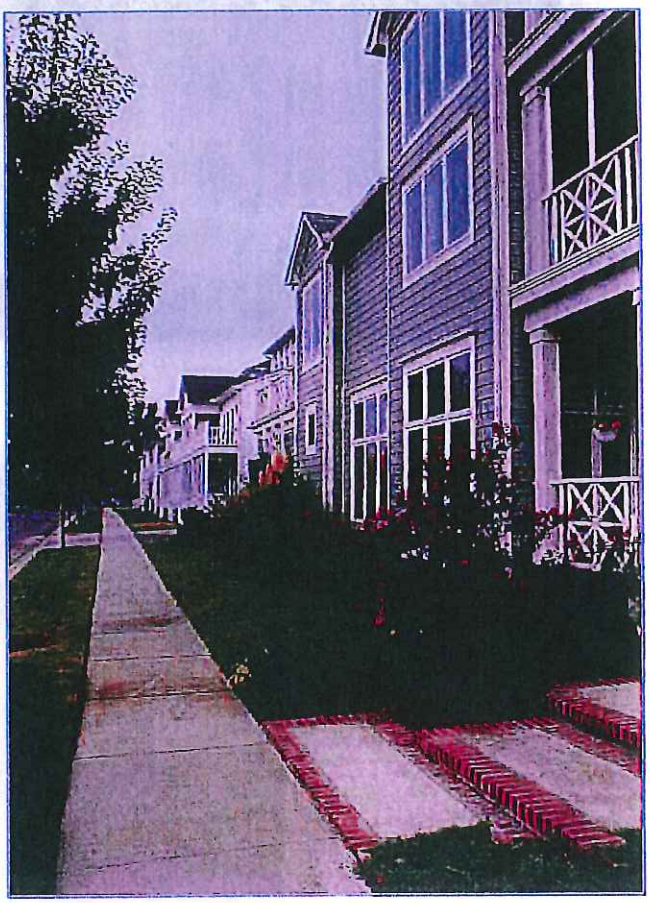
INAPPROPRIATE

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.

Neighborhood Edge District

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.

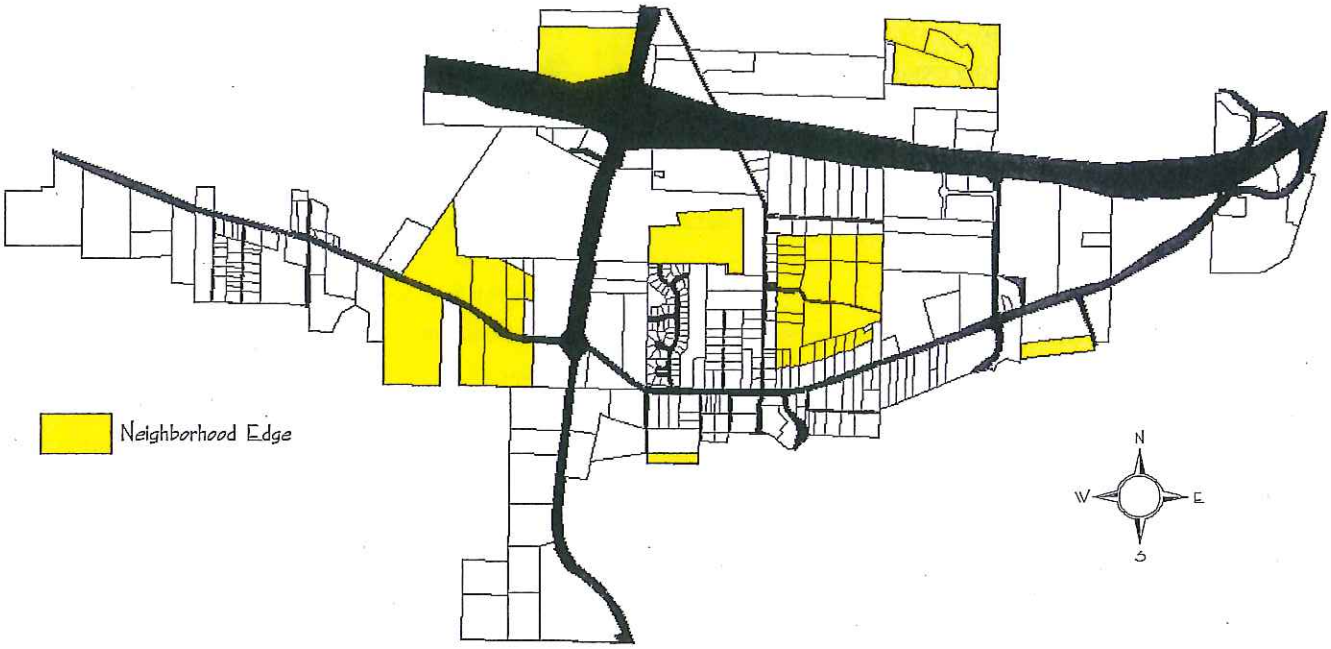
Facade Standards

Elevation: Ground floor of buildings at the front facade shall be at least 1.5' above grade, except that garages be at grade.

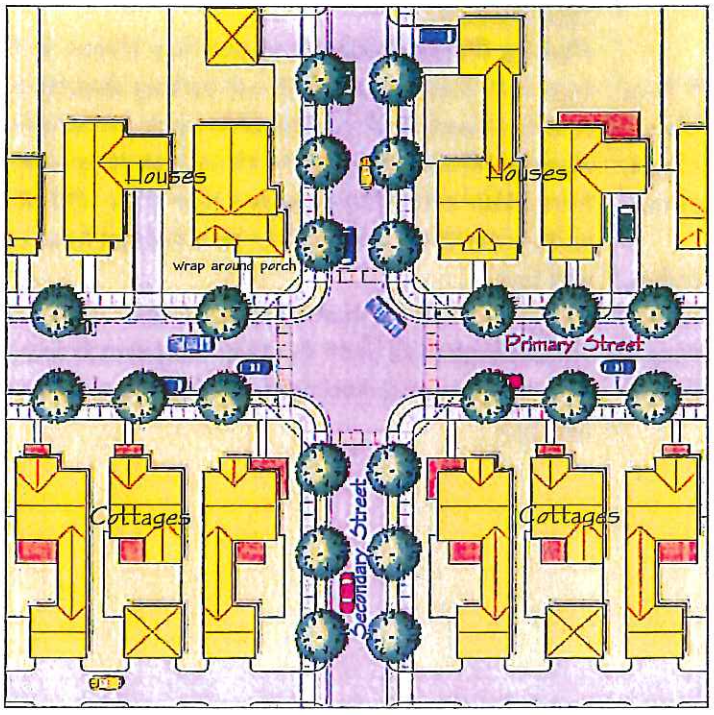
Site Standards

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.

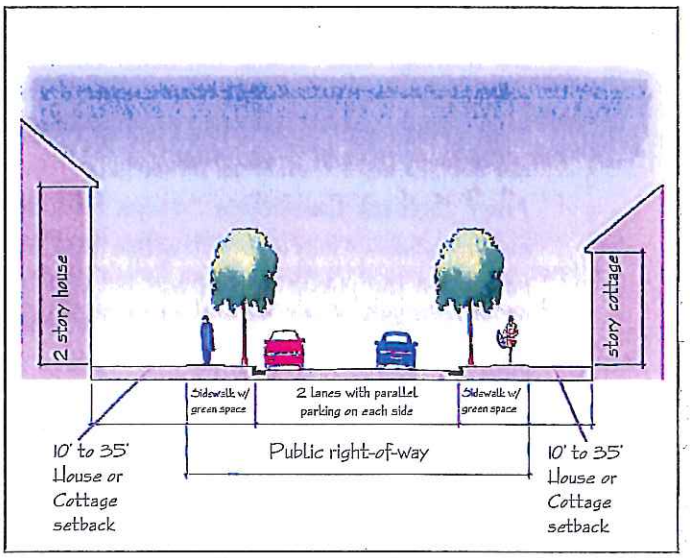
Neighborhood Edge District



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.

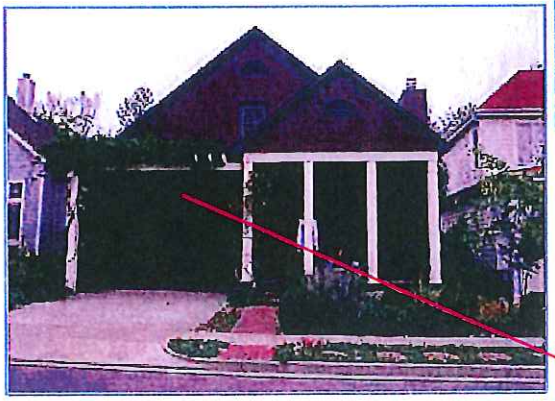
INAPPROPRIATE

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

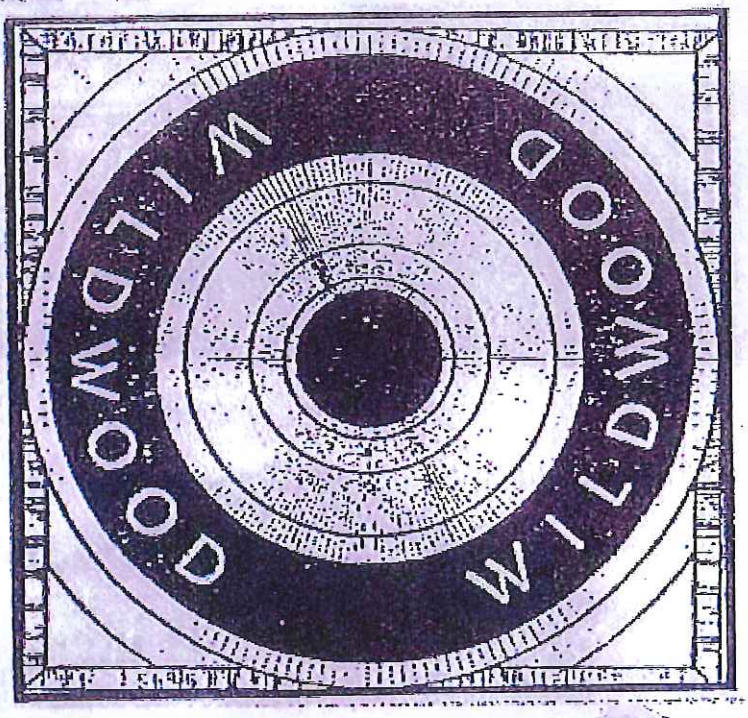


These examples meet both the required wall height, as well as the setback range of 10' to 35'. Most parking is located in the back of the buildings; however, some residences may have attached garages, which must be recessed a minimum of 15' from the front facade or porch. The residence to the left shows a recessed garage, where architectural elements cast a needed shadow on the garage and landscaping softens the look.

APPROPRIATE

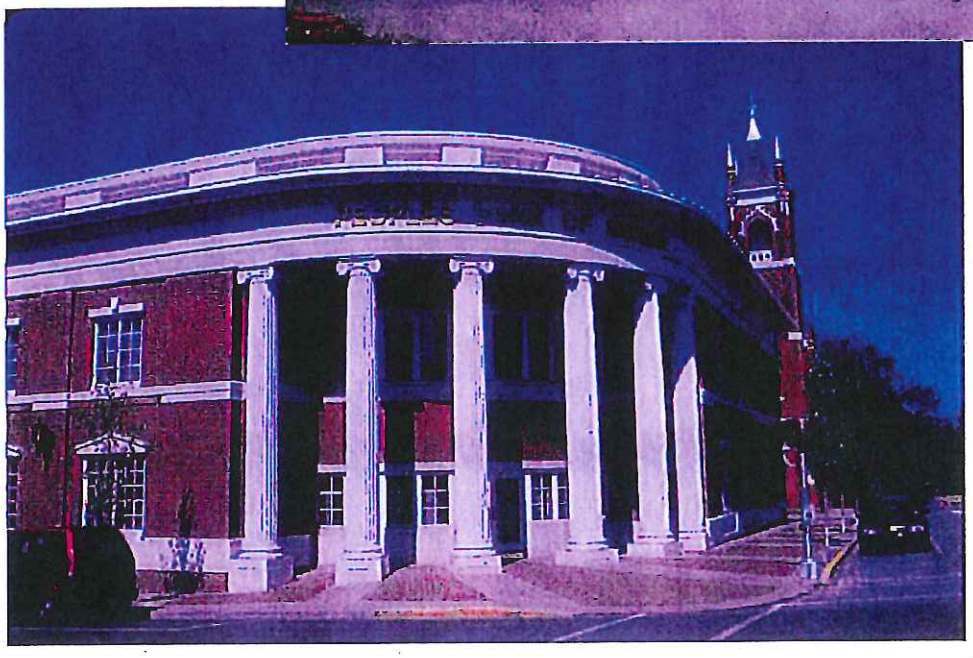
The core of the Town Center Area is its residential neighborhoods. Houses in these residential neighborhoods form the traditional fabric and, in this example, reflect key design components, including a useable front porch, appropriate proportions, and a recessed garage.

Cultural/Institutional Overlay District



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

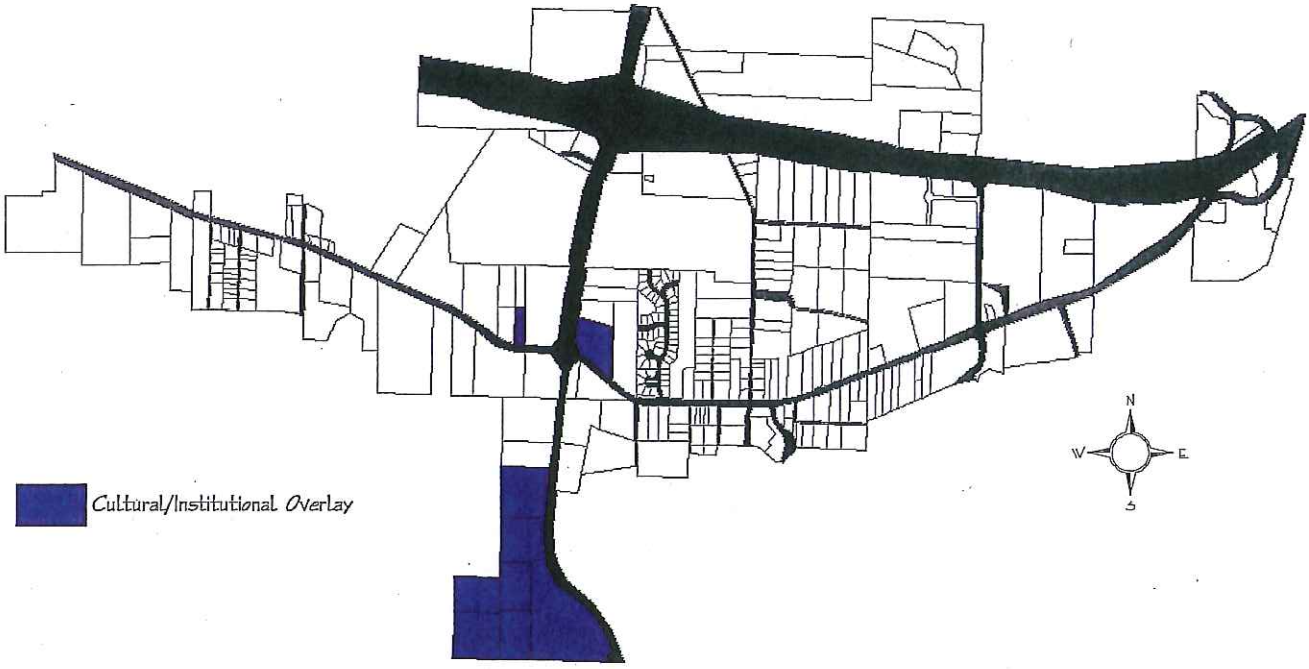
Institutional buildings should have a civic character, which can include classical architectural design elements (symmetry, pediments, columns, etc.), although no specific architectural style is required. Main entrances should be clearly articulated through their prominent location, size, and design. Roof forms might also include cupolas, steeples, and similar vertical architectural elements intended to give the building prominence.

Parking

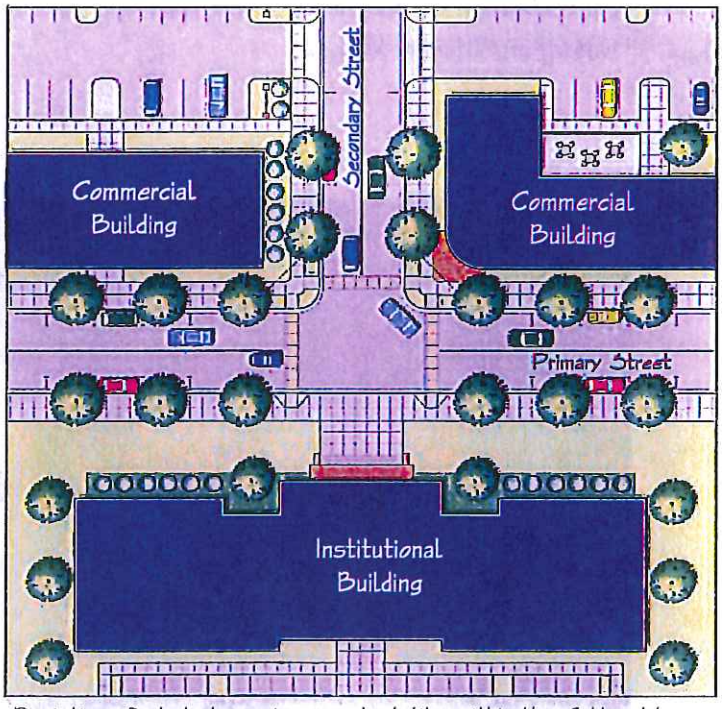
Parking requirements and location shall be determined on a case-by-case basis, depending upon the specific use and projected peak-hour demands. Parking should be located and designed so as to be minimal in appearance when viewed from the street. Arrangements for shared parking are also encouraged.

Wildwood Family YMCA

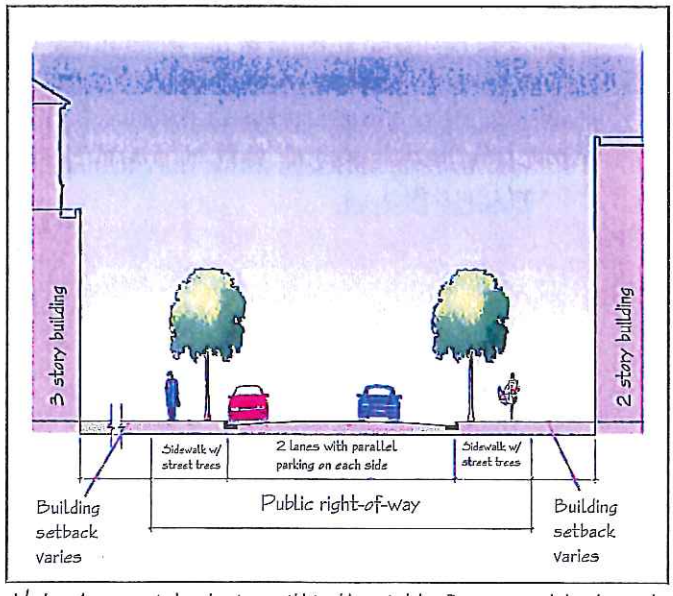
Cultural/Institutional Overlay District



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.

APPROPRIATE

This civic building is used as a focal point and terminates the vista of the street.

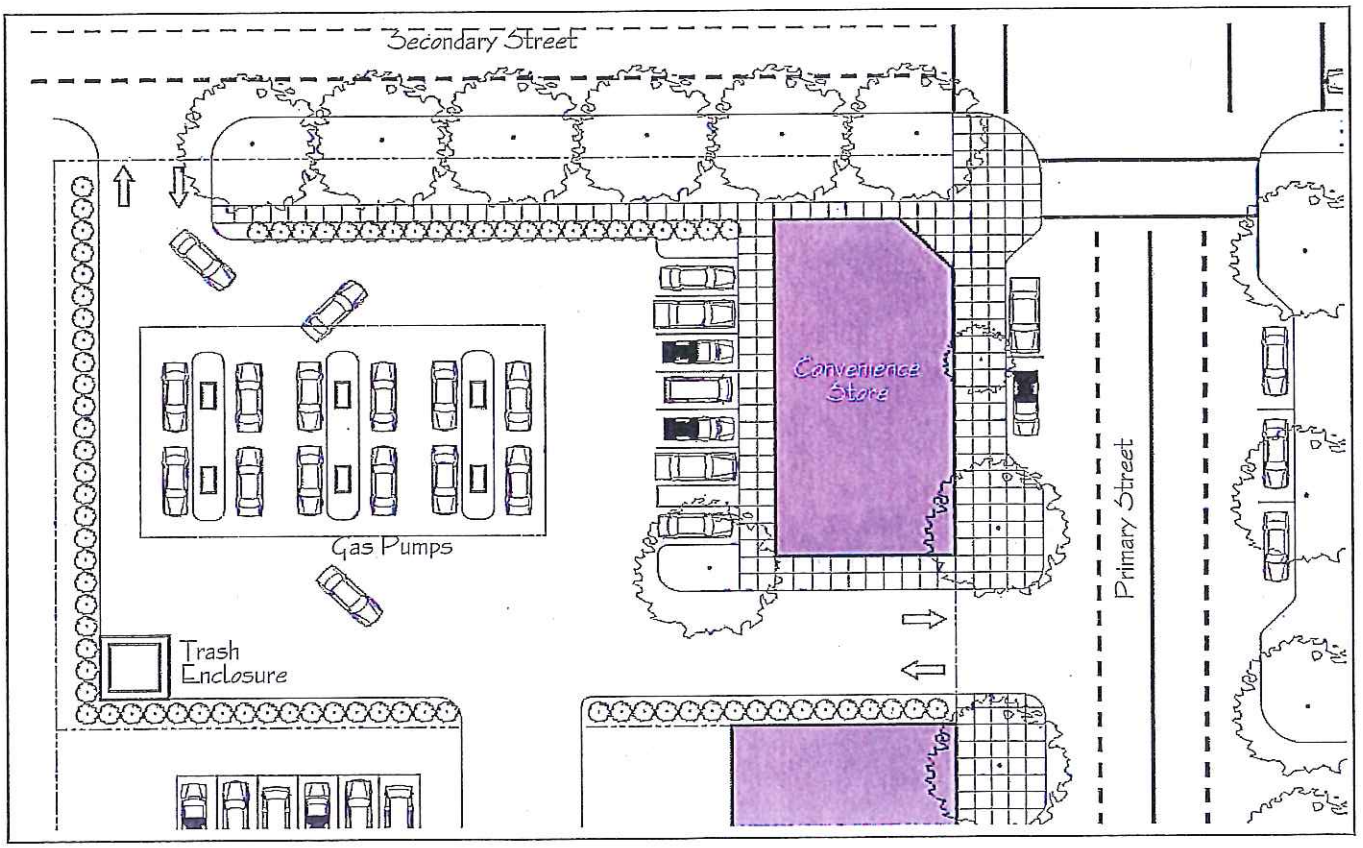
Examples of Cultural/Institutional Overlay District buildings

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.

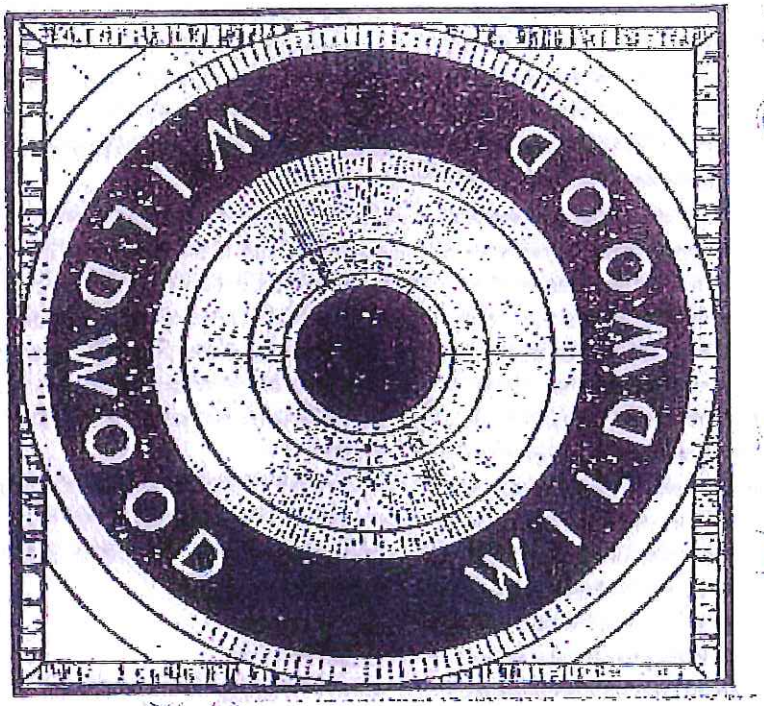
The canopy fascia on this building is minimal, with recessed lighting located under the canopy.

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.

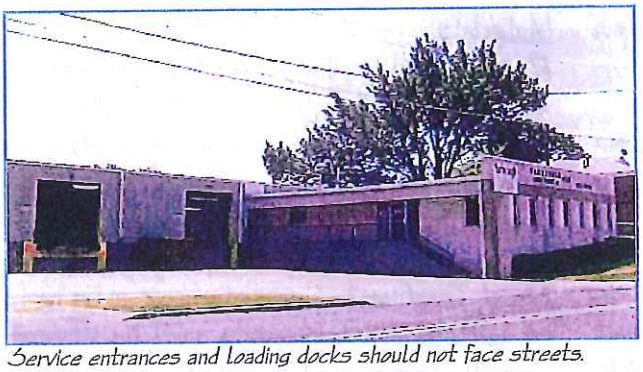
Mechanical Systems

- 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.

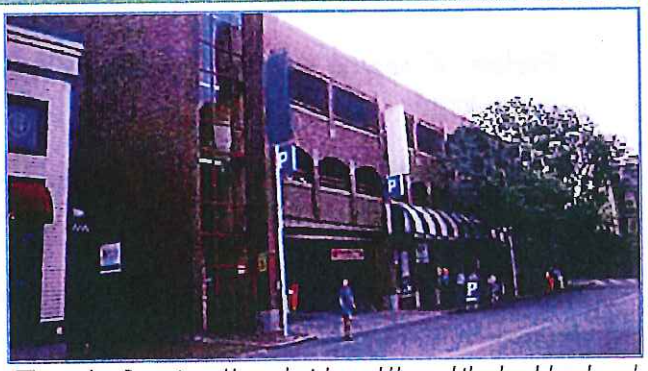


Service entrances and loading docks should not face streets.

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

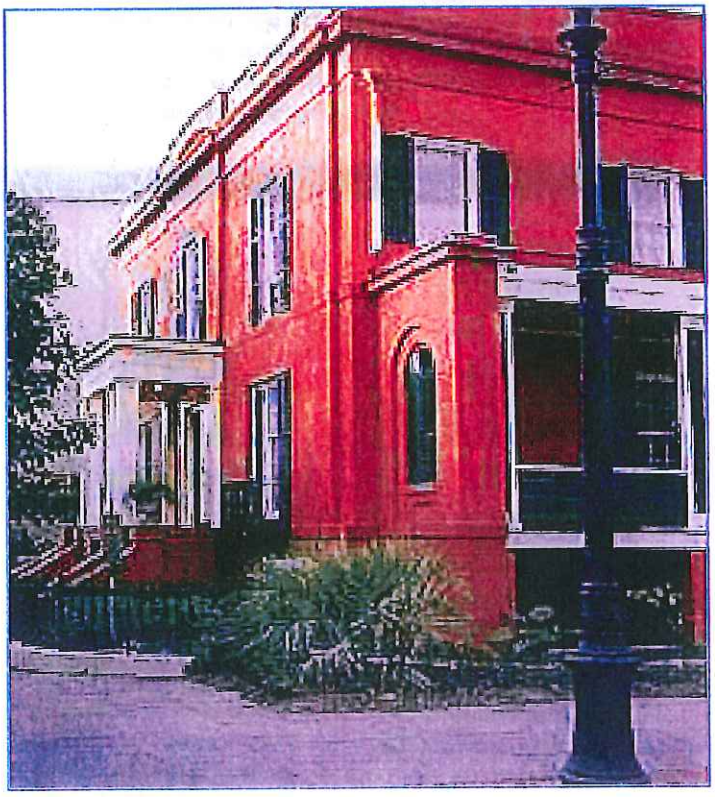
Gabled roof with classical side pediments and dormers

Gabled roof

APPROPRIATE COMMERCIAL ROOFS

Parapet roofs with varying architectural styles

Gable and parapet with appropriate awnings



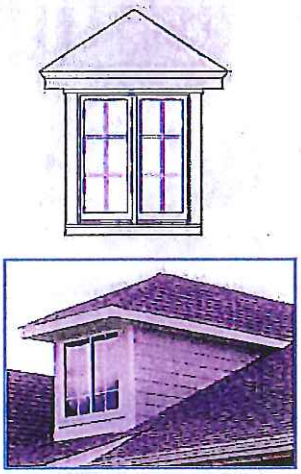
Parapet roof

Dormers

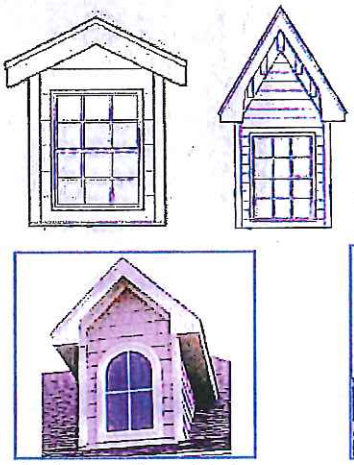
Dormers will generally be composed as a secondary architectural element or form used in a functional fashion to complement the primary form of the main structure. The mass and composition should maintain the character and style of the building. Overly complex or contrived forms, offsets, projections 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.

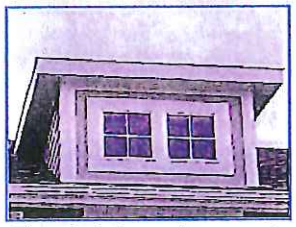
INAPPROPRIATE



The deep overhang and lack of detail at the base of this dormer makes it inappropriate.



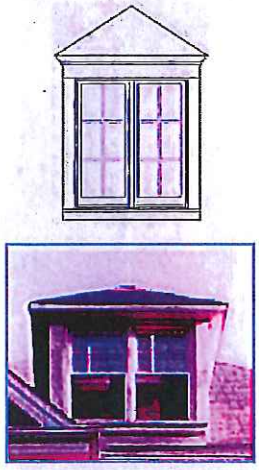
Scale, proportion, details, roof pitch, cornice, windows, and materials are all inappropriate.



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.

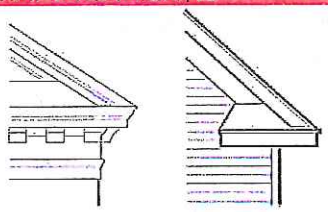
An elegantly proportioned detailed dormer.

Cornices & Rakes

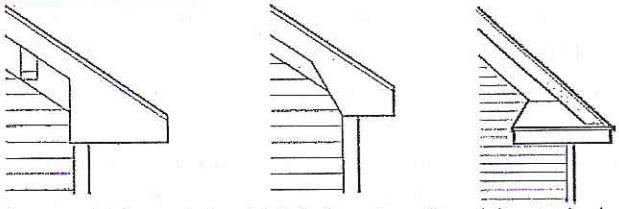
The use of and appropriate selection, detailing, and implementation of cornices and rakes is critical in obtaining approval for an appropriate design.

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.

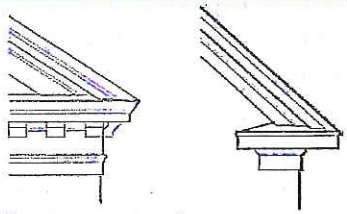


Inappropriately scaled and detailed cornices. Do not terminate deep overhangs with an oversized "box" cornice detail or large cornice return.

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

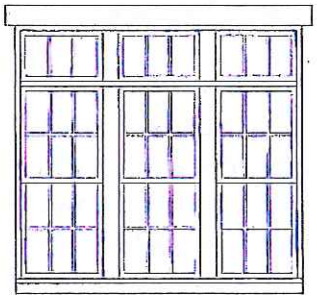
Opening centered in gable end

Upper story window centered above ground floor

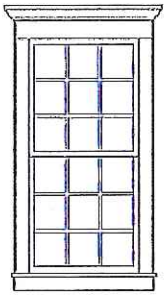
Transom aligned horizontally with windows

Appropriate opening configurations

Appropriate double garage door recess with a minimum setback distance of 15'.



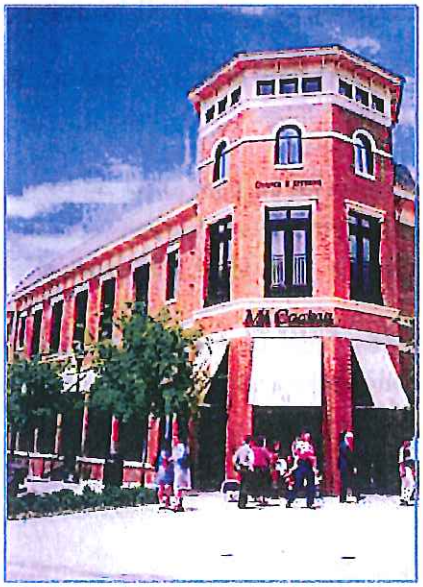
On a divided light window, transom height matches height of light below. Minimum glass height of the transom is 12" (16" preferred).



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.

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.

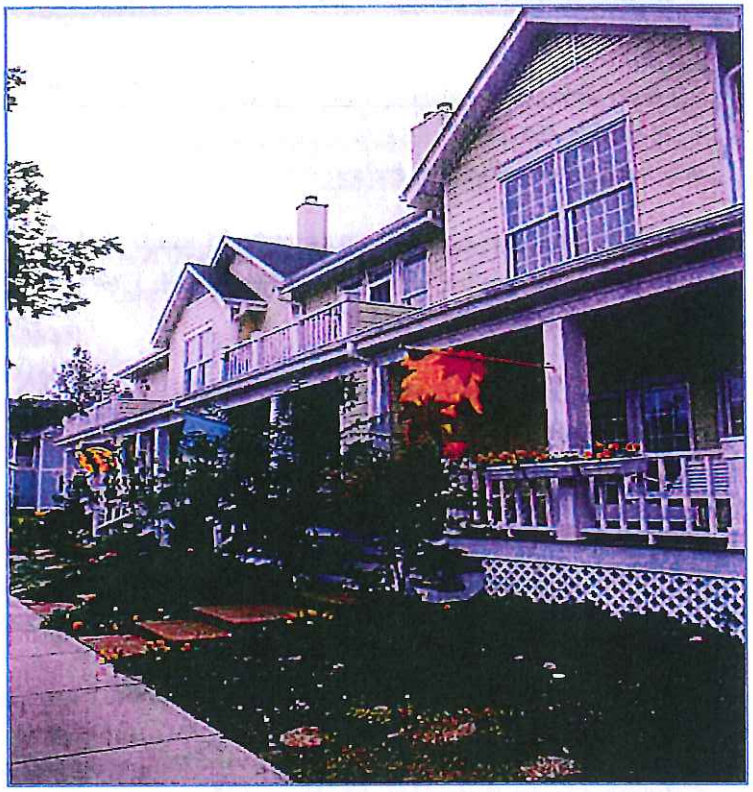
Storefronts - Shall be made of wood. In Commercial/Workplace areas, alternative materials incorporating approved colors can be considered (aluminum, steel, etc.).

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

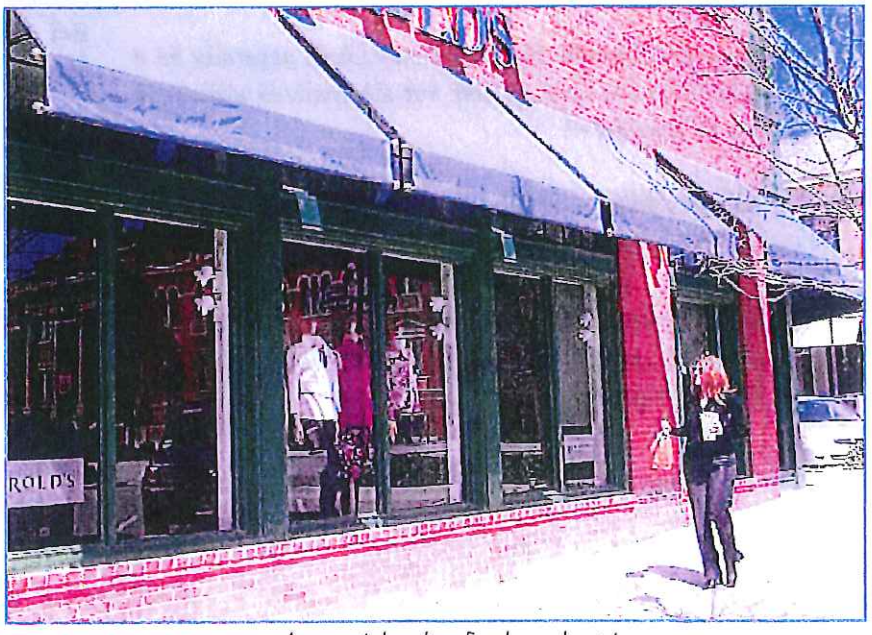


Porch with appropriate depth, posts, railings, and skirting

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.

LOCHMUELLER GROUP

January 7, 2016

Mr. Rick C. Brown, PE, PTOE
Director of Public Works / City Engineer
City of Wildwood
16860 Main Street
Wildwood, MO 63040

RE: Proposal for Engineering Services for Pond-Grover Loop Road, Wildwood, Missouri
515-0145-00P

Dear Mr. Brown:

As requested, we are submitting the following proposal for engineering services pertaining to the evaluation of neighborhood traffic flows and concept plan development for the planned Pond-Grover Loop Road in Wildwood, Missouri (City). The connection of Pond-Grover from Route 109 to Route 100 (opposite Taylor Road) has been planned for some time, and a current residential development proposal known as Brightleaf will construct a portion of the roadway while adding to area traffic.

Task 1: Pond-Grover Loop Road Traffic Study

The City has requested that the traffic impacts associated with both the Brightleaf subdivision and the extension of the Pond-Grover Loop Road be evaluated for six primary roadways within the adjoining neighborhoods:

- Green Pines Drive
- Forest Leaf Drive
- Birch Forest Drive
- Fullerton Meadows
- Pond-Grover Loop Road
- Westglen Farms

The focus on this evaluation will be the a.m. and p.m. peak hours of a typical weekday, as identified in the Brightleaf traffic study report, as well as an assessment of total traffic flows over the course of a typical weekday.

In order to evaluate traffic flows throughout this study area, it is anticipated that a total of 8 existing intersections will be evaluated. Three of these intersections were already counted as part of the Brightleaf traffic study, while 5 require new data collection, as follows:

1. Pond-Grover Loop Road at Hickory Manor Drive (already counted)
2. Pond-Grover Loop Road at Green Pines Drive
3. Forest Leaf Parkway at Fullerton Meadows Drive (already counted)
4. Forest Leaf Parkway at Birch Forest Drive
5. Forest Leaf Parkway at Green Pines Drive (already counted)

411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3395

6. Westglen Farms Drive at Fullerton Meadows Drive
7. Westglen Farms Drive at Green Pines Drive
8. Westglen Farms Drive at Forest Leaf Parkway

Scope of Services for Task 1

1. Collect available information from the City including the site plans of any approved or proposed developments or roadway changes within the study area. Our team will inspect the study area to identify potential traffic-related issues, access constraints and existing operating conditions.
2. Collect turning movement counts at the five intersections noted above during the morning (7:15-8:15 a.m.) and afternoon (4:45-5:45 p.m.) peak hours of a typical weekday.
3. Review 24-hour mechanical traffic count data to be provided by the City. These daily counts will be used to relate peak hour counts to overall Average Daily Traffic (ADT) flows.
4. Perform field observations of pedestrian activity at and around Green Pines Elementary School. These observations would inform an assessment of current and future (if Pond-Grover Loop Road is extended) pedestrian safety concerns.
5. Perform vehicle "tracing counts" throughout the study area to help quantify the existing travel patterns to/from various neighborhoods and streets. These tracing counts and observations will be used to help estimate the diversion of traffic, as noted in Task 5.
6. Forecast the diversion of traffic to/from the study intersections when the complete Pond-Grover Loop Road is in place.
7. Forecast the increase in traffic that will be generated by the build-out of the Brightleaf subdivision based on their traffic study projections, assuming the complete Pond-Grover Loop Road is in place.
8. Identify any roadways or roadway segments within the study area where significant changes in character will be anticipated on the neighborhood streets based on current/projected ADT and industry standards for different types of roadways. Where feasible, corrective actions to protect against negative traffic impacts will be recommended.
9. Prepare a written report summarizing our findings and conclusions along with graphics, as needed, to illustrate any recommended improvements.
10. Attend up to two meetings with the City or other review agencies to discuss the findings of the traffic study.

Exclusions, Extra Costs and/or Supplemental Services

The above scope does not include costs for meeting time beyond that specified in Item 10; design services; construction administration or staking; and development and implementation of any signal timing plans. If needed, these or any other supplemental services will be performed on a time and materials basis using the attached rates unless they are addressed by a separate proposal. However, no additional work will be performed without your direction or authorization.

Task 2: Pond-Grover Loop Road Concept Plan

The City has requested that a concept plan be developed for Pond-Grover Loop Road from State Route 109 to the northern boundary of the Brightleaf development. At a minimum the concept plan shall include:

- Plan view (strip map) of the proposed improvements
- Typical sections
- Landscaping concepts
- Cost estimate
- Presentation of the concept plan at an open house public meeting

In addition to these required items, the City has requested that the following additional tasks be included in the concept plan, if budget and/or data availability allows:

- Roadway profile
- Cross sections
- Utility impacts
- Right of Way impacts
- Drainage impacts
- Traffic Noise Considerations

It is anticipated that, pending results of the traffic study completed in Task 1, the typical section will be a two-lane parkway with curb and gutter, landscaped center median, and pedestrian accommodations similar to the section proposed for Pond-Grover Loop Road within the Brightleaf development and that the plan will include traffic calming features, such as roundabouts, where applicable.

Scope of Services for Task 2

1. Collect available information from the City and other sources for the project area such as existing plans and maps, and publicly available aerial images and existing surface data for use in developing the concept plan. Field survey data will not be acquired.
2. Perform a site visit to observe existing conditions and review data collected.
3. Develop a typical section and concept plan for the corridor for initial review/comment by the City. It is anticipated that one (1) typical section will be developed for the entire corridor. The two (2) stop controlled intersections within the project limits will be evaluated for improvements which may include preliminary layouts for installation of roundabouts.
4. Review existing drainage infrastructure and identify potential improvements that will be needed.
5. Review existing utilities within the corridor from mapping obtained from the City or utilities and identify potential impacts.
6. Review existing right of way limits and potential right of way needs utilizing available GIS data.

7. Develop preliminary concepts for landscape elements to be incorporated into the concept plan. This will include conceptual landscape feature types only; the identification of specific plant species and landscape details are not included.
8. Prepare a strip map and preliminary cost estimate for the proposed concept.
9. Prepare up to 2 – 24" x 36" exhibits in addition to the strip map to be presented at an open house public meeting.
10. Attend the open house public meeting and up to two additional meetings with City personnel.
11. Make final revisions to the concept plan based on the public comments from the open house meeting.

Exclusions, Extra Costs and/or Supplemental Services

The above scope does not include costs for meeting time beyond that specified in Item 10; topographic or property survey; detailed engineering design services beyond those detailed above; noise analysis; landscape design; construction administration or staking; and development and implementation of any final plans and specifications. If needed, these or any other supplemental services will be performed on a time and materials basis using the attached rates unless they are addressed by a separate proposal. However, no additional work will be performed without your direction or authorization.

Proposed Fee

The services described above would be performed on a lump sum basis for a fee of $25,000.00. These fees would be subject to increase if any new tasks, or expansion of the tasks specifically listed above, are required or requested.

Acceptance

If you accept the scope and fee noted above, please sign and return the attached Agreement for Limited Professional Services for final execution. We will return a fully executed copy for your files.

If you have any questions or comments concerning this proposal, don't hesitate to contact me. We look forward to working with you.

Sincerely,

The Lochmueller Group

Dustin B. Riechmann

Dustin B. Riechmann, PE, PTOE
Traffic Engineering Manager

An Agreement for the Provision of Limited Professional Services

Date: January 7, 2016

Project No: 515-0145-00P

Client: Mr. Rick C. Brown, PE, PTOE
Director of Public Works / City Engineer
City of Wildwood
16860 Main Street
Wildwood, MO 63040

Client Project No.:

Project Name/Location:
Traffic Study & Concept Plan for Pond-Grover Loop Road – Wildwood, Missouri

Scope/Intent and Extent of Services:
Preparation of a Traffic Study & Concept Plan for Pond-Grover Loop Road per the attached scope of services.

Fee Arrangement:
Lump sum basis for a fee of $25,000.00 as reflected by the attached proposal. Contract supplements will be issued for all additional tasks, if required.

Special Conditions:
All meeting time or additional tasks not specified in the attached Scope of Services would be billed as extras on a time and materials basis using the attached billing rates unless a contract supplement or a separate agreement is issued.

THIS AGREEMENT IS SUBJECT TO THE TERMS AND CONDITIONS ON THE REVERSE SIDE HEREOF. PLEASE REVIEW THEM CAREFULLY.

Offered by: Lochmueller Group

Signature

Scott Smith, PE, Branch Manager
Printed Name and Title

Date

Accepted by: City of Wildwood

Signature

Printed Name and Title

Date

LOCHMUELLER GROUP

TERMS AND CONDITIONS

Lochmueller Group ***(Lochgroup)*** shall perform the services outlined in this agreement for the stated fee arrangement.

Access To Site:
Unless otherwise stated, Lochgroup will have access to the site for activities necessary for the performance of the services. Lochgroup will take precautions to minimize damage due to these activities, but has not included in the fee the cost of restoration of any resulting damage.

Dispute Resolution:
Any claims or disputes made during design, construction or post-construction between the Client and ***Lochgroup*** shall be submitted to non-binding mediation. Client and ***Lochgroup*** agree to include a similar mediation agreement with all contractors, subcontractors, subconsultants, suppliers and fabricators, thereby providing for mediation as the primary method for dispute resolution between all parties. Should client and Lochgroup fail to resolve their dispute by mediation, they agree that jurisdiction for any litigation concerning such dispute shall be in a federal or state court situated in Vanderburgh Village, Indiana, subject to applicable law.

Billings/Payments:
Invoices for ***Lochgroup's*** services shall be submitted, at ***Lochgroup's*** option, either upon completion of such services or on a monthly basis. Invoices shall be payable within 30 days after the invoice date. If the invoice is not paid within 30 days, ***Lochgroup*** may, without waiving any claim or right against the Client, and without liability whatsoever to the Client, terminate the performance of the service.

Late Payments:
Accounts unpaid 45 days after the invoice date may be subject to a monthly service charge of 1.0% on the then unpaid balance. In the event any portion or all of an account remains unpaid 90 days after billing, the Client shall pay all costs of collection, including attorney's fees and court costs.

Certifications:
Guarantees and Warranties: ***Lochgroup*** shall not be required to execute any document that would result in its certifying, guaranteeing or warranting the existence of conditions whose existence ***Lochgroup*** cannot ascertain. Any opinions or probable project costs or construction costs rendered by ***Lochgroup*** represent its best judgment and are furnished for general guidance only. ***Lochgroup*** makes no warranty, either express or implied, as to the accuracy of such opinions as compared to bid or actual costs. ***Lochgroup*** warrants only that it will use that degree of care and skill ordinarily exercised under similar conditions by the engineering profession practicing in the same or similar locality. No other warranty, express or implied, is made or intended by this Agreement.

Responsibility for Claims:
In recognition of the relative risks, rewards and benefits of the project to both the Client and ***Lochgroup***, the risks have been allocated such that the Client agrees that, to the fullest extent permitted by law, ***Lochgroup's*** total liability to the Client for any and all injuries, claims, losses, expenses, damages or claim expenses arising out of this agreement from any cause or causes, shall not exceed the amount of ***Lochgroup's*** total compensation for services paid and received by ***Lochgroup*** under this agreement. Such causes include, but are not limited to ***Lochgroup's*** negligence, errors, omissions, or breach of contract. ***Lochgroup*** shall not be responsible for the means, methods and techniques of the construction contractor in the prosecution of its work nor for the construction contractor(s)' and their subcontractors' safety programs, training or compliance with safety requirements of any federal or state agency.

Subcontractors:
If ***Lochgroup*** has been asked by the Client to subcontract certain geotechnical, architectural, survey or laboratory testing services on behalf of the Client, ***Lochgroup*** agrees to do so only as an accommodation to the Client and in reliance upon the Client's

assurance that the Client will make no claim to bring any action at law or in equity against ***Lochgroup*** as a result of this subcontracted service. The Client understands that ***Lochgroup*** is neither trained nor knowledgeable in the procedures or results of the subcontractor's services and the Client shall not rely upon ***Lochgroup*** to check the quality or accuracy of their services. In addition, the Client agrees to the fullest extent permitted by law to indemnify and hold ***Lochgroup*** harmless from any damage, liability or cost (including attorneys' fees and costs of defense) arising from the services performed by this subcontractor except only those damages, liabilities or costs caused by the sole negligence or willful misconduct of ***Lochgroup***.

Termination of Services:
This agreement may be terminated by the Client or ***Lochgroup*** should the other fail to perform its obligations hereunder. In the event of termination, the Client shall pay ***Lochgroup*** for all services rendered to the date of termination, all reimbursable expenses, and reimbursable termination expenses.

Ownership of Documents:
All reports, drawings, specifications, computer files, field data, notes and other documents and instruments prepare by ***Lochgroup*** *as instruments of service shall remain the property of* ***Lochgroup***. ***Lochgroup*** shall retain all common law, statutory and other reserved rights, including, without limitation, the copyrights thereto.

LOCHMUELLER GROUP

LOCHMUELLER GROUP
2015 HOURLY RATE SCHEDULE
ENGINEERING AND LAND SURVEYING SERVICES

Classification	Hourly Rate
Principal	$215
Senior Project Engineer	$165
Senior Appraiser	$140
Project Engineer IV	$155
Project Engineer III	$145
Project Engineer II	$105
Civil Engineering Specialist I	$90
Transportation Planner/GIS Specialist	$80
Senior Designer	$115
Engineering Designer III	$105
Engineering Designer II	$95
Engineering Designer I	$85
Marketing Director	$115
Administrative Technician I	$65
Field Technician	$50

OVERTIME work will be performed only at the direction of the client. All work on survey crews, drafting or clerical over eight hours per day or work performed on Saturday or holidays is considered overtime and will be billed at 1.25 times above quoted rates.

CONSTRUCTION LAYOUT: Contractors shall verify construction layout stakes and notify the surveyor of any discrepancies prior to construction. Lochmueller Group does not assume responsibility for construction costs for any corrections.

DIRECT EXPENSES will be charged to the client in addition to the above quoted rates. Mileage will be charged at a rate of $0.50 per mile. Direct expenses include but are not limited to: mileage, filing fees, testing, express mail costs, etc. provided that they are reasonable and necessary for the accomplishment of the work.

These rates may be changed on an annual basis at the discretion of Lochmueller Group, Inc.

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

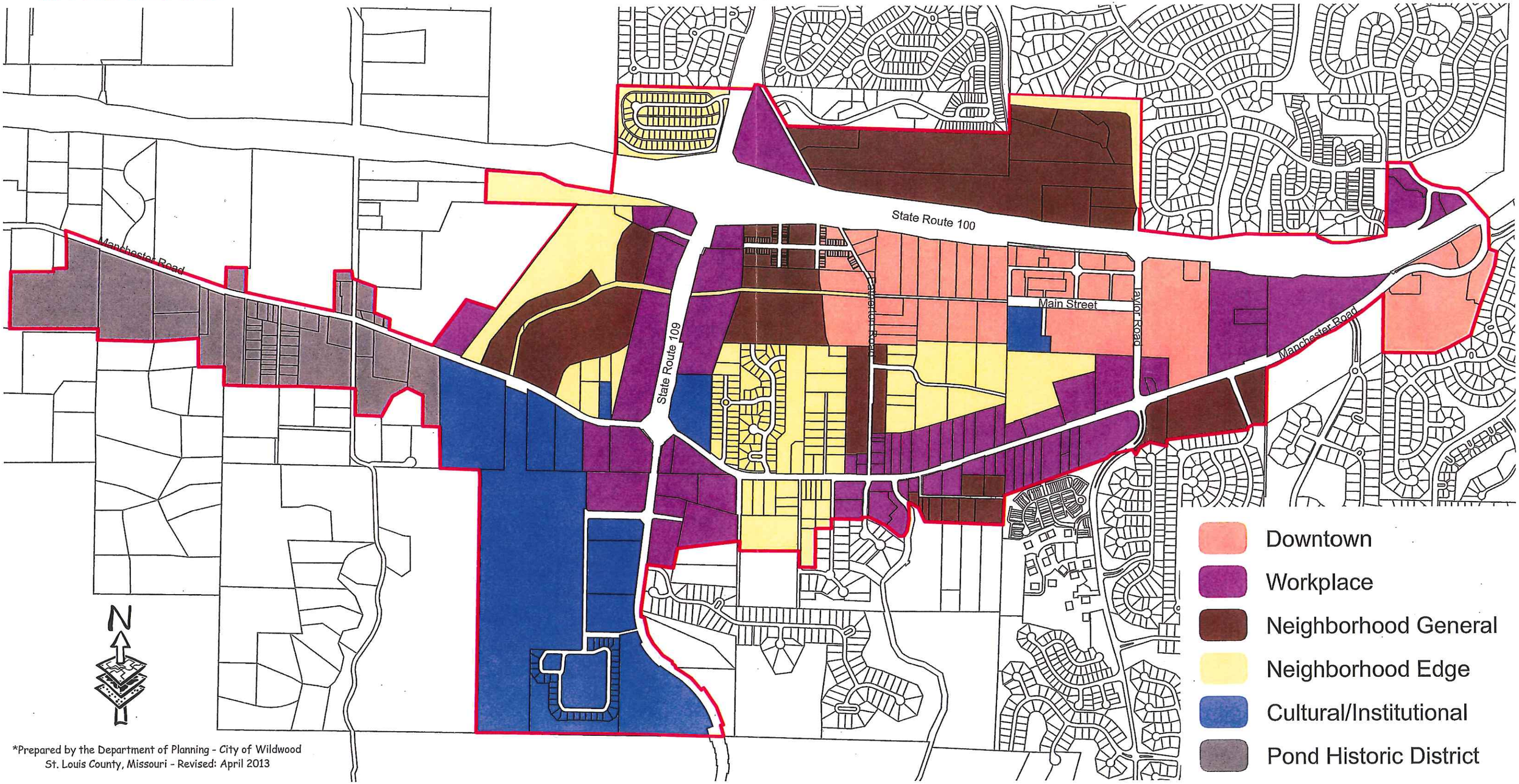
Permitted uses and specific site requirements shall be subject to further definition or qualification as provided by ordinance

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

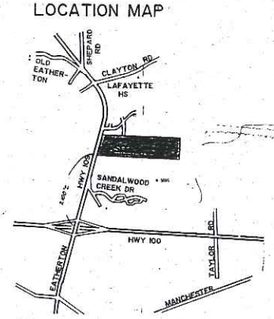
ATTEST: JEANETTE O. HOOK
DEPUTY ADMINISTRATIVE DIRECTOR

N

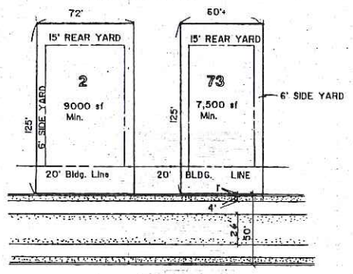
100 0 100 200 300

Scale in Feet

LOCATION MAP



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

NOTE: All Entrance Monuments to be 50 sq. ft. Max. and shall remain outside of 30' Sight Triangle. & shall not exceed 6' in Height.

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 2nd 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 ☐ SKETCH ☐ LANDSCAPE
ST. LOUIS COUNTY BY

2-8-93 Douglas Morgan
DATE

P.C. 45, 46-92 The Jones Company

MAP NO. 28V 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

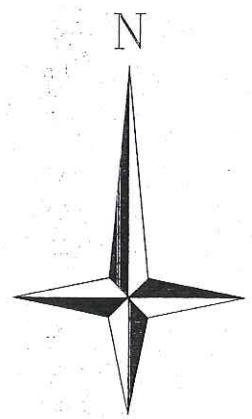
DATE Nov. 12, 1992

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
88-2936 PHONE 314-426-6212

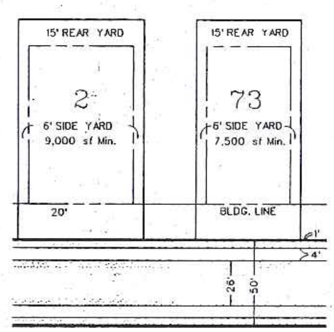
Kingstowne Estates Plat One

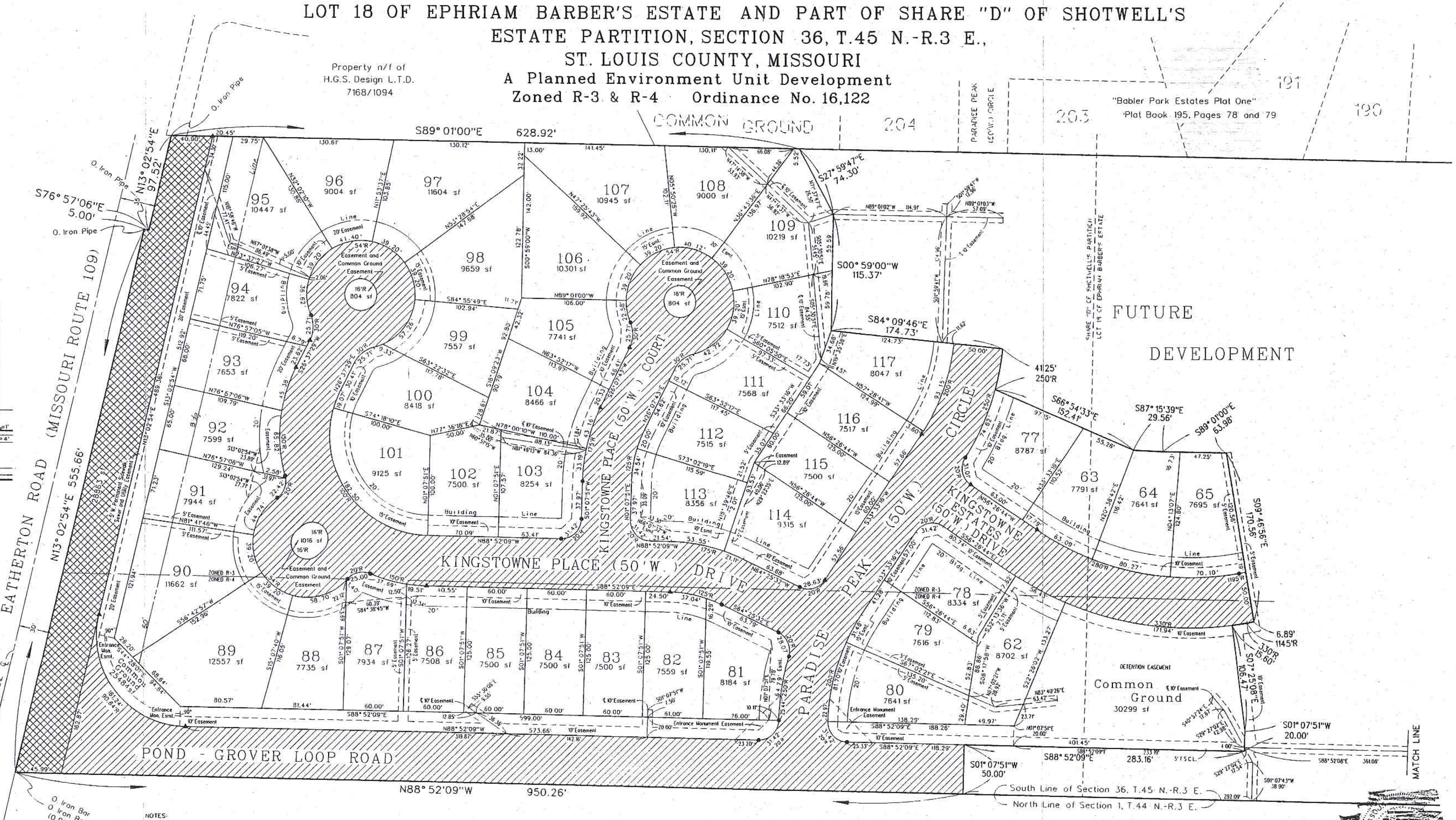
A TRACT OF LAND BEING PART OF
LOT 18 OF EPHRIAM BARBER'S ESTATE AND PART OF SHARE "D" OF SHOTWELL'S
ESTATE PARTITION, SECTION 36, T.45 N.-R.3 E.,
ST. LOUIS COUNTY, MISSOURI

A Planned Environment Unit Development
Zoned R-3 & R-4 Ordinance No. 16,122



TYPICAL LOT





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 Guarntee Company, Commitment No 137747-31201 effective June 27, 1988.

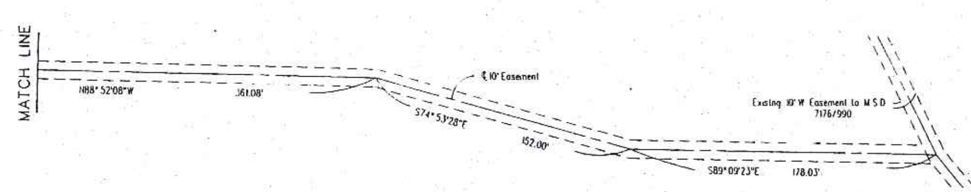
M.S.D. Benchmark

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

"I" cut at the southeast corner of headwall near the southwest property corner of proposed subdivision. Elevation - 725.43

Property n/f of
Henry F. Bopp
534/0364



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 24TH day of JUN A.D. 1993 at 11:11 o'clock A M. and is truly recorded in Plat Book 319 Page 570 AND 71

Witness my hand and official seal on the day and year aforesaid.

Recorder of Deeds

By Deputy Recorder

JUNE 2, 1993
Richard W. Norvell, President
Land Survey Division
Mo. Reg. L.S. #1437

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 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

88-2936

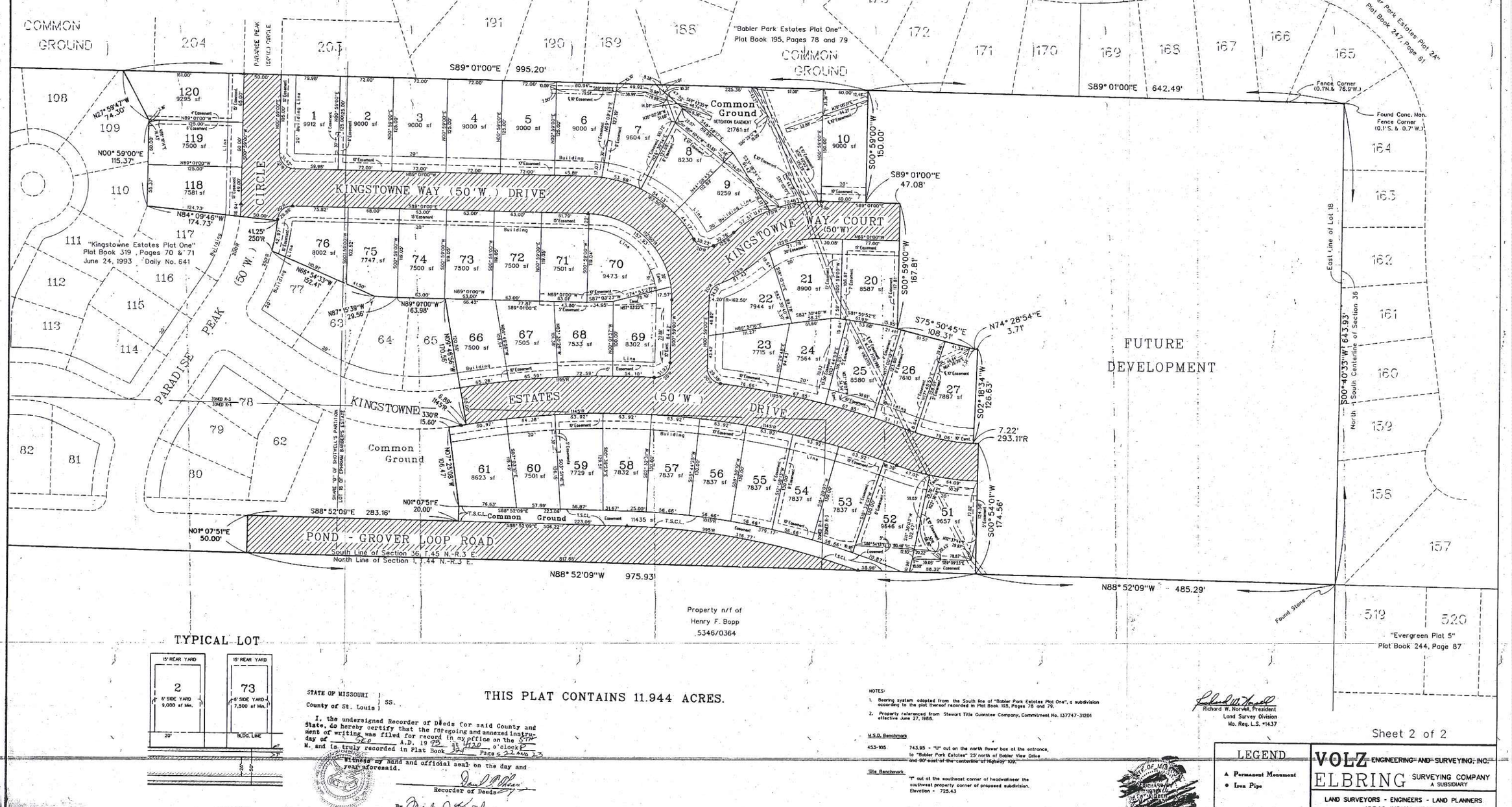
Kingstowne Estates Plat Two

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

50 0 50 100 150
Scale in Feet
1" = 50'

N



TYPICAL LOT

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 Sept A.D. 19 93 at 11:20 o'clock A M. and is truly recorded in Plat Book 351 Page 22 and 23

Witness my hand and official seal on the day and year aforesaid.

Recorder of Deeds

By Deputy Recorder

THIS PLAT CONTAINS 11.944 ACRES.

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

I, the undersigned, the one 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 fill soil. 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 NEVELL QUATT — NUMBER E-24500 — REGISTERED PROFESSIONAL ENGINEER

James N. Quatt, 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 6279/783

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

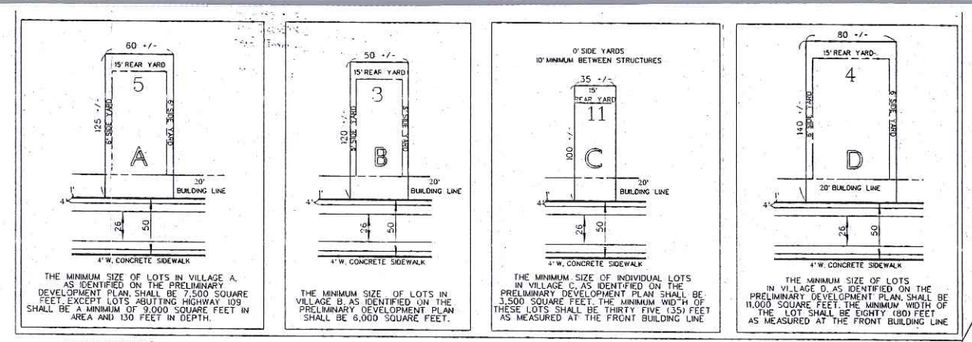
1. NO SLOPE SHALL EXCEED 3:1
2. STREET APPROACHES AND CUL-DE-SACS PER ST. LOUIS STANDARDS.
3. GRADING AND DRAINAGE PER ST. LOUIS COUNTY AND METROPOLITAN ST. LOUIS SEWER DISTRICT STANDARDS.
4. WALKS ALONG POND-GROVER LOOP ROAD SHALL BE FIVE (5) FEET WIDE AND CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
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



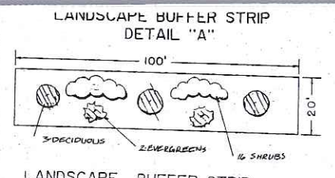
THE MINIMUM SIZE OF LOTS IN VILLAGE A, AS IDENTIFIED ON THE PRELIMINARY DEVELOPMENT PLAN, SHALL BE 7,500 SQUARE FEET EXCEPT LOTS ABUTTING HIGHWAY 109 SHALL BE A MINIMUM OF 9,000 SQUARE FEET IN AREA AND 130 FEET IN DEPTH.

THE MINIMUM SIZE OF LOTS IN VILLAGE B, AS IDENTIFIED ON THE PRELIMINARY DEVELOPMENT PLAN SHALL BE 6,000 SQUARE FEET.

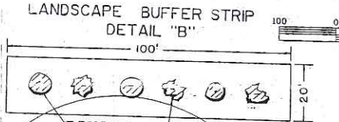
THE MINIMUM SIZE OF INDIVIDUAL LOTS IN VILLAGE C, AS IDENTIFIED ON THE PRELIMINARY DEVELOPMENT PLAN SHALL BE 3,500 SQUARE FEET. THE MINIMUM WIDTH OF THESE LOTS SHALL BE THIRTY FIVE (35) FEET AS MEASURED AT THE FRONT BUILDING LINE.

THE MINIMUM SIZE OF LOTS 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.

LANDSCAPE BUFFER STRIP DETAIL "A"



LANDSCAPE BUFFER STRIP DETAIL "B"

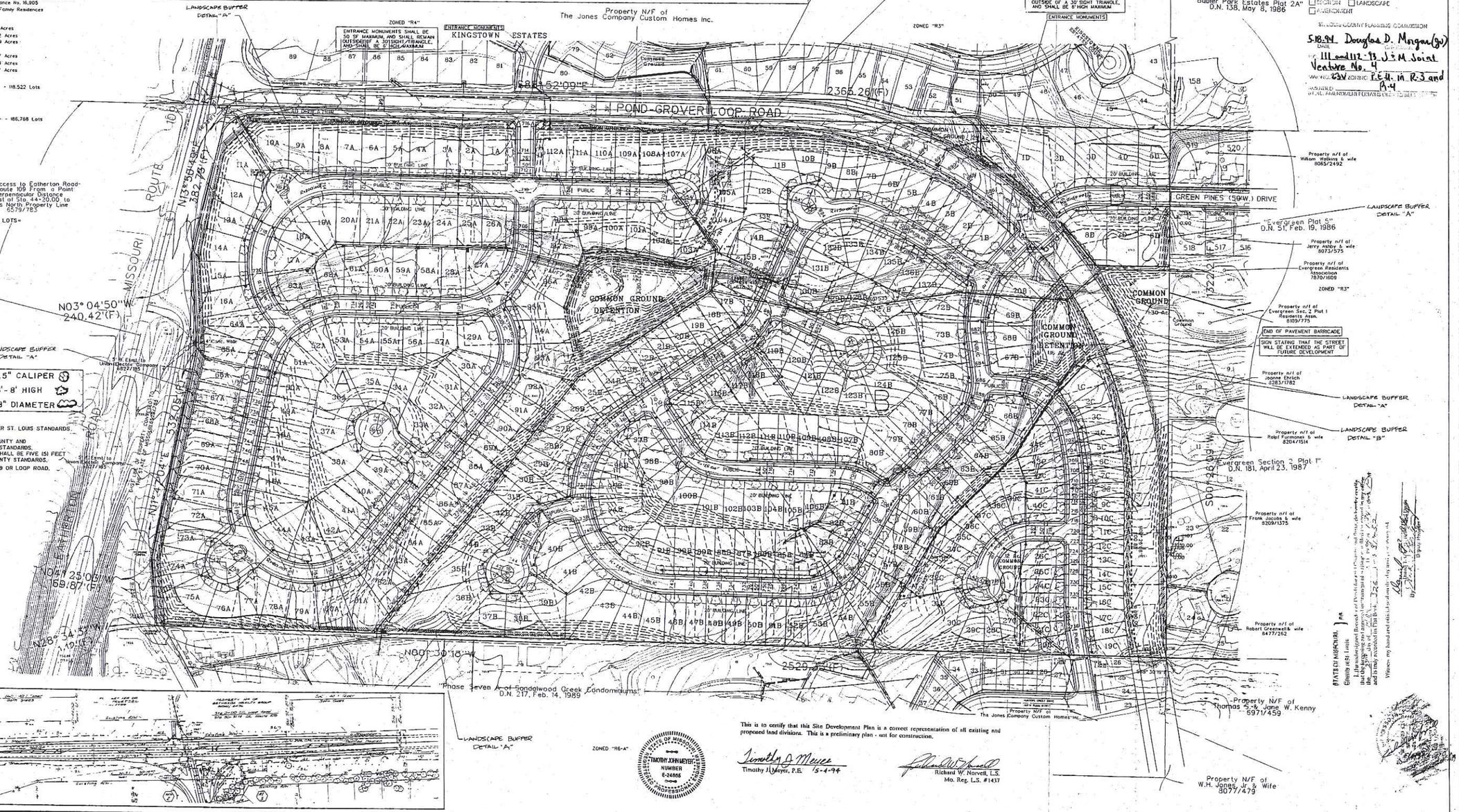


N

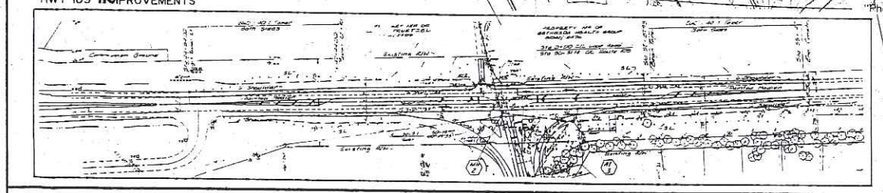
100 0 100 200 300
Scale in Feet
SCALE 1"=100'

LEGEND

EXISTING CONTOURS	490
PROPOSED CONTOURS	490
EXIST. SANITARY SEWERS	
PROP. SANITARY SEWERS	
EXIST. STORM SEWERS	
PROP. STORM SEWERS	
EXIST. TREE MASS	
EXIST. TREES TO REMAIN	
DECIDUOUS TREE	1.5" Min. Caliper
STREET LIGHTS	16' HIGH MAX.



HWY 109 IMPROVEMENTS



LANDSCAPE BUFFER DETAIL "A"

ZONED "R6-A"

STATE OF MISSOURI — TIMOTHY JOHN MEYER — NUMBER E-24665 — REGISTERED PROFESSIONAL ENGINEER

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

RATIONALE SITE DEVELOPMENT PLAN CONSISTING OF 2 PAGE(S)
☐ CONCEPT ☐ ARCHITECTURAL ELEVATIONS
☐ DESIGN ☐ LANDSCAPE
☐ AMENDMENT

ST. LOUIS COUNTY PLANNING COMMISSION
5-18-94 Douglas D. Morgan (for)
Date
111 and 112-13 J & M Joint Venture No. 4
Ward No. 23V Zoning: P.E.U. in R-3 and R-4
Action of St. Louis County Planning Commission

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 instrument of writing was filed for record in my office on the ... day of ... 19... at ... o'clock ... M. and is duly recorded in Plat Book ... Page ...
Witness my hand and official seal the day and year aforesaid.
Recorder of Deeds

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

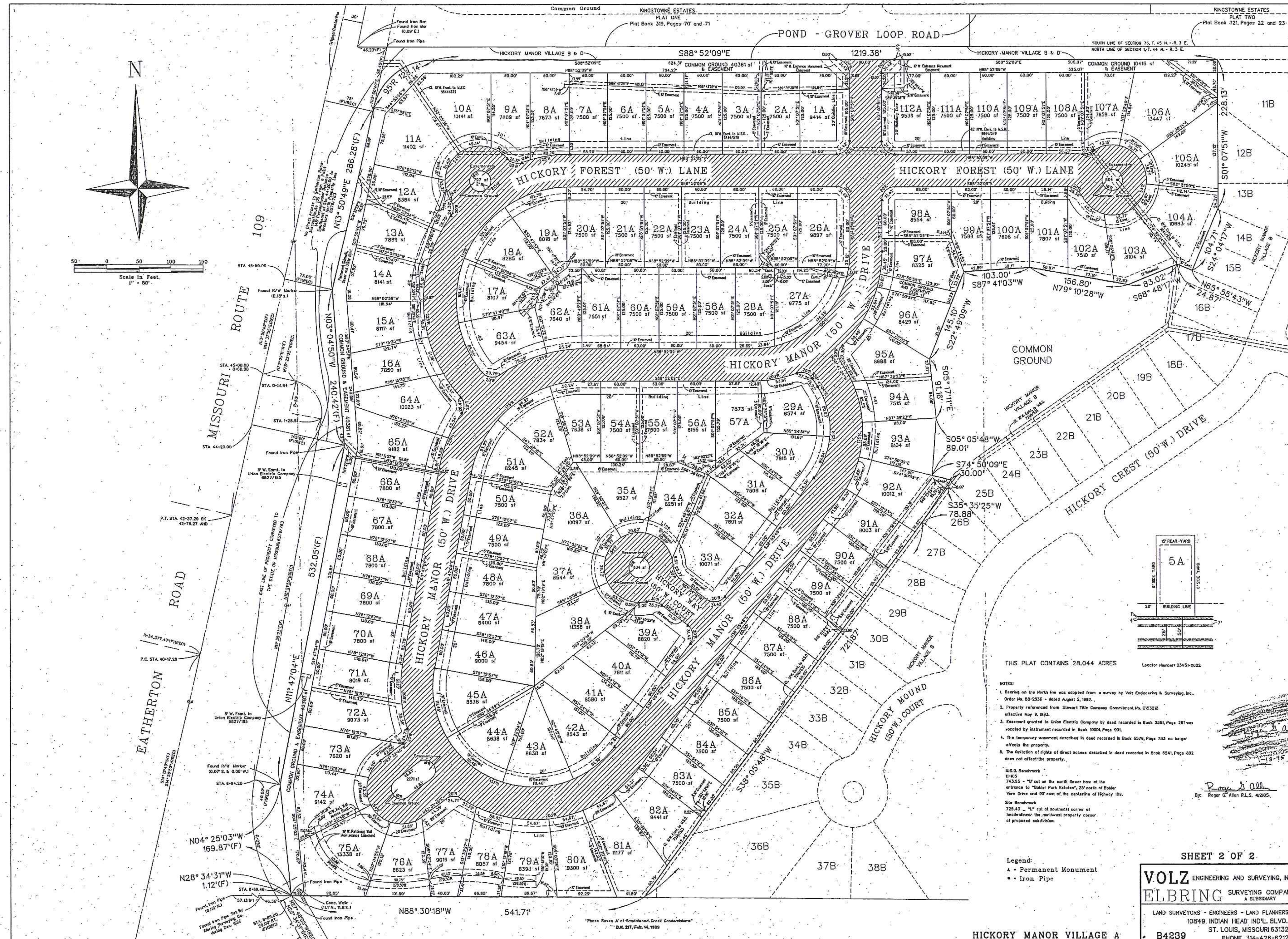
SHEET 2 OF 2

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 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 "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.

1-18-95

By: Roger G. Allen R.L.S. #2185.

Legend:
▲ - Permanent Monument
● - Iron Pipe

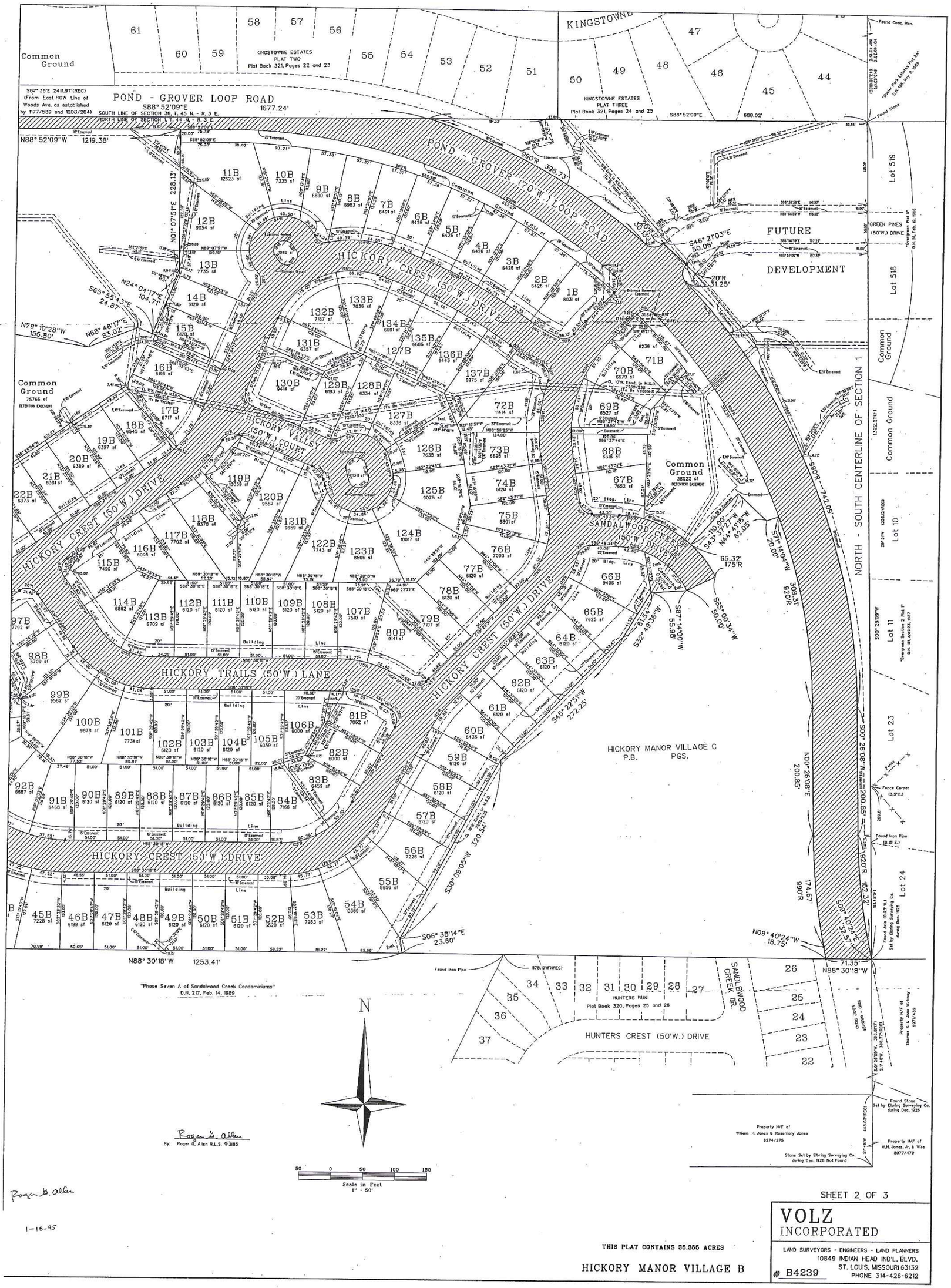
SHEET 2 OF 2

HICKORY MANOR VILLAGE A

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



Roger D. Allen
By: Roger D. Allen R.L.S. #2165

1-18-95

SHEET 2 OF 3

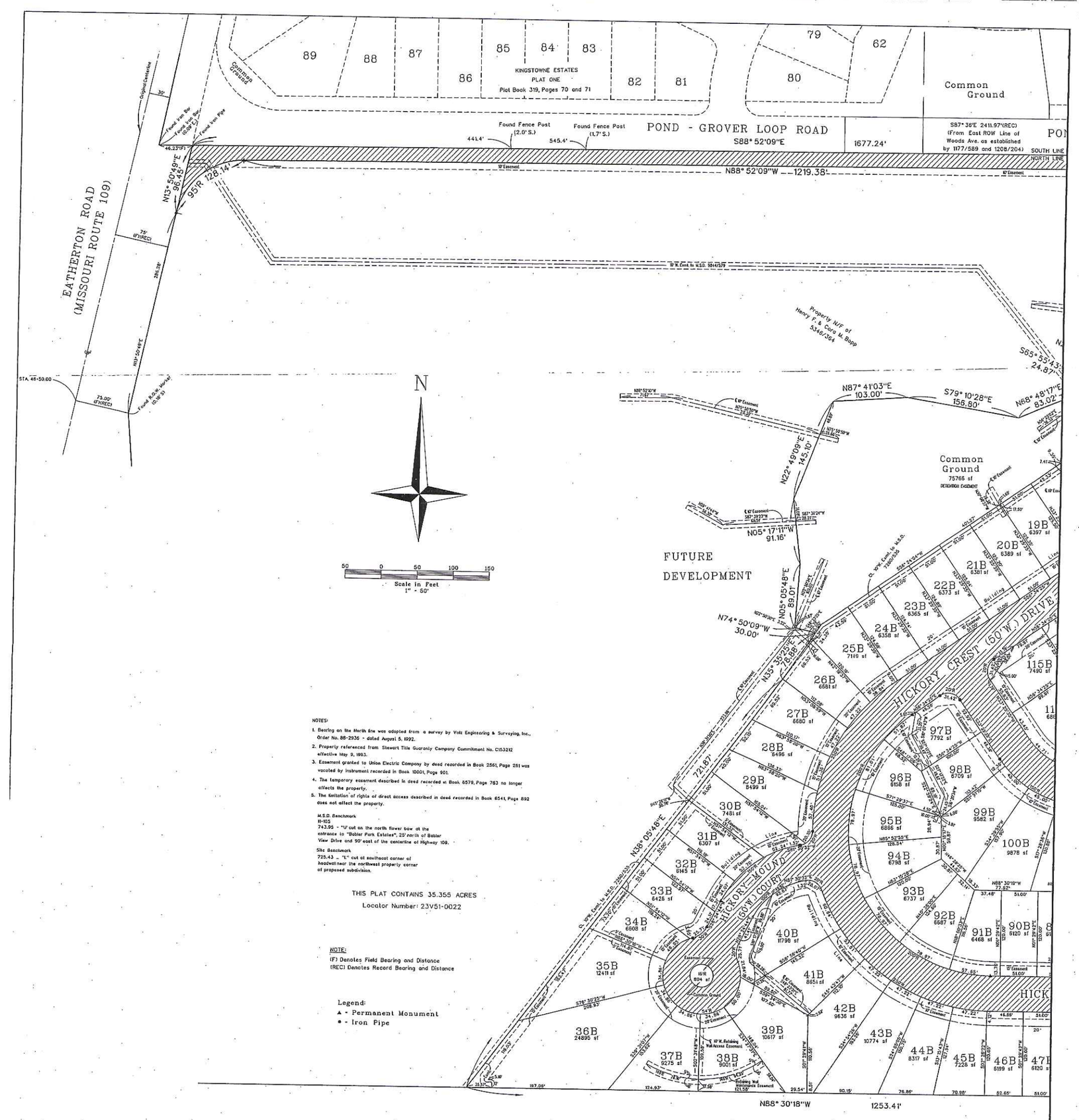
THIS PLAT CONTAINS 35.355 ACRES

HICKORY MANOR VILLAGE B

VOLZ INCORPORATED

LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
B4239 PHONE 314-426-6212

R&W



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 2, 1993.
3. Easement granted to Union Electric Company by deed recorded in Book 2561, Page 281 was vacated by instrument recorded in Book 10001, Page 901.
4. The temporary easement described in deed recorded in Book 6579, Page 762 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
R-103
743.93 - "U" cut on the north flower bow at the entrance to "Bobler Park Estates", 22' north of Bobler View Drive and 90' east of the centerline of Highway 109.

Site Benchmark
725.43 - "X" cut at southeast corner of headwall near the northeast property corner of proposed subdivision.

THIS PLAT CONTAINS 35.355 ACRES
Locator Number: 23V51-0022

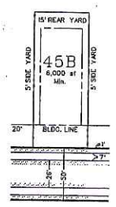
NOTE:
(F) Denotes Field Bearing and Distance
(REC) Denotes Record Bearing and Distance

Legend:
▲ - Permanent Monument
● - Iron Pipe

"Phase Seven-A" of Sandalewood Drive Condominiums
D.N. 217, Feb. 14, 1989

TYPICAL LOT

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.



By: Roger G. Allen R.L.S. 42385

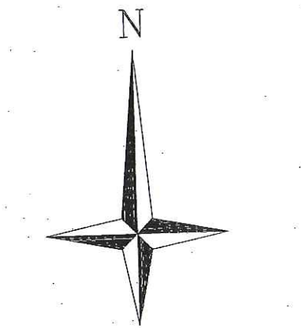
THIS PLAT CONTAINS 35.355 ACRES

HICKORY MANOR VILLAGE B

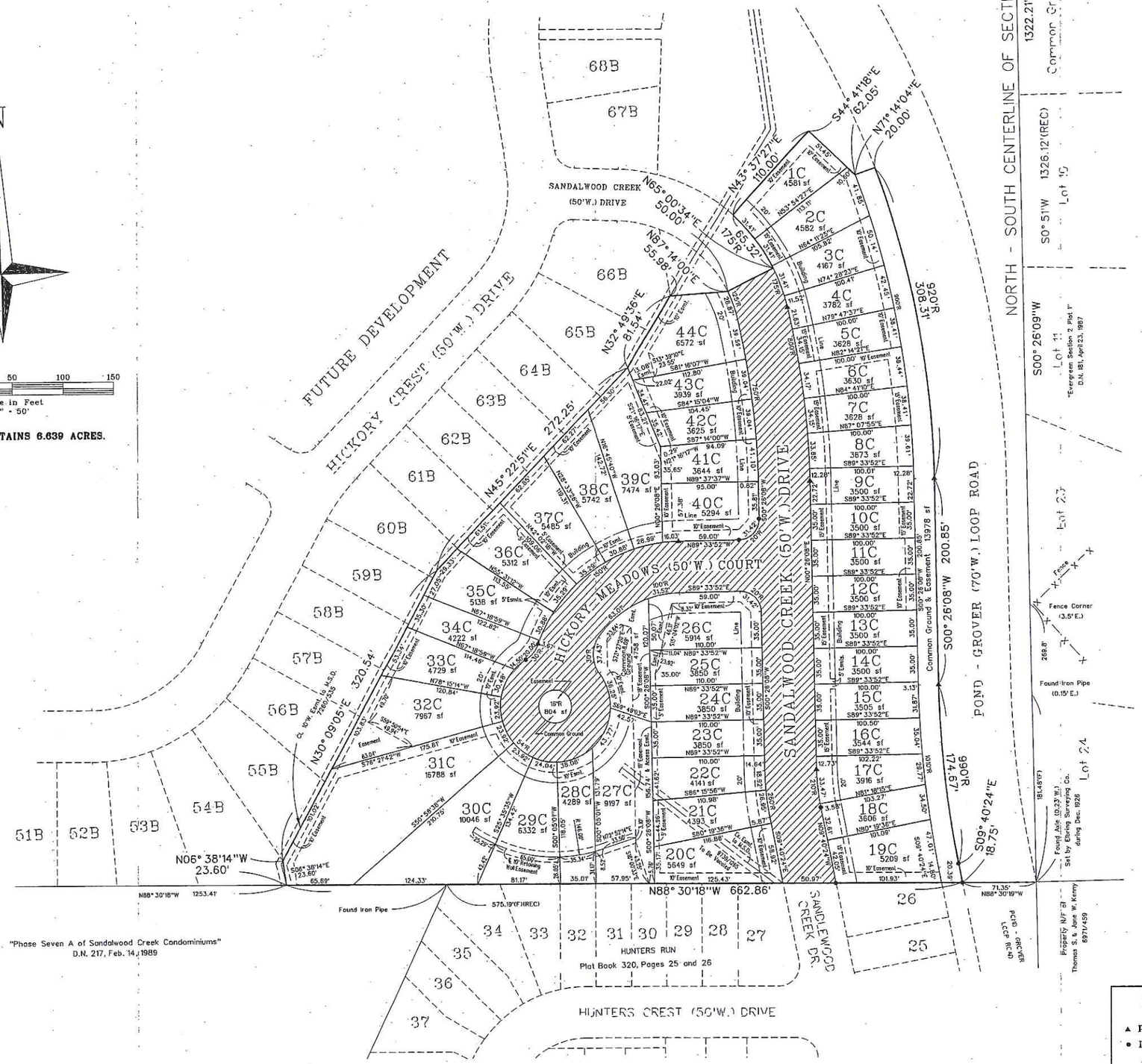
SHEET 3 OF 3

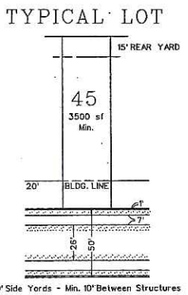
VOLZ INCORPORATED
LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212
B4239

R6N



THIS PLAT CONTAINS 6.639 ACRES.





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 headwall near the northwest property corner of proposed subdivision.

Richard W. Norvell, President
Land Survey Division
Mo. Reg. L.S. #1437

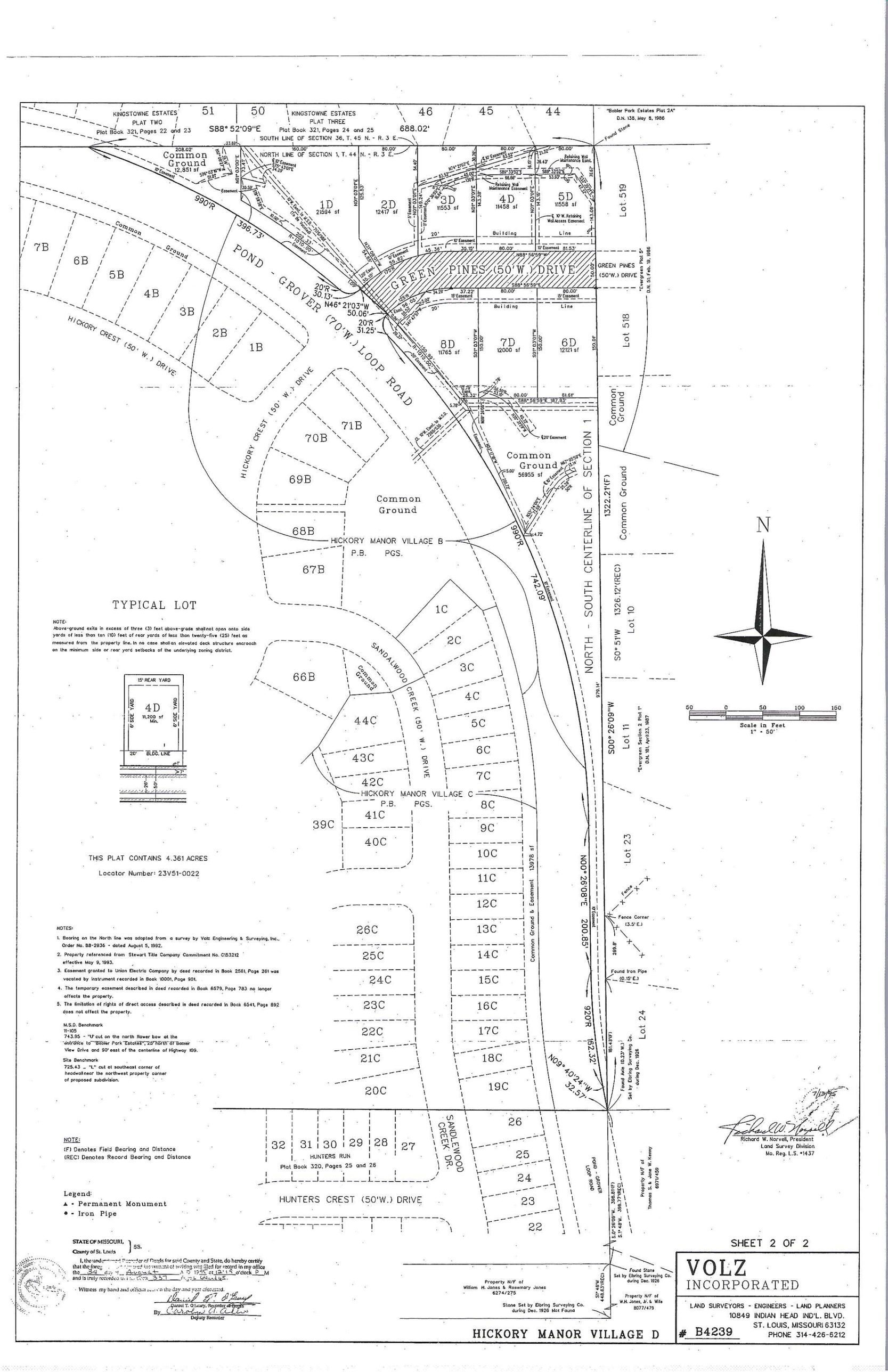
SHEET 2 OF 2

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

HICKORY MANOR VILLAGE | C



THIS PLAT CONTAINS 4.361 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.
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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

Legend:
▲ - Permanent Monument
● - Iron Pipe

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 the 3rd day of August A.D. 1995 at 12:19 o'clock P M and is truly recorded in Book 337 Page 61 & 62.

Witness my hand and official seal on the day and year aforesaid.

Daniel T. O'Leary, Recorder of Deeds
By Deputy Recorder

7/27/95
Richard W. Norvell, President
Land Survey Division
Mo. Reg. L.S. #1437

SHEET 2 OF 2

HICKORY MANOR VILLAGE D

VOLZ INCORPORATED
LAND SURVEYORS - ENGINEERS - LAND PLANNERS
10849 INDIAN HEAD IND'L. BLVD.
ST. LOUIS, MISSOURI 63132
PHONE 314-426-6212
B4239

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

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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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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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Legend

- = Existing Traffic Signal
- = Existing Roundabout
- = Existing All-Way Stop
- = Existing Side-Street Stop Control
- XX = AM Peak Hour Traffic (7:15 - 8:15 AM)
- (XX) = PM Peak Hour Traffic (4:45 - 5:45 PM)
- XX (XX) = Redistributed Traffic Volumes
- XX (XX) = Additional Traffic Volumes from Approved Southern Development

Exhibit 4: Existing Traffic Pattern Re-Assignment and Additional Traffic

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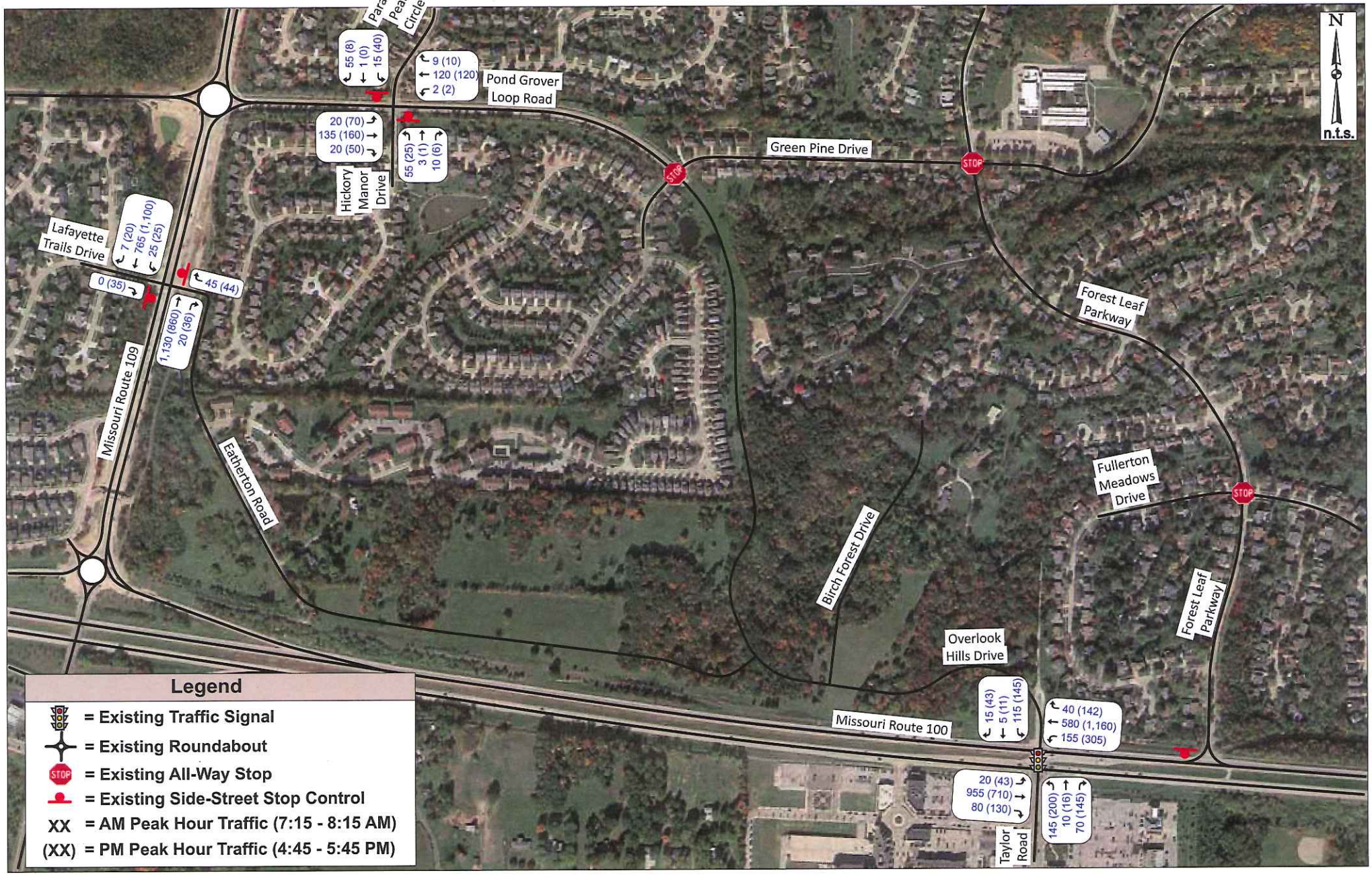

Exhibit 5: 2020 Base Conditions Traffic Volumes

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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.

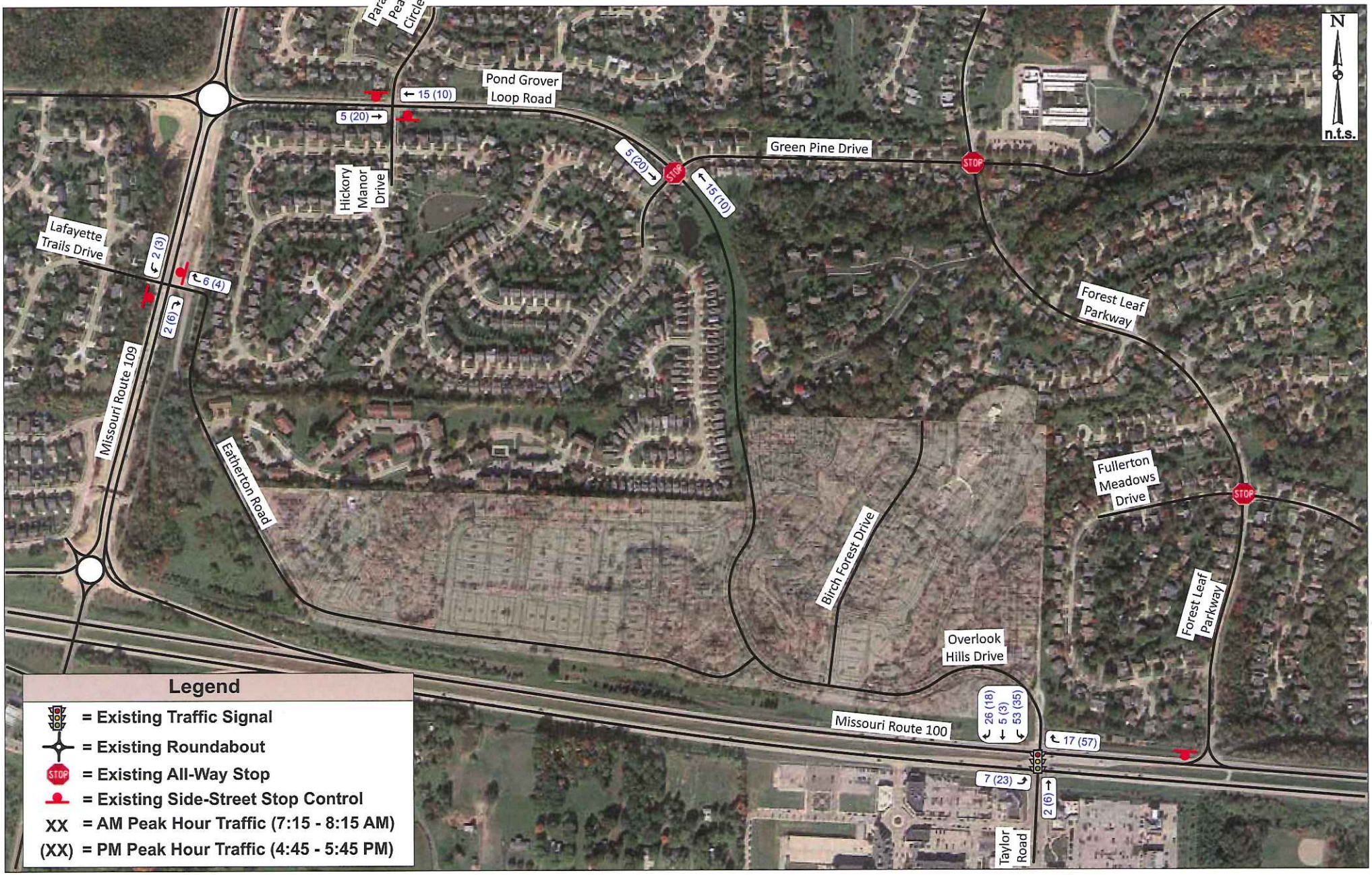

Exhibit 7: Site Generated Trips

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Exhibit 8: 2020 Build Traffic Volumes

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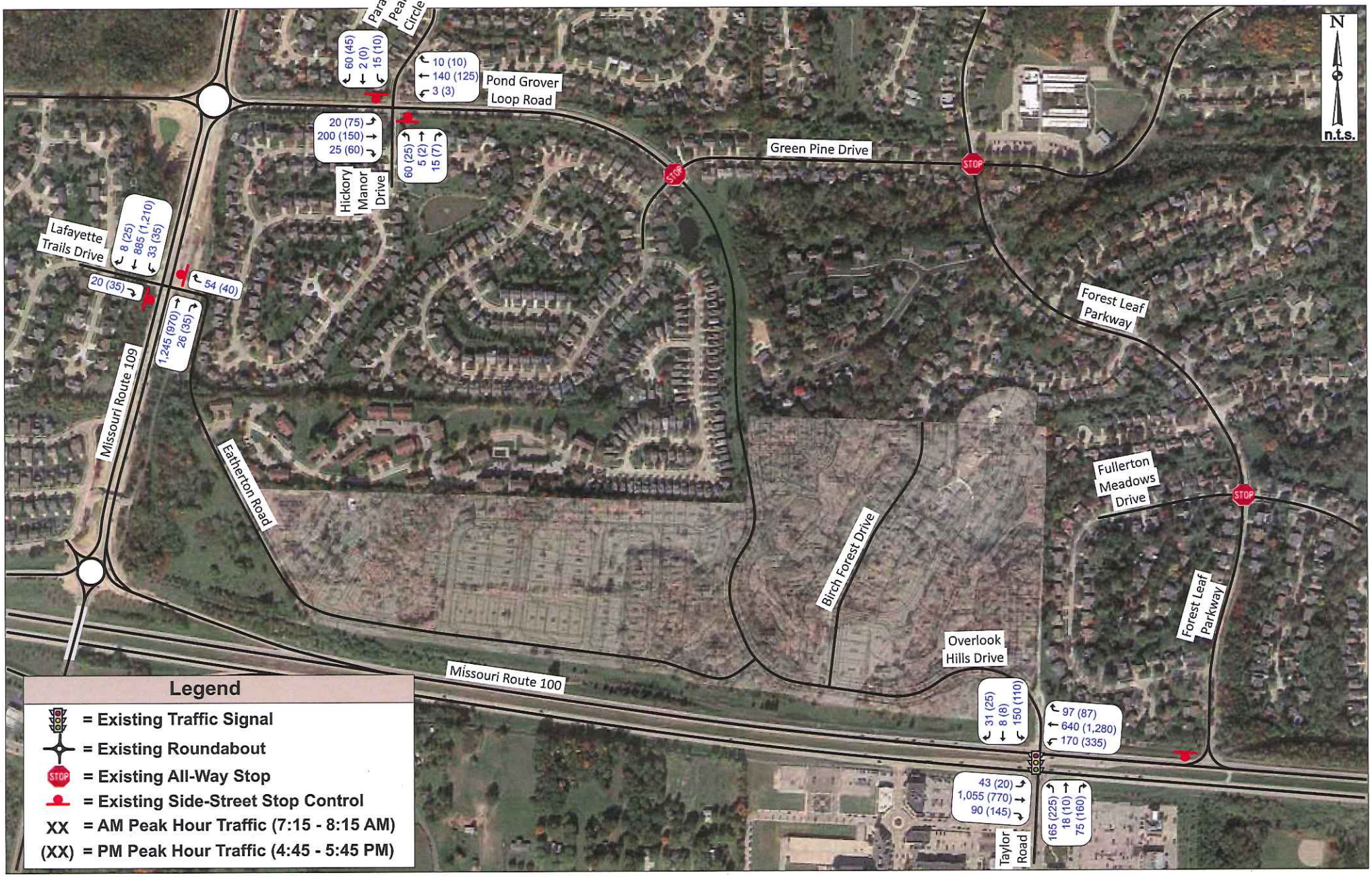

Exhibit 9: 2040 Build Traffic Volumes

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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

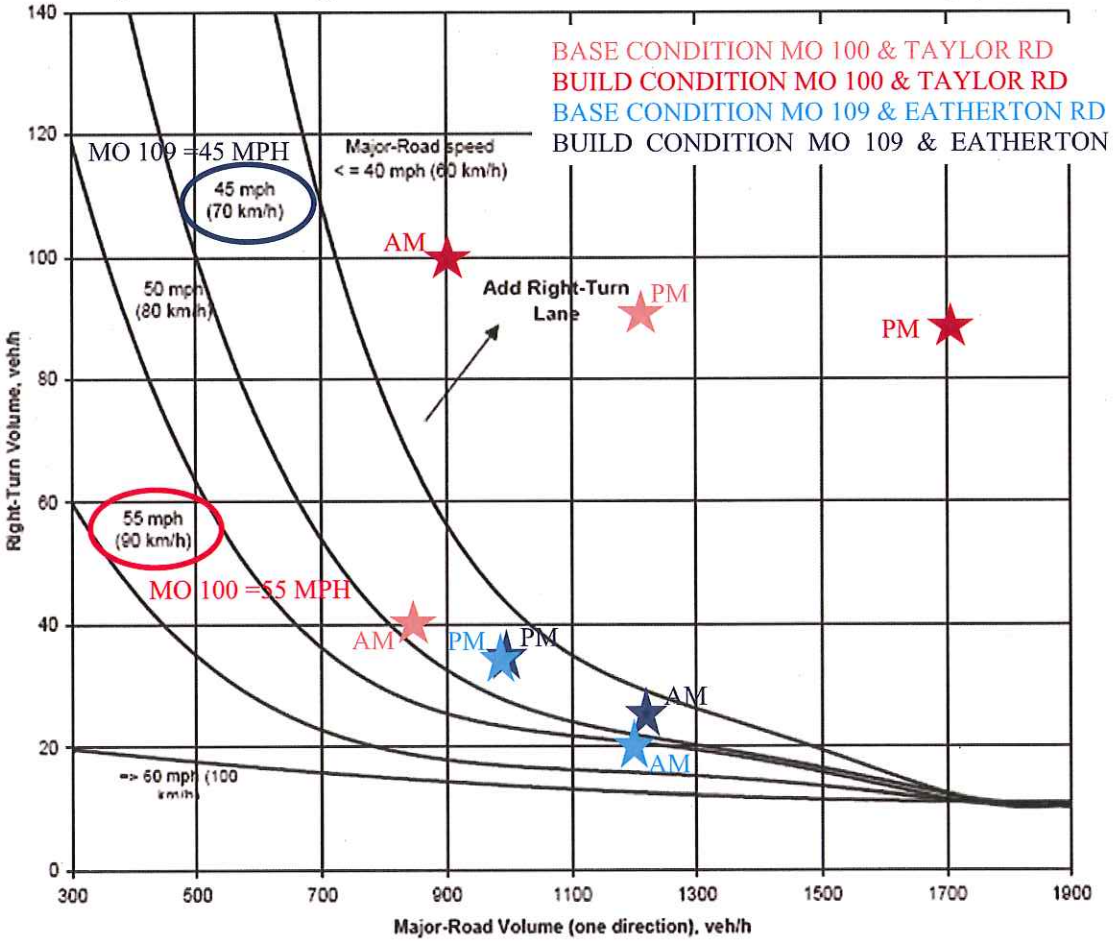
It is generally accepted that the forecasted design hourly volumes (DHV) estimated above is 10% of the anticipated annual daily traffic (ADT). Therefore, the forecasted ADT for Pond Grove Loop Road can be estimated as 3,030 in the 2020 Build Condition and 3,860 in the 2040 Build Condition. Given these 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.

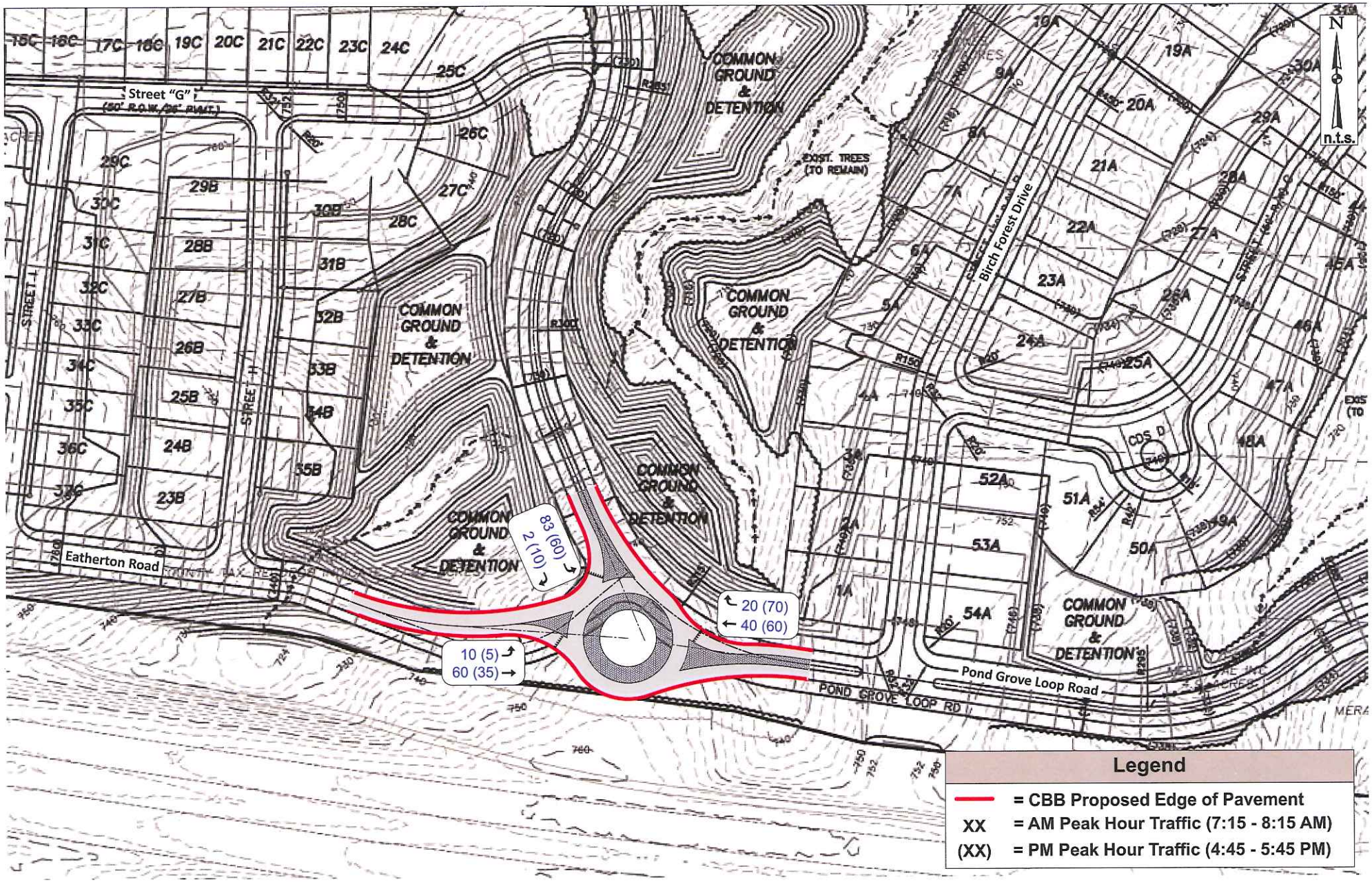


Exhibit 10: Three Legged Roundabout Concept with Traffic Volumes

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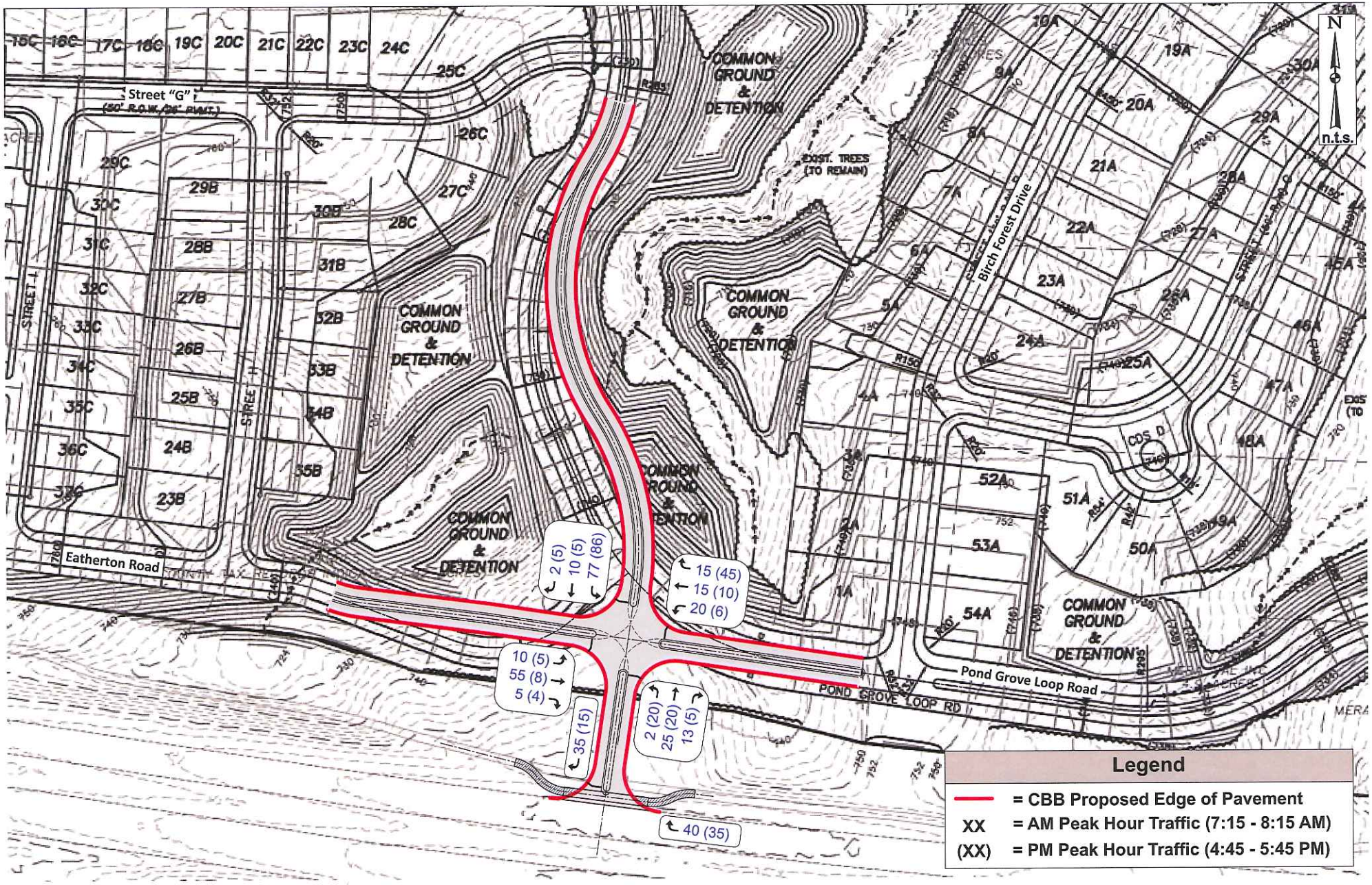

Exhibit 11: Four Legged Intersection Concept with a Proposed Right-In/Right-Out on Missouri Route 100 with Traffic Volumes

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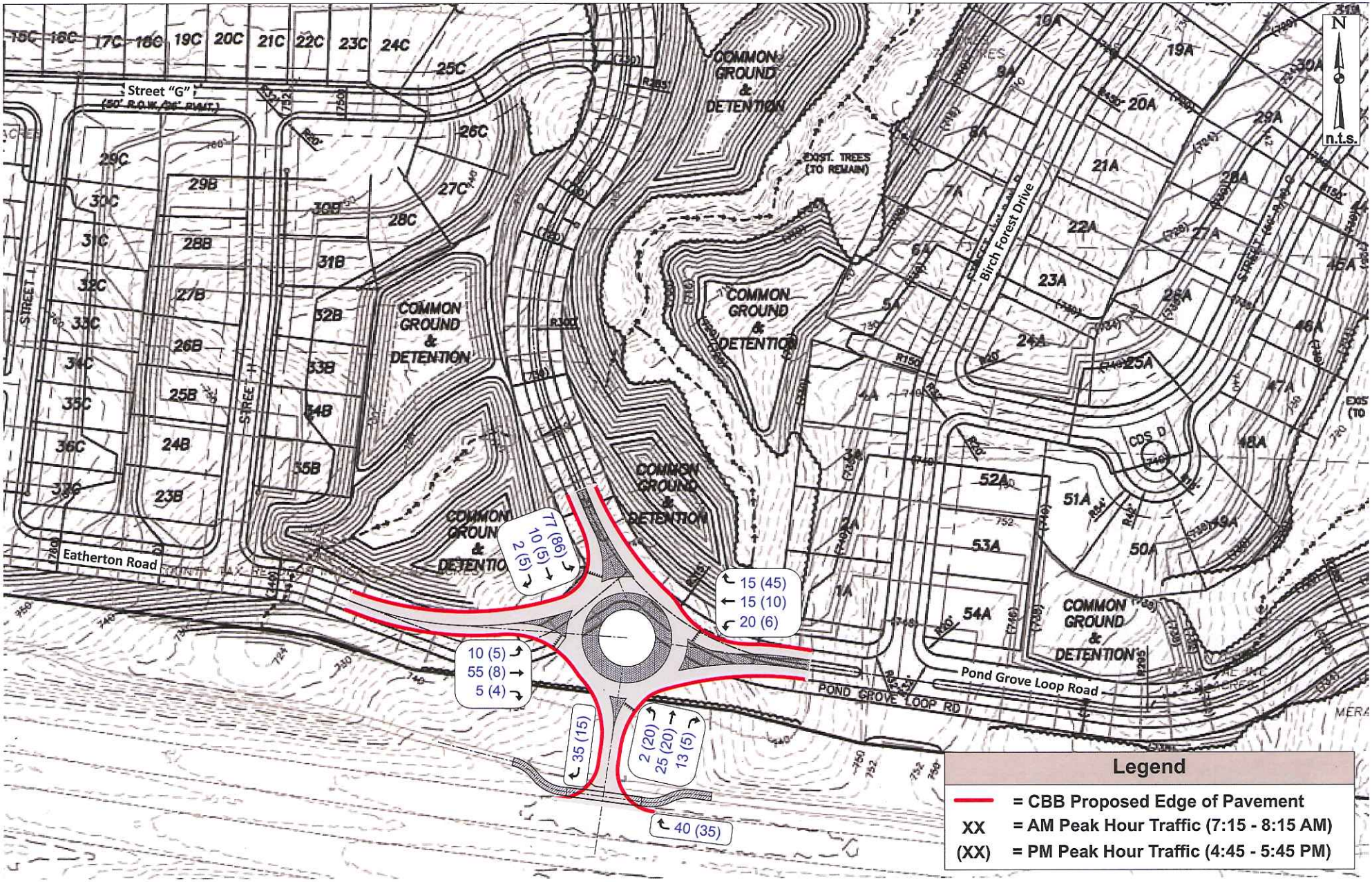

Exhibit 12: Four Legged Roundabout Concept with a Proposed Right-In/Right-Out on Missouri Route 100

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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.

Summary

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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Legend

- = Existing Traffic Signal
- = Existing Roundabout
- = Existing All-Way Stop
- = Existing Side-Street Stop Control
- XX = AM Peak Hour Traffic (7:15 - 8:15 AM)
- (XX) = PM Peak Hour Traffic (4:45 - 5:45 PM)
- XX (XX) = Redistributed Traffic Volumes
- XX (XX) = Additional Traffic Volumes from Approved Southern Development

Exhibit 4: Existing Traffic Pattern Re-Assignment and Additional Traffic

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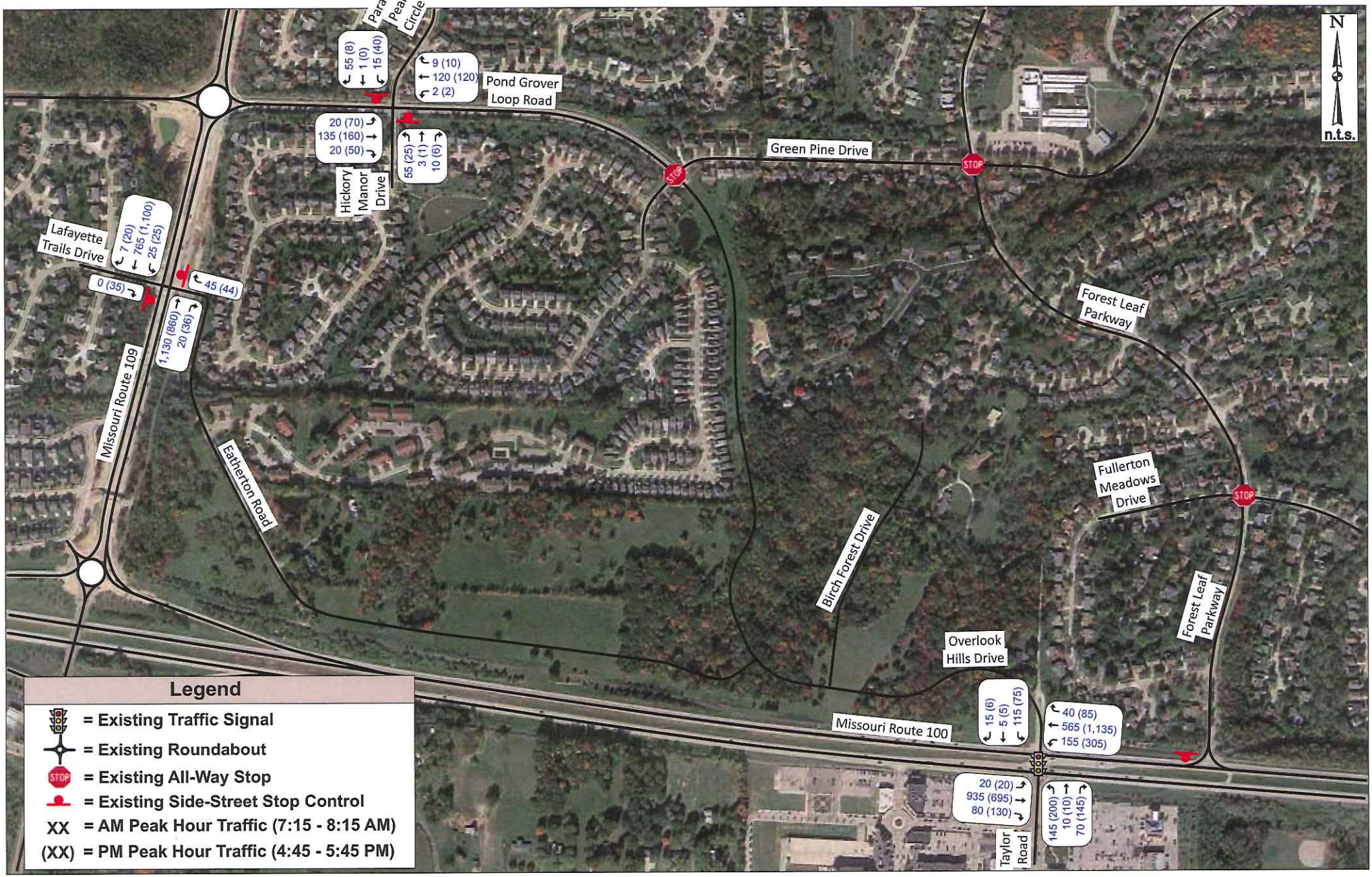

Exhibit 5: 2020 Base Conditions Traffic Volumes

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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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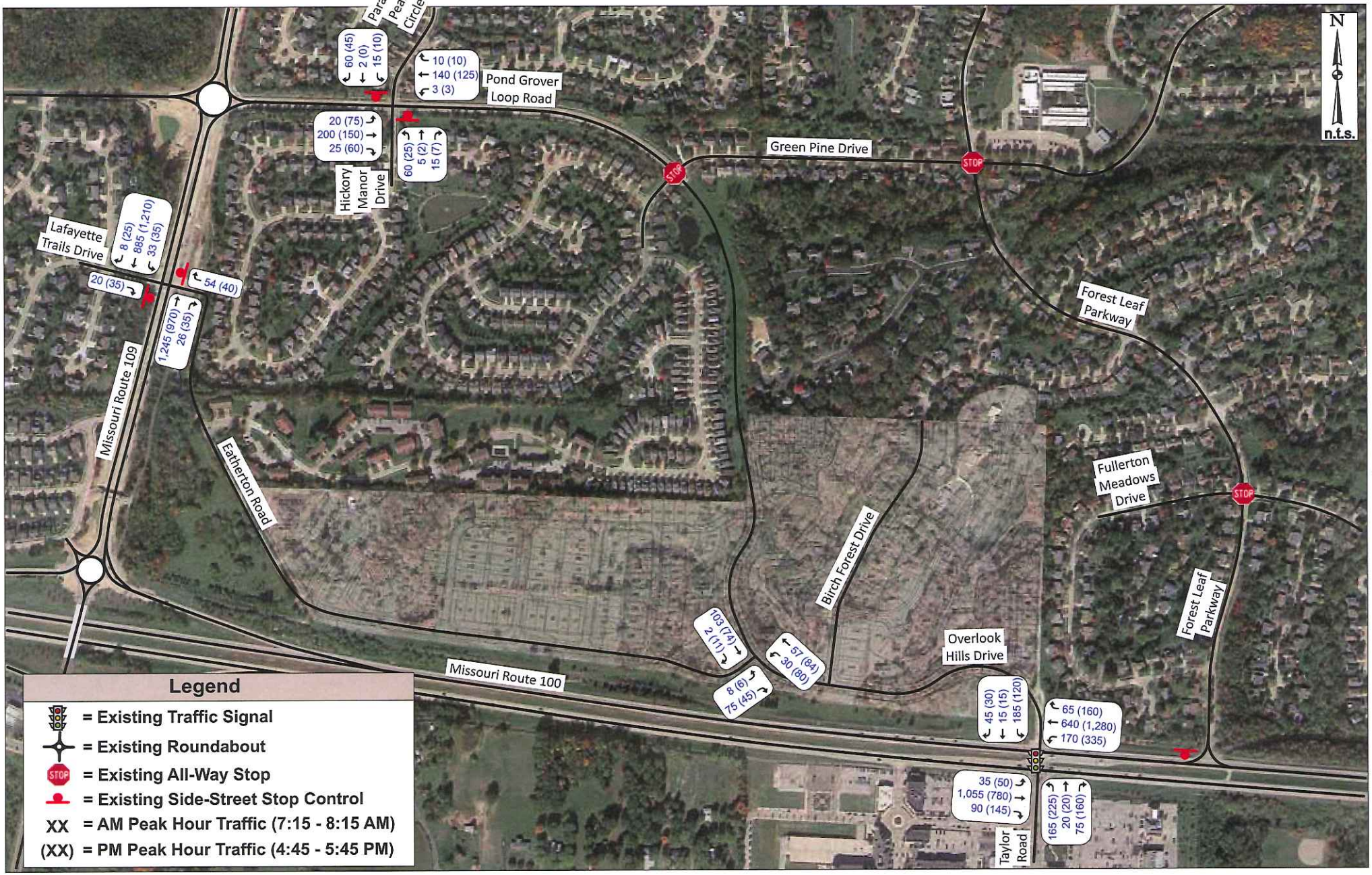

Exhibit 9: 2040 Build Traffic Volumes

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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

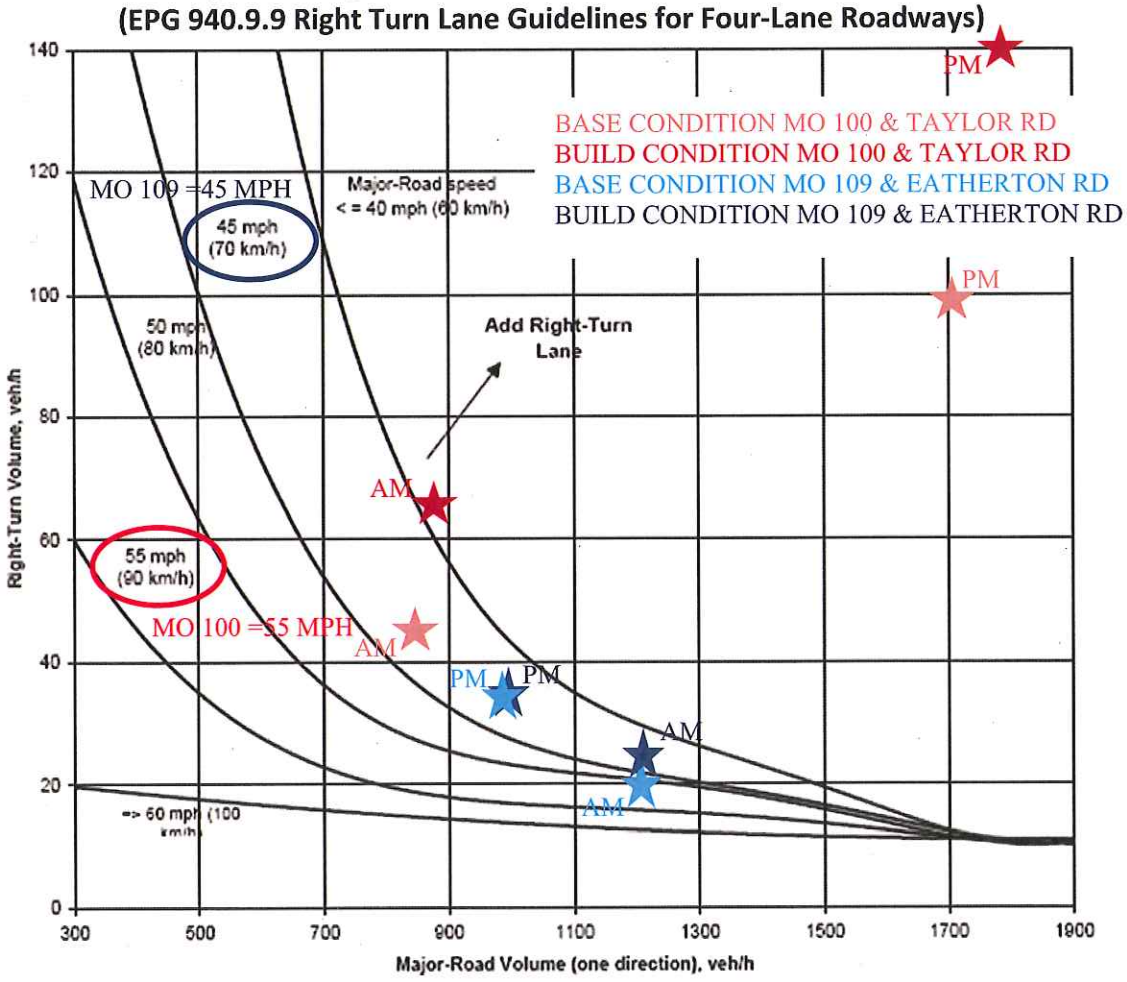
It is generally accepted that the forecasted design hourly volumes (DHV) estimated above is 10% of the anticipated annual daily traffic (ADT). Therefore, the forecasted ADT for Pond Grove Loop Road can be estimated as 3,030 in the 2020 Build Condition and 3,860 in the 2040 Build Condition. Given these 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.

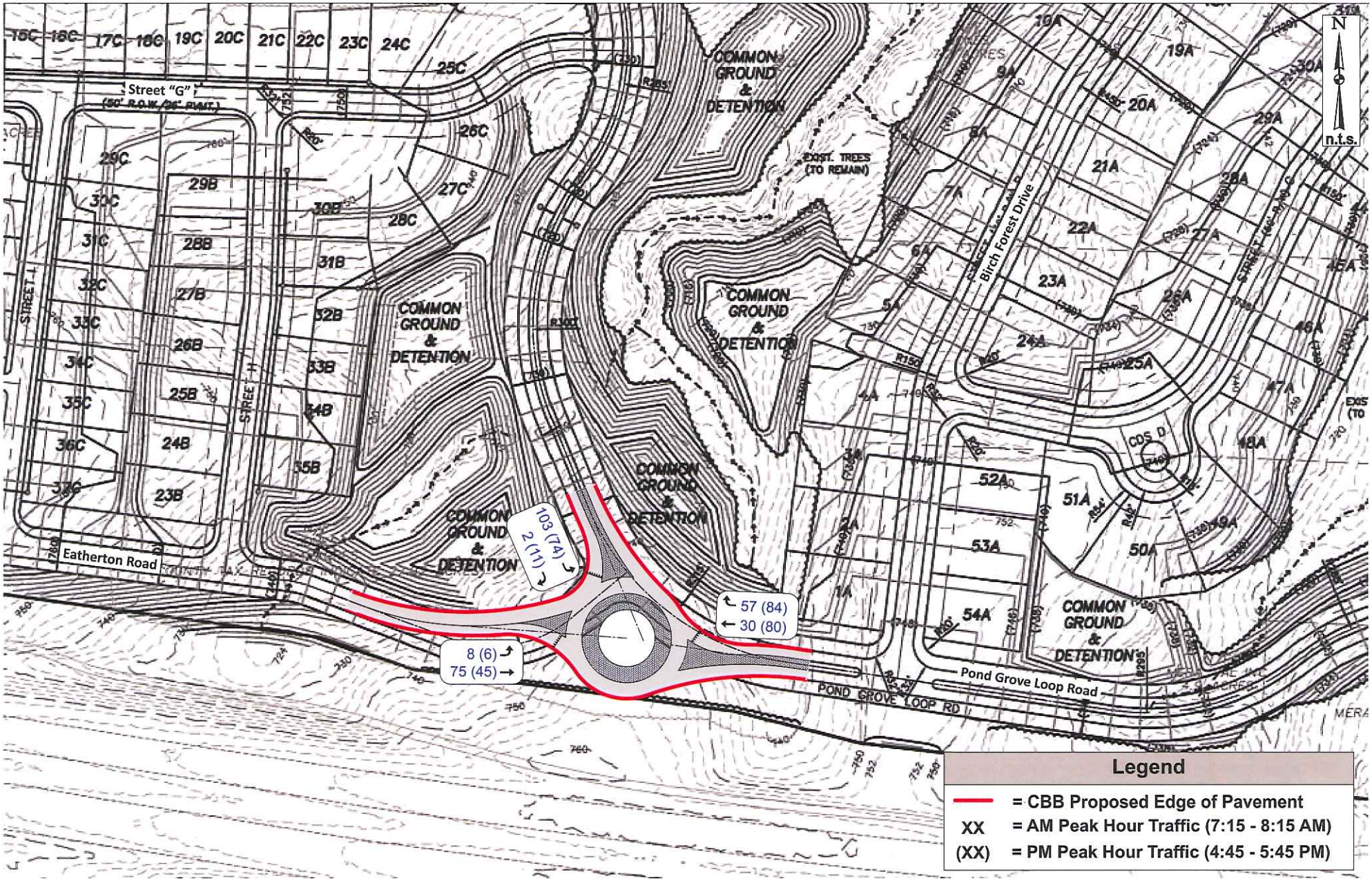


Exhibit 10: Three Legged Roundabout Concept with Traffic Volumes

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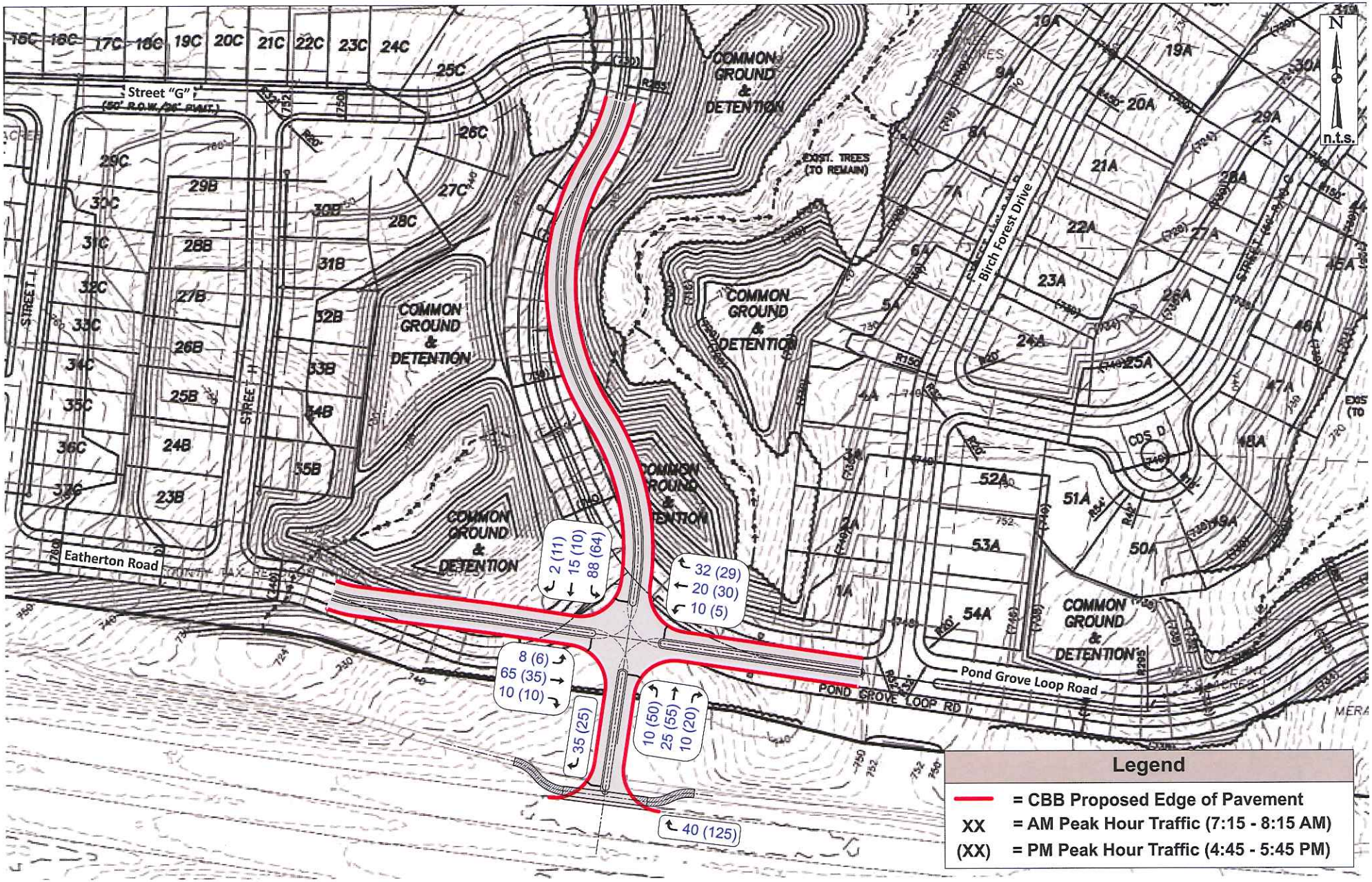

Exhibit 11: Four Legged Intersection Concept with a Proposed Right-In/Right-Out on Missouri Route 100 with Traffic Volumes

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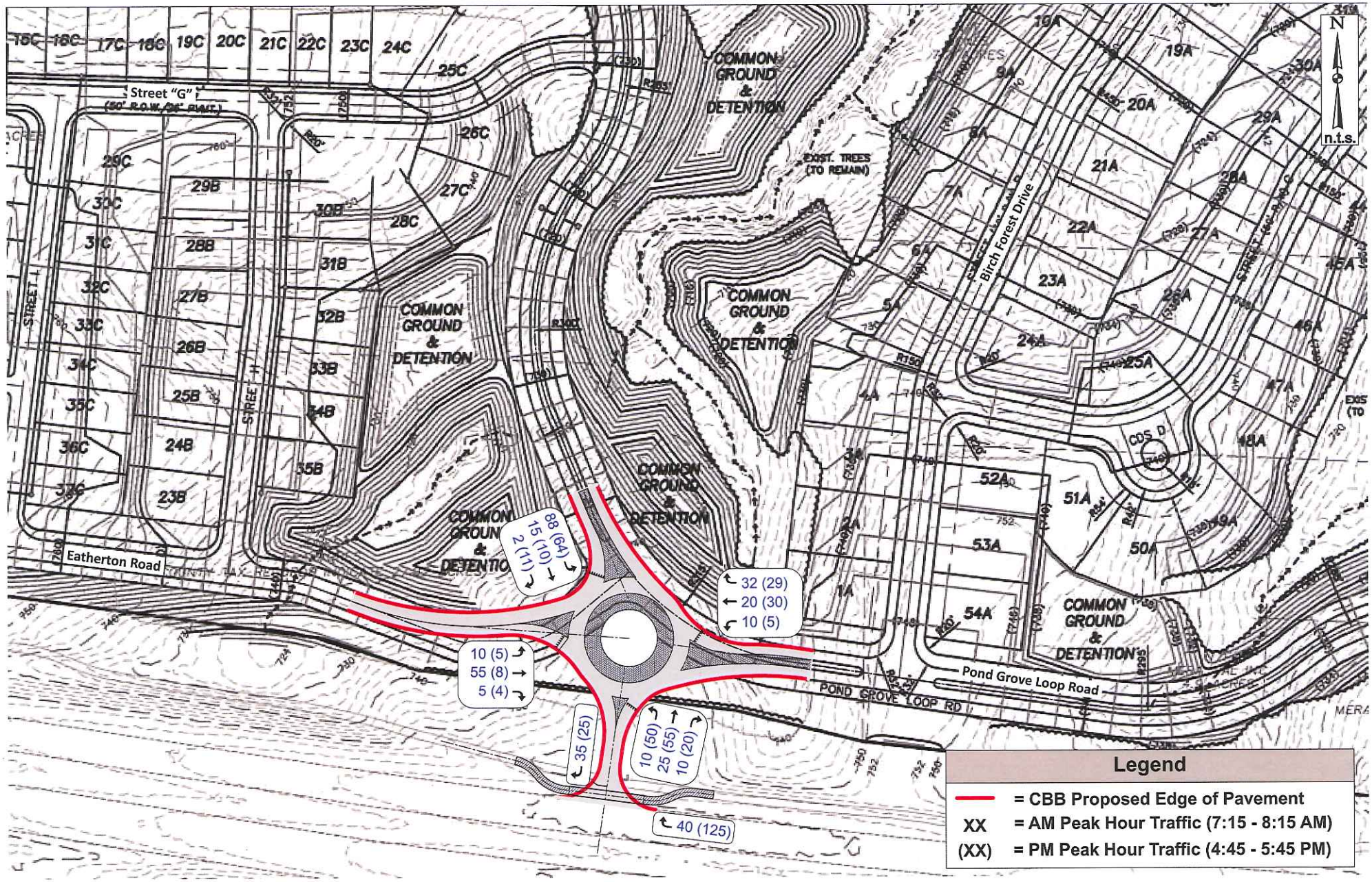

Exhibit 12: Four Legged Roundabout Concept with a Proposed Right-In/Right-Out on Missouri Route 100

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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.

Summary

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

WILDWOOD

Agenda
for the
POND-GROVER LOOP ROAD COMMITTEE

Site Visit & City Hall Community Room – 16860 Main Street
Tuesday, May 10, 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

Re: Site Visit & Presentation of Responses to Past Questions

I. Welcome to Group Members and Opening Comments

II. Site Visit – Committee will walk the length of the current roadway/roadbed, beginning at its current terminus at Green Pines Drive - 6:30 p.m.

III. Approval of Minutes from the March 21, 2016 Meeting *(This portion of the meeting to begin at approximately 8:00 p.m., after site visit is completed)*

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

a. Introduction to Functional Street Classification System
b. Review of Other Street Extension Projects within the City
c. Review of Frequent Comments during Villages at Bright Leaf Discussion
d. Update on Traffic Analysis by City of Wildwood/Lochmueller and Associates
e. 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

Note: The Pond-Grover Loop Road Committee will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

POND-GROVER LOOP ROAD COMMITTEE

Record of Proceedings
City Hall Community Room – 16860 Main Street
Tuesday, May 10, 2016
6:30 p.m. to 9:00 p.m.

I. Welcome to Group Members and Opening Comments

Director of Planning and Parks Vujnich welcomed those members and other individuals in attendance for the site visit. He noted the group would be walking the length of the proposed roadway. The other business items on the Committee's agenda would be discussed at City Hall beginning at 8:00 p.m.

II. Site Visit – Committee will walk the length of the current roadway/roadbed, beginning at its current terminus at Green Pines Drive - 6:30 p.m.

The Committee walked the property from 6:30 p.m. until 7:45 p.m., and then returned to City Hall.

III. Approval of Minutes from the March 21, 2016 Meeting

Director of Planning and Parks Vujnich reconvened the meeting at City Hall. 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), Jim Baugus (Council Member Ward 3), and Mayor Bowlin.

Other City Officials present: 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.

A motion was then made by Council Member Marshall, seconded by Committee Member Pitney, to approve the minutes from the March 21, 2016 meeting.

Discussion was then held among the Committee Members regarding the following: the fact that public comments made were not credited to the individual making their statements; staff noted those comments were included in the minutes, but because speaker's cards were not completed, and therefore could not attribute them to an individual; and the reference to Council approval of a document, which was the Town Center adoption.

A voice vote was then taken on the minutes and, with a unanimous affirmative result, the motion was declared approved and the minutes passed.

IV. Election of a Chair and Discussion of Meeting Start Time by Committee Members

A motion was made by Committee Member Pitney to nominate Council Member Marshall as the Committee Chair. A motion was made by Committee Member Sinden to nominate Council Member Baugus as the Committee Chair. A vote was taken on each motion, by a show of hands. The vote for Council Member Marshall as Committee Chair garnered one (1) vote in support. The vote for Council Member Baugus as Committee Chair garnered five (5) votes in support. Council Member Baugus was declared the Chair of the Committee.

The Committee Members all agreed that 7:00 p.m. was still an agreeable time to start the meetings, so no change was made to this item.

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

a. Introduction to Functional Street Classification System

Director of Public Works Brown provided an explanation of the functional street classification system and the varying types of roadways. He noted that local streets have low mobility and high access, with direct driveway access. They manage a lower volume of trips and their right-of-way widths are generally between thirty-four (34) to fifty (50) feet. An example of a local street would be those roads within the Hickory Manor Subdivision. These roadways are within a fifty (50) foot right-of-way, which also contains sidewalks, the tree lawn areas, etc.

Collector streets are medium duty streets, with longer trip lengths and higher volumes and speeds (than local streets). Collector right-of-ways general measure between sixty (60) feet, like Manchester Road, up to eighty (80) feet. The Pond-Grover Loop Road and Taylor Road are both seventy (70) foot right-of-ways.

Arterial streets emphasize mobility and moving traffic regionally. These streets include State Routes 109 and 100.

b. Review of Other Street Extension Projects within the City

Director of Planning Vujnich reviewed the map and descriptions of stub streets that have been made into new developments. A map was provided with projects sorted by land use classifications. The map reflects five (5) connections in the Non-Urban Residential Area, four (4) connections in the Sub-Urban Residential Area, and three (3) connections in the Town Center Area. There are only two (2) exceptions in the City's history, where a stub street was not extended, those locations are the original Wynncrest Subdivision and now Birch Forest Drive into the Villages at Bright Leaf Subdivision.

Discussion was then held among the Committee Members regarding the following: the closing of Turnberry Place Drive by a previous City Council; the staff's lack of support for the closing of Turnberry Place Drive; the timing of the closing of Turnberry Place Drive, prior to the improvements to Clayton and Strecker Roads; the number of links made within Ward 8 (five (5) of the twelve (12)

stub street connections shown on the map) and that those links have been integral in the daily lives of residents in that area; the lack of complaints from residents on the completion of those connections; the number of subdivisions, especially within the Monarch Fire Protection District jurisdiction, where an access roadway has been required for a secondary ingress/egress to new subdivisions, such as Will's Trace, Wildhorse, and Shepard Oaks; and the maintenance of the emergency access being borne by the Homeowners Association of that particular subdivision.

c. Review of Frequent Comments during Villages at Bright Leaf Discussion

Director of Planning Vujnich noted this information was provided, as best as reasonably possible to provide answers or clarifications on comments frequently made during that rezoning process.

Discussion was then held among the Committee Members regarding the following: the opinion that the document was one-sided; the Fire Department's statement they would serve residents in the area, regardless of if the road was extended, but the document says the road was necessary; the example of Will's Trace, where the City was not requiring an additional access point, but the Fire Marshal would not issue permits without it; the question of how close the road would be to homes; and the locations of green space in this vicinity.

Chair Baugus requested that, if Committee Members have comments on this document, to send them to Department of Planning staff. Staff would compile, respond, and send the information back out to all Committee Members. Mayor Bowlin requested a map showing green space locations be provided at the next meeting.

d. Update on Traffic Analysis by City of Wildwood/Lochmueller Group

Director of Public Works Brown noted the consultant was making progress on the study and its final report would be available for the next meeting, in approximately two (2) weeks. He also mentioned the traffic counts were completed, with nine (9) counters in the field, on a day with good weather, and included a license plate analysis.

Discussion was then held among the Committee Members regarding the following: the locations and times of the samplings; the request for a representative from Lochmueller Group to be at the next meeting; and the determination the next meeting would be dedicated entirely to the traffic study discussion.

e. Comments and Questions from Committee Members

VI. Public Comments

Valentin Militchin, 16931 Sandalwood Creek Drive, noted he is an engineer and he does not trust the traffic study, which the City has commissioned.

Debra Smith McCutchen, 16548 Birch Forest Drive, noted she has spoken with the Superintendent of Rockwood School District and he noted the district does not generally get involved in road issues. She

requested a list of where roads were not extended, such as Niere Acres Drive, Wildwood Trail, and Old Grover Estates.

Susan Treiber, 15912 Sandalwood Creek Drive, noted that it was her belief that a representative from Kingstowne Estates Subdivision and the Ward 5 Council Members should be appointed to this Committee. She also questioned if sound walls were going to be installed, since the road will be close to homes.

John Gragnani, 1510 Scofield Valley, noted the City was incorporated because of a road issue and he believes it is important the City listens to the people affected.

Mark Acree, 16630 Evergreen Forest, noted that it was his belief that a representative from his neighborhood should have been included on the Committee. He also requested information on the City's requirements for blasting.

Betsy Vanderheyden, 16560 Birch Forest Drive, supported the dedication of public space and believes a way to incorporate a trail and public space within the Pond-Grover Loop right-of-way, instead of the road, should be considered.

Shirley Roberts, 16016 Sandalwood Creek Drive, questioned how far the roadway would be from her home.

Jane Simpson, 16000 Sandalwood Creek Drive, noted her front door is close to a road and now she'd be getting a road close to her back door as well.

VII. Next Meeting Date of the Committee – Tuesday, May 24, 2016 at 7:00 p.m.

VIII. Closing Remarks/Adjournment

Council Member Garritano requested the new Fire Marshal be invited to the next meeting and that staff contact the Rockwood School District to verify the distribution of students from the Villages at Bright Leaf Subdivision is the same as their letter dated November 19, 2015. The Director of Purchasing and Transporation from Rockwood School District should be invited to attend the meeting, as well.

Mayor Bowlin noted he wants to facilitate an objective process and, therefore, did not want to chair this Committee, since he also chairs the City Council, which will make the final decision on this matter. He also noted he would only vote in the event of a tie.

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 Chair Baugus declared the motion approved and the meeting adjourned at 9:23 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

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

State Rt. 109

State Rt. 109

Clayton Rd.

State Rt. 100

State Rt. 100

Manchester Rd.

Manchester Rd.

Old Pond School

CMTY Park

State Rt. 109

5

4

3

2

1

8

7

6

a

b

c

d

9

10

11

12

Area of Detail

1 2 3 4 5 6 7 8

WILDWOOD

N W E S

0 500 1,000 2,000 3,000

Feet

LEGEND

- Parks
- Ward Boundaries
- Non-Urban
- Suburban
- Town Center
- Parcels [2014 data]

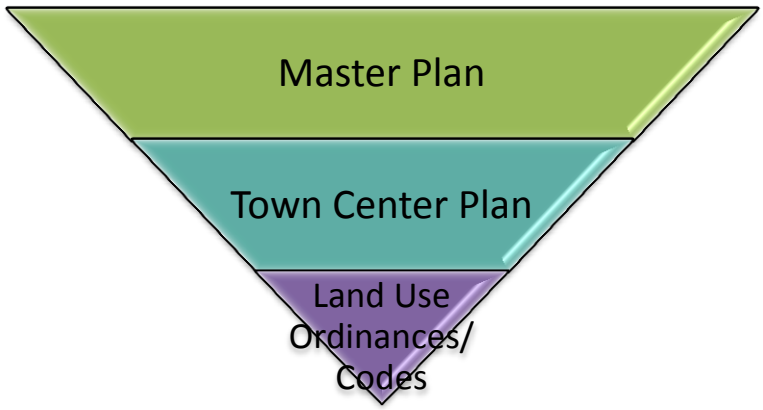
*Prepared by the Department of Planning
City of Wildwood, St. Louis County, Missouri
April 22, 2016

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.

WILDWOOD

Agenda
for the
POND-GROVER LOOP ROAD COMMITTEE
City Hall Community Room – 16860 Main Street
Tuesday, May 24, 2016
7:00 p.m. to 9:00 p.m.

Re: Presentation of Traffic Study by Lochmueller Group

I. Welcome to Group Members and Opening Comments by Chair Baugus

II. Approval of Minutes from the May 10, 2016 Meeting

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

a. Discussion on Traffic Analysis by City of Wildwood/Lochmueller Group
b. Comments and Questions from Committee Members

IV. Public Comments

V. Next Meeting Date of the Committee – June 28, 2016 – Tuesday (7:00 p.m.)

VI. Closing Remarks/Adjournment

Note: The Pond-Grover Loop Road Committee will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

POND-GROVER LOOP ROAD COMMITTEE

Record of Proceedings
City Hall Community Room – 16860 Main Street
Tuesday, May 24, 2016
7:00 p.m. to 9:00 p.m.

I. Welcome to Group Members and Opening Comments by Chair Baugus

Chair Baugus called the meeting to order at 7:00 p.m. and welcomed everyone in attendance. A roll call of members was conducted, with the following members in attendance: Christy Pitney, Paul Pohlers, Ed Marshall (Council Member Ward 2), Joe Garritano (Council Member Ward 8) – arrived at 8:50 p.m., Jim Baugus (Council Member Ward 3), and Mayor Bowlin. Committee Member Sinden was absent.

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

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

II. Approval of Minutes from the May 10, 2016 Meeting

A motion was made by Council Member Marshall, seconded by Committee Member Pitney, to approve the minutes from the May 10, 2016 meeting.

A voice vote was then taken on the motion and, with a unanimous affirmative result, it was declared approved and the minutes passed.

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

Director of Planning and Parks Vujnich noted two (2) items were included in the packet that are not for discussion on the agenda, but were requests from previous meetings. Given the importance of the traffic study, the Department wants to ensure ample time is available. These items will be on the agenda for the June meeting.

a. Discussion on Traffic Analysis by City of Wildwood/Lochmueller Group

Director of Public Works Brown introduced Dustin Riechmann of Lochmueller Group, who was retained to determine the outcomes of the Pond-Grover Loop Road (PGL) being extended. Director of Planning and Parks Vujnich noted that staff recognizes the study was delivered late, but there will be no action this evening, and both Departments thought the presentation is necessary for a basic level of understanding and a more in-depth discussion could be held at the June meeting. Both Directors noted the document is still a draft.

Dustin Riechmann, of Lochmueller Group, provided a presentation on the traffic study. He began with an overview of his experience and the purpose of the study, which is to forecast the likely use of Pond-Grover Loop Road, if its connection is provided between its current terminus at Green Pines Drive and the Villages at Bright Leaf Subdivision (VBL), as well as to assess traffic diversions and impacts. He then reviewed the data collection that was completed, as part of the study, noting the following: robust set of data, with traffic counts at seven (7) locations, daily traffic counts at six (6) locations, origin-destination study using license plate tracking at eight (8) locations, and pedestrian observations. Mr. Riechmann then reviewed the study area's roadways and intersections. He noted the study, which was completed in conjunction with the Villages at Bright Leaf rezoning process, focused on that development's impacts, and the data provided only included daily traffic counts. This study is more comprehensive and most of its traffic counts, with the exception of Westglen Farms Drive, were fairly comparable. Origin-destination pair methodology was completed using license plates to identify how drivers are using the streets now. He then outlined the expected traffic diversions, which accounted for a small amount (two (2) to five (5) cars within peak times) of use of these streets to avoid State Route 109 and State Route 100. He then noted the biggest diversion would be from Green Pines Drive. He then showed several slides illustrating the projected daily traffic diversions, if the road is extended, and where traffic is expected to lessen due to the new option. The expectation, if extended, is for an average of two (2) to four (4) vehicles per minute on the Pond-Grover Loop Road. The roadway would be an Urban Minor Collector (UMC), with low-end volume. In Lochmueller's opinion, the roadway will function more as a 'residential collector' than an urban minor collector, even though the Federal Highway Administration (FHWA) classification is UMC. He then reviewed design recommendations for if the road is connected, including one (1) driving lane in each direction, with traffic calming measures, and the integratation of multi-modal options. Pedestiran activity was reviewed and a calming treatment would be necessary, with extra precautions at Green Pines Drive, with either a roundabout or a two-stage crossing.

Discussion was then held among the Committee Members and included the following: the background provided to the engineer about the road, including the VBL plans, the history of the roadway, and the platted road location; if Professional Engineers were in the field during the traffic study – yes, three (3); the standard timeframe of traffic studies and if one (1) day is typical – yes, can get an accurate assessment in that timeframe, plus had VBL counts that were at a different time; the weather during the day of the study (wind chill and cold in morning, but sunny, with 20 minutes of rain in afternoon, but nice after for several hours) – the consultant returned on another day, with better weather, for additional pedestrian study and nothing made them suspect study data was inaccurate; the question if Exhibit 6 numbers included VBL – yes, and report includes narrative without VBL; do the numbers on PGL include traffic from State Route 109 – yes, but there won't be much volume from State Route 109 to use it as a cut-through, given travel time is twice as long to cut through streets vs. staying on main roadways; Mr. Riechmann's professional opinion that PGL will not be used as a cut through from State Routes 109 to 100 and vice-versa, if design includes traffic calming measures; the top advantages for extending PGL – 1. Reduction in traffic on other neighborhood streets that are not designed as neighborhood collectors, by providing multiple points of access. 2. Only one (1) signalized access point to State Route 100, with no other options along this limited-access roadway, so making the connection to serve the larger neighborhood, not just VBL.; top negatives to extending PGL – 1. Introducing traffic to an area that currently has none. No other drawbacks from a traffic perspective.; the definition of a cut-through route - using a road outside of its intended purpose to avoid other available routes; the timing of certain routes, such as traveling Westglen Farms Drive to State Route 109, via State Route 100, takes four (4) minutes and six (6)

minutes, if Forest Leaf Parkway is used; if after consideration of the multiple studies is there anything that is missing that would be helpful – no, cannot see a more comprehensive way to calculate traffic in this area and determine diversions; would the stoplight at Taylor Road and State Route 100 be adjusted for different times of day – north side of intersection would be lighter volume than coming out of Town Center, so light could be adjusted, but that would be completed by the Missouri Department of Transportation.; the scenario of changes to the Evergreen Subdivision – the proposed configuration would not incentivize people to go west to PGL and then go east on State Route 100. This traffic would likely use an alternate route, probably their current route.; the additional observations of pedestrians done around school dismissal. Nothing that seemed unsafe during those studies, as mentioned, care needs to be taken at the intersection of PGL and Green Pines Drive.; the difficulty in quantifying pedestrian flow, since people's feelings of safety can't be considered; and Exhibit 6 representing the net summary of changes in traffic patterns. Trip changes were taken into account, so diversions were calculated for parents coming and leaving Green Pines Elementary School.

IV. Public Comments

Steve Casper, 2502 Forest Leaf Parkway, thanked Dustin and noted there has been a large increase in traffic on his street, since he moved in. He then stated his belief the traffic study shows a decrease in traffic, if the road goes through, and it should be extended for the safety of local children.

Susan Treiber, 15912 Sandalwood Creek Drive, noted her opinion the traffic study is flawed because she didn't see any counting devices or cameras, only clipboards and cones, and the traffic count devices don't count the number of pedestrians; the weather was cold and the traffic counters were in their cars and not paying attention; and when she went by the school there were no pedestrians.

Christine Walker, 16616 Green Pines Drive, states she understands the study shows that traffic will be reduced on Green Pines Drive, but what would happen if road is not extended?

Dave Bertolino, 16712 Hickory Crest Drive, thinks the study ignores Sandalwood Creek Drive and asked if people on Sandalwood Creek Drive would use VBL roads, even without the extension of PGL? He also questioned that, if the road is not completed, would the two (2) proposed access points be sufficient to handle the volume of traffic from VBL?

Betsy Vanderheyden, 16560 Birch Forest Drive, believes what is missing is the number of residents who would be negatively impacted by road construction. Requested show of hands (twelve (12)) people in attendance stated they would be negatively impacted by the construction.

Debra Smith McCutchen, 16548 Birch Forest Drive, stated she thought there were three (3) entry points into VBL. She commented that a number of traffic studies take traffic counts and turning movements on separate days and questioned why this approach wasn't taken with the PGL study. She then posed the following additional questions regarding the traffic study: why the levels of service were not included in the study; why all of the roads included in the perspective were not used; what analysis tools were used; what method was used to collect counts; what is a destination route; what types of trips were included in the study; what has been the accuracy rate of past traffic studies by Lochmueller Group; why other studies show street connectivity increases trips, but this study says different; why Thunderhead Canyon

was excluded from the study area; and why the report implied that local residents wouldn't use the street they live on.

Gary Schroeder, 16642 Evergreen Forest Drive, asked the following questions regarding the traffic study: On page 3, in the third (3rd) paragraph, is this statement implying that people would increase their visits to the Town Center Area, if PGL is extended; On page 4, in the bottom paragraph, states there were not pedestrian issues in this location, but a traffic calming device was added on Forest Leaf Parkway, so there must be an issue. He also stated his concerns that, if there are two (2) to four (4) cars per minute on the new PGL, it will be difficult for pedestrians to cross the street and, if Forest Leaf Parkway and other roads in the area are considered Urban Minor Collectors, they should be fine without the road because their counts are low for a UMC.

Denny Welker, 16903 Westridge Oaks Drive, stated he is a Professional Engineer and familiar with these types of studies. He noted his support of the methodology used, and has no problems with this study. He stated his hope was the City is not debating if PGL should be extended, since it has been in the Master Plan since 1996 and is in current Master Plan. He doesn't understand why a government agency with 20+ years of planning around a connection with too much traffic going through a residential area, where it wasn't intended, wouldn't carry forward with the plan, which is logical and has been in place for so long.

Dennis Handley, 2525 Rain Forest Drive, stated he has been looking at Exhibit 6 that shows a reduction of four hundred (400) trips, but doesn't understand how that is possible, since the road extension would add 2600 cars to bottom of that area that will dump traffic into those neighborhoods. He noted he was opposed to the 1990 study done by St. Louis County, which planned the road, and he has concerns with the volume of traffic that would be added if the road is extended. He also noted the proposed road location is too close to a property owner's swingset.

Jane Finnegan, 2517 Rain Forest Drive, will back to new road and has questions on how many new families in VBL are expected to attend Green Pines Elementary, Lafayette High School, etc., and were those numbers considered in the traffic study? She asked why it wasn't included in the study that Lafayette High School students will exit at Clayton Road and State Route 109 and use the PGL extension to go to Dierbergs. She noted she has been opposed to the road for a very long time and believes it does not need to go through, but her neighborhood doesn't have money for attorneys to prevent this road from being installed, unlike the Lafayette Trails Subdivision. She also requested a noise and light study from the impacts of this road on existing residents in the area. Finally, she noted that kids won't walk to school in the rain and they won't be able to ride their bicycles to neighbors, if the road is constructed.

Shirley Roberts, 16016 Sandalwood Creek Drive, noted she is located in the southeast corner of the Sandalwood Creek Subdivision and the road will remove all of the trees behind her home. The road will be nice, but it's not okay because it will be behind her house. She noted that it is great to relieve traffic on other roads and understands why those people support it, but she is not in favor of the road extension and thinks it is unnecessary. She also noted that Westridge Oaks Drive will not be effected by this decision and that resident should not have been at this meeting, nor had a comment.

John Gragnani, 1510 Scofield Valley Lane, noted he is not affected by road, but why was City founded? Wasn't it due to prevent intrusions from things they don't want? Would any of us buy a home that backs to this road?

Ray Manton, Council Member Ward 2, submitted a written set of questions, which have been attached to these minutes and made a part of the record.

Responses to questions posed during public comment were provided by Mr. Riechmann, as follows:

- Relative to the methodology used in the study – counters can be in cars during study and need to stay safe and unobtrusive to traffic flow; there were eleven (11) people in the field counting; and he has no concerns with the methodology used. The traffic counter machine does include pedestrian counters, all people are trained and it is not a difficult exercise. All methodology used acceptable engineering practices.
- Traffic forecast, if PGL does not get extended, would be maintaining the status quo, but there would be an increase in traffic because of VBL.
- Capacity of VBL was contemplated as part of CBB Traffic Study.
- The proposed access points for VBL would be sufficient, if PGL is not extended.
- Road construction impacts were not considered as part of the traffic study.
- Several factors to why the traffic counters were in the field for only one (1) day: variabilities for location, but within a neighborhood the traffic patterns are typical; had historical data from VBL study; did additional pedestrian study on second day; more cost efficient; and had traffic counts completed by the City in addition to the field work undertaken on the one (1) day. He believes the amount of data collected was statistically relevant.
- Levels of service are necessary in a traffic impact study (like VBL study), but this study was about who would use the roadway vs. other roadways. The levels of service could be calculated, but likely every intersection within the neighborhood is at a level of A or B for capacity, but context is irrelevant for this type of study.
- Daily counts and technology used. City provided twenty-four (24) hour counts that Lochmueller Group utilized. The City uses radar, which is more recent technology than the cables on the road. Two (2) separate units were used and counted six (6) locations over a total of twenty-four (24) hour counts for a week. That data was provided in advance of the 1-day count.
- Several trips relative to mixed use or commercial uses, such as pass-by trips and common trips, which are not applicable in this type of area, were not used in the study.
- Accuracy rate on past studies are generally completed on new development for traffic impact studies and easily calculated. Lochmueller Group doesn't normally do post-follow up studies, given they are not funded by the hiring firm. The best measure is agencies who are repeat customers, which they get often.
- He believes a reasonable study area was used to examine issue, and Thunderhead Canyon is outside of the directly applicable area.
- The traffic study was not stating that new trips would be generated by this road extension, but that some drivers heading to the Town Center Area, from north of State Route 100, may use PGL.
- The street design in the neighborhoods is what led to traffic calming measures, not pedestrian issues.
- The neighborhood streets in this area are considered local, not collectors, because of their design and direct driveway access. This situation is very different from the classification of PGL, which has no direct driveway access.
- The PGL connection is not critical to VBL.
- Connection would decrease traffic counts in front of Green Pines Elementary School.
- Numbers on PGL reflect VBL. Without VBL road construction would anticipate 1000 trips per day on PGL. VBL adds another three hundred sixty plus (360+) trips a day.

- The traffic intersection at State Route 100, was not part of traffic study. The timing of the light cycle at the interchange is established by Missouri Department of Transportation.
- VBL trips to all schools are accounted for in the traffic study.
- Sound and light studies area not part of this traffic study.
- On the day the field work was conducted, as part of this traffic study, there was light rain for a brief period of time, and thunderstorms in the region, but not in Wildwood. Additional traffic counts had already been completed. The amount of rain that day would not have impacted people's routes, but would have effected pedestrians, which is why they did additional pedestrian analysis on another day.
- The methodology used in the license plates analysis was to record the last three (3) digits of as many cars as possible at every point. Then the data was entered into a spreadsheet, where a macro was used to calculate the information and additional manual calculation was also utilized, as well. It is easy to pick up license plates in a neighborhood scenario with 4-way stops.

Other comments from Committee:

- PGL has been identified since original Master Plan in 1996.
- Residents of the Sandalwood Creek Subdivision are concerned with the difficulty in accessing State Route 109 now and that this circumstance may increase when additional homes are added in VBL, if no alternate route is provided.
- The calculation of trip reduction on the adjacent neighborhood streets shows a reduction in trips between 9% and 36%, with an average reduction of 19%. Is that an alleviation and an accurate benefit? Mr. Riechmann noted that a 9% to 36% change would be noticeable and significant for the people on those streets.
- Is there a national average on accident counts versus areas with direct access vs. not?

V. Next Meeting Date of the Committee – Tuesday, June 28, 2016 at 7:00 p.m.

Next meeting will address answers to questions posed this evening. Have explanations of sale information chart, green space map, and information on street extensions/non-extensions.

VI. 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 Chair Baugus declared the motion approved and the meeting adjourned at 9:10 p.m.

KATHY

Questions submitted by Ray Manton

Wildwood ward 2 council member

17700 Birch Leaf Ct. 63005

1. WOULD THE TRANSPORTATION ENVIRONMENT IN THE STUDY AREA BE IMPROVED OR ENHANCED WITH THE COMPLETION OF THE PGL AND BIRCH FOREST DRIVE CONNECTIONS?
2. WOULD THE EXTENSION OF THE PGL AND BIRCH FOREST DRIVE CONNECTIONS IMPROVE OR ENHANCE TRAFFIC FLOW IN THE STUDY AREA?
3. WOULD THE EFFECTIVNESS AND EFFICIENCY OF FIRST RESPONDERS IN THE STUDY AREA BE INCREASED WITH THE EXTENSIONS?
4. WOULD THE SAFETY OF SCHOOL CHILDREN IN THE STUDY AREA BE ENHANCED?
5. REGARDING PUBLIC SAFETY, IS THERE ANY REASON THAT THE PGL AND BIRCH FOREST DRIVE CONNECTIONS SHOULD NOT BE COMPLETED?

Home Sales In Vicinity of Pond-Grover Loop Road (2012-2014)
St. Louis County Data

# on Map	House Number	Street Name	Subdivision	Through Street/Cul-de-sac	Location within subdivision	Perimeter/Interior Lot Location	Surrounding Elements	Sale Price	Sale Date
1	17220	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Perimeter	Backs to Community Park	$ 330,005	4/25/2012
2	17225	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 323,000	5/5/2014
3	17212	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Perimeter	Backs to Community Park	$ 399,900	7/31/2013
4	17205	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 355,500	9/24/2012
5	17193	Lafayette Trails Drive	Lafayette Trails	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 343,400	10/2/2012
6	17174	Lafayette Trails Drive	Lafayette Trails	Through	Southwest Corner	Perimeter	Borders Community Park and Windsor Crest Subdivision	$ 328,400	4/4/2013
7	17127	Lafayette Trails Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 355,000	6/13/2012
8	2275	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 355,000	5/29/2013
9	2262	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 333,000	7/21/2014
10	2263	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 385,000	3/30/2014
11	2233	Sentier Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 310,500	8/6/2012
12	17114	Sentier Court	Lafayette Trails	Cul-de-sac	Central	Interior	Surrounded by other lots	$ 332,000	1/22/2013
13	17161	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Northeast Corner	Perimeter	Backs to Pond-Grover Loop Road and Retention Basin	$ 245,000	8/28/2012
14	17108	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Windsor Crest Subdivision	$ 399,900	5/13/2013
15	17117	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to State Route 109	$ 323,000	5/29/2014
16	17137	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	East-Central	Perimeter	Backs to State Route 109	$ 242,555	3/7/2012
17	17218	LeForet Court	Lafayette Trails	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	$ 350,000	4/16/2013
18	16920	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 244,500	1/2/2014
20	16904	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 260,500	11/18/2014
19	16908	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 296,000	1/30/2014
21	2313	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	$ 252,000	4/18/2013
22	2312	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	$ 293,000	4/15/2014
23	2320	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Interior	Corner Lot - interior	$ 273,000	6/2/2013
24	2327	Paradise Peak Circle	Kingstowne Estates	Through	Northwest Quadrant	Perimeter	Borders Babler Park Estates Subdivision	$ 258,000	3/4/2014
25	16835	Kingstowne Way Drive	Kingstowne Estates	Through	North-Central	Perimeter	Borders Babler Park Estates Subdivision	$ 283,000	4/25/2013
26	16826	Kingstowne Way Drive	Kingstowne Estates	Through	North-Central	Interior	Surrounded by other lots	$ 258,000	5/29/2014
27	16829	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	South-Central	Interior	Surrounded by other lots	$ 276,000	8/27/2013
28	16816	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	South-Central	Perimeter	Backs to Pond-Grover Loop Road	$ 293,000	5/29/2014
29	16758	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 175,000	2/15/2012
30	16750	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 254,500	4/11/2013
31	16734	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Hickory Manor Subdivision	$ 259,900	4/29/2012
32	9	Kingstowne Estates Court	Kingstowne Estates	Cul-de-sac	Southeast Corner	Perimeter	Backs to Hickory Manor Subdivision	$ 300,000	12/4/2014
33	2302	Kingstowne Way Court	Kingstowne Estates	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 276,735	4/3/2012
34	2303	Kingstowne Way Court	Kingstowne Estates	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 257,900	5/31/2012
35	16947	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 255,000	5/20/2012
36	16967	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Corner	Perimeter	Backs to Pond-Grover Loop Road	$ 224,900	7/21/2014
37	16979	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Corner	Perimeter	Backs to State Route 109	$ 260,000	5/27/2014
38	16934	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 267,000	11/20/2012
39	16938	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 203,500	11/12/2012
40	16998	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 268,500	6/16/2013
41	2445	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 269,900	10/13/2013
42	2461	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Perimeter	Backs to State Route 109	$ 272,500	5/20/2014
43	2452	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 246,500	1/26/2014
44	2472	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 267,000	12/9/2014
45	2476	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 259,000	9/9/2013
46	2477	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road and State Route 109	$ 245,000	7/16/2014
47	2481	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road	$ 253,000	5/31/2012
48	2485	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road	$ 218,219	12/11/2012
49	2503	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road	$ 253,000	9/2/2014
50	2507	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road	$ 222,000	12/3/2012

Home Sales In Vicinity of Pond-Grover Loop Road (2012-2014)
St. Louis County Data

# on Map	House Number	Street Name	Subdivision	Through Street/Cul-de-sac	Location within subdivision	Perimeter/Interior Lot Location	Surrounding Elements	Sale Price	Sale Date
51	2511	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road and Sandalwood Creek Condominiums	$ 265,000	11/18/2013
52	2536	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 259,900	3/16/2014
53	2587	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Backs to common ground	$ 246,000	5/12/2013
54	2551	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 238,500	4/30/2012
55	2571	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 270,000	3/16/2014
56	16940	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 250,000	3/9/2014
57	16928	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 216,500	3/3/2014
58	16908	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 210,000	3/4/2012
59	16931	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Surrounded by other lots	$ 255,500	4/10/2014
60	16716	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Backs to retention basin & Pond-Grover Loop Road	$ 251,000	7/20/2014
61	16870	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Backs to retention basin	$ 240,000	3/27/2013
62	16846	Hickory Crest Drive	Hickory Manor Village B	Through	Central	Interior	Backs to retention basin	$ 265,000	10/27/2013
63	16830	Hickory Crest Drive	Hickory Manor Village B	Through	Central	Interior	Surrounded by other lots	$ 183,000	6/18/2012
64	16829	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Interior	Surrounded by other lots	$ 272,000	3/13/2014
65	16826	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Interior	Corner lot - Surrounded by other lots	$ 190,113	9/15/2014
66	16810	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	$ 239,400	3/3/2014
67	16802	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	$ 167,000	3/25/2012
68	16780	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	$ 214,900	6/23/2013
69	16739	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 214,900	8/5/2014
70	16720	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 267,500	7/22/2012
71	16724	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 248,400	1/20/2014
72	2	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 232,000	4/14/2014
73	32	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 259,000	6/17/2013
74	33	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 228,667	3/21/2012
75	57	Hickory Mound Court	Hickory Manor Village B	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Sandalwood Creek Subdivision	$ 218,000	5/9/2013
76	16731	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Interior	Surrounded by other lots	$ 174,000	9/17/2012
77	16755	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to other lots and Sandalwood Creek Subdivision	$ 190,000	12/14/2014
78	16760	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Sandalwood Creek Subdivision	$ 186,000	6/30/2014
79	16822	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 250,300	1/31/2013
80	16852	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 207,500	5/28/2012
81	16864	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 225,500	11/27/2012
82	15908	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 195,000	7/27/2014
83	15911	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 187,900	6/18/2014
84	15923	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 172,500	7/17/2012
85	15927	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 184,000	10/21/2012
86	15931	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 161,500	2/15/2012
87	15920	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 178,500	8/18/2013
88	15940	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 195,000	9/14/2014
89	15971	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Corner	Interior	Surrounded by other lots	$ 233,176	4/3/2012
90	16660	Green Pines Drive	Hickory Manor Village D	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 235,000	5/7/2013
91	16648	Green Pines Drive	Evergreen	Through	Northwest Corner	Perimeter	Adjacent to Hickory Manor - backs to common ground	$ 230,000	6/22/2014
92	16004	Sandalwood Creek Drive	Hunters Run	Through	East-Central	Perimeter	Backs to Pond-Grover Loop Road	$ 187,959	3/21/2012
93	16016	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Pond-Grover Loop Road	$ 143,000	10/26/2014
94	2333	Hunters Crest Drive	Hunters Run	Through	Northeast Quadrant	Perimeter	Backs to Hickory Manor Subdivision	$ 170,000	3/14/2013
95	16028	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 173,500	12/3/2014
96	16036	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 165,000	12/3/2012
97	16044	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 167,000	7/10/2013
98	16052	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 162,000	10/17/2012
99	16056	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 150,000	10/21/2013

Sales Data in Vicinity of Pond-Grover Loop Road (2012-2014)

WARD FIVE

CITY OF WILDWOOD, MISSOURI

*Prepared by the Department of Planning | RVS_5-2016
City of Wildwood | St. Louis County, Missouri

Sampling of City Park Acreages for Comparison to Public Space Dedications

Park Name	Developed Portion (in acreage)	Entire Park Property (in acreage)	Details
Town Center Plaza	0.21	0.7	Parking; town square; picnic area
Al Foster Memorial Trailhead	0.9	0.9	Parking; pavilion; (to be developed 2016)
Old Pond School	0.94	0.94	One-room schoolhouse building; pavilion; playground; restrooms; parking
Anniversary Park	1	13.07	Gazebo; playground; restrooms; parking; picnic area
Community Park - 109 Entry	2	2	Tunnel under 109; retention basin; future monument sign
Glencoe City Park	2	8	Mini-shelters; picnic areas; playground; trails; parking; restrooms; open play areas
Bluff View Park	5	116.89	Entrance drive; parking - automobile and horse trailers; trails
Kohn Park	---	2.61	Vacant
Woodcliffe Heights Park	---	6.48	Vacant
Public Space within Villages at Bright Leaf	---	1.21	Fronts Eatherton Road, just south of Sandalwood Creek Condominiums.
Public Space within Villages at Bright Leaf	---	1.65	Centrally located within development, and just west of Pond-Grover Loop Road possible extension and north of State Route 100
Public Space within Villages at Bright Leaf	---	4.9	Linear Park along Southern property limits stretching from Eatherton Road on the west to the intersection withTaylor Road on the east.

May 23, 2016

Mr. Rick C. Brown, PE, PTOE
Director of Public Works / City Engineer
City of Wildwood
16860 Main Street
Wildwood, MO 63040

RE: Pond-Grover Loop Road Traffic Study

Dear Mr. Brown:

As requested, Lochmueller Group has completed a traffic study evaluating neighborhood traffic flows for the possible completion of Pond-Grover Loop Road in Wildwood, Missouri. The connection of Pond-Grover from Route 109 to Route 100 (opposite Taylor Road) has been planned for some time, and a current residential development proposal known as Brightleaf may be required to construct a portion of the roadway while adding to area traffic. A City committee is currently considering whether to complete the final connection between Green Pines Road and the northern extent of Brightleaf subdivision.

The purpose of this study was to evaluate the traffic impacts associated with the completion of Pond-Grover Loop Road on the primary roadways within the adjoining neighborhoods. The study addressed conditions during the a.m. and p.m. peak periods as well as the total traffic flows over the course of a typical weekday. The study area, primary roadways, and the seven study intersections are shown in **Exhibit 1**.

Existing Conditions

In order to evaluate traffic flows throughout the study area, seven intersections were evaluated. As part of the Brightleaf traffic study (completed in July 2015 by CBB) turning movement counts were collected at three of the current study intersections, during the morning (7:00 to 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak periods. From those counts, it was determined that the peak hours of traffic occur from 7:15 to 8:15 in the morning and from 4:45 to 5:45 in the afternoon.

Using these peak hours, turning movement counts were then collected at the remaining four study area intersections. The seven study area intersections are listed below:

1. Pond-Grover Loop Road at Hickory Manor Drive
2. Pond-Grover Loop Road at Green Pines Drive
3. Forest Leaf Parkway at Fullerton Meadows Drive
4. Forest Leaf Parkway at Green Pines Drive
5. Westglen Farms Drive at Fullerton Meadows Drive
6. Westglen Farms Drive at Green Pines Drive
7. Westglen Farms Drive at Forest Leaf Parkway

The existing peak hour traffic volumes are illustrated in **Exhibit 2**.

In addition to peak hour turning movement counts, the City collected weekly traffic counts at six mid-block locations. These counts were used to determine the Average Daily Traffic (ADT) for the study roadways, as summarized in **Exhibit 3**.

411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3395

As shown, daily traffic on the study roadways typically ranges from 1,100 to 1,700 vehicles per day (vpd). The only exception is Westglen Farms to the south of Fullerton Meadows where a combination of several feeder roadways and adjacent commercial development increase traffic to approximately 4,150 vpd.

In addition to the vehicular counts, pedestrian volumes were documented at each study intersection and observations were conducted adjacent to Green Pines Elementary School during arrival and dismissal periods. In general, pedestrian flows were light and no meaningful issues or concerns were documented near the elementary school.

Finally, in order to quantify the travel patterns through the study area, an origin-destination study was completed. License plate information was collected throughout the neighborhood during the morning (7:00 to 9:00 a.m.) and afternoon (3:30 to 5:30 p.m.) peak periods at the eight locations shown in **Exhibit 4**.

The license plate data was then matched up to determine where each vehicle began and/or ended their trip. This provided detailed information about existing travel patterns within and through the entire study area, which allowed for a reliable prediction of traffic diversions if Pond-Grover Loop Road is extended to Route 100.

Traffic Diversions with Completion of Pond-Grover Loop Road

In order to forecast the volume of traffic that would use Pond-Grover Loop Road if it is completed, the origin-destination information and traffic counts were analyzed. It was determined that traffic from several of the origin-destination pairs would be likely to divert, in part, to Pond-Grover if it is extended.

The routes are displayed in **Exhibit 5**. These pairs include routes between locations 1, 2, 3 or 4 and locations 6, 7 or 8. Location 4 was collected to ensure that any traffic traveling between Hickory Crest Drive and locations 6, 7 or 8 could be identified separately from those traveling further to the west.

It should be noted that very little cut-through traffic (through trips between Route 100 and 109) was documented during the origin-destination study. The relative travel time of traversing the lower-speed and more circuitous local streets versus using the Route 100/109 interchange provides little incentive to cut through the neighborhood. The extension of Pond-Grover Loop Road would not be expected to induce a significant volume of cut-through traffic, as travel speeds and the addition of a roundabout on the roadway within the Brightleaf subdivision would also result in slower travel paths as compared to using the interchange.

From the origin-destination data, it was determined that approximately 25 to 35 percent of the traffic currently using Green Pines Drive between Pond-Grover Loop Road and Forest Leaf Parkway would be diverted to the Pond-Grover Loop Road extension due to the shorter travel time that it would provide. This amounts to 25 to 40 trips in each direction during the morning and afternoon peak hours.

Additionally, a portion of the traffic from Hickory Manor Drive and Paradise Peak Circle which currently travels travels to/from Route 109 would be expected to divert to the Pond-Grover Loop Road extension to travel east on Route 100. In total, this would represent 15 to 20 trips during the morning and afternoon peak hour.

Based on the existing ADT counts, the directional distribution of traffic on Pond-Grover Loop Road is unbalanced with a greater volume of traffic headed westbound than eastbound over the course a day. This is likely due to the Eatherton Road intersection's ¾ access which restricts left turns onto Route 109.

Specifically, residents destined for Sandalwood Creek Drive can enter the area from either direction on Route 109 but cannot use Eatherton Road to travel south on Route 109 without first heading north to the roundabout at Pond-Grover Loop Road and making a U-turn. Consequently, some motorists are traveling north and accessing Pond-Grover Loop Road via Hickory Crest Drive then heading west to Route 109. It is expected that approximately 10 vehicles per hour would divert from this route to the Pond-Grover Loop Road extension to head directly south to Route 100.

In addition to these quantifiable traffic flows that already exist within the neighborhood, it is anticipated that some additional trips would use the Pond-Grover Loop extension for local shopping activities. In particular, the introduction of a signalized access opposite Taylor Road would likely attract some shopping trips destined to the Town Center. It is estimated that approximately 20 peak hour trips would be added from these diversions.

In total, diversions from existing traffic within the area would be expected to add 90-115 peak period trips to the extension of Pond-Grover Loop Road. Based on existing hourly flows throughout the day, this would represent approximately 1,000 vehicles per day.

In addition to existing traffic diversions, traffic from the proposed Brightleaf subdivision would also use the new connection. The trip generation and directional distribution estimates in the traffic study for the Brightleaf subdivision were reviewed and it was determined that these estimates were reasonable. It is expected that approximately 20% of the proposed subdivision's traffic would use the Pond-Grover Loop Road extension to travel to/from the north on Route 109. This amounts to 20 to 30 vehicles using Pond-Grover Loop Road during the morning and afternoon peak hours to the south of Green Pines Drive, or approximately 360 vehicles per day.

To the north of Route 100, traffic generated by Brightleaf would be significantly higher. It is estimated that the new subdivision would add 110 to 140 vehicles per peak hour to the section of Pond-Grover Loop Road immediately north of Route 100, or approximately 1,620 vehicles per day.

In summary, based on *daily traffic estimates*, the following volumes would be expected to use Pond-Grover Loop Road if it is completed between Green Pines Drive and Route 100. The primary traffic diversions that would use the new roadway are shown graphically in **Exhibit 6**.

- 500 vpd diverted from Green Pines Drive
- 200 vpd diverted from trips currently heading west from Hickory Manor and Paradise Peak to instead head east on Pond-Grover towards Route 100
- 100 vpd diverted from Hickory Crest Drive heading west to instead head east on Pond-Grover towards Route 100
- 200 vpd diverted from Town Center trips
- 360 vpd from Brightleaf south of Green Pines and 1,620 vpd north of Route 100

In total, **the projected ADT utilizing Pond-Grover Loop Road upon its completion (and build-out of Brightleaf subdivision) would be approximately 1,360 vpd south of Green Pines Drive and 2,620 north of Route 100**. During peak periods, this amounts to approximately 140 and 260 vehicles per hour using Pond-Grover Loop Road south of Green Pines Drive and north of Route 100, respectively, or an average of 2-4 vehicles per minute.

Functional Classification & Recommended Design of Pond-Grover Loop Road

The Federal Highway Administration (FHWA) has published information regarding roadway functional classification concepts, criteria and procedures. This information outlines distinction between different functional classification categories. East-West Gateway uses these guidelines to determine functional classifications for the roadways in the Saint Louis region. In the study area, most roads are classified as local roads with West Glen Farms classified as a Major Collector, Route 109 as a Minor Arterial, and Route 100 as a Principal Arterial.

Urban Minor Collectors serve both land access and traffic circulation in lower density residential and commercial/industrial areas and help distribute trips between local roads and arterials. Typical ADT volumes on Urban Minor Collectors range from 1,100 to 6,300 vehicles.

Local Roads make up the majority of roadways accounting for approximately 70 percent of total roadway mileage over an entire regional system. Local Roads provide direct access to land, provide access to higher-level roadways and typically do not carry significant through traffic. Local Roads typically have ADT volumes of 80 to 700 vehicles.

Based on both the ADT estimates and the types of trips expected to utilize Pond-Grover Loop Road, it would likely function as a **residential Urban Minor Collector**. However, it would be at the low end of a collector street from a traffic volume perspective.

It is recommended that the roadway be designed with one lane in each direction and include traffic calming measures. The second phase of this study will evaluate the roadway design and consider approporiate traffic calming measures in detail.

The roundabout and cross-section with a landscaped median proposed for the section of the roadway within Brightleaf will also serve to calm traffic, resulting in slower speeds and less propensity to attract any cut-through traffic. It it anticipated that these and other treatments will be considered along both the existing and new sections of Pond-Grover Loop Road as the study process moves forward.

It is our understanding that pedestrian crossings of Pond-Grover Loop Road, if extended, are a concern, particularly as it relates to interaction with Green Pines Elementary and crossings at the intersection with Green Pines Drive. Based on the projected volumes, traffic activity on Pond-Grover Loop Road in this area will be similar to current traffic on Green Pines Drive, Forest Leaf Parkway and Fullerton Meadows Drive, and it is our understanding that pedestrian conflicts have not been a concern on those streets. That said, it will be important to properly design the intersection of Pond-Grover Loop Road and Green Pines Drive to safely accommodate pedestrian crossings in all directions. The introduction of a landscaped median and/or a potential roundabout would facilitate two-stage pedestrian crossings, which would greatly enhance pedestrian safety.

Finally, it is our understanding that a park is under development on the west side of Route 109 and will connect to Pond-Grover Loop Road. While some neighborhood residents would use Pond-Grover (with or without its full extension) to access the park, the completion of the roadway would not be expected to attract regional traffic destined to the park. As noted previously, the use of the Route 100/109 interchange would remain a substantially quicker path for those trips, and the park's completion would not be expected to significantly alter the traffic volumes using Pond-Grover Loop Road south of Green Pines Drive.

We trust that you will find this traffic study useful in evaluating the prudence of extending Pond-Grover Loop Road between Green Pines Drive and Brightleaf subdivision. Please do not hesitate to contact our office with any questions you may have regarding this material.

Sincerely,

Lochmueller Group, Inc.

Dustin B. Riechmann

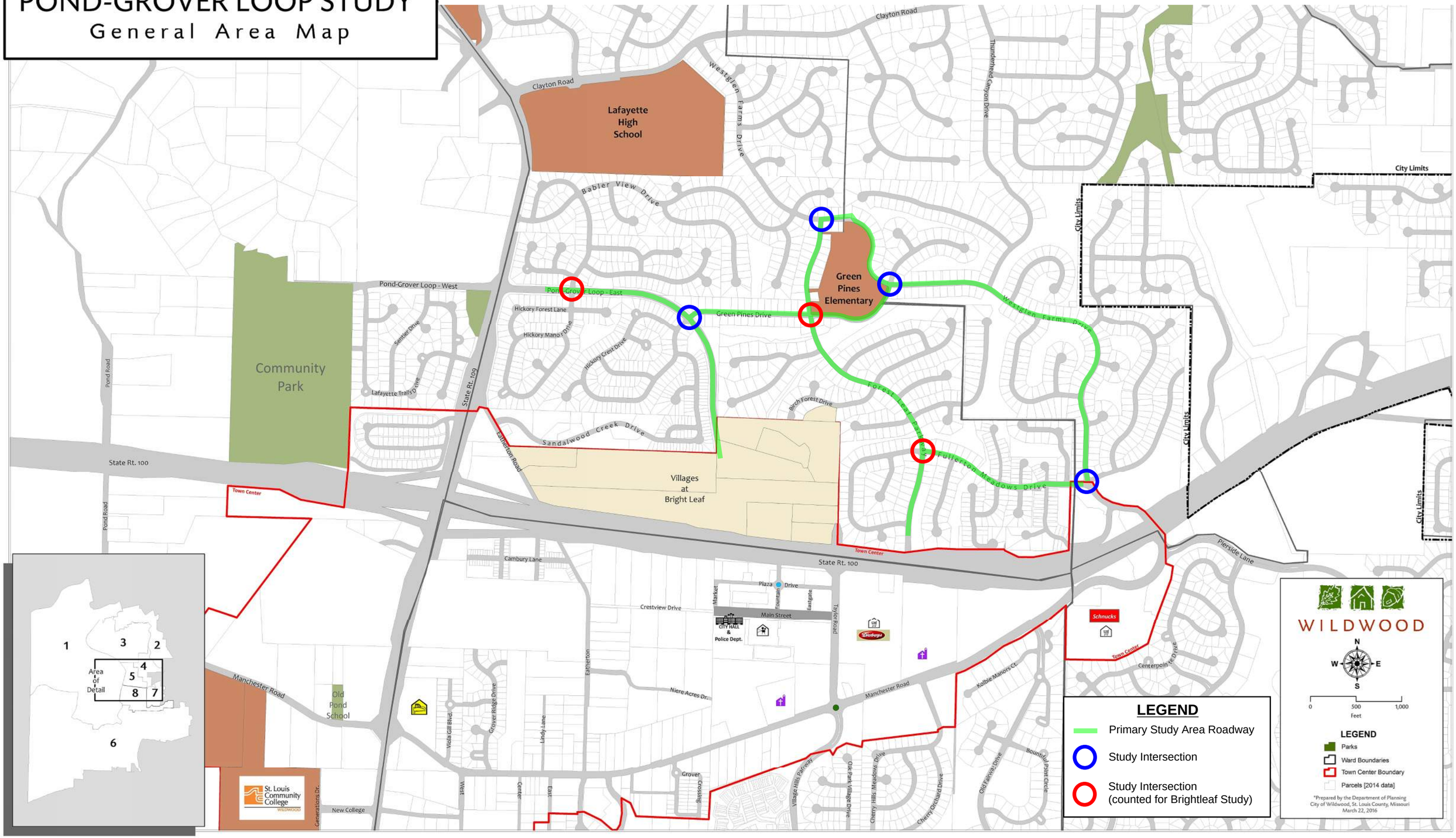
Dustin B. Riechmann, PE, PTOE
Traffic Engineering Manager

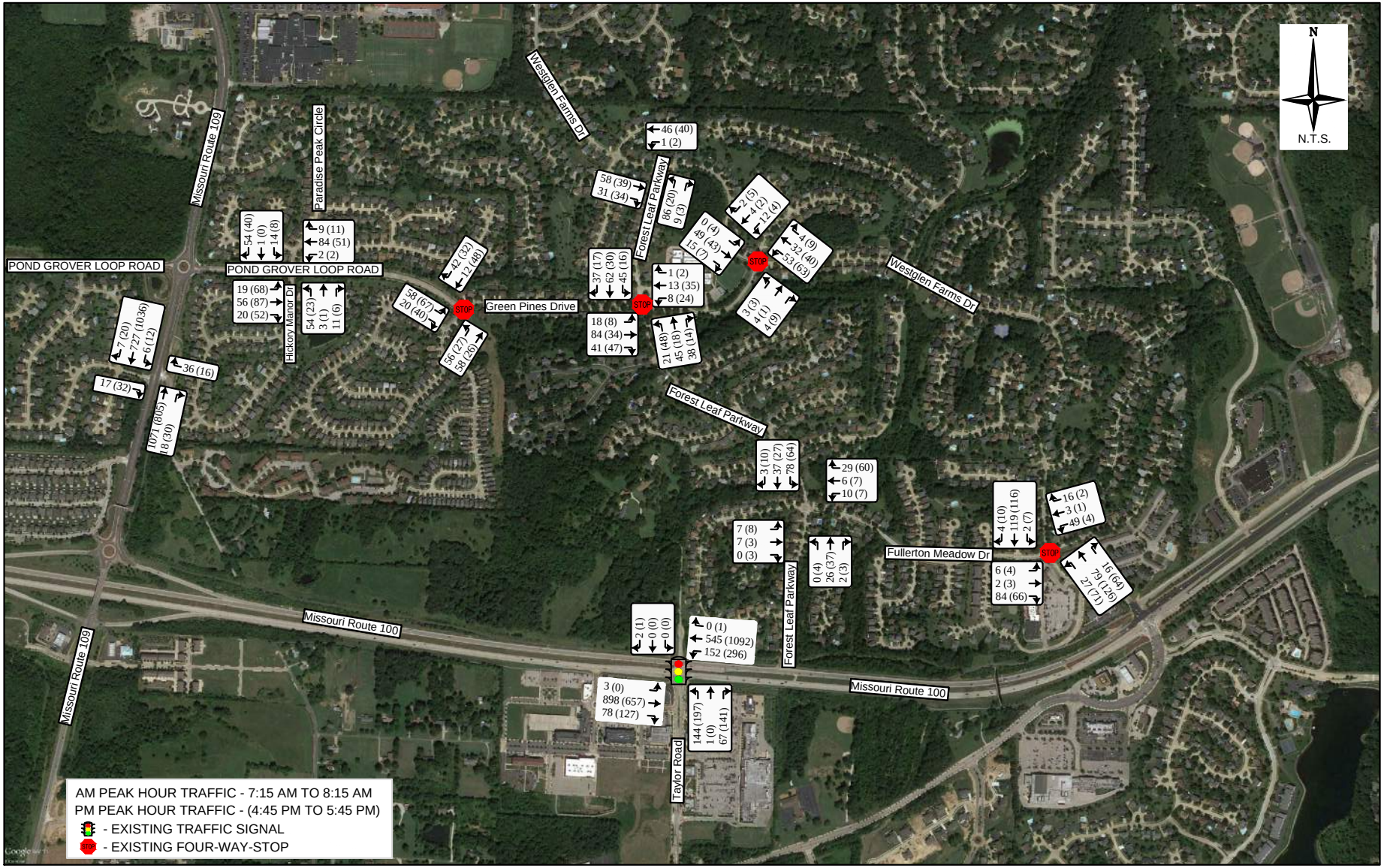
CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 1: STUDY AREA ROADWAYS AND INTERSECTIONS





LOCHMUELLER GROUP
411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3595

EXHIBIT 2: EXISTING PEAK HOUR TRAFFIC

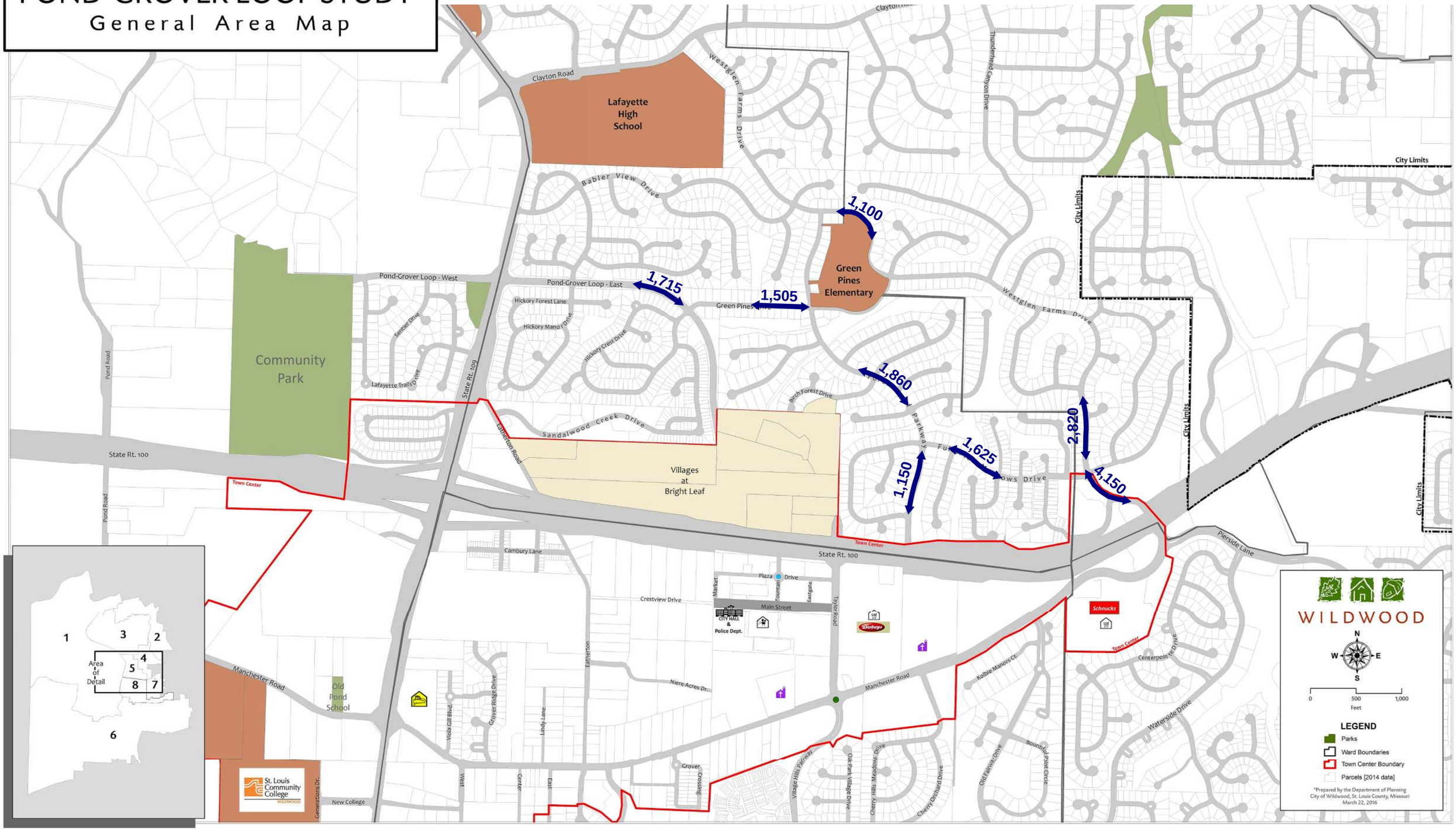
POND GROVER LOOP ROAD
WILDWOOD, MISSOURI
515-0145-OTE

CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 3: AVERAGE DAILY TRAFFIC (ADT) ON PRIMARY ROADWAYS

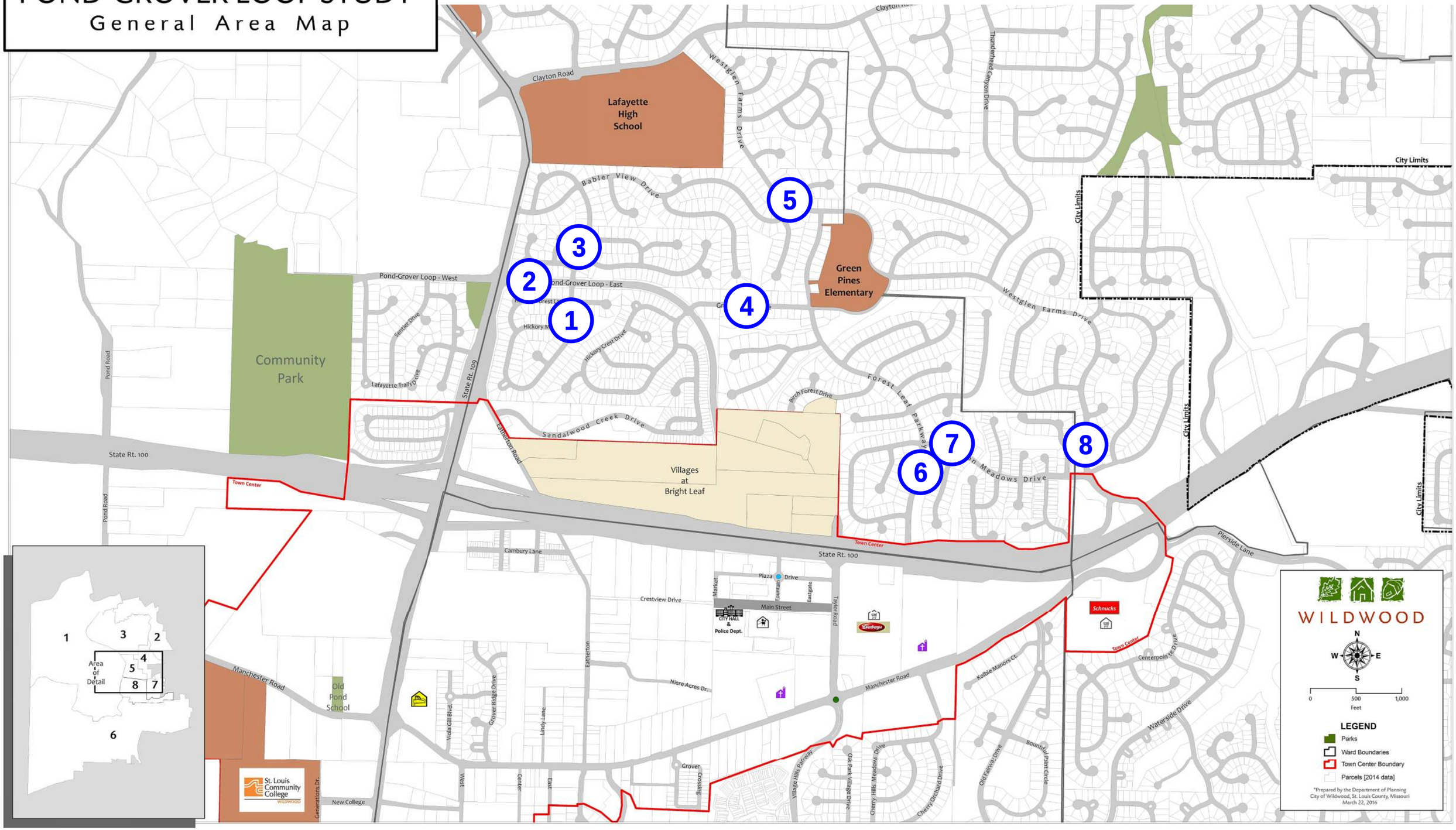


CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 4: ORIGIN-DESTINATION LOCATIONS

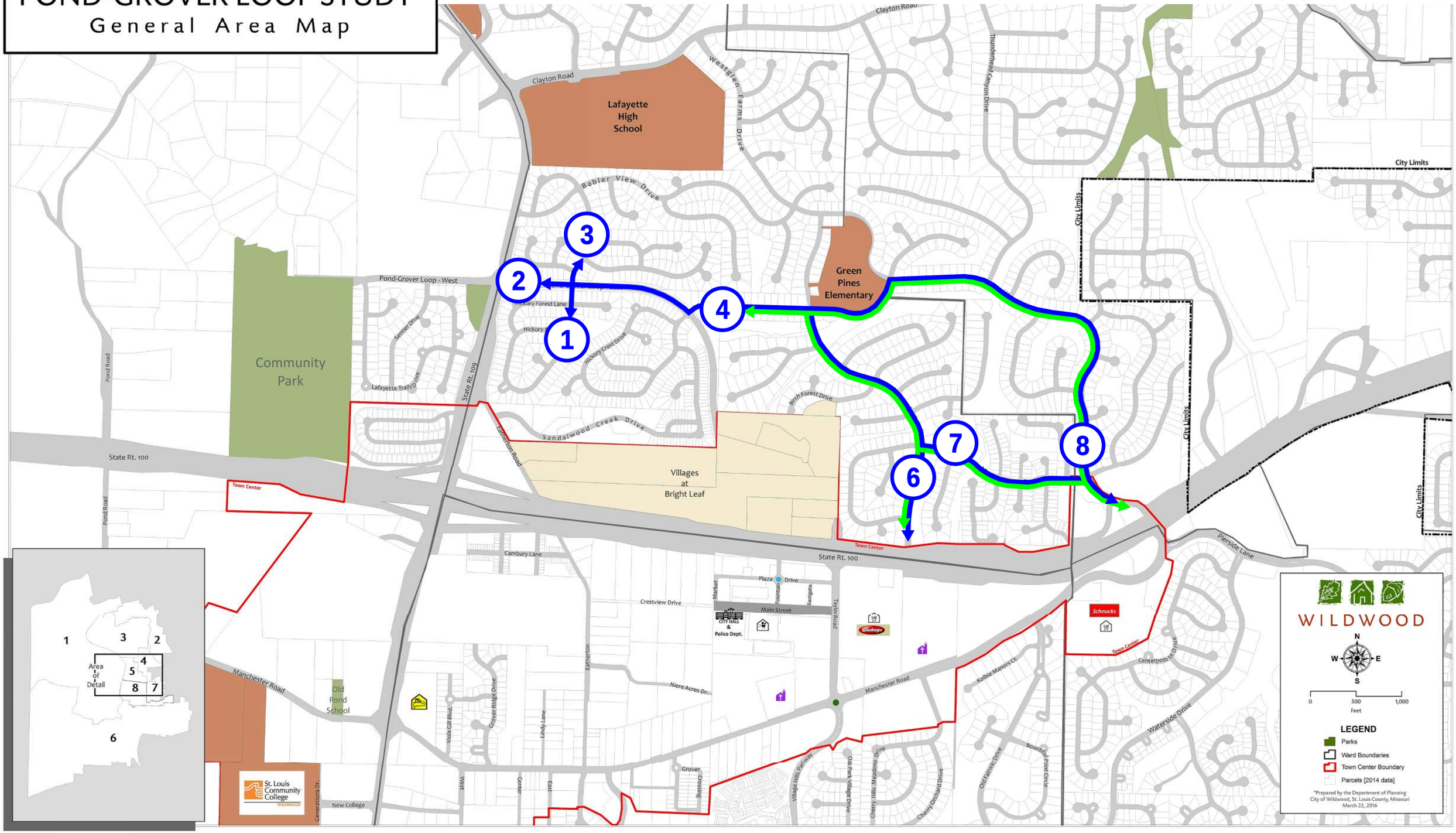


CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 5: KEY TRAVEL ROUTES BETWEEN ORIGIN-DESTINATION PAIRS

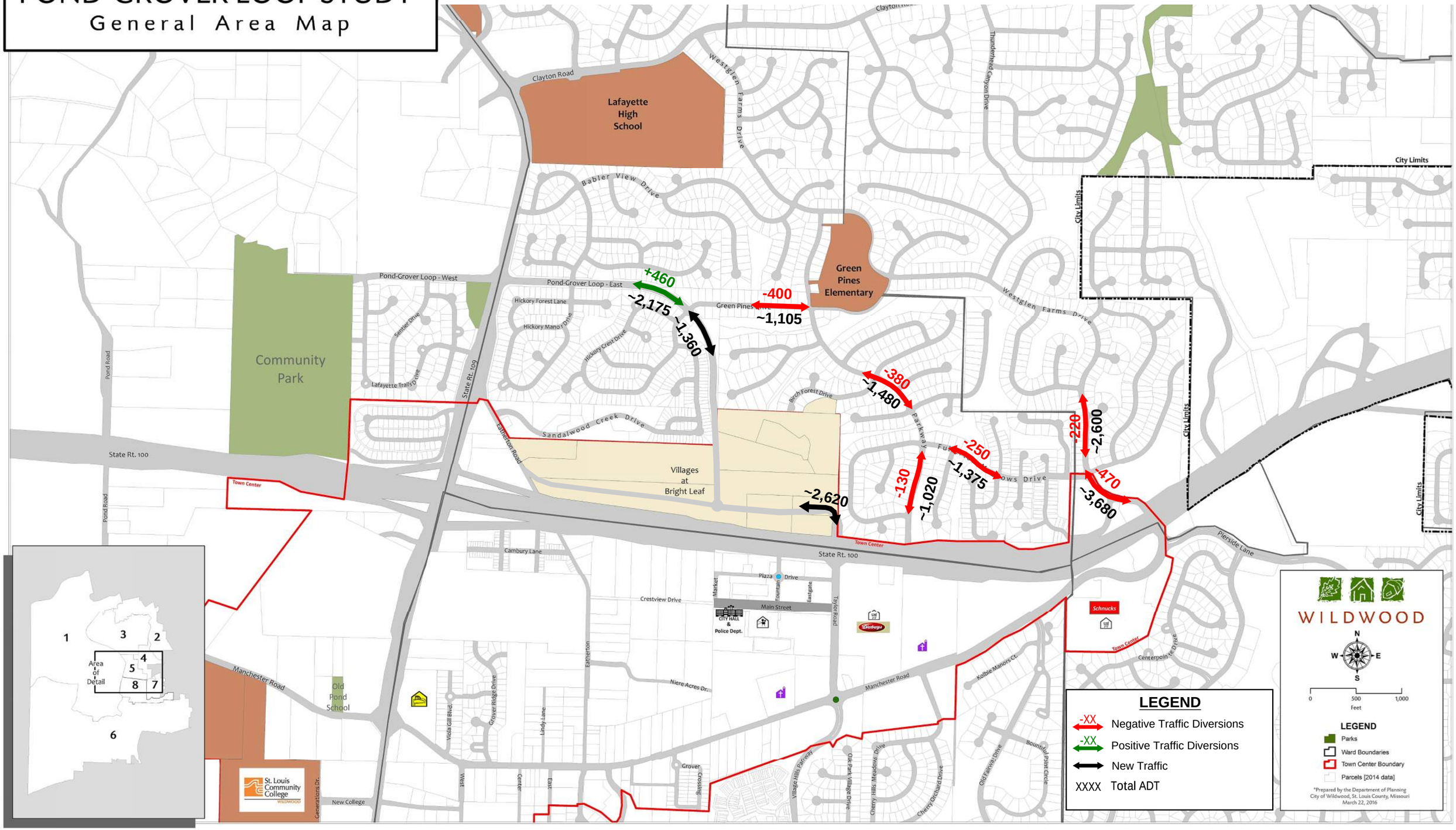


CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 6: PROJECTED DAILY TRAFFIC WITH POND-GROVER EXTENSION



WILDWOOD

Agenda
for the
POND-GROVER LOOP ROAD COMMITTEE
City Hall Council Chambers – 16860 Main Street
Tuesday, June 28, 2016
7:00 p.m. to 9:00 p.m.

Re: Presentation of Revised Traffic Analysis and Roadway Concepts by Lochmueller Group

I. Welcome to Group Members and Opening Comments by Chair Baugus

II. Approval of Minutes from the May 24, 2016 Meeting

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

a. Discussion on Revised Traffic Analysis by City of Wildwood/Lochmueller Group
b. Presentation of Potential Roadway Concepts
c. Review of Other Requested Items
    i. Information on Roadways Not Extended within Wildwood
    ii. List of Subdivisions where Secondary Emergency Access was Required
    iii. Questions & Answers from May 24, 2016 Committee Meeting
    iv. Document with Home Price Sales around the Pond-Grover Loop Road
    v. Aerial Map of Impacted Area, along with Sales Dates of Property
d. Comments and Questions from Committee Members

IV. Public Comments

V. Next Meeting Date of the Committee – July 26, 2016 – Tuesday (7:00 p.m.)

VI. Closing Remarks/Adjournment

Note: The Pond-Grover Loop Road Committee will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

POND-GROVER LOOP ROAD COMMITTEE

Record of Proceedings
City Hall Council Chambers – 16860 Main Street
Tuesday, June 28, 2016
7:00 p.m. to 9:00 p.m.

I. Welcome to Group Members and Opening Comments by Chair Baugus

Chair Baugus called the meeting to order at 7:00 p.m. and welcomed everyone in attendance. A roll call was conducted, with the following members in attendance: Christy Pitney, Paul Pohlers, Debbie Sinden, Ed Marshall (Council Member Ward 2), Joe Garritano (Council Member Ward 8), Jim Baugus (Council Member Ward 3), and Mayor Bowlin.

Other City Officials present: Debra Smith McCutchen (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. Approval of Minutes from the May 24, 2016 Meeting

A motion was made by Council Member Marshall, seconded by Committee Member Pitney, to approve the minutes from the May 24, 2016 meeting.

A voice vote was then taken on the motion and, with a unanimous affirmative result, it was declared approved and the minutes passed.

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

Director of Planning and Parks Vujnich apologized for the distribution of packet information in a sporadic manner, which is not normal protocol. He noted full packets are available at the table and, if none are available, a speaker's card can be provided to staff requesting one, which will be mailed tomorrow.

a. Discussion on Revised Traffic Analysis by City of Wildwood/Lochmueller Group

Dustin Riechmann of Lochmueller Group, provided a presentation on the revised traffic study. Most importantly, he noted there were no major changes to the study. The levels of service were added, since they had been questioned at the last meeting. As expected, levels of service were all favorable, since they are about intersection timing, not traffic volumes and diversion. Information from the Metro West Fire Marshal, regarding emergency service, was also added. This addition noted that eighty-three (83) seconds, in each direction, would be saved if Pond-Grover Loop Road (P-GL) is extended. A three (3) minute savings in total transport time would be made, which is significant, especially in case of stroke, heart attack, etc.

Fire Marshal Cook, from Metro West Fire Protection District, then spoke and noted an analysis was completed with the road extended and explained that, by using ArcGIS Software and Network Analysis to predict response times, the District determined that, with the P-GL extension eighty (80) to eighty-three (83) seconds would be saved in each direction, so just shy of three (3) minutes. Normal response time is 6 minutes, so eighty-three (83) seconds is a good percentage of that time. Anything relative to muscle injury, such as a heart attack and stroke, which quickly causes muscular damage, makes a significant difference, if they can get there faster. He noted the analysis was done using the concept plan, showing the P-GL road extension. The primary response, from the station at Manchester Road and State Route 109, wouldn't change times, but the analysis was done using secondary response locations, such as the Clayton Road House and the #5 House from the west, which both may use this route and see the time savings. The primary station at State Route 109 and Manchester Road runs at least twenty (20) calls a day and many times an ambulance is not there due to being in-service. The District is nationally accredited due in large part to response times, which are optimized because of good planning. The point isn't if the response time is good now, it's that with the P-GL extension added, the response could be better. The road extension is not essential at all times, but at the time of a heart attack, it is essential.

Questions to the Fire Marshal noted the following: if many roads were added, response times would improve; the need to review if the P-GL extension would result in an increase in ISO rating without further review; and the difference in response time with or without the road.

b. Presentation of Potential Roadway Concepts

Mr. Riechmann noted the potential roadway designs provided are concepts, not engineered plans, and a survey has not been completed. He then reviewed some options beginning at the northern end of the roadway at State Route 109. Modifications to the portion of the roadway that already exists would include the introduction of a median, with breaks for emergency access to pass, and a roundabout, at the intersection of Paradise Peak Circle and Green Pines Drive. The roundabouts provide a break point in the Pond-Grover Loop Road for safer pedestrian travel across the roadway. The south side of the roadway, in this design, includes a ten (10) foot wide multiple use trail. He also noted these changes could be done with or without the roadway extension.

He then outlined several alternatives for the area from Green Pines Drive to the northern limits of the Villages at Bright Leaf Subdivision. The first mirrored the changes to the existing length of roadway, with the landscaped median and trail. He noted a couple of areas that may require retaining walls. All of the concepts are designed within the existing seventy (70) foot right-of-way, none intrude into the common ground areas of nearby subdivisions.

Discussion then took place among the Committee Members and included the following: the multiple use trail, which would replace the existing sidewalk, but at a wider width; the fact that traffic impact does not require a roundabout at Paradise Peak Circle, but is still recommended for traffic calming, beautification, and increased pedestrian safety; the roundabouts' design, which could be contained within the existing right-of-way; the potential to increase the right-of-way at the southern portion to increase the bufferyard area; and the need to evaluate mature tree growth and the impact of any proposed clearing.

Dustin then reviewed the typical cross sections provided, beginning with the proposed changes to the existing length of road. He provided an overview of three (3) options for the extension, if approved.

Discussion was then held among the Committee Members and included the following: the varying width of the streets accessing the roundabout; no proposed changes to Green Pines Drive, but minor work at intersection within roundabout; the landscaped berms on the outside of the right-of-way and if they could be an effective way to reduce noise; the fact that berms are utilized frequently, as a noise barrier option, if the sizes are appropriate; the expensiveness of walls used, as sound barriers; the larger size of landscaping to be effective on traffic calming; the minimum width of road lanes for emergency purposes; the location of the closest driveway on Hickory Crest Drive and Green Pines Drive, which would operate in a similar fashion to how it works today, with the ability to ingress/egress not being changed by the proposed roundabout; the cost of each proposed roadway concept; the width required for a tree lawn, which varies from three (3) feet to five (5) feet, but the recommendation of five (5) feet as a minimum; the City's responsibility of maintenance of the berms, if they are in the right-of-way; the cost of the construction of the berms; the distance from the rear property lines to the proposed improvements; and the process pedestrians use to cross the street at a roundabout.

Mr. Riechmann noted the cost of the proposed roadway concepts as follows: First portion (existing): $1 million for 4,000 feet of roadway improvements; Second portion (new section) 2,400 feet: cost is $1-$1.2 million dollars. He also noted that variances to cost on the second portion due to different concept designs are minor.

Discussion was again held by the Committee Members and included the following: the cost of reconstruction of the existing portion of P-GL extension, without roundabouts, which Mr. Riechmann noted he was unsure, but he will determine and inform the Committee; the preferred width of Eatherton Road, once Villages at Bright Leaf is constructed, since improvements are only required of the developer along its frontage, but not the remaining part of the roadway; the cost to the City of widening Eatherton Road; the cost estimates on the reconstruction of the existing part of P-GL extension assumes retaining the existing roadbed; and the need to complete the improvements correctly, not just the cheapest.

c. Review of Other Requested Items

i. Information on Roadways Not Extended within Wildwood

Director of Planning Vujnich noted that development files over the last 20 years were reviewed to provide this list. Four (4) instances were noted and included the following roadways which were not extended as part of new development:

- Wynncrest Subdivision – stub street not extended from Brentmoor Place;
- Turnberry Subdivision – through street closed at Strecker Road;
- Villages of Bright Leaf Subdivision – stub street not extended from Evergreen Subdivision (Birch Forest Drive); and
- Homestead Estates Subdivision – stub street from Three Sisters Farm Subdivision not extended.

ii. List of Subdivisions where Secondary Emergency Access was Required

Director of Planning Vujnich noted a list was provided, sorted by each Fire Protection District, where secondary emergency access was required by the applicable Department. These examples included the following:

- Monarch Fire Protection District:
  - Wills Trace Subdivision
  - Wildhorse Subdivision
  - The Highlands at Wildhorse Subdivision
  - Shepard Oaks Subdivision
- Metro West Fire Protection District:
  - Villages at Bright Leaf Subdivision
- Eureka Fire Protection District:
  - None

iii. Questions & Answers from May 24, 2016 Committee Meeting

Director of Planning Vujnich noted that a list of questions that were raised at the previous meeting, and their subsequent answers, was provided in the packet. Most of these questions had been answered during the meeting, but the Department wanted to provide a corresponding document.

iv. Document with Home Price Sales around the Pond-Grover Loop Road

Director of Planning Vujnich noted a Committee Member had requested information on the impact of the P-GL extension on the sale prices of homes. Therefore, tables were provided in subdivisions adjacent to the roadway showing home sale prices near, and abutting to, the existing P-GL Road.

v. Aerial Map of Impacted Area, along with Sales Dates of Property

Director of Planning Vujnich noted a Committee Member had requested information on the sales data regarding date of home purchases backing to the right-of-way designated for the P-GL extension. This information was also included in the packet.

d. Comments and Questions from Committee Members

A question was posed regarding the size of lots, where secondary access was restricted. Department staff noted Shepard Oaks and Wills Trace Subdivisions were NU Non-Urban Residence District, three (3) acre density developments and two (2) others were approved by St. Louis County, but still at a lower density than the area of the Villages at Bright Leaf Subdivision.

A Committee Member noted that Lafayette Trails is not in Ward 5 and the home prices are not comparable, and, therefore, shouldn't have been used in the sales price analysis. They then questioned if there are studies where property owners back to green space that becomes a roadway, or a roadway is made busier, that provides what impacts those changes have on property values.

Council Member Garritano then showed some photographs and discussed the comparisons between the P-GL extension and Old Fairway Drive. The potential roadway designs for P-GL extension are comparable to Old Fairway Drive. Old Fairway Drive right-of-way varies between

sixty (60) and eighty (80) feet, with a ten (10) foot common ground on either side, not a twenty (20) foot common ground, like the P-GL extension area. He noted Old Fairway Drive generally has eighty (80) feet between property lines, while P-GL extension generally has one hundred ten (110) feet between property lines.

IV. Public Comments

Jane Finnegan, 2517 Rainforest Drive, noted it was her belief the Pond-Grover Loop Road cannot be compared to Old Fairway Drive, given the street was built before the houses were built and the lots are smaller around the Pond-Grover Loop Road Area. She then questioned if there were studies completed by the Fire Department on other areas where the streets were not extended. Finally, she noted that home value increases when they back to trees and she believes this roadway would damage the quality of life for those living around it.

Gary Schroeder, 16642 Evergreen Forest Drive, questioned if the trail option, instead of the road extension, was constructed, would the emergency vehicles accomplish the same time savings for Fire Department. He noted he believed the retaining wall proposed on the east side of the road would be a thirty (30) foot grade difference. He also noted he prefers a trail to be installed instead of the road and thinks the money should instead be spent on widening Eatherton Road. Finally, he asked if the Mayor's request for a ranking of importance on the road construction, between zero (0) and ten (10) was ever made and that he remembers Mr. Reichmann saying the road benefits nothing.

James Gardner, 16708 Hickory Crest Drive, noted it was his belief ISO insurance ratings for Fire Departments are out of date and that the cost analysis for the roadway options is premature and disingenuous. He stated he thought that Hickory Manor Subdivision does not have common ground on the southeast section and the roadway will be twenty-six (26) feet from a house. He also claimed the data on home sales does not reflect the impact of the road and the Committee has not yet addressed if the road is needed. Finally, he noted the Committee Chairman wrote a letter to the City Council in December stating the road should be extended, so he challenges the objectivity of the Committee and requests the Chair recuse himself.

Tammy Shea, wants it in the record the Fire Marshal said no comparative data was done on the existing road. She also noted it was her belief the relative impact on these lots is not comparable to Old Fairway Drive because these lots are smaller. She asked, why, if the roadway is needed, it wasn't made part of the Villages at Bright Leaf Subdivision and the developer required to pay for it.

Debra Smith McCutchen, 16548 Birch Forest Drive, Council Member Ward 5, sent comments via email that are attached to these minutes and made a part of the record. She noted there are three (3) access points to the Villages at Bright Leaf Subdivision, including the proposed trail access. She questioned if you can get the same emergency access time from a trail, why would you extend the road? She also asked why Windsor Crest Subdivision wasn't connected to Lafayette Trails, when it's a similar situation? She outlined that other streets have not been connected, and many subdivisions only have one (1) access point, these were noted in the Department's memorandum. She noted the majority of the homes in the area were purchased after 1996, and many were purchased as second or third owners, so they didn't know the road was going to be extended. Finally, she claimed this project cannot be compared to the Enclaves at Cherry Hills Subdivision because the cost of homes are very different.

Jane Simpson, 16000 Sandalwood Creek Drive, submitted a petition in opposition to the roadway that had been completed in the Fall and presented to the Planning and Zoning Commission. A copy of this petition is included with the minutes. She then noted that she bought her home in 1993 and was told the roadway would go in, but that it would be at a lower elevation and not in her backyard. Additionally, sound will be an issue, when grading occurs on the new subdivision.

Betsy Ragelis, 15960 Sandalwood Creek Drive, bought her home in 1998 and didn't know there would be a road going in, since she was told it was going to be green space. She noted that she cannot afford to sell her house for less than she believes it is worth, so she is opposed to the road extension.

Betsy Vanderheyden, 16560 Birch Forest Drive, noted her opinion the petitions submitted in support of the roadway extension were inaccurate and unfair. The petition in opposition of the roadway extension included over two hundred (200) signatures and was more factually accurate.

Michael Lee, 1652 Timber Hollow Drive, noted by his measurement it takes 2 minutes 53 seconds to get from the roundabout at Pond-Grover Loop Road and State Route 109 to the light at Taylor Road, and it takes 2 minutes 40 seconds to travel the same distance if the P-GL extension is completed. He believes the P-GL extension will be a cut-through street and shouldn't be extended.

Joyce Furmanek, 2405 Evergreen Forest Court, noted her opposition to the extension of the Pond-Grover Loop Road and questioned if the traffic in Cherry Hills got heavier when Old Fairway Drive was extended.

Susan Treiber, 15912 Sandalwood Creek Drive, noted that previously the Fire Department stated they would make it work, if the roadway was not extended, so she thinks a study should be done to see the Fire Department response times, as they exist today, and on a trail, and then the road being extended. She noted that berms are ineffective on sound, based on her evaluation of a home on Old State Road. She claimed the Committee hasn't done their job yet of determining if the road is necessary. She believes the Committee is not fairly seated, because it lacks any representation by a person who backs to the Pond-Grover Loop Road. She also believes Debbie Sinden and Paul Pohlers should step down from the Committee because they are not objective and stated their opinion, prior to the Committee hearing the facts and making a decision.

Denny Welker, 16903 Westridge Oaks Drive, submitted a Speaker's Card for his comments to be on the record, but did not wish to speak. His comments were: Why is the community still debating this issue? This road extension has been in the City's Transporation and Master Plans for over 20 years. All residents along the existing roadway have known its extension was planned and likely to happen. They can't claim ignorance or surprise at the extension. It's time for our elected officials to do the "right thing," not bend to the loudest voices. Three (3) minutes on emergency response time is critical.

Christine Walker, 16616 Green Pines Drive, submitted a Speaker's Card for her comments to be on the record, but did not wish to speak. Her comments were: After studying the traffic study from last meeting, I am happy and relieved there would be a significant reduction of traffic on my street Green Pines Drive – If – Pond-Grover Loop Road is extended. I would therefore like to see Pond-Grover Loop Road extended. Please consider the families of Green Pines. Furthermore, I like the idea of using calming effects on future traffic like the traffic circles.

Tim Gau, 2427 Forest Leaf Parkway, submitted a Speaker's Card for his comments to be on the record, but did not wish to speak. His comments were: Will a stop sign versus a roundabout be safer for walkers, especially kids who attend Green Pines Elementary? Which method slows down traffic more? He is for extending P-GL. People have known about it for a long time, but he is not for extending Birch Forest Drive. The reason is he believes this will increase school traffic on Forest Leaf Parkway, which is front yard traffic and doesn't have any where near the amount of space that P-GL extension has/will have. P-GL extension will help the Town Center, Birch Leaf kids to Green Pines, and help relieve Forest Leaf Parkway and Westglen Farms Drive, BUT extending Birch Forest Drive improves nothing. He noted there was a lot of negative comments from people along Sandalwood Creek Drive, saying they are the only ones effected but as the P-GL Study shows there will be less traffic for Westglen Farms and Forest Leaf Parkway. When he moved in 5-6 years ago, they were told of the possibility of the extension. His friends moved in to Winter Leaf area (who would be effected) in 2000 and were told about the P-GL extension.

V. Next Meeting Date of the Committee – Tuesday, July 26, 2016 at 7:00 p.m.

Next meeting will possibly include a Committee vote on a recommendation that will be forwarded to City Council thereafter.

VI. 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 Committee Member Pitney opposing, whereupon Chair Baugus declared the motion approved and the meeting adjourned at 9:38 p.m.

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, May 31, 2016 7:44 AM
To: Council Members; Kathy Arnett
Subject: FW: Comment regarding Pond-Grover Loop

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

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http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Sunday, May 29, 2016 10:02 AM
To: Laura Rechtin
Subject: Comment regarding Pond-Grover Loop

Please forward to council.

To
Debra McCutchen
May 24 at 4:53 PM

Hello Debra, and, others within Wildwood's government,

Again, I can not attend the meeting, due to commitments with our children. I have stated over, and, over again, that my husband, and, immediate neigbors are against PGL being extended through our backyards. I read the new study. It confirms to me that the PGL extension will affect our quality of life in our neighborhood. There will be thousands of cars traveling between our subdivision, and, Hickory Crest subdivisions along PGL.

This affects our quality of life, adding noise, and, pollution. It takes away a natural area within a densely populated area. Hence, removing the little bit of "wild" we have within our immediate area of Wildwood. That area serves a purpose for the numerous types of wildlife in our area. It is especially an essential area, with the natural creek running through. That creek needs the big hill extending up from Green Pines to remain a field, to absorb rain, and, slow run off. If that field is paved, the water will rush to the creek, and, risk flooding the back yards, and, potentially, the homes of the properties that abut the creek. I have seen the creek swell up to

our property line. I would not want an enclosed pipe system to be the solution, in order, to build this road.

I have suggested in the past, a park, a walking trail through that corridor, would be much more welcome by the residents in this area. The new subdivision that was approved, is in an undesirable location for homes, nested between highways. That property would have made a great recreation center area, with a pool, and, lodge, for hosting events, and, meetings, which could also contribute to revenue for the city.

Our new mayor, and, elected council members owe it to the residents of our community to uphold the bylaws, and, not go ahead with a development, that a minority wants, not a majority.

Sincerely,
Melissa & Paul Akkerman
2408 Evergreen Forest Ct.
Show original message

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, May 31, 2016 7:47 AM
To: Council Members; Kathy Arnett
Subject: FW: Citizen comment to forward to council

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Saturday, May 28, 2016 12:13 PM
To: Laura Rechtin
Subject: Citizen comment to forward to council

Ms. McCutchen,
Thank you for the information. My wife, Anita, and I, and our two children, would like to express how much we oppose the Pond-Grover Loop extension. We feel that it would be severely unfair to many of the families in the areas involved and afford little or no benefit.

I am sorry to say that we were unable to attend the meeting on May 24th due to a prior work related commitment.

Max Gillman

16635 Evergreen Forest Drive

Kathy Arnett

From: Laura Rechtin
Sent: Wednesday, June 29, 2016 12:53 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: Please forward to PGL Road Committee and Council

Council Member McCutchen has asked me to forward the following email.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Wednesday, June 29, 2016 11:53 AM
To: Laura Rechtin
Subject: Please forward to PGL Road Committee and Council

Ms. McCutchen,
Thank you for the information. My wife, Anita, and I, and our two children, would like to express how much we oppose the Pond-Grover Loop extension. We feel that it would be severely unfair to many of the families in the areas involved and afford little or no benefit.

I am sorry to say that we were unable to attend the meeting on May 24th due to a prior work related commitment.

Max Gillman

16635 Evergreen Forest Drive

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4/2

27 Households
35 Individuals

Wildwood Development Petition (Issue A)

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the planned western extension of Birch Forest Drive

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

3. Fully consult with affected residents on continued proposed plans for the target properties, including needed investigation of erosion containment and property buffers.

Properties	Name	Address	Signature	Petition
* 1	1. Betsy Vandeheyden	16560 Birch Forest Dr.	Betsy Vandeheyden	
2	2. Jay Ball	16632 Green Pines Dr	Jay Ball	
* 3	3. Kathleen Hager	2411 Winter Forest Ct	Kathleen Hager	
4	4. Christine Brown	16916 Hickory Way Ct	Christine Brown	
	5. KYLE Brown	16916 Hickory Way Ct		
* 5	6. Gary Cassell	16586 Birch Forest Dr.		
	7. Pam Cassell	16586 Birch Forest Dr.	Pamela Cassell	
* 6	8. BILL PECK	16591 BIRCH FOREST DR	Bill Peck	
* 7	9. STEPHANIE THOMAS	16578 Birch Forest Dr	Stephanie Thomas	
* 8	10. CHERYL HOUSTON	16583 BIRCH FOREST Dr	Cheryl Houston	
* 9	11. Dawn Devia	2403 Winter Forest		
* 10	12. James H Sanders	16556 Birch Forest		
	13. Patricia A Sanders	16556 Birch Forest Dr.	Patricia A Sanders	
* 11	14. Kathy Grismon	16567 Birch Forest Dr	Kathy Grismon	
* 12	15. David Thompson	16571 Birch Forest Dr	David Thompson	
	16. Linda Thompson	16571 Birch Forest Dr.	Linda Thompson	
* 13	17. BILL KYLE	2402 Winter Forest Ct	William Kyle	
* 14	18. Roger Pierson	16587 Birch Forest Dr	Roger Pierson	

Prior Page

	Name	Address	Signature
	19 Dawn Pierson	16587 Birch Forest Dr	Dawn Pierson
15 *	20 Cindy Deppeler	16592 Birch Forest	
	21 Kristin Thomas	16592 Birch Forest	
16 *	22 Scott Johnson	2407 Winter Forest CT	
	23 Amy Johnson	2407 Winter Forest Ct	Amy Johnson
17 *	24 Debra Smith McClellan	16548 Birch Forest	
18 *	25 Ken Boyer	16595 Birch Forest	
19 *	26 Grace Tarr	16575 Birch Forest	
	27 Michael Tarr	"	
20	28 Mary C Sekar	2449 Forest Leaf Pkwy	Mary C Sekar
21	29 Tyler Thomas	16578 Birch Forest Dr	
22	30 Brian Vanderheyden	16560 Birch Forest Dr	Brian Vanderheyden
23 -	31 Kim Yoon	16552 Birch Forest Dr	
24 -	32 Nancy Davis	16555 Birch Forest	
25 -	33 Tammy Schaumberg	16544 Birch Forest	Tammy Schaumberg
26 -	34 Julie Ring	16559 Birch Forest	
27 *	35 Linda Hoff	2406 Winter Forest	Linda Hoff
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. ERIC PETRUSKA	16943 Hickory Crest Dr	
(1)	2. SARAH PETRUSKA	16943 Hickory Crest Dr	
(2)	3. Stephen Larson	16719 Hickory Crest Dr	
(2)	4. Shelley Larson	16719 Hickory Crest Dr	
(3)	5. Trish Parenti	16732 Hickory Crest Dr	
(3)	6. Dan Parenti	16732 Hickory Crest Dr	
(4)	7. ROGER JOHNS	16727 HICKORY CREST DR	
(4)	8. Jaclyn Gallagher	16724 Hickory Crest	
(5)	9. Catherine Johns	16727 Hickory Crest Dr	
(6)	10. STEPHEN S MARTIN	16934 HICKORY CREST DR	
(7)	11. Svetlana	16935 Hickory Crest Dr	
(8)	12. Jeremiah Kirby	16004 Sandalwood Creek	
(8)	13. Courtney Kirby	16004 Sandalwood Creek	
(9)	14. Ami Pavich	16931 Hickory Forest Ln	
(10)	15. Shelly Zeid	16903 Hickory Forest Ln	
(11)	16. Megan Campbell	16920 Hickory Forest Ln	
(12)	17. Lori Mahone	16915 Hickory Forest Ln	
(13)	18. Gayathri Reddy	16828 Hickory Crest Dr	

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2/20

Wildwood Development Petition

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2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. Stephanie Girard	16894 Hickory Crest	
(2)	2. Brad Sage	16936 Kingstowne Blvd Dr	
(3)	3. Russell Roth	16928 Kingstowne Pl. Dr	Russell Roth
(3)	4. Linda Roth	16928 Kingstowne Pl. Dr.	Linda Roth
(4)	5. Poorgum	16920 Kingstowne	
(5)	6. Deborah Abbenhaus	16916 Kingstowne Place Pl Dr	Deborah Abbenhaus
(5)	7. Daniel Abbenhaus	" "	Daniel Abbenhaus
(6)	8. Joseph C. King	16912 Kingstowne Place Dr.	Joseph C King
(7)	9. LINDA HERZIG	2408 Hickory Manor	Linda Herzig
(8)	10. DONNA RIEHLMAN	2420 Hickory Manor	Donna Riehlman
	11. LINDA STEFFEN	2420 Hollister Knight	Linda Steffen
(9)	12. Pat Belmont	2624 Grover Crossing	Pat Belmont
(10)	13. Stacey Belmont	16754 Kingstowne E-St Dr	Stacey Belmont
(11)	14. Wendell Allen	16817 Kingstowne E-St Dr	Wendell Allen
	15. BRENT SHAW	16802 KINGSTOWNE EST. DR.	
(12)	16. Michael Thompson	2315 Kingstowne Way Ct	
(12)	17. Leslie Thompson	2315 Kingstowne Way	Leslie Thompson
(13)	18. Gabriela Trujano	17 Hickory Forest	

Ward 4

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3/20

Wildwood Development Petition

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2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. [illegible]	16748 Hickory Crest Dr	
(2)	2. Kelly Swisher	16754 Hickory Meadow Ct	Kelly Swisher
(3)	3. Michael Brown	15940 Sandalwood Ct	
(4)	4. Nadine Todd	16028 Sandalwood Ct. Dr.	
(5)	5. Pam Theodore	16068 Sandalwood Ct. Dr.	P Theodore
(10)	6. Kevin Cashley	16048 Sandlwood	
(7)	7. Matt Colombo	16044 Sandalwood Creek	Matthew Co
(8)	8. Sheryl Starck	2349 Hunters Crest	Sheryl Starck
(9)	9. Lynette Cash	2329 Hunters Crest Dr.	
(10)	10. Angela Mitchell	2340 Hunters Crest Dr	
(11)	11. Renee Cheeves	2344 Hunters Crest	Renee Cheeves
	12. Jeffrey Cheeves	" " "	
(12)	13. Patrick McGuirk	16020 Sandalwood Creek	
(13)	14. Carolyn Sebek	16736 Hickory Crest	Carolyn Sebek
	15. Brian Sebek	" " "	
(14)	16. Joyce Sutter	15975 Sandalwood Creek Dr	Joyce A Sutter
(15)	17. Kathryn Buselaki	15971 Sandalwood Creek Dr.	
	18. John Buselaki	15971 Sandalwood Creek Dr.	

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4/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
1	1. [illegible]	15959 Sandalwood	[illegible]
2	2. Tahira Akin	16907 Hickory Meadows	
3	3. Candace Kent	16719 Hickory Meadows	Candace Kent
3	4. Sean Kent	16719 Hickory Meadows	
4	5. Julia Buehler	16760 Hickory Meadows Ct	Julia Buehler
	6. Jacob Dever	16760 Hickory Meadows	
5	7. Virginia Chapman	15928 Sandalwood Overlook	Virginia Chapman
5	8. Ray Chapman	15928 Sandalwood Overlook	Ray Chapman
6	9. Susan Maddaus	16713 Hickory Meadows Ct	Susan Maddaus
7	10. Sandra McMillen	16940 Hickory Crest Dr	
8 Eric Carter	11. ~~Cheryl Donaldson~~	16932 Hickory Crest Dr	Cheryl Donaldson
9	12. Michael R. Phelan	16959 Hickory Forest Ln	Michael R. Phelan
10	13. Stephanie Kain	16963 Hickory Forest Ln	Stephanie Kain
	14. Shirley Kain	16963 Hickory Forest	Shirley Kain
11	15. Allison Rhett Travis	16971 Hickory Forest Ln	Allison Rhett Travis
12 Kevin P. Gregory	16. Kevin P Gregory	16923 Hickory Forest Ln	Kevin P Gregory
	17. Laura Gregory	16923 Hickory Forest Ln	Laura Gregory
13	18. Jane Griffin	2344 Hunters Crest Dr	Jane Griffin
14	19. [illegible]	15958 Sandalwood Ln	
	20. Lisa Rehkamp	11 11	Lisa Rehkamp

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Ward 5

5/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. Gregory Beile	15963 Sandalwood Ct.	
(2)	2. Betsy Rogelis	15960 Sandalwood Ct.	
(3)	3. J. D. Nolan	15976 Sandalwood Ct.	
(4)	4. John Young	15959 Sandalwood Court	
(5)	5. Whitney Watkins	16756 Kingstowne Estates	
(6)	6. Brent Hance	2356 Paradise Peak Ct	
(7)	7. Gerald C Young	16900 Kingstowne Pl Dr	
(8)	8. [illegible]	16738 Kingstowne Ct.	
(9)	9. Paul Hadfield	1 Kingstowne Estates Ct.	
(10)	10. Ramya Natarajan.	16751 Kingstowne Est. Dr.	
(11)	11. Eric Bruggeman	15944 Sandalwood Creek	
(12)	12. Kerri Kime	16063 Sandalwood Crest	
(13)	13. Courtney Hudspeth	16155 Hickory Meadows	
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6/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. Nick Gochnow	15988 Sandalwood Creek Dr	
2.	16052 Sandalwood	
3. Jesse Deleike	16056 Sandalwood	
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

East Side of Birch Forest

	Name	Address	Signature
1	1. Chris McCoy	16532 Birch Forest	Chris McCoy
2	2. Pam McGowan	16526 Birch Forest	Pam McGowan
3	3. Rich Fuller	16516 Birch Forest	Rich D. Fuller
4	4. Peggy Fuller	16516 Birch Forest	Peggy Fuller
5	5. Christina Berwin	16512 Birch Forest	Christina Berwin
6	6. Michael Berwin	16512 Birch Forest	Michael Berwin
7	7. Daniel Tankersley	16500 Birch Forest	Daniel Tankersley
8	8. Lindsey Klump	16484 Birch Forest	Lindsey Klump
9	9. William Hayden	16472 Birch Forest Dr	William Hayden
10	10. EARL HA~~YDEN~~	~~16558 Birch Forest Dr~~ 16464 Birch Forest Dr	Earl Hayden
11	11. Emma Geysbers	16454 Birch Forest Dr East	Emma Geysbers
12	12. Sheila Moore	16515 Birch Forest Dr. E	Sheila M. Moore
13	13. DAVE PALMER	16519 BIRCH FOREST DRIVE	Dave Palmer
14	14. Lesli Corder	16519 Birch Forest Dr	Lesli Corder
15	15. SHARI BOLLMAN	16523 BIRCH FOREST DR.	Shari Bollman
16	16. ROBERT L. MAESSEN	16531 BIRCH FOREST DR.	Robert L. Maessen
17	17. Cynthia L. Maessen	16531 Birch Forest Dr.	Cynthia L Maessen
18	18. Becky Scott	16532 Birch Forest Dr.	Becky Scott

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8/20

Name	Address	Signature
(1) Sue Pratt	16535 Birch Forest Dr 63011	Sue Pratt
(1) Gary Pratt	16535 Birch Forest Dr 63011	Gary D Pratt

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9/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. June Breen	16603 Evergreen Forest Dr.	June Breen
2. William Turner	2932 Evergreen Frst Ct	William Turner
3. Sarah Moran	16615 Evergreen Frst	Sarah Moran
4. Nancy Ade	16623 Evergreen Forest	
5. VISHNU MUDDU	16627 Evergreen Forest	
6. Shirisha Pollapalli	16627 Evergreen forest	
7. Gary Schroeder	16642 Evergreen Forest	
8. Marianne Tow	16626 Evergreen Forest Dr.	
9. Earl Tow	16626 Evergreen Forest Dr.	
10. Tim Hinderliter	16622 Evergreen Forest Dr.	
11. Jim Haran	2445 Forest Leaf Ct	
12. Kristen Gau	2427 Forest Leaf Ct	
13. Diane Huck	16608 Green Pines	
14. Kent Fenson	16648 Green Pines	
15. Rob Burnet	16649 Green Pines Dr	
16. Bill Watkins	16645 " "	
17 Carrie Pessano	16629 Green Pines	Carrie Pessano
18. Steve Webb	16601 Green Pines	

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(40)/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. Wanda Hults	15936 Sandalwood Cr Dr	Wanda Hults
(2)	2. Ramin Haghseta	15932 Sandalwood Cr. Dr.	
(3)	3. Nikolinn Kostadinova	15924 Sandalwood Creek Dr	
(3)	4. Plamen Kostadinov	15924 Sandalwood Cr. Dr.	
(4)	5. Mary Helmsing	15916 Sandalwood Creek Dr	Mary Helmsing
(5)	6. Stacey Beetle	15908 Sandalwood Cr Dr	
(6)	7. Jessica Kirsten	15904 Sandalwood Creek Dr	
(6)	8. Brian Kirsten	15904 Sandalwood Creek	
(7)	9. Faranak Shadmani	15932 Sandalwood Creek Dr.	
(8)	10. Linda Jasper	15944 Sandalwood Creek Dr.	Linda Jasper
(9)	11. Kim Amin	15920 Sandalwood Creek	
(10)	12. Keith Carlson	16704 Hickory Crest Dr.	
(10)	13. Vickie Carlson	16704 Hickory Crest	
(11)	14. Juan Husic	16700 Hickory Crest	
(12)	15. James Cunningham	16660 Green Pines	
(13)	16. James F. Gardner	16708 Hickory Crest Dr	
(13)	17. Betty J Gardner	16708 Hickory Crest Dr	
(14)	18. Susan Treider	15912 Sandalwood Crk Dr.	

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11/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. Melanie Stilson	15948 Sandalwood Creek	Melanie Stilson
2. Bob Gibson	15956 Sandalwood Creek	Bob Gibson
3. Joanna Gibson	15956 Sandalwood Ck	Joanna Gibson
4. Scott Richmond	15964 Sandalwood Creek	Scott Richmond
5. Aaron Todd	16028 Sandalwood Ca Ct	Aaron V. Todd
6. Lisa Ruckman	15984 Sandalwood Cek Ct	Lisa Ruckman
7. James Hubert	15972 Sandalwood	James Hubert
8. Janice Hubert	15972 Sandalwood	Janice Hubert
9. Jennifer Schwentker	15976 Sandalwood	Jennifer Schwentker
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. Christina M. Pitney	16919 Hickory Crest Dr.	Christina M. Pitney
(2)	2. Jennifer Reed	16893 Hickory Crest Dr	Reed
(2)	3. Scott Reed	16893 Hickory Crest Dr.	
(3)	4. Lisa Hollander	16889 Hickory Crest	
(4)	5. Judith JACKSON	16920 Hickory Crest Dr	
(1) Above	6. Paul T. Pitney	16919 Hickory Crest Dr.	Paul T. Pitney
(5)	7. Paula Clark	16916 Hickory Crest Dr	Paula Clark
(6)	8. KEVIN ROLLINS	1690 Hickory Crest Court	
(7)	9. STEVE HOLLANDER	16889 Hickory Crest Dr. 63011	
(8)	10. Cheryl Donaldson	16932 HICKORY CREST DR.	Donaldson
(9)	11. Astrid Mares	16870 Hickory Crest Dr	
(10)	12. Marcia Prinzivalli	16770 Bobler View Dr	Marcia Prinzivalli
(11)	13. Sarah McGinnis	2485 Hickory Manor Dr.	Sarah McGinnis
(12)	14. Melissa Lake	16809 Hickory Crest Dr.	
(13)	15. Becky Bievenue	16419 Green Pines Drive	
(14)	16. Dominique Dolly	16457 Green Pines Dr	
13 Above	17. Jeff Bievenue	16419 Green Pines Dr	
(15)	18. Andrea Darmon	16936 Hickory Crest Dr.	

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13/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. Dave Dorman	16936 Hickory Crest Dr.	
(2)	2. Jill Martin	16720 Hickory Crest Dr.	Jill Martin
(3)	3. Amy Flexsenhar	2332 Wisichus Terrace	
(4)	4. Danielle Foster	2520 Winter Leaf Ct	
(5)	5. JANICE PERINO	16947 Hickory Forest Ln.	
	6. TOM PERINO	16947 HICKORY FOREST LN	
(6)	7. DAWN NORTO	16935 Hickory forest Ln	
(7)	8. Michelle Cronin	16950 Hickory Forest	
(8)	9. Lisa Beek	16955 Hickory Forest	
	10. Rick Beek	16955 Hickory Ford	
(9)	11. Cheryl White	2544 Hickory Manor Dr	
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(14)/20

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
(1)	1. CHARLES R. FELLOWS	16928 HICKORY CREST, DR. WILDWOOD 63011	
(2)	2.		
(2)	3. Lisa Friebel	16924 Hickory Crest	L Friebel
(3)	4. Mark Nichols	16927 Hickory Crest Dr	Mark Nichols
(3)	5. Sara Nichols	16927 Hickory Crest Dr.	Sara Nichols
(4)	6. Nikki Fuhrmann	27 Hickory Valley	Nikki Fuhrmann
(4)	7. Jim Fuhrmann JR	27 Hickory Valley Ct	
(5)	8. Patty Schneider	8 Hickory Valley Ct	Patty Schneider
(5)	9. John Schneider	8 Hickory Valley Ct	John Schneider
(6)	10. Mary Judith Delaney	16900 Hickory Crest Dr	Mary Judith Delaney
(6)	11. Timothy P. Delaney	16900 Hickory Crest Dr.	
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. Paul D. Ackerman	2408 Evergreen Forest Ct	
2. Jeff Schlote	2404 Evergreen Forest Ct	
3. Brittney Friedman	2404 Evergreen Forest Ct	
4. Tyler Schlote	2404 Evergreen Forest Ct	
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. JEFFERY A. WARNER	2413 EVERGREEN FOREST CT.	
2. Amanda L Warner	2413 Evergreen Forest Ct.	
3. CARRIE L. MEYER	2421 EVERGREEN FOREST CT.	
4. Brian Meyer	2421 Evergreen Forest Ct.	
5. Judith A. Lybarger	2795 Autumn Run ct.	
6. Brent Green	2424 Evergreen Forest Ct.	
7. Melissa Ann Mar	2408 Evergreen Forest	
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

	Name	Address	Signature
1	1. Jen Wood	16456 Centerpointe Dr	Jen Wood
2	2. Jerri Wesoman	1419 Wild Forest Dr	Jerri Wesoman
3	3. Lindsey Klump	16484 Birch Forest	Lindsey Klump
4	4. Tracy Clark	18630 Babler Meadows Dr.	Tracy Clark
5	5. Schatzy Clark	2412 Coronado Dr.	S. Clark
6	6. Beth Robbe	16957 Kingstown	Beth Robbe
7	7. Kim Bayette	11820 Sunset Circle Dr	Kim Bayette
8	8. Allison Wrightson	1316 Westhampton Woods Ct.	
9	9. Cindy Breece	4986 Terrington Dr	Cindy Breece
10	10. Neil Fuhrman	27 Hickory Valley Ct	
11	11. Debbie Boucher	17229 Lafayette Trails	Debbie Boucher
12	12. Barbara Bloomrosen	334 Copper Lakes	Barbara Bloomrosen
13	13. Lynne Hummel	16314 Champion Dr	Lynne Hummel
14	14. Laura Rosenberg	23 Heather Hill Ln.	Laura Rosenberg
15	15. Nanci Hoff	1264 Clarkson Ct	Nanci Hoff
16	16. Rachel Sedlacek	212 Wyndtrace Ct.	Rachel Sedlacek
17	17. Stacey Peterson	14722 Mill Springs Dr	Stacy Peterson
18	18. Lisa moore	13159 Westhampton Woods	Lisa moore

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Outside of Ward 5

(18/20)

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. Evelyn Dick	1424 Westhampton View Ln	Evelyn Dick
2. Laura Deister	16512 Centerpointe Dr.	Laura A. Deister
3. Kaitlyn Deister	16512 Centerpointe Dr.	Kaitlyn Deister
4. Tim Kenny	17166 Lafayette Trails Ct	
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Ward 5

(19)

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. Sean Graham	16861 Hickory Trails Lane	
2. Theresa Swoboda	16858 Hickory Trails Ln	Theresa Swoboda
3. Matt Swoboda	16858 Hickory Trails Ln	
4. Thomas Swoboda	16858 Hickory Trails Ln	
5. Tom Swoboda	16858 Hickory Trails Ln	
6. Ellie Swoboda	16858 Hickory Trails Ln	Eleanore Swoboda
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. Tina D'Andrea	2513 Rain Forest	Tina D'Andrea
2. Jim Reinsberg	16522 Rain Forest Dr	
3. BRENDA FINCH	2537 Rain Forest	Brenda Finch
4. STEPHEN FINCH	2537 Rain Forest	
5. Peter Sickinger	2521 Rainforest Dr	
6. Chris Reinsberg	2516 Rain Forest Dr.	C Reinsberg
7. Shirley Roberts	21016 Sandalwood Ct	Shirley Roberts
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P&Z 10/5/16

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the proposed extension of Pond-Grover Loop to Highway 100.

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

Name	Address	Signature
1. ERIC PETRUSKA	16943 Hickory Crest Dr.	
2. SARAH PETRUSKA	16943 Hickory Crest Dr.	
3. Stephen Larson	16719 Hickory Crest Dr	
4. Shelley Larson	16719 Hickory Crest Dr	
5. Trish Parenti	16732 Hickory Crest Dr	
6. Dan Parenti	16732 Hickory Crest Dr	
7. ROGER JOHNS	16727 HICKORY CREST DR	
8. Jaclyn Gallagher	16724 Hickory Crest	
9. Catherine Johns	16727 Hickory Crest Dr	
10. STEPHEN S MARTIN	16934 HICKORY CREST DR	
11. Svetlana	16935 Hickory Crest Dr	
12. Jeramiel Kirby	16004 Sandalwood Creek	
13. Courney Kirby	16004 Sandalwood Creek	
14. Asmi Parikh	16931 Hickory Forest Ln	
15. Shelly Zeid	16903 Hickory Forest Ln	
16. Meghan Campbell	16920 Hickory Forest Ln	
17. Lory Mahone	16915 Hickory Forest Ln	
18. Gayathri Reddy	16828 Hickory Crest Dr	

P & Z 9/8/15

PETITION

We, the undersigned, homeowners and residents of Ward 5 are in favor of the Pond-Grover Loop expansion to Highway 100 and the currently proposed development of the Villages of Bright Leaf for the following reasons:

- The road improvement and access to the development will decrease traffic on Green Pines Drive, Forest Leaf Parkway, and Fullerton Meadows and provide independent entry to the proposed new development.

- The expansion of the Pond-Grover Loop would increase access for emergency vehicles.

- The Pond-Grover Loop was designed to extend to Highway 100 and this is a good opportunity to have it completed by a developer

- From the master plan: Town Center Street Network Plan, the following additional street considerations are incorporated in the Street Network Map: Pond-Grover Loop Road - extend existing street to the south and east to connect with Taylor Road.

- The home sizes and values of the proposed homes are compatible to the homes in the surrounding communities. The aesthetics of the proposed homes are cognizant of the existing character of the area.

Signature X Debbie Linden

Address 2426 Forest Leaf Pkwy

Email _____

P & Z 9/8/15

Wildwood Development Petition (Issue A)

We, the undersigned, residents of Wildwood, MO, are requesting the following amendments to the Fischer and Frichtel proposed site development plan for the Jones and Strain property:

1. Remove the planned western extension of Birch Forest Drive

2. Investigate the alternative development of trail corridor access from Birch Forest Drive to include a pocket park at the terminus of Pond Grover Loop. This would include connecting trails from new park trail to current trail on Highway 100.

3. Fully consult with affected residents on continued proposed plans for the target properties, including needed investigation of erosion containment and property buffers.

Name	Address	Signature
1. Betsy Vandegheyden	16560 Birch Forest Dr.	Betsy Vandegheyden
2. Jay Ball	16632 Green Pines Dr	Jay Ball
3. Kathleen Hager	2411 Winter Forest Ct	Kathleen Hager
4. Christine Brown	16916 Hickory Way Ct.	Christine Brown
5. KYLE Braun	16916 Hickory Way Ct	
6. Gary Cassell	16586 Birch Forest Dr.	
7. Pam Cassell	16586 Birch Forest Dr.	Pamela S Cassell
8. BILL PECK	16591 BIRCH FOREST DR	Bill Peck
9. STEPHANIE THOMAS	16578 Birch Forest Dr	Stephanie Thomas
10. CHERYL HOUSTON	16583 BIRCH FOREST Dr	Cheryl Houston
11. Dori Deria	2403 WINTER FOREST	
12. James H Sanders	16556 Birch Forest	
13. Patricia A. Sanders	16556 Birch Forest Dr.	Patricia A Sanders
14. Kathy Grismon	16567 Birch Forest Dr.	Kathy Grismon
15. David Thompson	16571 Birch Forest Dr	David Thompson
16. Linda Thompson	16571 Birch Forest Dr.	Linda Thompson
17. BILL KYLE	2402 WINTER FOREST Ct	William Kyle
18. Roger Pierson	16587 Birch Forest Dr	Roger Pierson

P&Z 10/5/15
P&Z 11/2/15

PETITION

I, the undersigned, **am in favor of** the extension of Pond-Grover Loop Road in the City of Wildwood, Missouri, per the Wildwood Town Center Plan - Street Network Plan, which states, **"Pond-Grover Loop Road - extend existing street to the south and east to connect with Taylor Road."** In relation to the **proposed Villages at Bright Leaf** development, and in reference to Pond-Grover Loop Road, Wildwood **Senior Planner I, Kathy Arnett,** wrote that the **Wildwood "Departments of Planning and Public Works required the developer to indicate the extension of this roadway to ultimately intersect with State Route 100, at Taylor Road."** In addition, **David E. Phipps, Fire Marshal** of the Metro West Fire Protection District has written, **"I have stated in the past the importance of the completion of Pone(sic)/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 (sic) of Metro West Fire Protection District." In addition, this extension will be **beneficial in providing access to the Wildwood Community Park.** **I certify that I am 21 or more years old and a Resident of the City of Wildwood, Missouri.** **Please PRINT as Needed**

Name (Sign & Print last)	Street Address	Zip Code	Y or N Own?
Christopher W Reed	516 Dartmouth Crossing Pl	63011	Yes
David M. Schatz	528 Dartmouth Crossing	63011	Yes
Hima Kesaraju	616 Dartmouth Crossing Ct	63011	Yes
	628 Dartmouth Crossing Court	63011	Yes
	634 Dartmouth Crossing Ct.	63011	Yes
(Kang)	643 Dartmouth Crossing Ct	63011	Yes
	635 Dartmouth Crossing Ct	63011	Yes
John Kaddouri	2432 Hickory Manor Dr	63011	Yes
TRACY Kaddouri	2432 Hickory Manor Dr	63011	Yes
	2436 Hickory Manor Dr	63011	Yes
		63011	
Komoni	2448 Hickory manor Pl		Yes
TALBERT	2528 Hickory Manor DR	63011	YES
TALBERT	2520 HICKORY MANOR DR	63011	YES
	2511 Hickory Manor Dr	63011	Yes
	2519 Hickory manor Dr	63011	Yes

June 25, 2016

Mr. Rick C. Brown, PE, PTOE
Director of Public Works / City Engineer
City of Wildwood
16860 Main Street
Wildwood, MO 63040

RE: Pond-Grover Loop Road Traffic Study

Dear Mr. Brown:

As requested, Lochmueller Group has completed a traffic study evaluating neighborhood traffic flows for the possible completion of Pond-Grover Loop Road in Wildwood, Missouri. The connection of Pond-Grover from Route 109 to Route 100 (opposite Taylor Road) has been planned for some time, and a current residential development proposal known as Brightleaf may be required to construct a portion of the roadway while adding to area traffic. A City committee is currently considering whether to complete the final connection between Green Pines Road and the northern extent of Brightleaf subdivision.

The purpose of this study was to evaluate the traffic impacts associated with the completion of Pond-Grover Loop Road on the primary roadways within the adjoining neighborhoods. The study addressed conditions during the a.m. and p.m. peak periods as well as the total traffic flows over the course of a typical weekday. The study area, primary roadways, and the seven study intersections are shown in **Exhibit 1**.

Existing Conditions

In order to evaluate traffic flows throughout the study area, seven intersections were evaluated. As part of the Brightleaf traffic study (completed in July 2015 by CBB) turning movement counts were collected at three of the current study intersections, during the morning (7:00 to 9:00 a.m.) and afternoon (4:00 to 6:00 p.m.) peak periods. From those counts, it was determined that the peak hours of traffic occur from 7:15 to 8:15 in the morning and from 4:45 to 5:45 in the afternoon.

Using these peak hours, turning movement counts were then collected at the remaining four study area intersections. The seven study area intersections are listed below:

1. Pond-Grover Loop Road at Hickory Manor Drive
2. Pond-Grover Loop Road at Green Pines Drive
3. Forest Leaf Parkway at Fullerton Meadows Drive
4. Forest Leaf Parkway at Green Pines Drive
5. Westglen Farms Drive at Fullerton Meadows Drive
6. Westglen Farms Drive at Green Pines Drive
7. Westglen Farms Drive at Forest Leaf Parkway

The existing peak hour traffic volumes are illustrated in **Exhibit 2**.

In addition to peak hour turning movement counts, the City collected weekly traffic counts at six mid-block locations. These counts were used to determine the Average Daily Traffic (ADT) for the study roadways, as summarized in **Exhibit 3**.

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PHONE: 314.621.3395

As shown, daily traffic on the study roadways typically ranges from 1,100 to 1,700 vehicles per day (vpd). The only exception is Westglen Farms to the south of Fullerton Meadows where a combination of several feeder roadways and adjacent commercial development increase traffic to approximately 4,150 vpd.

In addition to the vehicular counts, pedestrian volumes were documented at each study intersection and observations were conducted adjacent to Green Pines Elementary School during arrival and dismissal periods. In general, pedestrian flows were light and no meaningful issues or concerns were documented near the elementary school.

Finally, in order to quantify the travel patterns through the study area, an origin-destination study was completed. License plate information was collected throughout the neighborhood during the morning (7:00 to 9:00 a.m.) and afternoon (3:30 to 5:30 p.m.) peak periods at the eight locations shown in **Exhibit 4**.

The license plate data was then matched up to determine where each vehicle began and/or ended their trip. This provided detailed information about existing travel patterns within and through the entire study area, which allowed for a reliable prediction of traffic diversions if Pond-Grover Loop Road is extended to Route 100.

Traffic Diversions with Completion of Pond-Grover Loop Road

In order to forecast the volume of traffic that would use Pond-Grover Loop Road if it is completed, the origin-destination information and traffic counts were analyzed. It was determined that traffic from several of the origin-destination pairs would be likely to divert, in part, to Pond-Grover if it is extended.

The routes are displayed in **Exhibit 5**. These pairs include routes between locations 1, 2, 3 or 4 and locations 6, 7 or 8. Location 4 was collected to ensure that any traffic traveling between Hickory Crest Drive and locations 6, 7 or 8 could be identified separately from those traveling further to the west.

It should be noted that very little cut-through traffic (through trips between Route 100 and 109) was documented during the origin-destination study. The relative travel time of traversing the lower-speed and more circuitous local streets versus using the Route 100/109 interchange provides little incentive to cut through the neighborhood. The extension of Pond-Grover Loop Road would not be expected to induce a significant volume of cut-through traffic, as travel speeds and the addition of a roundabout on the roadway within the Brightleaf subdivision would also result in slower travel paths as compared to using the interchange.

From the origin-destination data, it was determined that approximately 25 to 35 percent of the traffic currently using Green Pines Drive between Pond-Grover Loop Road and Forest Leaf Parkway would be diverted to the Pond-Grover Loop Road extension due to the shorter travel time that it would provide. This amounts to 25 to 40 trips in each direction during the morning and afternoon peak hours.

Additionally, a portion of the traffic from Hickory Manor Drive and Paradise Peak Circle which currently travels travels to/from Route 109 would be expected to divert to the Pond-Grover Loop Road extension to travel east on Route 100. In total, this would represent 15 to 20 trips during the morning and afternoon peak hour.

Based on the existing ADT counts, the directional distribution of traffic on Pond-Grover Loop Road is unbalanced with a greater volume of traffic headed westbound than eastbound over the course a day. This is likely due to the Eatherton Road intersection's ¾ access which restricts left turns onto Route 109.

Specifically, residents destined for Sandalwood Creek Drive can enter the area from either direction on Route 109 but cannot use Eatherton Road to travel south on Route 109 without first heading north to the roundabout at Pond-Grover Loop Road and making a U-turn. Consequently, some motorists are traveling north and accessing Pond-Grover Loop Road via Hickory Crest Drive then heading west to Route 109. It is expected that approximately 10 vehicles per hour would divert from this route to the Pond-Grover Loop Road extension to head directly south to Route 100.

In addition to these quantifiable traffic flows that already exist within the neighborhood, it is anticipated that some additional trips would use the Pond-Grover Loop extension for local shopping activities. In particular, the introduction of a signalized access opposite Taylor Road would likely attract some shopping trips destined to the Town Center that currently use other routes. It is estimated that approximately 20 peak hour trips would be added from these diversions.

In total, diversions from existing traffic within the area would be expected to add 90-115 peak period trips to the extension of Pond-Grover Loop Road. Based on existing hourly flows throughout the day, this would represent approximately 1,000 vehicles per day.

In addition to existing traffic diversions, traffic from the proposed Brightleaf subdivision would also use the new connection. The trip generation and directional distribution estimates in the traffic study for the Brightleaf subdivision were reviewed and it was determined that these estimates were reasonable. It is expected that approximately 20% of the proposed subdivision's traffic would use the Pond-Grover Loop Road extension to travel to/from the north on Route 109. This amounts to 20 to 30 vehicles using Pond-Grover Loop Road during the morning and afternoon peak hours to the south of Green Pines Drive, or approximately 360 vehicles per day.

To the north of Route 100, traffic generated by Brightleaf would be significantly higher. It is estimated that the new subdivision would add 110 to 140 vehicles per peak hour to the section of Pond-Grover Loop Road immediately north of Route 100, or approximately 1,620 vehicles per day.

In summary, based on *daily traffic estimates*, the following volumes would be expected to use Pond-Grover Loop Road if it is completed between Green Pines Drive and Route 100. The primary traffic diversions that would use the new roadway are shown graphically in **Exhibit 6**.

- 500 vpd diverted from Green Pines Drive
- 200 vpd diverted from trips currently heading west from Hickory Manor and Paradise Peak to instead head east on Pond-Grover towards Route 100
- 100 vpd diverted from Hickory Crest Drive heading west to instead head east on Pond-Grover towards Route 100
- 200 vpd diverted from Town Center trips
- 360 vpd from Brightleaf south of Green Pines and 1,620 vpd north of Route 100

In total, **the projected ADT utilizing Pond-Grover Loop Road upon its completion (and build-out of Brightleaf subdivision) would be approximately 1,360 vpd south of Green Pines Drive and 2,620 north of Route 100**. During peak periods, this amounts to approximately 140 and 260 vehicles per hour using Pond-Grover Loop Road south of Green Pines Drive and north of Route 100, respectively, or an average of 2-4 vehicles per minute.

Emergency Service Considerations

In order to assess the potential roadway connection's impact on emergency services, the Fire Marshall for Metro West Fire Protection District was consulted. Based on Metro West's analysis, the extension of the Pond-Grover Loop Road would save approximately 83 seconds in a response to Hickory Valley Court and Hickory Crest. **This could save nearly three minutes in total transport time to a hospital.**

According to the Fire Marshall, three minutes could be the difference between life and death in life-threatening situations, and in the case of a stroke it could be the difference between a full recovery and permanent disabilities. In addition, the road would give emergency service providers a secondary means of ingress and egress to the area.

Functional Classification & Recommended Design of Pond-Grover Loop Road

The Federal Highway Administration (FHWA) has published information regarding roadway functional classification concepts, criteria and procedures. This information outlines distinction between different functional classification categories. East-West Gateway uses these guidelines to determine functional classifications for the roadways in the Saint Louis region. In the study area, most roads are classified as local roads with West Glen Farms classified as a Major Collector, Route 109 as a Minor Arterial, and Route 100 as a Principal Arterial.

Urban Minor Collectors serve both land access and traffic circulation in lower density residential and commercial/industrial areas and help distribute trips between local roads and arterials. Typical ADT volumes on Urban Minor Collectors range from 1,100 to 6,300 vehicles.

Local Roads make up the majority of roadways accounting for approximately 70 percent of total roadway mileage over an entire regional system. Local Roads provide direct access to land, provide access to higher-level roadways and typically do not carry significant through traffic. Local Roads typically have ADT volumes of 80 to 700 vehicles.

Based on both the ADT estimates and the types of trips expected to utilize Pond-Grover Loop Road, it would likely function as a **residential Urban Minor Collector**. However, it would be at the low end of a collector street from a traffic volume perspective.

It is recommended that the roadway be designed with one lane in each direction and include traffic calming measures. The second phase of this study will evaluate the roadway design and consider approporiate traffic calming measures in detail.

The roundabout and cross-section with a landscaped median proposed for the section of the roadway within Brightleaf will also serve to calm traffic, resulting in slower speeds and less propensity to attract

any cut-through traffic. It it anticipated that these and other treatments will be considered along both the existing and new sections of Pond-Grover Loop Road as the study process moves forward.

It is our understanding that pedestrian crossings of Pond-Grover Loop Road, if extended, are a concern, particularly as it relates to interaction with Green Pines Elementary and crossings at the intersection with Green Pines Drive. Based on the projected volumes, traffic activity on Pond-Grover Loop Road in this area will be similar to current traffic on Green Pines Drive, Forest Leaf Parkway and Fullerton Meadows Drive. It will be important to properly design the intersection of Pond-Grover Loop Road and Green Pines Drive to safely accommodate pedestrian crossings in all directions. The introduction of a landscaped median and/or a potential roundabout would facilitate two-stage pedestrian crossings, which would greatly enhance pedestrian safety.

Finally, it is our understanding that a park is under development on the west side of Route 109 and will connect to Pond-Grover Loop Road. While some neighborhood residents would use Pond-Grover (with or without its full extension) to access the park, the completion of the roadway would not be expected to attract regional traffic destined to the park. As noted previously, the use of the Route 100/109 interchange would remain a substantially quicker path for those trips, and the park's completion would not be expected to significantly alter the traffic volumes using Pond-Grover Loop Road south of Green Pines Drive.

We trust that you will find this traffic study useful in evaluating the prudence of extending Pond-Grover Loop Road between Green Pines Drive and Brightleaf subdivision. Please do not hesitate to contact our office with any questions you may have regarding this material.

Sincerely,

Lochmueller Group, Inc.

Dustin B. Riechmann

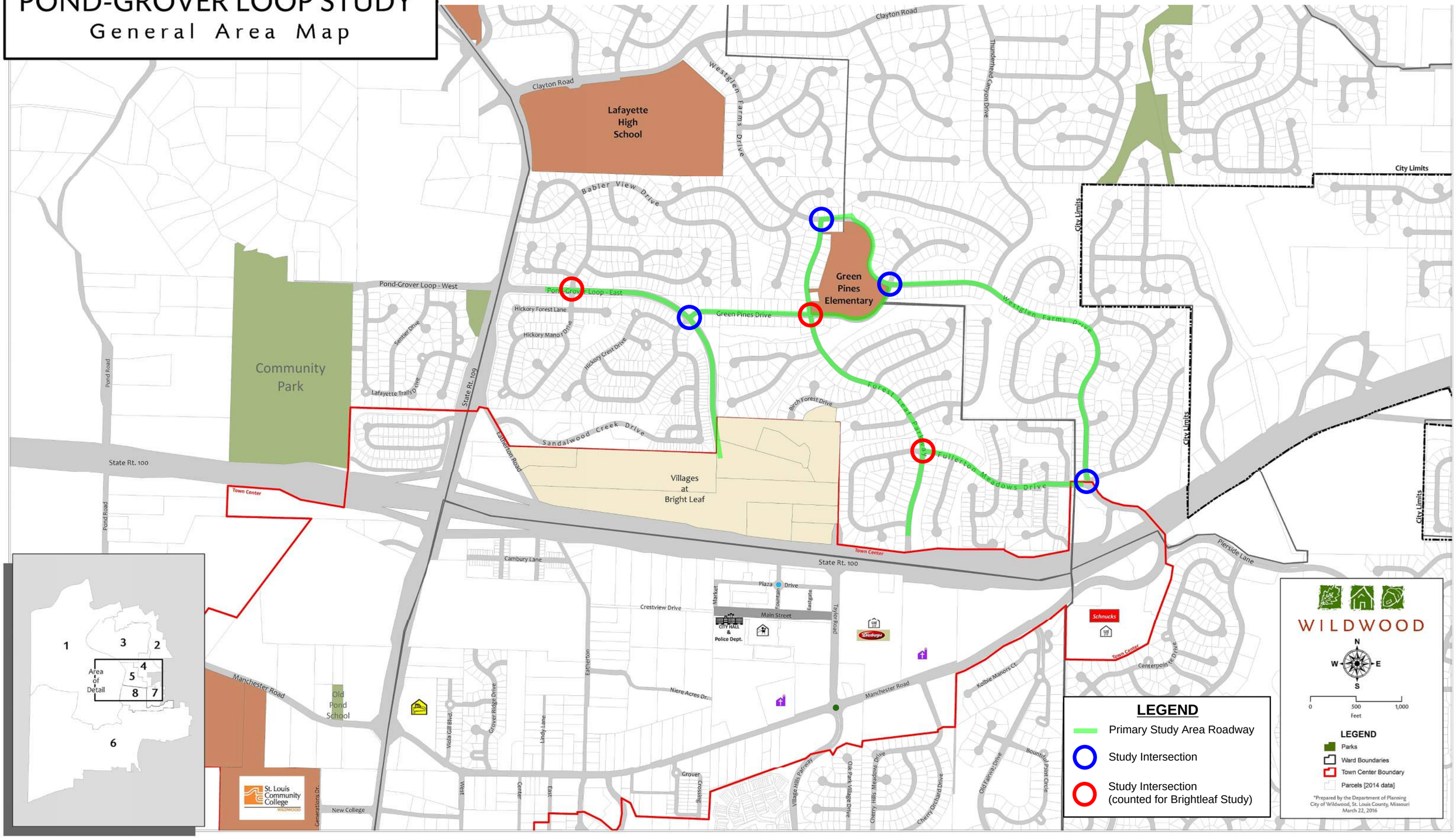
Dustin B. Riechmann, PE, PTOE
Traffic Engineering Manager

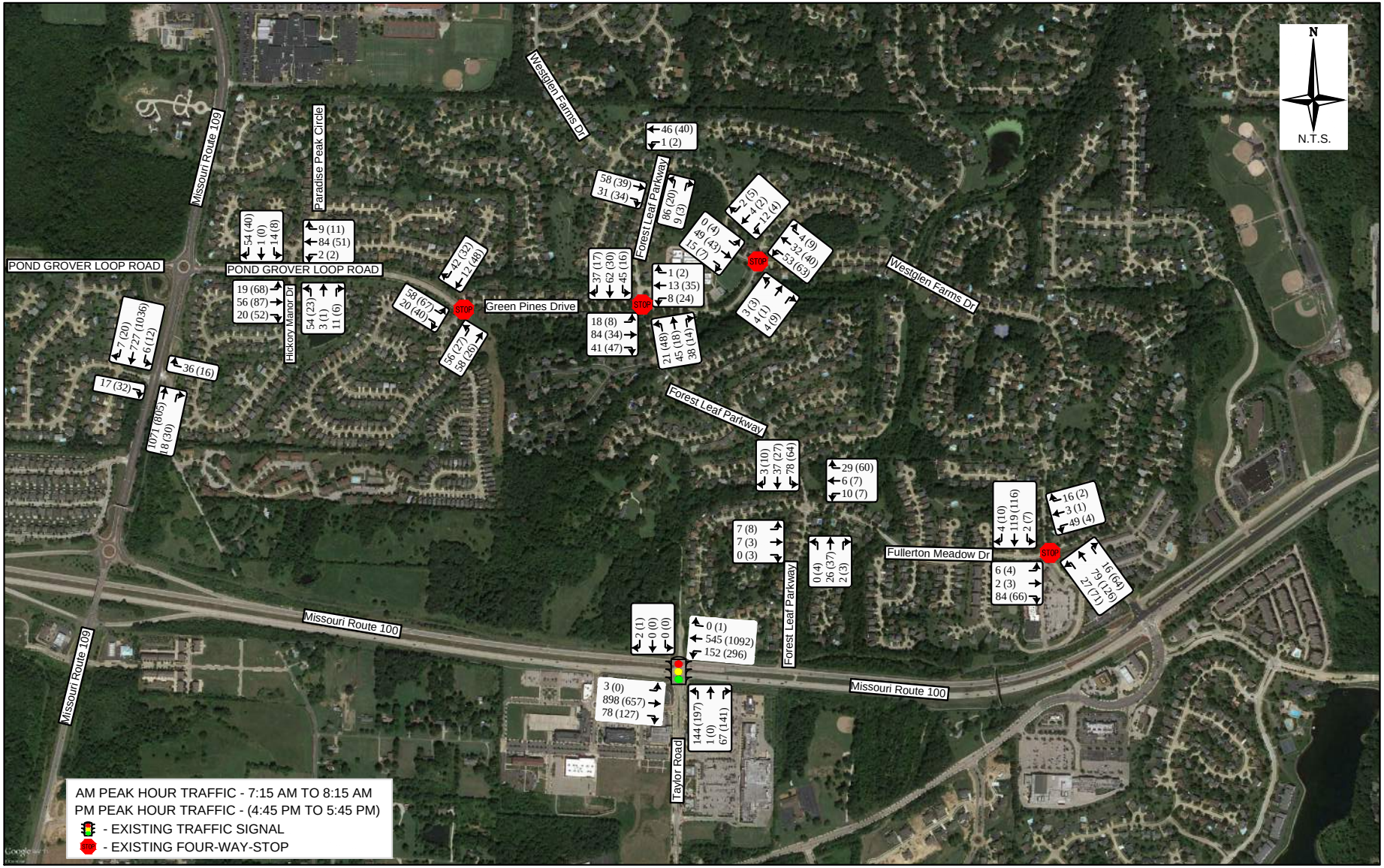
CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 1: STUDY AREA ROADWAYS AND INTERSECTIONS





LOCHMUELLER GROUP
411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3595

EXHIBIT 2: EXISTING PEAK HOUR TRAFFIC

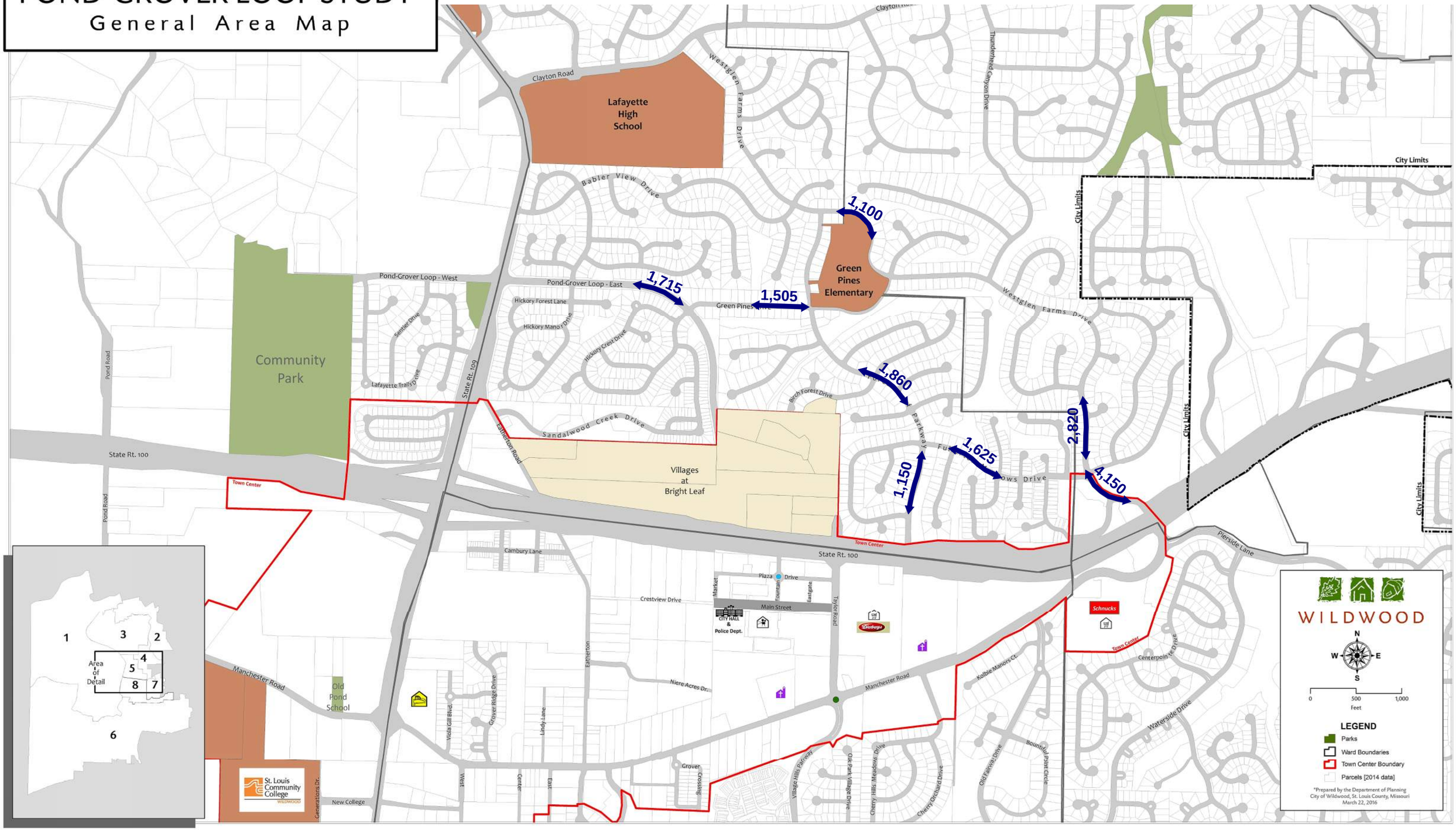
POND GROVER LOOP ROAD
WILDWOOD, MISSOURI
515-0145-OTE

CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 3: AVERAGE DAILY TRAFFIC (ADT) ON PRIMARY ROADWAYS

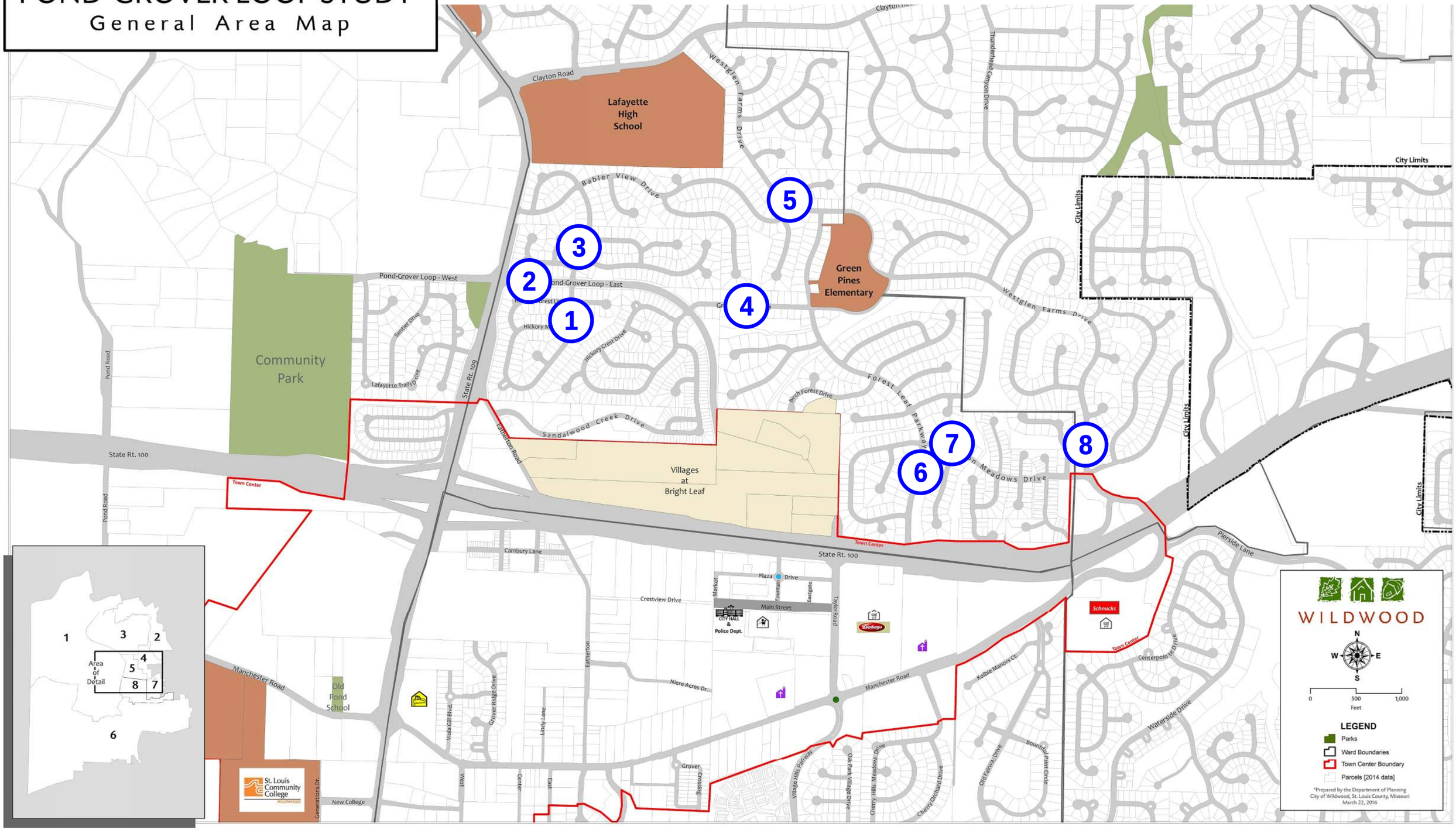


CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 4: ORIGIN-DESTINATION LOCATIONS

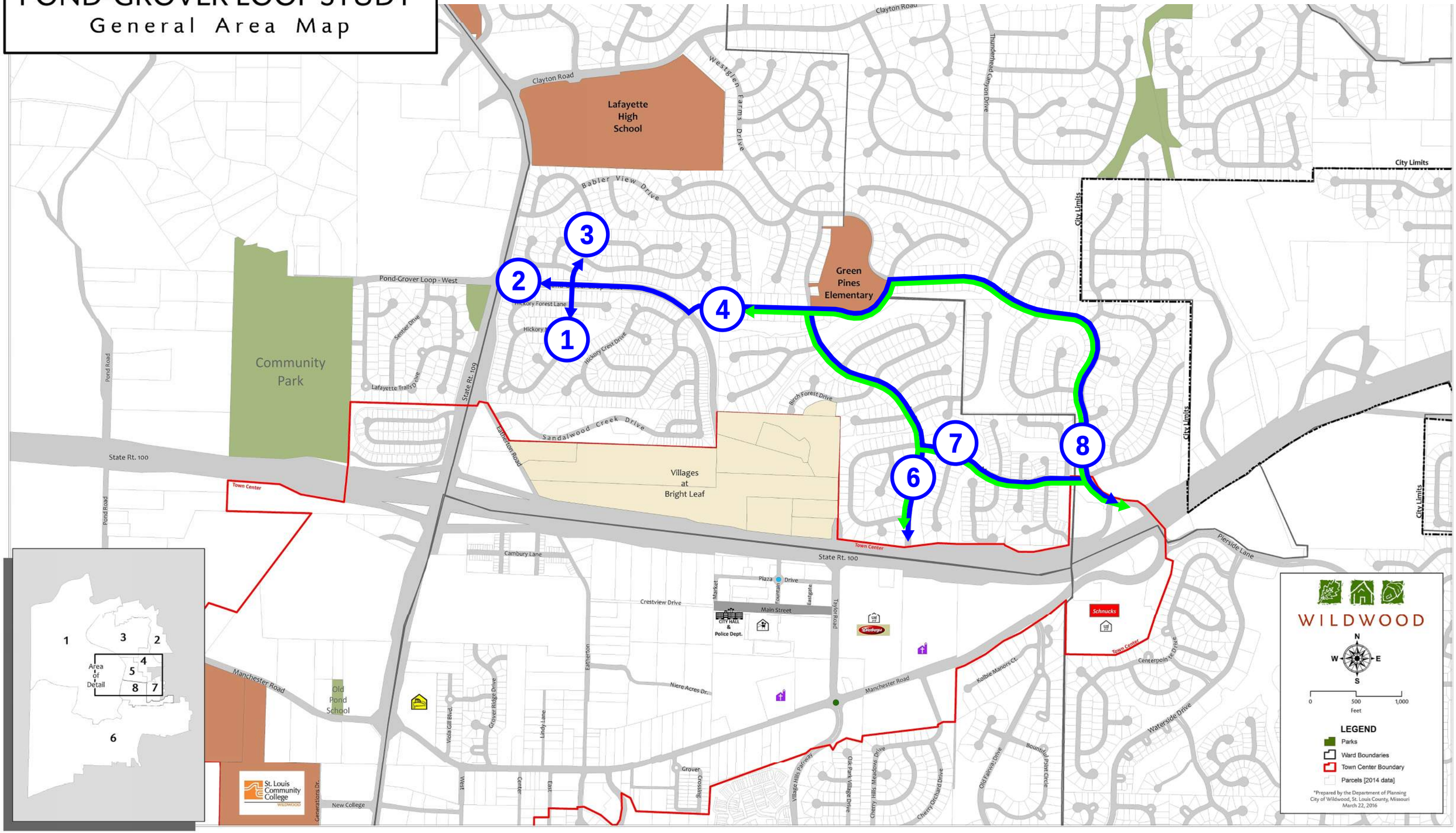


CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 5: KEY TRAVEL ROUTES BETWEEN ORIGIN-DESTINATION PAIRS

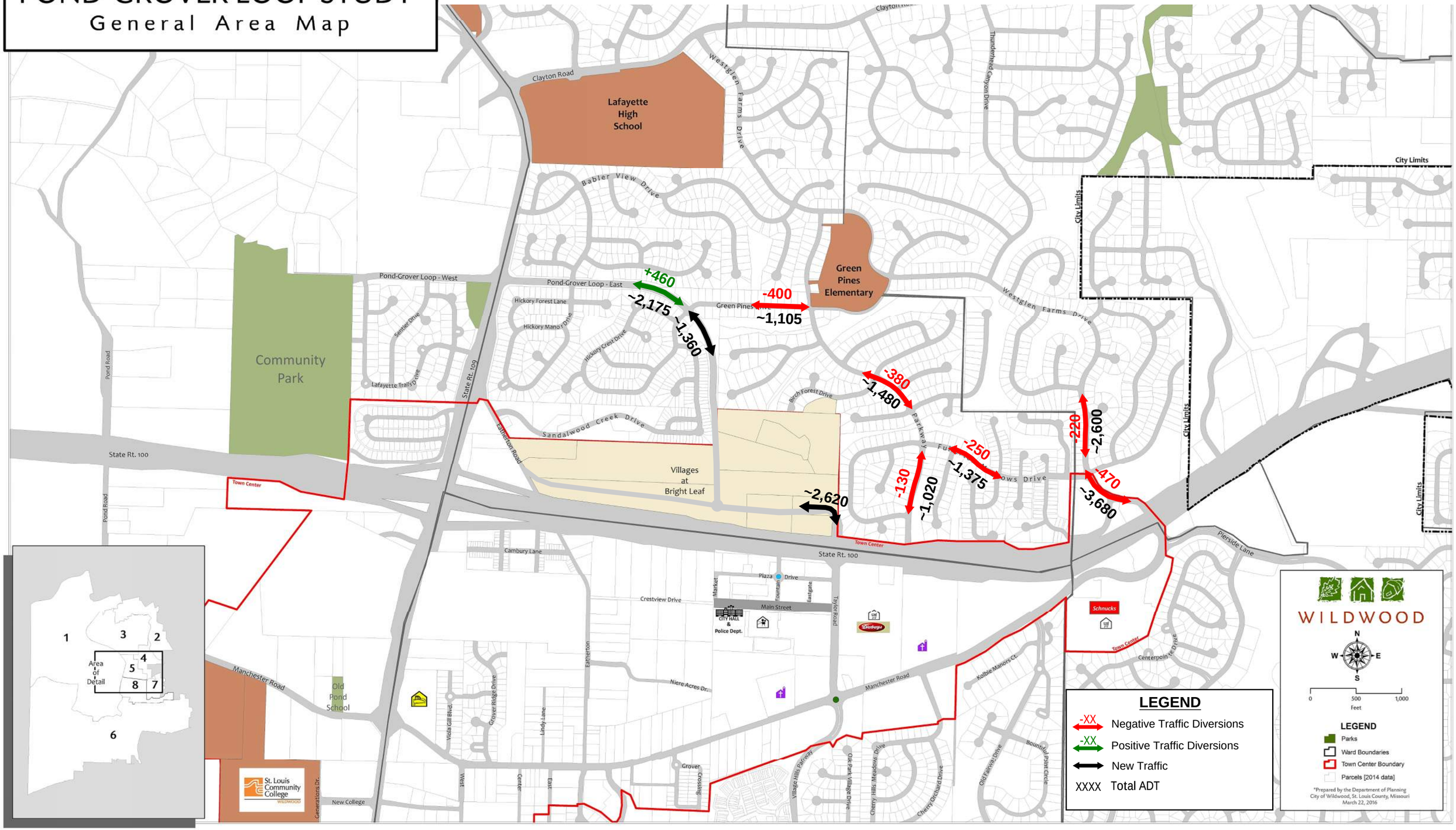


CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

General Area Map

EXHIBIT 6: PROJECTED DAILY TRAFFIC WITH POND-GROVER EXTENSION



SECTION 1
EXISTING ROAD

EX 4' SIDEWALK
LANDSCAPED MEDIAN
SUBDIVISION COMMON GROUND
PAVED MEDIAN WITH MOUNTABLE CURB
10' MULTI-PURPOSE ASPHALT TRAIL
POSSIBLE RETAINING WALL
5' SIDEWALK
SUBDIVISION BOUNDARIES
SUBDIVISION ENTRANCE MONUMENT
GREEN PINES DRIVE
SAPLOCK MANOR DRIVE
SOUTH 5TH
SOUTH 5TH
N

SECTIONS 2, 3, OR 4
PROPOSED EXTENSION

100 0 100 200
GRAPHIC SCALE IN FEET

CITY OF WILDWOOD, MISSOURI
POND-GROVER LOOP ROAD

CONCEPT PLAN

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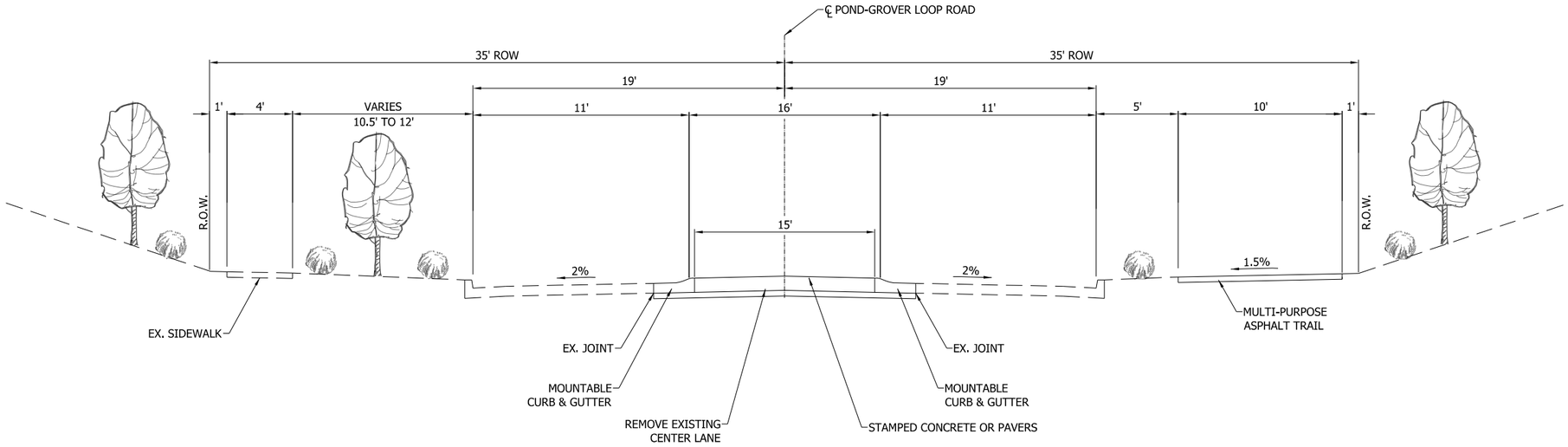
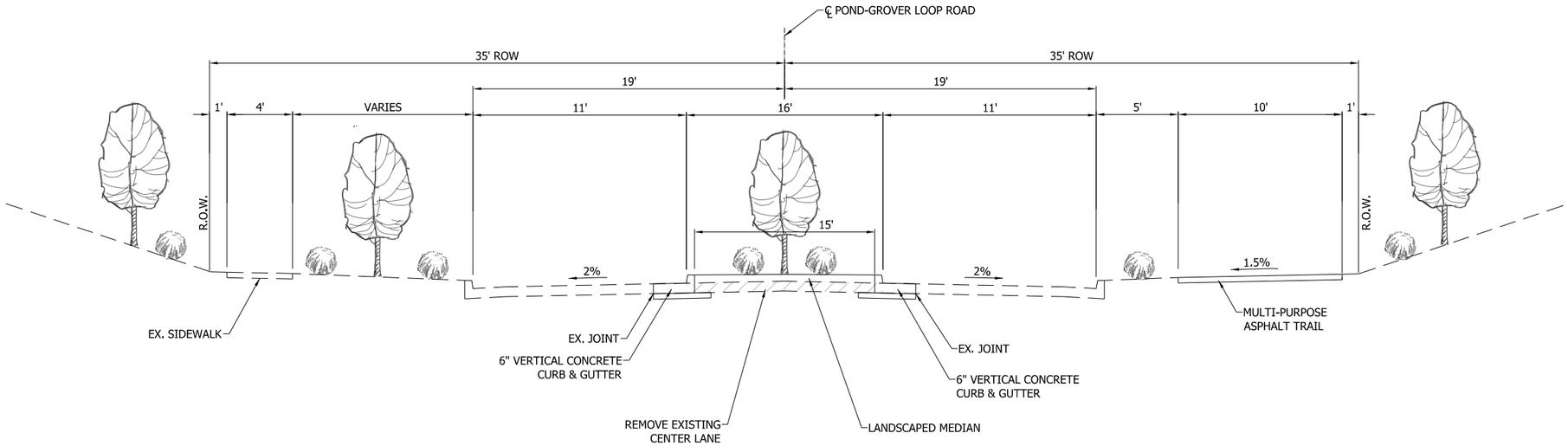
PHONE: 314.621.3395

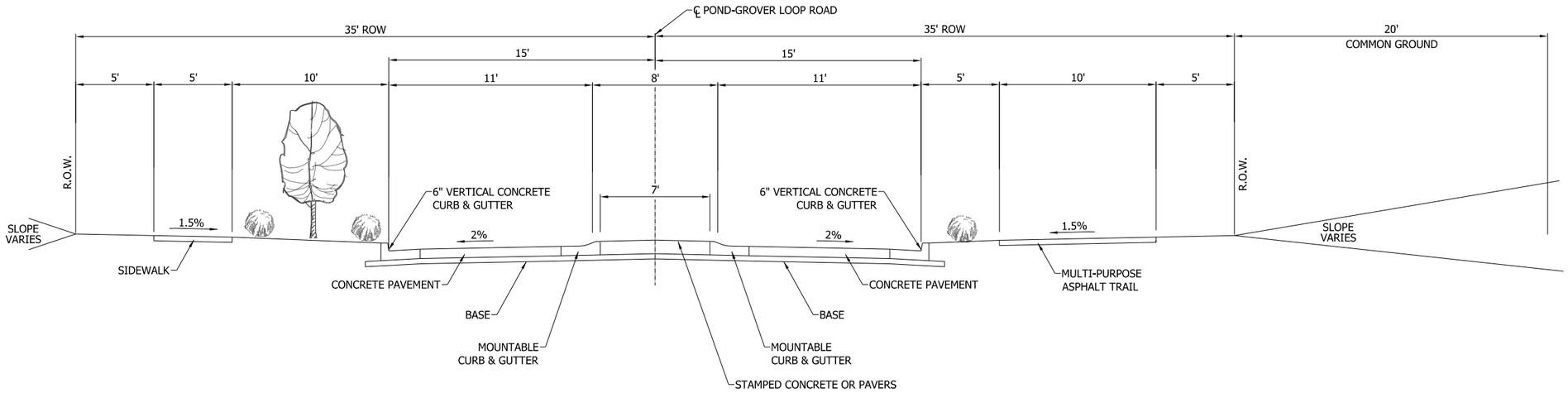


1B TYPICAL SECTION - EXISTING ROADWAY CONVERSION - PAVED MEDIAN
POND-GROVER LOOP ROAD
ROUTE 109 TO GREEN PINES DRIVE

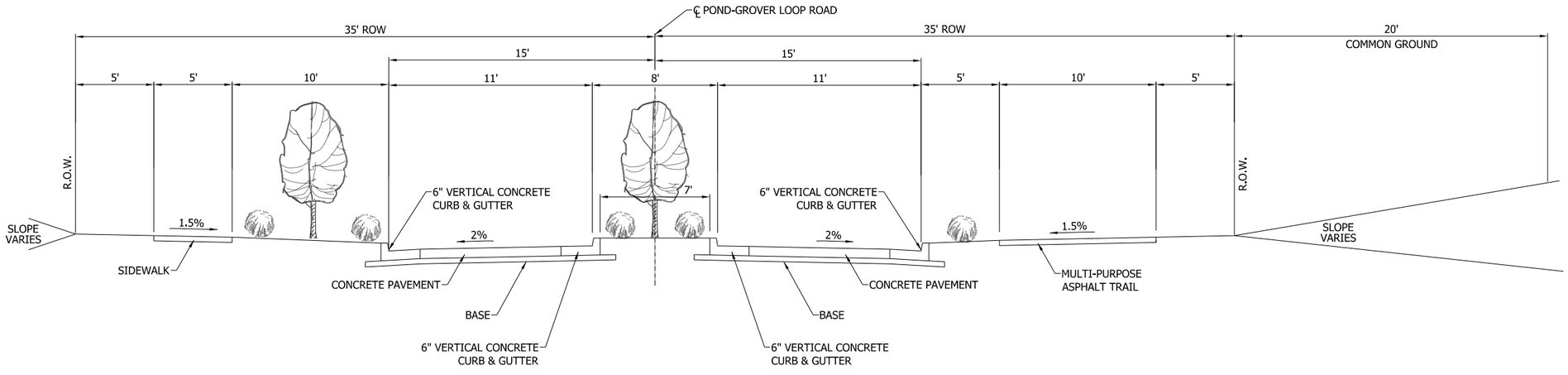


1A TYPICAL SECTION - EXISTING ROADWAY CONVERSION - LANDSCAPED MEDIAN
POND-GROVER LOOP ROAD
ROUTE 109 TO GREEN PINES DRIVE

NOT TO SCALE	CITY OF WILDWOOD, MISSOURI POND-GROVER LOOP ROAD	LOCHMUELLER GROUP 411 North 10th Street, Suite 200 St. Louis, Missouri 63101 PHONE: 314.621.3395
	TYPICAL SECTIONS 1 OF 4	

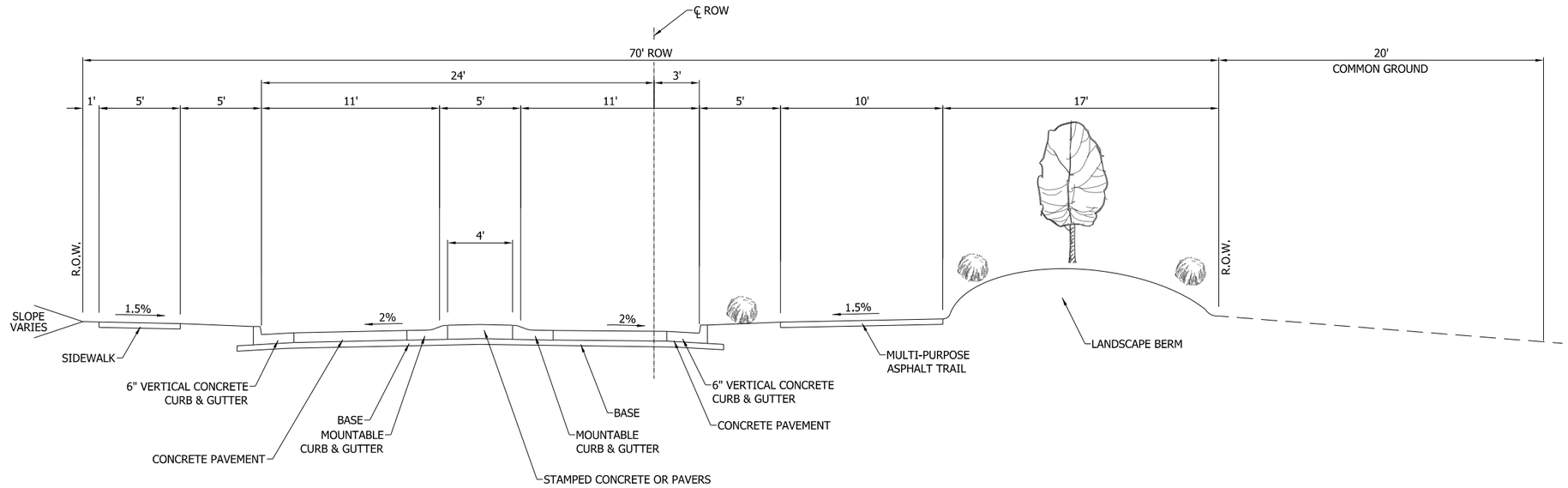


2B TYPICAL SECTION - PROPOSED EXTENSION - PAVED MEDIAN
POND-GROVER LOOP ROAD
GREEN PINES DRIVE TO BRIGHTLEAF DEVELOPMENT

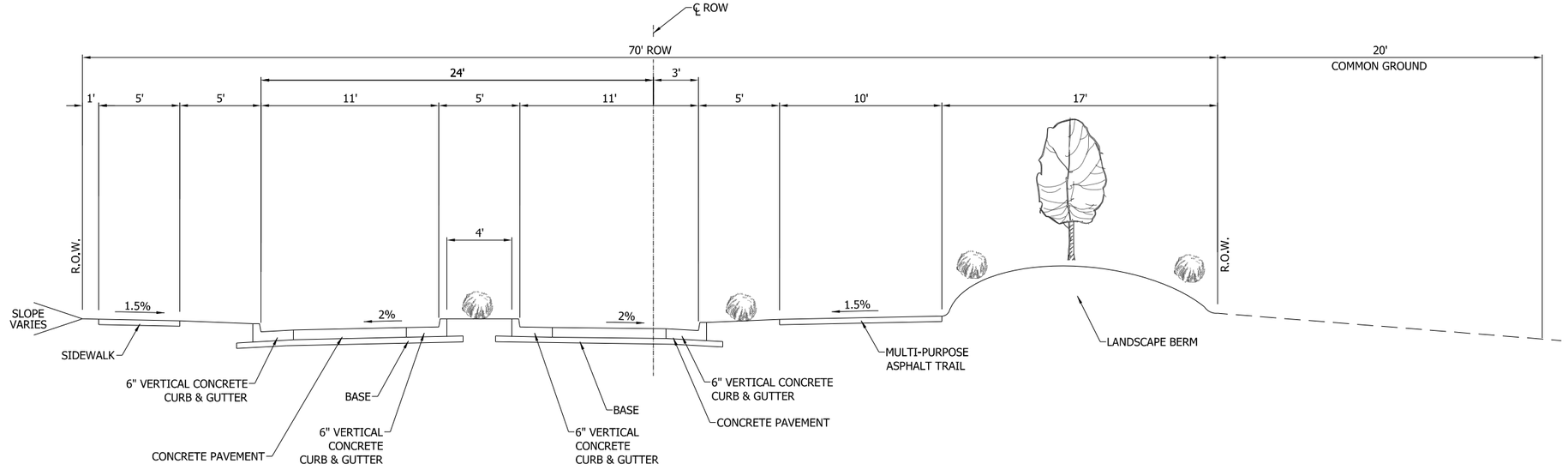


2A TYPICAL SECTION - PROPOSED EXTENSION - LANDSCAPED MEDIAN
POND-GROVER LOOP ROAD
GREEN PINES DRIVE TO BRIGHTLEAF DEVELOPMENT

NOT TO SCALE	CITY OF WILDWOOD, MISSOURI POND-GROVER LOOP ROAD	LOCHMUELLER GROUP 411 North 10th Street, Suite 200 St. Louis, Missouri 63101 PHONE: 314.621.3395
	TYPICAL SECTIONS 2 OF 4	

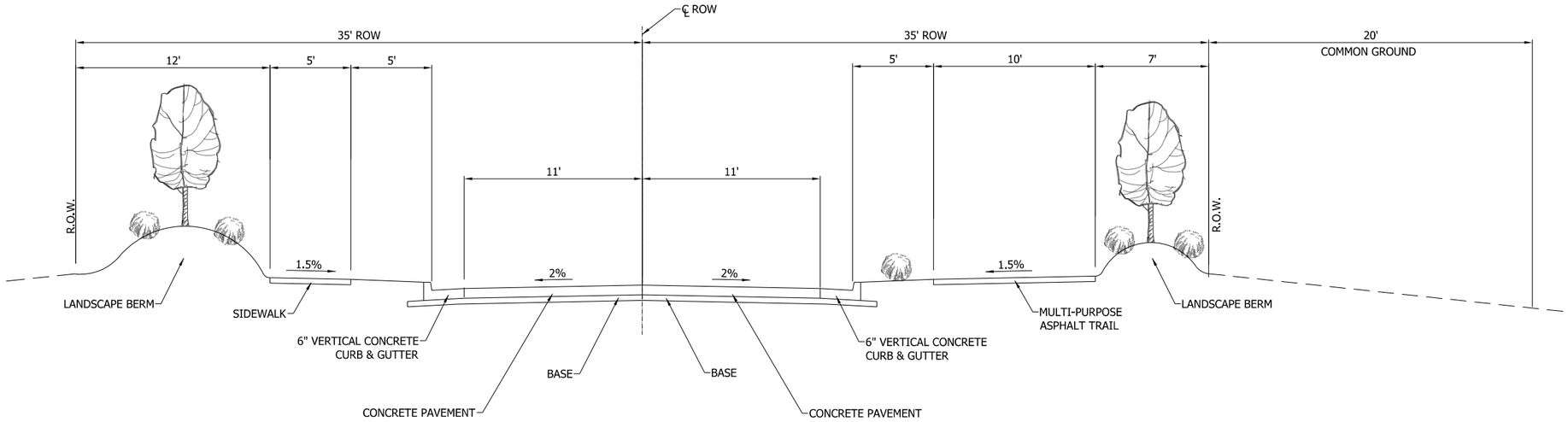


3B TYPICAL SECTION - PROPOSED EXTENSION - NARROW PAVED MEDIAN
POND-GROVER LOOP ROAD
GREEN PINES DRIVE TO BRIGHTLEAF DEVELOPMENT



3A TYPICAL SECTION - PROPOSED EXTENSION - NARROW LANDSCAPED MEDIAN
POND-GROVER LOOP ROAD
GREEN PINES DRIVE TO BRIGHTLEAF DEVELOPMENT

NOT TO SCALE	CITY OF WILDWOOD, MISSOURI POND-GROVER LOOP ROAD	LOCHMUELLER GROUP 411 North 10th Street, Suite 200 St. Louis, Missouri 63101 PHONE: 314.621.3395
	TYPICAL SECTIONS 3 OF 4	



4 TYPICAL SECTION - PROPOSED EXTENSION - NO MEDIAN
POND-GROVER LOOP ROAD
GREEN PINES DRIVE TO BRIGHT LEAF DEVELOPMENT

NOT TO SCALE	CITY OF WILDWOOD, MISSOURI POND-GROVER LOOP ROAD	LOCHMUELLER GROUP 411 North 10th Street, Suite 200 St. Louis, Missouri 63101 PHONE: 314.621.3395
	TYPICAL SECTIONS 4 OF 4	

WILDWOOD

June 28, 2016

MEMORANDUM

To: Pond-Grover Loop Road Committee Members

From: Department of Planning and Parks

Re: **Stub Streets or Access Not Extended/Restricted Between Residential Subdivisions in the City of Wildwood**

Cc: Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks

The Department of Planning was questioned regarding the number of residential subdivisions that currently have not been required to extend existing stub streets or, conversely, where a through street was blocked to restrict access. In reviewing this inquiry, the Department has determined the following in this regard:

1. **Wynncrest Subdivision** – two (2) existing stub streets from Valley View Subdivision and Brentmoor Place Subdivision were not extended - Clayton Road, east of Strecker Road. (Ward – Two)
2. **Turnberry Place Subdivision** – Vehicular access closed on Turnberry Place Drive – Strecker Road, south of Clayton Road. (Ward – Two)
3. **Villages of Bright Leaf Subdivision** – Birch Forest Drive – Proposed new street not to be extended into the Evergreen Subdivision. (Ward – Five)
4. **Homestead Estates** – Proposed extension of Sara Mathews Lane from Three Sisters Farm Subdivision to the Estates at Homestead Subdivision limited to pedestrian and bicycle only, not vehicular - Rieger Road, west of Pond Road. (Ward – One)

If any of the members should have questions or comments in this regard, please feel free to contact the Department of Planning at (636) 458-0440. Thank you for your consideration of such and input on the same.

WILDWOOD

June 28, 2016

MEMORANDUM

To: Pond-Grover Loop Road Committee Members

From: Department of Planning and Parks

Re: **Provision of Secondary Emergency Access to Residential Subdivisions in the City of Wildwood**

Cc: Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works
Kathy Arnett, Assistant Director of Planning and Parks

The Department of Planning was questioned regarding the number of residential subdivisions that currently have been required to provide secondary, emergency access to them by one (1) of the three (3) fire districts that serve the City of Wildwood. In reviewing past subdivision activity, where such emergency access would have been required, the Department determined the following in this regard:

1. **Monarch Fire Protection District (north third of the City):**

    a. Wills Trace – Kehrs Mill Road and Joe's Way
    b. Wildhorse – Wild Horse Creek Road and Orrville Road
    c. The Highlands at Wildhorse - Wild Horse Creek Road and Church Road
    d. Shepard Oaks -Shepard Road

2. **Metro West Fire Protection District (middle third of the City)**

    a. Birch Forest Drive

3. **Eureka Fire Protection District (southern third of the City):** None

The Department would note these secondary emergency access points are gated and do not allow general traffic, as part of their respective use. Although gated, some do allow pedestrian access by their design.

If any of the members should have questions or comments in this regard, please feel free to contact the Department of Planning at (636) 458-0440. Thank you for your consideration of such and input on the same.

Questions & Answers from May 24, 2016 Committee Meeting

Question/Comment	Response
Questions regarding the methodology of traffic study because: • Saw no counting devices (wires on streets) • Saw no cameras • Counters in the field were just using clipboards • The weather was cold and traffic counters were sitting in their cars • The traffic counting devices do not count pedestrians • Saw no pedestrians at the school	State-of-the art traffic counting technology (radar) was used for long-duration counts, so no hoses were present. A total of 11 personnel were in the field counting at intersections and collecting license plate data for use in the origin-destination study. These included Professional Engineers, technicians and several City staff. The appropriate data collection devices were utilized, including computerized boards for turning movement counts (which do count pedestrians) and clipboards for license plate documentation. The long-duration counts were performed at a different time. The origin-destination study was performed on a day with sunny morning conditions and a 20-minute period of light rain in the afternoon followed by sunny conditions. Supplemental pedestrian observations were conducted at a later day, and conditions were consistent.
What would happen if the road was not extended?	Traffic conditions would not change from existing with the exception of additional traffic from the Villages of Brightleaf (VBL), which would add traffic to Eatherton Road, the north leg of Taylor and (to a lesser extent) the other streets within the study area.
Would residents on Sandalwood Creek Drive use the Villages at Bright Leaf roads even without the extension of the Pond-Grover Loop (PGL) Road?	Yes, residents who would experience shorter trips to/from Route 100 would likely use VLB roads.
Without the extension of the PGL Road, are the two (2) access points for the Villages at Bright Leaf Subdivision sufficient to handle the volume of traffic from that subdivision?	Yes, these impacts were addressed directly by the VBL traffic impact study.
Why wasn't a multiple-day approach used for taking traffic counts in this study?	It should be noted that the long-duration counts were collected over multiple days. Also, the previously collected VBL intersection counts were reviewed and found to be consistent with the latest counts, so in effect multiple days of data were utilized. That said, it is typical to focus traffic counts on a single weekday in environments such as this where day-to-day patterns are generally consistent. Given the low variability in travel patterns, the counts are statistically relevant while remaining cost-effective.
Why wasn't the level of service on the roads included	Levels of service are necessary in a traffic impact study

in the study?	(like VBL study), but this study was focused on quantifying the volume of traffic that would use the PGLR roadway vs. other roadways. The levels of service are not particularly relevant in this context. However, follow-up calculations were completed that confirmed that each residential street intersection (excluding the Route 100 or Route 109 intersections) within the neighborhood operates at LOS A or B currently and would continue to do so if PGLR was extended.
Why were some of the roads listed in the perspective not included in the study?	All of the roadways included in our proposal were included in the study.
What analysis tools were used to reach conclusions in the study?	The primary analysis tool was license plate matching to determine origin-destination patterns. Based on those results and calculated travel estimates, shortest path assignments were utilized to generate traffic forecasts if PGLR is extended. In addition, Synchro capacity analysis software was used a follow-up exercise to calculate levels of service.
What methods were used to collect traffic counts?	Those methods were described in question 1.
What is a destination route?	An origin is the location where a trip starts (or enters the study area). A destination is the location where a trip ends (or leaves the study area). The route is the path followed from origin to destination.
What types of trips were considered and calculated?	Existing and forecasted trips were considered in the context of their origins and destinations. Unlike traffic impact studies for commercial developments, trip types such as common and pass-by do not apply.
What is Lochmueller Group's accuracy rate on traffic predictions made in past studies?	Specific follow-up studies to evaluate traffic forecasting accuracy are not typically funded by clients/agencies. The best "test" of long-term performance is probably the level of repeat clients over long periods of time; i.e., if problems occur due to poor forecasts, clients and review agencies will be dissatisfied. To the contrary, Lochmueller Group has been completing studies for 37 years for many State DOTs and dozens of municipalities with no report inaccuracies and strong repeat business. Furthermore, we hold special DOT pre-qualification status in the category of traffic forecasting and Dustin Riechmann, PE, PTOE teaches graduate courses in travel demand forecasting and traffic studies.

Other traffic studies show street connectivity increased the number of trips, why does this study have a different conclusion?	I'm not sure what "other traffic studies" are being referenced, so I cannot comment.
Why wasn't Thunderhead Canyon Drive part of the study?	The study area was focused on potential users of PGLR if it was extended. Trips to/from Thunderhead Canyon Drive were captured on Westglen Farms Drive, but the study area established with City staff determined Thunderhead Canyon was outside of directly applicable area.
On Page 3, 3rd paragraph, is the text implying that if the PGL Road is extended people would go to the Town Center Area more than they currently do?	No, the traffic study was not stating that new trips would be generated by this road extension. Instead, some drivers heading to the Town Center Area from north of State Route 100 may use PGLR in lieu of other existing routes.
On Page 4, bottom paragraph, the study states there are no pedestrian issues, but a traffic calming device was added on Forest Leaf Parkway, so there must be an issue.	It is our understanding that no specific pedestrian concerns have been reported. It appears that the street design in the neighborhoods is what led to traffic calming measures being implemented (rather than specific pedestrian issues).
The study notes that there will be two (2) to four (4) cars per minute on the road. A car passing every fifteen (15) seconds seems like a high volume.	It should be noted that the estimate of traffic north of VBL is two cars per minute, while the four cars per minute estimate applies to the section immediately north of Route 100. This reflects the heaviest hour of the entire day, while volumes would be less outside of the peak.
The study states that Forest Leaf Parkway, and other roads in the vicinity, are Urban Minor Collectors, but their volume is low for these types of streets, so they should be fine without the PGL Road being extended.	Unlike PGLR, Forest Leaf Parkway and the other roadways where traffic reductions are expected were designed as local streets with direct driveway access.
The PGL Road extension has been in the Master Plan since 1996. Why would a government agency, with twenty (20) plus years of planning around a connection with too much traffic going through a residential area, not consider moving forward with a logical plan that has been in place for so long?	This question is not pertinent to the traffic study.
Concerns with volume of traffic that would be added to the area, if the road is extended.	No specific question to answer. The projected volume on PGLR if extended are appropriate for a minor collector street.
Concerns with the road location being too close to a swing set.	This question is not pertinent to the traffic study. However, a swing set on private property should not be too close to a public roadway provided proper setbacks are provided.

What makes the number of trips out of the PGL Road so much higher than the number of trips coming in?	I think this is a misinterpretation of the traffic volume maps, as in/out volumes would be similar. There is more traffic at the south end of the road due to VBL so perhaps that was misinterpreted.
Were the trips from the Villages at Bright Leaf residents to local schools considered in the traffic study?	Yes
Why wasn't it considered in the study how Lafayette High School students exit at Clayton Road and State Route 109, and how many of them will use the PGL Road to go to Dierbergs Town Center?	The influence of these shopping-oriented trips was considered, although specific license plate surveys on Clayton Road were beyond the scope and study area.
Will a noise and light study be completed to evaluate the impacts from the road?	This question is not pertinent to the traffic study.
Concerned that kids won't be able to ride their bicycles to neighbors, if the PGL Road is constructed.	No specific question to answer. However, with proper design, PGLR should not be an impediment to bicycle crossings, and a separate multi-use path is under consideration along its alignment.
Would the transportation environment in the study area be improved or enhanced with the completion of the Pond-Grover Loop Road and Birch Forest Drive connections?	The connection of Birch Forest Drive was not included in the study.
Would the extension of the Pond-Grover Loop Road and Birch Forest Drive connections improve or enhance traffic flow in the study area?	The connection of Birch Forest Drive was not included in the study.
Would the effectiveness and efficiency of first responders in the study area be increased with the extensions?	Yes. As a follow-up to the initial study, the Fire Marshall for Metro West Fire Protection District was consulted. Based on Metro West's analysis, the extension of the Pond-Grover Loop Road would save approximately 83 seconds in a response to Hickory Valley Court and Hickory Crest. This could save nearly three minutes in total transport time to a hospital. According to the Fire Marshall, three minutes could be the difference between life and death in life-threatening situations, and in the case of a stroke it could be the difference between a full recovery and permanent disabilities. In addition, the road would give emergency service providers a secondary means of ingress and egress to the area.
Would the safety of school children in the study area be enhanced?	The extension of PGLR would reduce traffic in front of Green Pines Elementary, which should have a positive

	benefit to safety.
Regarding public safety, is there any reason that the Pond-Grover Loop Road and Birch Forest Drive connections should not be completed?	The connection of Birch Forest Drive was not included in the study. However, there are no public safety concerns related to the PGLR extension.
Why was the City of Wildwood founded? Wasn't it to prevent intrusions from things the citizens did not want?	This question is not pertinent to the traffic study.
Neighbors in Sandalwood Creek Subdivision are concerned with increased difficulty in accessing State Route 109, if the road is not extended and all of the Villages at Bright Leaf residents will use Eatherton Road. Is this concern valid?	I believe it is a valid concern, as VBL residents would likely use Eatherton Road to a greater extent without the PGLR extension in place.
The traffic study shows that, if PGL Road is extended, traffic on existing roads will be reduced between 9% and 36%, with an average reduction of 19%. Is that an alleviation and an accurate benefit?	Yes
There would be no driveway access onto PGL Road, while all areas with trip reduction have direct driveway access. Is there a national average on accident counts of areas with direct access versus no driveway access?	I have been unable to find research specific to the direct difference in crash history of residential streets with driveways vs. those without. However, the reduction in conflict points does have a direct correlation to a decrease in crashes.

WILDWOOD

POND-GROVER LOOP ROAD COMMITTEE
Information on Home Sales Price in vicinity of Pond-Grover Loop Road

June 28, 2016

MEMORANDUM

To: Pond-Grover Loop Raod Committee Members

From: Department of Planning and Parks

Re: Information on Sale Price of Homes within the Vicinity of the Pond-Grover Loop Road

Cc: Ryan S. Thomas, P.E., City Administrator
John A. Young, City Attorney
Rick Brown, P.E. and P.T.O.E., Director of Public Works

Throughout the past year, as discussions have been held regarding the future of the Pond-Grover Loop Road, and its possible extension, questions have been raised about property values and the impact its construction would have on them in its vicinity. In analyzing this matter, the Department gathered details on the sale prices of homes in subdivisions that back to the existing Pond-Grover Loop Road in an effort to determine if they show significantly lower sales prices, as has been questioned. The data used is from St. Louis County Department of Revenue and reflects a 3-year timeframe of sales between 2012 and 2014.

The analysis does not take into account details on the home type or condition, but simply its proximity to the roadway and sale price. The data was extrapolated by subdivision, for the six (6) locations adjacent to the Pond-Grover Loop Road. These subdivisions included the following:

- Lafayette Trails
- Kingstowne Estates
- Hickory Manor – Village A
- Hickory Manor – Village B
- Hickory Manor – Village C & D
- Hunters Run & Evergreen

This data shows property that is adjacent to the Pond-Grover Loop Road is mixed, sometimes the highest priced home within the subdivision and sometimes the lowest priced home. These statistics, shown on the attached spreadsheets, likely reflect the condition and style of the home have a greater impact on its price,

than if it is adjacent to the Pond-Grover Loop Road. Proximity to roadways remains a major consideration in the design of any residential subdivision within the City and how to best manage safety, light, sound, and views to the benefit of the residences next to them. Accordingly, this consideration led to the need to provide a conceptual design of the roadway, so its components can be visualized and understood from an inclusion/use standpoint.

Home Sale Prices - Lafayette Trails Subdivision
2012-2014

# on Map	House Number	Street Name	Subdivision	Through Street/ Cul-de-sac	Location within subdivision	Perimeter/ Interior Lot Location	Surrounding Elements	Sale Price	Sale Date	Rank by Pricing (Highest to Lowest)
3	17212	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Perimeter	Backs to Community Park	$ 399,900	7/31/2013	1
14	17108	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Windsor Crest Subdivision	$ 399,900	5/13/2013	1
10	2263	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 385,000	3/30/2014	3
4	17205	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 355,500	9/24/2012	4
7	17127	Lafayette Trails Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 355,000	6/13/2012	5
8	2275	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 355,000	5/29/2013	5
17	17218	LeForet Court	Lafayette Trails	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	$ 350,000	4/16/2013	7
5	17193	Lafayette Trails Drive	Lafayette Trails	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 343,400	10/2/2012	8
9	2262	Sentier Drive	Lafayette Trails	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 333,000	7/21/2014	9
12	17114	Sentier Court	Lafayette Trails	Cul-de-sac	Central	Interior	Surrounded by other lots	$ 332,000	1/22/2013	10
1	17220	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Perimeter	Backs to Community Park	$ 330,005	4/25/2012	11
6	17174	Lafayette Trails Drive	Lafayette Trails	Through	Southwest Corner	Perimeter	Borders Community Park and Windsor Crest Subdivision	$ 328,400	4/4/2013	12
2	17225	Lafayette Trails Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 323,000	5/5/2014	13
15	17117	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to State Route 109	$ 323,000	5/29/2014	13
11	2233	Sentier Drive	Lafayette Trails	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 310,500	8/6/2012	15
13	17161	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	Northeast Corner	Perimeter	Backs to Pond-Grover Loop Road and Retention Basin	$ 245,000	8/28/2012	16
16	17137	Lafayette Trails Court	Lafayette Trails	Cul-de-sac	East-Central	Perimeter	Backs to State Route 109	$ 242,555	3/7/2012	17

Home Sale Prices - Kingstowne Estates Subdivision
2012-2014

# on Map	House Number	Street Name	Subdivision	Through Street/ Cul-de-sac	Location within subdivision	Perimeter/ Interior Lot Location	Surrounding Elements	Sale Price	Sale Date	Rank by Pricing (Highest to Lowest)
32	9	Kingstowne Estates Court	Kingstowne Estates	Cul-de-sac	Southeast Corner	Perimeter	Backs to Hickory Manor Subdivision	$ 300,000	12/4/2014	1
19	16908	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 296,000	1/30/2014	2
22	2312	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	$ 293,000	4/15/2014	3
28	16816	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	South-Central	Perimeter	Backs to Pond-Grover Loop Road	$ 293,000	5/29/2014	3
25	16835	Kingstowne Way Drive	Kingstowne Estates	Through	North-Central	Perimeter	Borders Babler Park Estates Subdivision	$ 283,000	4/25/2013	5
33	2302	Kingstowne Way Court	Kingstowne Estates	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 276,735	4/3/2012	6
27	16829	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	South-Central	Interior	Surrounded by other lots	$ 276,000	8/27/2013	7
23	2320	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Interior	Corner Lot - interior	$ 273,000	6/2/2013	8
20	16904	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 260,500	11/18/2014	9
31	16734	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Hickory Manor Subdivision	$ 259,900	4/29/2012	10
24	2327	Paradise Peak Circle	Kingstowne Estates	Through	Northwest Quadrant	Perimeter	Borders Babler Park Estates Subdivision	$ 258,000	3/4/2014	11
26	16826	Kingstowne Way Drive	Kingstowne Estates	Through	North-Central	Interior	Surrounded by other lots	$ 258,000	5/29/2014	11
34	2303	Kingstowne Way Court	Kingstowne Estates	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 257,900	5/31/2012	13
30	16750	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 254,500	4/11/2013	14
21	2313	Kingstowne Place Court	Kingstowne Estates	Cul-de-sac	Northwest Quadrant	Interior	Surrounded by other lots	$ 252,000	4/18/2013	15
18	16920	Kingstowne Place Drive	Kingstowne Estates	Cul-de-sac	Southwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 244,500	1/2/2014	16
29	16758	Kingstowne Estates Drive	Kingstowne Estates	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 175,000	2/15/2012	17

Home Sale Prices - Hickory Manor Subdivision - Village A
2012-2014

# on Map	House Number	Street Name	Subdivision	Through Street/ Cul-de-sac	Location within subdivision	Perimeter/ Interior Lot Location	Surrounding Elements	Sale Price	Sale Date	Rank by Pricing (Highest to Lowest)
42	2461	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Perimeter	Backs to State Route 109	$ 272,500	5/20/2014	1
55	2571	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 270,000	3/16/2014	2
41	2445	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 269,900	10/13/2013	3
40	16998	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 268,500	6/16/2013	4
38	16934	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 267,000	11/20/2012	5
44	2472	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 267,000	12/9/2014	5
51	2511	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road and Sandalwood Creek Condominiums	$ 265,000	11/18/2013	7
37	16979	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Corner	Perimeter	Backs to State Route 109	$ 260,000	5/27/2014	8
52	2536	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 259,900	3/16/2014	9
45	2476	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 259,000	9/9/2013	10
35	16947	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 255,000	5/20/2012	11
47	2481	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road	$ 253,000	5/31/2012	12
49	2503	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road	$ 253,000	9/2/2014	12
43	2452	Hickory Manor Drive	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 246,500	1/26/2014	14
53	2587	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Backs to common ground	$ 246,000	5/12/2013	15
46	2477	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road and State Route 109	$ 245,000	7/16/2014	16
54	2551	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Interior	Surrounded by other lots	$ 238,500	4/30/2012	17
36	16967	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Corner	Perimeter	Backs to Pond-Grover Loop Road	$ 224,900	7/21/2014	18
50	2507	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Corner	Perimeter	Backs to Eatherton Road	$ 222,000	12/3/2012	19
48	2485	Hickory Manor Drive	Hickory Manor Village A	Through	Southwest Quadrant	Perimeter	Backs to Eatherton Road	$ 218,219	12/11/2012	20
39	16938	Hickory Forest Lane	Hickory Manor Village A	Through	Northwest Quadrant	Interior	Surrounded by other lots	$ 203,500	11/12/2012	21

Home Sale Prices - Hickory Manor Subdivision - Village B
2012-2014

# on Map	House Number	Street Name	Subdivision	Through Street/ Cul-de-sac	Location within subdivision	Perimeter/ Interior Lot Location	Surrounding Elements	Sale Price	Sale Date	Rank by Pricing (Highest to Lowest)
64	16829	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Interior	Surrounded by other lots	$ 272,000	3/13/2014	1
70	16720	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 267,500	7/22/2012	2
62	16846	Hickory Crest Drive	Hickory Manor Village B	Through	Central	Interior	Backs to retention basin	$ 265,000	10/27/2013	3
73	32	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 259,000	6/17/2013	4
59	16931	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Surrounded by other lots	$ 255,500	4/10/2014	5
60	16716	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Backs to retention basin & Pond-Grover Loop Road	$ 251,000	7/20/2014	6
79	16822	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 250,300	1/31/2013	7
56	16940	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 250,000	3/9/2014	8
71	16724	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 248,400	1/20/2014	9
61	16870	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Interior	Backs to retention basin	$ 240,000	3/27/2013	10
66	16810	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	$ 239,400	3/3/2014	11
72	2	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 232,000	4/14/2014	12
74	33	Hickory Valley Court	Hickory Manor Village B	Cul-de-sac	Northeast Quadrant	Interior	Surrounded by other lots	$ 228,667	3/21/2012	13
81	16864	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 225,500	11/27/2012	14
75	57	Hickory Mound Court	Hickory Manor Village B	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Sandalwood Creek Subdivision	$ 218,000	5/9/2013	15
57	16928	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 216,500	3/3/2014	16
68	16780	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	$ 214,900	6/23/2013	17
69	16739	Hickory Crest Drive	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 214,900	8/5/2014	17
58	16908	Hickory Crest Drive	Hickory Manor Village B	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 210,000	3/4/2012	19
80	16852	Hickory Trails Lane	Hickory Manor Village B	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 207,500	5/28/2012	20
65	16826	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Interior	Corner lot - Surrounded by other lots	$ 190,113	9/15/2014	21
63	16830	Hickory Crest Drive	Hickory Manor Village B	Through	Central	Interior	Surrounded by other lots	$ 183,000	6/18/2012	22
67	16802	Hickory Crest Drive	Hickory Manor Village B	Through	South-Central	Perimeter	Backs to Sandalwood Creek Subdivision	$ 167,000	3/25/2012	23

Home Sale Prices - Hickory Manor Subdivision - Villages C and D
2012-2014

# on Map	House Number	Street Name	Subdivision	Through Street/ Cul-de-sac	Location within subdivision	Perimeter/ Interior Lot Location	Surrounding Elements	Sale Price	Sale Date	Rank by Pricing (Highest to Lowest)
90	16660	Green Pines Drive	Hickory Manor Village D	Through	Northeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 235,000	5/7/2013	1
89	15971	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Corner	Interior	Surrounded by other lots	$ 233,176	4/3/2012	2
82	15908	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 195,000	7/27/2014	3
88	15940	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 195,000	9/14/2014	3
77	16755	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to other lots and Sandalwood Creek Subdivision	$ 190,000	12/14/2014	5
83	15911	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 187,900	6/18/2014	6
78	16760	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Perimeter	Backs to Sandalwood Creek Subdivision	$ 186,000	6/30/2014	7
85	15927	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 184,000	10/21/2012	8
87	15920	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Perimeter	Backs to Pond-Grover Loop Road	$ 178,500	8/18/2013	9
76	16731	Hickory Meadows Court	Hickory Manor Village C	Cul-de-sac	Southeast Quadrant	Interior	Surrounded by other lots	$ 174,000	9/17/2012	10
84	15923	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 172,500	7/17/2012	11
86	15931	Sandalwood Creek Drive	Hickory Manor Village C	Through	Southeast Quadrant	Interior	Surrounded by other lots	$ 161,500	2/15/2012	12

Home Sale Prices - Hunters Run and Evergreen Subdivisions
2012-2014

# on Map	House Number	Street Name	Subdivision	Through Street/ Cul-de-sac	Location within subdivision	Perimeter/Interior Lot Location	Surrounding Elements	Sale Price	Sale Date	Rank by Pricing (Highest to Lowest)
91	16648	Green Pines Drive	Evergreen	Through	Northwest Corner	Perimeter	Adjacent to Hickory Manor - backs to common ground	$ 230,000	6/22/2014	1
92	16004	Sandalwood Creek Drive	Hunters Run	Through	East-Central	Perimeter	Backs to Pond-Grover Loop Road	$ 187,959	3/21/2012	2
95	16028	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 173,500	12/3/2014	3
94	2333	Hunters Crest Drive	Hunters Run	Through	Northeast Quadrant	Perimeter	Backs to Hickory Manor Subdivision	$ 170,000	3/14/2013	4
97	16044	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 167,000	7/10/2013	5
96	16036	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 165,000	12/3/2012	6
98	16052	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 162,000	10/17/2012	7
99	16056	Sandalwood Creek Drive	Hunters Run	Through	Southeast Quadrant	Perimeter	Backs to Villages at Bright Leaf Proposed Subdivision	$ 150,000	10/21/2013	8
93	16016	Sandalwood Creek Drive	Hunters Run	Through	Southeast Corner	Perimeter	Backs to Pond-Grover Loop Road	$ 143,000	10/26/2014	9

WILDWOOD

POND-GROVER LOOP ROAD COMMITTEE

Address:	Dwelling Constructed in:	Other Improvements:	Constructed in:	Purchased by Current Owner:
16700 Hickory Crest Drive	1988	Patio 204sf	1988	2004
15902 Sandalwood Creek Drive	n/a	Retention Basin	1995	n/a
15904 Sandalwood Creek Drive	1995	Patio 144sf	1995	2006
15908 Sandalwood Creek Drive	1995	Patio 144sf	1995	2014
15930 Pond Grover Loop Road	n/a	Common Ground: 20'Wx201'L; 0.32 ac	Platted 1994	n/a
15912 Sandalwood Creek Drive	1996	Deck 214sf	1996	1996
15916 Sandalwood Creek Drive	1996	Patio 200sf	1996	2000
15920 Sandalwood Creek Drive	1995	Deck 174sf	1995	2013
15924 Sandalwood Creek Drive	1996	Deck 192sf	1996	2010
15928 Sandalwood Creek Drive	1996	Patio 144sf	1996	2007/09?
15932 Sandalwood Creek Drive	1995	Patio 150sf	1995	2004/06 [trans?]
15936 Sandalwood Creek Drive	1996	Patio 144sf	1996	1996
15940 Sandalwood Creek Drive	1995	Patio 120sf	1995	2014
15944 Sandalwood Creek Drive	1995	Patio 168sf	1995	2004/10/15?
15948 Sandalwood Creek Drive	1996	n/a	--	2006
15952 Sandalwood Creek Drive	1994	Patio 144sf	1994	2002/09/16?
15956 Sandalwood Creek Drive	1996	n/a	--	1998/99?
15960 Sandalwood Creek Drive	1994	Patio 216sf	1994	1998/2004 [trans?]
15964 Sandalwood Creek Drive	1996	Patio 192sf	1996	2005/12?
15968 Sandalwood Creek Drive	1994	Patio 207sf	1994	2008
15972 Sandalwood Creek Drive	1996	n/a	--	1996/2011?
15976 Sandalwood Creek Drive	1994	Patio 117sf	1994	2011
15980 Sandalwood Creek Drive	1993	Deck 130sf	1993	2004
15984 Sandalwood Creek Drive	1993	Deck 288sf	1993	2003 [trans?]
15988 Sandalwood Creek Drive	1994	Deck 120sf	1994	2006
16000 Sandalwood Creek Drive	1993	n/a	--	1994
16004 Sandalwood Creek Drive	1993	Patio 277sf	1993	2012
16008 Sandalwood Creek Drive	1993	Deck 182sf	1993	2008
16006 Sandalwood Creek Drive	n/a	Common Ground: 20'Wx405'L; 0.19 ac	Platted 1993	n/a
16012 Sandalwood Creek Drive	1993	Patio 156sf	1993	2001/15?
16016 Sandalwood Creek Drive	1993	Patio 100sf	1993	2014/16?
16020 Sandalwood Creek Drive	1993	Deck 120sf	1993	1993
16660 Green Pines Drive	1997	Deck 256sf	1997	2013
16664 Green Pines Drive	n/a	Common Ground: 1.31 ac	Platted 1995	n/a
2407 Forest Leaf Parkway	n/a	Common Ground: 2.77 ac	Platted 1986	n/a
2415 Forest Leaf Parkway	n/a	Common Ground: 1.37 ac	Platted 1988	n/a
2404 Evergreen Forest Court	1987	Deck 1,000sf	2002	2001/13?
2405 Evergreen Forest Court	1987	Deck 405sf	1990	1987
16643 Evergreen Forest Drive	1987	Inground Pool & Patio 500sf; perimeter fence	2014	2008
16646 Evergreen Forest Drive	1987	Patio 256sf	1987	2003

CITY OF WILDWOOD, MISSOURI

POND-GROVER LOOP STUDY

Hickory Crest Drive

Pond-Grover Loop ROW area

Evergreen Forest Court

Sandalwood Creek Drive

Common Ground

Common Ground

Hickory Meadows Court

Evergreen Forest Drive

Hunters Crest Drive

N

250

Feet

WILDWOOD

Agenda
for the
POND-GROVER LOOP ROAD COMMITTEE
City Hall Council Chambers – 16860 Main Street
Tuesday, July 26, 2016
7:00 p.m. to 9:00 p.m.

Re: Presentation of Responses to Outstanding Questions and Comments
and
Recommendation Process

I. Welcome to Group Members, Roll Call, and Opening Comments by Chair Baugus

II. Approval of Minutes from the June 28, 2016 Meeting

III. Discussion Topics and Consideration of Possible Recommendation by the Committee

a. Presentation of Outstanding Questions and Comments
b. Discussion on Possible Committee Recommendation, with Supporting Information

IV. Public Comments

V. Closing Remarks/Adjournment

Note: The Pond-Grover Loop Road Committee will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

WILDWOOD

POND-GROVER LOOP ROAD COMMITTEE

Record of Proceedings
City Hall Council Chambers – 16860 Main Street
Tuesday, July 26, 2016
7:00 p.m. to 9:00 p.m.

I. Welcome to Group Members and Opening Comments by Chair Baugus

Chair Baugus called the meeting to order at 7:00 p.m. and welcomed everyone in attendance. A roll call was conducted, with the following members in attendance: Christy Pitney, Paul Pohlers, Debbie Sinden, Ed Marshall (Council Member Ward 2), Joe Garritano (Council Member Ward 8), Jim Baugus (Council Member Ward 3), and Mayor Bowlin.

Other City Officials present: Larry McGowen (Council Member Ward 1), Sue Cullinane (Council Member Ward 3), Katie Dodwell (Council Member Ward 4), Debra Smith McCutchen (Council Member Ward 5), Dave Bertolino (Council Member Ward 5), Jerry Porter (Council Member Ward 6), and Larry Goodson (Council Member Ward 8).

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.

Chair Baugus read the Committee's initial goals and provided a brief introductory statement.

II. Approval of Minutes from the June 28, 2016 Meeting

A motion was made by Council Member Garritano, seconded by Council Member Marshall, to approve the minutes from the June 28, 2016 meeting.

A voice vote was then taken on the motion and, with a unanimous affirmative result, it was declared approved and the minutes passed.

III. Discussion of Topics and Consideration of Possible Recommendation by the Committee

A motion was made by Council Member Garritano, seconded by Committee Member Marshall, to change the order of the agenda so Public Comment would be held first.

Discussion was held among the Committee Members regarding the following: the desire to hear new comments and not only restate things that have been said for the last four (4) months; if there is a timeframe on speakers; and the possibility of speakers noting they echo a previous speaker, instead of repeating things already said.

A roll call vote was taken with the following results:

Ayes: Committee Member Pitney, Committee Member Sinden, Committee Member Pohlers, Council Member Marshall, Council Member Joe Garritano, and Council Member Jim Baugus.
Nays: None
Abstain: None

Whereupon, Chair Baugus declared the motion approved and the agenda modified.

IV. Public Comments

Steve Casper, 2502 Forest Leaf Parkway, noted the traffic has been excessive at his home and increased over the many years he has lived there. He commented that, both the Metro West Fire Marshall and the Rockwood School District, support the extension of road. He endorses the road extension because both of these important entities support it and it will result in a thirty-five percent (35%) decrease in traffic on his street.

Tom Farmer, 16731 Kingstowne Estates Drive, attended all meetings and has some new comments to share. He ntoed he voted against Wildwood's incorporation, but over the years has appreciated what the City has done. He appreciates the way the City Council listens and has found the changes made are never as bad as they are perceived. He is in favor of the road, and believes the negative will not be as bad as anticipated and he appreciates the direct route the road will create to the City center.

Dave Bertolino, 16712 Hickory Crest Drive, Council Member Ward 5, noted he is opposed to the completion of the road for the following reasons: 1. Traffic study has not concluded a necessity of the road for the completion of the new subdivision; 2. New subdivision will have three (3) access points for emergency vehicles; and 3. While he has empathy to residents on Forest Leaf Parkway, Westglen Farms Drive, and Green Pines Drive, he thinks there is a better solution to solving the local access/cut-through problems.

Debra Smith McCutchen, 16548 Birch Forest Drive, representing Ward 5, submitted a written letter to the Committee, which has been attached to these minutes. She also wanted to recap points of interest from the extensive amount of emails she has forwarded on this matter. Her first comment relates to the developer's plan, showing a trail instead of the road extension, and Commission's action. She then provided examples of traffic patterns to illustrate access points into the area of the Villages at Bright Leaf: Babler View Drive; Thunderhead Canyon Drive and Clayton Road; Westglen Farms Drive and State Route 100; Fullerton Meadows Drive to Westglen Farms Drive, and near State Route 100; Pond-Grover Loop Road, at State Route 109, to Sandalwood Creek Drive; Eatherton Road at Sandalwood Creek; Hickory Crest Drive; and the planned emergency access drive to Birch Forest Drive. These roads provide five (5) access points to Villages at Bright Leaf. She also noted the Windsor Crest Subdivision, which is in the Town Center, and Lafayette Trails Subdivision, which is in the Suburban Residential Area are not connected. She stated that, since the Villages at Bright Leaf is in the Town Center and surrounded by Suburban Residential Area subdivisions, the extension is not needed. She concluded noting the emergency vehicle trail access plan is supported by the residents and has the same response time for emergency vehicles and that residents are dissatisfied with the City roadway plans and believes their voices are not being heard.

Betsy Vanderheyden, 16560 Birch Forest Drive, noted she believes the focus should be on the people. The traffic study and other information presented should be considered, but the impacts on the people

should be considered more carefully. She requested the trail be constructed, not the road. She submitted a letter, which is attached to the minutes and made a part of this record.

Joyce Furmanek, 2405 Evergreen Forest Court, noted she agrees with both Ward 5 Council Members.

Susan Treiber, 15912 Sandalwood Creek Drive, commented that she has attended many meetings and presented petitions in opposition to the road extension. She noted that earlier this evening she did sound testing at Babler Elementary School and the loudest car was 85 db, then she also conducted one at the Pond-Grover Loop Road, near Hickory Manor Drive, and the loudest car sound was 80 db. She believes the Lochmueller Group traffic study is flawed because she felt the traffic counters didn't understand what they were doing and there is no evidence of license plates being recorded. She noted she passed by the counters fifty (50) times during the study and wants to know if she was counted or dismissed. She also noted that she recorded a video of cars near 6:30 p.m. and there were twelve (12) cars per minute on State Route 109, at Babler Elementary School, and eight (8) cars per minute on Pond-Grover Loop Road, at Paradise Peak Circle. Therefore, she concluded the traffic study is wrong because it said the road extension would have two (2) to four (4) cars per minute. She is opposed to the road extension.

James Gardner, 16708 Hickory Crest Drive, noted petitions have been submitted in the past opposing the road extension. He submitted additional petition pages, which are added to these minutes, in opposition of the road extension. He is also, personally, opposed to the road.

Wendy Bellville, 16491 Fullerton Meadows Drive, noted she has seen an increase in traffic over the twenty-three (23) years she has lived at this address and believes the roadway is now dangerous. She stated her Ward 5 representatives never asked her opinion, before they spoke in representation of their constituents, and she is for the road extension.

Dave Bannen, 17093 Sandalwood Creek Drive, noted the road has been in plans for twenty (20) years. He wants the road extended. He believes the Town Center needs the road. In his opinion, the concerns about emergency access are valid and that an area can't have enough of it. He stated the City shouldn't lower the bar and avoid providing an additional form of emergency access. He believes any family is entitled to this service. Finally, he noted he is a resident of Ward 5 and in favor of the road extension.

Lloyd W. Patterson, 2533 Rainforest Drive, noted he has lived at this location since 1978 and has had access to Taylor Road, through his rear yard. He would prefer the road not be installed, but if it is he wants to make sure he continues to have access from his rear yard to Taylor Road. He wants to make sure sound issues and safety concerns are addressed, if extended, and he asked that someone contact him regarding access and his other concerns.

Christine Walker, 16616 Green Pines Drive, noted she has seen an increase in traffic over the thirty (30) years of living there. She stated the petitions that have been submitted do not represent all of those living in Ward 5. She believes those gathering petitions have been dishonest in what they represented, when obtaining signatures. She is in support of the road extension.

Jane Simpson, 16000 Sandalwood Creek Drive, noted she has been hit pulling out of her driveway. She has sympathy for those residents that live on busy streets, but is opposed to the road. She stated there is

a reason this road hasn't existed up to this point, given it will effect many more than just those that it will go behind.

Scott Reed, 16748 Highland Summit Road, noted he is a registered engineer and the road extension does not have a direct impact on him. He noted he believes the traffic study is woefully inadequate because of the following: 1. The area analysis did not include a 'do nothing' scenario; 2. There was no acknowledgment that the road does not stand by itself and is part of a larger network, since the study doesn't review how it ties together with other roads; and 3. There is not summary of the level of service. He would give the study a C+ grade.

Dale Larsen, 16805 Kingstowne Estates Drive, noted he and his wife are opposed to the road extension because of the wildlife in the area, whose habitats would be negatively impacted by the road extension, particularly a pair of mallard ducks who return every year to the area and they have named 'Hillary' and 'Donald.'

Valentin Militchin, 15931 Sandalwood Creek Drive, questioned why the City wants to shift a traffic problem from other areas to here.

Lisa Johnson, 16612 Green Pines Drive, noted she is in support of the Pond-Grover Loop Road extension. She understands the need for new housing and, she too, loves wildlife. She believes the road extension needs to happen to accommodate the new traffic from the Villages at Bright Leaf Subdivision. She commented that people opposed to the extension don't live on streets that are impacted by the amount of existing traffic on roads and the alternates mentioned as routes, by a previous speaker, is her street. Finally, she noted they want to reduce the traffic on her street and share the traffic on the roadways.

Larry Ball, 16632 Green Pines Drive, noted he has lived there for twenty-nine (29) years. He then showed a memo from the City's Board of Public Safety noting traffic counts on his roadway, which are beyond what is recommended. He believes leaving things as is, is the path of least resistance and he supports the road extension, because he wants to see traffic reduced.

Gary Schroeder, 16642 Evergreen Forest Drive, stated he is opposed to the road extension. He noted his belief that the extension of the Pond-Grover Loop Road does not meet the goals/objectives of the Master Plan.

Linda Jasper, 15944 Sandalwood Creek Drive, noted she is opposed to the road extension because people will use the road as a cut-through.

Socorro Delgado, 2455 Peaceful Court, noted she wasn't aware of the road until 2 weeks ago and doesn't understand why it would be built. She will not use the road because she has so many other road options to use. She noted she is opposed to the road, and believes it is just a shortcut and no one will benefit.

Dennis Handley, 2525 Rain Forest Drive, noted people who are for the extension want to reduce traffic on their roads, but they bought their house knowing it was a through street. He does not believe the solution is to build this road, given it will place the problem on another street. He is opposed to the road.

Annie and Herman Groves, 16647 Westglen Farms Drive, submitted a Speaker's Card for their comments to be included in the record, but did not wish to speak at the meeting. Their comments were: We built

our house thirty (30) years ago on Westglen Farms Drive and were told then the Pond-Grover Loop Road would go through to Manchester Road.

Mark Acree, 16630 Evergreen Forest Drive, submitted a Speaker's Card for his comments to be included in the record, but did not wish to speak at the meeting. His comments were: Strongly opposed to the Pond-Grover Loop Road extension and housing development. He has also emailed his comments to the Council.

Ernestina Barajas, 2517 Winter Leaf Court, submitted a Speaker's Card for her comments to be included in the record, but did not wish to speak at the meeting. Her comments were: Opposed to the round about construction. There is no need – no use. Protect the wildlife!

Jorge Delgado, 2455 Peaceful Court, submitted a Speaker's Card for his comments to be included in the record, but did not wish to speak at the meeting. His comments were: I feel there is no need for extension. Further, our quality of life would suffer for it.

Theresa Duenke, 2403B Sandalwood Creek Court, submitted a Speaker's Card for her comments to be included in the record, but did not wish to speak at the meeting. Her comments were: I am in favor of the Pond-Grover Loop Road extension.

Kuldeep Joshi, 16829 Hickory Crest Drive, submitted a Speaker's Card for his comments to be included in the record, but did not wish to speak at the meeting. His comments were: He is opposed to the Pond-Grover Loop Road extension.

III. Discussion Topics and Consideration of Possible Recommendation by the Committee

a. Presentation of Outstanding Questions and Comments

Director of Planning Vujnich noted the packet included responses to the outstanding questions from previous meetings. Staff was not going to review each item, since their number exceeded fifty (50), but would answer questions or provide additional detail, if desired by the Committee members. Additional comments have been submitted since the packet was complete on Friday and those additions have been provided tonight to all Committee Members.

b. Discussion on Possible Committee Recommendation, with Supporting Information

Discussion was held among the Committee Members regarding the following: Committee Member Pitney noted that Committee Member Pohlers had credited a statement to her, which she had quoted from a document. She wanted it noted the quote did not originate from her; Committee Member Pitney outlined her list of pros/cons on the road, and noted she doesn't think there is substantial evidence indicating the road is necessary and she believes the negatives outweigh the benefits; Committee Member Pohlers noted that the road extension is in compliance with the Master Plan and has been for several versions of the plan, since the Town Center Plan is part of it; Committee Member Sinden thanked staff for their help. She also noted people always dispute traffic studies, but she believes it has shown the road should go through and an overall approach to the traffic issues in the area should be taken; Council Member Marshall noted that it was always clear that driveways would not have direct access to the Pond-Grover Loop Road, and St. Louis County

ordinances included requirements for surrounding subdivisions that were to be platted the road would be extended. He stated the City has an obligation to provide public safety to all residents, and even though there will be cost associated with the project, much can be done to correct the poor design on the existing portion of road.

A motion was made by Council Member Marshall, seconded by Committee Member Sinden, to make a recommendation to the City Council to support the extension of the Pond-Grover Loop Road and to provide the City Council members with all of the materials the Pond-Grover Loop Road Committee received and evaluated as part of their decision.

A roll call vote was taken with the following results:
Ayes: Committee Member Sinden, Committee Member Pohlers, Council Member Marshall, Council Member Joe Garritano, and Council Member Jim Baugus.
Nays: Committee Member Pitney
Abstain: None

Whereupon, Chair Baugus declared the motion approved by a vote of 5-1.

V. Closing Remarks/Adjournment

A motion was made by Committee Member Pohlers, seconded by Council Member Garritano, to adjourn the meeting. A voice vote was taken, whereupon Chair Baugus declared the motion approved and the meeting adjourned at 8:34 p.m.

With the adjournment, this Committee completed its work. These minutes have been reviewed and signed by the Chair of the Pond-Grover Loop Road Committee on the other members' behalf.

Jim Baugus

Jim Baugus, Chair

8/2/16

Date

Final Comments to PGL Road Committee – July 25th, 2016

The charge of this committee was to determine if the PGL Road extension is needed.

The resounding answer is no! The extension of PGL Road is not needed!

Facts:

- **Emergency Vehicle Trail access:**
  - is supported by residents who are directly impacted
  - provides connectivity to a Town Center Development
  - saves the same amount of emergency response time as a road extension would
  - supports the master plan
  - provides a 5th secondary access into the Villages of Bright Leaf

- Lochmueller Group representative stated traffic would remain the same if PGL wasn't extended

- **The developer**
  - Did not ask for the road extension.
  - Stated the extension is not required for the development
  - Stated area where road would be constructed is needed for lot sizes to remain as described in the ordinance authorizing the development of the Villages of Bright Leaf

- **According to the Master Plan**
  - Subdivision streets should be designed with the intent to **<u>maintain safety and intimate nature of residential areas by limiting throughways</u>**
  - Exceptions to the Town Center Street Network Plan is to be reviewed on a case by case basis relative to the development of individual properties (page 103) An extensive but not all inclusive list has been provided to the committee.
  - All neighborhoods should be pedestrian friendly
  - Section 9 of the plan reads: The city does not wish to adopt other arterials and new roadways that may have been projected as part of the previous St. Louis County's plans, in particular the Pond-Grover- Loop Road
  - The City of Wildwood should create (suburban) neighborhood parks in high density areas with appropriate facilities to serve the surrounding areas, designed to accommodate all user groups. (page 63)
  - The 5-year Strategic Plan, Resolution 2009-28 clearly states that the original St. Louis County Pond-Grover-Loop study is not supported (page 56) by the city of Wildwood.
  - The natural vegetation and scenic views should be maintained , preserved and enhanced for the benefit of both residents and visitors(page 54)

- **St Louis County Plan**
  - None of the plan came to fruition
  - Pond Road cannot connect to "Grover Road" due to constructed development

- West Pond-Grover Loop terminates into the Community Park, where a gate will be installed to prevent cut through traffic from Hwy 109 to Hwy 100
- Loop around intersection of Hwy 109 and 100 is no longer possible

Since all other St. Louis County Road Plans were discarded why extend East Pond-Grover Loop Rd establishing a cut through from Hwy 100 to Hwy 109 (with no gate)

- **Safety will be decreased;**
  - 30 seconds is not ample time for children to cross a round-about
  - **The projected vehicular traffic count for extension of PGL is approximately 3,000 cars per day**
  - Free flowing traffic coming off a round-about does not have to slow or stop as a resident backs out of a driveway
  - There will be a safety concern when three cars every 30 seconds have been estimated to be utilizing the round-about

- **Rockwood School District will not change their bus route if Pond-Grover Loop is extended.**
- **Waste of taxpayer dollars**

Many other valid reasons were provided which did not support extending Pond-Grover Loop Road.

Yet here we are -

We are about to celebrate the 21st anniversary of the incorporation of the city of Wildwood. Here we are 21 years later and residents of Ward 5

are finding themselves facing some of the same issues as the cities founding fathers experienced.

- ❖ Dissatisfaction with St. Louis County's roadway plans that disregarded citizen's concerns regarding new development > Pond Grover Loop
- ❖ Similarly, dissatisfaction with the cities roadway plans that disregard citizen's concerns regarding the development of the Villages of Bright Leaf >Pond-Grover Loop
- ❖ Accountability to the people or in this case lack of >current total disregard of residents desires, requests, comments, participation, safety and quality of life.
- ❖ Preservation and conservation of the natural environment > destruction of the trees, vegetation, wildlife habitat
- ❖ Devastation and erosion from construction of and site preparation of extension
- ❖ Removal of woodlands will negatively impact Caulks Creek in an area with major land erosion

While the founding fathers fought the establishment of the outer belt > residents of Ward 5 are fighting the establishment of an inner belt.

Have the members of this committee forgotten why we incorporated? Keep Wildwood's vision alive! Stay true to the Mission! The city of Wildwood is supposed to be a government of, by and for the people. The residents of Ward 5 are participating in the governmental process. They are involved citizens! Citizens who have knowledgably stated their concerns and desires. Uphold Wildwood's standards and guidelines. Listen to the citizens, for they are the ones who will be impacted daily. Follow their recommendations. Do not extend Pond-Grover Loop.

July 26, 2016

Dear Wildwood City Council Members,

For over a year, a dedicated group of Ward 5 citizens I affectionately call the "incorporation reincarnation" has worked tirelessly attending PNZ, council and committee meetings. We've written emails and even held outreach information stations the past two weekends to connect with residents who have a huge stake in what happens at the Pond Grover Loop terminus but hadn't focused their attention on the issue.

Many residents were appalled when former Mayor Woerther established the Pond Grover Loop committee back in January which was, from the beginning, a rigged process. He chose not to appoint Debra McCutchen as a council member and chose 3 other council members who have expressed support for the road. Debra McCutchen was the most qualified council member to serve on this committee and it would have given the committee a sense of fairness and balance. The residents chosen all had strong points of view about the road, but two of those members continued to publicly promote the road after being appointed to the committee, mainly during the Ward 5 campaign for council.

The following is a copy of the email I sent to Mr. Baugus, Mr. Vunich and Mayor Bowlin on August 25, 2016:

With the committee considering a vote at Tuesday's meeting, public comments must be moved to the agenda just after approval last month's minutes. All the other Wildwood committee, commission and council meetings schedule public comments/participation at the very beginning of their meetings or just before a public hearing. Please revise the agenda for August 26 to reflect that.

So far I have not gotten a response. But I just checked the PGL agenda and see that the public comments are still listed at the end. It may not break any city rules or regulations but it clearly shows disregard and disrespect for the citizens of Wildwood and the democratic process. Please consider this tainted process when this committee delivers its recommendation.

Here is a quick list of residents' concerns and reasons for objecting to this road extension:

- increase traffic on existing Pond Grover Loop
- concept plan showing two new roundabouts
- safety of children and adults walking and biking
- Significantly decrease home values of working class families and single individuals who can't afford to have that happen
- Loss privacy, peace and quiet with the removal of trees and green space behind residents' homes; their views replaced with a concrete road
- **Cost of construction of this road to taxpayers** at a time when revenues are in jeopardy from the reduction of the pool tax fund

- **On-going cost of maintaining a new road**
- **Redirecting funds away from badly needed Wildwood road projects/improvements**
- **Waste of taxpayer money for a road that nearly all affected residents do not want**
- Road will generate sound, air and light pollution
- Our green space and mature trees, habitat for wildlife, will be destroyed
- Bright Leaf Development **does not require** the road extension for their project
- Metro West already has 3 access points for the Bright Leaf Development and does not require it; a 4th access planned at Birch Forest; many Wildwood developments have only one entrance/exit (ie. Wildhorse)
- The traffic study didn't consider the additional cars from Bright Leaf using the extension, dumping that traffic onto existing PGL
- There is already a great deal of traffic on Hickory Manor, Sandalwood and the existing PGL; and Wildwood's plan is to create traffic at the backdoors of these residents as well
- There is no Ward 5 public space for the residents adjacent to the PGL terminus

I have only heard one reason from the supporters of extending the PGL: that it would reduce traffic on Fullerton Meadows, Forest Leaf and Green Pines. Those traffic patterns have existed since the roads and houses were built. For those residents who purchased their homes on a street that connects with other streets, traffic is inevitable. The traffic study indicated that if no extension was built the traffic volume would be about the same on adjoining neighborhood roads. I would say to them, be grateful that Wildwood is not proposing to build a road in your backyard!

The PGL committee has not yet convinced most residents that this road should be built. Wasn't that its mission?

Over the weekend I toured some of the lovely subdivisions in our city, particularly off Wildhorse Creek Rd. Why would the residents of Ward 5 be denied the beautiful and quiet amenities that so many in Wildwood enjoy? Our Pond Grover Loop should be completed as a multi-use trail through a wooded area for the enjoyment of nature similar to the trail connecting Garden Valley and Winding Woods subdivisions off 109. Some residents have suggested a fitness trail much like the one at Bluebird Park to promote healthy lifestyles. A sorely needed pocket park and playground for families is a high priority for those living near PGL. This area is perfect for a resident/family-oriented public space.

Please support the residents who will feel the greatest negative impacts from the extension of Pond Grover Loop.

Respectfully submitted,

Betsy Vanderheyden
16560 Birch Forest

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

	Name (Print)	Address (Print)	Signature	Date
1.	TIM KERR	411 IVY HILL CT		7/16/16
2.	CARL BRAUN	16640 Green Pine		7/16/16
3.	Mike Luebbers	16463 Birch Forest Dr		7/16/16
4.	Roger Pierson	16587 Birch Forest Dr		7/16/16
5.	Dawn Pierson	16587 Birch Forest Dr.		7/16/16
6.	JOHN BUSALAKI	16355 LAKESHORE TER		7-16-16
7.	STEPHEN S. MATTA	16934 HICKORY CREST DR.		7.16.16
8.	Deanna Chafin	16756 Hickory Crest Dr.		7-16-16
9.	Sookie Cunningham	16660 Green Pine		7-16-16
10.	NICK JUST	16515 WESTGLEN FARMS DR.		7-16-16
11.	IVAN HUSIC	16700 HICKORY CREST DR		7-16-16
12.	Gustave Neumann	17 Hickory Mound Ct		7-16-16
13.	Vijay Reddy	16822 Hickory Crest Dr.		7/16/16
14.	Gregory Ross	2337 Hunters Crest		7/16/16
15.	Rhonda Mack	2331 Hunters Crest		7/16/16
16.	Jacque Jan	16737 Hickory Meadows		7/16/16
17.	Pam Lewis	16725 Hickory Crest Dr.		7-16-15
18.	Elaine Angelo	512 Prospector Ridge		7/16/16
19.	NADA HUSIC	16700 HICKORY CREST Dr		7/16/16
20.	Heather Ackerman	16701 London Oak Dr		7/16/16
21.	Gary Ackerman	16701 London Oak		7-16-16
22.	Sue Anthes	16661 Green Pines		7-16-16
23.	Elizabeth Beers	16661 Green Pines		7/16/16
24.				
25.				

7/26/16
7:30PM

(2)

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

	Name (Print)	Address (Print)	Signature	Date
1.	Anna Gochkova	15988 Sandalwood Creek Dr		7/16/16
2.	Keith Carlson	16704 Hickory Crest Dr		7/16/16
3.	Vickie Carlson	16704 Hickory Crest Dr.	Vickie L. Carlson	7/16/16
4.	Scott Reed	16893 Hickory Crest Dr.		7/16/16
5.	Jennifer Reed	16893 Hickory Crest Dr		7/16/16
6.	Joshua Byrge	16734 Kingstowne Est. Dr		7/16/16
7.	RAM MARGANA	16870 Hickory Trails Ln		7-16-16
8.	Manjula Margana	16870 Hickory Trails Ln	Manjula Margana	7/16/16
9.	Shirley Roberts	16016 Sandalwood Creek Dr.		7-16-16
10.	Mark Nichols	16927 Hickory Crest Dr		7-16-16
11.	Linda Herzig	2408 Hickory Manor		7-16-16
12.	SHANKAR KONDA	16771 Hickory Crest Dr		7/16/16
13.	USHA KONDA	16771 Hickory Crest Dr		7/16/16
14.	RAMACHANDRAN GOPALAN	16858 HICKORY CREST DR		7/16/16
15.	Elizabeth Vandenhayden	16560 Birch Forest	Elizabeth Vandenhayden	7/16/16
16.	Toni Larsen	16805 Kingstowne Est. Dr	Toni Larsen	7-16-16
17.	Paul Pitney	16919 Hickory Crest Dr.		7/16/16
18.	Nodira Todd	16038 Sandalwood creek Dr.		7/17/16
19.	Aaron Todd	16038 Sandalwood Creek Dr.		7/17/16
20.	Mary Judith Delaney	16900 HICKORY CREST DR		7/17/16
21.	David P. Kiwi	16526 Oak Forest Ct		7-17-16
22.	Agustin Fernandez	16870 Hickory Crest Dr		7/17/16
23.	Astrid Maes	16570 Hickory Crest Dr		7/17/16
24.	William Miriani	16537 Winterleaf Dr		7-17-16
25.	Linda Thompson	16571 Birch Forest Dr.		7.17.16

7/26/16
7:30 pm

(3)

Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. Robin Ahmann	16535 Oak Forest Ct Wildwood, MO 63011		07.16.16
2. Melissa Akkerman	2408 Evergreen Forest Ct Wildwood MO 63011		7/16/16
3. Paul Akkerman	2408 Evergreen Forest Ct Wildwood MO 63011		7/16/16
4. Cole Ayers	16861 Hickory Trail Ln Wildwood, MO 63011		7/16/16
5. JOHN SCHNEIDER	8 HICKORY VALLEY CT 63011		2016-07-16
6. Luke Schneide	8 Hickory Valley Ct 63011		7-16-16
7. Debra K. Downey	2469 Hickory Manor Dr.		7-16-16
8. Dale Larsen	16805 Kingstowne Est Dr.		7-16-16
9. Nikki Johnson	27 Hickory Valley Ct		7-16-16
10. Todd Braska	15935 Sandalwood Creek		7-16-16
11. PAUL AKKERMAN	2408 EVERGREEN FOREST CT		7-16-16
12. Yansheng Wei	16825 Hickory TRAIL LN		7-16-16
13. Hui Zhang	16825 Hickory TRAIL LN		7-16-16
14. Debra MBride	15968 Sandalwood Ct Dr		7-16-16
15. Kurt Bergman	16607 Evergreen Forest		7-16-16
16. BILL BROWN	16660 GREEN PINES		7-16-16
17. Melisa Miriani	16537 Winterleaf Dr.		7-16-16
18. RYAN BERILLA	16886 HICKORY CREST DR		7-16-16
19. JOYCE PATTON	16763 HICKORY CREST		7-16-16
20. Gabriela Tovias	17 Hickory Mound Ct		7-16-16
21. BRIAN VANDERHEYDEN	16560 BIRCH FOREST DR		7-17-2016
22. RAMAN KAMBOJ	16810 Hickory crest Dr		7/17/16
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. Sally Panzer	16737 Hickory Meadows Ct		7/17/16
2. Rick Bright	2113 Dartmouth Gate Ct.		7/17/16
3. Angie Bright	2113 Dartmouth Gate Ct.		7/17/16
4. Mike Dean	19217 Falzone Rd		7-17-16
5. Margie Gowen	19209 Falzone Rd	Margie Gowen	7-17-16
6. Sue Dean	19217 Falzone Rd	Sue L. Dean	7-17-16
7. Nick Grochkau	15988 Sandalwood Creek Dr		7/17/16
8. Sarah Cook	16873 Hickory Crest Dr.		7/17/16
9. Beth Manning	16791 Hickory Crest	Beth Manning	7/17/16
10. Jim Manning	16791 Hickory Crest		7/17/16
11. Socorro Delgado	2455 Peaceful CT		7/17/16
12. Manny Barajas	2517 Winterleaf Ct.		7/17/16
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. Lisa Ruckman	15984 Sandalwood Crk Dr Wildwood, MO 63011	Lisa Ruckman	7-23-16
2. Tom Ruckman	15984 Sandalwood Crk Dr Wildwood, MO 63011	Tom Ruckman	7-23-16
3. Cynthia Graham	16861 Hickory Trails Ln 63011 Wildwood MO	Cynthia Graham	7-23-16
4. Sean M Graham	16861 Hickory Trails Ln 63011 Wildwood MO	Sean M Graham	7-23-16
5. Timothy DeLaney	16900 Hickory Crest Dr Wildwood, MO 63011	Timothy DeLaney	7/23/16
6. Mary Helmsing	15916 Sandalwood Wildwood, MO 63011	Mary Helmsing	7/23/16
7. Craig Sherman	16481 Forest Pine 63011	Craig Sherman	7/23/16
8. Earl Joseph Tow	16626 Evergreen Forest Dr Wildwood, MO 63011	Earl Joseph Tow	7/23/16
9. Tracey Riordan	2339 Paradise Peak	Tracey Riordan	7/23/16
10. Marianne Tow	16626 Evergreen Forest Dr.	Marianne Tow	7/23/16
11. Mae Riordan	2339 Paradise Peak Cr.	Mae Riordan	7-23-16
12. Jill Mangels	2576 Hickory Manor Dr.	Jill Mangels	7/23/16
13. Kormur Smith	406 Still Creek Pass	KMS	7/23/16
14. Joseph Lopilato	16755 Hickory Crest Dr		7/23/16
15. Cynthia Grasken	15935 Sandalwood Crk Dr.	Cynthia J. Grasken	7/23/16
16. Charity Ice	16639 Westglen Farms Dr.	Charity Ice	7/23/16
17. Rand Heck	17028 Sandalwood Crk Dr	Rand Heck	7/23/16
18. Jeff Chellis	2344 Hunters Crest		7/23/16
19. Lisa Hollander	16889 Hickory Crest		7/23/16
20. Amanda Hollander	16889 Hickory Crest	Amanda Hollander	7/23/16
21. Janice Hubert	15972 Sandalwood	Janice Hubert	7/23/16
22. Monica Bowman	16785 Baber View Dr.	Monica M. Bowman	7/23/16
23. Bill Bowman	16785 Baber View Dr		7/23/16
24. Kristina Elliott	2539 Hickory Manor	Kristina Elliott	7/23/16
25. Kevin Elliott	2539 Hickory Manor	Kevin Elliott	7/23/16

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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. James Crismon	16626 Birch Forest Dr		7/20/16
2. David Thompson	16624 Birch Forest	David Thompson	7/20/16
3. Amy Johnson	2407 Winter Forest Ct	Amy L Johnson	7/20/16
4. Brenda Loeffelman	16425 Forest Gate Wildwood	Brenda Loeffelman	7/24/16
5. JILL UNDERWOOD	17737 DRUMMER 63005	Jill Underwood	7/21/16
6. Laurie Lucker	2520 Rain Forest	Laurie Lucker	7/24/16
7. Chris Tripp	16591 Birch Forest	CTripp	7/21/16
8. Amanda Alber	2535 Hickory Manor Dr	Amanda Alber	7/23/16
9. Julie Radecki	16943 Hickory Forest Ln	Julie Radecki	7/23/16
10. Stephanie Newcomb	2551 Hickory Manor Dr.	Stephanie J. Newcomb	07/23/2016
11. David Newcomb	2551 Hickory Manor Dr.	Dave Newcomb	07/23/2016
12. Sheri Phelan	16959 Hickory Forest Ln.	Sheri E. Phelan	7/23/2016
13. Michael Phelan	16959 Hickory Forest Ln	Michael R Phelan	7/23/2016
14. Vicki Furlong	16773 BABLER VIEW DR	Vicki Furlong	7/23/16
15. Karen Hinkle	16838 Kingstowne Way Dr	Karen Hinkle	7/23/16
16. Santhosh Nair	2437 Hickory Manor Dr	[illegible]	7/23/16
17. Ronald Kindell	16818 Kingstowne Way Dr	Ronald Kindell	7/23/16
18. James Rose	2352 Paradise Peak Circle	James P Rose	7/23/16
19. Gail Gosell	16859 Babler View Dr.	Gail Gosell	7/23/16
20. KEVIN GREGORY	16923 HICKORY FOREST LN	Kevin P Gregory	7/23/16
21. Tom Smith	16908 Hickory Crest		7/24/16
22. Valentin Mitchi	15931 Sandalwood Creek Dr		7/24/16
23. Decha Kittikun	15924 Sandalwood Creek Dr.		7/24/16
24. MATT MCCLURE	2322 KINGSTOWNE WAY CT.		7/24/16
25. Robert Bock	16882 Hickory Crest Dr		7/24/16

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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. Deanna Sullivan	2319 Kingstown Way Ct		7/24/16
2. Gregory Sullivan	2319 Kingstown Way Ct		7/24/16
3. Susan Tucker	15912 Sandalwood Ct.		7/24/16
4. Jessica Matisbi	2348 Paradise Peak Dr		7/24/16
5. Lou Rosswick	2348 Paradise Peak		7/24/16
6. Kyle Rosswick	2348 Paradise Peak		7/24/16
7. MEHRUNISA	16808 Kingstowne Est		7/24/16
8. Timothy Head	2351 Paradise Peak Dr		7-24-16
9. Helen Kappel	16730 Kingstowne Est Dr	Helen Kappel	7-24-16
10. Laura Gregory	16923 Hickory Forest Ln.	Laura Gregory	7-24-16
11. Sarah Gregory	16923 Hickory Forest Ln	Sarah Gregory	7-24-16
12. Betsy Rogelis	15960 Sandalwood Cir.		7-24-16
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. Gary Schroeder	16642 Evergreen Forest Dr Wildwood, MO 63011	Gary Schroeder	7/23/2016
2. Mary Schroeder	" " "	Mary Schroeder	7-23-16
3. Christie Gross	16646 Evergreen Forest Dr. Wildwood MO 63011	Christie Gross	7/23/2016
4. J. Kevin Gross	" "		7/23/2016
5. J. Nathaniel Gross	" "		7/23/2016
6. Alex Theodore	16639 Evergreen Forest Dr. Wildwood, MO 63011		7/23/16
7. Shebby Theodore	" "		7/23/16
8. Max Gilman	16635 Evergreen Forest Dr. Wildwood 63011		7/24/16
9. Jill H Gilman	16635 EVERGREEN FOREST DR. WILDWOOD 63011		7/24/16
10. Kenny Pozorowski	16634 EVERGREEN FT Dr WILDWOOD, MO 63011		7/24/16
11. Priscilla Pozorowski	16634 Evergreen Forest Wildwood, MO 63011		7/23/16
12. Rebecca Hildebrandt	16618 Evergreen Forest Dr Wildwood, MO 63011		7.23.16
13. Nancy Ide	16623 Evergreen Forest		7-23-16
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. Carolyn Smith	108 Jubilee Hill #E	Carolyn Smith	7/24/2016
2. Sarah Brule	16908 Hickory Crest	Sarah Brule	7/24/2016
3. Stephanie Bahr	16210 Autumn View Terrace	Stephanie Bahr	7/24/2016
4. Tiffani Thomas	2333 Sandalwood Creek Ct	[illegible]	7/24/2016
5. Sara Nichols	16927 Hickory Crest Dr.	Sara Nichols	7/24/2016
6. Stacey Bertke	15908 Sandalwood Creek Dr.	[illegible]	7/24/2016
7. Matt Bertke	15908 Sandalwood Creek Dr.	[illegible]	7/24/2016
8. Allison Haum	16538 Oak Forest Ct	[illegible]	7/24/2016
9. Gary Cassell	16586 Birch Forest Dr.	[illegible]	7-24-16
10. Brendan Cassell	16586 Birch Forest Dr.	[illegible]	7-24-16
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

	Name (Print)	Address (Print)	Signature	Date
1.	Angela Hall	2340 Hunters Crest Dr	Angela Hall	7-23-16
2.	Colleen Lauder	2404 Powders Mill	Colleen Lauder	7/23/16
3.	Kuldeep Joshi	16829 Hickory Crest	Kuldeep	7/23/16
4.	Andrea Herrick	2529 Rain Forest Dr.	Andrea Herrick	7/24/16
5.	Rich Fuller	16516 Birch Forest	Rich Fuller	7/25/16
6.	Rick McGowan	16526 Birch Forest	Rick McGowan	7/25/16
7.	Robert Maessen	16531 Birch Forest Dr	Robert F. Maessen Jr	7/25/16
8.	Nancy Davis	16555 Birch Forest		7/25/16
9.	Kathleen Hager	2411 Winter Forest Ct 63011		7/25/16
10.	Alex Vandertheyden	16560 Birch Forest Dr.		7.25.16
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

Name (Print)	Address (Print)	Signature	Date
1. Pam Cassell	16586 Birch Forest	Pamela S Cassell	7/24/16
2. Alex Cassell	16586 Birch Forest	Alex Cassell	7/24/16
3. Cheryl Houston	16583 Birch Forest	Cheryl Houston	7/24/16
4. James F. Gardner	16708 Hickory Crest	James F. Gardner	7/24/16
5. Betty J. Gardner	16708 Hickory Crest Dr	Betty J. Gardner	7-24-16
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Wildwood Development Petition

We, the undersigned, residents of Wildwood, MO, are opposed to the completion of the Pond Grover Loop Road Extension located in Ward 5 through the Hunter's Run and Hickory Manor Village Subdivisions.

	Name (Print)	Address (Print)	Signature	Date
1.	Jennifer Schwentker	15976 Sandalwood Creek Drive Ballwin MO 63011	Jennifer Schwentker	7-23-16
2.	Zachary Ruckman	15984 Sandalwood Creek Dr	Zach Ruckman	7/23/16
3.	Patricia McGuirk	16020 Sandalwood Creek	Patricia McGuirk	7/23/16
4.	Timothy McGuirk	" "	T. McGuirk	7/23/16
5.	Patrick McGuirk	" "		7/23/16
6.	Austin Zakrzewski	16024 Sandalwood Creek Drive		7-23-16
7.	Debbie Pagano	16084 Sandalwood	Debbie Pagano	7-23-16
8.	Renee Chellis	2344 Hunters Crest	R. Chellis	7-25-16
9.	Nicole Chellis	2344 Hunters Crest	N. C.	7-26-16
10.	HENRY GIN	2325 HUNTERS CREST		
11.	TERRI GINO		Jenni Bruno	
12.	Clint Pillow	2310 Hunters Crest Dr.		7/25/16
13.	Jeremiah Kirberg	16004 Sandalwood Creek Dr.		7/25/16
14.	Andrea Faselt	16449 Cherry Ridge Ct		7/26/16
15.	Plamen Kost	15924 Sandalwood Creek		7/26/16
16.	Yanka Mazkova	15924 Sandalwood Cr.		7/26/16
17.	Nikolina Kostadinova	15924 Sandalwood Creek		7/26/16
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	Questions	Responses
	Committee Member Pitney's Questions:	
1.	If the Master Plan and the Town Center plan conflict, which document trumps which?	If this situation were to occur, the inconsistency would have to be addressed, so as these two (2) important City planning documents are not in conflict. This situation has only happened in a couple of instances relating to a residential project next to Village Plaza and the BP Amoco Station on State Route 109/Wild Horse Creek Road; both of which were corrected.
2.	Why is Pond-Grover Loop mentioned in the Town Center Plan, since it's not part of Town Center according to any maps?	The southern third of the roadway is located in the Town Center Area.
3.	It has been noted in committee meetings that the road extension has been "planned" for 20 years. How have affected residents been notified throughout the years about this plan, especially residents who are not the original homeowners of those properties?	As part of their due diligence in purchasing the property.
4.	Which other parts of St. Louis County's plan for this area, particularly road plans, have come to fruition?	Taylor Road, Old State Spur, and Clayton Road.
5.	How easily accessible would the public space/park in Bright Leaf be to Hickory Manor, Kingstown Estates, and the other existing neighborhoods near the current terminus of Pond-Grover Loop? Specifically, how easily would families with young children be able to access those public areas? Would they be stroller-friendly?	The City requires all new developments to provide pedestrian/multi-modal facilities, from sidewalks to trails. The intent of City's ***Access and Mobility Plan*** is to provide connections from high-density residential areas to the City's public spaces, Town Center, and other major institutional uses located in Wildwood.
6.	What is the best use of the space at the current terminus of Pond-Grover Loop?	The Committee is considering this matter.
7.	What is the most cost-effective use of the space at the current terminus of Pond-Grover Loop?	The Committee is considering this matter.
8.	Has a cost breakdown for the road extension been done?	Yes and it was provided at the June 28, 2016 Committee meeting.
9.	What are the needs/wishes of the current residents for the use of this space?	The input that has been received by the Committee has primarily been for public/open space, but not necessarily reflective of everyone who has participated in this discussion.
10.	What substantial, independent research has been conducted to prove that another emergency vehicle access point is essential to this area?	The City depends on the providers of these emergency services to address their specific needs.

	Questions	Responses
11.	How would the benefits of another road-based emergency vehicle access point outweigh the potential public safety hazards of increased vehicular traffic and the accompanying walkability (and crossing-the-street) challenges?	Such a comparison is a measure of acceptable risks, acknowledging emergency response times will improve, while it is conjecture the roadway will create hazards, particularly if appropriately designed.
12.	An emergency vehicle accessible trail plan was presented as an alternative to the road extension last fall at P&Z, and many of the commissioners supported it. What research is available regarding the benefits of trails?	Although a group of Commission members may have supported it, they did not pass a recommendation regarding it. The City Council chose not to pursue this option.
13.	How does the density of the area near the current Pond-Grover Loop compare to the density of other areas within Wildwood? The proposed density of Bright Leaf?	The density of the area near the Pond-Grover Loop Road is relatively similar to the patterns in Ward Two (Strecker Road Area), Ward Four (Westglen Farms), Ward Seven (Harbors at Lake Chesterfield, Nantucket, Copper Lakes, etc.), and Ward Eight (Meadows of Cherry Hills and the Seven Villages of Cherry Hills). The density of the Villages of Bright Leaf is identical, from the zoning district designations, to the Evergreen Subdivision, parts of Hickory Manor Subdivision, Westglen Farms Subdivision, and Kingstowne Estates Subdivision (R-3 10,000 square foot Residence District).
14.	How does the current vehicular and pedestrian traffic on Old Fairway Drive compare to the projected traffic on the extended Pond-Grover Loop?	The Department of Public Works had a traffic count completed in 2013 on Old Fairway Drive, at Nantucket Island Drive, which indicated the Average Daily Traffic (ADT) north of Nantucket Island Drive to be about 2,000-2,200 vehicles per day (vpd). Pedestrians were not counted at that time, however, it should be noted that Fairway Elementary School is located in close proximity to this count (the south entrance is about 650' from Nantucket Island Drive) and several crosswalks have been provided for students to walk to school. For comparison, the projected traffic for the extension of Pond-Grover Loop Road, just south Green Pines Drive, is 1,360 vpd and 2,175 vpd north of Green Pines Drive.
15.	How would the City ensure events like National Walk to School Day are safe?	In cooperation from the school district, the St. Louis County Police Department – Wildwood Precinct would be available to assist in this regard, which has been its policy since the inception of the City.
16.	Which other street extensions in Wildwood connect two state highways like the extended Pond-Grover Loop would? Which of these extensions are located near elementary schools?	None, however a similar example includes Old Fairway Drive, from Old State Road to Manchester Road. Old Fairway Drive includes a both a sidewalk, a shared-use path, four (4) roundabouts, and as mentioned above, Fairway Elementary School is located at the south end of the road.
17.	How does Wildwood's government "of the people, by the people, and for the people" play into this decision?	The formation of the Committee to address this important issue is a good representation of this approach.
18.	What specific solutions would the City implement to reduce sound and light pollution? A sound-light study is needed to determine the impact of these factors on homeowners.	If the roadway were to be extended, a lighting analysis is required by the City to ensure the following considerations are met: no trespass of light and nuisance glare, along with preserving the night sky. Additionally, analysis will be conducted to guarantee adequate luminance on the roadway for safety, but no more than needed.

	Questions	Responses
		Furthermore, a noise study could be completed to evaluate noise levels generated by traffic, however, based on the projected traffic, formal noise walls would not be warranted based on established criteria.
19.	How common are sound walls in residential areas in Wildwood? How do sound walls fit within Wildwood's vision and mission statements? How would homeowners feel about them? If they are used in this situation, who would pay for them?	Sound walls are not common in Wildwood and to the Departments' knowledge none exist in this community. The lack of sound walls can be attributed to the traffic volumes associated with local and collector streets in Wildwood, including that projected for Pond-Grover Loop Road, are well below the threshold to warrant them based on established criteria. If the warrants and standards were met for sound walls involving a City roadway project, it would consider them as part of the project. However, even if warrants for a formal noise wall are not met, the City would still work with the residents to develop a visual barrier – possibly landscaped berms and / or solid fencing – to provide a screen from the road. Homeowners in the vicinity of any proposed sound wall in Wildwood would be provided the opportunity to provide comment upon it. As part of this public comment process, the homeowners' positions would certainly be solicited and used. If the project were originated by the City of Wildwood, the City of Wildwood would fund it, including sound walls (if warranted) or landscaped berms and/or solid fencing, as mentioned above.
20.	What does research show about the safety of children crossing roundabouts like the one proposed at the current terminus of Pond-Grover Loop if the road were extended?	Based on the projected traffic volumes from the Lochmueller Group traffic study for Pond-Grover Loop Road, the City does not anticipate any concerns with regard to pedestrian safety, if a roundabout were constructed at Green Pines Drive. Based on the traffic study, the volume of traffic projected on Pond-Grover Loop Road, south of Green Pines Drive, during the highest hour of the day, would be about one vehicle (either direction) per every 30 seconds. This timeframe will provide ample gaps in traffic to allow pedestrians and students to safely cross the road. It should be noted that the Department of Public Works conducted research in this regard, before the first of the City's roundabouts were installed at Taylor Road and Old Manchester Road, as there was a similar concern at that location. The operation of the roundabout at Taylor Road and Old Manchester Road has been very successful and allows pedestrians to safely cross the street, although traffic volumes are higher than that projected for Pond-Grover Loop Road and Green Pines Drive.
21.	How would the City ensure pedestrians could safely cross Pond-Grover Loop? Would it pay for a crossing guard?	Through the design of roadway improvements, the implementation of traffic calming measures, and the regular patrol and enforcement of traffic laws. Requests for crossing guards / or other student safety program would typically be made directly to the school district. The Department of Public Works can assist with making that request.
22.	How would the City prevent Bright Leaf residents from using the extended Pond-Grover Loop as a cut-through? It seems as though adding 194 homes would increase traffic throughout the area.	Bright Leaf residents would use the road. Their use of the road would not be considered cut through traffic as it would travel through their neighborhoods and is designed to be used by local residents. The traffic study completed by Lochmueller Group concluded the following:

	Questions	Responses
		"It is expected that approximately 20% of the proposed subdivision's (Bright Leaf's) traffic would use the Pond-Grover Loop Road extension to travel to/from the north on Route 109. This amounts to 20 to 30 vehicles using Pond-Grover Loop Road during the morning and afternoon peak hours to the south of Green Pines Drive, or approximately 360 vehicles per day".
23.	How would the City mitigate non-local cut-through traffic in this area if the road were extended?	Regarding cut through traffic (from Route 100 to Route 109), the traffic study concluded the following: *"It should be noted that very little cut-through traffic (through trips between Route 100 and 109) was documented during the origin-destination study. The relative travel time of traversing the lower-speed and more circuitous local streets versus using the Route 100/109 interchange provides little incentive to cut through the neighborhood. The extension of Pond-Grover Loop Road would not be expected to induce a significant volume of cut-through traffic, as travel speeds and the addition of a roundabout on the roadway within the Brightleaf subdivision would also result in slower travel paths as compared to using the interchange"* If this situation should become an issue, acknowledging travel times are greater on the Pond-Grover Loop Road, than staying on/utilizing State Routes 100 and 109 route, strategies could be developed to address a portion of these trips, if necessary.
24.	If the City is worried about cut-through traffic in a park, why isn't it also worried about cut-through traffic in a residential area?	The City is concerned about the potential for cut through traffic, which is why we requested that Lochmueller Group complete the traffic study and specifically address that question (please see above.) The City has concerns in regards to all traffic movements in Wildwood and monitors them through its Board of Public Safety. If additional signage, laws, or other strategies are needed to combat a problem area, a process exists to work with the surrounding community to address it.
25.	Why is another road needed if residents already have two access points within 4/10 of a mile of each other?	The traffic analysis addresses this matter and demonstrates that by constructing the road, traffic volumes would be significantly reduced on adjacent local streets, including Green Pines Drive, Forest Leaf Parkway, Fullerton Meadows, and Westglen Farms Drive. These local streets were never designed to handle the amount of traffic currently using them.
26.	What measures has the City implemented on nearby roads to decrease traffic on those roads?	On existing roads, the City has typically implemented a variety of traffic calming techniques, many of which have been implemented on Westglen Farms Drive, Green Pines Drive, and Forest Leaf Parkway. One of the goals of traffic calming is to slow traffic. By reducing traffic speeds, travel times are increased, which ultimately discourages cut through traffic. Decreasing traffic on public roadways can be accomplished in many ways, including limiting access to local traffic only. The City typically focuses on maintaining the highest level of safety and function on its roadways and streets, regardless of traffic volumes.
27.	Is the school or school district planning any changes (for example, more police presence or a crossing guard) to the intersection at Green Pines Drive/Forest Leaf that might calm traffic in that area?	Neither has been asked to address this matter, but the City is not aware of a situation where there are personnel assigned to a street intersection in Wildwood on a five (5) day per week basis.

	Questions	Responses
28.	If the City has never intended to continue the design criteria of St. Louis County, why is the City considering the St. Louis County plan in general for the road?	The Master Plan dismissed St. Louis County's ***Highway System Plan*** for the entire Wildwood Area, but also noted in 1996 and 2006 that "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, it notes "Pond-Grover Loop Road – extend existing street to the south and east to connect to Taylor Road."
29.	Residents have complained for years about the design of the current Pond-Grover Loop. Why hasn't the City already modified the design?	Replacing substandard bridges, improving poor concrete streets, resurfacing rural roadways, and addressing the city's major arterials roadways took precedent in the first twenty (20) years of its existence. The submittal of the Villages of Bright Leaf rezoning request has prompted this project as well.
30.	Have speeding studies been conducted on Taylor Road? What were the results?	The Department does not have information on this matter.
31.	Who would pay for the maintenance of improvements to the current Pond-Grover Loop, as well as landscaping and other features of the extended Pond-Grover Loop?	The City of Wildwood.
32.	Describe the proposed improved design along the current Pond-Grover Loop that would prevent speeding. What research is available to indicate that this design would indeed prevent speeding?	Narrower lane widths, roundabouts, vertical curbs, plantings, signage, and lighting all contribute to creating a calm roadway. Numerous publications on traffic engineering have verified these steps, along with others, are effective.
33.	The Lochmueller Group consultant noted that an issue with the road extension would be ensuring the safety of pedestrians crossing Pond-Grover Loop. If the road were extended and a roundabout were installed along Pond-Grover Loop, what would the City's strategy be to ensure pedestrians, especially children, could cross Pond-Grover Loop safely at the roundabout?	Pedestrian safety is a primary goal of the City in its design of roadways, streets, and bridges. If a roundabout were installed at Green Pines Drive, a benefit for pedestrian safety would be the resultant pedestrian refuge island that would be constructed, separating the opposing flows of traffic at the crosswalk. This island will reduce the crossing length by half. In addition, the City could consider the installation of flashing beacons at the crosswalk over Pond-Grover Loop Road. Beyond making these improvements safe for pedestrians, the City also meets the American With Disabilities Act (ADA) requirements as well.
34.	How would residents back out of their driveways safely if a roundabout were installed at Pond-Grover Loop/Hickory Crest Drive?	The representative from Lochmueller Group explained this matter at the June 28, 2016 meeting. That representative noted no impact.
35.	What are some examples in Wildwood in which roundabouts have been installed this close to residential driveways? How do those homeowners feel about having these roundabouts so close to their driveways?	Roundabouts are somewhat new of a feature, but a current example includes Old Fairway Drive, where there are four roundabouts in operation. Prior to construction, some residents of the Enclaves at Cherry Hills were concerned about the placement of required signage in the public right-of-way area, but within view of their front yards.

	Questions	Responses
36.	What research has been conducted to determine the safety implications of changing an intersection from a three-way stop (with a protected crossing on one side) to a two-stage roundabout with increased traffic flow? What were the results?	Regardless of the current design of the referenced intersection, safe pedestrian crossings are the goal of the City in all projects and use the latest technologies and standards to achieve such. No specific research was conducted at this stage, but, if the roadway were to be authorized, the design of pedestrian access will be part of the overall discussion.
37.	Would there be enough space at the intersection of Pond-Grover Loop/Hickory Crest Drive for a roundabout without infringing on property lines, either of existing homeowners or of the existing subdivisions? Would emergency vehicles be able to safely navigate the roundabout given its proposed dimensions?	Based on Lochmueller Group preliminary design, no additional right-of-way would be needed. As detailed design proceeds in the future, if the roadway is authorized, certainly it would be the goal of the City to build the improvements entirely within the existing right of way. Yes, the design of any roundabout addresses use and access by emergency vehicles.
38.	Why is the proposed roundabout at Paradise Peak Circle/Pond-Grover Loop needed?	Traffic calming to slow traffic, improve safety, and discourage cut through traffic as well as aesthetics.
39.	What is the City's strategy to prevent the extended Pond-Grover Loop from being used as a cut-through between 100 and 109?	As stated above, the design of the roadway will incorporate traffic calming features that are designed to slow traffic and, consequentially, increase travel times. By increasing travel times, the City discourages cut through traffic, as there would be no incentive for a motorist to cut through from Route 100 to Route 109. In addition, the Wildwood Precinct Police are available for continued enforcement of traffic laws.
40.	How would the City respond if Bright Leaf residents complain about their street being used as a cut-through?	If this situation should become an issue, acknowledging travel times are greater on the Pond-Grover Loop Road, than staying on/utilizing State Routes 100 and 109 route, strategies could be used to address a portion of these trips, if necessary.
41.	How often does the City allow variances in setbacks? Were any variances provided when Sandalwood was constructed?	The City's Board of Adjustment considers variances upon occupied lots with dwellings and typically review and act upon about twenty (20) such requests per year. The City approved B. A. 19-96 – 16055 Sandalwood Creek Drive – Rear yard setback reduction from 15 feet to 14 feet for a deck.
42.	Are there any other examples in Wildwood in which residents' backyards backed to green space for a significant time before a road replaced the green space? If so, how long did they back to the green space before the road was constructed?	The green space is roadway right-of-way. Nantucket – approximately fifteen (15) years ago.
43.	Why would Town Center requirements be applied to an area that isn't in Town Center?	Town Center requirements represent some of the best design standards that are available to City officials to use in reviewing and acting on development requests and infrastructure improvements. These standards are intended to promote engaging architecture, safe and attractive streets, pedestrian amenities, and greater community interaction.

	Questions	Responses
		However, the use of these standards are typically limited to the Town Center Area, except for a roadway or trail project, where consistency in design and function is critical, regardless if it crosses to different land use classifications of the Master Plan.
44.	The Master Plan calls for a street that extends from the Jones Family Properties across 109 into the Bower tract of land *(see Master Plan 2006, p. 104)*. Where is that street?	The extension of Eatherton Road, which on the Villages of Bright Leaf Plan is the new roadway paralleling State Route 100 through the entirety of the site.
45.	Are there examples of other collector streets in Wildwood that connect two state highways? If so, which of these are near schools?	Manchester Road - from Route 109 to Route 100, which includes two schools – Pond Elementary School and Wildwood Middle Pond Road – State Route BA to State Route 100 Melrose Road – State Route 100 to State Route 109
46.	How would a park in the Villages of Bright Leaf meet the needs of the existing homeowners in Hickory Manor, Evergreen, and Kingstowne Estates?	With the pedestrian network of sidewalks and planned trails, residents in these subdivisions could walk to the park.
47.	The concept plans for the proposed Ward 5 park still exist. When can the committee discuss how they could fit into the proposed development?	The Committee's charge was to consider the Pond-Grover Loop Road extension. However, if residents do want to discuss any of the past park plans/designs in Ward 5, the Planning/Economic Development/Parks Committee of City Council can consider such.
	Council Member Manton's Questions:	
48.	Would the transportation environment in the study area be improved or enhanced with the completion of the PGL and Birch Forest Drive connections?	According to the Lochmueller Group's analysis, which focused on the Pond-Grover Loop Road extension only, traffic reductions would result on surrounding neighborhood streets including Green Pines Drive, Forest Leaf Parkway, Westglen Farms Drive, and Fullerton Meadows Drive.
49.	Would the extension of the PGL and Birch Forest Drive connections improve or enhance traffic flow in the study area?	According to the Lochmueller Group's analysis, which focused on the Pond-Grover Loop Road extension only, traffic reductions would occur on surrounding neighborhood streets. For example, the following is directly from the traffic study: *"From the origin-destination data, it was determined that approximately 25 to 35 percent of the traffic currently using Green Pines Drive between Pond-Grover Loop Road and Forest Leaf Parkway would be diverted to the Pond-Grover Loop Road extension due to the shorter travel time that it would provide."*
50.	Would the effectiveness and efficiency of first responders in the study area be increased with the extensions?	The Fire Marshal with the Metro West Fire Protection District has noted a savings of 83 seconds per trip (total time saved per call - 2:46 minutes) into Hickory and Hickory Manor Estates for emergency vehicles, if the roadway is extended.
51.	Would the safety of school children in the study area be enhanced?	The Rockwood School District does not oppose the connection, given it allows their buses to utilize a system of local and collector streets, instead of arterial types, for transporting children to and from schools, specifically Green Pines Elementary School.

	Questions	Responses
52.	Regarding public safety, is there any reason that the PGL and Birch Forest Drive connections should not be completed?	The Committee is considering this matter.
	Committee Member Pohlers' Questions:	
53.	But, often, the Town Center Plan is referred to as being an *entirely* different entity from the Master Plan, involving the development and planning of Wildwood. Could you please explain the relationship of the two, since they are published (at least in 2006) in the same volume, with every other page of the volume being headed with, "Master Plan"? I would think this juxtaposition implies that the Town Center Plan and Master Plan are intended by the fine citizens of Wildwood, who so very carefully crafted them, to work in conjunction with one another. Am I wrong?	The Town Center Plan is an amendment to the Master Plan's description of the Town Center (Conceptual Land Use Classifications) and is included as part of that document.
54.	What is the status of this 2016 Master Plan Revision? Has it been approved by the Master Plan Advisory Committee, the Planning and Zoning Commission, and/or the City Council?	The 2016 Master Plan Revision was acted upon on the following dates: • The Master Plan Advisory Committee approved its draft on February 24, 2016. • The Planning and Zoning Commission adopted it on April 4, 2016. • The City Council endorsed, ratified, and approved (Comprehensive Zoning Plan) it on May 9, 2016.
55.	For any and all of the three entities mentioned (the Advisory Committee, the Planning and Zoning Commission, and the City Council), I would be interested in the record of votes cast (and who voted how) (if a roll call was taken) of any approval made of the 2016 Master Plan Revision. If approved, I would think the total number of votes of approval against the number of those disapproving of the Revision would also be of interest.	<u>The Master Plan Advisory Committee (MPAC) at its February 24, 2016 meeting:</u> A motion was made by Council Member Stine, seconded by Committee Member Archeski, to adopt the revised Master Plan. A voice vote was taken on the motion. Hearing no objections, Dr. Jones declared the motion approved. MPAC Members present who voted: David Geile, Sam Visintine, Gary Bohn, Harry LeMay, David Beattie, Larry Feuerstein, Dennis Welker, Fran Gragnani, Ron Peasley, Michael Lee, Alan Renner, Jon Bopp, Rick Archeski, Michele Bauer, Debra Smith McCutchen (Council Member Ward 5), Greg Stine (Council Member Ward 7), and Mayor Woerther. <u>The Planning and Zoning Commission at its April 4, 2016 meeting:</u> A motion by Mayor Woerther, seconded by Commissioner Archeski, to adopt this version of the Master Plan – 2016 Update, as presented. A roll call vote was taken, with the following results: Ayes: Commissioners Gragnani, Lee, Archeski, Liddy, Bauer, Council Member Manton, Mayor Woerther, and Chair Bopp. Nays: None Absent: Commissioner Renner Abstain: None

	Questions	Responses
		The City Council at its May 9, 2016 meeting: A motion was made by Council Member Manton, seconded by Council Member Dodwell, for the second reading of Bill #2176. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill #2176 was read for the second time by title only. A roll call vote was taken for passage and approval of Bill #2176 with the following results: Ayes – McGowen, DeHart, Marshall, Manton, Baugus, Cullinane, Dodwell, Cox, McCutchen, Bertolino, Porter, Alexander, Goodson, and Garritano Nays – None Absent – Stine and Levitt Abstain - None

The road extension is against the Master Plan.

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.

The Master Plan and the Town Center Plan contain conflicting information about the road extension. The Town Center Plan calls for the road's extension, while the 1996 and 2006 versions of the Master Plan state that Pond-Grover Loop should not be extended.

It is unclear why the road is mentioned in the Town Center Plan, since the area in question is not in Town Center. *(See maps included in the "Wildwood Town Center Development Manual," specifically "Final Land Use/Regulating Plan Map.")*

Questions:

- If the Master Plan and the Town Center plan conflict, which document trumps which?
- Why is Pond-Grover Loop mentioned in the Town Center Plan, since it's not part of Town Center according to any maps?
- It has been noted in committee meetings that the road extension has been "planned" for 20 years. How have affected residents been notified throughout the years about this plan, especially residents who are not the original homeowners of those properties?
- Which other parts of St. Louis County's plan for this area, particularly road plans, have come to fruition?

The extension of the Pond-Grover Loop Road will result in the loss of a Ward 5 park.

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.

Some members of City Council had, at one point, discussed the possibility of the park being temporary if a new development required the extension of the road. The Bright Leaf developers are not requiring the extension.

The current terminus of Pond-Grover Loop is centrally located and easily accessible by both Ward 4 and Ward 5 residents. The park that was proposed for this area was designed specifically to meet the needs of the residents who live in the densely populated area of Ward 5 along the current stretch of Pond-Grover Loop. Backyards in neighborhoods like Hickory Manor,

Kingstowne Estates, and Evergreen Forest are small and often hilly, making them unsuitable places for children to play. As a result, some children play in the street.

The area designated as public space in Bright Leaf would be difficult for existing residents, especially children who live along the current Pond-Grover Loop and parents pushing strollers, to access safely and easily, particularly with the increase in traffic the road extension would bring.

The Green Pines playground does not fulfill the need for a neighborhood park, either, as it's not available for use during school hours, Adventure Club (before- and after-school care) hours, or school events.

The City of Wildwood is facing the prospect of potentially decreased revenue due to the pool tax issue, and cost-effectiveness of future projects is important to consider. A park at the current terminus of Pond-Grover Loop has been estimated to cost $700,000. The Pond-Grover Loop Road extension has been estimated to cost at least $1 million.

Questions:

- How easily accessible would the public space/park in Bright Leaf be to Hickory Manor, Kingstown Estates, and the other existing neighborhoods near the current terminus of Pond-Grover Loop? Specifically, how easily would families with young children be able to access those public areas? Would they be stroller-friendly?
- What is the best use of the space at the current terminus of Pond-Grover Loop?
- What is the most cost-effective use of the space at the current terminus of Pond-Grover Loop?
- Has a cost breakdown for the road extension been done?
- What are the needs/wishes of the current residents for the use of this space?

The Pond-Grover Loop Road extension is not needed for emergency access.

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.

No one has submitted independently conducted evidence supporting the fire department's need for the road.

Last fall Chief John Bradley said at a P&Z meeting that the department would "make it work" if the road were not extended.

The fire department already has numerous access points to existing subdivisions in this area, including Hickory Manor Trails (which includes Hickory Valley Court street). As a result, emergency access has never been a big concern for existing homeowners.

Many subdivisions in Wildwood have only one entrance. Bright Leaf will have three even without the road extension (Taylor Road; Eatherton at 109; and the current Pond-Grover Loop Road to Hickory Crest Drive to Sandalwood to Eatherton, which already exists as an access point).

If the fire department does need another access point, the emergency vehicle accessible trail plan presented at P&Z last fall would provide that.

Questions:

- What substantial, independent research has been conducted to prove that another emergency vehicle access point is essential to this area?
- How would the benefits of another road-based emergency vehicle access point outweigh the potential public safety hazards of increased vehicular traffic and the accompanying walkability (and crossing-the-street) challenges?
- An emergency vehicle accessible trail plan was presented as an alternative to the road extension last fall at P&Z, and many of the commissioners supported it. What research is available regarding the benefits of trails?

Ward 5 is the most densely populated ward in the City.

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.

Density is a measure of how close together houses are. Ward 5 is a high-density ward, and such wards are encouraged to have a neighborhood park, according to the Master Plan *(see Master Plan 2006, pp. 61, 63, 76, and 91)*. Ward 5, especially the area along the existing Pond-Grover Loop Road, does not have a park.

Questions:

- How does the density of the area near the current Pond-Grover Loop compare to the density of other areas within Wildwood? The proposed density of Bright Leaf?

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

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.

Fairway Elementary has been compared to Green Pines Elementary in these discussions, but before this is used as a valid comparison, the traffic on Old Fairway Drive – both vehicular and pedestrian – needs to be compared to the projected traffic on Pond-Grover Loop if the road were to be extended.

None of the streets near Fairway are state highways. The extended Pond-Grover Loop would connect two state highways (100 and 109) and potentially draw traffic from both of them.

If the road is extended and Green Pines Elementary continues to participate in National Walk to School Day, the City would need to ensure this event is safe.

Questions:

- How does the current vehicular and pedestrian traffic on Old Fairway Drive compare to the projected traffic on the extended Pond-Grover Loop?
- How would the City ensure events like National Walk to School Day are safe?
- Which other street extensions in Wildwood connect two state highways like the extended Pond-Grover Loop would? Which of these extensions are located near elementary schools?

The residents of Ward 5 do not want the road extended, so it should not be extended.

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

More than 200 affected homeowners signed a petition opposing the road extension. That is a significant number of residents in opposition.

At P&Z meetings last fall, the number of residents who spoke in opposition of the road significantly outnumbered those in favor of the road. Very few residents consistently spoke in favor of the road, but numerous residents consistently spoke in opposition to the road.

The number of residents speaking out against the road at road committee meetings, too, has consistently and significantly outnumbered those who support the road.

Question:

- How does Wildwood's government "of the people, by the people, and for the people" play into this decision?

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

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.

The City has made numerous exceptions to its land-use codes and Town Center standards, so there is no guarantee the highest standards would be used in this situation.

The City would need to provide specific solutions to reduce sound and light pollution if the road were to go through. A sound wall along Pond-Grover Loop would be an option, but residents whose yards back to Pond-Grover Loop would likely oppose a sound wall in their backyards, as sound walls are unsightly and detract from the rural, natural character Wildwood is known for.

The City would need to ensure that pedestrians, particularly children, can safely cross Pond-Grover Loop, especially in light of the recent child pedestrian fatality on 109 near Babler Elementary School.

Both City staff and residents have noted that roundabouts can be unsafe for pedestrians to cross. In addition, citizens have expressed concerns about the safety of the crosswalk near the roundabout at 109 and Pond-Grover Loop, and statistics from the most recent annual vehicle crash analysis report support the notion that many local motorists do not understand how to use roundabouts. That report showed that the intersection of 109 and Pond-Grover Loop was tied for the third top crash location in Wildwood last year, with a notable increase in accidents after the roundabout was installed (*see City of Wildwood Annual Vehicle Crash Analysis, 2015, table 3, p. 7; and City of Wildwood Annual Vehicle Crash Analysis, 2015, table 34, p. 42).*

It is noteworthy to mention that some cities, such as Overland Park, Kan., provide crossing guards on roads near schools. (*See https://www.opkansas.org/city-government/police-department/police-special-services-and-programs/school-crossing-guards/*)

Questions:

- What specific solutions would the City implement to reduce sound and light pollution? A sound-light study is needed to determine the impact of these factors on homeowners.
- How common are sound walls in residential areas in Wildwood? How do sound walls fit within Wildwood's vision and mission statements? How would homeowners feel about them? If they are used in this situation, who would pay for them?
- What does research show about the safety of children crossing roundabouts like the one proposed at the current terminus of Pond-Grover Loop if the road were extended?
- How would the City ensure pedestrians could safely cross Pond-Grover Loop? Would it pay for a crossing guard?

How will extending the Pond-Grover Loop Road decrease traffic on other roads?

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.

Perhaps the AASHTO's research is valid for highway traffic, which appears to be the focus of that organization, but Pond-Grover Loop is not a highway, nor are any of the nearby residential roads.

Cut-through traffic has become an issue in Wildwood. At a recent public meeting, it was stated that a gate would be placed at the Pond-Grover Loop entrance to the Community Park to decrease cut-through traffic through the park between Highways 100 and 109 – the same highways that would be connected by the Pond-Grover Loop extension.

The Lochmueller Group consultant noted that there is currently little cut-through traffic between Highways 100 and 109 in the area studied. That's because no efficient cut-through currently exists between those two highways. However, since the extended Pond-Grover Loop would connect those two highways, the extended road could indeed serve as a cut-through between 100 and 109.

The extended road would also open up the potential for local and non-local motorists, in addition to Bright Leaf residents, to cut through local streets to access Westglen Farms Drive and to access Clayton Road via Thunderhead Canyon. Those routes are used as cut-throughs by existing residents.

Multiple routes already exist that motorists can use to access the same points within Ward 5. The addition of the east leg of the Pond-Grover Loop extension would add a third road within 4/10 of a mile with the same access points.

Questions:

- How would the City prevent Bright Leaf residents from using the extended Pond-Grover Loop as a cut-through? It seems as though adding 194 homes would increase traffic throughout the area.
- How would the City mitigate non-local cut-through traffic in this area if the road were extended?
- If the City is worried about cut-through traffic in a park, why isn't it also worried about cut-through traffic in a residential area?
- Why is another road needed if residents already have two access points within 4/10 of a mile of each other?
- What measures has the City implemented on nearby roads to decrease traffic on those roads?
- Is the school or school district planning any changes (for example, more police presence or a crossing guard) to the intersection at Green Pines Drive/Forest Leaf that might calm traffic in that area?

The extension of the Pond-Grover Loop Road and the continuation of its poor design.

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.

The current subdivisions were developed by St. Louis County, as was the original design of the current Pond-Grover Loop. The other proposed extension of Pond-Grover Loop – the loop around Pond and Grover – has not come to fruition. The extension of Pond-Grover Loop would be the only major aspect of St. Louis County's original plan for this area that has come to fruition.

At one of the fall P&Z meetings, the police department noted that it's difficult to enforce speed limits on current streets throughout Wildwood. The City would need to demonstrate that an improved design would indeed prevent speeding.

In addition, someone would need to pay for maintenance of the planted median. It is difficult to maintain the current landscaping along Pond-Grover Loop; trees along that stretch of road die regularly.

Currently, there is a stop sign at the intersection of Pond-Grover Loop and Hickory Crest Drive, which allows for safe pedestrian crossing. If a roundabout is constructed at that location, cars will not stop, which will make crossing the street at that intersection more difficult than it is now, even if a two-stage roundabout is installed. (With such a roundabout, children would technically

have to cross two streets instead of one and might race across the street in an attempt to "beat" oncoming traffic.) Also, a roundabout at that location would be very close to several residential driveways along Green Pines Drive, making it difficult for those residents to back out of their driveways safely.

In addition, many local motorists do not know how to use roundabouts properly, as evidenced by the number of accidents at the roundabout at 109 and Pond-Grover Loop *(see City of Wildwood Annual Vehicle Crash Analysis, 2015, table 34, p. 42)*.

It is noteworthy to mention that the CBB traffic study did not recommend any improvements to the intersection of Paradise Peak Circle/Pond-Grover Loop *(see CBB Traffic Study Impact, page 28)*. The concept plan calls for a roundabout at that intersection.

Questions:

- If the City has never intended to continue the design criteria of St. Louis County, why is the City considering the St. Louis County plan in general for the road?
- Residents have complained for years about the design of the current Pond-Grover Loop. Why hasn't the City already modified the design?
- Have speeding studies been conducted on Taylor Road? What were the results?
- Who would pay for the maintenance of improvements to the current Pond-Grover Loop, as well as landscaping and other features of the extended Pond-Grover Loop?
- Describe the proposed improved design along the current Pond-Grover Loop that would prevent speeding. What research is available to indicate that this design would indeed prevent speeding?
- The Lochmueller Group consultant noted that an issue with the road extension would be ensuring the safety of pedestrians crossing Pond-Grover Loop. If the road were extended and a roundabout were installed along Pond-Grover Loop, what would the City's strategy be to ensure pedestrians, especially children, could cross Pond-Grover Loop safely at the roundabout?
- How would residents back out of their driveways safely if a roundabout were installed at Pond-Grover Loop/Hickory Crest Drive?
- What are some examples in Wildwood in which roundabouts have been installed this close to residential driveways? How do those homeowners feel about having these roundabouts so close to their driveways?
- What research has been conducted to determine the safety implications of changing an intersection from a three-way stop (with a protected crossing on one side) to a two-stage roundabout with increased traffic flow? What were the results?
- Would there be enough space at the intersection of Pond-Grover Loop/Hickory Crest Drive for a roundabout without infringing on property lines, either of existing homeowners or of the existing subdivision? Would emergency vehicles be able to safely navigate the roundabout given its proposed dimensions?
- Why is the proposed roundabout at Paradise Peak Circle/Pond-Grover Loop needed?

The Pond-Grover Loop Road will be in close proximity to existing homes once constructed.

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.

Many existing homeowners, especially those along Sandalwood, have backed to green space for the past 20 years. The view out their back windows will look – and sound – a lot different if the road is constructed.

Also, if the proposed Pond-Grover Loop is used as a cut-through, Bright Leaf residents may not be happy.

Questions:

- What is the City's strategy to prevent the extended Pond-Grover Loop from being used as a cut-through between 100 and 109?
- How would the City respond if Bright Leaf residents complain about their street being used as a cut-through?
- How often does the City allow variances in setbacks? Were any variances provided when Sandalwood was constructed?
- Are there any other examples in Wildwood in which residents' backyards backed to green space for a significant time before a road replaced the green space? If so, how long did they back to the green space before the road was constructed?

The Town Center requirements shouldn't apply to the extension of the Pond-Grover Loop Road in this area.

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.

The area where the road would be extended is not in Town Center. *(See maps included in the "Wildwood Town Center Development Manual," specifically "Final Land Use/Regulating Plan Map.")* Town Center requirements do not apply to suburban areas.

In addition, exceptions can be (and have been) made to the Town Center Plan. For example, an exception was made for Niere Acres Drive *(see Master Plan 2006, p. 103)*, and that was in Town Center. This area under discussion isn't even in Town Center.

Question:

- Why would Town Center requirements be applied to an area that isn't in Town Center?
- The Master Plan calls for a street that extends from the Jones Family Properties across 109 into the Bower tract of land *(see Master Plan 2006, p. 104)*. Where is that street?

Pond-Grover Loop Road is not an arterial roadway.

The Pond-Grover Loop Road is a collector street, which feeds to adjacent arterial roadways, such as State Routes 109 and 100.

The road, if extended, would connect two state highways.

Question:

- Are there examples of other collector streets in Wildwood that connect two state highways? If so, which of these are near schools?

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.

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.

The City spent money designing the proposed Ward 5 park, which was not intended to be temporary. Residents also collected more than 270 signatures supporting a park/trail system as an alternative to the road extension.

There is a need for a park in the existing neighborhoods, as high-density wards are encouraged to have a neighborhood park, per the Master Plan.

Questions:

- How would a park in the Villages of Bright Leaf meet the needs of the existing homeowners in Hickory Manor, Evergreen, and Kingstowne Estates?
- The concept plans for the proposed Ward 5 park still exist. When can the committee discuss how they could fit into the proposed development?

KATHY

Questions submitted by Ray Manton

Wildwood ward 2 council member

17700 Birch Leaf Ct. 63005

1. WOULD THE TRANSPORTATION ENVIRONMENT IN THE STUDY AREA BE IMPROVED OR ENHANCED WITH THE COMPLETION OF THE PGL AND BIRCH FOREST DRIVE CONNECTIONS?
2. WOULD THE EXTENSION OF THE PGL AND BIRCH FOREST DRIVE CONNECTIONS IMPROVE OR ENHANCE TRAFFIC FLOW IN THE STUDY AREA?
3. WOULD THE EFFECTIVNESS AND EFFICIENCY OF FIRST RESPONDERS IN THE STUDY AREA BE INCREASED WITH THE EXTENSIONS?
4. WOULD THE SAFETY OF SCHOOL CHILDREN IN THE STUDY AREA BE ENHANCED?
5. REGARDING PUBLIC SAFETY, IS THERE ANY REASON THAT THE PGL AND BIRCH FOREST DRIVE CONNECTIONS SHOULD NOT BE COMPLETED?

Kathy Arnett

From: Paul Pohlers <paul23wildwood@gmail.com>
Sent: Thursday, July 21, 2016 7:48 PM
To: Kathy Arnett
Subject: 2016 Wildwood Master Plan Update

Dear Kathy,

Having attended the Public Input Session on the revised Master Plan January 20, 2016, and having read Christy Pitney's message for the Pond Grover Loop Committee, I felt I should ask for some additional information.

About the Master Plan, Christy wrote recently in her document, "The 2006 and 2016 versions do not have significant modifications from the first Plan."

I admit I understand there is a Town Center area and there is a Master Plan, but the Town Center Plan is part of the 2006 MASTER PLAN volume the PGL Committee members received prior to our first meeting. But, often, the Town Center Plan is referred to as being an *entirely* different entity from the Master Plan, involving the development and planning of Wildwood. Could you please explain the relationship of the two, since they are published (at least in 2006) in the same volume, with every other page of the volume being headed with, "Master Plan"? I would think this juxtaposition implies that the Town Center Plan and Master Plan are intended by the fine citizens of Wildwood, who so very carefully crafted them, to work in conjunction with one another. Am I wrong? #1

In November of 2014, when it appears the Master Plan Update Advisory Committee was formed (or at least thereafter during the many months that Committee met), the fairly imminent development of the Jones and Strain properties became known to most in Wildwood. So, I would think that the Advisory Committee would have had particular interest in reviewing the 2006 version, relevant to the Pond Grover Loop Road, to alleviate any potential issues. I would think the 15 or so members of that Update Advisory Committee would be above reproach, and their product should be valued and considered important to all in Wildwood.

I feel it would be beneficial for all concerned to get copies of all pages relevant to the Pond Grover Loop Road in both the 2006 and 2016 Master Plan (including the Town Center Plan) versions for us to easily compare the two. I wish no disrespect to Christy, but I feel the actual pages should be available to and studied by our PGL Committee. #2 #3

What is the status of this 2016 Master Plan Revision? Has it been approved by the Master Plan Advisory Committee, the Planning and Zoning Commission, and/or the City Council? #4 #5

If so, are there recorded member and/or public comments from any and all meetings from the Advisory Committee, the Planning and Zoning Commission, and the City Council prior to votes that deal with the Pond Grover Loop Road? Particularly if there is a variation in the wording between the 2006 and 2016 Master Plan and Town Center Plan versions, we should know what was the impetus for that change, if known and recorded. Please relay any relevant comments that might be of interest to this issue. #6

For any and all of the three entities mentioned (the Advisory Committee, the Planning and Zoning Commission, and the City Council), I would be interested in the record of votes cast (and who voted how) (if a roll call was taken) of any approval made of the 2016 Master Plan Revision. If approved, I would think the total number of votes of approval against the number of those disapproving of the Revision would also be of interest. #7 #8

Thank you for your trouble, and please pass on copies of the answers to the entire PGL Committee and the City Council, and as needed. Hopefully, I have gotten this to you in a timely enough manner that the information can be included in our pre-meeting packet of information.

Thank you for your patience.

Paul W. Pohlers.

RESPONSES

#1 – See questions document. Question #53.

#2 – See attached.

#3 – See attached.

#4 – See questions document. Question #54.

#5 – See questions document. Question #54.

#6 – See attached.

#7 – See questions document. Question #55.

#8 – See questions document. Question #55.

Request #2

Pages from 2006 Master Plan

CITY OF WILDWOOD

Master Plan

Photograph of Meramec River Valley

Original Master Plan approved: February 26, 1996
1st Revision: February 21, 2006

WILDWOOD

Planning Tomorrow Today

Transportation Element

Major Transportation Issues – Then and Now

Proposals to create a major north-south highway paralleling State Route 109 helped convince area residents of the need to take control of their own future in the late 1980's and early 1990's. The current regional transportation plan of the East-West Council of Governments (the St. Louis Metropolitan Area's official coordinating body for transportation improvements) does not include a new north-south highway on or near State Route 109. It does, however, identify State Route 109 as part of a Major Transportation Investment Corridor requiring short-term safety improvements. Concerns remain in the community regarding the extension of State Route 109 into the Chesterfield Valley Area, along with the addition of traffic lanes and proposed interchanges, under the guise of a safety-improvement program, which could ultimately lead it to becoming a part of a third metropolitan by-pass with links south to Interstate 44, Highways 30 and 21, and Interstate 55, and a link north to Interstates 64 and 70.

State Route 109 is already connected to Interstate 44, but its northern end currently terminates at Wild Horse Creek Road; a two-lane, east-west arterial. There are no official plans for improving Wild Horse Creek Road. However, State Route 109 could become a regional highway if it were connected to a widened Eatherton Road in the City of Chesterfield and then extended northward to a new interchange with Interstate 64. This route appears to be part of the traffic improvement corridor shown in the East-West Gateway Council of Government's short-term plan. This major regional planning initiative should not be created in the guise of short-term traffic improvements. If a third-ring bypass is built, its regional planning consequences on the entire metropolitan area should be fully assessed and its route determined based on these considerations.

The effect of making this link would be to open up Jefferson,

Franklin and St. Charles Counties to more intensive development, most of which is likely to be drawn from the inner areas of St. Louis County and the City of St. Louis. The benefits of taking this initiative are debatable. Spending money on this new infrastructure could well encourage people to stop using existing facilities. The third-ring bypass is likely to accelerate the process of drawing development out of the older parts of the region, in complete contradiction to policies of regional integration and of preserving the Cities of St. Louis and Clayton as the centers of the metropolitan area.

Even if a third-ring bypass is ultimately to be constructed, there are strong arguments against using the State Route 109 corridor for this purpose. The unusual soil conditions in the City, detailed in the Environmental Element of this Master Plan, make it an inappropriate area in which to create major new highways. The enemy of ecological stability in the City is rapid runoff. The more impervious surfaces, particularly continuous highway lanes in hilly areas, the more rapid runoff is generated. State Route 109 adjoins the regional parks and actually goes through one (1) of them. The City of Wildwood has an obligation to protect the regional parks located within it; building a major highway through part of these parks and subjecting them to accelerated surges of rainwater polluted by motor oil and petroleum combustion products is counter to all other efforts to protect the regional park system.

Major Initiatives in the City of Wildwood (1995-2005)

In the past decade, the City's Departments of Administration, Public Works, and Planning have established a Capital Improvement Program for Wildwood. Along with an annual budget, a five (5) year program has also been established to guide the development of infrastructure in the City. These improvements are funded by a 1/2¢ Capital Improvement sales tax approved by the voters of Wildwood in 1998, federal and state grants, and general revenue funds. Overall goals of the Capital Improvement

Program are to provide safe streets and bridges and reduce commuting time between local locations by offering logical connections of existing and proposed streets. Management of traffic by limiting curb cuts on major arterial streets has also been a policy of the City of Wildwood.

TRANSPORTATION GOALS

1. Safe streets, sidewalks/trails, and bridges need to be maintained throughout Wildwood. (2006)

2. Regional roadway projects need to be appropriate to the character of Wildwood. (2006)

3. Wildwood should encourage multi-modal options for transportation for residents and businesses. (2006)

Photograph of Pedestrian Bridge over State Route 100

TRANSPORTATION OBJECTIVES

1. The existing and proposed roadway network in the City of Wildwood should be designed and maintained so that it is safe and efficient, but also consistent with the community's long-standing, historic rural character. Roadway modifications in designated Town Center and Suburban Residential Areas shall be commensurate with expected traffic volumes and City standards established for these specific land use

categories.

2. Changes to the regional roadway network, if proposed, should proceed only after the land use and economic costs and benefits (including the effects on St. Louis County and St. Louis City) are fully understood and evaluated.

3. The City's topography, its associated fragile and rocky soils, and the linked group of outstanding regional parks located here, should be protected from the erosion and pollution caused by the construction and use of major roadway corridors.

4. The development of future alternatives to automobile transportation in the City of Wildwood should be explored and supported. These alternatives should include the following: rapid transit/rail systems, bicycle paths, and more opportunities to walk to destinations.

5. The natural vegetation and scenic views located along the City's network of roadway should be preserved and enhanced for the benefit of both residents and visitors.

TRANSPORTATION POLICIES

1. Promote a policy for the City of Wildwood's traffic needs, which supports the primary creation of a network of safe and ecologically responsible, two-lane, local arterial roadways. Make only improvements required for traffic safety, such as adding shoulders, improving the configuration of intersections, replacing substandard bridges, installing traffic signals, and other topical measures.

2. Oppose attempts to create a regional outerbelt without a full evaluation of its costs and benefits on the entire metropolitan area. The City of Wildwood should promote the State Route

109 Corridor Study (Missouri Department of Transportation – July 1999) as a guide for future modifications to this roadway, while prioritizing topical improvements to facilitate the safe movement of local traffic within the community. This policy is premised on the negative impacts an outerbelt would have upon this community, particularly with respect to the environmental degradation associated with its construction and increased traffic, the loss of parkland through direct acquisition for roadway right-of-ways, the promotion of greater inter-County traffic movements, and the division of this community into two parts.

3. Oppose construction of major new highways within the City of Wildwood.

4. Support the City's existing highway and street network by adopting and implementing land use policies that will promote a compact concentration of development in the Town Center and the two suburban residential areas. These policies should enable more people to walk to their destinations, while also encouraging the Town Center to be served by other forms of access besides the automobile.

5. Require local access streets within individual subdivisions to be built to City standards, but consider having such roadways remain private and maintained by the homeowners to further encourage greater control over their ultimate use and appearance, except in the two suburban residential areas and Town Center, where local access streets should be publicly maintained.

6. Identify safety improvements necessary to all City-maintained roadway, as part of Wildwood's Capital Improvement Program. Such improvements may include the following: replacing antiquated bridges that are too narrow and subject to flooding; improving road alignments in places

where there have been accidents; widening roads where necessary and feasible to provide shoulders; correcting unsafe intersections; and providing a network of multiple links, so there is always more than a single way of going from one destination to another.

7. Protect existing bridges by implementing such measures as the posting of weight limits to protect them from excessive loads, identify potentially dangerous approaches with appropriate warning signs, and prohibit truck traffic on roadways where weight-restricted crossings are located.

8. Preserve and enhance the scenic environmental qualities, which exist along many of the City's roadways and their intersections, through the application of appropriate design standards reflecting a sensitivity toward the area's unique environmental characteristics. These standards should be applied in the planning, construction, and maintenance of all roadways.

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-Grover Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.

10. Continue to promote safe roadways for pedestrians, bicyclists, and motorists (Safe Streets Initiative). (2006)

11. Develop a Scenic Byways Program for certain City streets that exhibit the characteristics embodied in many of the Master Plan's Elements relating to the environment, planning, transportation, and open space and recreation goals, objec-

tives, and policies. Examples of these roadways would include, but not be limited to, Manchester Road (formerly Route 66), State Route 109, and Bouquet Road. (2006)

Roads

East-West Arterials[1]

Clayton Road (County). **A two to three-lane arterial road.** Improvements to Clayton Road have been completed from the eastern boundary of the City to Strecker Road. This roadway now accommodates three (3) lanes of traffic, with vertical curbs, stormwater management facilities, and sidewalks. Clayton Road, west of Strecker Road, remains a two-lane roadway.

Wild Horse Creek Road (State). **A two-lane arterial road.** There are no official plans for adding lanes. Topical safety improvements should be planned.

Manchester Road (Wildwood). City plans are for **a two-lane arterial**, with widenings for turn-lanes or other safety improvements, as required. The design of this road within the Wildwood Town Center has been studied in detail and these levels of improvement are included as part of that plan. West of the Town Center, this road should remain **two-lanes in width.**

State Route 100 (State). **A limited-access four-lane road** from the Westglen Farms Drive/Manchester Road intersection to State Highway T. There are long-term safety improvements proposed for the section west of State Highway T to Interstate 44 in the current East-West Gateway Council of Governments' plan.

[1] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

State Highway T/St. Albans Road (State). This road should remain **a two-lane arterial,** with topical safety improvements, as needed.

Main Street (Wildwood). City plans are for a two-lane boulevard, with adjacent on-street parking, bicycle lanes, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

North-South Arterials[1]

Allenton Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Fox Creek Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Old State Road (County). Built on a narrow ridge, this road should remain **a two-lane arterial.** Shoulders should be added, where possible, and other topical safety improvements made. A section of this roadway, located in the City of Wildwood, is to be improved to a three (3) lane arterial level, as part of a St. Louis County project (from Ridge Road on the north end to Old Fairway Drive on the south end).

Ossenfort/Wild Horse Creek Road (Wildwood). The north-south portion of Wild Horse Creek Road, west of State Route 109, is part of the City's roadway network. It should remain substantially unchanged as **a two-lane arterial** road, except for topical safety improvements.

State Route 109 (State). Currently, a two-lane arterial. Safety improvements should be made, but the **two-lane configuration should be retained.** No new connections should be made north to Interstate 64.

Strecker Road (Wildwood). **A two-lane arterial**. A portion of this roadway was rebuilt during the last ten (10) year period of time and now contains sidewalks, improved stormwater management facilities, planting and landscape islands, and improved lane surfaces.

Thunderhead Canyon Road and West Glen Farms Road (Wildwood). These roads are necessary traffic links, but their speed limits should be strictly enforced. **No improvements are proposed.**

Valley Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Taylor Road (Wildwood). A two to four-lane boulevard, with adjacent on-street parking, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

[1] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

Conclusions and Conceptual Land Use Classifications

The residents, business owners, and service providers who live and work in the City of Wildwood, Missouri, have participated in the development of this Master Plan through a series of meetings, public hearings, and written comments received by the Department of Planning and Parks. These meetings, hearings, and comments were intended to obtain all possible information and opinions from the community, so as to begin defining its vision for the future. As one of St. Louis County's ninety-two (92) municipalities, and the largest in terms of geographic size, the City of Wildwood has a unique, but difficult task ahead of it, due to the amount of undeveloped land area located here. These circumstances create development pressures in an area, which has long been known for its rugged terrain and natural beauty and has drawn many of its residents here for these reasons. While responsible, sustainable development is acceptable, it must be noted that the existing density of development in the Caulks Creek Watershed has produced environmental and fiscal situations that should not be repeated in the remaining watershed areas located in the northwest, southwest and southern section of the southeast quadrant of the City.

This shared vision of the community began on February 7, 1995 at the polls and will be furthered through the adoption and implementation of this plan. The Master Plan addresses a number of areas relating to the City's policies on environmental protection, service provision, resource allocation, transportation analysis, and land use development and control. The plan contains sixteen (16) goal statements, thirty (30) statements of objectives, and an additional sixty-two (62) statements designed to achieve these objectives. The major highlights of these one hundred eight (108) statements include the following:

ENVIRONMENT – Of the five (5) objectives in

this element, the primary policy for the area is to minimize environmental disturbance and damage within the existing developed areas, restore watersheds where erosion has negatively impacted the natural equilibrium, and prevent future disturbance or damage to both non-impacted and impacted areas. This protection and restoration is to be encouraged through the implementation of appropriate zoning densities and the clustering of lots to limit disturbance.

Of the twenty (20) policy statements in the plan, the emphasis is on improving standards and development practices to address the sensitive nature of the City's environment. The overall direction of these policies is to better manage the development process through the continued implementation of the City's environmental regulations, including the tree preservation and restoration and grading and excavation codes, while exerting greater control over activities, which could potentially degrade the environment, such as, unmaintained stormwater control and sewage facilities.

PLANNING – Of the six (6) objectives in this element the primary consensus in this area is to continue to consolidate more traditional urban densities in certain areas of the City where environmental characteristics, access, existing development patterns, and availability of services are more favorable to this type of density. Additionally, the City should maintain its current five (5) land use categories called Non-Urban Residential, Suburban Residential, Town Center, Industrial, and Historic.

Of the ten (10) policy statements in the plan, the

emphasis is on limiting suburban development densities to the two (2) areas of the community, where this pattern already exists, while concentrating commercial and innovative higher density residential development to the Town Center. Furthermore, the Non-Urban District zoned areas of the City should continue to be considered a legitimate and permanent land use category. This designation will also further the effort to protect expectations of existing homeowners in those areas, promote the protection and linkage of the parks, create a species/vegetation corridor between them, and thus establish the concept of the greenbelt that the residents of this area have long supported.

COMMUNITY SERVICES – Of the seven (7) objectives in this element, the primary consensus is to promote a level of development commensurate with the availability of support services. Where services are not available or severely hampered, development densities and intensities must be limited.

Of the eleven (11) policy statements in the plan, the emphasis is on promoting the concept of concurrency and managing the City's growth and expenditures based upon its longstanding rural character.

TRANSPORTATION – Of the five (5) objectives in this element, the primary consensus is to promote a network of safe and efficient roads in the community, which are designed to serve the needs of the City. The construction or improvement of the area's roadway system should be based upon the unique characteristics of its environment and level of development.

Of the eleven (11) policy statements in the plan, the emphasis is on limiting the improvement of the area's roadway network to primarily two (2) lane arterial roads, including State Route 109. Additionally, the level of topical safety improvements should be based on specific plans developed for each of the roadways located in the City's eight (8) wards and Town Center. Roads serving the Non-Urban Residential area should be built to City standards, but remain private, while those streets in the Sub-Urban Residential areas and the Town Center should be publicly maintained, except where specific circumstances dictate to the contrary.

OPEN SPACE AND RECREATION – Of the seven (7) objectives in this element, the primary consensus is to protect the regional park system and encourage the eventual development of the greenbelt linkage between these publicly-held properties as noted in St. Louis County's first Parks Plan in 1965.

Of the ten (10) policy statements in the plan, the emphasis is on creating policies and programs to encourage the dedication of land between these parks for inclusion in the greenbelt, thereby protecting these facilities from inappropriate development, and fostering the establishment of the wildlife species/vegetation corridor.

This Master Plan is unique and one which is used on a daily basis in making the City of Wildwood a better place to live, work and play indicative of the level of concern its residents hold regarding preservation of the City's natural attributes and rural character for future generations to enjoy. In attempting to accomplish this goal, the implementation of land use policies is

paramount. As discussed in the proceeding summary, the community has reached a consensus on this policy and it is as follows: there should be five (5) major land use designations in the City --- Non-Urban Residential, Sub-Urban Residential, Industrial, Town Center, and Historic [Fifth Land Use Category - Historic was added to Master Plan with Ordinance #883 on October 14, 2002]. Each of these designations are described in greater detail below:

NON-URBAN RESIDENTIAL - This category contains the areas of the City currently zoned NU Non-Urban District. Principally, this area is located west of the State Route 109 corridor, but additional properties of similar zoning and nature are found in all quadrants of the City. The Non-Urban Residential area is generally not served by public sewer or water and is dependent upon individual systems and/or package systems for these services. Characteristically, the land area is steeply sloping, heavily vegetated, and relatively undeveloped in terms of traditional urban densities. The adjoining land use pattern is principally low density residential or parkland and access is limited to a network of rural roadways characterized by narrow widths, one-lane bridges, no shoulders, steep hills, and poor alignments. These characteristics are aesthetically desirable, but also at the same time dictate a low density residential pattern (generally three (3) acre lots or greater in size) for the future. Additionally, existing developments on lots of three (3) acres or more in these areas strongly weigh against any new development of higher densities in this land use designation.

SUB-URBAN RESIDENTIAL - This category currently contains the areas of the City currently

zoned for more intensive urban designations, such as the R-1 One Acre Residence District to the R-6A 4,000 square foot Residence District, including eight (8) commercially zoned properties (Amended C-8 Planned Commercial District). These two (2) areas are located east of the State Route 109 corridor and within the northeast and southeast quadrants of the City. Public sewer and water systems, along with a number of other services from additional utilities, generally serve these areas. The land's characteristics in these designations are more varied than the Non-Urban Residential areas of the City. Primarily, the land varies between steeply-sloping to rolling topography, forested to pasture, and to some extent has been disturbed by previous development, particularly in the Caulks Creek Watershed. Surrounding land use patterns are low to medium density residential, with limited commercial and institutional development as well. Access into these areas is principally from the State Route 100 or 109 corridors onto a system of formerly rural roads somewhat improved as development progressed into these areas. Given their proximity to existing development, a low-medium density residential development pattern would be compatible in this area, subject to the environmental limitations of any given site that may require lower densities or alternative designs. With the variability of site characteristics in these areas, the appropriate zoning designations in the range of the NU Non-Urban District to the R-1 One Acre Residence District, with a minimum lot size of 15,000 square feet as part of a Planned Residential Development (PRD), are appropriate. Regarding the eight (8) commercially-zoned properties located in and around the Clayton Road/Strecker Road intersection, their des-

ignation should be retained as part of an Amended C-8 Planned Commercial District classification within this land use area limiting the intensity of the commercial uses to C-1 authorized uses and requiring the neighborhood compatibility of the development. However, no future commercial designations of properties located in either of these areas should be considered, thereby acknowledging all such previous zonings were part of St. Louis County's rejected land use policy and not the City of Wildwood's. The relative level of appropriateness for individual lot sizes within these zoning designations is premised on a number of variables, not withstanding surrounding development patterns and the extent of natural resource attribute restrictions exhibited by the individual sites. Therefore, the smallest minimum lot size of 15,000 square feet may not be appropriate on all sites and shall be viewed on a case-by-case basis to ensure its sensitivity to the objectives and policies of this Master Plan.

INDUSTRIAL - This category contains the areas of the City currently zoned M-3 Planned Industrial District and are primarily located in the Chesterfield Valley in the northwest quadrant of the City, which borders the Missouri River. This designation also includes one (1) isolated site along Ruck Road in the southeast quadrant of the City. This property is utilized for the St. Louis County Department of Highways and Traffic District garage/storage yard. Access to this property is by a County-maintained local road, not designated for heavy truck traffic. Given the isolated nature of this site and the predominant land use pattern around it, the expansion of the industrial activities would be inappropriate. Whereas, in the Chesterfield Valley, the develop-

ment of these properties for the uses permitted under the site specific ordinance created at the time of the M-3 Planned Industrial District's adoption would be reasonable and supportable by the City.

TOWN CENTER - This category contains the areas of the City currently zoned either NU Non-Urban District or C-8 Planned Commercial District and include the historic communities of Grover and Pond. This area is primarily centered in the wedge of properties bordered by State Route 100, State Route 109, and Manchester Road, with a small extension to the west along Manchester Road to Pond. A majority of this area is located inside public sewer and water service areas, but also relies upon individual systems for the provision of these services. The characteristics of the land are less restrictive than the remainder of the City and can be described as rolling to gently-sloping, forested to pasture, or developed. Many of these properties have been disturbed by previous development, given the long history of settlement associated with the two (2) communities. There are a mix of uses ranging from single family residences on very small lots and three acre developments, commercial businesses, and institutional uses to agricultural lands. Access to this area is good due to its proximity to the two (2) State roadways and Manchester Road. With their traditional heritage as the commercial centers of the area, Pond, Grover, and the surrounding properties offer an excellent location for the Town Center, which would include a mix of high density residential developments and commercial uses of a neighborhood orientation. The density of residential development should not exceed the R-6A 4,000 square foot Residence District (unless author-

ized by City Council as part of a site-specific ordinance) and would only be considered in this Town Center Area as part of a Planned Residential Development (PRD).

The intent of the Town Center is to create a center where a sense of community is established through the use of creative and innovative development features. These features will include: active and passive green space; interconnecting pedestrian pathways; family-owned and operated businesses; architecturally harmonious designs; integration and preservation of historical sites and local history; blending of local commercial development with appropriately buffered and situated residential development; an integrated system for sanitary and storm sewers; and protection of environmentally sensitive tracts. The Town Center should have a centralized area of park space that can be used as a gathering place for area residents to interact and truly develop a sense of place in their community, with plazas and mini-parks intermingled amongst future residential and commercial developments.

HISTORIC - This category contains properties or areas, which are listed on the City of Wildwood's Historic Register and can be located throughout the community, but only upon land zoned NU Non-Urban Residence District or the FPNU Floodplain Non-Urban Residence District, and not within the boundaries of the Town Center. The Historic Category is intended to provide property owners the opportunity to utilize their buildings, structures, or areas to a greater extent possible than normally allowed under their current Master Plan land use category or zoning district designation as an incen-

tive for their preservation, protection, or adaptive reuse. Designation of properties or areas must meet the criteria listed in the Historic Preservation Ordinance for their nomination and consideration. The designation of properties or areas to this land use category must be approved by the Historic Preservation Commission, the Planning and Zoning Commission, and the City Council and only becomes effective when the owner agrees to have the property or area placed on the City's Historic Register and this designation is finalized. Future use of a historic property or an area will be premised on the surrounding land use pattern, access, utility service, and the sites' natural features and must provide a true community benefit for its consideration.

Conceptual Land Use Categories Map

The City's Charter is unique in that, when the voters of Wildwood approved it, it included a provision, which linked it to the Master Plan. This link was accomplished by adopting the Master Plan's Conceptual Land Use Category Plan as the Charter's Comprehensive Zoning Plan. Both of these plans, show as maps within each such document, create a legal requirement for land use decisions to correspond between these two (2) components. Therefore, the City Council cannot approve any zoning change that is inconsistent with the Conceptual Land Use Category Plan of the Master Plan, which is set forth in the Charter. Zoning amendments contrary to these maps are prohibited and may only be made by first amending the Comprehensive Zoning Plan itself, so that these types of decisions are always supported by an established document. The City has, therefore, created a system of checks and balances that elevates land use decisions to a status of significance that few other cities have chosen to incorporate into these development processes.

As the Master Plan Advisory Group considered changes to the Conceptual Land Use Category Map of this document, it recognized the significance of potential changes to property designations and chose to consider them carefully and based upon clear and rationale criteria. This plan represents the single most important representation of future land use over the next ten (10) year period. This protection offered by this plan is expressed by the very limited number of changes that occurred to it in its first ten (10) years of application (1995 – 2005). Providing property owners expectation on how parcels of ground may be utilized is one (1) of the principal benefits of the City's planning processes. As a result of this process, and the importance of this plan, the Master Plan Advisory Group ultimately made very few changes to the existing Conceptual Land Use Category Map. These changes are described in detail in Appendix VI of the Master Plan.

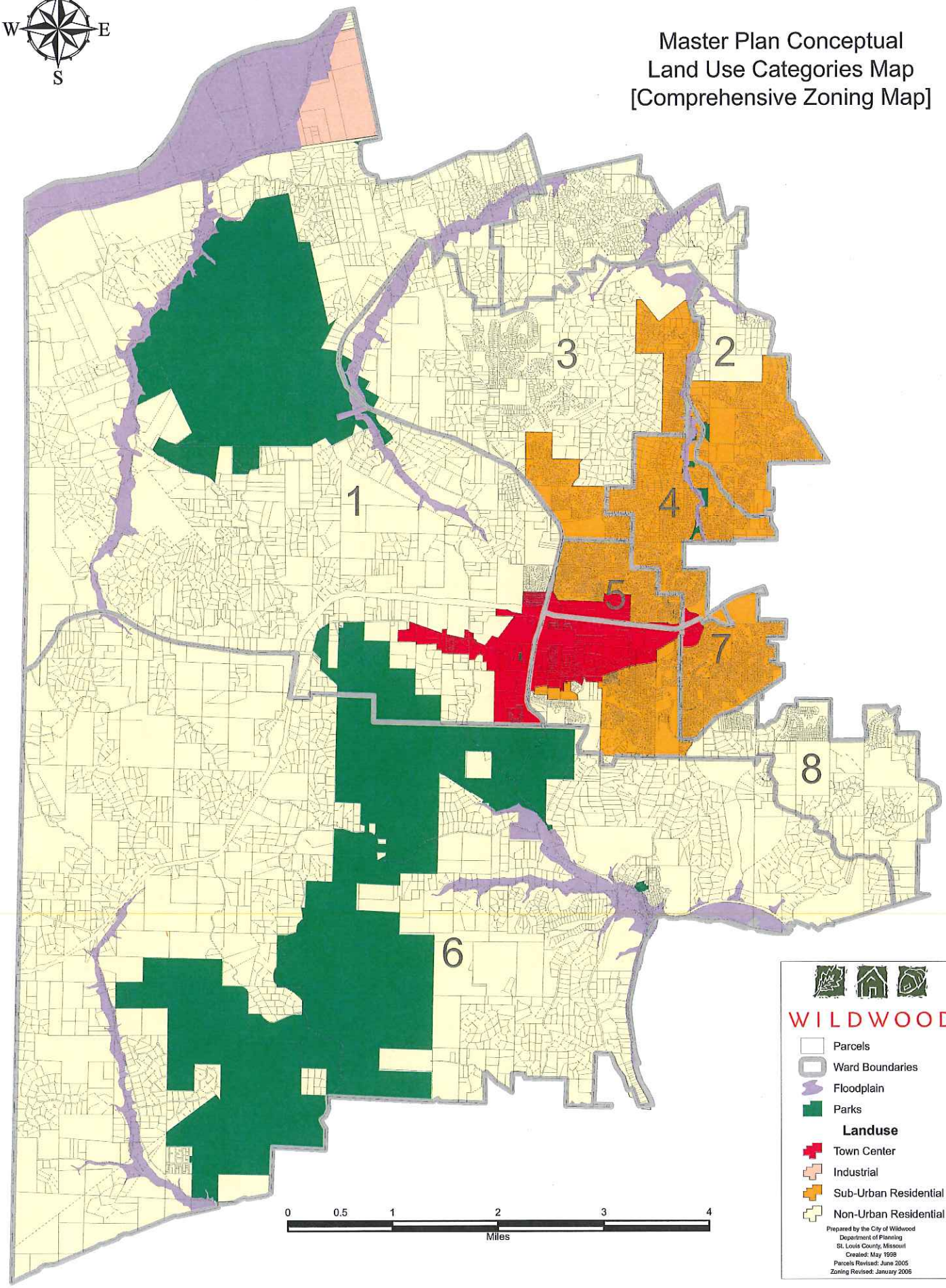
Although some changes were made based upon the date and comments complied through the update process, future modifications to properties were also discussed in the context of a specific set of criteria premised on unique circumstances or specific conditions not anticipated at this time. In no instance did the Master Plan Advisory Group agree the previous policies of St. Louis County should be used to justify a future change to the Master Plan's Conceptual Land Use Category Map. The Master Plan Advisory Group noted that certain higher density residential developments and isolated commercial projects do exist in locations designated Non-Urban Residential Area in the original Master Plan as legal non-conforming uses and these designations were an appropriate policy that should be continued at this time. This policy protects the character of Wildwood from previous land use decisions that were made with little regard to the overall impact upon the larger landscape and does not foster its continued application. Equally, the advisory group did agree that surrounding land use, on one (1) property (Property #9 in Appendix VI), could ultimately be considered as part of a land use change proposal, but only where its benefit to the community is clearly definable and public safety considerations are substantial.

In all, this group of volunteers responded to the input it received from the public input sessions and respected the system of checks and balances in place, as part of the Master Plan and Charter of the City to protect the character of Wildwood and limit the number of overall changes relating to land use. This action is reflected in the revised Conceptual Land Use Category Map that is part of this Master Plan.

Conceptual Land Use Categories Map on next page.

CITY OF WILDWOOD

Master Plan Conceptual
Land Use Categories Map
[Comprehensive Zoning Map]



APPENDIX III

Town Center Plan (1998)

The Town Center Plan will establish a long-term development philosophy that promotes the establishment of mixed-use communities consistent with the concepts of "Town Center Planning." Incumbent to the selection of the "Town Center Planning" concepts for use in the City's proposed Town Center was the belief that current suburban development practices predominant in the region and elsewhere were not appropriate for this new community. These existing practices favor the strict segregation of land uses, which assumes all travel to and from destinations will be accomplished by the automobile. Therefore, all design criteria for their development reflects an insensitivity toward the pedestrian and other modes of transportation and creates a streetscape that is less than pleasing to the eye. Accordingly, the City of Wildwood has attempted to redress this conventional wisdom by employing a different set of criteria for future development in the Town Center.

In applying the concepts of "Town Center Planning," several principle tenets were formulated to guide development. These tenets include the following:

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.
   - Parking should be located to the side or rear of buildings. On-street parking is encouraged in these areas as well.
   - Building locations should be as close to the right-of-way as possible and at a scale and size consistent with the concepts of "Town Center Planning."

   Variations to these building requirements along State Route 100 and State Route 109 may be considered on a case-by-case basis by the Planning and Zoning Commission.

2. Green Space - all neighborhoods should have abundant public/open space and it should be incorporated into all designs. Development designs permitted by the Town Center densities will require

a greater need for public/open space. The dedication of areas for use as public/open space must be incorporated as focal points in the overall development scheme of each individual project, which is part of the larger neighborhood fabric. Additionally, these areas shall be capable of providing a varied use in terms of active recreational opportunities, and not all be property significantly restricted by environmental features.

Existing vegetation shall be preserved whenever possible. Credits for preserving existing vegetation shall be given to developers to offset City imposed requirements from the Tree Manual.

Developments adjoining State Route 100 and State Route 109 shall comply with the City's stated intent to plant and improve these corridors into greenscape areas which are consistent with the concept put forth by the community in its grant application to the Missouri Department of Transportation.

Dedication of land or impact fees may be required for the purchase of off-site properties.

3. Architecture - all neighborhoods should adhere to the specific architectural guidelines of the Town Center Plan in terms of signage, lighting, fencing, and building styles and designs. Lighting design shall reflect the nature of use in the area and promote visibility in commercial areas and safety in residential locations, reduce night glow, and spillage of light onto adjacent properties.

4. Land Use - all activities allowed by the Town Center zoning designations should be compatible with the existing land use pattern on adjoining properties. Certain uses are permitted by right within each of the respective land use designations proposed as part of the Town Center Plan. Other more intensive uses which require special consideration and review will only be authorized as part of a Conditional Use Permit. These uses which require a permit include certain commercial uses with large building footprints, drive- through facilities in conjunction with any authorized commercial use, and other higher intensity or problematic use characteristics. Intense commercial uses should be limited to a small

number of districts located toward the perimeter of the Town Center (Manchester Road, State Route 100, State Route 109, and Taylor Road), while other business activities should be fully cohesive with the remaining land uses to form a traditional Town Center.

Incumbent to creating this traditional Town Center, a true mix of uses must be provided by limiting a percentage of housing types and commercial uses allowed in any one given area. Therefore, all properties will either be designated Commercial, Workplace, Neighborhood Center, Neighborhood General, Neighborhood Edge, Public/Open Space or Cultural/Institutional. Regardless of designation, existing neighborhoods should be preserved. The attached Land Use Designation Parcel Map (Attachment Three) shall establish permitted uses for all properties within The Town Center.

5. Streets and Sidewalks - all public improvements shall comply with the Town Center specifications in their construction.

   Street trees, lighting, furniture, and other items shall adhere to the Streetscape Design Standards of the City. The layout of streets will adhere to a grid pattern, but not necessarily rectangular in shape. The existing network of streets, including Taylor Road, will form the basis of the future layout of all new roadways. New streets shall be linked to this existing network.

   Curb cuts shall be minimized along the main thoroughfares, such as Taylor Road, as well as State Routes 100 and 109, wherever possible, by promoting shared access between properties or the use of lanes serving the rear of properties.

   Traffic Generation Impact fees may be imposed to address the impact of any new development in the Town Center.

6. Infrastructure - all storm water management improvements shall comply with the Town Center specifications in their construction.

   Regional facilities are preferred over individual site improvements. In-stream detention will only be considered when regional benefits to the storm water collection and management

system clearly outweigh the impact to the natural environment of that location. The system of natural streams and creeks shall be preserved, whenever possible. Setbacks from these features will be reviewed on a case-by-case basis relative to the goals of regional detention/retention. Impact fees may be imposed as a part of any development in the Town Center to address off-site impacts to fund construction of regional detention.

The installation of new or the improvement of old utility systems and lines shall be placed underground in conduits within City-owned rights-of-way.

The development of public sewer systems to serve growth in the Town Center area are encouraged and preferred within the Metropolitan St. Louis Sewer District's boundary.

7. Historic District - all developments located within the Historic District shall be consistent with the overall period of architecture chosen for this area. The reuse and restoration of historic structures and buildings is encouraged.

Town Center Regulations

With the adoption of the Town Center Plan Boundary Map, Neighborhood Design Standards and Architectural Guidelines, Street Network Map, and Land Use Designation Map, any new zoning of parcels of land after this action and any development within the Town Center shall comply with this Town Center Plan. The Town Center District Zoning Ordinance is anticipated to formalize many of these policies into detailed regulations. In those instances where regulations may not be appropriate for adoption as part of the Zoning Code, such as design specifications for streets, utilities, and other public improvements, they will be incorporated into the appropriate manual for use.

The policies in the Town Center Plan are intended to cover all aspects of the development of properties within the Town Center Boundary and create the appropriate setting to achieve the stated goals of this plan and promote and apply the principles of "Town Center Planning" in this area, while protecting the community

from previous land use policies established in this City by the former jurisdiction.

Boundaries of the Town Center
The boundaries of the area within the City of Wildwood designated as The Town Center and subject to Town Center Zoning and Regulations shall be the area and parcels of ground designated on the Town Center Boundary Map.

Neighborhood Design Standards and Architectural Guidelines
The Town Center the Neighborhood Design Standards and the Architectural Guidelines are adopted in principle by the Town Center Plan. These standards and guidelines will be formalized with the passage of the Town Center Zoning Ordinance. These standards and guidelines will address all aspects of development within the Town Center Boundaries, but modifications consistent with the Town Center Plan principles will be considered on a case-by-case basis relative to the site's size, location, physical characteristics, surrounding land use pattern, and access, infrastructure, and utility options. Individual merit of the request will only be considered.

Land Use Activities within the Identified Categories
The following categories are hereby established for the area of the City designated as the Town Center, with corresponding permitted land use activities identified for each as well. These categories and activities are applicable only to properties within the Town Center Boundaries. Lot sizes, widths, and depths and other similar criteria shall be as established in the Neighborhood Design Standards of the Town Center Plan.

Town Center Categories	***Land Use Activities***
Historic District[1]	**********
Historic Neighborhood Center	*Bed and Breakfast Establishments* *Professional offices, not medical or dental*

[1] The Historic District shall permit zoning under the Historic Neighborhood Center, Historic Neighborhood Edge, Cultural/Institutional, and Open Space categories.

Town Center Categories	***Land Use Activities***
Historic Neighborhood Center (continued)	*Restaurants, not fast-food* *Home Occupations* *Coffee Shops* *Shops for artists, sculptors, painters, printmakers, photographers, and similar specialties* *Child Care Centers* *Sewage Treatment Facilities* *Park and Open Space; public or private areas* *Barber and Beauty Shops* *Parking Areas* *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Civic Buildings*
Historic Neighborhood Edge	*Bed and Breakfasts* [2] *Single Family Residences at 3 acre density* *Home Occupations* *Child Care Centers* *Sewage Treatment Facilities* *Park and Open Space; public or private areas* *Parking Areas* *Civic Buildings* *Cemeteries*

[2] Certain activities have been determined to be appropriate only under a set of specific and special conditions which are needed because of the type of use, the location of the use, the characteristics of the use, and the development pattern around the use dictate a greater need of control. These activities shall be permitted only by Conditional Use Permit (including planned zoning expressly authorizing the activity) for their development or establishment in the applicable Land Use Designation where they may exist. The criteria for approving a Conditional Use Permit shall be described in 1003.181 of the City of Wildwood's Zoning Code and may be granted only where consistent with the principles established by this Master Plan.

Town Center Categories	***Land Use Activities***
Historic Buildings	**********
Limited by Category where located	
Open Space	**********
	Public Parks
	Scenic Areas
	Wildlife Refuge
	Public Civic Space
	Public and Other Utility Facilities[2]
Cultural/Institutional	**********
	Churches
	Schools
	Civic Buildings (government)
	Libraries
	Local Public Utilities
	Parks and Open Space; public and private areas
	Museums
Commercial	**********
(Commercial District allows a larger building footprint for certain uses)	
	Restaurants, including fast food, with drive through facilities
	Churches
	Professional Offices, including medical and dental
	Financial Institutions, with drive-through facilities
	Parking Areas
	Recreational Facilities, including indoor theaters and outdoor activities
	Stores and Shops for Retail Purposes
	Filling Stations for Automobiles
	Hotels
	Sewage Treatment Facilities

Town Center Categories	***Land Use Activities***
Commercial (continued)	*Research Laboratories and Facilities* *Office/Warehouse Facilities* *Park and Open Space; public and private areas*
Workplace	********** *Restaurants, including fast food, but without drive through facilities* *Vehicle Service Centers, not repair* *Professional Offices, including medical and dental* *Child Care Centers* *Churches* *Filling Stations for Automobiles*[2] *Financial Institutions, with drive-through facilities*[2] *Parking Areas* *Recreational Facilities, where all activity occurs within a Building or Structure, but excluding Indoor Theaters* *Animal Hospitals and Veterinary Clinics* *Sewage Treatment Facilities* *Stores and Shops for Retail Purposes* *Office/Warehouse Facilities* *Park and Open Space; public and private areas*
Neighborhood Center	********** *Single Family Residential* *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Sewage Treatment Facilities*

Town Center Categories	***Land Use Activities***
Neighborhood Center (continued)	*Parking Areas* *Financial Institutions, not with drive-through facilities* *Professional offices, including medical and dental* *Bed and Breakfast Establishments* *Coffee Shops* *Child Care Centers* *Home Occupations* *Restaurants, not fast food* *Civic Buildings* *Park and Open Space; public or private areas* *Shops for artists, sculptors, painters, print makers, photographers, and similar specialties* *Barber and Beauty Shops* *Churches* *Schools* *Stores, Shops, and Open-Air Markets for Retail Purposes*
Neighborhood General	********** *Single Family Residential* *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Park and Open Space; public or private areas* *Civic Buildings* *Sewage Treatment Facilities* *Home Occupations* *Bed and Breakfast Establishments* *Churches* *Schools*
Neighborhood Edge	********** *Single Family Residential (cottage*

Town Center Categories	***Land Use Activities***
Neighborhood Edge (continued)	*and house)* *Park and Open Space; public or private areas* *Sewage Treatment Facilities* *Churches* *Libraries* *Home Occupations* *Schools* *Cemeteries* *Child Care Centers* *Civic Buildings*

NOTE: All Land Use Categories other than "Commercial" shall permit building footprints in excess of 10,000 square feet only by Conditional Use Permit.[2] Uses in the "Commercial" District shall permit building footprints in excess of 40,000 square feet only by Conditional Use Permit.[2]

Designation of Land Use for Specific Properties Within Town Center

The land use designations described in Appendix Three are established for all properties located in the Town Center boundary. These land use designations correspond to the identified Town Center Categories and Land Use Activities noted above and are identified by a specific parcel number as indicated in the text set forth in the town Center Plan Phase II Report dated February 3, 1998 and on file with the City Clerk. Minor boundary adjustments of each Town Center Category may be necessary on a case-by-case basis, where appropriate, and shall not be deemed a violation of this plan and may be accommodated without a map amendment.

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 guide-

lines 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 the 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.

Other roadways were also proposed as part of the engineering study completed by the City's consultant in this matter, which are shown on the Street Network Map and hereby adopted in principle. However, these roadways are to be reviewed on a case-by-case basis relative to the development of the individual properties where interest is centered. The development of these roadways, along with the desired open space areas and pocket parks indicated as a part of each, will be premised on their need or utility to achieve the goals of the Town Center planning concept and compliance with engineering standards proposed as part of this process.

The following additional street considerations are incorporated in the Street Network Map:

Crestview Lane - extension of this existing private roadway to the east and west to intersect with the proposed Taylor Road and State Route 109. This roadway will be the Main Street/Neighborhood Boulevard as described in the Street Specifications of the Town Center Plan.

Pond-Grover Loop Road - extend existing street to the south and east to connect with Taylor Road.

New Unnamed Roadways (as described by property location) -

- Schneider Property - two (2) new additional north-south roadways, which intersect the Main Street.
- RDR Property - new roadway from Amoco Oil Company facility to Eatherton Road.
- Properties along the north side of Crestview Lane - parallel road-

way along State Route 100. This roadway will be located between Eatherton Road and the proposed Taylor Road.

- Properties owned by Greenberg Development Company and Covert-Corsair - three (3) north-south roadways and two (2) east-west roadways. Two (2) of the north-south roadways intersect Manchester Road, west of Village Hills Parkway.
- Greenberg Development Company Property (east side of Taylor Road) - two east-west roadways and one (1) north-south roadway. The two (2) east-west roadways intersect the proposed north-south roadway which ends at Manchester Road.
- Jones Family Properties - one (1) east-west roadway which extends across State Route 109 into the Bower tract of land. This roadway will extend from Taylor Road to State Route 109 then onward to the western end of the Town Center.
- Properties around Old Grover Estates - extension of existing stub streets to surrounding roadway system. The western stub street will turn to the south and intersect Manchester Road.
- St. Onge Property at the southwest corner of State Route 100 and State Route 109 - one (1) east-west roadway and one (1) stub to the south.
- Slavik Property - two (2) north-south roadways and one (1) east-west roadway. One (1) of the north-south roadways connects to Manchester Road.
- Properties located in the Northwest Quadrant of Manchester Road and State Route 109 - one (1) east-west roadway. Starts at Manchester Road and connects to the north-south roadway on the Slavik tract of land.

Development Policies for Established Neighborhoods in the Town Center

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.

Additionally, the development of property near existing residential neighborhoods shall particularly require the dedication of appropriate areas of open space to serve the Town Center community. The areas intended for public use have been partially identified as part of future land use designations for all properties in the Town Center. Additionally, the provision of other open space areas on individual development sites, where applicable and functional, must also be considered. These smaller areas may include portions of developed properties where improvements permit, such as parking areas, pedestrian walkways, and others.

Two (2) other policies to be used in the development of properties in the Town Center include the following:

- the definable portions of any walkable neighborhood must have an appropriate mix of land uses. Therefore, the development of one type of housing unit to the point of shifting this balance should not be considered.

- the layout of streets to serve uses in the Town Center area must be respectful of and take into account appropriate block sizes (length and width) to accommodate proposed Neighborhood Design Standards for different lot types and always promote connectivity of them throughout its boundary.

Request #3

Pages from 2016 Master Plan

CITY OF WILDWOOD

Master Plan

Wildwood Community Park

Original Master Plan approved: February 26, 1996
1st Revision: February 21, 2006
2nd Revision: April 4, 2016

WILDWOOD

Planning Tomorrow Today

Transportation Element

Major Transportation Issues – Then and Now

Proposals to create a major north-south highway paralleling State Route 109 helped convince area residents of the need to take control of their own future in the late 1980's and early 1990's. The current regional transportation plan of the East-West Council of Governments (the St. Louis Metropolitan Area's official coordinating body for transportation improvements) does not include a new north-south highway on or near State Route 109. It does, however, identify State Route 109 as part of a Major Transportation Investment Corridor requiring short-term safety improvements. Concerns remain in the community regarding the extension of State Route 109 into the Chesterfield Valley Area, along with the addition of traffic lanes and proposed interchanges, under the guise of a safety-improvement program, which could ultimately lead it to becoming a part of a third metropolitan by-pass with links south to Interstate 44, Highways 30 and 21, and Interstate 55, and a link north to Interstates 64 and 70.

State Route 109 is already connected to Interstate 44, but its northern end currently terminates at Wild Horse Creek Road; a two-lane, east-west arterial. There are no official plans for improving Wild Horse Creek Road. However, State Route 109 could become a regional highway if it were connected to a widened Eatherton Road in the City of Chesterfield and then extended northward to a new interchange with Interstate 64. This route appears to be part of the traffic improvement corridor shown in the East-West Gateway Council of Government's short-term plan. This major regional planning initiative should not be created in the guise of short-term traffic improvements. If a third-ring bypass is built, its regional planning consequences on the entire metropolitan area should be fully assessed and its route determined based on these considerations.

The effect of making this link would be to open up Jefferson, Franklin and St. Charles Counties to more intensive development, most of

which is likely to be drawn from the inner areas of St. Louis County and the City of St. Louis. The benefits of taking this initiative are debatable. Spending money on this new infrastructure could well encourage people to stop using existing facilities. The third-ring bypass is likely to accelerate the process of drawing development out of the older parts of the region, in complete contradiction to policies of regional integration and of preserving the Cities of St. Louis and Clayton as the centers of the metropolitan area.

Even if a third-ring bypass is ultimately to be constructed, there are strong arguments against using the State Route 109 corridor for this purpose. The unusual soil conditions in the City, detailed in the Environmental Element of this Master Plan, make it an inappropriate area in which to create major new highways. The enemy of ecological stability in the City is rapid runoff. The more impervious surfaces, particularly continuous highway lanes in hilly areas, the more rapid runoff is generated. State Route 109 adjoins the regional parks and actually goes through one (1) of them. The City of Wildwood has an obligation to protect the regional parks located within it; building a major highway through part of these parks and subjecting them to accelerated surges of rainwater polluted by motor oil and petroleum combustion products is counter to all other efforts to protect the regional park system.

Major Initiatives in the City of Wildwood (1995-2015)

In the past two (2) decades, the City's Departments of Administration, Public Works, and Planning have established a Capital Improvement Program for Wildwood. Along with an annual budget, a five (5) year program has also been established to guide the development of infrastructure in the City. These improvements are funded by a 1/2¢ Capital Improvement Sales Tax approved by the voters of Wildwood in 1998, federal and state grants, and general revenue funds. Overall goals of the Capital Improvement Program are to provide safe streets and bridges and reduce commuting time between local locations by offering logical connections of existing and proposed streets. Management of traffic by limiting curb cuts on major arterial

streets has also been a policy of the City of Wildwood.

Since the update of the Master Plan in 2006, the City has created many opportunities for multi-modal transportation options to serve users other than vehicles. This approach includes making existing streets and roadways more accommodating to users other than vehicles, along with designing and constructing new infrastructure that promotes the same. Additionally, the availability of public transit to the Town Center, including the St. Louis Community College - Wildwood Campus, has been a priority and recently realized. Along with these efforts and programs, the City has continued in the last ten (10) years to construct trails and make connections to Town Center Area, public space areas, and residential communities located throughout Wildwood. More so, at any other point in the history of Wildwood, this community is interconnected, linked, and poised to be a recreational center for the entire metropolitan region and beyond.

TRANSPORTATION GOALS

1. Safe streets, sidewalks/trails, and bridges need to be maintained throughout Wildwood. (2006)

2. Roadway projects need to be appropriate to the character of Wildwood. (2006; Modified in 2016)

3. Wildwood should encourage multi-modal options for transportation for residents, visitors, and guests, and businesses. (2006; Modified in 2016)

4. Support the founding vision of 'Save the Greenbelt, Stop the Outerbelt.' (2016)

TRANSPORTATION OBJECTIVES

1. The existing and proposed roadway network in the City of Wild-

wood should be designed and maintained so that it is safe and efficient, but also consistent with the community's long-standing, historic rural character. Roadway modifications shall be commensurate with expected traffic volumes and City standards established for these specific land use categories. (1996; Modified in 2016)

2. Changes to the regional roadway network, if proposed, should proceed only after the land use and economic costs and benefits (including the effects on the St. Louis Region) are fully understood and evaluated. (1996; Modified in 2016)

3. The City's topography, its associated fragile and rocky soils, and the linked group of outstanding regional parks located here, should be protected from the erosion and pollution caused by the construction and use of major roadway corridors.

4. The development of future alternatives to automobile transportation in the City of Wildwood should be explored. (1996; Modified in 2016)

5. The natural vegetation and scenic views located along the City's network of roadways should be preserved and enhanced for the benefit of both residents and visitors. (1996; Modified in 2016)

TRANSPORTATION POLICIES

1. Promote a policy for the City of Wildwood's traffic needs, which supports the primary creation of a network of safe and ecologically responsible, two-lane, local arterial roadways. Make only improvements required for traffic safety, such as adding shoulders, improving the configuration of intersections, replacing substandard bridges, installing traffic signals, and other topical measures.

2. The City of Wildwood should promote the State Route 109 Corri-

dor Study (Missouri Department of Transportation – July 1999) as a guide for future modifications to this roadway, while prioritizing topical improvements to facilitate the safe movement of local traffic within the community. This policy is premised on the negative impacts an outerbelt would have upon this community, particularly with respect to the environmental degradation associated with its construction and increased traffic, the loss of parkland through direct acquisition for roadway right-of-ways, the promotion of greater inter-County traffic movements, and the division of this community into two parts. (1996; Modified in 2016)

3. Oppose construction of major new highways within the City of Wildwood.

4. Support the City's existing highway and street network by adopting and implementing land use policies that will promote a compact concentration of development in the Town Center and the two suburban residential areas. These policies should enable more people to walk to their destinations, while also encouraging the Town Center to be served by other forms of access besides the automobile.

5. Require local access streets within individual subdivisions to be built to City standards, but consider having such roadways remain private and maintained by the homeowners to further encourage greater control over their ultimate use and appearance, except in the two suburban residential areas and Town Center, where local access streets should be publicly maintained.

6. Identify safety improvements necessary to all City-maintained roadways, as part of Wildwood's Capital Improvement Program. Such improvements may include the following: replacing antiquated bridges that are too narrow and subject to flooding; improving road alignments in places where there have been repeated crashes; widening roads where necessary and feasible to

provide shoulders; correcting unsafe intersections; and providing a network of multiple links, so there is always more than a single way of going from one destination to another. (1996; Modified in 2016)

7. Protect existing bridges by implementing such measures as the posting of weight limits to protect them from excessive loads, identify potentially dangerous approaches with appropriate warning signs, and prohibit truck traffic on roadways where weight-restricted crossings are located.

8. Preserve and enhance the scenic environmental qualities, which exist along many of the City's roadways and their intersections, through the application of appropriate design standards reflecting a sensitivity toward the area's unique environmental characteristics. These standards should be applied in the planning, construction, and maintenance of all roadways.

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. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan. (1996; Modified in 2016)

10. Continue to promote safe roadways for pedestrians, bicyclists, and motorists (Safe Streets Initiative). (2006)

Roads

East-West Arterials[1]

Clayton Road (County). **A two to three-lane arterial road.** Improvements to Clayton Road have been completed from the eastern boundary of the City to Strecker Road. This roadway now accommodates three (3) lanes of traffic, with vertical curbs, stormwater management facilities, and sidewalks. Clayton Road, west of Strecker Road, remains a two-lane roadway.

Wild Horse Creek Road (State). **A two-lane arterial road.** There are no official plans for adding lanes. Topical safety improvements should be planned.

Manchester Road (Wildwood). City plans are for **a two-lane arterial,** with widenings for turn-lanes or other safety improvements, as required. The design of this road within the Wildwood Town Center has been studied in detail and these levels of improvement are included as part of that plan. West of the Town Center, this road should remain **two-lanes in width.**

State Route 100 (State). **A limited-access four-lane road** from the Westglen Farms Drive/Manchester Road intersection to State Highway T. There are long-term safety improvements proposed for the section west of State Highway T to Interstate 44 in the current East-West Gateway Council of Governments' plan.

State Highway T/St. Albans Road (State). This road should remain **a two-lane arterial,** with topical safety improvements, as needed.

Main Street (Wildwood). City plans are for a two-lane boulevard, with adjacent on-street parking, bicycle lanes, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

Melrose Road (from Allenton Road to State Route 100) (Wildwood). A two-lane arterial that should remain substantially unchanged, except for topical safety improvements.

North-South Arterials[1]

Allenton Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

[1] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

Fox Creek Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Old State Road (County). Built on a narrow ridge, this road should remain **a two-lane arterial.** Shoulders should be added, where possible, and other topical safety improvements made. A section of this roadway, located in the City of Wildwood, is to be improved to a three (3) lane arterial level, as part of a St. Louis County project (from Ridge Road on the north end to Old Fairway Drive on the south end).

Ossenfort/Wild Horse Creek Road (Wildwood). The north-south portion of Wild Horse Creek Road, west of State Route 109, is part of the City's roadway network. It should remain substantially unchanged as **a two-lane arterial** road, except for topical safety improvements.

State Route 109 (State)/*North Eatherton Road* (County). Currently, a two-lane arterial. Safety improvements should be made, but the **two-lane configuration should be retained.** No new connections should be made north to Interstate 64.

Strecker Road (Wildwood). **A two-lane arterial.** A portion of this roadway was rebuilt during the last ten (10) year period of time and now contains sidewalks, improved stormwater management facilities, planting and landscape islands, and improved lane surfaces. Limit any new improvements to topical safety enhancements.

Shepard Road (Wildwood). A two-lane arterial that should remain substantially unchanged, except for topical safety improvements.

Thunderhead Canyon Road and West Glen Farms Road (Wildwood). These roads are necessary traffic links, but their speed limits should be strictly enforced.

Valley Road (Wildwood). **A two-lane arterial** that should remain sub-

stantially unchanged, except for topical safety improvements.

Taylor Road (Wildwood). A two to four-lane boulevard, with adjacent on-street parking, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

[1] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

Transportation Element Cross-Reference

Each of the cross-reference tables have been included to assist users in understanding the interrelationships of the adopted goals, objectives, and policies of the Master Plan's six (6) elements and the role each plays in achieving the desired outcomes set forth in them.

	Goal 1	Goal 2	Goal 3	Goal 4
Obj. 1	X	X		X
Obj. 2	X	X		X
Obj. 3	X	X		
Obj. 4			X	
Obj. 5	X	X		
Pol. 1	X	X		X
Pol. 2		X		X
Pol. 3				X
Pol. 4	X		X	
Pol. 5	X			
Pol. 6	X			
Pol. 7	X			
Pol. 8	X			
Pol. 9	X	X		
Pol. 10	X		X	

Conclusions and Conceptual Land Use Classifications

The residents, business owners, and service providers who live and work in the City of Wildwood, Missouri, have participated in the development of this updated Master Plan through a series of meetings, public hearings, and written comments received by the Department of Planning and Parks. These meetings, hearings, and comments were intended to obtain all possible information and opinions from the community to begin defining its vision for the future. As one of St. Louis County's ninety-two (92) municipalities, and the largest in terms of geographic size, the City of Wildwood has always had a unique, but difficult task ahead of it, due to the amount of undeveloped land area located here. These circumstances create development pressures in an area, which has long been known for its rugged terrain and natural beauty and has drawn many of its residents here for these reasons. While responsible, sustainable development is acceptable, and encouraged within the Town Center and Industrial Areas of Wildwood, it must be noted the existing density of development in many of its watersheds has produced environmental and fiscal situations that should not be repeated in the remaining quadrants' watershed areas located in the northwest, southwest and southern section of the southeast quadrant of the City.

This shared vision of the community began on February 7, 1995 at the polls and will be furthered through the adoption and implementation of this updated plan. The Master Plan addresses a number of areas relating to the City's policies on environmental protection, service provision, resource allocation, transportation analysis, public space, economic development, and land use development and control. The plan contains twenty-three (23) goal statements, thirty-five (35) statements of objectives, and an additional sixty-three (63) policy statements designed to achieve these objectives. The major highlights of these one hundred twenty-one (121) statements include the following:

ENVIRONMENTAL – The goals and objectives in

this element, minimize environmental disturbance and damage within the existing developed areas, restore watersheds where erosion has negatively impacted the natural equilibrium, and prevent future disturbance or damage to both non-impacted and impacted areas. This protection and restoration is to be encouraged through the implementation of appropriate zoning densities and the clustering of lots to limit disturbance.

The policy statements in the Master Plan, emphasize improving standards and development practices to address the sensitive nature of the City's environment. The overall direction of these policies is to better manage the development process through the continued implementation of the City's environmental regulations, including the tree preservation and restoration and grading and excavation codes, while exerting greater control over activities, which could potentially degrade the environment, such as, unmaintained stormwater control and sewage facilities.

PLANNING – The focus of the goals and objectives in this element is to continue to consolidate more traditional urban densities in certain areas of the City where environmental characteristics, access, existing development patterns, and availability of services are more favorable to this type of density. Additionally, the City should maintain its current five (5) land use categories called Non-Urban Residential, Sub-Urban Residential, Town Center, Industrial, and Historic.

The policy statements in the Master Plan emphasize limiting suburban development densities to the two (2) areas of the community, where this pattern already exists, while concentrating commercial and innovative higher density residential development to the Town Center. Furthermore, the Non-Urban District zoned areas of the City should continue to be considered a legitimate and permanent land use category. This designation will also further the effort to protect expectations of existing homeowners in those areas, promote the protection and linkage of the parks, and thus establish the concept of the greenbelt that the residents of this area have long supported.

COMMUNITY SERVICES – The goals and objectives in this element, promote a level of development commensurate with the availability of support services. Where services are not available or severely hampered, development densities and intensities must be limited.

The policy statements promote the concept of concurrency and managing the City's growth and expenditures based upon its longstanding rural character.

TRANSPORTATION – The goals and objectives in this element, promote a network of safe and efficient roads in the community, which are designed to serve the needs of the City. The construction or improvement of the area's roadway system

should be based upon the unique characteristics of its environment and level of development, while also cognizant of increasing traffic volumes in certain areas necessitating certain changes for safety of users and travelers.

The policy statements in the Master Plan, emphasize limiting the improvement of the area's roadway network to primarily two (2) lane arterial roads, including State Route 109. Additionally, the level of topical safety improvements should be based on specific plans developed for each of the roadways located in the City's eight (8) wards, including Town Center. Roads serving the Non-Urban Residential area should be built to City standards, but remain private, while those streets in the Sub-Urban Residential areas and the Town Center should be publicly maintained, except where specific circumstances dictate to the contrary.

OPEN SPACE AND RECREATION – The goals and objectives in this element, protect the regional park system and encourage the eventual development of the greenbelt linkage between these publicly-held properties as noted in St. Louis County's first Parks Plan in 1965.

The policy statements in the Master Plan emphasize the creation of strategies and programs to encourage the dedication of land between these parks for inclusion in the greenbelt, thereby protecting these facilities from inappropriate develop-

ment, and fostering the establishment of active park and trail facilities in Wildwood for the overall health of the community and region.

ECONOMIC DEVELOPMENT – The goals and objectives in this element emphasize an environment that is conducive to retaining businesses already located in the City, through regular communication with them, strategic updates of regulations applicable to them, and better promotion of City programs for assistance in this regard. Along with business retention, this element's goals and objectives promote a targeted approach to economic development, which includes engaging an individual, who is responsible for this initiative, on a full to part-time basis, depending on need.

The policy statements in the Master Plan emphasize the creation of new approaches to promote Wildwood and its Town Center to area residents, and the overall region. Additionally, several of these policy statements seek for the City to provide certain benchmark activities to improve the business environment of Wildwood, including completing Phase Three of the Manchester Road Streetscape Project.

Conceptual Land Use Categories

This Master Plan is unique and one which is used on a daily basis in making the City of Wildwood a better place to live, work and play indicative of the level of concern its residents hold regarding preservation of the City's natural attributes and rural character for future generations to enjoy. In attempting to accomplish this goal, the implementation of land use policies is paramount. As discussed in the preceding summary, the community has reached a consensus on this policy and it is as follows: there should be five (5) major land use designations in

the City --- Non-Urban Residential, Sub-Urban Residential, Industrial, Town Center, and Historic [Fifth Land Use Category - Historic was added to Master Plan with Ordinance #883 on October 14, 2002]. Each of these designations are described in greater detail below:

NON-URBAN RESIDENTIAL - This category contains the areas of the City currently zoned NU Non-Urban Residence District, **including one (1) commercially zoned property (Amended C-8 Planned Commercial District).** Principally located west of the State Route 109 corridor, but additional properties of similar zoning and nature are found in all quadrants of the City. The Non-Urban Residential Area is generally not served by public sewer or water and is dependent upon individual systems for these services. Characteristically, the land area is steeply sloping, heavily vegetated, and relatively undeveloped in terms of traditional urban densities. The adjoining land use pattern is principally low density residential or parkland and access is limited to a network of rural roadways characterized by narrow widths, one-lane bridges, no shoulders, steep hills, and poor alignments. These characteristics are aesthetically desirable, but also at the same time dictate a low-density residential pattern (generally three (3) acre lots or greater in size) for the future. Additionally, existing developments on lots of three (3) acres or more in these areas strongly weigh against any new development of higher densities in this land use designation. **Regarding the one (1) commercially zoned property located at the southeast corner of State Route 109/Wild Horse Creek Road, its designation should be retained, as part of an Amended C-8 Planned Commercial District classification within**

this land use area, but for the sale of beer and wine only. However, no further commercial designations of properties located beyond this site should be considered, thereby acknowledging this previous zoning was part of St. Louis County's rejected land use policy and not the City of Wildwood.

SUB-URBAN RESIDENTIAL - This category contains the areas of the City currently zoned for more intensive urban designations, such as the R-1 One Acre Residence District to the R-6A 4,000 square foot Residence District, including eight (8) commercially zoned properties (Amended C-8 Planned Commercial District). These two (2) areas are located east of the State Route 109 corridor and within the northeast and southeast quadrants of the City. Public sewer and water systems, along with a number of other services from additional utilities, generally serve these areas. The land's characteristics in these designations are more varied than the Non-Urban Residential areas of the City. Primarily, the land varies between steeply-sloping to rolling topography, forested to pasture, and to some extent has been disturbed by previous development, particularly in the Caulks Creek Watershed. Surrounding land use patterns are low to medium density residential, with limited commercial and institutional development as well. Access into these areas is principally from the State Route 100 or 109 corridors onto a system of formerly rural roads somewhat improved as development progressed into these areas. Given their proximity to existing development, a low-medium density residential development pattern would be

compatible in this area, subject to the environmental limitations of any given site that may require lower densities or alternative designs. With the variability of site characteristics in these areas, the appropriate zoning designations in the range of the NU Non-Urban District to the R-1 One Acre Residence District, with a minimum lot size of 15,000 square feet as part of a Planned Residential Development (PRD), are appropriate, **excepting three (3) properties located at the terminuses of Center and West Avenues. These three (3) properties can be considered suitable for a greater residential land use density of one point seven five (1.75) units per acre, where appropriate, given their relative placements between high density land uses associated with St. Louis County's past actions and proximity to the Town Center Area's Boundary.** Regarding the eight (8) commercially-zoned properties located in and around the Clayton Road/Strecker Road intersection, their designation should be retained as part of an Amended C-8 Planned Commercial District classification within this land use area limiting the intensity of the commercial uses to C-1 authorized uses and requiring the neighborhood compatibility of the development. However, no future commercial designations of properties located in either of these areas should be considered, thereby acknowledging all such previous zonings were part of St. Louis County's rejected land use policy and not the City of Wildwood's. The relative level of appropriateness for individual lot sizes within these zoning designations is premised on a number of variables, not withstanding surrounding development patterns and the extent of natural re-

source attribute restrictions exhibited by the individual sites. Therefore, the smallest minimum lot size of 15,000 square feet may not be appropriate on all sites and shall be viewed on a case-by-case basis to ensure its sensitivity to the objectives and policies of this Master Plan.

INDUSTRIAL - This category contains the areas of the City currently zoned M-3 Planned Industrial District and are primarily located in the Chesterfield Valley in the northwest quadrant of the City, which borders the Missouri River. This designation also includes one (1) isolated site along Ruck Road in the southeast quadrant of the City. This property is utilized for the St. Louis County Department of Highways and Traffic District garage/ storage yard. Access to this property is by a County-maintained local road, not designated for heavy truck traffic. Given the isolated nature of this site and the predominant land use pattern around it, the expansion of the industrial activities would be inappropriate. Whereas, in the Chesterfield Valley, the development of these properties for the uses permitted under the site specific ordinance created at the time of the M-3 Planned Industrial District's adoption would be reasonable and supportable by the City.

TOWN CENTER - This category contains the areas of the City currently zoned either NU Non-Urban District or C-8 Planned Commercial District and include the historic communities of Grover and Pond. This area is primarily centered in the wedge

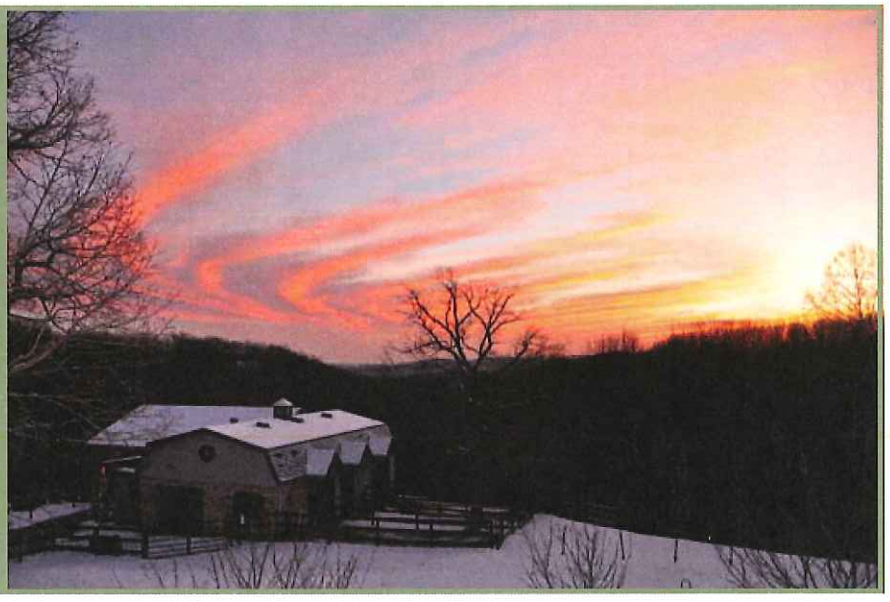
of properties bordered by State Route 100, State Route 109, and Manchester Road, with a small extension to the west along Manchester Road to Pond. A majority of this area is located inside public sewer and water service areas, but also relies upon individual systems for the provision of these services. The characteristics of the land are less restrictive than the remainder of the City and can be described as rolling to gently-sloping, forested to pasture, or developed. Many of these properties have been disturbed by previous development, given the long history of settlement associated with the two (2) communities. There are a mix of uses ranging from single family residences on very small lots and three acre developments, commercial businesses, and institutional uses to agricultural lands. Access to this area is good due to its proximity to the two (2) State roadways and Manchester Road. With their traditional heritage as the commercial centers of the area, Pond, Grover, and the surrounding properties offer an excellent location for the Town Center, which would include a mix of high density residential developments and commercial uses of a neighborhood orientation. The density of residential development should not exceed the R-6A 4,000 square foot Residence District (unless authorized by City Council as part of a site-specific ordinance) and would only be considered in this Town Center Area as part of a Planned Residential Development (PRD).

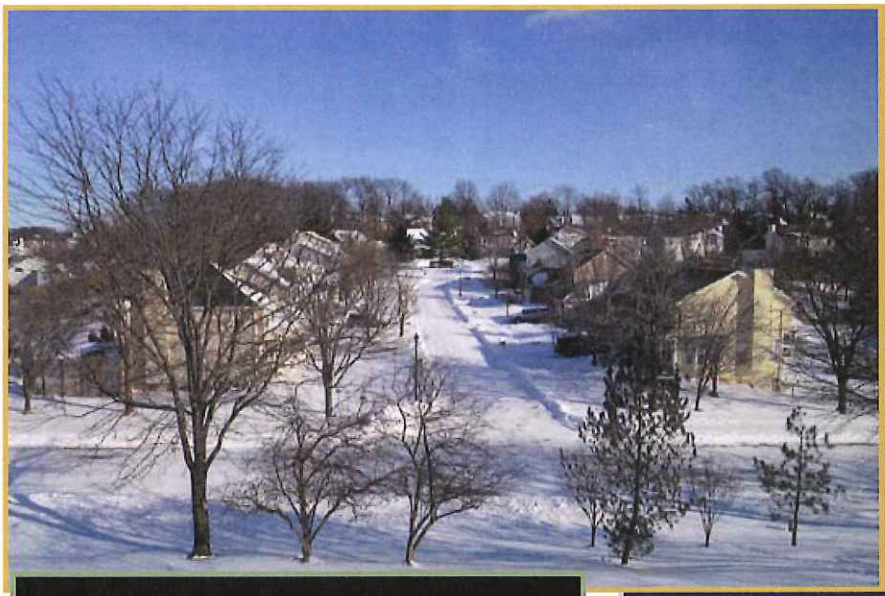
The intent of the Town Center is to create a center where a sense of community is established through the use of creative and innovative development features. These features will include: active and passive green space; interconnecting pedestrian pathways; family-owned and operated businesses; architecturally harmonious designs; integration and preservation of historical sites and local history; blending of local commercial development with appropriately buffered and situated residential development; an integrated system for sanitary and storm sewers; and protection of environmentally sensitive tracts. The Town Center should have a centralized area of park space that can be used as a gathering place for area residents to interact and truly develop a sense of place in their community, with plazas and mini-parks intermingled amongst future residential and commercial developments.

HISTORIC - This category contains properties or areas, which are listed on the City of Wildwood's Historic Register and can be located throughout the community, but only upon land zoned NU Non -Urban Residence District or the FPNU Floodplain Non-Urban Residence District, and not within the boundaries of the Town Center. The Historic Category is intended to provide property owners the opportunity to utilize their buildings, structures, or areas to a greater extent possible than normally allowed under their current Master Plan land use category or zoning district designation as an incentive for their preservation, protection, or adaptive

reuse. Designation of properties or areas must meet the criteria listed in the Historic Preservation Ordinance for their nomination and consideration. The designation of properties or areas to this land use category must be approved by the Historic Preservation Commission, the Planning and Zoning Commission, and the City Council and only becomes effective when the owner agrees to have the property or area placed on the City's Historic Register and this designation is finalized. Future use of a historic property or an area will be premised on the surrounding land use pattern, access, utility service, and the sites' natural features and must provide a true community benefit for its consideration.

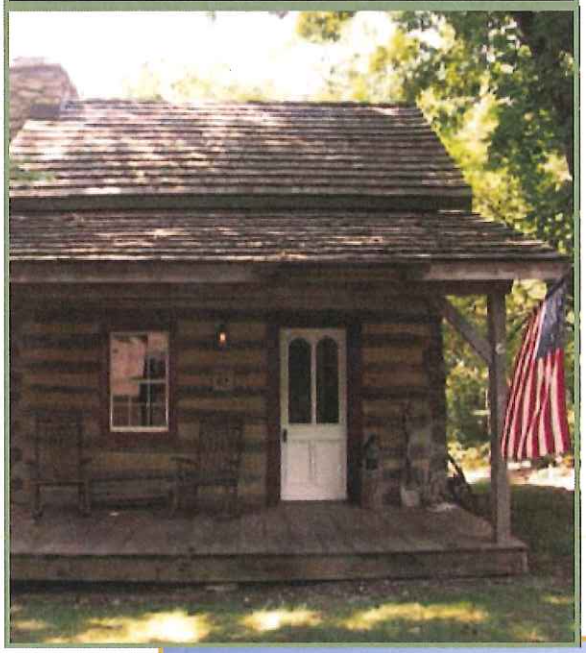
Non-Urban Residential Area

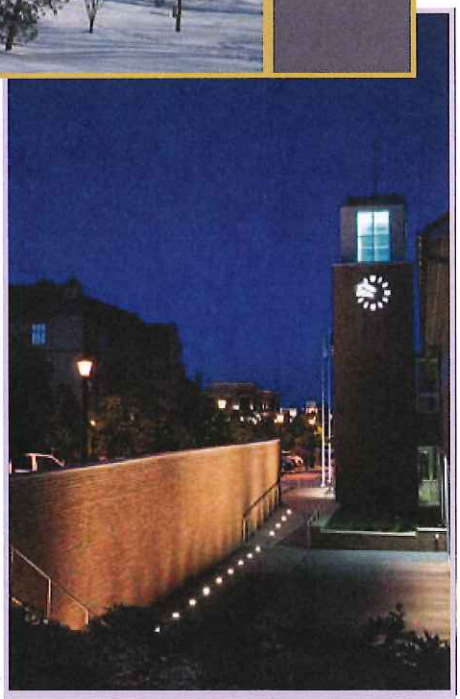




Sub-Urban Residential Area

Historic—Fifth Land Use Category





Town Center Area

Industrial Area

Conceptual Land Use Categories Map

The City's Charter is unique in that, when the voters of Wildwood approved it, it included a provision, which linked it to the Master Plan. This link was accomplished by adopting the Master Plan's Conceptual Land Use Category Plan as the Charter's Comprehensive Zoning Plan. Both of these plans, show as maps within each such document, create a legal requirement for land use decisions to correspond between these two (2) components. Therefore, the City Council cannot approve any zoning change that is inconsistent with the Conceptual Land Use Category Plan of the Master Plan, which is set forth in the Charter. Zoning amendments contrary to these maps are prohibited and may only be made by first amending the Comprehensive Zoning Plan itself, so that these types of decisions are always supported by an established document. The City has, therefore, created a system of checks and balances that elevates land use decisions to a status of significance that few other cities have chosen to incorporate into these development processes.

As the Master Plan Advisory Committee considered changes to the Conceptual Land Use Categories Map of this document, it recognized the significance of potential changes to property designations and chose to consider them carefully and based upon clear and rational criteria. This Master Plan represents the single most important representation of future land use over the next ten (10) year period. The protection offered by this Master Plan is expressed by the very limited number of changes that occurred to it in its first twenty (20) years of application (1996 – 2016). Providing property owners expectation on how parcels of ground may be utilized is one of the principal benefits of the City's planning processes. As a result of this process, and the importance of this Master Plan, the Master Plan Advisory Committee ultimately made very few changes to the existing Conceptual Land Use Categories Map. These changes are described in detail in Appendix I of the Master Plan.

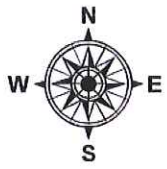
Although some changes were made, based upon the data and comments compiled through the update process, future modifications to

properties were also discussed in the context of a specific set of criteria premised on unique circumstances or specific conditions not anticipated at this time. In no instance did the Master Plan Advisory Committee agree the previous policies of St. Louis County should be used to justify a future change to the Master Plan's Conceptual Land Use Categories Map. The Master Plan Advisory Committee noted that certain higher density residential developments and isolated commercial projects do exist in locations designated Non-Urban Residential Area in the original Master Plan, as legal non-conforming uses, and creating these non-conformities at that time was an appropriate policy that should be continued. This policy protects the character of Wildwood from previous land use decisions that were made with little regard to the overall impact upon the larger landscape and enforces the City's direction to not continue this application.

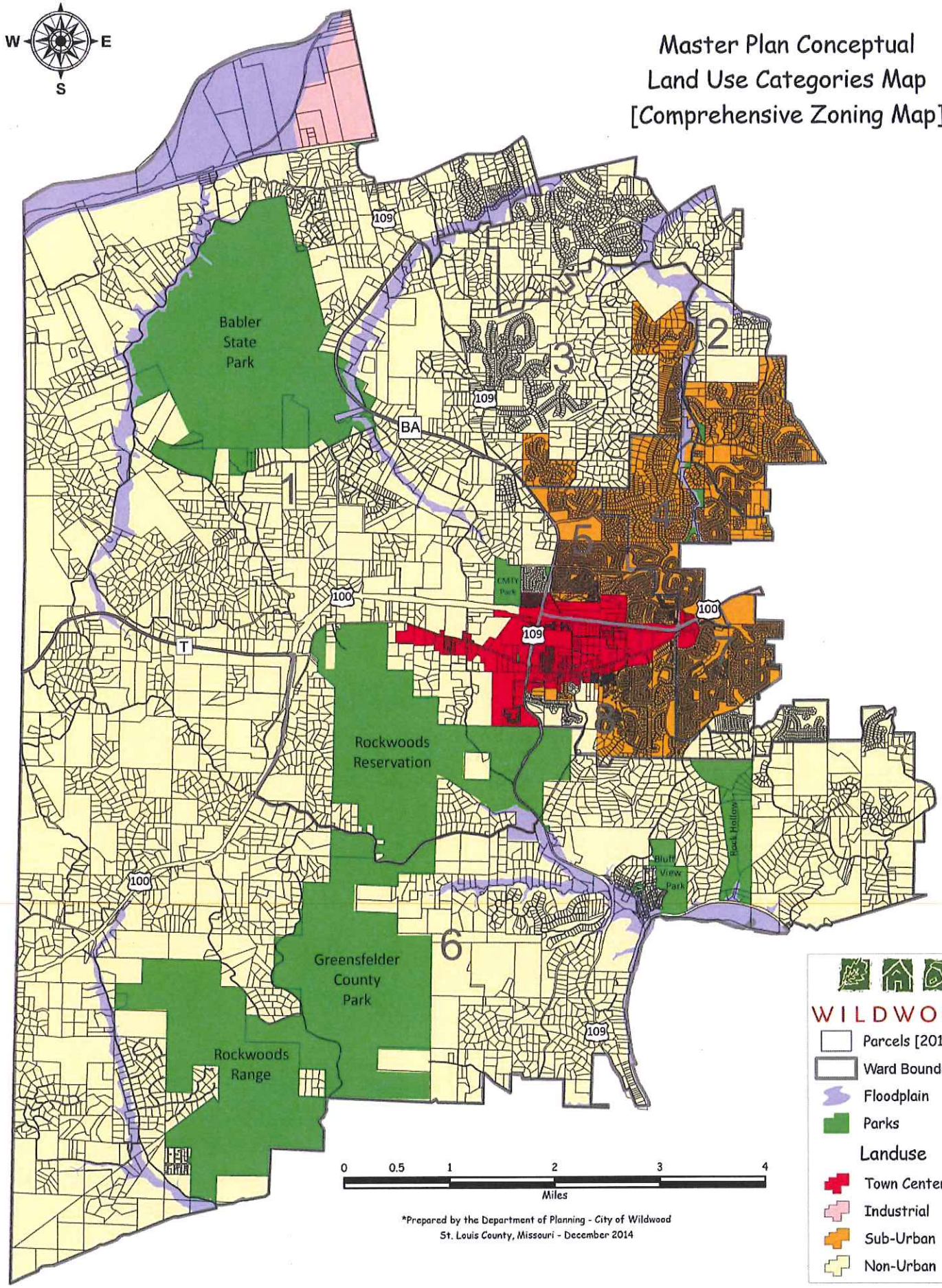
In all, this group of volunteers responded to the input it received from the public input sessions and respected the system of checks and balances in place, as part of the Master Plan and Charter of the City to protect the character of Wildwood and limit the number of overall changes relating to land use. This action is reflected in the revised Conceptual Land Use Categories Map that is part of this Master Plan.

Conceptual Land Use Categories Map on next page.

CITY OF WILDWOOD



Master Plan Conceptual Land Use Categories Map [Comprehensive Zoning Map]



*Prepared by the Department of Planning - City of Wildwood
St. Louis County, Missouri - December 2014

APPENDIX IV

Town Center Plan (2013)

The Town Center Plan will establish a long-term development philosophy that promotes the establishment of mixed-use communities consistent with the concepts of "Town Center Planning." Incumbent to the selection of the "Town Center Planning" concepts for use in the City's proposed Town Center was the belief that current suburban development practices predominant in the region and elsewhere were not appropriate for this new community. These existing practices favor the strict segregation of land uses, which assumes all travel to and from destinations will be accomplished by the automobile. Therefore, all design criteria for their development reflects an insensitivity toward the pedestrian and other modes of transportation and creates a streetscape that is less than pleasing to the eye. Accordingly, the City of Wildwood has attempted to redress this conventional wisdom by employing a different set of criteria for future development in the Town Center.

In applying the concepts of "Town Center Planning," several principle tenets were formulated to guide development. These tenets include the following:

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.
   - Parking should be located to the side or rear of buildings. On -street parking is encouraged in these areas as well.
   - Building locations should be as close to the right-of-way as possible and at a scale and size consistent with the concepts of "Town Center Planning."

   Variations to these building requirements along State Route 100 and State Route 109 may be considered on a case-by-case basis by the Planning and Zoning Commission.

2. Green Space - all neighborhoods should have abundant public/open space and it should be incorporated into all designs. Development designs permitted by the Town Center densities will require a greater need for public/open space. The dedication of areas for use as public/open space must be incorporated as focal points in the overall development scheme of each individual project, which is part of the larger neighborhood fabric. Additionally, these areas shall be capable of providing a varied use in terms of active recreational opportunities, and not all be property significantly restricted by environmental features.

   Existing vegetation shall be preserved whenever possible. Credits for preserving existing vegetation shall be given to developers to offset City imposed requirements from the Tree Manual.

   Developments adjoining State Route 100 and State Route 109 shall comply with the City's stated intent to plant and improve these corridors into greenscape areas which are consistent with the concept put forth by the community in its grant application to the Missouri Department of Transportation.

   Dedication of land or impact fees may be required for the purchase of off-site properties.

3. Architecture - all neighborhoods should adhere to the specific architectural guidelines of the Town Center Plan in terms of signage, lighting, fencing, and building styles and designs. Lighting design shall reflect the nature of use in the area and promote visibility in commercial areas and safety in residential locations, reduce night glow, and spillage of light onto adjacent properties.

4 Land Use - all activities allowed by the Town Center zoning designations should be compatible with the existing land use pattern on adjoining properties. Certain uses are permitted by right within each of the respective land use designations proposed as

part of the Town Center Plan. Other more intensive uses which require special consideration and review will only be authorized as part of a Conditional Use Permit. These uses which require a permit include certain commercial uses with large building footprints, drive- through facilities in conjunction with any authorized commercial use, and other higher intensity or problematic use characteristics. Intense commercial uses should be limited to a small number of districts located toward the perimeter of the Town Center (Manchester Road, State Route 100, State Route 109, and Taylor Road), while other business activities should be fully cohesive with the remaining land uses to form a traditional Town Center.

Incumbent to creating this traditional Town Center, a true mix of uses must be provided by limiting a percentage of housing types and commercial uses allowed in any one given area. Therefore, all properties will either be designated Commercial, Workplace, Neighborhood Center, Neighborhood General, Neighborhood Edge, Public/Open Space or Cultural/Institutional. Regardless of designation, existing neighborhoods should be preserved. The attached Land Use Designation Parcel Map (Attachment Three) shall establish permitted uses for all properties within The Town Center.

5. Streets and Sidewalks - all public improvements shall comply with the Town Center specifications in their construction.

Street trees, lighting, furniture, and other items shall adhere to the Streetscape Design Standards of the City. The layout of streets will adhere to a grid pattern, but not necessarily rectangular in shape. The existing network of streets, including Taylor Road, will form the basis of the future layout of all new roadways. New streets shall be linked to this existing network.

Curb cuts shall be minimized along the main thoroughfares, such as Taylor Road, as well as State Routes 100 and 109, wherever

possible, by promoting shared access between properties or the use of lanes serving the rear of properties.

Traffic Generation Impact fees may be imposed to address the impact of any new development in the Town Center.

6. Infrastructure - all storm water management improvements shall comply with the Town Center specifications in their construction.

   Regional facilities are preferred over individual site improvements. In-stream detention will only be considered when regional benefits to the storm water collection and management system clearly outweigh the impact to the natural environment of that location. The system of natural streams and creeks shall be preserved, whenever possible. Setbacks from these features will be reviewed on a case-by-case basis relative to the goals of regional detention/retention. Impact fees may be imposed as a part of any development in the Town Center to address off-site impacts to fund construction of regional detention.

   The installation of new or the improvement of old utility systems and lines shall be placed underground in conduits within City-owned rights-of-way.

   The development of public sewer systems to serve growth in the Town Center area are encouraged and preferred within the Metropolitan St. Louis Sewer District's boundary.

7. Historic District - all developments located within the Historic District shall be consistent with the overall period of architecture chosen for this area. The reuse and restoration of historic structures and buildings is encouraged.

Town Center Regulations

With the adoption of the Town Center Plan Boundary Map, Neighborhood Design Standards and Architectural Guidelines, Street Network Map, and Land Use Designation Map, any new zoning of parcels of land after this action and any development within the Town Center shall comply with this Town Center Plan. The Town Center District Zoning Ordinance is anticipated to formalize many of these policies into detailed regulations. In those instances where regulations may not be appropriate for adoption as part of the Zoning Code, such as design specifications for streets, utilities, and other public improvements, they will be incorporated into the appropriate manual for use.

The policies in the Town Center Plan are intended to cover all aspects of the development of properties within the Town Center Boundary and create the appropriate setting to achieve the stated goals of this plan and promote and apply the principles of "Town Center Planning" in this area, while protecting the community from previous land use policies established in this City by the former jurisdiction.

Boundaries of the Town Center

The boundaries of the area within the City of Wildwood designated as The Town Center and subject to Town Center Zoning and Regulations shall be the area and parcels of ground designated on the Town Center Boundary Map.

Neighborhood Design Standards and Architectural Guidelines

The Town Center the Neighborhood Design Standards and the Architectural Guidelines are adopted in principle by the Town Center Plan. These standards and guidelines will be formalized with the passage of the Town Center Zoning Ordinance. These standards and guidelines will address all aspects of development within the Town Center Boundaries, but modifications consistent with the Town

[1] The Historic District shall permit zoning under the Historic Neighborhood Center, Historic Neighborhood Edge, Cultural/Institutional, and Open Space categories.

Center Plan principles will be considered on a case-by-case basis relative to the site's size, location, physical characteristics, surrounding land use pattern, and access, infrastructure, and utility options. Individual merit of the request will only be considered.

Land Use Activities within the Identified Categories

The following categories are hereby established for the area of the City designated as the Town Center, with corresponding permitted land use activities identified for each as well. These categories and activities are applicable only to properties within the Town Center Boundaries. Lot sizes, widths, and depths and other similar criteria shall be as established in the Neighborhood Design Standards of the Town Center Plan.

Town Center Categories	***Land Use Activities***
Downtown	**********
(Downtown District allows a larger building footprint for certain uses)	
Commercial Land Use Activities	*Animal Hospitals & Veterinary Clinics*
	Art or Photo Studios or Galleries
	Bakeries
	Barber & Beauty Shops
	Cleaning, Pick-up Stations
	Coffee Shops
	Department or Discount Stores
	Filling Stations for Automobiles
	Financial Institutions w/ Drive-thru Facilities
	Flower or Plant Stores
	Hotels

[2] Certain activities have been determined to be appropriate only under a set of specific and special conditions which are needed because of the type of use, the location of the use, the characteristics of the use, and the development pattern around the use dictate a greater need of control. These activities shall be permitted only by Conditional Use Permit (including planned zoning expressly authorizing the activity) for their development or establishment in the applicable Land Use Designation where they may exist. The criteria for approving a Conditional Use Permit shall be

Town Center Categories	*Land Use Activities*
Downtown District (continued)	**********
Commercial Land Use Activities (continued)	*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 out-door activities
	Research Laboratories & 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
	Stores and Shops for Retail Purposes
	Stores, Shops, and Open-Air Markets for Retail Purposes
	Taverns, Cocktail Lounges, Night Clubs, or Microbreweries
	Vehicle Service Centers
Cultural/Institutional Land Use Activities	**********
	Child Care Centers
	Churches
	Civic Buildings (government)
	Park & Open Spaces; Public and Private areas
	Post Offices
	Public and Other Utility Facilities
	Scenic Areas

Town Center Categories	***Land Use Activities***
**********	**********
Workplace District	
Commercial Land Use Activities	*Animal Hospitals & Veterinary Clinics*
	Art or Photo Studios or Galleries
	Bakeries
	Barber & Beauty Shops
	Cleaning, Pick-up Stations
	Coffee Shops
	Filling Stations for Automobiles[1]
	Financial Institutions w/ Drive-thru Facilities
	Financial Institutions w/o Drive-thru Facilities
	Flower or Plant Stores
	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 (no indoor theater or outdoor activities)
	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 Microbreweries
	Vehicle Service Centers[1]

Town Center Categories	***Land Use Activities***
Workplace District (continued)	**********
Cultural/Institutional Land Use Activities	*Child Care Centers* *Churches* *Civic Buildings (government)* *Park & Open Spaces; Public and Private areas* *Post Offices* *Public and Other Utility Facilities* *Scenic Areas*
**********	**********
Neighborhood General District	
Commercial Land Use Activities	*Art or Photo Studios or Galleries* *Bakeries* *Barber & Beauty Shops* *Cleaning, Pick-up Stations* *Coffee Shops* *Financial Institutions w/o Drive-thru Facilities* *Flower or Plant Stores* *Office/Warehouse Facilities* *Parking Garages* *Professional Offices, not medical or dental* *Restaurants, no fast food* *Sewage Treatment Facilities* *Shops for Artists and Similar Specialties* *Stores, Shops, and Open-Air Markets for Retail Purposes*
Cultural/Institutional Land Use Activities	********** *Child Care Centers* *Churches* *Civic Buildings (government)* *Libraries* *Nursing Homes* *Park & Open Spaces; Public and Private Areas* *Scenic Areas* *Schools*

Town Center Categories	***Land Use Activities***
Neighborhood General District (continued)	**********
Housing Land Use Activities	*Multi-Family Residential (live/work, rowhouses, and apartments)* *Single-Family Attached* *Single-Family Detached* *Accessory Dwelling Units* *Bed and Breakfasts* *Group Shelters* *Home for the Aged* *Home Occupations*
**********	**********
Neighborhood Edge District	
Commercial Land Use Activities	*Sewage Treatment Facilities*
Cultural/Institutional Land Use Activities	********** *Cemeteries, Mausoleums* *Child Care Centers* *Churches* *Civic Buildings (government)* *Libraries* *Park & Open Spaces; Public and Private Areas* *Scenic Areas* *Schools*
Housing Land Use Activities	********** *Single-Family Detached* *Accessory Dwelling Units* *Bed and Breakfasts* *Group Shelters* *Home for the Aged* *Home Occupations*

Town Center Categories	***Land Use Activities***
**********	**********
Cultural/Institutional District	
Commercial Land Use Activities	*Art or Photo Studios or Galleries*[1]
	Bakeries[1]
	Barber & Beauty Shops[1]
	Cleaning, Pick-up Stations[1]
	Coffee Shops[1]
	Filling Stations for Automobiles[1]
	Financial Institutions w/ Drive-thru Facilities[1]
	Financial Institutions w/o Drive-thru Facilities[1]
	Flower or Plant Stores[1]
	Hotels[1]
	Music or Dancing Academies[1]
	Professional Offices, including medical or dental[1]
	Professional Offices, not medical or dental[1]
	Recreational Facilities, including indoor theaters and outdoor activities[1]
	Recreational Facilities (no indoor theater or outdoor activities)[1]
	Research Laboratories & Facilities[1]
	Restaurants, including fast food, w/ Drive-thru Facilities[1]
	Restaurants, including fast food, but w/o Drive-thru Facilities[1]
	Restaurants, no fast food[1]
	Shops for Artists and Similar Specialties[1]
	Stores and Shops for Retail Purposes[1]
	Taverns, Cocktail Lounges, Night Clubs, or Microbreweries[1]

Town Center Categories	*Land Use Activities*
Cultural/Institutional District (continued)	**********
Cultural/Institutional Land Use Activities	*Cemeteries, Mausoleums*[1]
	Child Care Centers[1]
	Churches
	Civic Buildings (government)
	Colleges, Universities
	Libraries
	Museums
	Nursing Homes
	Park & Open Spaces; Public and Private Areas
	Philanthropic Institutions[1]
	Post Offices
	*Public and Other Utility Facilities*1
	Recreational Fields
	Scenic Areas
	Schools
Housing Land Use Activities	**********
	Multi-Family Residential (live/work, rowhouses, and apartments)
	Single-Family Attached[1]
	Single-Family Detached[1]
	Home for the Aged[1]
**********	**********
Pond Historic District	
Commercial Land Use Activities	*Art or Photo Studios or Galleries*
	Bakeries
	Barber & Beauty Shops
	Cleaning, Pick-up Stations
	Coffee Shops
	Parking Areas
	Professional Offices, not medical or dental
	Restaurants, no fast food
	Sewage Treatment Facilities
	Shops for Artists and Similar Specialties

Town Center Categories	*Land Use Activities*
Pond Historic District (continued)	**********
Cultural/Institutional Land Use Activities	*Cemeteries, Mausoleums* *Child Care Centers* *Churches* *Civic Buildings (government)* *Libraries* *Park & Open Spaces; Public and Private areas* *Scenic Areas*
Housing Land Use Activities	********** *Multi-Family Residential (live/work, rowhouses, and apartments)* *Single-Family Detached* *Accessory Dwelling Units* *Bed and Breakfasts* *Group Shelters* *Home Occupations*

NOTE: All Land Use Categories other than "Downtown" shall permit building footprints in excess of 10,000 square feet only by Conditional Use Permit.[1] Uses in the "Downtown" District shall permit building footprints in excess of 40,000 square feet only by Conditional Use Permit.[1]

[1] Certain activities have been determined to be appropriate only under a set of specific and special conditions which are needed because of the type of use, the location of the use, the characteristics of the use, and the development pattern around the use dictate a greater need of control. These activities shall be permitted only by Conditional Use Permit (including planned zoning expressly authorizing the activity) for their development or establishment in the applicable Land Use Designation where they may exist. The criteria for approving a Conditional Use Permit shall be described in 1003.181 of the City of Wildwood's Zoning Code and may be granted only where consistent with the principles established by this Master Plan.

Designation of Land Use for Specific Properties Within Town Center

The land use designations described in this Appendix are established for all properties located in the Town Center boundary. These land use designations correspond to the identified Town Center Categories and Land Use Activities noted above. Minor boundary adjustments of each Town Center Category may be necessary on a case-by-case basis, where appropriate, and shall not be deemed a violation of this plan and may be accommodated without a map amendment.

Street Network Plan

The avenues, streets, roads, and lanes set forth on the Town Center Street Network Map 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 the 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.

Other roadways were also proposed as part of the engineering study completed by the City's consultant in this matter, which are shown on the Street Network Map and hereby adopted in principle. However, these roadways are to be reviewed on a case-by-case basis relative to the development of the individual properties where interest is centered. The development of these roadways, along with the desired open space areas and pocket parks indicated as a

part of each, will be premised on their need or utility to achieve the goals of the Town Center planning concept and compliance with engineering standards proposed as part of this process.

The following additional street considerations are incorporated in the Street Network Map:

Crestview Lane - extension of this existing private roadway to the east and west to intersect with the proposed Taylor Road and State Route 109. This roadway will be the Main Street/Neighborhood Boulevard as described in the Street Specifications of the Town Center Plan.

Pond-Grover Loop Road - extend existing street to the south and east to connect with Taylor Road.

New Unnamed Roadways (as described by property location) -

- Schneider Property - two (2) new additional north-south roadways, which intersect the Main Street.
- RDR Property - new roadway from Amoco Oil Company facility to Eatherton Road.
- Properties along the north side of Crestview Lane - parallel roadway along State Route 100. This roadway will be located between Eatherton Road and the proposed Taylor Road.
- Properties owned by Greenberg Development Company and Covert-Corsair - three (3) north-south roadways and two (2) east -west roadways. Two (2) of the north-south roadways intersect Manchester Road, west of Village Hills Parkway.
- Greenberg Development Company Property (east side of Taylor Road) - two east-west roadways and one (1) north-south roadway. The two (2) east-west roadways intersect the proposed north-south roadway which ends at Manchester Road.
- Jones Family Properties - one (1) east-west roadway which extends across State Route 109 into the Bower tract of land. This roadway will extend from Taylor Road to State Route 109 then onward to the western end of the Town Center.

- Properties around Old Grover Estates - extension of existing stub streets to surrounding roadway system. The western stub street will turn to the south and intersect Manchester Road.
- St. Onge Property at the southwest corner of State Route 100 and State Route 109 - one (1) east-west roadway and one (1) stub to the south.
- Slavik Property - two (2) north-south roadways and one (1) east-west roadway. One (1) of the north-south roadways connects to Manchester Road.
- Properties located in the Northwest Quadrant of Manchester Road and State Route 109 - one (1) east-west roadway. Starts at Manchester Road and connects to the north-south roadway on the Slavik tract of land.

Development Policies for Established Neighborhoods in the Town Center

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.

Additionally, the development of property near existing residential neighborhoods shall particularly require the dedication of appropri-

ate areas of open space to serve the Town Center community. The areas intended for public use have been partially identified as part of future land use designations for all properties in the Town Center. Additionally, the provision of other open space areas on individual development sites, where applicable and functional, must also be considered. These smaller areas may include portions of developed properties where improvements permit, such as parking areas, pedestrian walkways, and others.

Two (2) other policies to be used in the development of properties in the Town Center include the following:

- the definable portions of any walkable neighborhood must have an appropriate mix of land uses. Therefore, the development of one type of housing unit to the point of shifting this balance should not be considered.

- the layout of streets to serve uses in the Town Center area must be respectful of and take into account appropriate block sizes (length and width) to accommodate proposed Neighborhood Design Standards for different lot types and always promote connectivity of them throughout its boundary.

Request #6

Comments from Master Plan 2016 Update Process

WILDWOOD

AGENDA

for the

2015 - MASTER PLAN ADVISORY COMMITTEE (MPAC)

City Hall Council Chambers/Community Room – 16860 Main Street

Wednesday, April 29, 2015

7:30 p.m. to 9:30 p.m.

(Two (2) Hour Time Limit Will Be Honored)

Re: Service Providers' Input and Internet Survey Results

I. Welcome to Group Members and Opening Comments by Mayor Woerther and the Department of Planning

II. Review and Action on the Minutes from April 14, 2015 Meeting

III. Public Comment and Input

IV. Discussion of Topics and Considerations for Committee and the Update Process

a. Discussion of Internet Survey Results
b. Discussion of Comment Cards from Public Input Sessions
c. Discussion of Service Providers' Comments – Letters
d. Consensus on Inclusions from these Comments for Further Study/Discussion
e. Comments and Questions from Committee Members

V. Next Meeting Date of the Committee – **May 12, 2015 - Tuesday**

VI. Closing Remarks/Adjournment

Note: The 2015 Master Plan Advisory Committee (MPAC) will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

WILDWOOD

2015 MASTER PLAN ADVISORY COMMITTIEE (MPAC)

TEN (10) YEAR UPDATE PROCESS

RECORD OF PROCEEDINGS

WEDNESDAY, APRIL 29, 2015 - 7:30 P.M. TO 9:30 P.M.

City Hall Council Chambers – 16860 Main Street

I. Welcome to Group Members and Opening Remarks by Chair Bauer and the Department of Planning

Chair Bauer welcomed the Committee Members to tonight's meeting and thanked them for attending a second meeting in the month of April. She noted the Committee has a full agenda to discuss this evening.

Master Plan Advisory Committee Members present: Chair Bauer, David Geile, Sam Visintine, Gary Bohn, Harry LeMay, Jane Wright, Kristy Hull, David Beattie, Larry Feuerstein, Dennis Welker, Ed Kohn, April Porter, Fran Gragnani, Kevin Liddy, Michael Lee, Jon Bopp, Rick Archeski, Debra Smith McCutchen (Council Member Ward 5), and Greg Stine (Council Member Ward 7).

Staff Members present: Director of Planning and Parks Joe Vujnich, City Administrator Ryan Thomas, P.E., Director of Public Works, Rick Brown, P.E., P.T.O.E., City Consultant Dr. Terry Jones, Consultant Cynthia Palazzolo, and Senior Planner Liz Weiss.

II. Review and Action on the Minutes from the April 14, 2015 Meeting

Facilitator Dr. Terry Jones asked if there were any corrections or additions to the minutes, as written. Being none, he stated the minutes stand approved.

III. Public Comment and Input

Michael Ace, Executive Director, Wildwood Family YMCA, 2641 Highway 109, stated the Wildwood Family YMCA is looking to expand its facility, with the possible addition of an outdoor pool, and has had discussions regarding this with St. Louis Community College – Wildwood Campus. He added the YMCA would also like to partner with the City in this regard. He went on to explain how other YMCA facilities in the St. Louis Area have formed partnerships with the cities in which they are located.

IV. Discussion of Topics and Considerations for Committee and the Update Process

a. Discussion of Internet Survey Results

Cynthia Palazzolo, Dr. Jones' colleague, provided an overview of the recently-completed on-line survey by noting some of the following items: seven hundred one (701) surveys were completed; the ratio for satisfaction with standard City services was 3:1, excepting internet access and Town Center Area economic success; and the final report will include coordinates, will be grouped by categories, and provide demographic information.

Discussion was held among Committee Members regarding the following items: if seven hundred one (701) survey responses is an adequate number to provide a thorough analysis; if the results could be categorized by wards; if residents are aware of the Town Center Area boundaries; if the businesses were sent the postcard mailer, informing them of the on-line survey; the belief the results provide helpful information as the Committee Members move forward; if the written responses could be grouped into similar categories; concern with the wording of the survey questions in present tense; concern with the fact that residents in Wards 1 and 6 have limited internet access availability; the belief several of the questions provided do not apply to businesses and the data may not be reflective of their concerns; if another survey could be completed by mail to residents; conversely, the belief the completed survey provided an ample amount of data and feedback for analysis and that doing a mail survey at this point would delay the scheduled process; and the belief that businesses were given the opportunity to complete the on-line survey.

Facilitator Dr. Jones noted that the amount of respondents (701) to the on-line survey provides an ample sampling of information for analysis.

Director Vujnich stated, if the Committee Members were inclined, it could request that Dr. Jones and Cynthia Palazzolo create an internet survey, tailored to the business community.

Discussion was held among Commission Members regarding the following items: the belief that a focused survey of business, with tailored questions, would be helpful to the Committee; the belief that current information on existing and future economic development and its impacts on the City is necessary, especially when considering it as a possible additional element of the Master Plan; and concern with this additional survey effecting the Committee's timeline/schedule.

A motion was made by Committee Member Bohn, seconded by Committee Member Visintine, for Dr. Jones and Cynthia Palazzolo to create an internet survey for businesses by modifying and adding questions from the original survey that are tailored to their interests/concerns. A voice vote was taken regarding the motion. Hearing no objections, Facilitator Jones declared the motion approved.

Director Vujnich noted the Committee could discuss the Environmental and Open Space Elements, at its upcoming meeting on May 12, 2015, since these areas do not have substantial impacts upon businesses. Thus, time will be allowed for the business internet survey to be completed and discussed at the June 23, 2015 meeting of the Committee.

b. Discussion of Comment Cards from Public Input Sessions

Director Vujnich noted the comments made by residents completing a comment card at each of the Public Input Sessions have been provided to the Committee Members in a spreadsheet format and one (1) of tonight's agenda items is to review them and categorize them within one (1) of the existing five (5) elements of the Master Plan and/or consider adding new elements, as necessary, to the Master Plan as well. He reviewed the five (5) current elements of the Master Plan, which are the following: Environmental Element; Planning Element; Community Services Element; Transportation Element; and Open Space and Recreation Element.

c. Discussion of Service Providers' Comments – Letters

Discussion was held among Committee Members regarding the categorization, inclusion, and/or exclusion of the service providers' comments received from the City's letter requesting information *(please see attached sheet for the results and categorizations of this discussion)*. Director Vujnich added some service providers have yet to respond and comments will again be requested.

d. Consensus on Inclusions from these Comments for Further Study/Discussion

A motion was made by Committee Member Archeski, seconded by Committee Member Liddy, to include all roadways under Missouri Department of Transportation's (MoDOT's) jurisdiction in the discussions regarding the Transportation Element. A voice vote was taken regarding the motion. Hearing no objections, Facilitator Jones declared the motion approved.

A motion was made by Committee Member Feuerstein, seconded by Committee Member Archeski, to include Greensfelder Park (St. Louis County), Babler State Park (Missouri Department of Natural Resources), and Rockwoods Range and Reservation (Missouri Department of Conversation) in the discussion regarding the Open Space and Recreation Element. A voice vote was taken regarding the motion. Hearing no objections, Facilitator Jones declared the motion approved.

e. Comments and Questions from Committee Members

Discussion was held among Committee Members regarding the following item: the belief the City should have received feedback from its internet service providers, Bays ET and Wisper ISP.

V. Next Meeting Date of the Committee – May, 12, 2015 (Tuesday) – 7:00 p.m.

VI. Closing Remarks and Adjournment

A motion was made by Committee Member LeMay, seconded by Committee Member Bopp, to adjourn the meeting. A voice vote was taken regarding the motion to adjourn. Hearing no

objections, Facilitator Jones declared the motion approved and the meeting adjourned at 9:18 p.m.

SPEAKER CARDS FROM PUBLIC INPUT SESSIONS (2/19/15 and 3/11/15):					
Last Name:	*First Name:*	*E-Mail Address:*	*WARD:*	*Public Input Session:*	*COMMENT:*
Abouseadah	Sandy	sandy.abouseadah@gmail.com	5	03/11/15	Bridge over 100 at 109 needs replacing-it's not under City control but needs to be done. Trails and parks are great! Snow plowing, trash collection very good. Town Center activities are great.
Allen	Carol	allenho2@yahoo.com	5	03/11/15	Traffic - West Glen Farms. Leaf pick-up at curb. Sewer lateral. Pool tax issue. Need more houses to pay taxes.
Aumiller	Jeannie	jaumiller@mcbridehomes.com	8	03/11/15	The city has wonderful park resources. I believe the city needs more housing more housing options to support the city's existing commercial uses, especially the commercial uses in Town Center.
Banner	Dave	wildwood@mathnasium.com	5	03/11/15	Please add business development to the Master Plan. Allow home spec changes to accommodate home developers - the current plan does not seem to work well.
Belt	Louise	lmcbelt@gmail.com	1	02/19/15	We have enough parks. Need more deer hunting. Encourage solar panels on roofs. Market trails to college students: Saint Louis U, Washington U, UMSL, connect Pond Grover Loop to Taylor Road
Broyles	Elizabeth A.	eabroyles@prodigy.net	1	03/11/15	Consider placing lamp lights on each side of the bridge on 109 highway over Highway 100. This would complement what street lights that are already in Wildwood.
Geiger	Larry	lrgeiger@msn.com	3	02/19/15	n/a
Guenther	Julia	juliaannguenther@gmail.com	1	03/11/15	Can we ensure that all future developments require Native Landscaping only? Even subdivisions - no matter lot size.
Horstman	John	jahorstman@hotmail.com		03/11/15	Excellent job by all. Thanks for your service.
Jones	Judy E.	judyelainejones@gmail.com		03/11/15	n/a
Kladney	Jim	jimkladney@live.com	5	03/11/15	Incentivize commercial development in Town Center (small TIFs).
LeMay	Gail	gaillemay@yahoo.com	5	03/11/15	The strength of Wildwood's ability to envision is amazing. A great dedication has been actively expressed for environment, parks, and trees. BUT what about the kids and young families. What committee is devoted to ensuring safe and inspiring environment that speaks to kids and young families? FYI Ballwin is #10 in the country to live in.
Merrill	Joyce	rockstar1ab@sbcglobal.net	6	03/11/15	Bluff Park 1. Who will police it after hours-easy access for people possibly using drugs, etc. 2. More trash on Old State Road because of this park.
Nichoalds	Don	dnichoalds@gmail.com		Via telephone call	Concerned with limited business and signage stipulations. Would like retail stores such as Wal-Mart for taxes. Concerned about Chesterfield lawsuit and Wildwood's status with pool tax and that our resources will dry up. Consider big-box retail.
Nichols	Mark	mark.alan.nichols@gmail.com	5	03/11/15	Please remove completion of Pond Grover Loop to Taylor Road. Addition of Ward 5 park where Pond Grover Loop would be. Add walking trail through from Pond Grover Loop to Taylor Road.
Pitney	Paul	ptpitney@yahoo.com	5	03/11/15	A small park for Ward 5 has been under discussion for the past few years, but as I understand it, it has been taken out of the City budget. Please place it back on the agenda. There are many families in the Pond-Grover Loop Aera that woudl like a park at the end of Pond-Grover Loop.
Rinderknecht	Barry C.	rinderknecht@prodigy.net	1	03/11/15	I like the idea of a master plan concept that keeps hold of creating a community that welcomes new, young families, retirement communities, single people, etc. Please keep as much of the green spaces which makes our community unique and attractive. Please hold or check too much development for businesses and religious centers. We have enough churches
Sacco	Scott	schoosacco@yahoo.com		02/19/15	n/a

Last Name:	First Name:	E-Mail Address:	WARD:	Public Input Session:	COMMENT:
Schraier	Mike	1950mike@att.net	2	03/11/15	n/a
Smith	Charles	user254548@aol.com		03/11/15	Sewer laterals - disposition & future. Planning mix focus on theme. Schools - don't overbuild; perhaps mixed use future contingent use. 55 and over demographics good. High speed internet is paramount, but which protocol. Rockwood Cavern - is it still a fallout shelter? Horses are a plus. Protect those opportunities.
Sullivan	Donna	dsullivan5656@charter.net	3	03/11/15	Is it possible to review traffic patterns and accident reports and consider stripping crosswalks with reflective paint? For example, at Pointe Clayton (McBride Pointe) and Clayton Road because of overpass bridge and iron fencing drivers must creep onto Clayton (and kids turning left from Lafayette) get in many car accidents. Can or will the City report on a type of scorecard or balance sheet (red, yellow, green coded maybe) on Actual versus plan from the 2010 Master Plan to see how we're doing on "visioning" mission (or mission creep, etc.).
Tremayne	Barbara	btremayne@tremayne.org	1	03/11/15	n/a
Tupper	Leslie	leslietupper@gmail.com	6	03/11/15	We appreciate most of the changes in Wildwood, in the services, in the activities, the look, the green spaces and native landscaping and feel that it has improved the quality of life for us. We especially appreciate the kind, helpful staff. Communication is great.
Virant	Mary Ann	mvirant@me.com	3	03/11/15	Would be great to continue gas line down Shepard Road to Strecker.
Wojciechowski	Paul	wojoplans@yahoo.com	8	03/11/15	Topic 3- Business Development and support services. Focus on services for aging in Wildwood. Maintain development practices, streamline (planning when development meets vision. Topic 4- Complte Street Policy, eliminate the reference of the old Pond Grover Loop to Taylor Road. Develop trails for destinations. Topic 5 - more pocket parks, but not at the expense of road connectivity.
Name not provided				03/11/15	Need much more building in Town Center. Need to relax building restrictions to allow more homes west of 109.
Name not provided				03/11/15	Would love to see more for the children and younger families. Without them the city will not have a future. By allowing affordable housing, a nice rec-plex with a pool and making the City appealing to young families this will help. We need young blood.
Name not provided				03/11/15	Put all meetings on cable. Examples O'Fallon, City of St. Charles, St. Peters
Name not provided				02/19/15	Install language into update reinforcing original tenets of inclusion by re-stating rulings against gated developments.
Name not provided				02/19/15	Would like verbiage added to Master Plan that denotes respect for the people and their property rights. The plan never mentions people. Allow entrance gates for large housing developments.

From: **Larry McGowen** mcgwildwood@att.net
Subject: Re: Master Plan
Date: March 3, 2015 at 9:49 PM
To: Greg Thebeau Greg.Thebeau@bunge.com
Cc: Joe Vujnich joe@cityofwildwood.com

LM

Greg:

Thanks for your comment. I agree with you completely particularly as it pertains to Ward One. I can assure you I will resist any efforts to increase the density of development in our Ward.

Please see these comments are added to the others residents are submitting regarding the master plan update.

Larry W. McGowen
Cell 314-495-1847

On Mar 3, 2015, at 12:21 PM, Greg Thebeau <Greg.Thebeau@bunge.com> wrote:

> Larry
>
> I live at 18912 Wild Horse Creek Rd. I built this house in the mid-90's. I located in this part of Wildwood because of the peaceful and remote aspects of Wildwood. I am firmly opposed to any change in the housing density rules in Wildwood that would result in a more dense plan. We are not Chesterfield. I do not want Wildwood to inch towards a more dense model in any form. Once we move towards a more dense/developed plan there is no going back. Stop it!
>
> CITY OF WILDWOOD
> MAR 04 2015
> DEPT OF PLANNING & PARKS
>
> Gregory L. Thebeau
> 18912 Wild Horse Creek Rd
> Wildwood Mo 63005
>
> This message is intended only for the named recipient and may contain confidential, proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any misdirected transmission. If you received this message in error, please notify us immediately by telephone at 314 292-2000 and immediately delete this message from your system. If you are not the intended recipient, you must not use, disclose, distribute or copy any part of this message.

WILDWOOD

2015 MASTER PLAN ADVISORY COMMITTIEE (MPAC)

TEN (10) YEAR UPDATE PROCESS

RECORD OF PROCEEDINGS

TUESDAY, JULY 14, 2015 - 7:00 P.M. TO 9:00 P.M.

City Hall Community Room – 16860 Main Street

I. Welcome to Group Members and Opening Remarks by Mayor Woerther and the Department of Planning

The Committee's facilitator, Dr. Jones, opened the meeting at 7:00 p.m. and welcomed all in attendance. He then requested a roll call of attendees, which was completed with the following results:

Master Plan Advisory Committee Members present: David Geile, Gary Bohn, Harry LeMay, David Beattie, Larry Feuerstein, Dennis Welker, Ed Kohn, April Porter, Fran Gragnani, Ron Peasley, Michael Lee, Jon Bopp, Rick Archeski, Debra Smith McCutchen (Council Member Ward 5), Greg Stine (Council Member Ward 7), and Mayor Woerther.

Staff Members present: City Administrator Ryan Thomas, Director of Planning and Parks Joe Vujnich, Director of Public Works Rick Brown, P.E., P.T.O.E., and Senior Planner Kathy Arnett.

Mayor Woerther and Director Vujnich welcomed the Committee Members to tonight's meeting and thanked them for attending.

II. Review and Action on the Minutes from the June 23, 2015 Meeting

Dr. Jones questioned if there were any comments or modifications to the minutes. No comments or changes were presented by the Committee Members, so a voice vote was taken for approval of the minutes. There being no objections, Dr. Jones declared the minutes approved.

III. Public Comment and Input

There were no comments from the public.

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

a. Discussion of the Final Resident and Business Survey Reports

Director of Planning Vujnich thanked Dr. Jones and Ms. Palazzolo for their work on the two (2) surveys and asked if the Committee had any questions. Committee Member Geile asked if the Committee

should address the volume of complaints in the survey, by businesses, regarding signage. Discussion was held regarding the following: the vocal minority; the comparison of the City's requirements and process versus other cities in the St. Louis Area; the challenges to Wildwood's general location; the appearance of other commercial areas; the rationales behind Wildwood's codes; the desire to have the City's economic development consultant review the City's signage and the survey responses; and the overall positive feedback on the survey responses.

b. Presentation of Final Environmental and Open Space and Recreation Elements of the Master Plan

Director of Planning Vujnich noted the final charts were prepared relating to the previous actions on the Environmental and Open Space and Recreation Elements of the Master Plan.

Environmental Element

Director of Planning Vujnich then stated the Department would like the Committee Members to review Environmental Goal #5 to ensure the wording was captured correctly by it.

A motion was made by Council Member McCutchen, seconded by Committee Member Gragnani, to retain Environmental Element Goal #5 *(Environmental legacy sites, whether identified or discovered at some later date, should only be considered for future use, after health risks to users have been eliminated.),* as written.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Archeski, seconded by Committee Member Geile, to modify (modification in bold red type) Environmental Element Goal #2 to read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it* ~~***unusually***~~ ***highly*** *vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

A motion was made by Committee Member Bohn, seconded by Committee Member Welker, to amend the motion to remove the current word 'unusually' and not include the proposed word 'highly'. A voice vote was taken to remove highly and unusually, so the Goal would read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it* ~~***unusually***~~ ***highly*** *vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

A voice vote was taken regarding the motion to modify Environmental Element Goal #2. Hearing no opposition, Dr. Jones declared the motion approved.

A motion was made by Committee Member Archeski, seconded by Committee Member Geile, to modify (modification in bold red type) Environmental Element Goal #2 to read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it* ~~***unusually***~~ ***highly*** *vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

Discussion was held among Committee Members regarding the following items: the concern that 'highly' gives less latitude in addressing all soils; the concern the determination of the level of vulnerability should be made by someone with expertise, not this Committee; the desire for the goal to be a general statement; and the reliance on the resource protection matrix, created by a soil scientist, to determine if a soil is vulnerable.

A voice vote was taken regarding the motion to modify Environmental Element Goal #2 to add the word 'highly,' before vulnerable. Hearing more nays than ayes, Dr. Jones declared the motion failed and the final wording of the Goal to read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

Open Space and Recreation Element

Director of Planning Vujnich noted the Department had incorporated the Committee's changes and believes the element is ready. Discussion was held regarding why the wording 'visitors and guests' was added and the use of parks by non-residents. There were no changes.

c. Discussion of Transportation Element of the Master Plan - Policies

Director of Planning Vujnich reviewed the changes to the Goals and Objectives completed in the last meeting and the need to now review the Policies of the Transportation Element. There was no discussion on the Goals and Objectives, so discussion on the Policies began.

A motion was made by Committee Member Peasley, seconded by Committee Member Gragnani, to retain Transportation Element Policy #1 *(Promote a policy for the City of Wildwood's traffic needs, which supports the primary creation of a network of safe and ecologically responsible, two-lane, local arterial roadways. Make only improvements required for traffic safety, such as adding shoulders, improving the configuration of intersections, replacing substandard bridges, installing traffic signals, and other topical measures.).*

City Administrator Thomas suggested the Committee add the word 'congestion' to traffic safety.

A motion was made by Council Member Stine, seconded by Committee Member LeMay, to modify Transportation Element Policy #1 to add 'congestion' after 'safety.'

Discussion was held among Committee Members regarding the following items: the definition of congestion and the classifications of safety and congestion, as separate categories, in federal grant applications for funding of road projects.

A motion was made by Committee Member Welker, seconded by Committee Member Beattie, to add the term 'congestion mitigation,' after the word safety, instead of just the word 'congestion.'

A voice vote was taken regarding the motion to amend Transportation Element Policy #1. Hearing more nays than ayes, Dr. Jones declared the motion failed.

A motion was made by Committee Member Peasley, seconded by Committee Member Beattie, to add roundabouts to the list of improvements in Transportation Element Policy #1.

Discussion was held regarding the belief that roundabouts would be covered under the umbrella of existing improvements listed.

The motion was withdrawn by the maker and the second agreed to the withdrawal.

A voice vote was then taken on the original motion to retain Transportation Element Policy #1. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Gragnani, to retain Transportation Element Policy #2 *(Oppose attempts to create a regional outerbelt without a full evaluation of its costs and benefits on the entire metropolitan area. The City of Wildwood should promote the State Route 109 Corridor Study (Missouri Department of Transportation – July 19999) as a guide for future modifications to this roadway, while prioritizing topical improvements to facilitate the safe movement of local traffic within the community. This policy is premised on the negative impacts an outerbelt would have upon this community, particularly with respect to the environmental degradation associated with its construction and increased traffic, the loss of parkland through direct acquisition for roadway right-of-ways, the promotion of greater inter-County traffic movements, and the division of this community into two parts.).*

Discussion was held among Committee Members regarding the possibility of removing the first sentence in this Policy.

A motion was made by Mayor Woerther, seconded by Committee Member LeMay, to eliminate the first sentence in Transportation Element Policy #2.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A voice vote was taken to approve Transportation Element Policy #2, as amended. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Council Member McCutchen, seconded by Committee Member Peasley, to retain Transportation Element Policy #3 *(Oppose construction of major new highways within the City of Wildwood.).*

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Beattie, to retain Transportation Element Policy #4 *(Support the City's existing highway and street network by adopting and implementing land use policies that will promote a compact concentration of development in the Town Center and the two suburban residential areas. These policies should enable more people to walk to their destinations, while also encouraging the Town Center to be served by other forms of access besides the automobile).*

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Bopp, seconded by Committee Member Geile, to retain Transportation Element Policy #5 *(Require local access streets within individual subdivisions to be built to City standards, but consider having such roadways remain private and maintained by the homeowners to further encourage greater control over their ultimate use and appearance, except in the two suburban residential areas and Town Center, where local access streets should be publicly maintained.).*

Discussion was held regarding the number of streets in the NU Non-Urban Residence District that are public.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Bopp, to retain Transportation Element Policy #6 *(Identify safety improvements necessary to all City-maintained roadways, as part of Wildwood's Capital Improvement Program. Such improvements may include the following: replacing antiquated bridges that are too narrow and subject to flooding; improving road alignments in places where there have been accidents; widening roads where necessary and feasible to provide shoulders; correcting unsafe intersections; and providing a network of multiple links, so there is always more than a single way of going from one destination to another.).*

A motion was made by Committee Member Geile, seconded by Committee Member Welker, to remove the word 'always' in the last part of the final sentence.

Discussion was held regarding the aggravation of streets that don't interconnect.

A voice vote was taken regarding the motion. Hearing more nays than ayes, Dr. Jones declared the motion failed.

City Administrator Thomas suggested changing the word 'accidents' to 'crashes' to update the terminology used by traffic engineers.

A motion was made by Committee Member LeMay, seconded by Committee Member Beattie, to add the phrase 'repeated crashes' in replacement of the word 'accidents' in the Policy.

A voice vote was taken regarding the modification. Hearing more ayes than nays, Dr. Jones declared the motion approved.

A voice vote was taken to retain Transportation Element Policy #6, as amended. Hearing more ayes than nays, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Archeski, to retain Transportation Element Policy #7 *(Protect existing bridges by implementing such measures as the posting of weight limits to protect them from excessive loads, identify potentially dangerous approaches with appropriate warning signs, and prohibit truck traffic on roadways where weight-restricted crossings are located).*

Discussion was held regarding the federal requirements for posting of bridge weight limits.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Council Member Stine, seconded by Committee Member Lee, to retain Transportation Element Policy #8 *(Preserve and enhance the scenic environmental qualities, which exist along many of the City's roadways and their intersections, through the application of appropriate design standards reflecting a sensitivity toward the area's unique environmental characteristics. These standards should be applied in the planning, construction, and maintenance of all roadways.).*

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Council Member McCutchen, seconded by Committee Member Gragnani, to retain Transportation Element Policy #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 Grover Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.).*

Discussion was held regarding St. Louis County's plans for the Pond Grover Loop Road, which included its construction as a ring road similar to Chesterfield Parkway.

A motion was made by Committee Member Archeski, seconded by Committee Member Kohn, to remove the wording 'in particular the Pond Grover Loop Road' from the Policy.

Discussion was held regarding the timeliness of referring to plans developed in this area by St. Louis County twenty (20) years ago.

A voice vote was taken regarding the motion to amend the Policy. Hearing one (1) objection, Dr. Jones declared the motion approved.

A motion was made by Committee Member Welker, seconded by Council Member Stine, to remove the entire sentence beginning with 'Do not adopt...'

Discussion was then held regarding the following: the desire to modify the plans for roadways, as situations arise, and the relevance of defensive references twenty (20) years after the City's incorporation.

A voice vote was taken on the motion to modify the Policy. Hearing more ayes than nays, Dr. Jones declared the motion approved.

Discussion was held regarding the creation of the Transportation Plan in 1996 and the existence of some roadways within the City that are still owned and maintained by St. Louis County.

A voice vote was taken on retaining Policy 9, as amended, with single sentence being removed. Hearing only one (1) objection, Dr. Jones declared the motion approved.

A motion was made by Committee Member Beattie, seconded by Committee Member Bopp, to retain Transportation Element Policy #10 *(Continue to promote safe roadways for pedestrians, bicyclists, and motorist (Safe Streets Initiative) (2006)).*

Discussion was held regarding an overview of the Safe Streets Initiative.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Peasley, seconded by Mayor Woerther, to retain Transportation Element Policy #11 *(Develop a Scenic Byways Program for certain City streets that exhibit the characteristics embodied in many of the Master Plan's Elements relating to the environment, planning, transportation, and open*

space and recreation goas, objectives, and policies. Examples of these roadways would include, but not be limited to, Manchester Road (formerly Route 66), State Route 109, and Bouquet Road. (2006)).

Discussion was held regarding other scenic roadways that may not have been expressly included.

A motion was made by Council Member McCutchen, seconded by Committee Member LeMay, to remove the last sentence that lists specific roadways.

A voice vote was taken regarding the motion to amend the Policy. Hearing only one (1) objection, Dr. Jones declared the motion approved.

Discussion was held regarding the following: the desire to have some policy, even if it is not a specific scenic byways program, to support Transportation Goal #2; and the need for this Policy, which may already be addressed by Transportation Policy #8.

A voice vote was taken on the motion to retain the Policy, as amended. Hearing more nays than ayes, Dr. Jones declared the motion failed and the Policy was removed.

Director of Planning Vujnich questioned if there were any additional Transportation Policies the Committee wished to see added to the list.

A motion was made by Council Member Stine, seconded by Council Member McCutchen, to create a Policy that would oppose a MetroLink extension into the City of Wildwood.

Discussion was held regarding the following: the expression, by some, in the Resident and Business Surveys opposing a MetroLink extension; the likelihood of this extension in the near future; the lack of knowledge on where a future extension might be located; the requirement for a public vote on this type of extension; and the benefits of the current Metro bus service to the Town Center Area.

The motion, and second, were withdrawn.

A motion was made by Council Member McCutchen, seconded by Committee Member Lee, to modify (modification in bold red type) Transportation Element Objective #4 *(The development of future alternatives to automobile transportation in the City of Wildwood should be explored* ~~***and supported***~~*.)*

A voice vote was taken to amend the Objective. Hearing more ayes than nays, Dr. Jones declared the motion approved.

Director of Planning Vujnich reviewed the Transportation Plan and the listed roadways.

A motion was made by Committee Member Bopp, seconded by Mayor Woerther, to accept the East-West arterials.

Discussion was held regarding the following: the definition of limited access; the criteria used in selecting these roadways; the plan by the City to add shoulders along Manchester Road, west of State Route 109, in the near future; and the possible inclusion of Pierside Lane, although this roadway was determined to function as a collector street, until it is connected to Old State Road.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Welker, seconded by Committee Member Bopp, to approve the listed North-South arterials.

Discussion was held regarding the following: the inclusion of Shepard Road; the enforcement of speed limits on Westglen Farms Drive and Thunderhead Canyon Drive; the potential improvements along Westglen Farms Drive to increase aesthetics and safety along this roadway; and the completion of development along Westglen Farms Drive and Thunderhead Canyon Drive.

A motion was made by Committee Member Lemay, seconded by Council Member McCutchen, to eliminate the sentence referencing no improvements along Westglen Farms Drive.

A voice vote was taken on the sentence elimination. Hearing only one (1) opposed, Dr. Jones declared the motion approved.

A motion was made by Committee Member Kohn, seconded by Committee Member Gragnani, to add Shepard Road to the list of the North-South arterial roadways.

Discussion was held regarding the following: the desire of the Committee to see a map referencing the location of the arterial roadways; and the traffic volumes on Strecker Road, Shepard Road, and Orrville Road.

A voice vote was taken on the addition of Shepard Road. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Beattie, seconded by Mayor Woerther, to include the reference to the acceptance of topical safety improvements along Strecker Road.

A voice vote was taken on the amendment for Strecker Road topical improvements. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Welker, to add North Eatherton Road to State Route 109, since it is the continuation of that roadway north of Wild Horse Creek Road.

A voice vote was taken, with no opposition, and Dr. Jones declared the motion approved.

d. Discussion of Planning Element of the Master Plan - New

Since the 9:00 p.m. meeting time limit had been reached, the Committee chose to defer discussion of the Planning Element to the next meeting.

c. Comments and Questions from Committee Members

None

V. Next Meeting Date of the Committee – July 28, 2015 – (Tuesday at 7:00 p.m.)

VI. Closing Remarks and Adjournment

Director of Planning Vujnich noted the Committee's next meeting was scheduled for Tuesday, July 28th, and then August 11th. Looking ahead, the Committee will likely need to meet a second time in August to stay on schedule. This additional meeting will be discussed further, but the Department will request a meeting on August 25th, since two (2) elements and the new economic development element, still need to be completed by the end of that month. He also noted an aerial photograph was distributed tonight showing a property location whose owner had requested to speak to the Committee regarding a Master Plan Land Use Category change for her property. She will likely be in attendance at the Committee's next meeting.

Mayor Woerther thanked everyone for coming to the meeting and encouraged them to attend the concert scheduled Friday night, July 17th, in the Town Center Plaza.

There being no further items, the meeting was adjourned at 9:05 p.m.

July 21, 2016

Mr. Rick C. Brown, PE, PTOE
Director of Public Works / City Engineer
City of Wildwood
16860 Main Street
Wildwood, MO 63040

RE: Pond-Grover Loop Road Traffic Study
Response to Comments
515-0145-0TE

Dear Mr. Brown:

The purpose of this letter is to respond to the comments provided by Mr. Scott Reed, dated May 23, 2016, which were prepared in response to our traffic study for the Pond-Grover Loop Road (PGLR) project.

As you are aware, the traffic study was prepared at the request of the City staff using City funds. Those efforts were led by me, and I have 15 years of direct experience in the preparation of hundreds of traffic studies, a Master's Degree in the field, and I teach on the topic at the graduate University level. In addition to being a licensed Professional Engineer, I hold a specialized certification as a Professional Traffic Operations Engineer (PTOE).

Mr. Reed raised some useful questions about the technical approach of the traffic study, and I thought it would be helpful to briefly reply to each of the major Items noted in his letter. If additional technical discussion is required, I am happy to have a direct conversation, which may avoid the further exaggeration of any concerns.

Item 1

As noted in the summary report, the primary purpose of this study was to develop an estimate of traffic attractions/diversions that would result if the PGLR was completed and to evaluate the traffic impacts associated with the completion of Pond-Grover Loop Road on the primary City roadways within the adjoining neighborhoods.

The MoDOT-controlled intersections on Route 109 and Route 100 were considered from the standpoint of travel time implications, but they were not explicitly evaluated for level of service calculations, as this analysis was not pertinent to the study's purpose. Likewise, the suggested Existing vs. Fully Developed Conditions analysis is applicable to Traffic Impact Studies for development projects, but not to the assessment of traffic diversions.

It is important to note that a Traffic Impact Study was already completed for Brightleaf, which addressed these very issues. That study was already approved by MoDOT and the City, so the City staff did not see a reason to re-do that work to answer the questions currently under consideration specific to PGLR.

411 North 10th Street, Suite 200
St. Louis, Missouri 63101
PHONE: 314.621.3395

Item 2

The CBB study, which was approved by MoDOT and the City, focused on the weekday a.m. and p.m. peak periods that are common to nearly every residential neighborhood. It is common industry practice to count and analyze these peak periods, as they invariably represent the highest volume of travel on neighborhood streets.

That said, the City also collected 24-hour counts, which only validated these as the peak periods of traffic activity.

Item 3

Actually, Exhibit 2 depicts traffic volumes for nine locations. However, two of those locations (on Route 109 and Route 100) are provided for informational purposes, as they were already on-file from previous studies. The seven study locations are clearly listed in bullet-point format on Page 1.

Item 4

See Item 1.

Item 5

The noted difference has been "brought to light, discussed and analyzed" within the report and subsequent Committee meetings. The increase in traffic on the specific segment of PGLR in question is due to Brightleaf traffic being added to that roadway upon its full development. It is not due to cut-through traffic entering the neighborhood from the adjoining arterials, so the statement in the report is valid.

Item 6

No "fait accompli" is implied or intended. As clearly noted in the study purpose statement, the forecasts were developed to consider a "what if" scenario should PGLR be completed. The prudence of completing this connection is never addressed in the study.

Based on its design and traffic volume, the existing section of PGLR would likely also be classified as a residential Urban Minor Collector, whether or not the connection to the south was completed.

Item 7

The reference to an EIS process and the fact that increasing volume from zero results in an "undefined" traffic increase is irrelevant to this traffic study. The purpose of the statement in the report is to provide context for the volume of traffic at this location as it relates to other similar locations throughout the neighborhood.

Item 8

The level of service for the various neighborhood intersections was not included initially, as intersection congestion is not a concern in this case. However, in response to previous questions, this analysis was completed and presented at a previous Committee meeting. As expected, each intersection performs favorably (LOS A or B) with or without the PGLR connection, and delays are minimal.

We trust that you will find this response useful in addressing the concerns expressed by Mr. Reed. Please do not hesitate to contact our office with any questions you may have regarding this material.

Sincerely,

Lochmueller Group, Inc.

Dustin B. Riechmann, PE, PTOE
Traffic Engineering Manager

Kathy Arnett

From: Christy Pitney <christypitney@yahoo.com>
Sent: Tuesday, July 26, 2016 1:07 PM
To: Kathy Arnett
Subject: "Impact" chart
Attachments: impact chart-1.pdf; ATT00001.htm

Good afternoon, Kathy,

Could you please make sure each committee member has a copy of this attached document at their seat tonight? I'm not planning to make an official presentation on it, but I'd like it available for reference.

I do not need it emailed out to anyone at this point – just photocopies tonight will be fine.

Thank you so much!

Christy

All,

We were encouraged at last month's committee meeting to "do our homework," and so mine is attached -- a chart summarizing the various impacts of our possible options, and, where available, official comments that might help answer our chief question, "Is the road needed?"

This is not an exhaustive, comprehensive chart and does not include every detail that's been discussed. Rather, I meant it to be factual and concise, so anyone could glance quickly at it and get a decent grasp of the issue at hand.

Christy

IMPACT OF PGL OPTIONS

	road extension	*no road extension*	*trail instead of road*	*is road needed?*
impact on traffic on existing PGL	estimated to increase traffic by about 30% (CBB and Lochmueller Group traffic studies)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	
impact on traffic on adjacent neighborhood streets	estimated to decrease traffic between 9% and 36%, with an average decrease of 19% (PGL committee meeting minutes, 5/24/16, p. 6)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	"I don't think that this connection is critical because of Bright Leaf or necessarily critical for any reason." (Dustin Riechmann, Lochmueller Group, 5/24/16 PGL committee meeting)
impact on property values of abutting homes	would likely decrease property values of homes that now back to green space and would back to new road (conventional real-estate wisdom, but would need to confirm with realtor)	no significant change	would likely maintain or increase property values of homes that would back to new trail (conventional real-estate wisdom, but would need to confirm with realtor)	
impact on emergency vehicle access	would create another access point for emergency vehicles in addition to the ones that already exist	no change	could be designed to create another access point for emergency vehicles in addition to the ones that already exist	The fire department would "make it work" if the road is not extended. (Fire Chief John Bradley, P&Z meeting, fall 2015)
impact on walkability of area	– would add complexities to crossing existing PGL with the additions of two-stage roundabouts at 1) an intersection that currently contains no traffic calming measures other than stop signs on the adjacent residential streets, and 2) an intersection that currently is a three-way stop, with a protected crossing on one side (concept plan presented at 6/28/16 committee meeting) – predicted to decrease traffic counts in front of Green Pines Elementary (5/24/16 PGL committee meeting minutes, p. 5)	would eliminate a need for roundabouts, which some pedestrians find difficult to cross	– would increase walkability and bikeability of area near existing PGL – would eliminate need for roundabouts, which some pedestrians find difficult to cross – would give Bright Leaf residents a safe way to walk to school	

impact on bus transportation to and from school	no change	no change	no change	The bus route for Green Pines Elementary will remain the same, regardless of the road extension. (William Sloan, Rockwood director of purchasing and transportation, in a phone conversation with Councilwoman Deb McCutchen, fall 2015)
impact on Villages of Bright Leaf traffic	– might decrease VBL traffic that would use Eatherton Road ("Questions and Answers from 5/24/16 PGL committee meeting") – would allow VBL residents access to Green Pines Drive via PGL – would allow VBL motorists access to Clayton Road via Green Pines Drive to Westglen Farms Drive to Thunderhead Canyon Drive, potentially increasing cut-through traffic on these streets – would allow residents of existing subdivisions easy access to VBL roads, potentially increasing traffic on those roads	– would prevent VBL motorists from accessing Clayton Road via Green Pines Drive to Westglen Farms Drive to Thunderhead Canyon Drive, potentially decreasing cut-through traffic on these streets – would prevent many existing residents from using VBL roads, potentially decreasing traffic on those roads	– would prevent VBL motorists from accessing Clayton Road via Green Pines Drive to Westglen Farms Drive to Thunderhead Canyon Drive, potentially decreasing cut-through traffic on these streets – would prevent many existing residents from using VBL roads, potentially decreasing traffic on those roads – might encourage more VBL residents to walk or bike to school instead of drive, reducing VBL traffic	– The PGL connection is not critical to VBL. – The proposed access points for VBL would be sufficient if PGL is not extended. (both statements from Dustin Riechmann, Lochmueller Group, 5/24/16 PGL committee meeting minutes, p. 5)
impact on sound/light levels	educated assumption is that sound/light levels would increase because of a decrease in trees and increase in traffic, but this information is still needed	no change	no significant change	
impact on trees and green space	would decrease trees and green space	no change	no significant change	
impact on wildlife	would decrease animal habitats	no change	no significant change	
taxpayer cost	at least $1 million for new road, in addition to cost of two roundabouts and other changes that would be needed on existing PGL to handle additional traffic volumes created by road extension (Dustin Riechmann, Lochmueller Group, 6/28/16 PGL committee meeting)	no change	information needed	

Submitted by Christy Pitney, 7/26/16

Kathy Arnett

From: Christy Pitney <christypitney@yahoo.com>
Sent: Saturday, July 02, 2016 3:57 PM
To: Kathy Arnett
Subject: questions about "Bright Leaf FAQ" document for discussion
Attachments: FAQ Bright Leaf with questions.pdf

Kathy,

Please forward to the members of the Pond-Grover Loop Road Committee and also to the members of City Council, as the road issue relates to that group as well. Thank you, and Happy Fourth!

Christy

All,

Attached is my input about the FAQ document that was distributed to the committee in April. My feedback and questions are in red. I left the original document as is except for removing the questions not relevant to the road issue and the City's true/false indicators, which I thought became confusing once the format changed to a point/counterpoint approach. The question section was at our seats at this week's committee meeting, but we had so much to discuss at the meeting that I didn't feel there was time to bring up this document.

Although I appreciate the investment of time it took to put such a document together (and also very much like the idea of compiling key points of discussion in one document), I believe the original document reflects only one side of the story, as I and members of the public noted during the April committee meeting. I am a journalist by training and understand that every issue has two sides -- that's what I told Mayor Woerther when he interviewed me for this committee and asked if I could be an objective participant.

So, to provide a balanced, point/counterpoint format, I researched the "other side" (relying heavily on public input and comment from the P&Z meetings I attended last fall) and formulated questions based on information from both perspectives. I believe many of these questions really get to the heart of the matter at hand (and hopefully will help us tackle the main question we've been tasked to answer -- is the road needed?).

I would like to discuss this document, particularly the questions in red, before the committee makes a decision. I believe we have an obligation to examine and consider all sides of this issue, and I think these questions might be helpful in doing so.

Christy

The road extension is against the Master Plan.

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.

The Master Plan and the Town Center Plan contain conflicting information about the road extension. The Town Center Plan calls for the road's extension, while the 1996 and 2006 versions of the Master Plan state that Pond-Grover Loop should not be extended.

It is unclear why the road is mentioned in the Town Center Plan, since the area in question is not in Town Center. *(See maps included in the "Wildwood Town Center Development Manual," specifically "Final Land Use/Regulating Plan Map.")*

Questions:

- If the Master Plan and the Town Center plan conflict, which document trumps which?
- Why is Pond-Grover Loop mentioned in the Town Center Plan, since it's not part of Town Center according to any maps?
- It has been noted in committee meetings that the road extension has been "planned" for 20 years. How have affected residents been notified throughout the years about this plan, especially residents who are not the original homeowners of those properties?
- Which other parts of St. Louis County's plan for this area, particularly road plans, have come to fruition?

The extension of the Pond-Grover Loop Road will result in the loss of a Ward 5 park.

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.

Some members of City Council had, at one point, discussed the possibility of the park being temporary if a new development required the extension of the road. The Bright Leaf developers are not requiring the extension.

The current terminus of Pond-Grover Loop is centrally located and easily accessible by both Ward 4 and Ward 5 residents. The park that was proposed for this area was designed specifically to meet the needs of the residents who live in the densely populated area of Ward 5 along the current stretch of Pond-Grover Loop. Backyards in neighborhoods like Hickory Manor,

Kingstowne Estates, and Evergreen Forest are small and often hilly, making them unsuitable places for children to play. As a result, some children play in the street.

The area designated as public space in Bright Leaf would be difficult for existing residents, especially children who live along the current Pond-Grover Loop and parents pushing strollers, to access safely and easily, particularly with the increase in traffic the road extension would bring.

The Green Pines playground does not fulfill the need for a neighborhood park, either, as it's not available for use during school hours, Adventure Club (before- and after-school care) hours, or school events.

The City of Wildwood is facing the prospect of potentially decreased revenue due to the pool tax issue, and cost-effectiveness of future projects is important to consider. A park at the current terminus of Pond-Grover Loop has been estimated to cost $700,000. The Pond-Grover Loop Road extension has been estimated to cost at least $1 million.

Questions:

- How easily accessible would the public space/park in Bright Leaf be to Hickory Manor, Kingstown Estates, and the other existing neighborhoods near the current terminus of Pond-Grover Loop? Specifically, how easily would families with young children be able to access those public areas? Would they be stroller-friendly?
- What is the best use of the space at the current terminus of Pond-Grover Loop?
- What is the most cost-effective use of the space at the current terminus of Pond-Grover Loop?
- Has a cost breakdown for the road extension been done?
- What are the needs/wishes of the current residents for the use of this space?

The Pond-Grover Loop Road extension is not needed for emergency access.

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.

No one has submitted independently conducted evidence supporting the fire department's need for the road.

Last fall Chief John Bradley said at a P&Z meeting that the department would "make it work" if the road were not extended.

The fire department already has numerous access points to existing subdivisions in this area, including Hickory Manor Trails (which includes Hickory Valley Court street). As a result, emergency access has never been a big concern for existing homeowners.

Many subdivisions in Wildwood have only one entrance. Bright Leaf will have three even without the road extension (Taylor Road; Eatherton at 109; and the current Pond-Grover Loop Road to Hickory Crest Drive to Sandalwood to Eatherton, which already exists as an access point).

If the fire department does need another access point, the emergency vehicle accessible trail plan presented at P&Z last fall would provide that.

Questions:

- What substantial, independent research has been conducted to prove that another emergency vehicle access point is essential to this area?
- How would the benefits of another road-based emergency vehicle access point outweigh the potential public safety hazards of increased vehicular traffic and the accompanying walkability (and crossing-the-street) challenges?
- An emergency vehicle accessible trail plan was presented as an alternative to the road extension last fall at P&Z, and many of the commissioners supported it. What research is available regarding the benefits of trails?

Ward 5 is the most densely populated ward in the City.

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.

Density is a measure of how close together houses are. Ward 5 is a high-density ward, and such wards are encouraged to have a neighborhood park, according to the Master Plan *(see Master Plan 2006, pp. 61, 63, 76, and 91)*. Ward 5, especially the area along the existing Pond-Grover Loop Road, does not have a park.

Questions:

- How does the density of the area near the current Pond-Grover Loop compare to the density of other areas within Wildwood? The proposed density of Bright Leaf?

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

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.

Fairway Elementary has been compared to Green Pines Elementary in these discussions, but before this is used as a valid comparison, the traffic on Old Fairway Drive – both vehicular and pedestrian – needs to be compared to the projected traffic on Pond-Grover Loop if the road were to be extended.

None of the streets near Fairway are state highways. The extended Pond-Grover Loop would connect two state highways (100 and 109) and potentially draw traffic from both of them.

If the road is extended and Green Pines Elementary continues to participate in National Walk to School Day, the City would need to ensure this event is safe.

Questions:

- How does the current vehicular and pedestrian traffic on Old Fairway Drive compare to the projected traffic on the extended Pond-Grover Loop?
- How would the City ensure events like National Walk to School Day are safe?
- Which other street extensions in Wildwood connect two state highways like the extended Pond-Grover Loop would? Which of these extensions are located near elementary schools?

The residents of Ward 5 do not want the road extended, so it should not be extended.

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

More than 200 affected homeowners signed a petition opposing the road extension. That is a significant number of residents in opposition.

At P&Z meetings last fall, the number of residents who spoke in opposition of the road significantly outnumbered those in favor of the road. Very few residents consistently spoke in favor of the road, but numerous residents consistently spoke in opposition to the road.

The number of residents speaking out against the road at road committee meetings, too, has consistently and significantly outnumbered those who support the road.

Question:

- How does Wildwood's government "of the people, by the people, and for the people" play into this decision?

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

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.

The City has made numerous exceptions to its land-use codes and Town Center standards, so there is no guarantee the highest standards would be used in this situation.

The City would need to provide specific solutions to reduce sound and light pollution if the road were to go through. A sound wall along Pond-Grover Loop would be an option, but residents whose yards back to Pond-Grover Loop would likely oppose a sound wall in their backyards, as sound walls are unsightly and detract from the rural, natural character Wildwood is known for.

The City would need to ensure that pedestrians, particularly children, can safely cross Pond-Grover Loop, especially in light of the recent child pedestrian fatality on 109 near Babler Elementary School.

Both City staff and residents have noted that roundabouts can be unsafe for pedestrians to cross. In addition, citizens have expressed concerns about the safety of the crosswalk near the roundabout at 109 and Pond-Grover Loop, and statistics from the most recent annual vehicle crash analysis report support the notion that many local motorists do not understand how to use roundabouts. That report showed that the intersection of 109 and Pond-Grover Loop was tied for the third top crash location in Wildwood last year, with a notable increase in accidents after the roundabout was installed (*see City of Wildwood Annual Vehicle Crash Analysis, 2015, table 3, p. 7; and City of Wildwood Annual Vehicle Crash Analysis, 2015, table 34, p. 42).*

It is noteworthy to mention that some cities, such as Overland Park, Kan., provide crossing guards on roads near schools. (*See https://www.opkansas.org/city-government/police-department/police-special-services-and-programs/school-crossing-guards/*)

Questions:

- What specific solutions would the City implement to reduce sound and light pollution? A sound-light study is needed to determine the impact of these factors on homeowners.
- How common are sound walls in residential areas in Wildwood? How do sound walls fit within Wildwood's vision and mission statements? How would homeowners feel about them? If they are used in this situation, who would pay for them?
- What does research show about the safety of children crossing roundabouts like the one proposed at the current terminus of Pond-Grover Loop if the road were extended?
- How would the City ensure pedestrians could safely cross Pond-Grover Loop? Would it pay for a crossing guard?

How will extending the Pond-Grover Loop Road decrease traffic on other roads?

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.

Perhaps the AASHTO's research is valid for highway traffic, which appears to be the focus of that organization, but Pond-Grover Loop is not a highway, nor are any of the nearby residential roads.

Cut-through traffic has become an issue in Wildwood. At a recent public meeting, it was stated that a gate would be placed at the Pond-Grover Loop entrance to the Community Park to decrease cut-through traffic through the park between Highways 100 and 109 – the same highways that would be connected by the Pond-Grover Loop extension.

The Lochmueller Group consultant noted that there is currently little cut-through traffic between Highways 100 and 109 in the area studied. That's because no efficient cut-through currently exists between those two highways. However, since the extended Pond-Grover Loop would connect those two highways, the extended road could indeed serve as a cut-through between 100 and 109.

The extended road would also open up the potential for local and non-local motorists, in addition to Bright Leaf residents, to cut through local streets to access Westglen Farms Drive and to access Clayton Road via Thunderhead Canyon. Those routes are used as cut-throughs by existing residents.

Multiple routes already exist that motorists can use to access the same points within Ward 5. The addition of the east leg of the Pond-Grover Loop extension would add a third road within 4/10 of a mile with the same access points.

Questions:

- How would the City prevent Bright Leaf residents from using the extended Pond-Grover Loop as a cut-through? It seems as though adding 194 homes would increase traffic throughout the area.
- How would the City mitigate non-local cut-through traffic in this area if the road were extended?
- If the City is worried about cut-through traffic in a park, why isn't it also worried about cut-through traffic in a residential area?
- Why is another road needed if residents already have two access points within 4/10 of a mile of each other?
- What measures has the City implemented on nearby roads to decrease traffic on those roads?
- Is the school or school district planning any changes (for example, more police presence or a crossing guard) to the intersection at Green Pines Drive/Forest Leaf that might calm traffic in that area?

The extension of the Pond-Grover Loop Road and the continuation of its poor design.

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.

The current subdivisions were developed by St. Louis County, as was the original design of the current Pond-Grover Loop. The other proposed extension of Pond-Grover Loop – the loop around Pond and Grover – has not come to fruition. The extension of Pond-Grover Loop would be the only major aspect of St. Louis County's original plan for this area that has come to fruition.

At one of the fall P&Z meetings, the police department noted that it's difficult to enforce speed limits on current streets throughout Wildwood. The City would need to demonstrate that an improved design would indeed prevent speeding.

In addition, someone would need to pay for maintenance of the planted median. It is difficult to maintain the current landscaping along Pond-Grover Loop; trees along that stretch of road die regularly.

Currently, there is a stop sign at the intersection of Pond-Grover Loop and Hickory Crest Drive, which allows for safe pedestrian crossing. If a roundabout is constructed at that location, cars will not stop, which will make crossing the street at that intersection more difficult than it is now, even if a two-stage roundabout is installed. (With such a roundabout, children would technically

have to cross two streets instead of one and might race across the street in an attempt to "beat" oncoming traffic.) Also, a roundabout at that location would be very close to several residential driveways along Green Pines Drive, making it difficult for those residents to back out of their driveways safely.

In addition, many local motorists do not know how to use roundabouts properly, as evidenced by the number of accidents at the roundabout at 109 and Pond-Grover Loop *(see City of Wildwood Annual Vehicle Crash Analysis, 2015, table 34, p. 42)*.

It is noteworthy to mention that the CBB traffic study did not recommend any improvements to the intersection of Paradise Peak Circle/Pond-Grover Loop *(see CBB Traffic Study Impact, page 28)*. The concept plan calls for a roundabout at that intersection.

Questions:

- If the City has never intended to continue the design criteria of St. Louis County, why is the City considering the St. Louis County plan in general for the road?
- Residents have complained for years about the design of the current Pond-Grover Loop. Why hasn't the City already modified the design?
- Have speeding studies been conducted on Taylor Road? What were the results?
- Who would pay for the maintenance of improvements to the current Pond-Grover Loop, as well as landscaping and other features of the extended Pond-Grover Loop?
- Describe the proposed improved design along the current Pond-Grover Loop that would prevent speeding. What research is available to indicate that this design would indeed prevent speeding?
- The Lochmueller Group consultant noted that an issue with the road extension would be ensuring the safety of pedestrians crossing Pond-Grover Loop. If the road were extended and a roundabout were installed along Pond-Grover Loop, what would the City's strategy be to ensure pedestrians, especially children, could cross Pond-Grover Loop safely at the roundabout?
- How would residents back out of their driveways safely if a roundabout were installed at Pond-Grover Loop/Hickory Crest Drive?
- What are some examples in Wildwood in which roundabouts have been installed this close to residential driveways? How do those homeowners feel about having these roundabouts so close to their driveways?
- What research has been conducted to determine the safety implications of changing an intersection from a three-way stop (with a protected crossing on one side) to a two-stage roundabout with increased traffic flow? What were the results?
- Would there be enough space at the intersection of Pond-Grover Loop/Hickory Crest Drive for a roundabout without infringing on property lines, either of existing homeowners or of the existing subdivision? Would emergency vehicles be able to safely navigate the roundabout given its proposed dimensions?
- Why is the proposed roundabout at Paradise Peak Circle/Pond-Grover Loop needed?

The Pond-Grover Loop Road will be in close proximity to existing homes once constructed.

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.

Many existing homeowners, especially those along Sandalwood, have backed to green space for the past 20 years. The view out their back windows will look – and sound – a lot different if the road is constructed.

Also, if the proposed Pond-Grover Loop is used as a cut-through, Bright Leaf residents may not be happy.

Questions:

- What is the City's strategy to prevent the extended Pond-Grover Loop from being used as a cut-through between 100 and 109?
- How would the City respond if Bright Leaf residents complain about their street being used as a cut-through?
- How often does the City allow variances in setbacks? Were any variances provided when Sandalwood was constructed?
- Are there any other examples in Wildwood in which residents' backyards backed to green space for a significant time before a road replaced the green space? If so, how long did they back to the green space before the road was constructed?

The Town Center requirements shouldn't apply to the extension of the Pond-Grover Loop Road in this area.

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.

The area where the road would be extended is not in Town Center. *(See maps included in the "Wildwood Town Center Development Manual," specifically "Final Land Use/Regulating Plan Map.")* Town Center requirements do not apply to suburban areas.

In addition, exceptions can be (and have been) made to the Town Center Plan. For example, an exception was made for Niere Acres Drive *(see Master Plan 2006, p. 103)*, and that was in Town Center. This area under discussion isn't even in Town Center.

Question:

- Why would Town Center requirements be applied to an area that isn't in Town Center?
- The Master Plan calls for a street that extends from the Jones Family Properties across 109 into the Bower tract of land *(see Master Plan 2006, p. 104)*. Where is that street?

Pond-Grover Loop Road is not an arterial roadway.

The Pond-Grover Loop Road is a collector street, which feeds to adjacent arterial roadways, such as State Routes 109 and 100.

The road, if extended, would connect two state highways.

Question:

- Are there examples of other collector streets in Wildwood that connect two state highways? If so, which of these are near schools?

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.

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.

The City spent money designing the proposed Ward 5 park, which was not intended to be temporary. Residents also collected more than 270 signatures supporting a park/trail system as an alternative to the road extension.

There is a need for a park in the existing neighborhoods, as high-density wards are encouraged to have a neighborhood park, per the Master Plan.

Questions:

- How would a park in the Villages of Bright Leaf meet the needs of the existing homeowners in Hickory Manor, Evergreen, and Kingstowne Estates?
- The concept plans for the proposed Ward 5 park still exist. When can the committee discuss how they could fit into the proposed development?

Kathy Arnett

From: Paul Pohlers <paul23wildwood@gmail.com>
Sent: Sunday, July 24, 2016 12:54 PM
To: Kathy Arnett
Subject: Ordinance 1977 and attachments relevant to PGL Committee for Tuesday's Meeting
Attachments: City Council Dec 9, 2013 Minutes about Ordinance 1977.jpg; Planning and Zoning Commission Recommendations incl PGL Road.jpg

Dear Kathy,

I am requesting that a copy of this Bill which became Ordinance #1977 with all relevant attachments that reference the Pond Grover Loop Road and/or Extension be forwarded to the Pond Grover Loop Committee. I had asked to receive this information to see if it is relevant, and just now know that it is.

I remember that during one Wildwood City Council Meeting, former Mayor Woerther made reference to the fact that the extension issue had already been voted upon, (I got the impression, since his remarks indicated that Debra McCutchen had voted on the issue) fairly recently, by the City Council, and I believe it was Council Member Ray Manton who made reference to this matter and that the Pond Grover Loop Extension had ramifications for the **entire** city and had already been decided upon. I felt as if I, at least, not being on Council, was outside the loop on this matter that was referenced, and since the matter became very heated, it was not pursued. But, it seemed to be VERY relevant, or the exchange of words would not have been heated, or so I thought.

No specifics for these statements were made, but it made me wonder what was the basis for those comments. Shortly after that meeting, I contacted Elizabeth Weiss, and somehow we came to the conclusion that the comments were in reference to Bill/Ordinance 1977. She sent me a three page attachment on this document of Bill/Ordinance #1977, which I at that point was able to print out. But, it was in legalize, and I never quite understood its relevance. I now know that was because I did not then receive all of the supporting information that you so kindly provided me.

Now, in the information you provided to me on this past Friday, I have those same 3 pages provided by Liz, as well as the Planning and Zoning Commission letter of 7 pages plus the two pages (counting the cover page) for Attachment B, Recommended Regulating Plan. You also provided the minutes of the City of Wildwood Meeting of City Council of December 9, 2013, where Bill #1977 was;passed and became Ordinance #1977 (shown on page 3 of the Minutes of that meeting) by a vote of 12 Ayes (including Debra McCutchen and Dave Bertolino) and 4 Nays, (including Ed Marshall).

I found it interesting to note that it was recorded in those Minutes that it was Council Members Bertolino and McCutchen who, by their actions, brought Bill #1977 to a vote, and they both voted in favor of Bill 1977.

I believe the Street Network Plan remained the same in this Ordinance, and the passage of this Bill to become Ordinance 1977 also includes approving the recommendation of the Planning and Zoning Commission in that document, which include this statement, beginning at the bottom of page 6,

"1. Pond Grover Loop Road - the extension of this roadway from State Route 100 to the north, and through this site, has generated a great deal of discussion due to its perceived impact on surrounding homesites. The impacts that have been discussed relate to the noise, intrusion, lights, and loss of open space associated with its planned construction. The Commission has noted this roadway is identified in the original Town Center Plan as being a

primary street for this special area of the City. This extension has always been considered necessary, as part of the roadway system serving Town Center, the most recent recommended approach to its development is not to necessarily set its alignment in a particular location on this site, but rather let the location of this roadway be more a function of the development that is proposed there. This approach allows for more flexibility for the developer in designing the site, while still guaranteeing a connection from State Route 100 to the north. Design components of this roadway, regardless of planned location, will be respectful of surrounding owners and also pedestrian and bicycle-friendly."

I am correct, am I not, that by passing Bill #1977 that became Ordinance #1977, the complete aforementioned Panning and Zoning Commission document is ALSO approved and included in this Ordinance #1977?

I always wonder what it is that I do not know when I hear reference to some important item of information of which I have no idea. I apologize for having also been guilty of this by asking at one PGL Committee meeting if the wording in information provided to the PGL Committee was in reference to Ordinance #1977, without having seen to it that this information was provided to all. So, hopefully, inclusion of these documents and information to the Pond Grover Loop Extension Committee and those who should also see this can clear up the references at both the City Council Meeting and our previous PGL Meeting.

Ordinance #1977 is still legislation in effect for Wildwood, is it not?

Though my printer function has been lost, I have attempted to do a 'Cliffs Notes' version of the most important pages in all of this, which I will attach.

Thank you for all of your fine work and your patience with me. My computer continues to decline, making it more difficult for me to send messages, but this is not a time that I can replace it.

Paul W. Pohlers

BILL #1977 **ORDINANCE #1977**

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, MISSOURI ACCEPTING THE ACTION OF THE PLANNING AND ZONING COMMISSION REGARDING THE 'JONES FAMILY PROPERTIES (Property #3),' AND THEREBY ENDORSING AND RATIFYING THE CHANGES TO THE TOWN CENTER PLAN'S REGULATING PLAN MAP FOR THEM, WHICH INCREASES THE AREA OF 'NEIGHBORHOOD EDGE' DISTRICT DESGINATION LOCATED ON THE SITE, WHILE REDUCING A CORRESPONDING AMOUNT OF ACREAGE DESIGNATED 'NEIGHBORHOOD GENERAL' DISTRICT DESIGNATION THERE AS WELL, ALONG WITH MODIFYING THE COMPREHENSIVE ZONING PLAN OF THE CHARTER, WITH EACH OF THESE DECISIONS BEING IN ACCORDANCE WITH SAID DIRECTION SET FORTH IN ITS LETTER OF RECOMMENDATION DATED OCTOBER 7, 2013. (Ward Five)

WHEREAS, the City Council, over the past fifteen (15) years, has worked to maintain a set of standards and guidelines for the Town Center Plan that were initially ratified in February 1998, while addressing individual needs of property owners, residents, and developers through this process; and

WHEREAS, with the plan approaching its tenth anniversary, the City of Wildwood began a process for its update, which is required under its planning policies and practices, as set forth in its Charter; and

WHEREAS, this update process was guided by a group of eighteen (18) volunteers representing residents of the City, business owners, developers, and property owners, who studied, discussed, held meetings with property owners and interested parties, and recommended an updated plan for consideration of the Planning and Zoning Commission that involved over seventeen (17) months of activities; and

WHEREAS, this seventeen (17) month process created a simplified plan, particularly in terms of the designations of properties located within its boundary, set better standards and guidelines, and addressed the areas identified for improvement within the current document, which included the number of commercially-designated sites within the Town Center Area, the creation of more residentially designated parcels of ground, and defined the Pond Historic District better from the standpoint of regulations and practices for its use; and

WHEREAS, the Town Center Advisory Panel (TCAP) completed this update process in October 2009 and forwarded to the Planning and Zoning Commission a report on this matter for its review and action shortly thereafter, which is required under State Statute, to hold a public hearing on this matter and act upon it; and

WHEREAS, the Planning and Zoning Commission held a public hearing on this updated and modified plan on November 16, 2009 and heard a number of comments from a group of property owners regarding the Regulating Plan and its impacts upon them, which led this body to hold a series of work sessions over the course of the next three (3) months to obtain a better understanding of the proposed changes in this document; and

WHEREAS, with three (3) work sessions held over this timeframe, the Planning and Zoning Commission concurred with the Department on certain changes involving properties located along State Route 109 and Eatherton Road and their respective Regulating Plan designations and ultimately authorized the final document by a 6 to 4 vote on March 1, 2010; and

WHEREAS, with this action, the Planning and Zoning Commission noted in its support of the change to the Town Center Plan the following reasons: (1.) the work of the volunteer panel had achieved the goals set by the public during the input sessions held as part of this update process; (2.) the updated plan was easier to use and provided a simpler representation of properties and their future use than previously provided in the original plan; (3.) the changes encouraged more residential uses in the Town Center Area, while focusing future commercial development in the City's growing Downtown District; (4.) the Street Network Plan remained unchanged, given the success of its application and development in the Town Center Area; and (5.) the Neighborhood Design Standards and Architectural Guidelines were revised to

ensure that current 'best practices' remained, while improving on some requirements, based upon a ten (10) year application history; and

WHEREAS, with the Planning and Zoning Commission's action on the updated plan on March 1, 2010, the document was changed and the City's Master Plan was also modified in accordance with State Statute in this regard; and

WHEREAS, the Planning and Zoning Commission forwarded its Letter of Recommendation on this matter to the City Council for its consideration, both as an action under State-enabling legislation and for consideration of adoption of changes to the Comprehensive Zoning Plan of the City's Charter, which is the Conceptual Land Use Categories Map of the Master Plan; and

WHEREAS, the City Council held a public hearing on this matter on March 8, 2010, where it heard comments, questions, and concerns about the updated plan, particularly from the owner(s) of the Jones Family Properties (Property #3), who expressed reservations about the development potential of the lots; and

WHEREAS, as alterations to the land use designations on this property were discussed with the City Council, none of them obtained the needed super-majority of members to be approved and adopted, which led to a series of delays; and

WHEREAS, after almost thirty (30) months of time, numerous hearings, meetings, and legislative actions, the City Council agreed to ratify and adopt the Town Center Plan, excepting this property and three (3) other sites, and referred all of them to the Planning/Economic Development/Parks Committee for further review and recommendation; and

WHEREAS, the Committee did review these properties, including the Jones Family Properties (Property #3), and, for them, did recommend the current designations adopted by the Planning and Zoning Commission be altered, which would increase the overall area of the 'Neighborhood Edge' District designation on the subject site, while reducing a corresponding amount of the 'Neighborhood General' District designation thereon as well, so as to provide more similar uses, in this case, single family dwellings on individual lots next to existing homesites of a similar character; and

WHEREAS, the action of the Committee was by a vote of 4 to 3 (lacked a majority), which was then forwarded to the City Council for its discussion at a meeting on June 24, 2013, where the members, by a vote of 14 to 0, agreed to refer the entire matter to the Planning and Zoning Commission for its consideration, recommendation, and action regarding these changes to the Jones Family Properties (Property #3); and

WHEREAS, the Planning and Zoning Commission held a public hearing on September 16, 2013 and accepted testimony and supporting documentation at that time, which led the members to agree with the recommendation of the Planning/Economic Development/Parks Committee on the proposed alterations to the land use designations for future use of this Town Center tract of land; and

WHEREAS, after the conclusion of its discussion on this matter, the Planning and Zoning Commission completed its review with the forwarding of its Letter of Recommendation to the City Council on October 7, 2013 for a planned public hearing to be held on October 14, 2013, which occurred; and

WHEREAS, the outcome of this hearing process was the City Council authorizing the preparation of legislation to ratify and endorse the Planning and Zoning Commission's action in this regard, while authorizing the corresponding changes to the land use designations associated with the City's Comprehensive Zoning Plan, which was all achieved by a vote of 13 to 2; and

WHEREAS, this action being consistent with State Statute, Chapter 89 of the Missouri Revised Statutes, and the Charter and determined to be in the best interest of the public's health, safety, and welfare.

THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WILDWOOD, AS FOLLOWS:

Section One. This amendment to the City's Town Center Plan, specifically the Regulating Plan component of it, previously adopted by the Planning and Zoning Commission on March 1, 2010, and attached hereto and incorporated herein, are hereby ratified and confirmed, as part of the City's Master Plan – "Neighborhood General and Neighborhood Edge Districts."

Section Two. Pursuant to Section 3.9(B.) of the City Charter, the Comprehensive Zoning Plan is hereby amended to reflect a modification made to the Regulating Plan of the Town Center Plan that was recommended by the Planning/Economic Development/Parks Committee and adopted by the Planning and Zoning Commission, which establishes how the development of this property (Property #3) will be reviewed and considered by the City in terms of authorized uses, neighborhood design standards, architectural guidelines, street specifications, and streetscape requirements, all in accordance with the stated objectives of the amendment and the contemporaneous amendment of the Master Plan.

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 9 day of DECEMBER, 2013, 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

City Clerk

WILDWOOD

October 7, 2013

The Honorable City Council
City of Wildwood, Missouri
16860 Main Street
Wildwood, Missouri 63040

Council Members:

The Planning and Zoning Commission has completed its review of this proposed change to the City's Master Plan and Comprehensive Zoning Map and prepared the following recommendation, along with its associated action regarding it, for City Council's consideration. This recommendation on this matter, with the accompanying action, have been 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 associated action are as follows:

Petitioner:	**P.Z. 9-13 City of Wildwood City Council c/o the Department of Planning**
Request:	The consideration of an amendment to the Town Center Regulating Plan (Land Use Designations) by increasing the area of "Neighborhood Edge" District Permitted Uses on the **"Jones Properties" (Property #3)**, with a corresponding reduction in the area of "Neighborhood General" District designation. These properties are currently designated 'Neighborhood Edge District' and 'Neighborhood General'; under the Town Center Plan's Regulating Plan, which was adopted by the Planning and Zoning Commission on March 1, 2010. However, a Committee of City Council has recommended the modifications to the land use designations referenced herein
Location:	The subject properties of this request are - 2567 Taylor Road, 2350 Eatherton Road, 2344 Eatherton Road, 2531 Taylor Road, 16721 Manchester Road, 2555 Taylor Road, 16602 Overlook Hills Drive, and 16618 Overlook Hills Drive; located on the north side of State Route 100, east of State Route 109 (Locator Numbers: 23V310064, 23V230041, 23V230050, 23V240327, 23V330233, 23V330022, 23V330031, and 23V330215)
Zoning:	*Twelve (12) Acre Portion of the Site*: R-4 7,500 square foot Residence District, with a Planned Residential Development Overlay District (PRD); and *Majority of the Site*: R-6A 4,500 square foot Residence District and the R-3 10,000 square foot Residence District, with a Planned Environment Unit (PEU). All of these zoning districts and special procedures permits are defunct due to non-compliance with timelines associated with them.
Land Use Designations:	**Planning and Zoning Commission** – Town Center Conceptual Land Use Category, with Neighborhood General and Neighborhood Edge District Permitted Uses - 2010/**City Council** – Town Center Conceptual Land Use Category, with Workplace, Neighborhood General, Neighborhood Edge, and Open Space District Permitted Uses - 1998
Location:	Northwest corner of the intersection of State Route 100 and Taylor Road

Tract Size:	66 acres
Ward:	Five
Public Hearing Date:	August 5, 2013
Decision Date on Information Report:	September 16, 2013 – Approval of the Department's recommendation by a vote of 9 to 1 (Ayes – Lee, Topik, Peasley, Gragnani, Archeski, Bauer, Geile, Woerther, and Bopp/Nays – Finnegan)
Decision Date on Letter Of Recommendation;	October 7, 2013 - Approval of the Letter of Recommendation by a vote of 9 to 1 (Ayes – Lee, Topik, Peasley, Gragnani, Archeski, Bauer, Geile, Woerther, and Bopp/Nays – Finnegan)
Report:	Attachment A
Recommended Regulating Plan:	Attachment B
PEP Recommendation Report:	Attachment C
Background Information:	Attachment D

Copies of the City of Wildwood's Master Plan and Charter are on file with the City Clerk and available for inspection at City Hall, 16860 Main Street, Wildwood, Missouri 63040, during normal business hours.

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 Weiss, Planner – Zoning
Bill Jones, Jr. – Property Owner and Applicant

ATTACHMENT A

HISTORY/BACKGROUND - The eight (8) properties that are owned by the Jones Family have had a moderate zoning history, before, and after, the incorporation of the City in 1995. The major event relative to these properties' zoning history relates to a set of petitions filed on this site by a residential developer in 1994, which sought the authorization to develop it with over five hundred (500) residential units. These units were a mix of types, with single family detached dwellings and multiple-family buildings. This set of petitions also included land area not under the direct ownership of the Jones Family. Along with the

standard improvements associated with any residential rezoning in the unincorporated St. Louis County, the extension of the Pond-Grover Loop Road was programmed, as part of this proposal. This loop road concept was part of the St. Louis County Department of Highways and Traffic's Highway System Plan and was intended to relieve congestion at the intersection of State Routes 100 and 109 – a major activity node that had been identified in the County's General Plan.

The rezoning of this tract of land was completed by the St. Louis County Council and the submittal of the required Site Development Plan followed by the petitioner. The submittal of this plan occurred after the incorporation of the City of Wildwood had been approved by the voters, but prior to the date that had been set for its formal establishment – September 1, 1995. The St. Louis County Department of Planning, along with other County departments and related service providers reviewed this plan, but it was never recorded before the incorporation date, given one (1) of the multiple owners of property that formed the overall tract of land would not sign it. Without full concurrence of all property owners, the final step in the zoning process could not be completed. Shortly thereafter, the City of Wildwood was incorporated. With the incorporation of the City, only projects holding valid building permits were deemed to have vested rights, so this development, although far along in the zoning process, was not considered to have clear rights to proceed, as planned by St. Louis County.

In light of this situation, the City, as part of the development of its Master Plan, did include these properties in the Town Center Category, which was recognition of its current zoning designations and a desire to limit the impact of Wildwood's incorporation on property owners with existing land use authorizations and avoid future litigation. Once part of the Town Center boundary, these properties were included in the overall Town Center Charrette held by Andres Duany and Associates and was finally designated a mix of land use designations under its Regulating Plan component. These categories included Open Space, Workplace, Neighborhood General, and Neighborhood Edge. This mix of potential land use options was authorized in 1998, with the final adoption of the Town Center Plan by the Planning and Zoning Commission, and its ratification and endorsement by the City Council, and was intended to allow an almost neighborhood environment, with a variety of housing, opens space, and services all within this defined site.

A number of development interests over the years have considered this site for potential uses, but only one (1) proposal has been submitted to the City for its consideration. This proposal was submitted by a residential developer and the owner of the property to allow for single family detached dwellings on individual lots to be constructed on approximately 12.5 acres of the overall site. The proposal was consistent with the Regulating Plan designations for this portion of the overall site and eventually a zoning change, with a Planned Residential Development Overlay District (PRD), were approved by the City Council, thereby allowing its development for up to forty (40) units. A major component of this development was the construction of a large length of the Pond-Grover Loop Road. The development was in the process of completing the Site Development Plan, which was stopped and never completed. Since that time, approximately 2006, no other formal submittals have been considered on this property by the City of Wildwood.

SUMMARY TIMELINE - A timeline of the land use and zoning history of these properties relative to the City of Wildwood is provided below:

Date – Event	Zoning Action or Consideration
September 1995 – City incorporates from unincorporated St. Louis County	City of Wildwood incorporates and adopts all St. Louis County existing zoning designations for all properties within its boundaries. Jones Family Properties are zoned R-3 10,000 square foot Residence District and R-6A 4,500 square foot Residence District, with a Planned Environment Unit (PEU), at this time.

Date – Event	Zoning Action or Consideration
1996 to 1998	Master Plan and Town Center Plan are developed and adopted by the Planning and Zoning Commission and ratified and endorsed by the City Council, with these properties included in the Town Center boundary.
April 2004	Twelve point five (12.5) acres of the site is rezoned to accommodate up to forty (40), single family dwellings, but the Site Development Plan process is never completed and the project does not start.
February 2006 – Adoption of the ten (10) year update to City's Master Plan	Master Plan update retains the properties in the Town Center Area.
October 2009	The Town Center Advisory Panel (TCAP) adopts its recommendations regarding the update plan and the Jones Family Properties are designated a combination of Neighborhood General and Neighborhood Edge Districts.
March 2010	The Planning and Zoning Commission adopts the updated Town Center Plan, which, with this action, changes the designation of these properties to a combination of Neighborhood General and Neighborhood Edge Districts.
March 2010 to October 2012	City Council debates the merits of certain land use changes, including the Jones Family Properties.
November 2012	Jones Family Properties to be studied by Planning/Economic Development/Parks Committee, starting with a public hearing on the matter.
January 2013	Public hearing to be held by the Committee of the City Council on Property #3.
February through June 2013	Committee meetings held on Property #3 (June 18, 2013 meeting resulted in a recommendation to the City Council – see endnote on Page 7 of this report for the complete text of this recommendation from the Committee).
July 2013	City Council receives Committee's report and recommendation and refers to the Planning and Zoning Commission for consideration and action.
August 2013	Public Hearing held by Planning and Zoning Commission on matter.

DEVELOPMENT CONDITIONS ASSOCIATED WITH THE SITE – Currently, the Jones Family Properties are primarily vacant land area consisting of a mix of grasses and trees. Three (3) single family dwellings are located on three (3) of the eight (8) lots that forms this overall tract of land, while remaining five (5) lots are vacant. Much of the boundaries of the site, particularly to the east and north, are well-established residential subdivisions, such as the Evergreen Subdivision. To the south of the easternmost end of the subject properties, development of the City's Town Center has been underway and in its vicinity the Dierbergs and Wildwood Town Centers have been developed by Dierbergs Markets and Koman Properties. This development pattern has led to the installation of a traffic signal at State Route 100 and Taylor Road, which does benefit the subject site in terms of future access. Other observations about this property are as follows:

1. The site has varying topography, excepting one (1) location on the property, and has favorable areas for development under the Town Center Plan's standards and guidelines.
2. The site is surrounded by a mix of residential uses, at varying densities, and State Route 100.
3. The shape of the site, a long rectangle, that parallels State Route 100, presents some unique development considerations for any interested party.

4. The location of the planned extension of the Pond-Grover Loop Road is at one (1) of the poorer locations on the site due to an ephemeral drainageway and areas of greater slopes.

CURRENT REQUEST UNDER CONSIDERATION - The Planning and Zoning Commission is being asked to consider changes to the Regulating Plan of the Town Center Plan that have been recommended by the Planning/Economic Development/Parks Committee of City Council, which differ in terms of the type and extent of certain land use categories associated with specific areas of the property. The Planning and Zoning Commission adopted the current version of the Regulating Plan of the Town Center Plan in March 2010, which differed from the 1998 version of it that was part of the original Town Center Plan. The 1998 version was retained by City Council, despite the action of the Planning and Zoning Commission in 2010, which led to these properties holding two (2) different land use options for future use, which the Planning/Economic Development/Parks Committee was attempting to reconcile by its review and recommendation. The reconciliation led to a different version of the Regulating Plan for this property, which is now the subject of this hearing and associated review.

As part of the Committee's recommendation on this matter, which is attached to this report, the members noted several points relevant to this site, which include the following:

a. That no allowances be accommodated on the site for a "Downtown" District designation.
b. That houses would be placed within the eastern and northern areas of the site, abutting the same land use pattern that currently exists there, but allow the multiple-family locations to be sited along the western and southern sectors of the properties.
c. That proposed roadways to serve this site be designated at different hierarchies to limit associated impacts from their construction and eventual use.
d. That certain standards be retained for building and structure design and placement, but ensure compatibility of any project with surrounding land use.

To accomplish these desired points in terms of the future use of these properties, the attached map reflects the proposed changes to the land use designations. With a greater extent of 'Neighborhood Edge' District and a lesser area of 'Neighborhood General' District, the layout of these designations is intended to provide greater protections to the surrounding, established neighborhoods, while offering some flexibility regarding the hierarchy of roadways within the site and their respective designs and locations therein as well.

ANALYSIS – Land Use Designations - The Planning and Zoning Commission would note that it has been considering the land use issues associated with this parcel of ground, since the update of the Town Center Plan was completed in March 2010. Additionally, the Commission has also been updated regularly regarding the discussions being held by the City Council and the Committee by the Department of Planning. Therefore, from these updates and past discussions regarding this parcel of ground, the Planning and Zoning Commission does support the recommendation of the Planning/Economic Development/Parks Committee and has acted to approve the change in the Regulating Plan Map of the Town Center Plan for this sixty-six (66) acre site to correspond to it.

Again, in providing the context of this recommendation and the accompanying action, the Planning and Zoning Commission has decided the designations for future land use on the Jones Family Properties, as has been recommended by the Planning/Economic Development/Parks Committee of City Council, are appropriate and based upon the needs of Town Center and the comments of nearby homeowners. To this end, the Commission supports its action, as shown on the attached map, for the following reasons:

1. The property has never had a commercial zoning district designation, including the time prior to the incorporation of the City of Wildwood. St. Louis County zoned the property for a five hundred (500) unit residential project, which included the Strain Property as well (77 acres in overall size). The designation of the westernmost end of the property for 'Workplace' District uses in 1998 by the City of Wildwood reflected the ownership of the property across Eatherton Road from it by St. Luke's Hospital and managing land use changes behind the buildings, not at the fronting street.
2. The property has always been part of the Town Center boundary and can accommodate its type and level of development requirements, given its favorable access, visibility, utility services network, topography, and location, when considered from a residential perspective, principally due to the surrounding land use pattern.
3. The potential authorization of any commercial type land use designation on the property would further complicate the development of existing designated sites located on the south side of State Route 100 by offering more options and competition in this regard. If allowed and developed as such, the core downtown area would eventually become fragmented.
4. The authorization of 'Downtown' District activities at the Taylor Road/State Route 100 intersection would be the first time the City of Wildwood has allowed this land use category on the north side of this State arterial roadway, while all existing commercial designations were approved by St. Louis County. Such an action would be considered precedential to the Commission.
5. The revised layout of a greater area of 'Neighborhood Edge' District designations mirrors the surrounding residential communities much better and provides an improved transition between the new and old development patterns of the area.
6. The combined land use designations of this property are an upgrade over those categories approved in 1998.

With the increase in the area of 'Neighborhood Edge' District and a lesser amount of 'Neighborhood General' District, but still substantial in size, the development of this property can be accomplished in a compatible manner to the long-standing residential communities that border this site, increases the number of new households for the City of Wildwood's Town Center Area, and create an opportunity for the property owners to market the site, with greater flexibility and densities for future users. Given these characteristics, the Planning and Zoning Commission has adopted the attached map, identified as Attachment B of this report, as the required land use designations of the Regulating Plan of the Town Center Plan for the Jones Family Properties.

Design Considerations - The Commission would note there were a number of other issues that have been discussed about this site over the last year. These issues, although important, were not necessarily the focus of the discussions held on this property over this same timeframe, but do need some clarification for the purposes of this current action taken by the Planning and Zoning Commission. Those issues that were identified included the following:

1. **Pond-Grover Loop Road** - the extension of this roadway from State Route 100 to the north, and through this site, has generated a great deal of discussion due to its perceived impact on surrounding homesites. The impacts that have been discussed relate to the noise, intrusion, lights, and loss of open space associated with its planned construction. The Commission has noted this roadway is identified in the original Town Center Plan as being a primary street for this special area of the City. This extension has always been considered necessary, as part of the roadway system serving Town Center, the most recent recommended approach to its development is not to necessarily set its alignment in a particular location on this site, but rather let the location of this roadway be more a function of the development that is proposed there. This approach allows for more flexibility for the developer in designing the site, while still guaranteeing a connection from

State Route 100 to the north. Design components of this roadway, regardless of planned location, will be respectful of surrounding owners and also pedestrian and bicycle-friendly.

2. Design Criteria for Development - the designation of these properties for certain land uses sets forth requirements for how future improvements must be designed and placed upon them. These design standards and guidelines ensure the New Urbanism concept is maintained and the character of the project is in keeping with this high level of function and aesthetics. It is important to note that certain concerns have been raised with these standards and guidelines, which need to be addressed as follows:

    a) The allowance for commercial activities in the 'Neighborhood General' District is limited to the first floor of apartment buildings only and must include multiple stories of residential units above it. Therefore, not all locations of the site would be suitable for apartment uses, and the potential associated commercial activity.
    b) The 'Neighborhood General' District does now allow for buildings to exceed four (4) to five (5) stories, but, again, only apartment-types. All other buildings are limited to three and one-half stories, as has been the case, since the initial adoption of the Town Center Plan in 1998.
    c) The allowances for this four (4) to five (5) story height of apartment buildings would be reviewed, if requested by a developer, relative to surrounding land uses, viewscapes, and orientations relating to their respective locations.
    d) The revised Town Center Neighborhood Design Standards require improved compliance to the Natural Resource Protection Standards than in the past. The application of these standards will limit impacts in the environmentally sensitive locations on the site.
    e) The stormwater management standards and criteria of the Town Center Plan do match the requirements of the Metropolitan St. Louis Sewer District, which also now treats water quality components in the design of facilities and improvements.
    f) The standards and guidelines still encourage parking for residential units to be accessed via a service lane or alley.
    g) The standards and guidelines have graduated requirements for open/public space based upon type and number of units, but does require the provision of useable areas for the benefit of the public.

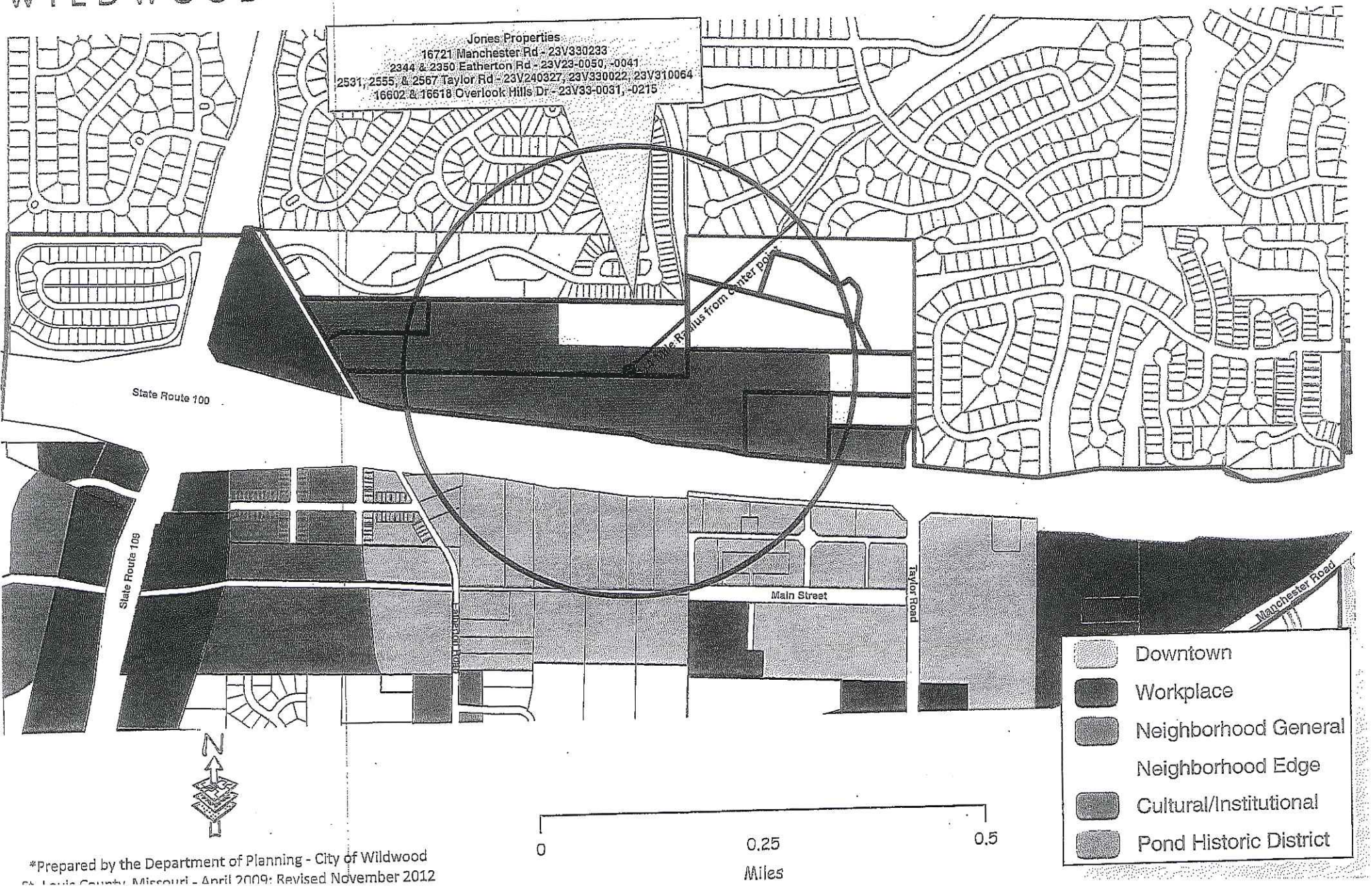
The updated Town Center Plan remains committed to protecting surrounding neighborhoods from undue intrusions from new development in this area, while allowing property owners and developers greater flexibility in the design, composition, and placement of improvements upon planned development sites.

SUMMARY AND RECOMMENDATION - The Commission was, and remains, cognizant of the competing perspectives the owners of these properties have relative to the residents that now adjoin the overall site. These competing perspectives are not unusual or unique to the City of Wildwood, but strikes at the core of why this area became a City and chose not to remain under St. Louis County's land use jurisdiction. This core value was to provide residents a true place in the decision-making process relating to land use and, once adopted, follow those land use plans of the City in taking actions and remove the subjectivity of such a process, as much as possible, which is inherent to it. That core value remains the primary focus of City officials to date. In applying this value, the Commission is recommending the site retain a high-level of potential utilization, but that a better transition of uses be required, particularly where long-standing residential neighborhoods border the property. With an increase in the 'Neighborhood Edge' District and a lesser amount of 'Neighborhood General' District, all parties benefit from this property's location in the Town Center Area.

ATTACHMENT B
Recommended Regulating Plan

WILDWOOD

Proposed Modification to 2010 Town Center Regulating Plan Map
Jones Properties (per P/E/P)



*Prepared by the Department of Planning - City of Wildwood
St. Louis County, Missouri - April 2009; Revised November 2012

Kathy Arnett

From: Kathy Arnett
Sent: Friday, July 08, 2016 10:03 AM
To: Pond-Grover Loop Road Committee; Council Members
Cc: Joe Vujnich; Rick Brown; Ryan Thomas
Subject: Comments from Pond-Grover Loop Road Committee Meeting
Attachments: Comments from 6-28-16 meeting without speaking at meeting.pdf

Per Committee Member Sinden's request, attached are comment cards from the last meeting of the Pond-Grover Loop Road Committee meeting that were submitted, but requested not to speak. This information will also be part of the meeting minutes.

Let me know if you have any questions.

Sincerely,
Kathy

Kathy Arnett
Assistant Director of Planning & Parks
City of Wildwood
16860 Main Street
Wildwood, MO 63040
kathy@cityofwildwood.com
636-458-0440 x135

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

Date: 6-28-16

Pond-Grover Loop Road Committee
COMMENT/SPEAKER'S CARD

Name: Christine Walker

Address: 16616 Green Pines Dr

Zip Code: 63011 Telephone: 636 458 3540

E-mail address: christine walke@gmail.com

Organization or Group, if any, you are representing:
none

(please identify here if you are the petitioner)

☒ Check here if you *do not* want to speak at this meeting, but would like your comments included in the official record (please use back of card for comments)

After studying the traffic study from last meeting, I am happy & relieved there would be a significant reduction of traffic on my street Green Pines Dr - If - Pond Grover Loop is extended.

I would therefore like to see Pond Grover Loop Extended. Please consider the families of Green Pines

Furthermore, I like the idea of using calming effects on future traffic like the traffic circles.

(1)

Date: 6/28/16

Pond-Grover Loop Road Committee
COMMENT/SPEAKER'S CARD

Name: Denny Welker

Address: 16903 Westridge Oaks Dr

Zip Code: 63040 Telephone: 314-703-6984

E-mail address: dwengdesignsource.com

Organization or Group, if any, you are representing:
N.A.

(please identify here if you are the petitioner)

☒ Check here if you *do not* want to speak at this meeting, but would like your comments included in the official record (please use back of card for comments)

Why is the community still debating this issue? This road extension has been in the City's Transportation and Master Plans for over 20 years. All residents along the existing roadway have known its extension was planned and likely to happen. They can't claim ignorance or surprise at the extension. It's time for our elected officials to do the "right thing", not bend to the loudest voices. 3 minutes on emergency response time is critical.

Denny Welker

Date: 6-28-16

Pond-Grover Loop Road Committee
COMMENT/SPEAKER'S CARD

Name: Tim Gau

Address: 3427 Forest Leaf Pkwy

Zip Code: 63011 Telephone: 314-363-3369

E-mail address: timothygau@gmail.com

Organization or Group, if any, you are representing:

X

(please identify here if you are the petitioner)

☒ Check here if you *do not* want to speak at this meeting, but would like your comments included in the official record (please use back of card for comments)

- Will Stop sign vs roundabout be safer for walkers, esp. Green Pine Kids?
  - which slows traffic down more?
- I am for extending PGL. People have known about it for a long time but I am not for extending Birch Forest. Reason is I believe this will increase school traffic for Forest Leaf which is front yard traffic and doesn't have anywhere near the amount space that PGL has/will have.
- PGL will help Town Center, Birch Leaf Kids to Green Pines and help relieve Forest Leaf + Westglen BUT Birch Forest
- There was a lot of negative comments from people along Sandalwood? Saying they are the only ones effective but as the PGL study shows there will be less traffic for Westglen + Forest Leaf. When I moved in 5 6 years ago we were told of the possiblity of the extension. Our Friends moved in the winterleaf (and would be effective) in 2000 and were told about PGL.

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 6:00 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: forward to road committee and council

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

From: Debra McCutchen <debra1447@sbcglobal.net>
Date: July 26, 2016 at 5:25:37 PM CDT
To: Elizabeth Weiss <liz@cityofwildwood.com>
Subject: forward to road committee and council
Reply-To: Debra McCutchen <debra1447@sbcglobal.net>

Paula Clark <pckjclark@yahoo.com>

Today at 5:00 PM

Debra ,
Thank you for your tireless efforts on behalf of the neighborhood.
Below are my comments for the council.

I attended the December Wildwood Council meeting to speak as a resident of Hickory Manor NOT in favor of the extension of a Pond Grover Loop.
In December of 2015 Andy Keithley a LHS student was killed in an accident on Shepherd Road. In April of 2016 Rachael Bick a Babler Elementary 7 year old was killed on Highway 109.
Wildwood needs to ensure safer roads.
Numerous reports show the homes can be built without the extension and a price tag of $1 million is completely unnecessary.
I am a preschool teacher and daily I see the world changing and robbing our children of a childhood.
I bought my home 6 years ago so my children could walk to LHS. I enjoy watching neighbors walk their children to school on bikes and scooters. The extension would take away these opportunities.
LHS is the only high school in the area that holds a Homecoming parade through our neighborhood.
Please vote to maintain this Wildwood neighborhood and community.

Thank you for your consideration.

Paula Clark
16916 Hickory Crest Drive

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 6:00 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: not sure I forwarded this

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

From: Debra McCutchen <debra1447@sbcglobal.net>
Date: July 26, 2016 at 5:23:00 PM CDT
To: Elizabeth Weiss <liz@cityofwildwood.com>
Subject: not sure I forwarded this
Reply-To: Debra McCutchen <debra1447@sbcglobal.net>

Hello,

I want my comments read BEFORE a vote is taken during the "Public Comment" time.

Once again, I am expressing my opposition to the extension of the Pond Grover Loop extension that is falling on deaf ears of our government. It is not in the best interest of the citizens of Wildwood to waste City funds on this project in the interest of a small minority of people who seem to think it is a good project, so, they can get to the grocery store faster.

It is a waste of tax money, it is creating a highway through the backyards of established homes, in the interest of those passing through, bypassing 109/100. It will greatly affect the noise, light, and, sound pollution of residents that have already made their homes here. It will also create a dangerous area for the children, and, walkers who frequent PGL.

Attached is a picture of the creek, and, land area behind our home during a rain storm. We sit at the lower part of the hill of the same hill where PGL will begin, coming off of Green Pines. The creek runs normally in the distance, the top part of the picture. But, during heavy rain storms, the water run off is too much, and, the area floods behind our home. I have seen it happen many times, and, thankfully, it has not reached our home. However, if this project is allowed to happen, I am certain that the run off will be greater, since there will not be a watershed to absorb the rain quickly. Instead there will be concrete that will funnel the rain to the area behind my home, and, other homes that abut the creek, along Evergreen Forest Court, Evergreen Forest Drive, and, Green Pines Drive.

A vote for this extension is a slap in the face of homeowners along this corridor, who have invested their time, money, and, love into their homes. It will lower our property value by running a highway bypass through this area.

This is not for the greater interest, but, for the interest of a few.

Paul & Melissa Akkerman
2408 Evergreen Forest Ct.

THOMAS SMITH <12TSmith@msn.com>
To
Debra McCutchen
Today at 4:37 PM

I would again like to express my opposition to the extension of PGL. From the beginning this road has felt shoved down the throat of the residence and I feel I speak for several of my neighbors when i say it feels like minds are already made up and what we're expeessing is not being given much thought. The road is not necessary to the new development and to incur the cost that has been outlayed is not fiscally responsible. As residence of this ward and city we expect our opinions to be heard and considered, WE have voted in the council members who have promised to look out for us and give these matters a fair process, which this has not been. I would ask you to consider again is it absolutely necessary to spent several millions of OUR taxpayer dollars on a road that provides some convenience but is not required or necessary, that answer is no. We have signed petitions, sent emails, voiced opinions (when allowed) and still this extension inches forward. If this is approved in the future I would never vote for any member that votes to approve this road as i would feel you have not done your most basic duty as an elected official, which is to be a voice for the citizens you represent.

Thanks for your consideration,

Tom

Kathy Arnett

From:	Elizabeth Weiss
Sent:	Tuesday, July 26, 2016 6:00 PM
To:	Council Members; Pond-Grover Loop Road Committee
Subject:	Fwd: Pond-Grover Loop Road Committee to vote on proposed extension on Tuesday, July 26th

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

From: Debra McCutchen <debra1447@sbcglobal.net>
Date: July 26, 2016 at 4:46:27 PM CDT
To: Elizabeth Weiss <liz@cityofwildwood.com>
Subject: Fw: Pond-Grover Loop Road Committee to vote on proposed extension on Tuesday, July 26th
Reply-To: Debra McCutchen <debra1447@sbcglobal.net>

Please forward to road committee and council

On Tuesday, July 26, 2016 3:28 PM, "theresa@techd.com" <theresa@techd.com> wrote:

> Hi Debbie,

We are in Florida so I will not be able to attend this important meeting. Please accept my comments as follows.

* Extending the Pond-Grover Loop is not necessary. There are several options already in place to take drivers from highway 100 to 109 and surrounding neighborhoods. It would be a waste of money to extend the road. Funds could be spent otherwise in ways that promote the healthy, natural environment that Wildwood is founded upon. For example, a park in Ward 5 would be wonderful!

* Traffic is a major concern. School children and their families use the Pond Grover Loop to walk to and from Green Pines during the school year. Dog owners with their pets and walkers/runners are constantly seen on the road, any time of day. Extending the loop will create more traffic and make such a simple task of pedestrian rights very difficult. This seems to, again, go against what the city of Wildwood stands for. It really saddens me to think of this.

* In addition, throughout this process, there has been little support for the extension of the PGL by the residents of Ward 5. Where is the peoples' voice in this issue? As i have followed the discussion surrounding the possible extension, it seems to me that the voices of those most affected has been ignored. That saddens me even more that the traffic the extension will create. The time is now to do what is right for the people you represent.

Thank you for your consideration and support in voting against the PGL extension,

Theresa Swoboda
16858 Hickory Trails Lane
Wildwood, MO 63011

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Tuesday, July 26, 2016 5:31 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	Completion of Pond-Grover Road
Position on Request	Support
General Comments	I live on Westglen Farms Drive so I know quite well how heavily traveled this road is. Pond Grover Loop Road should be completed to reduce traffic on our street that is used so much as a cut-through between Manchester Rd/Hwy. 100 and Clayton Road. It is a known fact that the amount of traffic also reduces our property value. We need relief and we need it now! Please forward my email to the Committee and Council and let them know that those of us who live on Westglen Farms Drive fully support this measure. Thank you, Thomas Halbert 2508 Westglen Farms Drive 636-458-8570
Suggestions	*Field not completed.*
	(Section Break)
Name	Thomas Halbert
Address	2508 Westglen Farms Drive
City	Wildwood
State	MO
Zip	63011

Phone Number	636-458-8570
Email	tjhalbert@yahoo.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Thomas Halbert <tjhalbert@yahoo.com>
Sent: Tuesday, July 26, 2016 5:23 PM
To: Kathy Arnett
Subject: I support the completion of Pond Grover Loop Road!

Hi Kathy,

I live on Westglen Farms Drive so I know quite well how heavily traveled this road is.
Pond Grover Loop Road should be completed to reduce traffic on our street that is used so much as a cut-through between Manchester Rd/Hwy. 100 and Clayton Road. We need relief and we need it now!

Please forward my email to the Committee and Council and let them know that those of us who live on Westglen Farms Drive fully support this measure.

Thank you,

Thomas Halbert
2508 Westglen Farms Drive
636-458-8570

Elizabeth Weiss

From: Betsy Vanderheyden <betsy@vanderheydens.net>
Sent: Tuesday, July 26, 2016 3:17 PM
To: Elizabeth Weiss
Subject: Revised letter/ had August instead of July as date

July 26, 2016

Dear Wildwood City Council Members,

For over a year, a dedicated group of Ward 5 citizens I affectionately call the "incorporation reincarnation" has worked tirelessly attending PNZ, council and committee meetings. We've written emails and even held outreach information stations the past two weekends to connect with residents who have a huge stake in what happens at the Pond Grover Loop terminus but hadn't focused their attention on the issue.

Many residents were appalled when former Mayor Woerther established the Pond Grover Loop committee back in January which was, from the beginning, a rigged process. He chose not to appoint Debra McCutchen as a council member and chose 3 other council members who have expressed support for the road. Debra McCutchen was the most qualified council member to serve on this committee and it would have given the committee a sense of fairness and balance. The residents chosen all had strong points of view about the road, but two of those members continued to publicly promote the road after being appointed to the committee, mainly during the Ward 5 campaign for council.

The following is a copy of the email I sent to Mr. Baugus, Mr. Vunich and Mayor Bowlin on August 25, 2016:

With the committee considering a vote at Tuesday's meeting, public comments must be moved to the agenda just after approval last month's minutes. All the other Wildwood committee, commission and council meetings schedule public comments/participation at the very beginning of their meetings or just before a public hearing. Please revise the agenda for August 26 to reflect that.

So far I have not gotten a response. But I just checked the PGL agenda and see that the public comments are still listed at the end. It may not break any city rules or regulations but it clearly shows disregard and disrespect for the citizens of Wildwood and the democratic process. Please consider this tainted process when this committee delivers its recommendation.

Here is a quick list of residents' concerns and reasons for objecting to this road extension:

- increase traffic on existing Pond Grover Loop
- concept plan showing two new roundabouts
- safety of children and adults walking and biking
- Significantly decrease home values of working class families and single individuals who can't afford to have that happen
- Loss privacy, peace and quiet with the removal of trees and green space behind residents' homes; their views replaced with a concrete road
- **Cost of construction of this road to taxpayers** at a time when revenues are in jeopardy from the reduction of the pool tax fund
- **On-going cost of maintaining a new road**
- **Redirecting funds away from badly needed Wildwood road projects/improvements**
- **Waste of taxpayer money for a road that nearly all affected residents do not want**
- Road will generate sound, air and light pollution
- Our green space and mature trees, habitat for wildlife, will be destroyed
- Bright Leaf Development **does not require** the road extension for their project

- Metro West already has 3 access points for the Bright Leaf Development and does not require it; a 4th access planned at Birch Forest; many Wildwood developments have only one entrance/exit (ie. Wildhorse)
- The traffic study didn't consider the additional cars from Bright Leaf using the extension, dumping that traffic onto existing PGL
- There is already a great deal of traffic on Hickory Manor, Sandalwood and the existing PGL; and Wildwood's plan is to create traffic at the backdoors of these residents as well
- There is no Ward 5 public space for the residents adjacent to the PGL terminus

I have only heard one reason from the supporters of extending the PGL: that it would reduce traffic on Fullerton Meadows, Forest Leaf and Green Pines. Those traffic patterns have existed since the roads and houses were built. For those residents who purchased their homes on a street that connects with other streets, traffic is inevitable. The traffic study indicated that if no extension was built the traffic volume would be about the same on adjoining neighborhood roads. I would say to them, be grateful that Wildwood is not proposing to build a road in your backyard!

The PGL committee has not yet convinced most residents that this road should be built. Wasn't that its mission?

Over the weekend I toured some of the lovely subdivisions in our city, particularly off Wildhorse Creek Rd. Why would the residents of Ward 5 be denied the beautiful and quiet amenities that so many in Wildwood enjoy? Our Pond Grover Loop should be completed as a multi-use trail through a wooded area for the enjoyment of nature similar to the trail connecting Garden Valley and Winding Woods subdivisions off 109. Some residents have suggested a fitness trail much like the one at Bluebird Park to promote healthy lifestyles. A sorely needed pocket park and playground for families is a high priority for those living near PGL. This area is perfect for a resident/family-oriented public space.

Please support the residents who will feel the greatest negative impacts from the extension of Pond Grover Loop.

Respectfully submitted,

Betsy Vanderheyden
16560 Birch Forest

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 3:15 PM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: POND GROVER LOOP ROAD EXTENSION OPPOSITION

Per Council Member McCutchen's request, I am forwarding the e-mail below to the Pond-Grover Loop Road Committee members and the City Council.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 2:54 PM
To: Elizabeth Weiss
Subject: Fw: POND GROVER LOOP ROAD EXTENSION OPPOSITION

Please forward to council and road committee

On Tuesday, July 26, 2016 12:50 PM, Russ Roth <russ.roth@sbcglobal.net> wrote:

Wildwood City Council Members:

I am in opposition to the extension of Pond Grover Loop Road.

This is not wanted by residents whose home backs to Pond Grover Loop because of the added traffic, the NOISE pollution and the result of the lowering of my property value.

Elections DO have consequences.

Russ Roth
16928 Kingstowne Place Drive
Sent from my iPhone

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 3:15 PM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: Pond-Grover loop road

Per Council Member McCutchen's request, I am forwarding the e-mail below to the Pond-Grover Loop Road Committee members and the City Council.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 2:52 PM
To: Elizabeth Weiss
Subject: Fw: Pond-Grover loop road

Please forward to the road committee and council

On Tuesday, July 26, 2016 1:06 PM, Kelly Sida <kellyakatiej@icloud.com> wrote:

Hello,
I am e-mailing you to express my sincere disapproval of extending the Pond/Grover loop road. My home at 16008 Sandalwood Creek Drive would suffer irreparable damage if a road is built RIGHT behind it. I will lose much monetary value since there will be no quiet, peace , or privacy. Taxpayers should be asked to vote if they want to spend their money on a road that only MAY help a few. It is not cost effective. I will not use it because it does NOT make my commute east any shorter than the route I already use now. It will only add noise, pollution , and ugly concrete to a beautiful tract of land. I love nature and have enjoyed deer, turkey, rabbits , squirrels , opossums, raccoons,chipmunks, various birds, and even a peacock living in my backyard. Where are these animals going to live if a road steals their habitat? The purpose of calling our city Wildwood is to keep it WILD!! Please think about the long term results on everyone and everything!!! Sadly, I will definitely move away if the road is built. I will also never recommend living in Wildwood to anyone because you will not be practicing what the city was founded for. Have you actually visited the area to see how close and tight this road will be to your citizens? Would YOU want a road built RIGHT behind your home? Do you want to destroy habitat ? Please do NOT let money talk but your conscience and logic instead. I look forward to the road NOT being built so I can live here many ,many more years. Please do the best thing for all and vote NO!!!!

Your very concerned citizen,
Kelly Sida

Phone : 314 650-3459

Email:
kellyakatiej@yahoo.com
Sent from my iPhone

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 3:14 PM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: Please forward these three opposition to road committee and council

Per Council Member McCutchen's request, I am forwarding the e-mail below to the Pond-Grover Loop Road Committee members and the City Council.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 2:50 PM
To: Elizabeth Weiss
Subject: Please forward these three opposition to road committee and council

Dear Wildwood City Council and Subcommittees and Wildwood residents,

The extension of Pond Grover Loop Road (PGLR) behind our houses on Evergreen Forest Drive in Wildwood, such that it links up with the proposed new development of houses, in onerous, unnecessary, and will induce legal action by myself to stop the entire development of the area, including the houses. I will also seek to hold individual members of the decision bodies of Wildwood personably liable if indeed it is established that pecuniary gain was sought through the extension at the cost of other citizens of Wildwood. This personal liability would potentially apply to any subcommittee members that have houses in Wildwood that would have a predicted reduction in traffic flow according to the Revised Traffic Study of PGLR, in that they would be aware in advance of any recommendations of the increase in the value of their houses as a result of the PGLR.

The road extension is unnecessary. The developers have said as such. This extension is being added onto the development of the housing tract even though it is irrelevant to it. Therefore the road extension is being added on as an extraneous clause of the development of the housing tract.
Therefore, I will undertake to sue to stop the entire housing tract development if the City of Wildwood tacks on the extension of the Pond Grover Loop Road to the development of the housing tract.

Instead, if the City of Wildwood approves a bike path, that would be consistent with its previously well-developed and stated plans for preparation of a small neighborhood park, where the Pond Grover Loop heads in the direction of the hill, which was well in place when my family purchased our home. This plan was suddenly scuttled. I suspect the prospect of the housing development may have had to do with this scuttling of the small park.

Regardless of why the City scuttled this small park, a bike path instead is consistent with that previous plan, even if no park is developed there.

Therefore, in order to avoid an investigation into why that park was scuttled, in terms of the City potentially deciding that tax revenue of a new housing development was better for City finances, simply choosing the bike path and no road extension would resolve that.

Otherwise, in my lawsuit, I would add that previous plan as prior indication of the City of Wildwood in terms of building expectations of those buying property in the area.

Should the City build the road extension, and not fully compensate house owners for the obvious decline in property value and the cost of relocating house, then the City would have been willfully involved in dubious misrepresentation of the development of the area.

Therefore the only recourse would be to sue to have the entire housing project stopped, because of the violation of the property owners sanctity of space that was indicated by earlier City action.

In sum, the Pond Grover Loop Road is unneeded for the housing development; it is being added on for the increased value of some homeowners in Wildwood at the cost of others, without full compensation to the others, and so it arguably illegal.
My lawsuit would be in the form of a class-action lawsuit if I can arrange it which I believe I can.

Therefore I urge the City only to build a bike path, which is consistent with the housing plot development and **the statute of incorporation of the City of Wildwood to preserve Greenspace and Green Thoroughfares**, and not accede to add-on demands from residents for an unneeded road extension that the housing developers do not require.

Illegitimacy of Pond Grove Loop Extension Subcommittee and Traffic Study Relevance:

The PGL Committee excludes the Ward 5 representative, a rather hard-to-fathom bias in the decision process. It includes only members who stand to gain in wealth the increase in their house value due to the decrease in traffic on their roads, as made clear in numbers by the recent Revised Traffic Study. This is a wealth based redistribution away from the residents near the Road Extension. Increased Traffic flows by houses suffer a decrease in property value. These are well-known facts about real estate values. Therefore for pecuniary gain, certain factions of Wildwood are seeking to increase their wealth at the expense of the wealth of other residents of Wildwood. This is patently a monetary redistribution that may well be successfully fought through a class-action lawsuit, if that is what the City of Wildwood wishes to engage in.

What the City will be up against in pushing through this road extension is that it is imposing a significant house price decrease on all nearby residents, and decrease in quality of life and safety for our children, to the advantage of other residents with less traffic.

Other residents with a predicted reduced traffic flow will have an increase in their house value and they apparently make up the representation on the Wildwood PGLR extension committee. That is unethical and makes any of their decisions obviously illegitimate.

The sum total of that aggregate house value decrease for us "loser" residents is approximately what it would be worth for us to devote towards any lawyer helping us to fight this unethical plan.

When other Wildwood roads were built, no such City or County –induced private property value redistribution took place since all plans were built into the value of houses as they were built.

Reviving a plan for a road **from a time before Wildwood was established** is legally actionable given the entire circumstances, and I plan to be pursuing such action, as a recent resident of Evergreen Forest Drive who stands to lose some $35,000, as a guess, on the value of my family's house, and the peace of mind of the house that induced us to locate their in the first place (we love the subdivision peacock when he visits, and likely the PGL road will lead to his demise as well). Even a likely 10% average decrease in house prices for all loser households could fund a large legal pot to fight this in court; hopefully more than the cost of Wildwood's newest lawyer.

Killing the road extension and keeping the new subdivision is an easy, thoughtful, ethical, alternative.

Your Sincerely,
Max Gillman
16635 Evergreen Forest Drive.
Show original message
Reply Reply to All Forward More
Pat Rosenblatt <pat.rosenblatt@att.net>
To
Debra McCutchen
Today at 8:07 AM

Deb:

I oppose roundabouts!
I oppose spending tax payers money needlessly!
I oppose turning a "deaf ear" to residents!
I oppose "personal agendas"!

City Council Members:
VOTE **NO** ON THIS UNNECESSARY EXTENSION!!!!!!!

Pat Rosenblatt
16919 Hickory Forest

I oppose the extension of the Pond Grover Loop. It would not be in the best interest for those citizens of Wildwood who would be affected. Please forward my comments to the Road Committee.
As a citizen of Wildwood, I want to make sure that my comment is heard during a "Public Comment" time before a vote is taken!

Joe Bartmess
615 Dartmouth Terrace Ct
Wildwood, MO 63011
(314) 374-6321

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 2:49 PM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: 3 comments in opposition tp pgl extension

Per Council Member McCutchen's request, I am forwarding the e-mail below to the Pond-Grover Loop Road Committee members and the City Council.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 2:45 PM
To: Elizabeth Weiss
Subject: 3 comments in opposition tp pgl extension

please forward to council and road committee

I will try to attend but if I am unable please pass along the fact that this committee was biased towards putting in the PGL road at its inception should they vote to put it in. PGL will bring down property values and the feel of the environment around the road. It is not needed as the new subdivision will already have 2 ingress/egress points and so already complies with the requirements as I understand them.

Thank you,
Roger Pierson
Mark Acree <markacreejr@sbcglobal.net>
To
Debra McCutchen
Today at 12:56 PM

I will be there tonight Deb, but could you please forward my comments below to the council.

My name is Mark Acree, I live at the end of the Cul-de-sak on Evergreen Forest Dr.

To ward 5 representative **Dave Bertolino**, WHERE HAVE YOU BEEN DURING THIS ENTIRE PROCESS?! You have left Deb McCutchen out to dry on this. Your job, first and foremost, is to represent the people of ward 5. Your constituents have made their opposition to this project overwhelmingly clear, and yet you have remained silent. If you plan on running for re-election as a Ward 5 rep, do not plan on running unopposed.

Council Members,
I am opposed to the PGL extension for several reasons, the most important being safety and the additional traffic so close to green pines elementary. Additionally, the Evergreen subdivision will be subject to substantial

increases in noise from vehicle traffic, and the loss of privacy by clear cutting additional forested areas behind our subdivision to make room for this new road. My property value will suffer as a direct result of this road, and the additional homes that the developer has been approved to build right behind my house.

I did not move out to Wildwood to be subject to continuing urban sprawl and houses stacked close together, I could have gotten that in Ballwin for less money. By approving this road and additional home development you are losing the key differentiator that sets Wildwood apart from places like Ballwin and Ellisville.

The idea that this road "absolutely required" is pure nonsense. The people in the immediately affected area have been fine for YEARS without this additional connection to Hwy 100. The other concerns aside, they all take a back seat to one simple fact; the citizens of Wildwood, and most impacted ward 5 residents, have been voicing their opposition to this expansion for MONTHS! The local government's job is to listen to the people, and you are blatantly ignoring us. The manner in which this whole process has been handled is poor, at best. The fact that some mailer notifications were not sent out to ward 5 residents before important committee meetings is reprehensible. Additionally, the actions taken by former mayor Tim Woerther to stack the PGL committee, unabashedly, with committee members who were clearly in favor of the road extension and in no way able to make an unbiased decision is simply dishonorable and underhanded. The depravity of these actions is unconscionable, and I am not proud of my local government in its current state to put it nicely.

I hope reason prevails in the end, and the voice of the Wildwood citizens are heard once again loud and clear. If you believe in a government of, by, and for the people, you must vote no on the PGL extension.

Mark Acree
16630 Evergreen Forest Dr.

Hello,

I want my comments read BEFORE a vote is taken during the "Public Comment" time.

Once again, I am expressing my opposition to the extension of the Pond Grover Loop extension that is falling on deaf ears of our government. It is not in the best interest of the citizens of Wildwood to waste City funds on this project in the interest of a small minority of people who seem to think it is a good project, so, they can get to the grocery store faster.

It is a waste of tax money, it is creating a highway through the backyards of established homes, in the interest of those passing through, bypassing 109/100. It will greatly affect the noise, light, and, sound pollution of residents that have already made their homes here. It will also create a dangerous area for the children, and, walkers who frequent PGL.

Attached is a picture of the creek, and, land area behind our home during a rain storm. We sit at the lower part of the hill of the same hill where PGL will begin, coming off of Green Pines. The creek runs normally in the distance, the top part of the picture. But, during heavy rain storms, the water run off is too much, and, the area floods behind our home. I have seen it happen many times, and, thankfully, it has not reached our home. However, if this project is allowed to happen, I am certain that the run off will be greater, since there will not be a watershed to absorb the rain quickly. Instead there will be concrete that will funnel the rain to the area

behind my home, and, other homes that abut the creek, along Evergreen Forest Court, Evergreen Forest Drive, and, Green Pines Drive.

A vote for this extension is a slap in the face of homeowners along this corridor, who have invested their time, money, and, love into their homes. It will lower our property value by running a highway bypass through this area.

This is not for the greater interest, but, for the interest of a few.

Paul & Melissa Akkerman
2408 Evergreen Forest Ct.
Show original message

- creek 1

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 2:48 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: pond Grover loop ext

Per Council Member McCutchen's request, I am forwarding the e-mail below to the Pond-Grover Loop Road Committee members and the City Council.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 2:40 PM
To: Elizabeth Weiss
Subject: Fw: pond Grover loop ext

Please forward to road committee and council

On Tuesday, July 26, 2016 1:27 PM, Lisa Ruckman <tlruckman@prodigy.net> wrote:

Good afternoon
Debra,

I am highly against the Pond grove loop extension. It is not necessary. My husband Tom and I have lived at our home since November of 1993. Our children have grown up playing in our backyard and the neighbors kids. We moved to Wildwood because of a great area to raise kids and green space. We realize their gas to be changes but also realize this road is not necessary. It will raise our taxes, lower our home values and cause more traffic. Families with young children are moving out of the area for fear of their safety with this road being built. Plus the Brightleaf subdivision developers have said the road is not necessary. Again we a agree with changes but ones that will benefit the community. We have suggested some kind of walking trail or something then more residents of Wildwood would walk to Town center. It makes more sense to us and our fellow neighbors. As you can see if many signatures on the petition. Please have them reconsider their action on pursuing the extension. Again I am Very Against It!!!!!

Please Listen to your community and residents!
Thank you for your help.
Sincerely,
Tom and Lisa Ruckman
314-541-7741

Residents for 23 years!!!
Sent from my iPhone

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 2:30 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: PGL Extension- Recommend a "NO" vote

Per Council Member McCutchen's request, I'm forwarding the e-mail below to the City Council and Pond-Grover Loop Road Committee members.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 2:24 PM
To: Elizabeth Weiss
Subject: Fw: PGL Extension- Recommend a "NO" vote

Please forward to road committee

On Tuesday, July 26, 2016 2:11 PM, Gary Schroeder <gss@davistool.com> wrote:

The Pond Grover Loop Road Committee is meeting this evening. And the committee is voting tonight on this issue.
The outcome is not known by the public, yet. 3 of the committee members, prior to serving on the committee have stated in the past that they are in favor of the extension going through. So the outcome is a little predetermined. However the facts support a NO vote for the Pond Grover Loop Extension.

As stated in the first PGL committee meeting on March 22, here are the process and goals of the committee:
1. To determine if the Road is NEEDED.
2. If needed, to determine how the roadway should be constructed.
3. If not needed, then determine what should happen next.

In the 1st meeting it was also stated that the goals of the committee should match the 5 objectives of the city of Wildwood as listed in the Master Plan:
These 5 Objectives are as follows:
1. Preservation and conservation of the natural environment;
2. Accountability to the people of the area;
3. Residential and commercial development consistent with long-range planning and prudent land utilization;
4. Protection of the greenbelt formed by Babler, Rockwood and Greensfelder parks;
5. The creation of a model community that serves its constituents but minimizes bureaucracy.

Let us review each Wildwood objective and determine if a yes for the PGL extension or a no for the PGL extension best meets this objective.
#1- Preservation of environment- Clearly a NO vote to the PGL, no doubt on this one. A road with all of its runoff is not preserving the environment.
#2- Accountability to people of the area- The people of the area for the PGL extension are those people whose property will touch this road way. The people of the area are those who will have a major road going through their backyards. And these people overwhelmingly vote-NO
#3-Residential development with long range planning and prudent land utilization- Long range planning may imply a road gives greater access, but prudent land utilization would indicate that you don't just put a road in at a cost of $1 million dollars to the city of wildwood for a road "that is not critical for anything". The $1 million price tag for Wildwood's portion of this project is from the committee meetings. The quote of "This connection is not critical for anything" is from Dustin Reichmann of the Lochmueller Group during the committee meetings. Dustin is a Professional Engineer and Traffic Engineering Manager for the Lochmueller Group. He supervised, evaluated and prepared the traffic study report supplied to the City of Wildwood and the PGL committee. Dustin is a traffic expert, familiar with the streets in question and he stated "This connection is not critical for anything". So this should be a definite NO vote as well, but let's call it a draw.
#4- Protection of the greenbelt- This is not really affected either way, but a road is less environmentally friendly than no road. Call it a draw.
#5- Creation of a model community- I have been living at my current residence since 1989 and a resident of Wildwood since it was incorporated. I voted yes to incorporate. I voted yes for this model community. My definition of a model community is one that would not do anything to lower the quality of life for one single resident. Putting the PGL extension through will lower the quality of life for more than 1 resident, more like 100 households and several hundred residents. This is not the definition of a model community. A model community would put a bike/walking path through this strip of land, not a bypass for Hwy 100 to Hwy 109 traffic. Meeting this objective requires a NO vote for the PGL Road extension.

Following the Master Plan objectives for the City of Wildwood results in 3-NO votes and 2-draws for the Pond Grover Loop Road extension.
The PGL road extension meets none of the objectives in our Master Plan.
All I am asking is that you follow the Master Plan objectives and vote NO on the PGL extension.

Thanks for reading,
Gary Schroeder
16642 Evergreen Forest Drive
Wildwood, MO

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 1:02 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: comment opposing PGL extension

Per Council Member McCutchen's request, I'm forwarding the e-mail below to the City Council and Pond-Grover Loop Road Committee members.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 12:47 PM
To: Elizabeth Weiss
Subject: comment opposing PGL extention

Please forward to road committee and council

On Tuesday, July 26, 2016 8:02 AM, Roger W. Pierson <rogerwpierson@hotmail.com> wrote:

I will try to attend but if I am unable please pass along the fact that this committee was biased towards putting in the PGL road at its inception should they vote to put it in. PGL will bring down property values and the feel of the environment around the road. It is not needed as the new subdivision will already have 2 ingress/egress points and so already complies with the requirements as I understand them.

Thank you,
Roger Pierson

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 1:01 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: Pond Grover Loop

Per Council Member McCutchen's request, I'm forwarding the e-mail below to the City Council and Pond-Grover Loop Road Committee members.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 12:44 PM
To: Elizabeth Weiss
Subject: Fw: Pond Grover Loop

Please forward to road committee and council

On Tuesday, July 26, 2016 8:02 AM, Linda K. Jasper <Linda.Jasper@lhm.org> wrote:

Hi Debra,

Please help the people of Wildwood. Wildwood should not be wasting money to extend the Pond Grover Loop road. It is not necessary.

Your help is greatly appreciated!
Linda

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 1:01 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: message for road committee and council

Per Council Member McCutchen's request, I'm forwarding the e-mail below to the City Council and Pond-Grover Loop Road Committee members.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 12:43 PM
To: Elizabeth Weiss
Subject: message for road committee and council

Please forward this comment to road committee and council

Deb:

I oppose roundabouts!
I oppose spending tax payers money needlessly!
I oppose turning a "deaf ear" to residents!
I oppose "personal agendas"!

City Council Members:
VOTE **NO** ON THIS UNNECESSARY EXTENSION!!!!!!!

Pat Rosenblatt
16919 Hickory Forest

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 1:00 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: Pond Grover Loop

Per Council Member McCutchen's request, I'm forwarding the e-mail below to the City Council and Pond-Grover Loop Road Committee members.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 12:40 PM
To: Elizabeth Weiss
Subject: Fw: Pond Grover Loop

Please forward to road committee and council

On Tuesday, July 26, 2016 8:10 AM, Eric Brueggemann <brueggemann@hotmail.com> wrote:

Hi Debra,

Please help the people of Wildwood. Wildwood should not be wasting money to extend the Pond Grover Loop road. It is not necessary and disruptive, both during the construction period and afterward.

Your help is greatly appreciated!

Eric Brueggemann
63011

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 12:59 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: PGL Extension

Per Council Member McCutchen's request, I'm forwarding the e-mail below to the City Council and Pond-Grover Loop Road Committee members.

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 12:34 PM
To: Elizabeth Weiss
Subject: Fw: PGL Extension

Please forward to PGL Road Committee and Council

On Tuesday, July 26, 2016 11:40 AM, Betsy Ragelis <baragelis@gmail.com> wrote:

Dear Debra,
I again would like to express my views in regards to the PGL Extension We the taxpayers of Wildwood who live in Hickory Manor Ward 5 , Do not want this roabehind our houses period !!! For the last 10 years we have been opposed to this " Cut Through " road it's a bad economic decision 2 to 4 million dollars is outrageous !!!! The Developer of Bright leaf and the Fire Department has stated they both don't need this road. We need a bike and walking trail with a park with limited access for emergency vehicles. This is better use of taxpayer's dollars , provides green space for all Wildwood residents to enjoy , provides a safe haven for all animals including the endangered ones , keeps home values up !!!! I urge all the alderman to vote no on PGL extension.
Sincerely,
Betsy Ragelis
15960 Sandalwood Creek Drive.
Wildwood , Mo 63011

Kathy Arnett

From: Elizabeth Weiss
Sent: Tuesday, July 26, 2016 12:59 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: Please forward to PGL Road Committee for this evenings meeting and to council
Attachments: Response to PGL committee documents dated July 26.docx

Per Council Member McCutchen's request, I'm forwarding the attachment to the City Council and Pond-Grover Loop Road Committee members.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 26, 2016 12:32 PM
To: Elizabeth Weiss
Subject: Please forward to PGL Road Committee for this evenings meeting and to council

I am attaching my response to documents in PGL Road Committee packet for this evening. Please forward to committee members and to council.

Thank you

Response to PGL Road Committee documents dated July 26, 2016

- **Minutes of June Meeting**
  - As in previous minutes, my comments were not accurately reflected in the minutes
  - I stated correctly there are currently 3 access points to the Villages of Bright Leaf (adding trail access to Birch Forest there will be 4 access points) Adding the extension of PGL there will be 5 access points.
  - I stated the Department's memorandum **did not list all** streets that have not been connected or subdivisions with one access (I did not agree with the Department's memorandum as recorded in the minutes)
  - I did not state the comparison can't be made of Old Fair Way Drive and the extension of PGL based solely on the cost of the homes.
  - My written comments were not attached to the minutes.

- **Lochmueller Traffic Impact study**
  - Should have/was to/ stated previously did look at traffic volumes and diversion
  - Constant free flow traffic of a round- about lessens safety of pedestrians crossing PGL/Green Pines Drive, especially for children

- **Fire Marshal Cook**
  - Same response time can be achieved by an emergency trail access
  - There are currently 4 access points to the Villages of Bright Leaf
    1. Eatherton Road
    2. Taylor Road
    3. Hickory Crest Drive/Sandalwood Drive
    4. Emergency Trail access on Birch Forest Drive

  - **"Secondary" access for the Villages of Bright Leaf have yet to be determined**
- A response by Metro West station, which is considerably closer to and will serve the Villages of Bright Leaf, is going to respond faster than a Monarch station.

- Why didn't the committee request comments by Metro West
- Chief John Bradley of Metro West stated the extension was not needed to provide quality service to the Villages of Bright Leaf.
- According to many studies landscaped berms no not lessen sound impact

- **Old Fair Way Drive**
  - There is no legitimate comparison of Old Fair Way Drive to the extension of Pond-Grover Loop Road
  - Old Fair Way Drive is in fact further from homes than the extension of PGL would be
  - Old Fair Way Drive was in place prior to the purchase of homes in adjacent lots
  - Homes do not back to Old Fair Way Drive, some side yards are a considerable distance from the collector road.
  - **The only homes facing Old Fair Way Drive have a secondary buffer in front of the home reducing the distance of the homes from the street**
  - The lot sizes are considerably larger in the subdivisions along Old Fair Way Drive than lot sizes in Hickory Manor Trails/Estates and Hunters Run
  - There is a lake with a fountain and a pool house which sits along Old Fair Way Drive providing an additional buffer from homes
  - There is considerable green space along Old Fair Way Drive

Questions and Responses Document

- The Master Plan of 1996 and the Town Center Plan of 1998 does conflict

- **There are conflicting statements in the 2006 Master Plan and the Town Center Plan**

- There is a **proposed street with in the Villages of Bright Leaf** identified as Pond-Grover Loop Road
  - So noted at the direction of the Department
  - Said street can be named differently
  - All other newly designed streets within the development are indicated by a letter of the alphabet

- **Due diligence**
  - All purchasers of homes due not have the same professional training as the Department
  - Some purchasers asked if Pond-Grover Loop was to be extended and was not advised that the road would be extended
  - Some purchasers were told St. Louis County planned to extend the road but the road is now part of the city of Wildwood – indicating there was no plan to extend the road
  - Recent sale of homes have been made by homeowners who do not wish to back to the extension without disclosing to the purchaser that the road will be extended

- **St. Louis County's Plan to fruition**
    - **None of St. Louis County's plan for the Pond and Grover Area Study has come to fruition**
  - Plan was to have an overpass at Hwy 100 and Taylor Road – there is not overpass
  - Taylor Road will not be extended throughout the Villages of Bright Leaf
  - Plan was to have an overpass at Old State Spur – there is no overpass
  - Plan was to extend Clayton Road through the property where a Nursery is located

- **Accessibility of public space/park in the Villages of Bright Leaf**
  - Question was not answered
  - Green space/park in the Villages of Bright Leaf is over a mile or more from parts of Ward 5 and Ward 4

- The city does not always adhere to the requirements of all new developments
  - There are numerous exceptions to the requirement
  - There are numerous exceptions to the Town Center Plan within the Villages of Bright Leaf development
  - **Additional exception, favored by the Department, has recently been requested to decrease VBL lot sizes needed by the requirement of the proposed extensions of PGL**

- **Consideration of best use of space at the terminus of PGL**
  - The committee is not considering the best use of the space at the terminus of PGL Road
  - **The committee's charge was to determine if the road is needed**

- **Cost effective use**
  - The committee has not discussed or presented information on any alternative to the completion of a road

- **Cost determination**
  - A **guess** of cost was given by Dustin Riechmann
  - The **guess** did not take into consideration:
    - Construction of a retaining wall
    - Adjustment of road bed due to MSD sewer location
    - Construction of bridge over Caulks Creek
    - Relocation of utilities
  - No bids have been requested on the construction of the road which would provide a more accurate cost withstanding overruns.

- **Needs and Wishes of current residents**
  - There has been an overwhelming majority of those who oppose the extension
  - Petitions of **over 300 signatures opposing** the PGL road extension had been collected and presented

- Overwhelming participation at Planning and Zoning meetings opposed the PGL road extension
- Overwhelming participation at Ward 5 meetings opposed the PGL road extension
- Overwhelming participation at developers public information meetings opposed the PGL road extension
- Overwhelming participation at subdivision meetings opposed the road extension of PGL
- Overwhelming participation at council meetings opposed the road extension of PGL
- Overwhelming comments submitted by email opposed the road extension of PGL

- **Independent research of need for extension of PGL**
  - Answer – no independent research has been taken
  - No independent research has been requested
  - Department and staff requested that the school district and fire department submit later in support of the extension

- **Benefits vs negative of public safety**
  - No risks are acceptable
  - It has not been proved that emergency times will improve
  - Fire Marshal stated response time will remain 6 minutes
  - Department statement "improvement of response times" – same can be accomplished with a trail emergency access
  - 30 seconds is not ample time for children to cross a round-about
  - Round-about at Taylor Road and Old Manchester Road
    - is not near an elementary school
    - does not have as a high pedestrian traffic as PGL/Green Pines Dr/Hickory Crest Drive
  - There has been a high increase in traffic accidents near the Hwy 109 and PGL round-about
  - Pedestrian safety concerns at Taylor and Hwy 100 and PGL and Hwy 109 are significant and funding is being sought to install flashing warning beacons

- Lack of school district funding precludes the use of crossing guards
- Continuous free flow of traffic with calming measures proposed do not lend to increase in safety for pedestrians

- **Planning and Zoning Commission support**
  - Majority of commissioners supported the trail access plan
  - A recommendation was not forwarded because the former mayor and city attorney with departments concurrence advised commissioners they could not vote on the trail plan presented therefore the matter was referred to council

- **Density**
  - Not all lots in areas near PGL extension are R-3, 10,000 square foot residence district; many are much smaller
  - Lot sizes along Sandalwood abutting proposed extension are much smaller than R-3 residence district
  - Villages of Bright Leaf lots are smaller than R-3, 10,000 square foot residence district within the neighborhood edge zoning designation
  - **There is a current request by the developer to decrease lot sizes within the Villages of Bright Leaf if PGL is extended.**

- **The projected vehicular traffic count for extension of PGL is 3,000 cars per day by developer traffic impact study**

- **When taking all calculations into account from Lochmueller study number of cars per day are closer to 2,800 cars per day**

- **Engineer Scott Reed's estimate is close to 2, 800 cars per day**

- **Green Pines Elementary School is located in close proximity of the count related to the extension**

- **Difference of two elementary schools**
  - Green Pines sits right on Green Pines Drive and Forest Leaf Parkway and West Glen Farms
  - Fairway Elementary sits quite a distance off Old Fair Way Drive main avenue

- **Safety of school events**
  - Policy of police assistance with school events are not always adhered to
  - Recent Babler Elementary School event with child crossing to school was killed
  - Darthmouth residents have complained that police assistance is needed for safety reasons at school dismissal and before school traffic assistance, which is has not been provided
  - As council representative of Ward 5 at the request of residents I have requested frequent police assistance with speeding issues in the ward especially on streets closets in proximity to the proposed extension
    - Request has not been honored on a long term basis
    - Have been told that the city does not have adequate number of officers to provide routine monitoring of speeders.

- **Old Fair Way Drive does not connect to any major highway and comparison is inequitable**

- **Government by the people**
  - **The former mayor over whelming appointed members to the PGL Road Committee who publicly stated they supported the extension of PGL**
  - The committee has not been adhering to democratic process
  - Government by the people entails elected officials listening to and honoring requests brought forth by a majority of residents, this has not been the case

- **Sound and Light Study**
  - should be completed **prior to a decision** to extend PGL to determine the impact on current resident's quality of life
  - **Negative results of Sound and Light Study would assist in deciding if road is needed**
  - By its very nature, adequate luminance on the extension will have a negative impact on the night sky
  - Vehicles approaching current residents at the current terminus will shine directly into their homes
  - 4-6 cars every 60 seconds traveling the extension will have a significant negative impact on sound quality of nearby residents

- **Sound walls**
  - Residents whose home are abutting the VBL development have requested a sound buffer and none will be provided
  - Evergreen residents abutting Hwy 100 requested a sound wall and the request was denied
  - Landscape burms do not abate negative sound impact
  - Visual barriers do not abate sound
  - Fences do not abate negative sound impact
  - Department states that "homeowners positions would be solicited and used" regarding sound impact
    - Homeowners positions have been provided on current sound impact needs and have not been used

- **St. Louis County's Plan to extend PGL**
  - **The City of Wildwood was formed due to the fact that St. Louis County was not listening to citizens regarding road "improvements" and design, preservation of nature, grading etc.**
  - The plan was to extend Pond Grover Loop to connect to Pond Road and make a "loop" around Hwy 100 and 109 with a commercial district within that loop

- St. Louis County's plan is no longer possible
- PGL Road does not, nor cannot, connect to Pond Road due to housing development
- **PGL Road West is being extended into the Community Park, Department stated a gate will be provided at that entrance so traffic will not be able to cut through the park (the Department is supporting a cut through behind existing residents home by extending PGL Road East**
- The Master Plan dismissed St. Louis County's plan period.
- Master Plan also states that roadways would be decided on a case by case basis
- Exceptions have been made regarding roadway plans and street connections within Town Center developments
- The proposed extension is not in Town Center

- **Modification to current PGL Road**
  - The Jones and Strain properties designation was changed to neighborhood general and neighborhood edge as a result of the 2006 master plan update
  - The rezoning request was not a result of the Villages of Bright Leaf proposal
  - The **developer did not request the extension** of PGL Road
  - The **extension of PGL Road is not necessary for the development to move forward**
  - **The extension of the PGL Road will have a negative impact on the VBL development, as the land area to be used for the construction of PGL within the VBL is needed for lot sizes to remain as described within the legislation approving the development**
  - There is a continuous ongoing need for replacing bridges, improving poor concrete streets and sidewalks (done on a

yearly basis), resurfacing rural roadways and addressing major arterial roadways.

- It is not fiscally prudent to utilized tax payer dollars to construct and maintain the extension of PGL, a road that is not needed or desired, when funds are needed for city wide road improvements
- Design Modification of current PGL could have been made:
  - At any time within the last twenty years funds that could have been used to improve the design of PGL have been available
  - Improvement of current PGL design should have been addressed and implemented instead of installing speed bumps on Green Pines Drive

- **Streets within Ward 5 are narrow, cars parked on the street lessen available width, they were designed and constructed by St. Louis County**

- **Narrow streets within Ward 5 have not prevented speeding**

- **Curb cuts have within Ward 5 have not prevented speeding**

- **Speed bumps coupled with curb cuts on Forest Leaf Parkway, according to resident living in front of such, has not limited speeding**

- **Pedestrian safety**
  - The pedestrian refuge area on Hwy 100 and Taylor Rd. has been a safety concern and is currently being addressed

- Pedestrians must stand in the middle of the proposed PGL round-about while waiting to continue crossing - same safety concern at Hwy 100 and Taylor Rd.
- Pedestrian refuge is a disaster waiting to happen for unaccompanied school children crossing PGL
- Addition of flashing beacons will contribute to light pollution for homes currently near intersections of PGL and Green Pines Dr and PGL and Hickory Crest Drive

- **It is the <u>opinion</u> of the Lochmueller Group representative that a round-about at PGL/Green Pines/ Hickory Crest Drive will not have a safety impact on residents backing out of their driveways.**
  - Free flowing traffic coming off a round-about does not have to slow or stop as a resident backs out of a driveway
  - There will be a safety concern when three cars every 30 seconds have been estimated to be utilizing the round-about
  - Residents on Green Pines Drive have experienced negative safety issues backing out of their driveways due to the speed bumps
- **Additional signage required with round-abouts and extension of PGL will negatively impact the residential environment with visual pollution and cluttering of the pristine natural environment which currently exists.**

- **Intersection of PGL and Hwy 109 already contains an abundance of signs, which does not exist elsewhere in Wildwood, which residents have and continue to complain about.**

- **Round-abouts do not lend to pleasing aesthetics.**

- **Strategy for preventing PGL to be used as cut-through**

- Department plans to install gate into Community Park to prevent cut through traffic from Hwy 109 to Hwy 100 – so cut through traffic must be expected
- Police are not available for traffic safety and speeding concerns – extension will not change police availably
- Residents will believe that cutting through will be faster

- **Fire Marshall stated cutting through the extension would be faster than utilizing Hwy 100 and Hwy 109**
- The only way to prevent cut through traffic is not to build the road

- **Cities' response to VBL residents complaints**
  - **It is fiscally imprudent and morally corrupt to build a road acknowledging that modifications will be made to the road if future residents complain about cut through traffic but disregard current residents opposition to building the road**

- **All recent Town Center developments have been provided exceptions to set backs as well as other Town Center requirements**

- **Town Center requirements do not apply to suburban and non-suburban designations**

- **All recent Town Center Developments have not adhered to Town Center requirements**

- **Town Center developments have been granted roadway exceptions (as noted list in previous responses provided by me)**

- **Master Plan calls for an extension of a road <u>crossing</u> Hwy 109 into the Bauer Tract (Windsor Crest) <u>not paralleling</u> Hwy 109**

- **Paralleling is an exception to the Town Center Roadway Plan**

- **State Route BA is not a major highway and does not cut through a subdivision, homes have a substantial setback from the state route**

- **Limited residents along Manchester Road**
  - Enclaves at Cherry Hills has a considerable buffer between Manchester Road
  - Several businesses are located on Manchester Road

Response to Council Member Manton's Questions

- Lochmueller Group's analysis not address the impact of the Villages of Bright Leaf impact on current neighborhood traffic volumes
- According to the developer's impact study "circulation of traffic would not be improved with the extension of Pond-Grover Loop"
- With an increase in the number of cars within in area comes an increase in traffic.
- Direct access to Green Pines Drive from the extension will increase the number of cars per day traveling Green Pines Drive, Forest Leaf Parkway and Fullerton Meadows
- If the extension does not exits traffic from the VBL will enter and exit onto Hwy 109 and Hwy 100 avoiding existing neighborhood streets
- Emergency vehicle trail access will produce the same amount of "time saving" as a road extension would
- Commissioner's Lee's mathematical calculations determined at most there would be a 13 second time savings to utilizing the extension vs. Hwy 109 to Hwy 100 thus establishing a cut-through
- Council approved an emergency trail access on Birch Forest Drive, therefore it should be acceptable to have a PG Emergency trail access (same concept as the emergency trail access near your home, Lilywood Dr)

- Chief John Bradley of Metro West stated the fire department did not need the extension to effectively serve the Villages of Bright Leaf or neighboring residents during a Planning and Zoning Meeting
- The referenced 83 seconds was based on a fire station at Clayton and Clarkson, not the fire house serving Ward 5 residents
- Per my conversation with the director of transportation for the Rockwood School District the safety of school children would not be enhanced by the extension:
    - The district was asked to submit a letter supporting the extension by staff
    - The preferred bus route is the current route which travels current PGL to Hickory Crest Drive to Sandalwood and exits via Eatherton onto Hwy 109
    - The director stated that route will not change when the VBL is built
    - The director stated buses could exit via Taylor Road and utilize West Glen Farms to Green Pines
    - The director stated buses could exit onto Hwy 100 to take students to Wildwood Middle.
    - Lafayette buses use Hwy 109

Response to Paul Pohler's Comments

- **The city was incorporated in 1995**
- **The concept of a Town Center plan was begun in 1998**
- **During the adoption process of the Mater Plan Update I voiced concerns regarding several issues, given the content of the overall document I vote to approve**

Response to Christy Pitney's Comments

- **Very well-researched**
- **Factual**
- **Through**

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 8:27 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	While taking my weekend walk I noticed a group of people at the corner of Green Pines Drive and Pond Grover Loop. They were asking people to sign a petition to not have it go through. That got me a bit fired up because I support the expansion and I want my opinion to be counted as well. Not only do I live on the busy street of Westglen Farms Drive where we have a huge amount of cut through traffic as well but after reading the results from the traffic reports from the company Wildwood hired to evaluate the area I was even more resolute in my decision for support of this project. I believe it will cut down traffic running through many of the surrounding neighborhoods and provide a safer environment for our children. I am not concerned with the protesters argument about noise and an increase in traffic flow since this is already an issue with surrounding streets.
Suggestions	16704 Westglen Farms Dr
	(Section Break)
Name	Tammy L. Matye
Address	16704 Westglen Farms Dr

City	Wildwood
State	MO
Zip	63011
Phone Number	3145403743
Email	tlmatye@live.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Tammy Matye <tmatye@live.com>
Sent: Monday, July 25, 2016 8:23 PM
To: Kathy Arnett
Subject: Pond Grover Loop extention

Kathy,

While taking my weekend walk I noticed a group of people at the corner of Green Pines Drive and Pond Grover Loop. They were asking people to sign a petition to not have it go through. That got me a bit fired up because I support the expansion and I want my opinion to be counted as well.

Not only do I live on the busy street of Westglen Farms Drive where we have a huge amount of cut through traffic as well but after reading the results from the traffic reports from the company Wildwood hired to evaluate the area I was even more resolute in my decision to support this project.

I believe it will cut down traffic running through many of the surrounding neighborhoods and provide a safer environment for our children. I am not concerned with the protesters argument about noise and an increase in traffic flow since this is already an issue with surrounding streets.

Thanks,
Tammy Matye

Kathy Arnett

From: Kathy Feltmann <kmfeltmann1952@gmail.com>
Sent: Monday, July 25, 2016 7:17 PM
To: Kathy Arnett
Subject: Completion of Pond Grover Loop

I am in favor of completion of the Pond Grover Loop. We need something to reduce traffic and Speed on Westglenn Farms Dr. Ever since Westglenn Farms was connected to Clayton there had been so much cut through traffic and in the morning and evening speeding is out of control. Please forward this to the Committee and Council of Wildwood. Thank You.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 7:05 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	I am in favor of anything that reduces traffic and speed on Westglenn Farms Dr. Between Clayton and Manchester. Westglenn Farms is dangerous.
Suggestions	16654 Westglen Farms Dr.
	(Section Break)
Name	Kathleen Feltmann
Address	16654 Westglen Farms Dr.
City	Wildwood
State	Missouri
Zip	63011
Phone Number	6363282035
Email	Kmfeltmann1952@gmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Walter Guller <wguller@charter.net>
Sent: Monday, July 25, 2016 7:00 PM
To: Kathy Arnett

Kathy,
Please forward to the Committee and Council my support for the completion of the Pond Grover Loop road.
Thank you.
Walt Guller

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 6:57 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	Need the Pond Grover Loop road to be completed.
Suggestions	*Field not completed.*
	(Section Break)
Name	Walt Guller
Address	16814 Westglen Farms
City	Wildwood
State	MO
Zip	63011
Phone Number	636-458-2484
Email	wguller@charter.net

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Elizabeth Weiss
Sent: Monday, July 25, 2016 5:38 PM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: Pond Grove Loop

The e-mail below is being forwarded, per the request of Council Member McCutchen.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: debra1447@sbcglobal.net [mailto:debra1447@sbcglobal.net]
Sent: Monday, July 25, 2016 5:32 PM
To: Elizabeth Weiss
Subject: Fwd: Pond Grove Loop

Please forward to council and road committee

---------- Forwarded message ----------
From: brenda@all-startrophy.com
Date: Jul 25, 2016 7:01 AM
Subject: Pond Grove Loop
To: dsmccutchen@cityofwildwood.com
Cc: dbertolino@cityofwildwood.com

I live at 2351 Paradise Peak Circle and Do Not want the round-a-bouts on Pond Grover Loop. It is a waste of my tax money and will cause nothing but more traffic and noise and be a danger to pedestrians such as myself. We bought this house because it was convenient to get to the trail and was a nice quiet neighborhood and promoted walking with sidewalks and the paved trail. Why do you want to destroy a nice area and decrease our property value with such a stupid idea such as this? The round-a-bouts on 109 cause more traffic back ups, accidents and a lot of flared tempers because it is such an idiotic way to deal with traffic.

You are supposed to have our best interests at heart but it sure does not appear that you do.

Brenda Head
All-Star Distributing
15472 Manchester Rd
Ellisville, MO 63021
Ph 636-227-4100 Fax 636-227-3183

brenda@all-startrophy.com
www.all-startrophy.com
Hours Mon-Fri 9-5
Sat & Sun-CLOSED

Kathy Arnett

From: Len Krudop <lkrudop@charter.net>
Sent: Monday, July 25, 2016 2:23 PM
To: Kathy Arnett
Subject: Completion of Pond Grover Loop (PLease forward to the committee and council)

July 25, 2016

This is a letter in support of completing the Pond-Grover Loop Road.

My wife and I are homeowners on Green Pines Drive. We have been here since 2005. When we purchased the home we asked about the completion of the Pond-Grover Loop. We were told by the Honorable Ed Marshall that it was in the Master Plan and that it would most certainly be completed. He added that the future developer would be a partner in that completion.

We are convinced that completion of the road would alleviate some of the traffic on Green Pines Drive. We have heard that others are opposed to the road because of their fear of increased traffic near their property. We already have that because of the non-compliance with the Master Plan in not completing this road.

It is my sincere belief that if there is vacant land next to one's property and there is fear of development on that land, one should purchase the property to exercise control over it.

We finally have a developer eager to partner with the city and the Master Plan by helping to complete this vital link that will bring safety and convenience to the area. Some are now opposing the long-planned project because of their individual wishes. That is wrong.

Completion of this beautifully planned project is much bigger than Ward 5. This is an issue of concern for the entire city of Wildwood and even West St. Louis County.

We are eager to see the City Council stand true to the good faith and word of the City of Wildwood, adhere to the plan and move forward with the completion of Pond-Grover Loop Road.

Expectantly,

Len and Helen Krudop

16636 Green Pines Dr Wildwood, MO 63011

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 2:18 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	Completion of Pond Grover Loop Road
Position on Request	Support
General Comments	My wife and I are homeowners on Green Pines Drive. We have been here since 2005. When we purchased the home we asked about the completion of the Pond-Grover Loop. We were told by the Honorable Ed Marshall that it was in the Master Plan and that it would most certainly be completed. He added that the future developer would be a partner in that completion. We are convinced that completion of the road would alleviate some of the traffic on Green Pines Drive. We have heard that others are opposed to the road because of their fear of increased traffic near their property. We already have that because of the non-compliance with the Master Plan in not completing this road. It is my sincere belief that if there is vacant land next to one's property and there is fear of development on that land, one should purchase the property to exercise control over it. We finally have a developer eager to partner with the city and the Master Plan by helping to complete this vital link that will bring safety and convenience to the area. Some are now opposing the long-planned project because of their individual wishes. That is wrong. Completion of this beautifully planned project is much bigger than Ward 5. This is an issue of concern for the entire city of Wildwood and even West St. Louis County. We are eager to see the City Council stand true to the good faith and word of the City of

	Wildwood, adhere to the plan and move forward with the completion of Pond-Grover Loop Road.
Suggestions	*Field not completed.*
	(Section Break)
Name	Len and Helen Krudop
Address	16636 Green Pines DR
City	Wildwood
State	MO
Zip	63011
Phone Number	(314) 660-4477
Email	Len@Krudop.net

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 1:27 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	I do support to open the Pond Grover Loop Road completion to reduce traffic on Green Pines Drive
Position on Request	Support
General Comments	It was planned from the beginning that Pond Grover Loop Road should be extended to HWY 100. Traffic on Green Pines Drive has gotten to be terrible and even the bumps in the road have not helped.
Suggestions	Since there is a new subdivision planned, it becomes even more important to have Pond Grover loop extended to HWY 100.
	(Section Break)
Name	Doris E. Lloyd
Address	16637 Green Pines Dr.
City	Ballwin
State	MO
Zip	63011
Phone Number	6364580555

Email celloyd2@aol.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 12:34 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	extension of pond grover loop
Position on Request	Support
General Comments	Follow the master plan. Improve traffic flow in our neighborhoods. Decrease traffic around Green Pines Elementary. All can be accomplished with the extension of Pond grover Loop Road.
Suggestions	*Field not completed.*
	(Section Break)
Name	denise Morrison
Address	2405 forest leaf pkwy
City	wildwood
State	mo
Zip	63011
Phone Number	6364051643
Email	ddm2405@yahoo.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Denise Morrison <ddm2405@yahoo.com>
Sent: Monday, July 25, 2016 12:27 PM
To: Kathy Arnett
Subject: Find Grover Loop extension

I am a wildwood resident living at 2405 Forest Leaf Parkway. I want to express my support for the extension of pond Grover Loop. It has been a fundamental part of the city's master plan and should be developed on accordance with it. It makes sense to improve traffic flow both through our neighborhoods and through our community as a whole. It will also decrease cars on Forest Leaf Parkway which sits adjacent to our local elementary school and would increase the safety of the students attending.

Please forward to the appropriate city council members & commitees.

Denise Morrison

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 10:17 AM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	Completion of the Pond Grover Loop Road
Position on Request	Support
General Comments	I am in favor for the completion of the Pond Grover Loop Road
Suggestions	*Field not completed.*
	(Section Break)
Name	James Fox
Address	16467 Fullerton Meadows
City	Wildwood
State	MO
Zip	63011
Phone Number	636-458-3973
Email	jsfox@charter.net

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Jim Fox <jsfox@charter.net>
Sent: Monday, July 25, 2016 10:10 AM
To: Kathy Arnett
Subject: I support the Pond-Grover Loop Extension to Hightway 100

Hi Kathy,

I support that Pond-Grover Loop Road should be extended from its current terminus, through the proposed Villages at Bright Leaf Subdivision, to State Route 100. This will give people more and varied access to State Route 100 and lessen the traffic that flows by Green Pines Elementary school, thus making it safer for our children.

Jim Fox
16467 Fullerton Meadows Dr.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Monday, July 25, 2016 9:34 AM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	I am for the completion of Pond Grover Loop Road
Position on Request	Support
General Comments	I am a Coldwell Banker Gundaker Real Estate Agent and I continually hear from potential Buyers that the Road Westglen Farms Drive the traffic is way too busy for them to consider buying. I live at 16519 Westglen Farms Drive for 30 years and know it to be true. Thank you, Barbara & Clay Jackson
Suggestions	*Field not completed.*
	(Section Break)
Name	Mrs.Barbara Jackson
Address	16519 westglen farms drive
City	wildwood
State	Missouri
Zip	63011
Phone Number	314-438-5021 (Home), 314-640-1100 (Barbara's)
Email	barbara_clayjackson@charter.net Barbara's barbara.jackson@cbgundaker.com

Kathy Arnett

From: Elizabeth Weiss
Sent: Monday, July 25, 2016 8:51 AM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: Please forward to road committee and council

The e-mail below is being forwarded, per the request of Council Member McCutchen.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Sunday, July 24, 2016 10:22 PM
To: Elizabeth Weiss
Subject: Please forward to road committee and council

James Sanders <jsanders3162@att.net>
To
Debra McCutchen
Today at 2:57 PM

Debra
We will be unable to attend the meeting. However, we are totally opposed to the PGL extension. There are a couple of reasons for the opposition (a) several years ago it was my understanding that a city park would be on that land and subsequently a walking trail has been proposed. I feel that the park idea would have served the residents of Ward 5 and that leads to (b) with the extension of PGL it is my understanding that the extension would border the walking trail. Therefore it could lead to possible accidents with walkers and further we already experience high noise levels from the traffic on Highway 100 we don't need the added noise from PGL Extension.

It is also my understanding that a change was proposed to lot sizes of the Bright Leaf subdivision. It is therefore my opinion that without the extension of the Pond Grover Loop the developer would not have to make any changes to the lot sizes.

This is a little off the subject but in reading the Economic Development plan, it states that we as residents of Wildwood should have more family orientated restaurants, and activities for young families. It would be a great way for the residents to keep the money flowing into Wildwood rather than going to Chesterfield, Manchester, and surrounding areas to spend their money. I suggest that there be no more subdivisions (at least 4 currently

being developed) and more retail shops be explored.

Kathy Arnett

From: Elizabeth Weiss
Sent: Monday, July 25, 2016 8:51 AM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: Pond-Grover Loop Road Extension

The e-mail below is being forwarded, per the request of Council Member McCutchen.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Sunday, July 24, 2016 10:18 PM
To: Elizabeth Weiss
Subject: Fw: Pond-Grover Loop Road Extension

Please forward to the road committee and council

Show original message
On Sunday, July 24, 2016 9:17 PM, Matthew McClure <mcclurey@att.net> wrote:

Deb, Dave & Jim,

We strongly urge and appreciate your vote against the Pond-Grover Loop Extension.

Sincerely,

Matt & Amy McClure
2322 Kingstowne Way Ct.
Wildwood, MO 63011

Sent from Yahoo Mail for iPhone

Kathy Arnett

From: Elizabeth Weiss
Sent: Monday, July 25, 2016 8:50 AM
To: Pond-Grover Loop Road Committee; Debra Smith McCutchen; Council Members
Subject: FW: Comments for road committee
Attachments: Presentation for June 28.docx; Updates to Traffic study.docx

The e-mail below and attached information is being forwarded, per the request of Council Member McCutchen.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Sunday, July 24, 2016 7:16 PM
To: Elizabeth Weiss
Subject: Comments for road committee

Liz,
Please forward to the PGL Road Committee members:

As promised at the June PGL Road Committee meeting I am attaching the information I would have presented if there had been time for such.

Please review my comments. If you have any questions please email or call me. I will be happy to discuss any questions you may have.

Deb

June 28, 2016 Response to Material Presented at

May 28,2016 Meeting

Regarding Information on sale price of homes within the vicinity of PGL:

Presentation of data is misleading;

Lafayette Trails

- Is not located in nor adjacent to Ward 5
- It is in Ward 1, west of Hwy 109 where home values are typically higher
- Adjacent to **East** PGL as entrance to Community Park which will be **gated** so traffic cannot cut through to Hwy 100 from Hwy 109 per public comments by the head of the Department of Planning.
- West PGL is not relevant to the discussion of the proposed extension of East PGL
- Homes **do not back to proposed extension** and will not be affected by extension

Kingstowne Estates

- Backs to existing East PGL
- While impacted **not directly adjacent to proposed extension**
- Home values are higher than those adjacent to proposed extension

Hickory Manor

1. Hickory Forest Lane
   - backs to existing PGL
   - Will not be adjacent to proposed extension
2. Hickory Crest Drive
   - Several of the homes back to existing PGL
   - Some will back to proposed Road
   - Greatly affected by noise and lights

3. Green Pines Drive
   - Partially backs to proposed extension
   - At corner of proposed extension
   - Greatly affected by noise and lights

Evergreen Forest

- Will back to proposed extension

- No data provided
- Will be within 20 feet of backyards
- Greatly affected by noise and lights

Hunters Run

- Will back to proposed extension
- Home values in mid-100,000's
- Proposed extension within 20 feet of back yards.
- Greatly affected by noise and lights

Notification of potential road extension to home buyers

- 27 of homes on **"Untitled List"** are not original owners
  - Most likely they were not advised of possible extension
- 6 homes built between 1987 and 1996 may not have been advised of possible extension
- My family has a home in Hickory Manor built in 1996, which is not on the list and has not been sold to a second home buyer, at the time of purchase we were lead to believe the proposed extension site would not be extended.

Stub Streets or Access Not Extended/Restricted Between Residential Subdivisions

Presentation of data is misleading

Department noted only 4 instances, there have been over 25 instances

Turnberry Place Subdivision

- Vehicular access was closed due to **(Ward 2)**
  - resident's concerns regarding safety
  - homes only front to street
  - no homes front and back to Turnberry streets

There are many additional stub streets and subdivisions where access is restricted or stub streets have not been extended. Including but not limited to the following:

1. **Lafayette Trails and Windsor Crest (See Map)**
   - **A. (Town Center)**
   - **B. Do not connect**
   - **C. Across Hwy 109 from Villages of Bright Leaf (Town Center) and Hickory Manor Trails and Evergreen Subdivisions**
2. Wyncrest Subdivision abuts Valley View Subdivision **(Ward 2)**
   - ➢ Ranchester is stub street
3. Wildhorse Subdivision
   - ➢ Lasiandra and Lillywood Court
     - I. does not connect to Orrville Road –
     - II. pedestrian path in place of connection **(Ward 2, Ray Manton's** subdivision and corner of his house is close to path)
4. West Hampton Subdivision
   - A. Has stub streets **(Ward 3, Baugus' subdivision)**
   - **B.** West Hampton, Oak Ridge Trails, Garden Valley connect to each other **but not to two major highways.**
5. Darthmouth
   - A. Two sections of development do not connect
6. Tall Oaks
   - B. Many cul-de-sacs instead of street connections
7. Black Canyon, Gunnisson Geourge, Shadowridge do not connect to any other streets, all access to Clayton Road
8. Durango Pass has a stub street
9. Eagle Crest Subdivision
   - C. Does not connect to Winding Trails
   - D. Has stub street
10. Wildwood Trails
    - A. Does not connect to Main Street Crossing
    - **B. In Town Center**
11. One stub streets in Old Grover Estates will not be connected **(Town Center)**
12. Lafayette Trails
    - A. (Lafayette Trails Drive) is a stub street that will not be connected into the Community Park
13. Eatherton Rd

A. **In town Center**

B. **Does not connect to Hwy 100** (near Cambury)

C.

14. Niere Acres

A. Does not connect

B. Dead Ends

C. Rural Road

D. Town Center

E. In Master Plan, connection not made due to residents safety concerns

15. Lake Chesterfield Subdivision

A. Waterfront Way is a stub street

B. Waterfront Way does not connect to Old State Road

16. Grover Crossing does not connect to Wood Clift Heights Town Center

17. Timber Hollow (Dr.) was a stub street turned into a cul-de-sac **(Ward 4, Katie Dodwell's street)**

18. Crestview Lane

A. Stub Street

B. Not connected to Main Street

C. Town Center

19. West Park Estates

A. Town Center

B. Does not connect to another subdivision

20. Shadowridge

A. Not a through street

21. Big Horn

22. Timber Ridge Estates

A. Timber Wind Drive – not connected

B. Timber Rock Lane – stub street

C. Does not connect to another subdivision

23. Strecker Farms Subdivision

A. Three cul-de-sacs

24. Carriage Crossing Estates

A. Two cul-de-sacs

25. West Glen Farms

A. East side of Fullerton Meadows dead ends

26. Rock Woods Pointe

A. Town Center

B. Does not connect to another subdivision

27. Green Pines Drive

A. East side dead ends

Provision of Secondary Emergency Access to Residential Subdivisions in the City of Wildwood

Only 5 in the entire city?

4 in Monarch Fire Protection District

Pond-Grover Loop Road and Villages of Bright Leaf are in the Metro West Fire Protection District

Birch Forest was not required by the Metro West Fire Department

Pond and Grover Area Study

- No longer possible for the street plan to loop around the cities of Pond and Grover at the intersection of Hwy 100 and Hwy 109 to come to fruition
- Most of St. Louis County's plan did not came to fruition
- Pond Road was not connected as loop plan directed
- Pond-Grover Loop Road West was not connected to Pond Road as directed

Gated Communities

- Exists and have been allowed.
- Gated communities have gate codes that the fire department must use to access the subdivision, cuts down access time, has not been an issue

Birch Forest

- Has emergency trail access per legislation of The Villages of Bright Leaf
- Agreed to by residents on Birch Forest
- Same situation as Lasiandra and Lillywood Court **(Ward 2, Manton's subdivision)**
- Same request of residents backing to the proposed extension to PGL –emergency trail access

Required/not required

- 4 subdivisions/streets have been required to provide seconday access in all of Wildwood
- Many more subdivisions exist that have only one access point and not required to have a secondary access. (see attachment)

Fire Department

- Fire Chief John Bradley who sits on the city's Board of Public Safety stated during a Planning and Zoning meeting that the proposed extension of PGL is not necessary for emergency services. His comments were unsolicited.
- For over 20 years the fire department has served Ward 5 without issues using existing routes
- The Villages of Bright Leaf will be served by **four** access points in close proximity without the proposed extension of Pond-Grover Loop Road
- Emergency vehicles will be able to access the Villages of Bright Leaf via Hwy 100, Hwy 109, Clayton Road, West Glen Farms, Thunderhead Canyon
- No objection by the fire department when the decision was made to have Birch Forest become an emergency access for Villages of Bright Leaf
- Majority of rationales provide by retired Chief Phipps was not relevant to emergency access – one was an insurance rating that most fire departments no longer use – other was a fire district in house self-assessment not related to road emergency access points
- Fire departments have not requested that subdivisions with one access point to extend or alter subdivision streets for emergency reasons.

Concept Plan

- A fair, impartial, transparent committee would not request or present a road extension concept plan before a decision has been made.
- Given such, creditable assumption of residents that the committee predetermined that Pond-Grover Loop is being extended.
- The existing portion of Pond-Grover Loop is not the focus of this committee, yet it appears on the road concept plan.
- Tax payers have paid to develop a road concept plan that may not be used or is wanted
- The concept plan proposes two roundabouts, one at Paradise Peak and one at Green Pines/Hickory Crest/existing Pond-Grover Loop
- Roundabout at Green Pines Drive will make it unsafe for the residents living on Green Pines Drive to exit and enter their driveways

- Children walking to and from Green Pines Elementary will have to cross the roundabout with continual moving vehicle traffic without a means for cars to stop to allow a safe crossing.
- Pedestrians crossing Pond-Grover Loop Road at Paradise Peak and Hickory Manor Drive will have to cross the round- about with continual moving vehicular traffic without an enforceable means for cars to stop to allow safe crossing.
- Rick Brown has publicly stated that pedestrian crossing of round- about are unsafe and ill advised.
- Round-about studies have confirmed that round- abouts do not lend to safe pedestrian crossing.
- There are pedestrian safety issues at the current roundabout on Hwy 109 and Pond-Grover Loop, line of site does not allow for safe crossing
- There has been a major increase in accidents at Hwy 109 and Pond-Grover Loop since the round- about has been constructed
- Kingstowne home owners vehemently opposed the Hwy 109 round- about due to traffic noise and safety issues and have stated they do not wish to have another round-about entering their subdivision and abutting their property
- Residents have stated they avoid the 109 round about by cutting through the surrounding subdivisions
- Residents attending Planning and Zoning meetings made it abundantly clear they do not want round-abouts on their subdivision streets – yet such appears in the concept plan.
- Residents who live near the Old Fairway Drive round-about have come before the Board of Public Safety with concerns
- Plantings along the existing Pond-Grover Loop are not maintained, who is going to maintain the medium plantings? Cost to taxpayers.
- What other subdivisions have round-abouts contained within?

Trail Concept Plan

- **Residents have requested a trail plan**
- **Why isn't a trail plan being presented**

Ward 5 Neighborhood Park Concept Plan

- Exists
- In packet, no discussion by committee – Why
- There is only one suitable location – terminus at PGL – owned by city
- Land across from Green Pines – terrain not suitable for park
- Land at Hwy 109 and Clayton is privately owned.

Response to Updates to Lochmueller Group Traffic Study Questions and Answers from May 24, 2016

In total, the projected ADT utilizing Pond-Grover Loop Road upon its completion (and build-out of Bright leaf subdivision) would be approximately 1,360 vpd south of Green Pines Drive and 2,620 north of Route 100. During peak periods, this amounts to approximately 140 and 260 vehicles per hour using Pond-Grover Loop Road south of Green Pines Drive and north of Route 100, respectively, or an average of 2-4 vehicles per minute.

If Pond-Grover Loop is extended according to:

- **Lochmueller study (1,300 + 2,620 = 3,920 vehicles per day)**
- **Developers Traffic Study indicated 3,000 cars per day.**
- **Engineer Scott Reed approximately 3,000 cars per day.**

Emergency Service Considerations

- In order to assess the potential roadway connection's impact on emergency services, the Fire Marshall for Metro West Fire Protection District was consulted.
- Based on Fire Marshall who appeared at the meeting –
  - Metro West's analysis, the extension of the Pond-Grover Loop Road would save approximately 83 seconds in a response to Hickory Valley Court and Hickory Crest. This could save nearly three minutes in total transport time to a hospital.
  - three minutes could be the difference between life and death in life threatening situations, and in the case of a stroke it could be the difference between a full recovery and permanent disabilities.
  - In addition, the road would give emergency service providers a secondary means of ingress and egress to the area. E

Response:

- 83 seconds savings:
  - was based on an emergency vehicle coming from the Clayton and Clarkson firehouse;
  - Firehouse at Old Manchester and Hwy 109 serves Ward 5
  - Same 83 second savings **can be obtained by an emergency vehicle access trail**
  - Installation of round abouts on PGL at Paradise Peak and Hickory Crest/Green Pines Drive will reduce the "83 second" proposed gain

- For over 20 years the fire department has served Hickory Valley Court and Hickory Crest without any life threating issues or reports thereof using existing routes
- There **currently exits 4 + points of ingress and egress to the area.**
- Many other Wildwood subdivisions do not have secondary means of ingress and egress.
- According to the Department only 4 subdivisions have been requested to add a **second access point, (Villages of Bright Leaf will <u>have three</u> without the extension of Pond-Grover Loop)**
- **Planning and Zoning Commissioner Michael Lee's mathematical analysis:**
  - **If all conditions perfect there might be a savings of 13 seconds using extension of PGL verses using Hwy 109 and 100**
  - **Concluded the extension will be a cut through**

If Pond-Grover Loop road is not extended according to Lochmueller:

- **Current traffic conditions within the existing development areas will remain the same**

Extension of Pond- Grover Loop saves driver's time

- **Michael Lee, Planning and Zoning Commissioner of Ward 4 and professional engineer completed a mathematical calculation.**

- **Concluded that at the absolute most, 13 seconds would be saved by using an extension of Pond-Grover Loop Road to get to Hwy 100 through the Villages of Bright Leaf**

- **Based on calculations – extension of PGL will establish a cut-through from Hwy 109 to Hwy 100.**
- **It is actually faster to get to Town Center via Hwy 109 to Hwy 100**

- **Lochmueller engineer Dustin Riechmann acknowledge**
  - Comparison of two traffic studies was **comparing apples to oranges**
  - **Developer's traffic study included the impact of traffic coming from the Villages of Bright Leaf**
  - **Lochmueller study looked at current traffic patterns**
  - **developer's traffic study intersection counts were used to verify Lochmueller counts**
- **If Pond-Grover Loop is extended traffic from residents of the Villages of Bright Leaf will utilize PGL extension to access Green Pines Drive and to access other subdivision streets in Ward 5 and Ward 4**

- **Lochmueller Group's accuracy rate on traffic predictions**
  - **No example could be given where their prediction was found to be accurate**
  - **They do not do follow up studies, i.e. no success measurements are taken**
  - **Inaccurate assumption that because the group has repeat clients that their prediction rate has been accurate**

- **Lochmueller study did not measure impact of PGL extension on Thunderhead Canyon and West Glen Farms the two arterial roadways within Ward 4 and Ward 5, as was previously indicated as a focus of scope of work.**

Road Designation

- **Pond-Grover Loop is currently a road**
- **If Pond-Grover Loop Road is extended it will become a collector street due to an increase in traffic volume**

- **Brian Riechmann acknowledged:**

- If PGL is extended the traffic volume would increase due to traffic from within VBL
- Birch Forest Drive was not included in the study as indicated in the scope of the work request
- There would not be any change in amount of current traffic if Pond-Grover Loop is not extended (conversely there would be an increase in traffic if extended)
- If Pond-Grover Loop is not extended access would be adequate for Bright Leaf residents.
- Connection of the PGL extension is not critical for any reason.

- **Would safety of school children be enhanced if PGL extended**

  Safety of the school children will be diminished
  - **VBL parents will utilized the extension to drive their children to Green Pines Elementary, thus increasing traffic on Green Pines Drive**
  - **VBL residents will utilize the extension to cut through subdivisions by turning onto Green Pines Drive**
  - **Higher traffic volumes increase safety risks**
  - **Child pedestrians crossing at round abouts decreases safety(currently exists a safety hazard at PGL and Hwy 109)**

- **Residents concern regarding accessing State Route 109 if residents utilize Eatherton Road**
  - **There has only been one resident who is concerned about accessing State Route 109 via Eatherton**
  - **There have not been any reported concerns or issues for current residents who access State Route 109 via Eatherton**
  - **Current design was approved by city**
  - **VBL residents will have three access points toVBL**
    - **Taylor Road**
    - **Eatherton Road**
    - **Sandalwood Drive**

- **Utilizing the extension of PGL and utilizing Sandalwood Drive will deposit drivers at the same point - the intersection of existing PGL and History Crest Drive**

- **The conclusion by Lochmueller Group that the addition of 194 homes will decrease traffic between 9% and 36% when the VBL residents will have a direct route into the existing subdivision streets, including Green Pines Drive is absurd.**

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, July 24, 2016 7:54 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	We support the completion of the Pond Grover Loop extension. With all the current and future development an increase in traffic volume will make this road a necessity. To not do so would create further transportation concerns that are not needed. To move our city forward and make it a sought after and vital community the completion of this road extension is critical.
Suggestions	*Field not completed.*
	(Section Break)
Name	Jeffrey Williams
Address	2533 Forest Leaf Pkwy
City	Wildwood
State	Mo
Zip	63011
Phone Number	3149143003

Email jefflovesval@hotmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Michael Winnett <winnett.engineer@gmail.com>
Sent: Sunday, July 24, 2016 2:49 PM
To: Kathy Arnett
Subject: Support for Pond-Grover Loop Road

Please forward this email to the appropriate committee and Council.

I strongly support completing the Pond-Grover Loop to Taylor Rd as originally designed. Any action that relieves traffic from subdivision streets as demonstrated by the traffic study is appreciated. Also improves safety of backing out of driveways and children playing in front yards.

Please provide traffic calming and landscaping similar to Cherry Hills to mitigate backyard concerns of neighboring properties.

Mike Winnett
16830 Westglen Farms Dr.
314-753-9094 cell
winnett.engineer@gmail.com

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, July 24, 2016 2:34 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	Strongly support finishing the Pond-Grover Loop to Taylor Rd as originally designed. Any action that relieves traffic from subdivision streets is appreciated. Also improves safety of backing out of driveways and children playing in driveways.
Suggestions	Install traffic calming measures and landscaping to mitigate backyard concerns of adjacent properties.
	(Section Break)
Name	Michael Winnett
Address	16830 Westglen Farms Dr
City	Wildwood
State	MO
Zip	63011
Phone Number	3147539094
Email	winnett.engineer@gmail.com

Kathy Arnett

From: Wuller, Joann <wuller@wustl.edu>
Sent: Sunday, July 24, 2016 2:33 PM
To: Kathy Arnett
Subject: Safer Streets for ALL

To: The Pond Grover Loop Committee
Wildwood City Council

From: Jo Wuller
16487 Fullerton Meadows Drive

Re: Support for Pond Grover Loop Completion

I am writing to encourage the Committee and Council to complete the Pond Grover Loop Road.

I can understand why those who don't live on a dangerous high traffic thru street (such as Fullerton Meadows) don't wish to share our burden.

However, it is these very residents of our larger neighborhood (who pass the homes on Fullerton Meadows and Forest Leaf Parkway MULTIPLE times a day) who seek to keep their streets private and safe and ours dangerous.

I intentionally say "dangerous." My car (while parked) on Fullerton Meadows was totaled by a hit and run driver who lives in the vicinity of the current Pond Grover Loop Road. The police were able to locate the hit and run driver by following the trail the driver gauged into the street by driving on the rim of the ruined wheel. Thanks to the police, I was able to file an insurance claim against the hit and run driver. FYI: This was NOT a teenage driver or senior citizen.

Nearly $1,000 additional damage was done to our lawn and that of our neighbor. No idea what the cost was to repair the downed streetlight that was another victim of this driver.

Thankfully, no children, pedestrians or other drivers were injured. Kids and pedestrians are on OUR streets and sidewalks too and are entitled to safety just as much as other residents of the neighborhood.

I realize our police cannot be monitoring the traffic on Fullerton Meadows and Forest Leaf Parkway 24/7. However, I do ask that anything that can be done to provide other options for traffic flow be done. PLEASE!!!!

Who doesn't want safe streets? Who doesn't want cars to obey the posted speed limit? Who doesn't want drivers to stop at a signed four way intersection?

We are frightened every time we leave our driveway. Rolling stops and no stops (at the intersection of Fullerton Meadows and Forest Leaf Parkway) are the norm. Our street is a cut-thru NOW! It is dangerous HERE!! NOW!! Please help us!

Respectfully,

Jo Wuller

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, July 24, 2016 2:18 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	I support that Pond-Grover Loop Road should be extended from its current terminus, through the proposed Villages at Bright Leaf Subdivision, to State Route 100. This will give people more and varied access to State Route 100 and lessen the traffic that flows by Green Pines Elementary school, thus making it safer for our children.
Suggestions	*Field not completed.*
	(Section Break)
Name	Stephanie Fox
Address	16467 Fullerton Meadows Dr.
City	Wildwood
State	MO
Zip	63011
Phone Number	314-614-4875
Email	jsfoxdesigns@charter.net

Kathy Arnett

From: Stephanie Fox <jsfox@charter.net>
Sent: Sunday, July 24, 2016 1:54 PM
To: Kathy Arnett
Subject: I support the Pond-Grover Loop extension to Highway 100

I support that Pond-Grover Loop Road should be extended from its current terminus, through the proposed Villages at Bright Leaf Subdivision, to State Route 100. This will give people more and varied access to State Route 100 and lessen the traffic that flows by Green Pines Elementary school, thus making it safer for our children.

Stephanie Fox
16467 Fullerton Meadows Dr.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, July 24, 2016 12:54 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	Please open it up, the traffic that goes through on Fullerton Meadows is terrifying. I rarely let my daughter play in the front yard because of how fast people will fly by.
Suggestions	I really wish we could get speed bumps on our side. Hell we'd pay for it ourselves.
	(Section Break)
Name	Lisa Roberts
Address	16357 Fullerton Meadows
City	Wildwood
State	Missouri
Zip	63011
Phone Number	3147495887
Email	laar@hotmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Elizabeth Weiss
Sent: Sunday, July 24, 2016 12:44 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: Pond Grover Loop Road

The e-mail below is being forwarded, per Council Member McCutchen's request.

Thank you.

Elizabeth M. Weiss

Sent from my iPad

Begin forwarded message:

> **From:** Debra McCutchen <debra1447@sbcglobal.net>
> **Date:** July 23, 2016 at 3:17:25 PM CDT
> **To:** Elizabeth Weiss <liz@cityofwildwood.com>
> **Subject: Fw: Pond Grover Loop Road**
> **Reply-To:** Debra McCutchen <debra1447@sbcglobal.net>
>
> Please forward to council and the road committee.
>
> On Saturday, July 23, 2016 1:06 PM, ADEM HAJROVIC <ademh@msn.com> wrote:
>
> Hello,
> We are residents of Hickory Manor Village, we do not support plan to rebuild existing Pond Grover Loop Road.
>
> Sincerely,
> Adem & Enira Hajrovic

Kathy Arnett

From: Elizabeth Weiss
Sent: Sunday, July 24, 2016 12:43 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: Pond Grover Loop Road

The e-mail below is being forwarded, per Council Member McCutchen's request.

Thank you,

Elizabeth M. Weiss

Sent from my iPad

Begin forwarded message:

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Friday, July 15, 2016 7:15 PM
To: Laura Rechtin
Subject: Fw: Pond Grover Loop Road

Please forward to council members and the PGL Road Committee.

On Friday, July 15, 2016 6:06 PM, Pat Rosenblatt <pat.rosenblatt@att.net> wrote:

You finally have my attention.....sorry it took so long. I have concerns:

- Who makes up the Pond Road Committee?

- Where does each committee member live?

- Why does the planning department feel it necessary to rebuild a road that is not needed?

- I, personally, find roundabouts dangerous and a nuisance.

- I oppose using taxpayer money unnecessarily.

WILDWOOD PLANNING DEPARTMENT....FIND SOMETHING WORTHWHILE TO ENHANCE (NOT DESTROY) QUALITY OF LIFE!

WILDWOOD CITY COUNCIL: PROTECT YOUR RESIDENTS.....DEFEAT THIS PROPOSAL!

WE WORK HARD FOR OUR MONEY....DON'T SPEND IT NEEDLESSLY!

Proud to be a Wildwood resident!

Pat Rosenblatt

16919 Hickory Forest, which backs up to Pond Grover Loop

Kathy Arnett

From: Chris Matye <cmatye@live.com>
Sent: Sunday, July 24, 2016 11:30 AM
To: Kathy Arnett
Subject: Support completion of Pond Grover Loop Rd

Hi Kathy

Please pass this on committee and concil.

I support the Pond Grover Rd extension. We need the traffic from nieborhoods going thru other roads making other cut thru safer for all residents. To much traffic is diverted from the nieborhoods and the land is perfect for the road extension to make our neighborhoods have safe passage and less cars cutting thru other subdivisions. The argument of noise is already a big issue for other neighborhoods that take the traffic already. So I do not see that as a valid opposition point to stop the extension.

Thanks

Chris Matye

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, July 24, 2016 11:20 AM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	We Need the traffic to go thru the neighbors it originates from. This will make other cut thru safer for all residents.
Suggestions	*Field not completed.*
	(Section Break)
Name	Chris Matye
Address	16704 Westglen Farms Dr
City	Wildwood
State	Missouri
Zip	63011-1876
Phone Number	3144225889
Email	cmatye@live.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, July 24, 2016 10:48 AM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	*Field not completed.*
Suggestions	*Field not completed.*
	(Section Break)
Name	Durwood tenny
Address	16621 green pines dr
City	Wildwood
State	Mo
Zip	63011
Phone Number	6362745268
Email	Durwoodtenny@gmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, July 24, 2016 10:31 AM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	Green pines drive will finally get some relief, as initially planned. The speed bumps are rediculous, less traffic is needed on this road. Please complete pond grover loop to increase safety for all citizens!
Suggestions	*Field not completed.*
	(Section Break)
Name	Shelia Tenny
Address	16621 green pines dr
City	Wildwood
State	Mo
Zip	63011
Phone Number	6362735268
Email	Sheliatenny@gmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Saturday, July 23, 2016 3:49 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	As a 30 year resident on Green Pines Dr, I support the extension of PGL in order to reduce traffic on my street, as per the recent traffic study
Suggestions	*Field not completed.*
	(Section Break)
Name	Christine Walker
Address	16616 Green Pines Dr
City	Wildwood
State	Mo
Zip	63011
Phone Number	3147530464
Email	Christinewalke@gmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Mike Wuller <mikewuller@yahoo.com>
Sent: Saturday, July 23, 2016 3:36 PM
To: Kathy Arnett
Subject: COMPLETION OF POND GROVER LOOP

Dear Kathy:

Would you please forward this e-mail to all elected representatives and employees of Wildwood who have input and/or decision making authority regarding the completion of Pond Grover Loop:

We respectfully request that our elected representatives move forward to approve the extension/completion of the Pond Grover Loop. We are long time residents on Fullerton Meadows Drive in the Evergreen Subdivision, and this matter has a direct impact on us and our neighbors on this street.

As the city of Wildwood has grown dramatically to our west over the past 20 years, the amount of traffic on Fullerton Meadows has increased dramatically. It is clear that the citizens who live to our west use Fullerton Meadows as an outlet to head east to reach Manchester via Westglen Farms Drive. This is certainly their right to do so, but it demonstrates the lack of other viable alternatives for them to head east.

Fullerton Meadows is a narrow street and not designed or intended to handle the current traffic load. It is often difficult, and occasionally treacherous, to back out of our driveways on Fullerton Meadows.

We believe that the Pond Grover Loop completion provides an opportunity to re-distribute some of the traffic load by providing another route to head east out of the area. We simply wish to experience some measure of traffic reduction on Fullerton Meadows, and so we ask our elected representatives to approve the P-G extension which would redistribute some of the current traffic.

Aside from the traffic perspective of Fullerton Meadows residents, we believe that the P-G extension is necessary and vital for the future growth and development to our West. We have heard the Fire Marshall speak at public meetings on the enhancement to public safety by having multiple paths of ingress/egress to our expanding community. We, the residents of Fullerton Meadows, wish to see our city traffic planning move forward in a manner that considers the quality of life of all our citizens, and provides the optimal design for the future safety and efficiency of traffic flow. We believe that the completion of Pond Grover Loop is integral to these goals, and we respectfully ask our elected representatives to approve the P-G extension.

Mike & Jo Wuller
16487 Fullerton Meadows Dr.
Evergreen Subdivision
Ward 5

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Saturday, July 23, 2016 3:00 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	completing Pond Grover Loop
Position on Request	Support
General Comments	I have lived on Westglen Farms Dr. for 29 yrs and endured more and more traffic as time goes by. It has been estimated that opening the proposed Pond Grover Loop would eliminate 220 cars per day driving up and down my street. The street at my house is a steep downhill grade with a sharp left hand turn that has already had one fatality which necessitated a guard rail installation for the safety of the children playing on the playground below. In addition to the normal traffic volume we must endure 220 more vehicles per day. Why should we accept this extra volume of traffic when the completion of Pond Grover Loop, which was originally planned, is a logical solution to the volume of traffic on our street.
Suggestions	I strongly am in favor of completing the Pond Grover Loop. There are times when I can't back out of my driveway because of people speeding down the hill in front of my house without risking an accident or road rage
	(Section Break)
Name	Rick and Sue Mudd
Address	16619 Westglen Farms Dr.

City	Wildwood
State	Mo
Zip	63011`
Phone Number	636-458-1921
Email	rjmudd7@gmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Saturday, July 23, 2016 1:55 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	Pond Grover loop completion
Position on Request	Support
General Comments	We built our house on WGF Dr 30 years ago. We were told that the road would go thru to Manchester eventually. We've been waiting for this for 30 years. There's too much traffic on WGF and it would eliminate some of it. LET'S DO THIS!!!!!!!! It's time!!!!!!!
Suggestions	*Field not completed.*
	(Section Break)
Name	Annie/Herman Groves
Address	16647 Westglen Farms Dr
City	Wildwood
State	MO
Zip	63011-1860
Phone Number	636-458-0179 or 314-605-3138
Email	Groves.annie@gmail.com

Kathy Arnett

From: Christine Walker <christinewalke@me.com>
Sent: Saturday, July 23, 2016 12:30 PM
To: Kathy Arnett
Cc: Christine Walker; Dana Walker
Subject: Pond Grover Loop Extension

Dear Kathy,

I would like my comments entered at the next meeting about the Pond Grover Loop Extension.

I have lived on Green Pines Dr for 30 years and watched traffic explode due to the creation of the first leg of Pond Grover Loop Rd and the development of subdivisions to the west of my home that use my street as a cut thru. Children pedestrians use our street every school day to traverse the busy street to school. Lafayette High School uses our street as part of the route for their cross country teams who regularly run on Green Pines in great numbers at a time. There is a pre school babysitter who regularly walks her toddlers and pre school children down our street for exercise, daily, in all seasons. Lots of residents of ours and neighboring subdivisions walk their dogs, ride their bikes, jog and in general use our sidewalks everyday. Our residents live our neighborhood and love being outside, enjoying our area. The increased pressure of trucks and cars has been very difficult to manage on our street. I walk my dogs every day no matter the weather. I see the narrow misses with cars and pedestrians.

Due to the results of the Lochmueller Group traffic study, it is apparent and obvious that we have a chance to make Green Pines Dr and Forest Leaf Parkway in Evergreen safer for pedestrian traffic by a significant reduction in thru traffic. Please make Pond Grover Loop a thru street.

I am sorry for the concerns of residents of some of the neighboring subdivisions, but we in Evergreen Subdivision have had to put up with a very difficult situation for well over 20 years. We would like to see some relief.

Thank you for your attention.

Christine Walker
16616 Green Pine Dr
Wildwood Mo, 63011

Christinewalke@gmail.com
314-753-0464

Sent from my iPhone

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Saturday, July 23, 2016 10:10 AM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	I have been a resident residing at 16619 Westglen Farms Dr. for the last 29 yrs. Because of the fact that the Pond Grover Loop was not allowed to be completed as originally planned there are an estimated 220 cars driving up and down my street using it as an alternative route because the Pond Grover loop was not completed. In addition to that Westglen Farms is a steep downhill grade with a rather sharp left hand turn with one fatality to it's credit. Eliminating 220 cars per day would be a big improvement. Why should we get this extra traffic just because our neighbors in the Evergreen subdivision oppose it? We have endured this long enough and it is time to share the burden with a common sense solution that was originally part of the planning of Pond Grover Loop. I strongly favor this project.
Suggestions	*Field not completed.*
	(Section Break)
Name	Rick and Sue Mudd
Address	16619 Westglen Farms Dr.
City	Wildwood

State	Mo
Zip	63011`
Phone Number	636-458-1921
Email	rjmudd7@gmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Patrice Feldmann <pmfhome@yahoo.com>
Sent: Friday, July 22, 2016 7:26 PM
To: Kathy Arnett
Subject: Pond Grover Loop Extension Statement of Support

We support the proposed extension of Pond-Grover Loop Road. We have lived on Westglen Farms Drive for nearly 30 years and have experienced the traffic levels first hand. While we appreciate the objections of those who will be impacted by the extension of Pond-Grover Loop Road, it seems that those residents will have only their backyards affected. Additionally, it is our understanding that the proposed extension of Pond Grover Loop road was already in future planning before houses were built on either side of that road area. The added traffic in those neighborhoods may be an adjustment in terms of sound levels for the houses backing up to the extension; however, the amount of cut-through traffic on Westglen Farms, Green Pines Drive, and Forest Leaf Parkway has affected all pedestrians along the sidewalks as well as homeowners' access to driveways and general travel on a daily basis. The neighborhoods used as a cut through have, over the years, attempted to abate the growing traffic with a variety of measures. Tall Oaks has signs as well as speed chicanes along Westglen Farms drive. These chicanes jut out into the traffic flow and can cause wheel alignment or tire damage if accidentally hit. This is a definite possibility when traffic is at it heaviest during rush hour and cars need to carefully navigate around the chicanes. Both Forest Leaf Parkway and Green Pines Drive now have speed bumps. These bumps cause many drivers to swerve in an attempt to avoid them and school buses to come to a near complete stop to avoid hurting the children on board. Westglen Farms now has stop signs at nearly every intersection in an attempt to slow traffic. What else can these neighborhoods do to try to slow the continually growing cut-through traffic and protect all pedestrians who walk along the streets including school to and from Green Pines Elementary school? It is time for those residents whose backyards will be impacted by this extension to think of the bigger picture of the community needs. It is time for the Pond-Grover Loop extension to be completed. It is time for Wildwood City Council to move forward on this issue.

Sincerely,
Joe and Patrice Feldmann
16535 Westglen Farms Drive
Wildwood, MO 63011

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Friday, July 22, 2016 7:23 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

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Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	Pond-Grover Loop Road Extension
Position on Request	Support
General Comments	We support the proposed extension of Pond-Grover Loop Road. We have lived on Westglen Farms Drive for nearly 30 years and have experienced the traffic levels first hand. While we appreciate the objections of those who will be impacted by the extension of Pond-Grover Loop Road, it seems that those residents will mostly have only their back yards affected. Additionally, it is our understanding that the proposed extension of Pond Grover Loop road was already in future planning before houses were built on either side of that road area. The added traffic in those neighborhoods may be an adjustment in terms of sound levels for the houses backing up to the extension; however, the amount of cut-through traffic on Westglen Farms, Green Pines Drive, and Forrest Leaf Parkway has affected all pedestrians along the sidewalks as well as homeowners' access to driveways and general travel on a daily basis. The neighborhoods used as a cut through have, over the years, attempted to abate the growing traffic with a variety of measures. Tall Oaks has signs as well as speed chicanes along Westglen Farms drive. These chicanes jut out into the traffic flow and can cause wheel alignment or tire damage if accidentally hit. This is a definite possibility when traffic is at it heaviest during rush hour and cars need to carefully navigate around the chicanes. Both Forrest Leaf Parkway and Green

	Pines Drive now have speed bumps. These bumps cause many drivers to swerve in an attempt to avoid them and school buses to come to a near complete stop to avoid hurting the children on board. Westglen Farms now has stop signs at nearly every intersection in an attempt to slow traffic. What else can these neighborhoods do to try to slow the continually growing cut-through traffic and protect all pedestrians who walk along the streets including school to and from Green Pines Elementary school? It is time for those residents whose backyards will be impacted by this extension to think of the bigger picture of the community needs. It is time for the Pond-Grover Loop extension to be completed. It is time for Wildwood City Council to move forward on this issue.
Suggestions	*Field not completed.*
	(Section Break)
Name	Joe and Patrice Feldmann
Address	16535 Westglen Farms Dr
City	Ballwin
State	Missouri
Zip	63011-1858
Phone Number	3146149984
Email	pmfhome@yahoo.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Elizabeth Weiss
Sent: Friday, July 22, 2016 2:43 PM
To: Pond-Grover Loop Road Committee; Council Members
Subject: FW: Opposed to the Pond-Grover Loop expansion

The e-mail below is being forwarded, per the request of Council Member McCutchen.

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Friday, July 22, 2016 2:37 PM
To: Elizabeth Weiss
Subject: Fw: Opposed to the Pond-Grover Loop expansion

Please forward to council and the PGL Road Committee.

Thanks

On Thursday, July 21, 2016 7:51 PM, Jennifer Biermann <jengril1105@gmail.com> wrote:

Hello,
I'd like to take issue with the proposed expansion of Pond-Grover Loop. My understanding is that there is little need for the road to be expanded between 100 and 109, and I am extremely concerned at the amount of traffic that will increase on the road. My family purchased our home in our subdivision, feeling safe that while the subdivision is close to 109, the other nearby roads experience only neighborhood traffic and it would be a safe location for our young children. We know several growing families that purchased homes in the area, with the same thoughts. We specifically did not buy a home that was on a street off of Westglen Farms, Thunderhead Canyon or Forest Leaf for this very reason. Please consider these issues before moving forward with an unnecessary use of tax dollars.

Sincerely,
Jennifer and Boyd Biermann
16835 Kingstowne Way Dr
Wildwood MO 63011

Kathy Arnett

From: Jerry Porter
Sent: Friday, July 22, 2016 9:55 AM
To: Elizabeth Weiss
Cc: Council Members; Pond-Grover Loop Road Committee
Subject: Re: Pond Grover Loop Extension

As a new member of the City Council, and not someone who for 20 plus years has believed every issue and desire put in the initial "Master Plan" had to be fulfilled, I urge the Pond/ Grover Loop committee to deeply consider the request of those many residents who have come forward to ask that this extension not be completed at this time.

There are approximately 31,000 people outside of Ward 5 and high probably less than one (1) percent would ever use that extension; and you want to spend $2,000,000 to $3,000,000 dollars on a project that approximately one (1) percent of the residents of Ward 5 have expressed an interest in using?

Please remember this is Wildwood, Mo. and NOT Washington D. C. where taxpayer money is spend with NO regard to its needs or desires.
I would sincerely hope common sense, and more importantly fiscal responsibility, would prevail when the decision is made to bring this issue to the full City Council in August.

Thanks for you time.

Jerry W Porter

Sent from my iPad

On Jul 21, 2016, at 8:19 AM, Elizabeth Weiss <liz@cityofwildwood.com> wrote:

> This email is being forwarded per Council Member McCutchen's request.
>
> Thank you,
> Elizabeth Weiss, City Clerk
> City of Wildwood
> 16860 Main Street
> Wildwood, Missouri 63040
> Phone (636) 458-0440 ext. 136
>
> **From:** debra1447@sbcglobal.net [mailto:debra1447@sbcglobal.net]
> **Sent:** Wednesday, July 20, 2016 6:01 PM
> **To:** Elizabeth Weiss
> **Subject:** Fwd: FW: Pond Grover Loop Extension
>
> Please forward to council and the road committee
>
> ---------- Forwarded message ----------
> From: Timothy Delaney <timdelaney56@icloud.com>
> Date: Jul 17, 2016 10:36 AM

Subject: FW: Pond Grover Loop Extension
To: Dave Bertolino <dbertolino@cityofwildwood.com>,dsmccutchen@cityofwildwood.com
Cc:

From: Timothy Delaney [mailto:timdelaney56@icloud.com]
Sent: Sunday, July 17, 2016 10:26 AM
To: 'dsmccuthen@cityofwildwood.com' <dsmccuthen@cityofwildwood.com>; 'olino@cityofwildwood.com' <olino@cityofwildwood.com>; 'jbowlin@cityofwildwood.com' <jbowlin@cityofwildwood.com>
Subject: Pond Grover Loop Extension

To All,

The proposed Pond-Grover Loop Extension has been an agenda for a select few in Wildwood for years and for years there has been strong opposition by those would be affected the most. Yet, this minority chooses to ignore their citizens and continues to push the issue. The extension will turn the Pond-Grover Loop into a major thorough-fare, increasing traffic, noise pollution, and litter. In addition there are safety concerns that would accompany the extension; pedestrian safety, with a four schools in such close proximity and the number of families living on or near the Pond-Grover loop safety should take precedence over all else. Other concerns speeding, increase in crime, decreasing real estate values of those homes along the route and in the nearby subdivisions. I urge all of you to listen to your constituents and stop the Pond-Grover Loop Extension once and for all.

Respectfully,

Kathy Arnett

From: Elizabeth Weiss
Sent: Friday, July 22, 2016 8:26 AM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: Pond Grover loop extension

This email is being forwarded per Council Member McCutchen's request.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Thursday, July 21, 2016 3:34 PM
To: Elizabeth Weiss
Subject: Fw: Pond Grover loop extension

On Monday, July 18, 2016 11:21 AM, robert bagby <robbagby@icloud.com> wrote:

I do not support the extension of this road and will not support use of taxpayer money to build a road that is not needed or wanted.

Kathy Arnett

From: Robert Mendez <robmendez44@gmail.com>
Sent: Thursday, July 21, 2016 8:29 PM
To: Kathy Arnett
Subject: I support the Pond Grover Loop extension

To whom it may concern:

I fully support the Pond Grover Loop Road extension to highway 100.

As a resident of Westglen Farms Drive, I know very well what it is like to have cut through traffic in front of my home and of those of my neighbors. I bought my home with knowledge of this because it was my desire to live in the area. I believe the extension of this road will enable residents that live nearby that road to utilize it so they do not have to use other roads like Westglen Farms Dr as a cut-through.

I have a hard time understanding why residents would complain about extending this road.

1. Not a single home fronts to Pond Grover Loop. So it does not inconvenience residents like those of us on Westglen Farms that have to be extra careful when we pull out of our driveways.

2. It is the very residents that are against the road that are using the area streets as cut-throughs. The extension would benefit the same group of people. If they don't want traffic on the extension then they shouldn't use the road.

If anyone should complain it should be residents like myself that live with cut-through traffic. The extension of the road will spread out the traffic which will benefit everyone. We all have to do our part to make the city better.

Thank you for all that you do. Please send this to the council members and those on the committee.

Rob Mendez

Kathy Arnett

From: Elizabeth Weiss
Sent: Thursday, July 21, 2016 8:20 AM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: Pond Grover Loop Extension

This email is being forwarded per Council Member McCutchen's request.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: debra1447@sbcglobal.net [mailto:debra1447@sbcglobal.net]
Sent: Wednesday, July 20, 2016 6:08 PM
To: Elizabeth Weiss
Subject: Fwd: Pond Grover Loop Extension

Please forward to council and the road committee

---------- Forwarded message ----------
From: Wanda Hults <whults15@gmail.com>
Date: Jul 18, 2016 9:37 AM
Subject: Pond Grover Loop Extension
To: dsmccutchen@cityofwildwood.com,dbertolino@cityofwildwood.com
Cc:

Please note that as a resident of Wildwood in the Pond Grover area, I am opposed to the City spending taxpayer money to build a road that is not needed. It is not needed as stated by the fire department, the school district and the new development in the area, Bright Leaf. And as a resident I am also very much concerned about the increased traffic which will be experienced by diverting State Highway 109 traffic through a subdivision. The extension and reconstruction of Pond Grover Loop appears to be unwise for many reasons. I am asking that every effort be made to stop such a plan.

Kathy Arnett

From: Elizabeth Weiss
Sent: Thursday, July 21, 2016 8:19 AM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: FW: Pond Grover Loop Extension

This email is being forwarded per Council Member McCutchen's request.

Thank you,
Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: debra1447@sbcglobal.net [mailto:debra1447@sbcglobal.net]
Sent: Wednesday, July 20, 2016 6:01 PM
To: Elizabeth Weiss
Subject: Fwd: FW: Pond Grover Loop Extension

Please forward to council and the road committee

---------- Forwarded message ----------
From: Timothy Delaney <timdelaney56@icloud.com>
Date: Jul 17, 2016 10:36 AM
Subject: FW: Pond Grover Loop Extension
To: Dave Bertolino <dbertolino@cityofwildwood.com>,dsmccutchen@cityofwildwood.com
Cc:

From: Timothy Delaney [mailto:timdelaney56@icloud.com]
Sent: Sunday, July 17, 2016 10:26 AM
To: 'dsmccuthen@cityofwildwood.com' <dsmccuthen@cityofwildwood.com>; 'olino@cityofwildwood.com' <olino@cityofwildwood.com>; 'jbowlin@cityofwildwood.com' <jbowlin@cityofwildwood.com>
Subject: Pond Grover Loop Extension

To All,

The proposed Pond-Grover Loop Extension has been an agenda for a select few in Wildwood for years and for years there has been strong opposition by those would be affected the most. Yet, this minority chooses to ignore

their citizens and continues to push the issue. The extension will turn the Pond-Grover Loop into a major thorough-fare, increasing traffic, noise pollution, and litter. In addition there are safety concerns that would accompany the extension; pedestrian safety, with a four schools in such close proximity and the number of families living on or near the Pond-Grover loop safety should take precedence over all else. Other concerns speeding, increase in crime, decreasing real estate values of those homes along the route and in the nearby subdivisions. I urge all of you to listen to your constituents and stop the Pond-Grover Loop Extension once and for all.

Respectfully,

Kathy Arnett

From: Elizabeth Weiss
Sent: Sunday, July 17, 2016 12:06 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: Pond Grover road No no no!!!

This email is being forwarded per Council Member McCutchen's request.

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

> **From:** Debra McCutchen <debra1447@sbcglobal.net>
> **Date:** July 16, 2016 at 10:14:24 PM CDT
> **To:** Elizabeth Weiss <liz@cityofwildwood.com>
> **Subject: Fw: Pond Grover road No no no!!!**
> **Reply-To:** Debra McCutchen <debra1447@sbcglobal.net>
>
> Please forward to council and PGL committee
>
> On Saturday, July 16, 2016 12:11 PM, Wooly Bugger Fly Co. <contact@woolybuggerflyco.com> wrote:
>
> Dave, Debra
>
> I recently moved to Wildwood (Hickory Manor subdivision) I choose my home because my children could walk to school and it would be safe from speeding cars. Now I find out that you want to build a road for no reason.
>
> We also just gave birth to premature baby 29 weeks. And the construction of the road will throw dust and dirt in the air (I live on hickory valley ct only several 100 yards away). Which will cause us to keep our child inside for the duration of the building of the road. Plus it will be loud for his undeveloped nervous system.
>
> Not to mention the damage that might be caused to my home foundation and the disruption of the business I run out of my home. I will hold the city responsible for all of this and retain a lawyer if necessary.
>
> Our children's safety and health are more important than being, beheld to big business. We should hold to our cities name of Wildwood.
>
> Sincerely,
> Jason

--
Sincerely,

Jason Edwards
www.woolybuggerflyco.com
contact@woolybuggerflyco.com

Kathy Arnett

From: Elizabeth Weiss
Sent: Sunday, July 17, 2016 12:05 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: Pond Grover Loop Road expansion

This email is being forwarded per Council Member McCutchen's request.

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

> **From:** Debra McCutchen <debra1447@sbcglobal.net>
> **Date:** July 16, 2016 at 10:10:57 PM CDT
> **To:** Elizabeth Weiss <liz@cityofwildwood.com>
> **Subject: Fw: Pond Grover Loop Road expansion**
> **Reply-To:** Debra McCutchen <debra1447@sbcglobal.net>
>
> Please forward to council and PGL committee
>
> On Saturday, July 16, 2016 11:55 AM, bounce4sam <bounce4sam@gmail.com> wrote:
>
> Hi,
> My name is Samuel, i am at wildwood resident at 16908 Hickory Forest Ln.
> I heard about the expansion and just want to express my opinion.
> I am not for the pond grover loop road expansion.
>
> Also i plan to attend the July 26th committee meeting.
>
> Have a good day !!
>
> --
> Thanks
> Samuel Battula
> (636) 795 8895

Kathy Arnett

From: Elizabeth Weiss
Sent: Sunday, July 17, 2016 12:05 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: Support Pong Grover Expansion

This email is being forwarded per Council Member McCutchen's request.

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

> **From:** Debra McCutchen <debra1447@sbcglobal.net>
> **Date:** July 16, 2016 at 10:09:16 PM CDT
> **To:** Elizabeth Weiss <liz@cityofwildwood.com>
> **Subject: Fw: Support Pong Grover Expansion**
> **Reply-To:** Debra McCutchen <debra1447@sbcglobal.net>
>
> Please forward to council and PGL committee
>
> On Saturday, July 16, 2016 10:37 AM, Jim Headrick <headrickjim@gmail.com> wrote:
>
> Debra and Dave,
>
> I support the expansion of Pond Grover Loop Drive. I believe this will reduce the traffic in front of Green Pine Elementary schools.
> This will also reduce the traffic thru the neighborhoods, as drivers make their way to Manchester.
>
> Thank You,
> Jim Headrick
> 314-420-7921

Kathy Arnett

From: Elizabeth Weiss
Sent: Sunday, July 17, 2016 12:05 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: Fwd: Pond Grover Loop Extension

This email is being forwarded per Council Member McCutchen's request.

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

> **From:** Debra McCutchen <debra1447@sbcglobal.net>
> **Date:** July 16, 2016 at 10:07:26 PM CDT
> **To:** Elizabeth Weiss <liz@cityofwildwood.com>
> **Subject: Fw: Pond Grover Loop Extension**
> **Reply-To:** Debra McCutchen <debra1447@sbcglobal.net>
>
> Please forward to council and the PGL Road committee
>
> On Saturday, July 16, 2016 12:05 AM, Ginger Jackson <gjaxzon@live.com> wrote:
>
> Hi Debra,
>
> I'd like to express my concerns for the potential extension of Pond Grover Loop. Can you forward my concerns to the rest of the council? I've been a homeowner in Wildwood for approximately 35 years. Early on, I purchased a home in Babler Park Estates. There, I raised two terrific kids who have young children of their own and are looking now to move back to Wildwood with their families so the kids can attend Green Pines Elementary where they went to school. I'm proud to be part of Wildwood.
>
> I purchased another home 20 years ago in Hickory Crest Farms subdivision. My home and most valuable asset, currently backs to Pond Grover Loop. When I purchased my home, my realtor told me that there was a slight chance Pond Grover Loop would be extended. There have always been so many families against it, that the topic was always dropped in a short period of time at the City Council level.
>
> I spoke to a couple of long term council members who are dead set that they want the road to go through. Neither of them live in the neighborhood or even close by. This perplexes me since it has no effect on their properties or families. Does this give them an edge since they are on the council? And is the road committee stacked against the folks who are directly affected by a potential parkway that goes through, running directly behind personal property?

I look out my window and am at least 500 feet away from the road, probably much less. The traffic has been getting heavier over the years. The site of the road very, very close to my home as it is with many other homeowners in the area. And, over the years, I've seen many near accidents, more than one in particular, involving young children on foot and on bikes crossing the road. Do we want to put a road through and then second guess it when one of the children is killed by a car? The kids in my neighborhood walk to Green Pines Elementary as well as kinds on the other side of Pond Grover Loop. Through a potentially round-a-bout?

For those who want the road, I wonder if they would like a parkway 500 feet from their homes? Will the value of the homes go down? If the value decreases, will Wildwood City take responsibility and have our backs? I doubt it.

I've not talked to anyone in my neighborhood that wants this road. I'm not sure why we are required to fight this hazard so hard when we are the families that will negatively affected if this passes.

Thanks for listening,

Judith M Jackson
16920 Hickory Crest Drive
Wildwood, MO 63011
636.399.4999

Kathy Arnett

From:	Elizabeth Weiss
Sent:	Saturday, July 16, 2016 7:50 AM
To:	Council Members; Pond-Grover Loop Road Committee
Subject:	Fwd: WILDWOOD INFORMATION

This email is being forwarded per Council Member McCutchen's request. Please see below.

Elizabeth Weiss, City Clerk
City of Wildwood
636-458-0440
Sent from my iPhone

Begin forwarded message:

> **From:** Debra McCutchen <debra1447@sbcglobal.net>
> **Date:** July 15, 2016 at 7:50:22 PM CDT
> **To:** Elizabeth Weiss <liz@cityofwildwood.com>
> **Subject: Fw: WILDWOOD INFORMATION**
> **Reply-To:** Debra McCutchen <debra1447@sbcglobal.net>
>
> Please forward to council and PGL road committee.
>
> On Friday, July 15, 2016 7:36 AM, Linda K. Jasper <Linda.Jasper@lhm.org> wrote:
>
> Hi Debra,
>
> Please help the people of Wildwood. Wildwood should not be wasting money to extend the Pond Grover Loop road.
>
> Your help is greatly appreciated!
> Linda

Kathy Arnett

From:	Laura Rechtin
Sent:	Tuesday, July 05, 2016 10:15 AM
To:	Pond-Grover Loop Road Committee
Cc:	Ray Manton
Subject:	FW: Pond-Grover Loop Road Concept Plan and traffic study
Attachments:	Pond Grove Loop Road Traffic Study II - June 22 2016.docx

This email is being forwarded per Council Member McCutchen's request.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, July 05, 2016 9:28 AM
To: Laura Rechtin
Subject: Fw: Pond-Groover Loop Road Concept Plan and traffic study

Please forward to the PGL Road Committee and Council member Manton.

On Sunday, July 3, 2016 12:40 PM, Scott <SReed10851@live.com> wrote:

Debra,

My apologies for the delay in getting my review comments regarding the Traffic Study conducted on the Extension of the Pond Grover Loop Road. I have a ton of excuses, but you don't really need (or want) to hear them, you just are interested in the results.

Attached is a word document with my comments regarding the most recent draft of the Traffic Study for the Pond Grover Loop Road.

Please feel free to circulate this document as you see fit. Additionally, I will be glad to review these comments with those having an interest in the project. I may be contacted via email or via our home phone at 636-821-1748.

Again, my apologies for my delay.

Sincerely,

Scott E. Reed

From: Debra McCutchen <debra1447@sbcglobal.net>
Sent: Tuesday, June 28, 2016 7:18 AM
To: bartmessbunch@aol.com; betsy@vanderheydens.net; jfinnegan@bhhsall.com; tyler & stephanie Thomas; cindy deppeler; Kathleen Hager; Gary & Pam Cassell; Jim Sanders; Kathy Crismon; Roger Pierson; Scott and Amy Johnson; Nancy Davis; Bill Houston; Cheryl Houston; Dominic Delia; Julie Ring; mccutchenconstruction@gmail.com; homeagainfinnegan@charter.net; larryibal@gmail.com; jimsteinsjw@charter.net; Alan Renner; Brown; Wanda Hults; Mark Nicholos; Paul Pitney; Sue Pratt; John & Judy McFee; Curt & Deborah Parker; Bill Peck; Mary Helmsing; Matt Landuehr; Steffen; Jim & Jan Klandney; Jean Blaher; Dan Rohr; James Gardner; Jim Hill; Linda Herzig; Brian & Janet Millett; Glass; Nicole Cheak; Randy Malmstron; Kairong Tian; whults15@gmail.com; wwbr@aol.com; Mark Acree; Lisa Friebel; Patty Schneider; Sandra McMillen; Amanda Warner; Tom Smith; Aaron Todd; Kristin Thomas; Peter and Marilyn Heath; G s; Shirley Roberts; Lauren Oliver; van fan; Doris Lloyd; Shelly Weise; Theresa SWoboda; Michelle Cole; Joyce Furmanek; baragelis@gmail.com; Valentin Militchin; shirleyjroberts1@aol.com; sreed10851@live.com; theresa@techd.com; larry ball; Kurt Bergmiro; Marianne Tow; Joe Tow; Melissa Akkerman; Andrea Darmon; Carlos J Carter
Subject: Pond-Groover Loop Road Concept Plan and traffic study to be discussed this evening at 7 p.m. at city hall

Please review the following documents.

The **potential roadway concepts for the Pond-Grover Loop Road,**will be discussed at tonight's Pond-Groover Loop Road Committee meeting .

The link directly to the online location of this item can be found here:http://www.cityofwildwood.com/AgendaCenter/ViewFile/Item/7384?fileID=11114

The **updated traffic study**, will aslo be discussed at this evening's Pond-Grover Loop Road Committee. Information is available online at this link: http://www.cityofwildwood.com/AgendaCenter/ViewFile/Item/7383?fileID=11113

I strongly urge you to attend tonight's meeting. There is only one more meeting scheduled for July 26th. Now is the time to have input. If you absolutly cannot attend and wish to provide coments or ask questions email me your comments and I will forward to the committee.

Debra Smith McCutchen
Ward 5 Councilwoman

Review and Comments to
Lochmueller Group Traffic Study
Dated May 23, 2016
As Presented to Mr. Rick C. Brow, PE, PTOE
Director of Public Works/City Engineer
City of Wildwood, MO

At the expense of self-aggrandizement, I approached this review with the following personal and professional experience, which is briefly outlined below:

Personal Background:

- Graduate of the University of Colorado Department of Civil and Environmental Engineering (1974)
- Hold an MBA from the University of Missouri St. Louis (1981)
- Registered Professional Engineer in the State of Missouri and Colorado
- Employed at Sverdrup and Parcel (now Jacobs Engineering) 1974 – 1982 in the Department of Civil and Environmental Engineering as a Project Engineer – detailed site development and master planning of numerous industrial and municipal engineering projects in the United States and abroad
- Employed at Anheuser-Busch Companies as Site Development Engineer and Civil/Structural Engineer 1982 - 2008, master planning, detailed site development of two breweries, 5 can plants, one lid plant, one snack food plant, one bakery, one malt plant, one yeast plant, and numerous projects that did not come to fruition. Prepared or supervised preparation of Environmental Impact Statements (including Traffic Studies, Noise Studies, Endangered Species Analysis, Migratory Wildlife Analysis, Visual Impact Studies, Cultural/Historical/Archaeological Studies, etc.), in California (4) Colorado (2) Georgia (2), Wisconsin (1), and New York (1). Obtained Staff/Planning and Zoning/City Council approval of numerous projects across the US and China.

Definition of Terms:

- Scope of Work – hereinafter referenced as SOW
- Lochmueller Group Traffic Study, Dated May 23, 2016, as Presented to Mr. Rick C. Brow, PE, PTOE, Director of Public Works/City Engineer, City of Wildwood, MO – hereinafter referenced as Traffic Study.
- The Lochmueller Group – hereinafter referenced as The Consultant
- Current Traffic and Development Conditions in the area without any impacts from the proposed Development of the Brightleaf Subdivision. – hereinafter referenced as Existing Conditions
- Projected Traffic and Development Conditions in the area after completion of both the Brightleaf Subdivision and the completion of the Pond-Grover Loop Road – hereinafter referenced as Fully Developed Condition.
- Projected Traffic and Development Conditions in the area after completion of the Brighleaf Subdivision without the completion of the Pond-Grover Loop Road – hereinafter referenced as the Do Nothing Scenario.
- Pond-Grover Loop Road – hereinafter referenced as PGLR
- Level of Service – hereinafter referenced as LOS

Analysis and Comments:

I did not participate in, nor have I reviewed the SOW that was likely the basis of the Traffic Study. It is possible that the Consultant completed all of the tasks required by the SOW.

In similar manner, I am not aware of the source of funding for the Traffic Study nor am I aware of the bias that may be introduced by that source of funding.

In my opinion, this Traffic Study (and possibly the underlying SOW), as in the prior traffic study, is deficient in numerous critical aspects, which will be reviewed herein.

Item 1: The Traffic Study in its entirety fails to analyze or even acknowledge any impacts (either positive or negative) at the following Critical and Regional Traffic Nodes:

- (A) Intersection of the Existing PGLR and State Route 109 (the recently completed Roundabout)
- (B) Intersection of State Route 109 and State Route 100 (Manchester Road): The recently completed high capacity Roundabout on the north side of Route 100 and the existing "diamond" intersection on the south side of Route 100

This failure included the lack of any analysis of the following three scenarios:

- (C) Existing Conditions
- (D) Fully Developed Conditions
- (E) And the Do Nothing Scenario

"Nit Picky" - - - I know - - - but - - - Last sentence, Paragraph 4, Page 2, of the Traffic Study states " . . . which allowed for a reliable prediction of traffic diversion if Pond Grover Loop /road is extended to Route 100." Question: How can such a statement be made or defended when in point of fact, the Traffic Study never even paid "lip service" to the recently completed roundabout intersection at PGLR and State Route 100?

Item 2: On Page 1, Existing Conditions, the Traffic Study makes reference to a prior study ". . . (completed in July 2015 by CBB) . . . " as a basis of determination of the Peak Hours for use in further analysis in the current Traffic Study. While I personally and professionally agree with the conclusions of both studies as to the determination of a Peak Hour, the actual analysis conducted by CBB to determine the actual time of the Peak Hour is at best a "logical disaster" with little or no basis in fact. Reliance on such "shaky ground" brings into question the validity of an analysis built upon such "logic." (As I recall - - - CBB did not conduct a 24 hour sample of traffic patterns, rather they conducted a "spot survey" around a two or three hour window either side of their so called "peak hour."

Item 3: Continuing on Page 1, Existing Conditions, the Traffic Study specifically cites turning movement counts at ". . . seven area intersections . . ." as illustrated on Exhibit 2. Examination of Exhibit 2 shows in fact that the Traffic Study provides Existing Peak Hour Traffic movements at 8 - - - not 7 intersections. It seems that the Traffic Study might be in need of some careful technical review and critique. Furthermore, the Traffic Study once again fails to provide any data at the critical intersections referenced in Item 1, (A) and (B) above.

Item 4: Continuing on Page 1, "The City collected weekly traffic counts at six mid-block locations. These counts were used to determine the Average Daily Traffic (ADT) for the study roadways, as summarized in Exhibit 3". Once again, the Traffic Study, and specifically this Exhibit 3, as a whole, fails to gather critical background information at the intersections referenced in Item 1, (A) and (B) above. Such an oversite makes it impossible to effectively analyze the project's traffic impacts at these two key,

recently renovated/improved regional, intersections or on the "Minor Arterial" - State Route 109, or on the "Principal Arterial" - State Route 100 (Manchester Road), for the three scenarios referenced in Item 1, (C), (D) and (E). Especially critical is the lack of data that could be used in the analysis of Item 1, (E): the Do Nothing Scenario.

Item 5: On Page 2, Traffic Diversions with Completion of Pond-Grover Loop Road, provides the following conclusion " . . . The extension of the Pond-Grover Loop Road would not be expected to induce a significant volume of cut-through traffic . . ." More to the point: Exhibit 3: Average Daily Traffic (ADT) on Primary Roads shows an estimated current ADT of 1,715 vehicular movements. Exhibit 6: Projected Traffic with Pond-Grover Extension shows an estimated increase in the ADT of 460 vehicular movements to a new total of 2,175 vehicular movements. "Doing the math" - - - ((2,175-1,715)/1,715)*100 = 26.8% - - - shows that the completion of the PGLR will in fact generate an increase in traffic on the PGLR in the vicinity of the intersection of Hickory Crest Drive of **26.8%**. Whether or not this increase in traffic is due to "cut-through" traffic is completely irrelevant. My professional experience has told me that an increase of 26.8% in anything, especially in Average Daily Traffic, is in fact significant and **cannot** be simply dismissed or ignored. Such an increase must be brought to light, discussed, and analyzed.

Item6: On Page 4, Functional Classification & Recommended Design of Pond Grove Loop Road, two major points need to be made.

- (A) Language in this section strongly implies that the decision to extend the PGLR is a "fait accompli" when in fact, the document provides not one single shred of evidence that the extension of PGLR is in fact required for traffic service to and from the area.
- (B) Language in this section specifically states ". . . Based on both ADT estimates and the types of trips expected to utilize Pond-Grover Loop Road in would likely function as a **residential Urban Minor Collector**. However, it would be at the low end of a collector street form a traffic volume perspective. . . " While this may in fact be the case, the Traffic Study provides no basis of comparison. Specifically unanswered are the questions. First: What is the current classification for the existing portion of the PGLR? Second: What would be the classification for the existing portion of the PGLR for the Do Nothing Scenario?

Item7: The last paragraph on page 4 states ". . . the pedestrian crossings of Pond-Grover Loop Road, if extended, are a concern, particularly as it relates to the interaction with Green Pines Elementary and crossings at the intersection with Green Pines Drive. Based on the projected volumes, traffic activity on Pond-Grover Loop Road in this area will be similar to current traffic on Green Pines Drive, Forest Leaf Parkway and Fullerton Meadows Drive." One again, the Traffic Study chooses to ignore and does not provide any explanations or analysis regarding a **26.8%** increase in Average Daily Traffic at the intersection of the completed PGLR (Refer to Item 5 above.) And note, this increase only applies to the traffic traveling north of the intersection of PGLR and Green Pines Drive. Through the specifics of the situation encountered at this intersection (and other such similar situations) the percentage increase in traffic south of this intersection is "infinity". Again, "doing the math", and using data provided from both Exhibits 3 and 6 - - - ((1,360-0)/0)*100 = infinity (as division by 0 is "undefined"). While this may seem to be a "trivial point" here, as a practicing professional, I encountered this exact situation while preparing a complete Environmental Impact Statement as part of a review of a project, much smaller in scope than this project, as required by the California Environmental Quality Act.

Item 8: Nowhere in the context of the Traffic Study is LOS discussed. No information is provided on the LOS nor the LOS that would result from the three scenarios referenced in Item 1 (C), (D) and (E) above.

Conclusion and Summary:

- While this Traffic Study seems to be of a higher quality than the prior traffic study presented as a part of this project, this Traffic Study is still lacking. To obtain a more complete picture of this project and its impacts on the regional traffic, revision and resubmittal should be considered.
- Additional revisions and analysis to the Traffic Study should include:
    - Inclusion and analysis of the three development scenarios as referenced in Item 1 (C), (D) and (E) above.
    - Inclusion and analysis of developmental impacts upon the intersections as referenced in Item 1 (A) and (B) above.
    - Inclusion and analysis of LOS for all three development scenarios as referenced in Item 1 (C), (D) and (E) above.

In closing, these comments may be shared with those having an interest in this project. I will glad to review these comments with those interested in the project.

Respectfully submitted,

Scott E. Reed, B.S., M.B.A., P.E.
(636) 821-1748

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, July 05, 2016 10:07 AM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: please forward to council and road committee if you have not done so

This email is being forwarded per Council Member McCutchen's request.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Saturday, July 02, 2016 3:50 PM
To: Laura Rechtin
Subject: please forward to council and road committee if you have not done so

vanfan369@sbcglobal.net
To
Debra McCutchen
Jun 28 at 1:30 PM

Hi Debra,

I can not attend tonight's meeting, as, I have not been able to attend any of the others either. We own a business in Wildwood, and, my husband has to travel during the week. I have to drive our kids to their different lessons, and, games, almost all nights of the week. I know our presence has been encouraged to fight this extension, but, our work comes first, to support our home, and, family.

I have spent many hours through the years explaining why my husband, and, I have been against, and, continue to be against the extension of this road. I do not have time, once again, to carefully compose our concerns, and, restating facts about this road. I appreciate everyone who has invested time to fight against this extension. And, though, it will affect our quality of life, as, it will our neighbors & others whose properties abut, or, are near the proposed road. I fear we are just being overruled at this point, on behalf of the new Bright Leaf subdivision, and, the countless cars, and, trucks that will travel this road, as an alternative to turning off 109 at 100, to cut through, by the powers that be, on the Wildwood council, and, previous mayor.

All of the letters, and, people who have spoke at meetings, to illustrate the effects this road will have on people, and, their property values, because, their lives will have more noise, sound, and, light, are being ignored. I have added, the fear of the risk of flooding on my property & home, because, there will no longer be a watershed in that corridor to absorb water from snow, and, rain. I have had water encroach quickly on my property, just 20 feet from my basement door, after downpours. Preventing this matter seems to not be any part of the planning for the road.

We are also going to get more kids, and, teens in the creek behind our home, with a sidewalk bringing them right to the edge of our property. They come now, but, seasonally. They come in the colder months before the grass grows high. And, the cold discourages too many from coming. Now, with a sidewalk going right there, kids will go there, drink alcohol & other things they do in hiding, and, leave their trash. Go there now, lots of beer cans & bottles.

And, hopefully, no child will be hurt, or, worse, trying to cross the road at the intersection of Green Pines, and, Pond Grover Loop, coming, and, going to school.

It is another project for the benefit of the minority, ignoring the voice of the majority.

Melissa & Paul Akkerman

Show original message

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, July 05, 2016 10:06 AM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: forward to council and road committee

This email is being forwarded per Council Member McCutchen's request.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Saturday, July 02, 2016 3:48 PM
To: Laura Rechtin
Subject: forward to council and road committee

Mark Acree <markacreejr@sbcglobal.net>
To
Debra McCutchen
Jun 28 at 6:05 PM

Deb,
Thanks for passing along the information. My main concern/criticism that I would have brought up tonight if I was able to attend, is why do the two different traffic studies come up with two different sets of data? And why was the area included in each respective study different? If they wanted to compare apples-to-apples, the study parameters should have been the same.

Additionally, I see they have concept drawings for the development west of Evergreen Forest, but do they have anything put together for the area directly south of Evergreen Forest and north of 100? My neighbors and I are still very concerned about what our views will be, and that they are going to force that 8 home cul de sack in there. Any additional drawings would be great to get once you have them. Can't thank you enough for the work you're doing, sorry I can't attend tonight's meeting.

Thank You,
Mark Acree

Sent from my iPhone
Show original message

Kathy Arnett

From: Laura Rechtin
Sent: Wednesday, June 29, 2016 12:53 PM
To: Council Members; Pond-Grover Loop Road Committee
Subject: FW: Please forward to PGL Road Committee and Council

Council Member McCutchen has asked me to forward the following email.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Wednesday, June 29, 2016 11:53 AM
To: Laura Rechtin
Subject: Please forward to PGL Road Committee and Council

Ms. McCutchen,
Thank you for the information. My wife, Anita, and I, and our two children, would like to express how much we oppose the Pond-Grover Loop extension. We feel that it would be severely unfair to many of the families in the areas involved and afford little or no benefit.

I am sorry to say that we were unable to attend the meeting on May 24th due to a prior work related commitment.

Max Gillman

16635 Evergreen Forest Drive

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Tuesday, June 28, 2016 2:25 PM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	*Field not completed.*
Item Description	Pond Grover Loop Extension
Position on Request	Do Not Support
General Comments	There are two flaws that in scanning the Lochmueller Group traffic study (1) it appears that the study was conducted in July 2015 and did not take into consideration that Green Pines School was out of session for the summer and (2) again in scanning the traffic study did not see mention to the additional traffice that Bright Leaf Subdivision would produce on Highway 100. Also, I have a problem with the current committee (a) the prior Mayor appointed this committee and it is my opinion that it should be totally disbanded and eliminate any biase that the committee could show to the residents of Ward 5. In addition it my understanding that the Pond Grover Loop extension would still past extremely near the Birch Forest Drive residents and would create (a) additional noise and lights and could poise a potential hazard to those people using the walking trail that begins at Birch Forest. With all of the concerns that Ward 5 residents have it is my hope that the proposed Bright Leaf will not be started and that the PGL committee be eliminate and a new independent traffic survey be conducted when Green Pines school is in session to give a more accurate determination as to the traffic flow.
Suggestions	(1) Abolish the current PGL Extension committee and have the new Mayor seek volunteers from Ward 5 residents excluding

	any members of the current committee. (2) That a new traffic study be conducted to account for added traffic during the school year at the Green Pines, Pond Grover and Forest Leaf intersections and that the study includes the potential traffic increase on Highway 100 at Taylor Road (3) A noise polution study be conducted to determine the impact on the residents of Birch Forest Dr. and the Ward 5 residents wishes for PGL not to be accomplished since Wildwood listens or suppose to listens.
	(Section Break)
Name	James Sanders
Address	16556 Birch Forest Drive
City	Wildwood
State	Missouri
Zip	63011
Phone Number	6366752802
Email	jsanders3162@att.net

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Facebook <update+22fa4y_y@facebookmail.com>
Sent: Thursday, June 16, 2016 2:26 PM
To: ContactUs
Subject: Christine Herzing Walker commented on a link Wildwood City Hall (Wildwood, MO) shared.

Facebook

Christine Herzing Walker commented on a link Wildwood City Hall (Wildwood, MO) shared.

Christine Herzing Walker
June 16 at 2:26pm

After reviewing the traffic study and the fact that putting Pond Grover Loop Road through would significantly reduce the amount of traffic on Green Pines Dr, I have decided that the extension is overall a good thing and would like to see it go though.

Like Comment

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Facebook, Inc., Attention: Community Support, Menlo Park, CA 94025

Kathy Arnett

From: James Sanders <jsanders3162@att.net>
Sent: Friday, June 03, 2016 6:42 PM
To: Kathy Arnett
Subject: pgl committee

It is my opinion that the PGL traffic study omitted one important part. I did not see anything pertaining to the extra traffic the new subdivision would create on Highway 100, especially for residents trying to turn onto Highway 100 at Forest Leaf Parkway this will add at minimum 368 cars (based on 184 homes in the new subdivision).

In addition, it is my understanding this committee was selected by the former Mayor who was tremendously in favor of PGL extension. Therefore, I believe the new Mayor should be the one to take action disband the current committee and start over. Also, with a new or second traffic study being done.

As you can see I am not in favor of the PGL extension, especially if it comes from City of Wildwood funds. If vacancy occurs on the committee I would consider filling that vacancy.

Thanks

Jim Sanders
Vice President and CFO
Sanders' Bookkeeping, Consulting, & Tax, Inc.
16556 Birch Forest Dr.
Wildwood, MO 63011
636-675-2802 (cell)
http:\\www.completesiteinteractive.com\Sanders

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, May 31, 2016 7:47 AM
To: Council Members; Kathy Arnett
Subject: FW: Citizen comment to forward to council

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Saturday, May 28, 2016 12:13 PM
To: Laura Rechtin
Subject: Citizen comment to forward to council

Ms. McCutchen,
Thank you for the information. My wife, Anita, and I, and our two children, would like to express how much we oppose the Pond-Grover Loop extension. We feel that it would be severely unfair to many of the families in the areas involved and afford little or no benefit.

I am sorry to say that we were unable to attend the meeting on May 24th due to a prior work related commitment.

Max Gillman

16635 Evergreen Forest Drive

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, May 31, 2016 7:44 AM
To: Council Members; Kathy Arnett
Subject: FW: Comment regarding Pond-Grover Loop

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Sunday, May 29, 2016 10:02 AM
To: Laura Rechtin
Subject: Comment regarding Pond-Grover Loop

Please forward to council.

To
Debra McCutchen
May 24 at 4:53 PM

Hello Debra, and, others within Wildwood's government,

Again, I can not attend the meeting, due to commitments with our children. I have stated over, and, over again, that my husband, and, immediate neigbors are against PGL being extended through our backyards. I read the new study. It confirms to me that the PGL extension will affect our quality of life in our neighborhood. There will be thousands of cars traveling between our subdivision, and, Hickory Crest subdivisions along PGL.

This affects our quality of life, adding noise, and, pollution. It takes away a natural area within a densely populated area. Hence, removing the little bit of "wild" we have within our immediate area of Wildwood. That area serves a purpose for the numerous types of wildlife in our area. It is especially an essential area, with the natural creek running through. That creek needs the big hill extending up from Green Pines to remain a field, to absorb rain, and, slow run off. If that field is paved, the water will rush to the creek, and, risk flooding the back yards, and, potentially, the homes of the properties that abut the creek. I have seen the creek swell up to

our property line. I would not want an enclosed pipe system to be the solution, in order, to build this road.

I have suggested in the past, a park, a walking trail through that corridor, would be much more welcome by the residents in this area. The new subdivision that was approved, is in an undesirable location for homes, nested between highways. That property would have made a great recreation center area, with a pool, and, lodge, for hosting events, and, meetings, which could also contribute to revenue for the city.

Our new mayor, and, elected council members owe it to the residents of our community to uphold the bylaws, and, not go ahead with a development, that a minority wants, not a majority.

Sincerely,
Melissa & Paul Akkerman
2408 Evergreen Forest Ct.
Show original message

Kathy Arnett

From: Shankar Konda <sr_konda@yahoo.com>
Sent: Monday, May 30, 2016 11:36 AM
To: Kathy Arnett
Subject: To the Attention of the Pond Grover Loop Committee

Dear Kathy:

I just want to voice my opinion about the proposed road extension. I live on 16771 Hickory Crest Dr in Wildwood, MO...and my vote is "not" going for an extension of the road

I am not sure if there's any other forum to voice my vote but want to send this email to let you know. Please advice if there's anything else I need to do and voice my opinion.

Thanks

Shankar & Usha Konda

Kathy Arnett

From: Laura Rechtin
Sent: Wednesday, May 18, 2016 10:52 AM
To: Council Members; Kathy Arnett; Joe Vujnich
Subject: FW: Opposition to Pond-Grover Loop Extension

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Wednesday, May 18, 2016 10:46 AM
To: Laura Rechtin
Subject: Fw: Opposition to Pond-Grover Loop Extension

Please forward to council.

On Tuesday, May 17, 2016 10:56 AM, Eric Petruska <ericmpetruska@gmail.com> wrote:

Hello,

I live on Hickory Crest Drive within eye sight of the potential Pond-Grover Loop extension and would like to voice opposition to the proposed project. I am not excited about the prospect of a major construction sight and loss of green space so close to my home, but my biggest objection is the way this seems to have been handled. I would think that an explanation of why this is so critical to the city of Wildwood that taxpayer's money is used for the project would be the first step in this process, but I have not seen such an explanation. I also cannot understand how in a town of our size, a petition with hundreds of signatures (mine included) opposing this project would fall on deaf ears. At the very least, you good people, our elected representatives for our ward should be on this committee and ultimately able to voice the opinion of the citizens who live in the effected areas, which from what I hear seems to be a resounding NO. Thank you for your time and consideration, please make my family down as a "NO" vote for the Pond Grover Loop Extension.

Thank You,

Eric Petruska
314-503-0191

Kathy Arnett

From: Laura Rechtin
Sent: Monday, May 16, 2016 9:46 AM
To: Council Members
Cc: Pond-Grover Loop Road Committee
Subject: FW: Pond Grover Loop Ext

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
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16860 Main Street
Wildwood, MO 63040
(636) 458-8277
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Please Subscribe to the City's Weekly e-News:
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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Friday, May 13, 2016 1:11 PM
To: Laura Rechtin
Subject: Fw: Pond Grover Loop Ext

Laura,

Please forward to council members and the PGL road committee.

Thanks,

Deb

On Wednesday, May 11, 2016 9:29 PM, THOMAS SMITH <12TSmith@msn.com> wrote:

Debra please forward along to committee members and council if you see appropriate.

It was a pleasure to meet a few of the committee members during the walking tour of the proposed changes. I was not able to meet everyone however after meeting the few I did and listening to and having conversations with several residents I have a few concerns I think need to be addressed. I think, based on my conversation and observations there is some confusion around a few key points.

1) Cost of the road. I heard the builder isn't paying for any of the road. I heard the builder is paying for $75,000, and I heard the decision of funding hadn't been made. Multiple people mentioned that Wildwood doesn't benefit from personal property tax, so the City is unable to fund the road unless an assessment was

done for each resident to share in the cost. I think this subject needs to be more transparent and clear as to how the cost of the road is going to be funded. The residents and committee should know the cost of the road project and how that is planned to be funded before a fair decision could be made. In addition the road I think the expense for any noise canceling objects (shrubs, trees, concrete walls) needs to be clearly outlined, and not funded by the residents. Also, what will the process of constructing the road look like. Will peoples property be altered or obstructed with heavy machines and equipment during the process?

2) I think anyone who walked the proposed route could see how dangerously close the road is to the current homes backyards. I think it would be beneficial to compare what is proposed for PGL extension to other areas in Wildwood in relation to how close homes/backyards are to a residential road. Are there any places we can see images of that will have a street this close to a backyard? Some of those property lines come very close to where the road would be. I think we need to see what that looks like asthetically, and research into what economic impact this road will have on property values.

3) It appears from the map and some conversation there are other options that both sides may be able to agree on that doesn't extended PGL. In addition to the already planned other access points, I think we should explore expanding Eatherton instead of putting a road in residents back yards. It doesn't seem that all other options have been explored or exhausted. I think many people would support a waling trail instead of a road extension, which would keep the green space and support and active lifestyle. Several students who live in this area currently walk to the high school and if they had a paved trail I think many students would use that and not drive to school at all. This would also help with the already over crowded parking at Lafayette and with this new development in addition to others in the area that will feed into Lafayette that situation is only going to get worse.

4) I think we also are making an assumption that the high school kids will use this cut through and need it to get to high school. I tend to believe that several high school students go other places before school aren't going directly from home. If you have ever been to a Starbucks in the morning you know what I mean. I think the road more traveled will be from the new development out to Manchester so they can get coffee, gas, food, or countless other errands before they attend school.

5) If the new development has never experienced the road, when they purchase their home they will know exactly what route options they will have. It's not like we are taking away a route that exists today. We are however discussing taking away kids safety in their backyards, home values, and residents privacy by putting a road in their backyard.

6) Finally I think the topic of biased on the committee needs to be discussed. Most of the members I spoke to, either stated they were unbiased and had not made any decision yet, or they at least lied to make us all feel better, haha. However one member, Paul I believe his name was, openly supports the road. This seems like a conflict to me and the purpose of the committee is to represent an unbiased opinion, due their due diligence, analyze data and then make a recommendation. It doesn't seem very political to appoint someone to the committee who already has their mind made up and even openly admitted that he bought his condo "because the road was coming". I think he needs to be removed from the committee, or at least add a member that openly opposes the road so both sides can be represented. I realize that we don't know why the outgoing mayor picked who he did, however it seems strange that the members selected were not voted on or elected they were just appointed.

I appreciate your time and understanding how important these issues are in making an educated decision,

Tom Smith

Kathy Arnett

From: Yansheng Wei <wei.yansheng@gmail.com>
Sent: Tuesday, May 10, 2016 7:18 PM
To: Jim Bowlin; Debra Smith McCutchen; Dave Bertolino; Kathy Arnett
Subject: To the Attention of the Pond Grover Loop Road Committee

Hi,

I live at "16825 Hickory Trails Ln" and would voice my OBJECTION of the Pond Grover Loop extension idea. I see limited if any need, am concerned to the neighborhood safety and the financial burden to the city, and ultimately to the residents.

Thank you,
Yansheng Wei

Kathy Arnett

From: Terri Jordan <Terri@LCJMarketing.com>
Sent: Tuesday, May 10, 2016 7:51 AM
To: Jim Bowlin; Debra Smith McCutchen; Dave Bertolino; Kathy Arnett
Subject: POND GROVER LOOP ROAD COMMITTEE

I'm extremely disappointed that plans to make the Pond Grover Loop Road Extension are still happening. I do not want the extension to happen. My son walks to school every day currently. He has to pay very close attention to the drivers who think "STOP" – Slight Tap On Petal The additional traffic will make it more of a nightmare.
The voices from Ward 5 do need to be heard.

I had expressed several years ago that I was in favor for the City Park to be put at the end of Pond Grover Loop. I'm still in favor for that. We need to have a place where residents can go with the children. That is what makes a city become a community.

Terri Jordan

LCJ Marketing Source Inc.
636-405-0525
314-623-0525 cell
fax 636-405-0530
terri@lcjmarketing.com
www.lcjmarketing.com

Kathy Arnett

From: Laura Rechtin
Sent: Friday, April 29, 2016 8:22 AM
To: Council Members
Cc: Kathy Arnett
Subject: FW: OPPOSE THE TAXPAYER-FUNDED POND-GROVER LOOP EXTENSION

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
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(636) 458-6969 fax

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From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Friday, April 29, 2016 7:54 AM
To: Laura Rechtin
Subject: Fw: OPPOSE THE TAXPAYER-FUNDED POND-GROVER LOOP EXTENSION

Hi Laura,

Please forward this email to council.

Thank you,

Deb

On Wednesday, April 27, 2016 7:28 AM, Linda K. Jasper <Linda.Jasper@lhm.org> wrote:

Hello,

My family and I, like most people in Wildwood, oppose the taxpayer-funded Pond-Grover Loop extension. Please help to stop this unnecessary extension.

Thank you so much!
Linda

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, April 26, 2016 3:02 PM
To: Council Members
Cc: Kathy Arnett
Subject: FW: Pond Grover Loop Extension

Per Council Member McCutchen's request, I am forwarding this email regarding the Pond Grover Loop Road Extension.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, April 26, 2016 3:00 PM
To: Laura Rechtin
Subject: Fw: Pond Grover Loop Extension

Laura, Please forward to council.

On Monday, April 25, 2016 10:34 AM, Wanda Hults <whults15@gmail.com> wrote:

Am writing to let it be known that I am opposed to spending our tax money in Wildwood for the Pond Grover Loop Extension. Thank you for protecting our Ward and community by voting against this tax funded extension.

Kathy Arnett

From: Laura Rechtin
Sent: Tuesday, April 26, 2016 3:01 PM
To: Council Members
Cc: Kathy Arnett
Subject: FW: strongly oppose pond grove loop road extension

Per Council Member McCutchen's request, I am forwarding this email regarding the Pond Grover Loop Road Extension.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, April 26, 2016 2:49 PM
To: Laura Rechtin
Subject: Fw: strongly oppose pond grove loop road extension

Laura, please forward to council.

On Tuesday, April 26, 2016 10:34 AM, "Gillman, Max" <gillmanm@umsl.edu> wrote:

Dear Ward 5 members,
I strongly oppose pond grove loop road extension and agree with all points raised by Gary Schroeder and consider him a perfect representation of my own views.
Please do everything possible to stop this.

I have written the Mayor and have threatened legal action in terms of **a class action suit** to stop the entire development if the road extension behind Evergreen Forest Drive is approved as it is unnecessary for the housing project, and objectionable for many reasons. I plan to engage in such a legal suit if necessary.

Thank you,
Max Gillman 314-696-7834

Kathy Arnett

From: noreply@cityofwildwood.com
Sent: Sunday, April 24, 2016 4:44 PM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	PASSING THE POND GROVER LOOP
Position on Request	Support
General Comments	It's time to get the Pond Grover Loop FINISHED! The city is adding an additional 200 +-? homes to the area of Taylor Road and Highway 100. All of these homes will feed into Green Pines Elementary, We need to think about the safety of the children of Wildwood! Also, I would think the developer of this new subdivision would bear some of the financial liability to finish the Pond Grover Loop. That would be a WIN WIN for the City, and once again, let's think about the safety of the children of Wildwwod who will be attending Green pines and playing around streets that weren't intended to be arterial paths of traffic! Thanks, Steve Casper
Suggestions	*Field not completed.*
	(Section Break)
Name	Steve Casper
Address	2502 Forest Leaf Parkway
City	Widwood
State	Missouri

Zip	63011
Phone Number	6363997550
Email	srcasper@gmail.com

Email not displaying correctly? View it in your browser.

Kathy Arnett

From: Laura Rechtin
Sent: Monday, April 25, 2016 8:45 AM
To: Council Members
Cc: Kathy Arnett
Subject: FW: Pond-Grover loop extension

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Sunday, April 24, 2016 10:27 PM
To: Laura Rechtin
Subject: Fw: Pond-Grover loop extension

Laura,

Please forward the following comments to council.

Thank you,

Deb

On Sunday, April 24, 2016 8:12 PM, Kelly Sida <kellyakatiej@icloud.com> wrote:

Dear council member,
As I sit on my deck enjoying the sights and sounds of nature, I am greatly saddened that this could all be destroyed due to an unnecessary road being built. The idea of removing this natural area just so people can SPEED through my backyard is disturbing. I understand development of the land is inevitable. But, why another road? There are already several routes connecting this area that I use daily. A road creates a safety issue, security issue , noise pollution, and destruction of wild life habitat . And ,Of course there's$$$$ involved that could be better spent elsewhere. Please share this letter with your fellow council members. I wanted to " grow old" here. If the road gets built , I will move away and tell all that Wildwood doesn't care about keeping its community "wild". I love it here and really don't want to be " forced" away because of bad politics. Thank you for all that you do to try to make our community a great place to live!

Sincerely,
Kelly Sida

16008 Sandalwood Crk Dr
Wildwood MO 63038

(314)650-3459

Sent from my iPhone

Kathy Arnett

From: Laura Rechtin
Sent: Monday, April 25, 2016 8:44 AM
To: Council Members
Cc: Kathy Arnett
Subject: FW: Pond Grover Loop

This email is being forwarded per Council Member McCutchen's request. Please see below.

Laura Rechtin
Assistant Court Clerk/Deputy City Clerk
City of Wildwood
16860 Main Street
Wildwood, MO 63040
(636) 458-8277
(636) 458-6969 fax

Please Subscribe to the City's Weekly e-News:
http://www.cityofwildwood.com/list.aspx

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Sunday, April 24, 2016 11:17 AM
To: Laura Rechtin
Subject: Fw: Pond Grover Loop

HI Laura,

Please forward this email to council.

Thank you,

Deb

On Saturday, April 23, 2016 6:14 PM, Scott Beltrani <sbeltrani@sbcglobal.net> wrote:

Our family strongly opposes the extension of the Pond Grover loop. We live at 2501 Rain Forest Drive, and don't want a busy street running through our back yard. It will certainly be loud, dangerous, and our realtor assures us that it will likely devalue not only our home, but all the homes in our neighborhood.

Thanks for representing our interests and the interests of our neighborhood.

Thanks,
Scott and Jodi Beltrani

Kathy Arnett

rom: noreply@cityofwildwood.com
Sent: Tuesday, March 22, 2016 6:15 PM
To: Lynne Greene-Beldner; Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road Committee Agenda Item
Item Description	*Field not completed.*
Position on Request	Support
General Comments	I support that Pond-Grover Loop Road should be extended from its current terminus, through the proposed Villages at Bright Leaf Subdivision, to State Route 100. This will give people more and varied access to State Route 100 and lessen the traffic that flows by Green Pines Elementary school, thus making it safer for our children.
Suggestions	*Field not completed.*
	(Section Break)
Name	Stephanie Fox
Address	16467 Fullerton Meadows Dr.
City	Wildwood
State	MO
Zip	63011
Phone Number	314-614-4875
Email	jsfoxdesigns@charter.net

Elizabeth Weiss

From: Christy Pitney <christypitney@yahoo.com>
Sent: Thursday, August 04, 2016 7:57 PM
To: Elizabeth Weiss
Subject: "impact" chart for Council
Attachments: impact chart-1.pdf; ATT00001.htm

Liz,

Could you please forward this to the members of City Council on Friday? I would also like it included in the public record and in the packet that the Council will receive in advance of their vote on this matter. Thank you!

Christy

Dear City Council members,

The Pond-Grover Loop Road committee was encouraged at one of our final committee meetings to "do our homework," and so my most recent "homework" is attached -- a chart summarizing the various impacts of the possible options, and, where available, official comments that address what was supposed to be the committee's aim: to determine if the road extension is needed.

This is not an exhaustive, comprehensive chart and does not include every detail that's been discussed. Rather, I meant it to be factual, objective, and concise, so anyone could glance quickly at it and get a decent grasp of the pros and cons of the issue at hand.

I presented this to the committee at the July 28 committee meeting; its facts (and especially the lack of evidence that the road is needed) are one of the reasons I voted "no" on the extension.

Christy

IMPACT OF PGL OPTIONS

	road extension	*no road extension*	*trail instead of road*	*is road needed?*
impact on traffic on existing PGL	estimated to increase traffic by about 30% (CBB and Lochmueller Group traffic studies)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	
impact on traffic on adjacent neighborhood streets	estimated to decrease traffic between 9% and 36%, with an average decrease of 19% (PGL committee meeting minutes, 5/24/16, p. 6)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	no significant change other than increase in traffic because of VBL (PGL committee meeting minutes, 5/24/16, p. 5)	"I don't think that this connection is critical because of Bright Leaf or necessarily critical for any reason." (Dustin Riechmann, Lochmueller Group, 5/24/16 PGL committee meeting)
impact on property values of abutting homes	would likely decrease property values of homes that now back to green space and would back to new road (conventional real-estate wisdom, but would need to confirm with realtor)	no significant change	would likely maintain or increase property values of homes that would back to new trail (conventional real-estate wisdom, but would need to confirm with realtor)	
impact on emergency vehicle access	would create another access point for emergency vehicles in addition to the ones that already exist	no change	could be designed to create another access point for emergency vehicles in addition to the ones that already exist	The fire department would "make it work" if the road is not extended. (Fire Chief John Bradley, P&Z meeting, fall 2015)
impact on walkability of area	– would add complexities to crossing existing PGL with the additions of two-stage roundabouts at 1) an intersection that currently contains no traffic calming measures other than stop signs on the adjacent residential streets, and 2) an intersection that currently is a three-way stop, with a protected crossing on one side (concept plan presented at 6/28/16 committee meeting) – predicted to decrease traffic counts in front of Green Pines Elementary (5/24/16 PGL committee meeting minutes, p. 5)	would eliminate a need for roundabouts, which some pedestrians find difficult to cross	– would increase walkability and bikeability of area near existing PGL – would eliminate need for roundabouts, which some pedestrians find difficult to cross – would give Bright Leaf residents a safe way to walk to school	

impact on bus transportation to and from school	no change	no change	no change	The bus route for Green Pines Elementary will remain the same, regardless of the road extension. (William Sloan, Rockwood director of purchasing and transportation, in a phone conversation with Councilwoman Deb McCutchen, fall 2015)
impact on Villages of Bright Leaf traffic	– might decrease VBL traffic that would use Eatherton Road ("Questions and Answers from 5/24/16 PGL committee meeting") – would allow VBL residents access to Green Pines Drive via PGL – would allow VBL motorists access to Clayton Road via Green Pines Drive to Westglen Farms Drive to Thunderhead Canyon Drive, potentially increasing cut-through traffic on these streets – would allow residents of existing subdivisions easy access to VBL roads, potentially increasing traffic on those roads	– would prevent VBL motorists from accessing Clayton Road via Green Pines Drive to Westglen Farms Drive to Thunderhead Canyon Drive, potentially decreasing cut-through traffic on these streets – would prevent many existing residents from using VBL roads, potentially decreasing traffic on those roads	– would prevent VBL motorists from accessing Clayton Road via Green Pines Drive to Westglen Farms Drive to Thunderhead Canyon Drive, potentially decreasing cut-through traffic on these streets – would prevent many existing residents from using VBL roads, potentially decreasing traffic on those roads – might encourage more VBL residents to walk or bike to school instead of drive, reducing VBL traffic	– The PGL connection is not critical to VBL. – The proposed access points for VBL would be sufficient if PGL is not extended. (both statements from Dustin Riechmann, Lochmueller Group, 5/24/16 PGL committee meeting minutes, p. 5)
impact on sound/light levels	educated assumption is that sound/light levels would increase because of a decrease in trees and increase in traffic, but this information is still needed	no change	no significant change	
impact on trees and green space	would decrease trees and green space	no change	no significant change	
impact on wildlife	would decrease animal habitats	no change	no significant change	
taxpayer cost	at least $1 million for new road, in addition to cost of two roundabouts and other changes that would be needed on existing PGL to handle additional traffic volumes created by road extension (Dustin Riechmann, Lochmueller Group, 6/28/16 PGL committee meeting)	no change	information needed	

Submitted by Christy Pitney, 7/26/16

Elizabeth Weiss

From: Elizabeth Weiss
Sent: Friday, August 05, 2016 8:15 AM
To: Debra Smith McCutchen; Council Members
Cc: Rick Brown; Tanner, Tim; Wendling, Brad (BWendling@stlouisco.com); Joe Vujnich; Kathy Arnett
Subject: Requested Information
Attachments: BPS Meeting Minutes 2011-16 Ward 5.pdf; Capt Tanner-Speed Survey.pdf

Council Member McCutchen:

Per your request, attached is the information provided by Captain Tanner and Rick Brown, Director of Public Works.

The applicable sections of the Board of Public Safety Minutes have been highlighted.

Please note, this information was compiled prior to Council Member Garritano's recent request

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Thursday, August 04, 2016 6:22 AM
To: Elizabeth Weiss; Council Members
Cc: Rick Brown; Tanner, Tim; Wendling, Brad (BWendling@stlouisco.com); Joe Vujnich; Kathy Arnett
Subject: Re: Admin Mtg

Hi All!

I really need to have the requested information prior to Monday's council meeting. I know there has been police speed monitoring trailers on and near Fullerton Meadows, Forest Leaf Park Way and Green Pines Drive. Please provide information for those three streets only.

There have been presentations during Board of Public Safety meetings regarding same. Is it possible to pull some information from those minutes?

Deb

On Wednesday, August 3, 2016 8:17 AM, Elizabeth Weiss <liz@cityofwildwood.com> wrote:

Council Member McCutchen,

Per your request for '*data available regarding speed studies within Ward 5 for the last five years*', Director of Public Works Rick Brown contacted the Wildwood Precinct.

Captain Tanner noted they would begin working on this, but it may take some time (see below).

Thank you,

Elizabeth Weiss, City Clerk
City of Wildwood
16860 Main Street
Wildwood, Missouri 63040
Phone (636) 458-0440 ext. 136

-----Original Message-----
From: Tanner, Tim [mailto:TTanner@stlouisco.com]
Sent: Tuesday, August 02, 2016 5:07 PM
To: Rick Brown; Elizabeth Weiss
Cc: Wendling, Brad
Subject: RE: Admin mtg

Rick

We will start working on this, it may take awhile. Do you want the entire speed study or just the memorandum page?

From: Rick Brown [rbrown@cityofwildwood.com]
Sent: Tuesday, August 02, 2016 4:39 PM
To: Elizabeth Weiss
Cc: Tanner, Tim
Subject: RE: Admin mtg

Liz,

Speed surveys are completed by the Wildwood Precinct, sometimes based on the request of the Department of Public Works, but not always.

For that reason, it would probably be best if the Police take the lead in responding.

It may take several days to pull this information together.

I have copied Capt. Tanner on this email so that he may be able to reply.

Thanks.

Rick C. Brown, PE, PTOE
Director of Public Works / City Engineer City of Wildwood

From: Debra McCutchen [mailto:debra1447@sbcglobal.net]
Sent: Tuesday, August 02, 2016 3:13 PM
To: Elizabeth Weiss
Subject: Admin mtg

Hi Liz,

Do we have an Admin meeting this evening?

Will you provide me with any data available regarding speed studies within Ward 5 for the last five years?

Deb

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WILDWOOD

CITY OF WILDWOOD
May 5, 2011
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Mr. Charlie Spohn
Mr. Bud Mantle
Mr. William Garrett
Council Member John McCulloch

Absent:
Marshal Robert Warren

Also Present:
Mayor Tim Woerther
Captain Ken Williams
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Spohn made a motion, seconded by Board Member Garrett, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Spohn, seconded by Board Member Garrett, to approve the minutes from the April 7, 2011 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Cambury Lane – Speed Survey Review

Director of Public Works Ryan Thomas reviewed the traffic safety issues on Cambury Lane and the results of the traffic survey. Mr. Thomas stated that although the results of the survey revealed significant amount of traffic, they do not warrant any sort of traffic calming methods at this time. He will be in contact with Greater Missouri Builders on stop sign and speed limit signs, as this is the developer's responsibility and not established by ordinance on a private street. No further action was required of the Board.

B. Forest Leaf Parkway – Speed Survey Review

Director of Public Works Ryan Thomas reviewed the results of the traffic survey on Forest Leaf Parkway. He stated that the vehicle count was significant; however, the speeding issue was on the borderline of enforcement. Mr. Thomas recommended the Police Department continue in their enforcement efforts at this location. Wildwood Precinct Commander Captain Ken Williams stated he will direct the officers to perform various types of traffic enforcement at this location.

C. Evaluation of Experimental Asphalt Speed Cushions – NOT READY FOR

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ACTION)

Although this topic was not ready for action for this meeting, Director of Public Works Ryan Thomas stated he will prepare a list, of where speed cushions may be effective, for the next Board of Public Safety Meeting.

IV. NEW BUSINESS

None

V. OTHER

VI. ADJOURNMENT

Board Member Spohn made a motion, seconded by Board Member Garrett, to adjourn. All were in favor. The meeting adjourned at 6:36p.m.

Respectfully Submitted,
Andrea Kuhnert, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
June 6, 2011
Meeting Minutes
Board of Public Safety Meeting
6:00 p.m.

Members Present:
Marshal Robert Warren
Mr. Charlie Spohn
Mr. Bud Mantle
Mr. William Garrett

Absent:
Council Member John McCulloch

Also Present:
Captain Ken Williams
Sergeant Dave Stuckmeyer
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Spohn made a motion, seconded by Board Member Garrett, to open the meeting at 6:00 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Spohn, seconded by Board Member Garrett, to approve the minutes from the May 5, 2011 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Asphalt Speed Cushion Implementation

Director of Public Works Ryan Thomas stated that at the April 7, 2011 Meeting of the Board of Public Safety, it was recommended that the City establish a policy for determining where speed cushions should be considered, with the intent that they be reserved for the most severe speeding problems. It was suggested by the Department that speed cushions on be considered on streets with 85th percentile speeds 10mph greater than the posted limit, or 5mph greater than the posted limit if located within one-quarter mile of a school. New locations should also be subject to funding by the City Council, and should involve input from residents.

The Board of Public Safety requested that the Department develop a list of locations it felt might qualify with the recommended criteria. It has identified only three (3) locations City-wide:

1. Old Fairway Drive, near Fairway Elementary School
2. Green Pines Drive, Forest Leaf Parkway and Westglen Farms Drive, near Green Pines Elementary School
3. Fox Creek Road, between Model Realty Road and approximately one-half mile north of

Reynard Lane.

Director Thomas continued, as noted at prior meetings, in order for speed cushions to work effectively for traffic calming, it will typically be necessary to install a series of speed cushions in lieu of a single location. Therefore, if additional speed cushions are to be considered, adding a few more locations on Old Fairway Drive near Fairway Elementary School would be the first new locations the Department would recommend implementing, following some discussion with the subdivision. Depending on the success at this location, the Department would recommend considering a rural application on Fox Creek Road next.

The Board concurred with the Department's recommendation.

IV. NEW BUSINESS

A. Reconsideration of Current Bicycle Helmet Ordinance

Director of Public Works Ryan Thomas stated that in March of 2005, the Board of Public Safety made a recommendation that the City pass an Ordinance requiring anyone riding a bicycle, scooter, skateboard, roller skates, etc., to wear a safety helmet. The Board of Public Safety recommended this requirement for all ages, but the City Council chose to limit it to juveniles under the age of 17, as many other municipalities had similar legislation in place at that time. In 2008, St. Louis County also passed a Countywide Ordinance with similar requirements (under the age of 17.) However, there are now quite a few municipalities requiring helmets for all ages, so the City may wish to reconsider the age requirement, given the fact that it is simply the safe thing to do, no matter a person's age.

Board Member Spohn made a motion that a recommendation be made to Council requiring anyone riding a bicycle, scooter, skateboard, roller skates, etc., to wear a safety helmet. Board Member Garrett seconded the motion and all were in favor.

B. Proposed Primary Seat Belt Ordinance

Marshal Robert Warren discussed a letter from St. Louis County Police Chief of Police Colonel Timothy Fitch, which encourages municipalities in St. Louis County to pass a Primary Seat Belt Ordinance, making the failure of buckling up in one's vehicle a primary offense.

Wildwood Precinct Commander Captain Ken Williams introduced Sergeant Dave Stuckmeyer of the County's Traffic Safety Unit. Sergeant Stuckmeyer stated there are 18 (eighteen) municipalities in St. Louis County that have Primary Seat Belt Ordinances. He encouraged the City to consider the same. Sergeant Stuckmeyer explained the publication, *St. Louis County Primary Seat Belt Ordinance Took Kit*, and provided a copy to each Board Member.

Sergeant Stuckmeyer stated that if the ordinance were passed, the City should provide a 30-day grace period and give warnings to those failing to wear their safety belt. He suggested the City use their portable message boards advising drivers to wear their safety belts. Marshal Warren stated this is a safety issue and needs to be promoted as such. Sergeant Stuckmeyer stated that the national average for safety belt use is 85%. St. Louis County use averages 72%.

Board Member Garrett made a motion to prepare the necessary legislation regarding a

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requirement of the use of safety belts, and move it forward to Council for approval. Board Member Spohn seconded the motion and all were in favor.

Marshal Warren stated that passage of this Ordinance would be in the best interest of the City's residents and for the City. Sergeant Stuckmeyer volunteered to speak with the City Council about the Primary Seat Belt Ordinance if needed.

C. Review of House Bill 294 Related to Firearms

Wildwood Precinct Commander Captain Ken Williams stated that he had been asked by City Administrator Dan Dubruiel to review recently passed Missouri 96th General Assembly House Bill 294, to insure the City's existing Municipal Ordinances are in compliance with the Bill. House Bill 294 changes elements of laws regarding firearms, ammunition and concealed carry endorsement.

Captain Williams stated he used the Bill Summary from the Missouri General Assembly website along with the Missouri Municipal League Legislative Bulletin for the review. He stated that in general terms, the City Ordinances associated with hunting and firearm regulations are in agreement with regulations outlined within House Bill 294.

One area that the Missouri Municipal League Legislative Bulletin indicated municipalities may need to review, to insure it meets the requirements of the Bill, are ordinances regulating BB/air guns. The Bill specifies that a municipality may regulate by ordinance, the shooting of pneumatic guns with its boundaries when, in the opinion of the governing body, it is so heavily populated that the conduct is dangerous to its inhabitants. The City of Wildwood's hunting and firearm regulations already regulate the direction of the discharge of air guns and prohibit the discharge of air guns, with the intent to cause injury or property damage.

House Bill 294 states that a municipality may require any minor younger than 12 years of age, when using a pneumatic gun on public property, to be supervised. The Bill establishes a minimum age of 12 years, parental consent and property owner consent to use a pneumatic gun on private property without supervision. Captain Williams stated he would recommend that the City consider amending the current hunting and firearm Ordinance requiring the unsupervised users of air/pneumatic/BB guns on private property be a minimum age of 12 years, in conjunction with the other already established City of Wildwood Ordinance restrictions.

Board Member Spohn made a motion that the above stated recommendations for changes to the City Ordinance be forwarded to the City Attorney for review and consideration. Board Member Garrett seconded the motion and all were in favor.

Captain Williams stated that although not addressed within House Bill 294, he felt some consideration should be given to addressing open carry within City Ordinance. In many cases, the open carrying of firearms within the City of Wildwood would be restricted by the existing City hunting and firearms Ordinance. Captain Williams stated that a review of the existing City's hunting and firearm Ordinance, with the assistance of the City Attorney, to consider adding better defined regulation and restriction of the open carrying of firearms within the City of Wildwood, is warranted.

V. OTHER

A. Emergency Plan Status

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Marshal Warren inquired as to the status of the City's Emergency Plan, which was being updated by St. Louis County's Emergency Operations staff. Mayor Woerther stated that due to recent events, the Emergency Operations staff has been extremely busy; however, he will check with Director Smiley as to when the Board could expect the updated plan.

B. Home Demolition Update

Board Member Spohn inquired as to the status of a burned residence on Clayton Road. Director of Public Works Ryan Thomas stated a demolition permit had been issued.

VI. ADJOURNMENT

Board Member Spohn made a motion, seconded by Board Member Mantle, to adjourn. All were in favor. The meeting adjourned at 6:32p.m.

Respectfully Submitted,
Andrea Kuhnert, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
August 4, 2011
Meeting Minutes
Board of Public Safety Meeting
6:00 p.m.

Members Present:
Marshal Robert Warren
Council Member John McCulloch
Mr. Bud Mantle

Absent:
Mr. Charlie Spohn
Mr. Williams Garrett

Also Present:
Mayor Tim Woerther
Captain Ken Williams
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Mantle made a motion, seconded by Marshal Warren, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Mantle, seconded by Council Member McCulloch, to approve the minutes from the June 6, 2011 meeting. All were in favor and the motion was approved.

Marshal Warren made a motion to amend the agenda and move New Business ahead of Old Business. Board Member Mantle seconded the motion and all were in favor. The agenda was amended.

III. NEW BUSINESS

A. Green Pines Drive – Traffic Safety Concerns

Marshal Warren explained to those in attendance the purpose of the Board of Public Safety and the process involved in making changes to the City's traffic ordinances. Wildwood Precinct Commander Captain Ken Williams reviewed the data his officers had compiled from several resources regarding traffic data and enforcement totals performed on Green Pines Drive. Captain Williams detailed enforcement strategies for Green Pines Drive.

Resident Dana Walker of 16616 Green Pines Drive stated that the problems began when Green Pines became a through street. The neighborhood has experienced an incredible increase in traffic. He continued that the streets are not all the same width, which causes problems when vehicles attempt to park on both sides of the street. Mr. Walker stated that he sees the police enforcing traffic on a regular basis; however, he inquired as to whether there was anything structurally the City could do to reduce vehicle speeds.

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Marshal Warren provided a brief history of the roadways in that area. He stated that any road closures in Wildwood move traffic to another area and result in high traffic volume in a new area. He emphasized that the Board of Public Safety strives at being consistent in their recommendations to the City Council.

Mr. Walker stated that Green Pines Elementary School causes high traffic volume two times a day. He said some sort of traffic calming device may be helpful.

Director of Public Works Ryan Thomas stated that the City installed several "speed cushions" on Fairway Drive, and their use did slow traffic; however, a series of these devices must be installed to reduce traffic along the entire roadway.

Resident Larry Ball of 16632 Green Pines inquired as to the possibility of opening Taylor Road now that the exemption has been removed from certain properties in the Town Center.

Mayor Tim Woerther stated that it could be a possibility. The development that had been proposed for that area never went through. Mayor Woerther stated that Director Thomas recently received approval for the improvement of Highway 109 at the Pond Grover Loop. These improvements will include pedestrian tunnels and a four lane roadway with plantings in the center. The improvements will be on Highway 109 from Clayton Road to Highway 100.

Marshal Warren asked Captain Williams to immediately begin traffic enforcement efforts on Green Pines and the surrounding streets. He further requested that enforcement be stepped up during football games, since people are parking on both sides of the streets and emergency vehicles would not be able to navigate the remaining narrow roadway.

Mr. Ball asked for "kick-out" curbs on Green Pines. Director Thomas stated that a recommendation would have to come from the Board of Public Safety to the City Council for their approval. Mr. Ball also asked for Saturday enforcements efforts, especially during the morning hours, due to high traffic volume.

Marshal Warren made a motion to place speed control devices on Green Pines. The residents will need to work with Director Thomas for proper placement. Board Member Mantle seconded the motion and all were in favor. The motion was approved.

Marshal Warren made a motion to consider the use of speed bumps on Green Pines to further reduce vehicle speed. Board Member Mantle seconded the motion and all were in favor. The motion was approved.

Marshal Warren made a motion to close out this item on the agenda. Board Member Mantle seconded the motion and all were in favor. The motion was approved.

B. Waterside Drive and Centerpointe Drive On-Street Parking

Mr. John Schroeder, Trustee for the Lake Chesterfield Homeowners Association, contacted the Department of Public Works regarding parking problems they are experiencing on Waterside Drive and Centerpointe Drive. Normally, these street are not regularly used for on-street parking, but when large swim meets occur at their neighborhood pool, the streets are used and present problems at two locations where center medians exist. When vehicles park in these areas, it can be difficult for other vehicles, or emergency vehicles, to travel through this area. The HOA is requesting No Parking signage in these locations, which would address

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the problem.

Board Member Mantle made a motion that permanent No Parking signs be installed in the appropriate designated areas on Centerpointe and Waterside, and that the appropriate legislation be prepared and forwarded to Council for approval. Marshal Warren seconded the motion. All were in favor and the motion was approved.

Marshal Warren made a motion to consider making the areas on Pierside and Waterside Keep Kids Alive zones. Board Member Mantle seconded the motion and all were in favor. The motion was approved.

IV. OLD BUSINESS

A. Update: Local Emergency Operations Plan Review

Wildwood Precinct Commander Captain Ken Williams informed the Board that the Staff at the St. Louis County Emergency Operations Center (EOC) has reviewed the City's 2005 Emergency Plan and has converted it to a Word document. Captain Williams stated it is a very sound plan. He continued that there are three (3) elements to the plan and the information has been updated. It has been simplified in certain areas and explains how City government would support the various functions. Captain Williams would become the City's Director of Emergency Management. Marshal Warren stated that everyone needs to become familiar with the plan and that the City would rely on the EOC for services. Mayor Woerther stated that the City will need to do the minimum of a tabletop exercise to reinforce what is in the plan. Captain Williams concurred and stated that the EOC recommends training as part of the plan. No further action was required of the Board at this time.

V. OTHER

Wildwood Precinct Commander Captain Ken Williams provided the Board with Precinct updates and enforcement action(s) taken. He concluded by stating that the bike helmet ordinance was not approved by Council, and that the seat belt ordinance is under review by the St. Louis County Counselor's Office. The review will take about 90 days.

VI. ADJOURNMENT

Marshal Warren made a motion, seconded by Board Member Mantle, to adjourn. All were in favor. The meeting adjourned at 8:00p.m.

Respectfully Submitted,
Andrea Kuhnert, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
September 1, 2011
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal Robert Warren
Mr. William Garrett
Mr. Charlie Spohn
Mr. Bud Mantle

Absent:
Council Member John McCulloch

Also Present:
Mayor Tim Woerther
Captain Ken Williams
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Spohn made a motion, seconded by Board Member Garrett, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Spohn, seconded by Board Member Garrett, to approve the minutes from the August 4, 2011 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Green Pines Drive – Traffic Safety Concerns

Director of Public Works Ryan Thomas stated that following the August 4, 2011 Board of Public Safety Meeting, he met with residents on Green Pines Drive to review options for traffic calming. As a result of their discussion at this meeting, the following improvements are recommended:

- Establish an All-Way Stop at the intersection of Pond-Grover Loop Road and Green Pines Drive, including a new coat of paint for the crosswalks.
- Addition of a Stop Ahead sign on westbound Green Pines Drive, approaching Pond-Grover Loop Road.
- Addition of three new asphalt speed cushions on Green Pines Drive, between Pond-Grover Loop Road and Forest Leaf Parkway.

Director Thomas stated that the addition of the speed cushions would be a 2012 budget item; however, the signage could be approved and installed this year.

Board Member Spohn made a motion recommending an ordinance be approved for the installation of stop signs at the intersection of Pond-Grover Loop Road and Green Pines

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Drive.

Board Member Mantle seconded the motion and all were in favor. The motion was approved.

Wildwood Precinct Commander Captain Ken Williams stated that a traffic survey was conducted at the above location on 26 separate occasions resulting in a total of 10 speeding citations being issued. Most speeds were between eight (8) and ten (10) miles per hour over the posted limit.

Mayor Woerther inquired to the possibility of installing signs on the approach to the intersection stating All Way Stop. Director Thomas stated that could be accomplished.

Board Member Spohn made a motion recommending the installation of speed cushions in designated areas on Green Pines Drive with the cost being included in the 2012 budget. Board Member Garrett seconded the motion and all were in favor. The motion was approved.

B. Local Emergency Operations Plan Review

Marshal Warren stated that he thoroughly reviewed the Local Emergency Operations Plan recently sent to him by the St. Louis County Emergency Operations Center (EOC). Marshal Warren referred to the November, 2010 Board of Public Safety Meeting minutes as to what the EOC was to have provided for the City of Wildwood. Marshal Warren stated the plan needed further updating and clarification before being reviewed by the Board of Public Safety. No action was required of the Board at this time.

IV. NEW BUSINESS

A. Review of Hunting Regulations

Marshal Warren stated that the purpose of this discussion was to explore the possibility of allowing more hunting to reduce the deer population. Wildwood Precinct Commander Captain Ken Williams stated that the police destroy an average of 120 deer per year as a result of deer being struck by a vehicle. Marshal Warren and Captain Williams emphasized that this was a safety issue and not a nuisance issue.

Erin Shank, Missouri Department of Conservation, Deer Population Management, stated that combining smaller parcels of land, to meet the ordinance requirements of three (3) acres of land as the minimum parcel, allowed for hunting purposes. She stated that Chesterfield and Clarkson Valley passed an ordinance allowing this. Ms. Shank discussed several options regarding deer management, including allowing hunting on City owned property, and establishing an ordinance prohibiting the feeding of deer.

Marshal Warren asked Captain Williams to secure copies of hunting ordinances from several surrounding municipalities and asked that City Attorney Rob Golterman review those to see how they may meet the needs of the City.

Mayor Woerther inquired as to whether the deer population in the area was increasing and if there were things the City could be doing to control the deer population. Ms. Shank stated that it was unknown if the population was increasing or holding steady. She recommended that the best method of deer control was a good group of hunters who follow the requirements of the City ordinance and Missouri Department of Conservation rules and regulations.

No further action was required of the Board at this time.

APPROVED

V. OTHER

VI. ADJOURNMENT

Board Member Spohn made a motion, seconded by Board Member Garrett, to adjourn. All were in favor. The meeting adjourned at 7:30p.m.

Respectfully Submitted,
Andrea Kuhnert, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
October 6, 2011
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal Robert Warren
Council Member John McCulloch
Mr. William Garrett
Mr. Charlie Spohn
Mr. Bud Mantle

Absent:

Also Present:
Mayor Tim Woerther
Captain Ken Williams
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Spohn made a motion, seconded by Board Member Mantle to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Spohn, seconded by Board Member Mantle, to approve the minutes from the September 1, 2011 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Local Emergency Operations Plan Review – Status Update

Marshal Warren stated he and Wildwood Precinct Commander Captain Ken Williams have reviewed the revised drafts of the Local Emergency Operations Plan and have requested the final draft by mid-November. Marshal Warren stated this is a much-improved document. No further action was required by the Board at this time.

B. Review of Hunting/No-Feed Regulations

Director of Public Works Ryan Thomas provided sample ordinances from the Cities of Ballwin, Chesterfield and Clarkson Valley regarding hunting and no-feed regulations in these cities. Marshal Warren stated that the City Council requested that the Board of Public Safety review the hunting ordinance and consider the possibility of allowing homeowners to combine smaller lots to meet the current three acre minimum standard for hunting. The three acre lot minimum was established for safety purposes.

Board Member Garrett made a motion that the City allow homeowners to agree to combine adjoining lots to meet the minimum three acre requirements for hunting within the City limits

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of Wildwood. Board Member Spohn seconded the motion.

Marshal Warren opened the floor for discussion. Board Member Garrett stated that the original ordinance was established to prevent hunting in populated areas. He stated he felt it would not be safe to allow hunting in a densely populated area.

The Board had a lengthy discussion on how many homeowners should be allowed to combine their adjoining lots to achieve the three acre minimum.

Marshal Warren made a motion to allow no more than three homeowners of adjoining properties to combine their lots to meet the three acre minimum. Board Member Spohn seconded the motion and all voted in favor. The motion passed.

Public Works Director Ryan Thomas stated that the City of Wildwood has three acre lots, or one-half or one-quarter acre lots. Using the formula of no more than three adjoining lots may not achieve the desired results. The Board had further discussion. Marshal Warren stated that this was a safety issue and not a hunting issue.

Board Member Garrett stated that it would be best for the City to retain the current hunting ordinance in its present state. Precinct Commander Captain Ken Williams stated that the current ordinance has greatly reduced complaints regarding hunting.

Board Member Garrett rescinded his original motion. Marshal Warren rescinded his motion.

Marshal Warren stated that the Board of Public Safety will recommend to the City Council that no changes be made to the current hunting ordinance. He asked that Council Member Aaron Luter receive a copy of the ordinance.

No action was recommended by the Board regarding the No-Feed Ordinance.

IV. NEW BUSINESS

A. Request for No Through Truck Traffic on St. Paul Road

Director of Public Works Ryan Thomas stated that the residents of The Lakes at Sheffield Forest have requested that the Board consider eliminating commercial vehicle traffic on St. Paul Road. Director Thomas stated St. Paul Road is narrow and has many sharp turns with limited visibility.

Board Member Spohn made a motion that commercial vehicle traffic on St. Paul Road be restricted. Board Member Garrett seconded the motion.

Marshal Warren tabled any further discussion on the issue until more information was made available to the Board, and requested the Police Department to try to make contact with the trucking company in question.

B. Keep Kids Alive Zones – Waterside Drive and Village Hills Parkway

Director of Public Works Ryan Thomas stated that during a recent discussion regarding on-street parking near the Lake Chesterfield Clubhouse and Pool area, it was suggested that Waterside Drive might be eligible to be designated as a Keep Kids Alive Drive 25 Zone, which is reserved for neighborhood streets with either the 85th percentile speed in excess of 5mph over the posted speed limit, or in areas adjacent to parks, schools or other recreational

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areas. With the large clubhouse and pool area adjacent to Waterside Drive, this street would be eligible.

Director Thomas continued that another similar area with neighborhood pools and other recreational amenities is the Villages of Cherry Hills on Village Hills Parkway. The Department has approached the Homeowners Association for this subdivision, and they have indicated that they would also be interested in this designation.

Board Member Spohn made a motion that Waterside Drive and Village Hills Parkway be designated as Keep Kids Alive zones and designated by ordinance. Board Member Mantle seconded the motion and all voted in favor. The motion was approved.

V. OTHER

A. Green Pines Drive

Green Pines Subdivision Trustee Larry Ball was present at the meeting and following up with the Board on previously submitted traffic safety concerns. Director of Public Works Ryan Thomas stated that the recommendations will be give to City Council for final approval.

B. Precinct Activities Update

Wildwood Precinct Commander Captain Ken Williams provided an update to the Board on current Precinct activities and arrests. Captain Williams praised his staff for their excellent work during the recent BBQ Bash held in Wildwood Town Center.

VI. ADJOURNMENT

Board Member Spohn made a motion, seconded by Board Member Mantle, to adjourn. All were in favor. The meeting adjourned at 7:20p.m.

Respectfully Submitted,
Andrea Kubnert, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
January 5, 2012
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal Robert Warren
Council Member John McCulloch
Mr. William Garrett
Mr. Charlie Spohn
Mr. Bud Mantle

Absent:

Also Present:
Mayor Tim Woerther
Captain Ken Williams
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Spohn made a motion, seconded by Board Member Mantle, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Spohn, seconded by Board Member Garrett, to approve the minutes from the November 3, 2011 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. St. Paul Road Truck Traffic

Jim Jansen, a trustee of the Lakes at Sheffield Forest subdivision, was in attendance at the Board of Public Safety meeting representing the subdivision residents. Mr. Jansen explained that at a recent homeowners meeting, the residents in attendance signed a petition to bring before the Board, requesting that commercial vehicle traffic be prohibited on St. Paul Road since it is too narrow to accommodate large trucks and since a number of close calls have occurred involving delivery trucks from U.S. Foods traveling to Benchmark Healthcare on Ridge Road. Before suggesting a new traffic regulation for this one user of the roadway, the Board of Public Safety suggested trying to contact U.S. Foods first to address the matter without having to pass new legislation.

Officer Reiter from the St. Louis County Police Department contacted U.S. Foods Transportation Manager, Barb Mesey, and advised Ms. Mesey about the citizen concerns regarding her company's trucks utilizing St. Paul Road as a regular route. Ms. Mesey advised that they use St. Paul because they also make deliveries on the same days to both a facility in Castlewood and the Benchmark facility on Ridge Road. Officer Reiter suggested a safer alternate route, from Castlewood to Benchmark off Kiefer Creek to Manchester to Old State

to Ridge. Ms. Mesey stated that she would circulate a memo to her drivers to use this as their primary route. However, U.S. Foods continues to utilize St. Paul Road, despite this suggestion.

Board Member Garrett made a motion recommending that no through truck traffic be permitted on St. Paul Road. Board Member Spohn seconded the motion.

Board Member Mantle stated that as Fire Chief for Metro West, he is aware of how narrow and dangerous St. Paul Road is for large vehicles.

Marshal Warren asked if the Board should consider limiting truck traffic to certain hours. Mr. Jansen stated he felt that would not alleviate the problem and just move it to a different time of day.

Board Member Garrett amended his motion recommending no through commercial truck traffic on St. Paul Road from Kiefer Creek Road to Ridge Road. Board Member Mantle seconded the motion and all were in favor. The motion was approved.

Director of Public Works Ryan Thomas stated this recommendation from the Board would be on the January 23, 2012 City Council Agenda. Captain Williams stated he would notify U.S. Foods of the proposed change.

B. Review of Local Emergency Operations Plan

Wildwood Precinct Commander Captain Ken Williams stated that a section of the Emergency Operations Plan was being emailed to City Attorney Rob Golterman for his review. A new draft of the document was in the review process, which will then will be printed and distributed.

Captain Williams stated that the document has been assigned to a Precinct supervisor for bi-annual review and potential updates. The document will have a checklist and a report will then be submitted to the Board.

Marshal Warren stated the Emergency Operations Plan needed to move forward and be approved at the meeting. The Board will need to determine a time for a tabletop exercise to enforce the process described in the document.

Marshal Warren requested Director of Public Works Ryan Thomas put the Emergency Operations Plan on the Board's February and August agendas to ensure plan is reviewed bi-annually.

Board Member Spohn made a motion to approve and accept the Emergency Operations Plan. Board Member Garrett seconded the motion. All were in favor and the motion was approved.

Mayor Woerther requested an electronic version of the document, which will be provided to the St. Louis County Emergency Operations Center.

IV. NEW BUSINESS

A. Westglen Farms Drive – Request for Traffic Calming Measures (NOT READY FOR ACTION)

Although this agenda item was not ready for action, Marshal Warren requested a traffic

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survey. Director of Public Works Ryan Thomas asked for a search of traffic accidents at that location. Captain Williams will have the officers complete both requests.

B. Fox Creek Road – Request for Traffic Calming Measures (NOT READY FOR ACTION)

V. OTHER

A. Resignation of Board Member

Board Member Charlie Spohn presented his letter of resignation to the Board. He praised the Board and Marshal Warren for the excellent service they provide to the City of Wildwood.

Mayor Woerther and Marshal Warren thanked Board Member Spohn for his many years of dedicated service to the Board of Public Safety.

B. Wildwood Precinct Update

Wildwood Precinct Commander Captain Ken Williams provided a briefing on police activity in the City.

VI. ADJOURNMENT

Board Member Garrett made a motion, seconded by Board Member Spohn, to adjourn. All were in favor. The meeting adjourned at 7:12p.m.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
February 9, 2012
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal Robert Warren
Council Member John McCulloch
Mr. William Garrett
Mr. Bud Mantle

Absent:

Also Present:
Mayor Tim Woerther
Captain Ken Williams
Council Member Harry Lemay
Council Member Tammy Shea
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Mantle made a motion, seconded by Board Member Garrett, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Mantle, seconded by Board Member Garrett, to approve the minutes from the January 5, 2012 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

None

IV. NEW BUSINESS

A. Hunting and Firearms Regulations – Request for Hunting Amendment

Wildwood resident, Tom Mitchell, appeared before the Board of Public Safety proposing a change to the City hunting ordinance, to eliminate the hazard of third party "line-of-fire" accidents with use of single projectile firearms east of State Route 109, hopefully resulting in a safer community. Marshal Warren clarified that the issue at hand was in consideration of public safety and not a matter of the deer population. Wildwood Precinct Commander, Captain Ken Williams, provided a summary of deer versus vehicle accidents that have occurred in the City since 2001. The totals ranged between 142 to 220 deer versus vehicle accidents per year.

Mr. Mitchell made a Power Point presentation to those in attendance, stressing the need for a change to the hunting ordinance as a matter of public safety.

Board Member Garrett made a motion recommending a change to the current hunting

ordinance: The change would read, "It shall be unlawful to fire or discharge at any time, a single projectile firearm, other than an airgun limited at .22 caliber, or crossbow, on any property in the City east of Missouri State Route 109."

The Board discussed the .40 caliber airgun and how far a projectile fired from that weapon could travel. Marshal Warren stated that the .40 caliber airgun would be eliminated from the revised hunting ordinance recommendation at this time.

Board Member Mantle seconded the motion and all voted in favor. The motion was approved.

Mayor Woerther stated that the recommended change should be forwarded to City Council for consideration.

B. **Westglen Farms Drive – Request for Traffic Calming Measures**

Director of Public Works Ryan Thomas stated that Westglen Farms has been an ongoing traffic safety concern for the City, as it receives a high volume of cut-through traffic between Route 100 and Clayton Road and the area is residential in nature. Over the years, a number of measures have been taken to help alleviate some of these concerns, including some curb bump-outs, multi-way stops, a Keep Kids Alive zone designation, and radar enforcement.

Mr. Thomas stated that recently, the Department was contacted by the Westglen Farms Subdivision trustees, who have requested additional traffic calming measures through their subdivision. Two items were requested: consideration of installing traffic calming islands and the establishment of a three-way stop at Downey Terrace Drive. The installation of traffic calming islands is something that will have to be considered in the future as part of the City's Capital Improvement Program, as it could be very costly and needs to be prioritized among other major improvement projects desired by the City. This is something Mr. Thomas stated he hopes to review this year and present for consideration at the FY-2013 budget review in October.

Mr. Thomas continued that the new three-way stop is something that could be considered immediately, as there is little cost involved. Traffic speeds at this intersection do not indicate a need for traffic calming, but stop signs are not recommended for the purpose of calming traffic, but rather to prevent intersection collisions where sight distance is impaired or a history of collisions already exists.

Mr. Thomas stated that this intersection is within a long curve in the roadway, so sight-distance can be impaired, particularly when vehicles are parked on the street nearby. A 6-year history of collisions on Westglen Farms Drive identified four at Downey Terrace Drive and five at the nearby intersections of Hollister Crossing Drive. Several close calls have also been reported by residents. Therefore, this intersection does meet some of the criteria for considering a three-way stop, and is recommended by the Department of Public Works.

Wildwood Precinct Commander Captain Ken Williams stated that a seven day traffic count resulted in a total of 7,980 vehicles using Westglen Farms at Downey Terrace.

Board member Garrett made a motion to hear Westglen Farms Subdivision trustee David Landsbaum express his concerns regarding the request for traffic calming measures. Board Member Mantle seconded the motion. All were in favor and the motion was approved.
Mr. Landsbaum stated that part of Westglen Farms beautification process is public safety.

The issues at Westglen Farms and Downey Terrace are not so much speed, but rather the angle of the roadway. The crosswalk is 150 feet north of the intersection. Residents in the area are hesitant to use the tennis courts in the area due to the heavy and fast vehicle traffic. The trustees have proposed a playground in the area and the three-way stop at the intersection would be helpful.

Marshal Warren asked Captain Williams to continue traffic enforcement efforts in that area, to which Captain Williams agreed.

Board Member Garrett made a motion recommending a three-way stop at the intersection of Westglen Farms and Downey Terrace and that it be taken forward to City Council. Board member Mantle seconded the motion. All voted in favor and the motion was approved.

C. Fox Creek Road – Request for Traffic Calming Measures

Director of Public Works Ryan Thomas stated that Fox Creek Road has been an ongoing traffic safety concern for the City, as it receives a high volume of cut-through traffic between I-44 and Route 100, and is very narrow with several curves throughout its length. Mr. Thomas provided documentation regarding radar enforcement and the high number of speeding vehicles on Fox Creek Road. However, radar enforcement cannot occur at all times, so other measures should be considered to address the speeding concerns.

Council Member Sewell suggested the establishment of Fox Creek Road as a Keep Kids Alive Zone. Keep Kids Alive Zones are typically established within residential streets with 25mph posted speed limits, but custom-ordered Keep Kids Alive Drive 35 signs could be considered on Fox Creek Road, which would meet the criteria for a Keep Kids Alive Zone, with both high observed traffic speeds and active recreational areas adjacent to parts of the roadway (Rockwoods Range.) These special signs, with higher fines indicated, could cause some to reduce their speeds, and the City could even consider reducing the speed limit even further. Thirty miles per hour is the lowest the Department would recommend, which would be consistent with the posted limits on some of the City's other arterial roadways, such as Wild Horse Creek Road, Pond Road, Shepard Road and Ridge Road.

Mr. Thomas stated the Department would recommend the above signage as the next measure. If a problem still remains following its implementation, the City could also consider speed cushions (if the Eureka Fire Protection District would support it.)

Mr. Thomas further stated that Fox Creek Road is scheduled for resurfacing in 2013, and with that project, a centerline rumble strip will be installed.

Marshal Warren stated that a current traffic survey is in progress and that further discussion is tabled until the traffic survey is complete.

Captain Williams stated that Fox Creek Road is a permanent traffic enforcement location.

D. Old Fairway Drive – Request for Traffic Calming Measures

Director of Public Works Ryan Thomas stated that at a recent City Council Meeting, an incident was reported by a resident that backs up to Old Fairway Drive, which involved some reckless driving that led to a vehicle leaving the pavement and damaging their vehicle on the curb. The Police Department has followed some leads, which have resulted in speaking with the parents of the suspected teenager involved.

This particular incident has also caused the overall issue of traffic speeding to be raised, and the City Council has requested that the Board of Public Safety review this matter. Old Fairway Drive does see some speeding throughout its length, and some measures have already been implemented in prior years. Given the elementary school and neighborhood pool being located along this street, it was given the designation of a Keep Kids Alive Zone. Additionally, the first set of speed cushions were installed near Fairway Elementary School.

Mr. Thomas stated that included in the 2012 budget are funds to add additional speed cushions near the school, but an additional location could be considered near the neighborhood pool. Additionally, a request has been made to establish a crosswalk between the pool and large lake across the street. A location just to the south, where the entrance to the pool parking lot is located, would be a suitable location for a crosswalk, given better sight distance. The Department would not recommend a crosswalk at the pool itself, as there would be a blind curve to the south of this location.

It has also been brought to the City's attention that motorists tend to be distracted by the pool during the summer, causing inattention to the roadway. The subdivision may want to consider buffering the pool area with more landscaping to address this issue.

Captain Williams stated that Old Fairways Drive is a permanent enforcement location.

Marshal Warren stated that this has been brought to the Board of Public Safety in the past and there will be no further action required of the Board at this time.

E. Dartmouth Subdivision – Request for Additional No parking Signs

Director of Public Works Ryan Thomas stated that Dartmouth Subdivision, located across Clayton Road from Lafayette High School, has signage in place to prohibit parking more than three hours during school day to prevent high school students from parking throughout most of the subdivision. The signage is located on the street sections assumed within walking distance to the high school, but students have now started to park further into the subdivision. The Department would recommend installing additional signage to restrict parking throughout the entire subdivision.

Marshal Warren inquired as to how this matter was one of public safety. Mr. Thomas stated that a school bus could not get through the subdivision due to cars being parked on both sides of the street.

Marshal Warren and Mayor Woerther referred this matter to the Administration / Public Works Committee for review. No further action was required of the Board.

V. OTHER

A. Wildwood Precinct Update

Wildwood Precinct Commander Captain Ken Williams provided a briefing on police activity in the City.

VI. ADJOURNMENT

Board Member Garrett made a motion, seconded by Board Member Mantle, to adjourn. All were in favor. The meeting adjourned at 8:07p.m.

APPROVED

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
June 12, 2012
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal Robert Warren
Council Member Dave Bertolino
Walt Guller
Bud Mantle

Absent:
William Garrett

Also Present:
Mayor Tim Woerther
Council Member Harry Lemay
Captain Ken Williams
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Guller made a motion, seconded by Board Member Bertolino, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Mantle, seconded by Board Member Guller, to approve the minutes from the April 5, 2012 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

None

IV. NEW BUSINESS

A. Rockwood Drug-Free Coalition Initiatives

Council Member Harry Lemay introduced Renee M. Heney, Director of the Rockwood Drug-Free Coalition and asked the Board of Public Safety to support the Coalition in its efforts to make the community a safer place for youth by specifically addressing substance abuse. Council Member Lemay stated that the Coalition would appreciate the opportunity to partner with the City and be allowed to participate at City events. Director Heney explained the goals of the Coalition and described its numerous programs and events. She asked that they be allowed to display their banner and have a booth at City events.

Marshal Warren made a motion that the Rockwood Drug-Free Coalition be permitted to participate in City events by displaying their banner and having an educational booth. Board Member Guller seconded the motion and all were in favor. The motion was approved.

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B. Old State Road Traffic Safety Study

Director of Public works Ryan Thomas reviewed an email from Sheryl Hodges, St. Louis County Public Works, regarding traffic safety concerns on Old State Road within the City of Wildwood, from Route 109 to the City's northern limit. Old State Road is maintained by St. Louis County.

Director Hodges email indicated that their study investigated sight distance concerns, reviewed accident data, and evaluated signage and striping. St. Louis County conducted a speed survey and recommended lowering the speed limit between Old State Spur and Highway 109 from 40 mph to 35 mph. They also recommended the installation of a median on Lakeshore Meadows Drive.

Don Scheffing, of Lakeshore Meadows Court, stated he was opposed to the median as the majority of traffic on Old State Road is large vehicles. Installing a median on a wide street, such as Lakeshore Meadows Drive, may not deter accidents and may cause drivers to enter on the wrong side of the median. The median would be a maintenance issue. Mr. Scheffing suggested that the City approach this project as one that is federally funded, take the rise in the hill on Old State to an appropriate level and make further improvements, such as sidewalks to get to the bike trails.

Phil Luther, of Lakeshore Meadows Court, stated he, too, is concerned about the safety of the subdivision entrance. He did not feel the proposed median was a good suggestion and felt it would cause problems. He inquired as to having reflective discs and flexible "candles" installed on the turning lanes to properly direct drivers.

Mayor Woerther stated Old State Spur to Highway 109 should have a speed reduction. Copper Lakes to Highway 109 should be a consistent 35 mph all the way through.

Director Thomas stated that St. Louis County has to agree to speed limit changes and the City will require an ordinance to do so.

Board Member Mantle made a motion recommending to Council an ordinance reducing the speed limit from Old State Spur to Old State Road from 40 mph to 35 mph. Board Member Guller seconded the motion. All were in favor and the motion was approved.

Board Member Guller made a motion recommending to Council an ordinance expanding the speed reduction from Harbor Point Drive to Old State Spur. Board Member Mantle seconded the ordinance. All were in favor and the motion was approved.

Marshal Warren inquired as to whether anyone was in favor of the proposed median. No one supported St. Louis County's recommendation of the median.

Mayor Woerther suggested the installation of a rumble strip on Old State Road to prevent drivers from cutting the turn short.

Board Member Guller made a motion seeking a Resolution that the City move forward seeking funding for project AR788B from St. Louis County to make permanent improvements in this area. Board Member Mantle seconded the motion. All were in favor and the motion was approved.

APPROVED

C. Highway T Traffic Safety Study

Director of Public Works Ryan Thomas stated that not long ago there was a fatal crash at State Route T and Ossenfort Road, where a young man pulled out of the limited sight distance intersection in front of an oncoming car.

Ryan Pierce, P.E., Senior Traffic Studies Specialist, Missouri Department of Transportation, provided a study recommending new signage. Further, he completed a speed study. The current speed limit in the St. Louis County portion of Route T is 55 mph and then it drops to 45 mph near the Franklin County line. Mr. Pierce recommends the 55 mph speed limit be dropped from the Franklin County line to a point 275 feet east/south of DeHart Farm Road to 50 mph and is asking that the City pass an ordinance to support this recommendation.

Board Member Mantle made a motion to adopt the recommendation from MoDOT in the form of an ordinance, reducing the speed limit from 55 mph to 50 mph. Board Member Guller seconded the motion. All were in favor and the motion was approved.

D. Westglen Farms Drive School Parking

Director of Public Works Ryan Thomas stated that several neighborhood streets in near proximity to Lafayette High School have parking restrictions in place to prevent student parking during the day, and more recently the parking restriction was expanded into the far reaches of Dartmouth Subdivision. With this change, some students began parking along Westglen Farms Drive late in the school year, so it appears the problem is merely moving to a new area.

Director Thomas stated that Westglen Farms Drive is particularly a concern, given the high volume of traffic on this roadway. Students have also rutted the lawns, littered and loitered in from of these homes. A simple solution would be to add additional "No Parking" signage in this area as well, but the problem may only move to another location, and may inconvenience residents. The Dartmouth Subdivision signage used states "3 Hour Parking, 8:00am to 4:00pm School Days." This prevents all-day student parking, but still allows for service companies to park for short period of time.

Marshal Warren made a motion recommending an ordinance, mirroring the parking restrictions in Dartmouth Subdivision, for Westglen Farms Drive. Board Member Guller seconded the motion. All were in favor and the motion was approved.

Mayor Woerther asked that Lafayette High School be contacted about this issue and that the students be provided maps indicating where parking is prohibited. Wildwood Precinct Commander, Captain Ken Williams, stated he will have the Precinct School Resource Officer make contact with the individual responsible for parking at the high school to advise them of the ordinance and to further seek cooperation of the students to avoid future conflicts.

E. Viola Gill Boulevard Speeding Concerns

Director of Public Works Ryan Thomas reviewed the results of a traffic survey regarding speeding concern from Viola Gill Drive near Grover Ridge Drive with the Board. Based on the results of the survey, no further action was required of the Board. Marshal Warren asked Captain Williams to conduct traffic enforcement in the area, to which he agreed.

APPROVED

V. OTHER

A. Wildwood Board of Public Safety Award

Wildwood Precinct Commander, Captain Ken Williams, described to the Board Members the outstanding work performed by Police Officer John Halquist. Officer Halquist has led the Precinct in DWI arrests, resulting in safer streets and highways, not only in Wildwood, but the surrounding areas as well. Captain Williams has nominated Officer Halquist for the Wildwood Board of Public Safety Award and has asked the Board to support this nomination. Board Member Guller made a motion recommending to Council that Officer John Halquist receive the Wildwood Board of Public Safety Award for his outstanding work. Board Member Mantle seconded the motion. All were in favor and the motion was approved.

B. Wildwood Precinct Update

Wildwood Precinct Commander Captain Ken Williams provided a briefing on police activity in the City.

VI. ADJOURNMENT

Board Member Guller made a motion, seconded by Board Member Mantle, to adjourn. All were in favor. The meeting adjourned at 8:15p.m.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
November 1, 2012
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal Robert Warren
Council Member Dave Bertolino
William Garrett
Walt Guller
Bud Mantle

Absent:

Also Present:
Captain Ken Williams
City Administrator Dan Dubruiel
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Garrett made a motion, seconded by Board Member Mantle, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Mantle, seconded by Board Member Garrett, to approve the minutes from the August 28, 2012 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Old State Road/Lakeshore Meadows Drive Intersection

Director of Public Works Ryan Thomas stated that St. Louis County Department of Highways and Traffic had recommended the installation of a median at the intersection of Old State Road and Lakeshore Meadows Drive intersection. Communication with the residents of Lakeshore Meadows Subdivision indicated the residents are not in favor of the median. St. Louis County Department of Highways and Traffic made road striping and signage changes in the area. Board Member Garrett made a motion to stay with the current roadway improvements and monitor roadway safety in the area, which may indicate further improvements are necessary in the future. Board Member Mantle seconded the motion. All voted in favor and the motion was approved.

B. Green Pines Drive Traffic Calming

Director of Public Works Ryan Thomas stated three (3) sets of speed cushions have been installed along Green Pines Drive. Using a previous speed survey to compare to a recent speed survey, the speed limit decreased from 30 miles per hour to 25 miles per hour, indicating the speed has been reduced as a result of the improvements to the roadway. Marshal Warren requested additional traffic enforcement in the area, to which Captain Williams agreed.

APPROVED

IV. NEW BUSINESS

A. 2013 St. Louis County Police Contract and Budget

City Administrator Dan Dubruiel provided copies of the Police Budget to the Board Members. Administrator Dubruiel stated that the 2013 Police Budget features some substantial reductions in Operating Expenditures resulting from the impending relocation of the Precinct facilities from the current leased space into the new City Hall currently nearing completion. Administrator Dubruiel stated that main component of the Police Budget is a slight increase in personnel costs due to a change in benefits. There is a reduction in cost in Investigations/Administrative based on the City of Wildwood's amount of usage. Administrator Dubruiel stated he is not anticipating any further significant changes to the budget.

Board Member Mantle made a motion to recommend to City Council the acceptance of the 2013 St. Louis County Police Contract and Budget. Board Member Garrett seconded the motion. All voted in favor and the motion was approved.

B. 3-Way Stop Request – Wynncrest Falls Drive at Wynncrest Falls Way

Director of Public Works Ryan Thomas stated that a 3-Way Stop has been requested at the intersection of Wynncrest Falls Drive and Wynncrest Falls Way as a way to address the speeding traffic at this primary intersection between different parts of Wynncrest Subdivision and neighboring Woodcliff Heights Subdivision. This intersection also serves as a school bus stop and is an active area for neighborhood children. The Police Department conducted a speed survey, which did not indicate a speeding problem.

The intersection itself is located on a curve, which can result in limited sight distance, particularly when vehicles are parked on the street near the intersection. Considering the limited sight distance and the existence of a school bus stop at the intersection, the Department supports adding a 3-way stop at this intersection. However, it is also recommended that the nearby stop sign at the intersection of Wynncrest Falls Drive and Wynncrest Ridge Court be changed to a Yield sign—this type of traffic control is better suited for this intersection, given the limited amount of traffic from the cul-de-sac of Wynncrest Ridge Court. This stop sign was installed by the developer without consulting the City.

Board Member Garrett made a motion recommending the installation of a 3-way stop at the intersection of Wynncrest Falls Drive at Wynncrest Falls Way. Board Member Mantle seconded the motion. All voted in favor and the motion was approved.

Marshal Warren added that crosswalks be installed as needed.

C. South End of Highway 109 Accidents Review

City Administrator Dan Dubruiel stated that Council Member Colleen Rull (Ward 6) expressed her concern that there seemed to be a high frequency of accidents occurring along the south end of Highway 109 at intersections between the Eureka city limits and Hidden Valley Forest, particularly during inclement weather. A review of the 2011 Traffic Accident Analysis for the City of Wildwood, prepared by the St. Louis County Police Department, confirmed Council Member Rull's concerns. This section of roadway has regularly been

listed among the Top 10 most hazardous miles of roadway with the City with the intersection of Highway 109 and Hidden Valley Forest rated as the second highest accident intersection for 2011. The 2011 Traffic Accident Report concludes with two (2) recommendations: roadway improvements to the shoulder (drainage ditches) and roadway pavement along the section of Highway 109.

Administrator Dubruiel continued that the Missouri Department of Transportation is scheduled to repave Highway 109 between Highway 100 through the south City limits. This work was originally scheduled to be performed this year, but it now appears it will be delayed until Spring, 2013 at the earliest. This may be an opportunity to request that MoDOT address the second recommendation regarding needed road surface improvements to eliminate the slick pavement conditions during wet weather that is a contributing factor for the accidents. The work involved with improving the roadside drainage ditches also noted in the Roadway Recommendations may be beyond the funding capability of MoDOT during this planned paving project, but is perhaps an objective the City could pursue with MoDOT as part of a safety grant in the future.

Administrator Dubruiel stated the he believes the accident frequency and potential solutions noted in the Department 2011 Traffic Accident Report are subjects the Board of Public Safety could address, and he is requesting the Board do so.

Marshal Warren requested that the causal factors for the accidents be further reviewed. Wildwood precinct Commander Captain Ken Williams stated that information is available and he will supply it to the Board at the next meeting.

Director of Public Works Ryan Thomas stated MoDOT will be using a type of skid-resistant asphalt during the repaving project. There are currently no plans to widen/rebuild the shoulders. MoDOT will be providing the City a set of plans for this project.

No further action was required of the Board at this time.

V. OTHER

A. Wildwood Precinct Update

Wildwood Precinct Commander Captain Ken Williams provided a briefing on police activity and enforcement efforts in the City.

B. Deer as a Public Safety Issue

Council Member Bertolino expressed his concerns regarding the number of deer strikes on City roadways. He asked that the Board of Public Safety make recommendations to City Council about what actions should be taken regarding this issue.

C. January Meeting Date

Marshal Warren stated the January 3, 2013 meeting will be rescheduled to January 10, 2013.

VI. ADJOURNMENT

Board Member Mantle made a motion, seconded by Board Member Garrett, to adjourn. All were in favor. The meeting adjourned at 7:30p.m.

APPROVED

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
February 7, 2013
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal William Garrett
Council Member Dave Bertolino
Walt Guller
Bud Mantle

Absent:

Also Present:
Captain Ken Williams
Mayor Tim Woerther
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

Mayor Woerther introduced the new City Marshal, William Garrett, following the resignation of Robert Warren as City Marshal.

I. ROLL CALL

Board Member Mantle made a motion, seconded by Board Member Bertolino, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Mantle, seconded by Board Member Bertolino, to approve the minutes from the November 1, 2012 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. South End of Highway 109 – Accident Review

Director of Public Works Ryan Thomas stated that at the last meeting of the Board of Public Safety on November 1, 2012, the high accident rate at the south end of Route 109 was discussed. Two factors have been identified that have contributed to the high accident rate: 1) slick road surface during wet weather and 2) inadequate shoulder width.

Item #1 will be addressed this year, as MoDOT has a project that has just started to complete pavement repairs and resurface this portion of Route 109. The old pavement has very little friction due to the polishing effect from traffic over time. The new pavement surface will provide for more friction, thus creating less slick conditions during inclement weather.

Item #2 remains an outstanding issue, but the Department has begun discussions with MoDOT regarding the possibility of funding additional shoulder improvements in the future, which may also require the enclosure of certain roadside ditches along this stretch of Route 109. As progress is made, the Department will continue to update the Board of Public Safety on these efforts.

APPROVED

Director Thomas provided the Board with the St. Louis County Police – Wildwood Precinct 2011 Traffic Accident Analysis for their review.

No further action was required of the Board at this time.

IV. NEW BUSINESS

A. Woods Road – Speeding Concerns

Director of Public Works Ryan Thomas provided the Board with a Traffic Survey for Woods Road. This survey was conducted as a result of a traffic accident on Woods Road in 2012. Director Thomas stated that Woods Road posted speed limit is 25 mph. For a narrow roadway, it carries a large volume of traffic. Based on the results of the Traffic Survey, speeding is a problem. Director Thomas suggested traffic enforcement in the area using the specific times noted in the Traffic Survey.

Wildwood Precinct Commander Captain Ken Williams stated Wood Road is a standing radar assignment. He will be increasing the Precinct's enforcement efforts in that area.

Director Thomas concluded by saying additional signage may be considered for Woods Road. No further action was required of the Board at this time.

B. Forest Leaf Parkway at Evergreen Forest Drive – Proposed Speed Cushions

Director of Public Works Ryan Thomas stated that with the success of the speed cushions installed last year on Green Pines Drive, a request has been made for an additional location for a set of speed cushions on nearby Forest Leaf Parkway at Evergreen Forest Drive. This location had a narrowing of the pavement completed previously, but speeding still remains a concern. Speeds tend to pick up traveling down the long step grade approaching this area. The Department also plans to stripe double yellow center lines to alert drivers not to cross the centerline, which some do to avoid a section of the speed cushion. This project will be completed when the weather warms.

Board Member Bud Mantle made a motion recommending the installation of the speed cushions on Forest Leaf Parkway. Board Member Guller seconded the motion. All voted in favor and the motion was approved.

V. OTHER

A. Wildwood Precinct Update

Wildwood Precinct Commander Captain Ken Williams provided a briefing on police activity and enforcement efforts in the City. Captain Williams reviewed the year-end report and discussed the Precinct's move to new City Hall.

Mayor Woerther advised the Board that a citizen contacted him to relay appreciation regarding how the Police Department handled a domestic violence incident. The citizen stated the Police Department supported the victim throughout the process.

APPROVED

VI. ADJOURNMENT

Board Member Mantle made a motion, seconded by Board Member Guller, to adjourn. All were in favor. The meeting adjourned at 7:30p.m.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
April 4, 2013
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal William Garrett
Council Member Dave Bertolino
Walt Guller
Bud Mantle
John Gragnani

Absent:

Also Present:
Captain Ken Williams
Mayor Tim Woerther
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Mantle made a motion, seconded by Council Member Bertolino, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Mantle, seconded by Council Member Bertolino, to approve the minutes from the February 7, 2013 meeting. All were in favor and the motion was approved.

A motion was made by Board Member Gragnani to amend the agenda to accommodate a resident who wished to speak before the Board. Council Member Bertolino seconded the motion. All were in favor and the motion was approved.

III. OTHER

A. Resident's Concerns Regarding Drug Abuse

Wildwood resident, Carol Simpson, spoke at length regarding the severity of drug abuse in the area and the lack of resources to make parents aware of the seriousness of this issue. She stated she wished to become involved in any way she could to help make parents more aware. Wildwood Precinct Commander Captain Ken Williams agreed to meet with Ms. Simpson to discuss the topic. No further action was required of the Board at this time.

IV. OLD BUSINESS

A. Forest Leaf Parkway at Evergreen Forest Drive – Proposed Speed Cushions

Director of Public Works Ryan Thomas stated upon hearing the recommendation from the Board of Public Safety to add speed cushions on Forest Leaf Parkway, the City Council asked that other measures be considered, since some residents have expressed to Council Members

that they did not like the speed cushions on Green Pines Drive, noting that they are constructed at too severe a height, and also were inconvenient to motorists. The Department has also heard from several residents who do like the speed cushions on Green Pines Drive, so the reaction has been mixed.

The City Council would like the Board of Public Safety to give this issue some further review, and to assist in this effort, the Police Department has completed a speed survey, a copy of which has been supplied to each Board Member. Some options to consider are as follows:

1. Confirm the recommendation for speed cushions on Forest Leaf Parkway.
2. Grind down the height of the existing speed cushions on Green Pines Drive.
3. Increase radar enforcement.
4. Other traffic calming measures.
5. 3-Way stop at Forest Leaf Parkway and Evergreen Forest Drive.
6. No action.

Council Member Bertolino stated that the speed bumps are acceptable, except the one speed bump at the top of the hill. The current placement of the speed bumps has reduced street usage, so they are doing as they were intended to do.

Council Member Bertolino made a motion recommending grinding down the speed bump at the top of the hill and to continue to monitor, through radar traffic enforcement, the speeds on Forest Leaf Parkway. Board Member Gragnani seconded the motion. All voted in favor and the motion was approved.

Council Member Bertolino asked for the traffic accident data for that area. Precinct Commander Captain Williams stated he will supply that information for the next meeting.

V. NEW BUSINESS

A. Proposed Ordinance Requiring Decontamination of Certain Structures at which Methamphetamine has been Produced

Director of Public Works Ryan Thomas provided the Board with copies of a sample ordinance passed by the City of Crestwood, Missouri, which requires the decontamination of certain structures assessed to be impacted by the production of methamphetamine. If desired, the City Attorney Rob Golterman can be requested to prepare similar legislation for the City of Wildwood.

The Board discussed the potential ordinance. Board Member Mantle stated the intent of the ordinance is not to destroy structures, but rather to decontaminate them.

Board Member Guller made a motion that the City Attorney draft an ordinance for the Board of Public Safety's review, and then forward to City Council for acceptance. Board Member Mantle seconded the motion. All voted in favor and the motion was approved.

B. Consideration of Wildwood CPR Class Offering

Board of Public Safety Member John Gragnani suggested offering a CPR class at City Hall. The class is a certified Heart Association course on Basic Life support with qualification on

Automated Electrical Defibrillators (AEDs). It is available to any adult 18 years of age or older at a cost of $25 per participant. It will provide Basic Life Support certification as a provider for a two (2) year period before requiring requalification. Enrollment has a minimum requirement of ten (10) and a maximum of forty (40) attendees.

The City will be responsible for providing the meeting room and taking registrations prior to the event.

Each of the three (3) fire protection districts serving Wildwood offer CPR courses available to residents:

Monarch: Free to residents in district
Metro-West: $10 residents/$30 non-residents
Eureka: $20 residents/$55 non-residents

Board Member Gragnani informed the Board that the class is scheduled for April 24, 2013 in the Community Room at City Hall from 6:00 pm to 9:00 pm.

No further action was required of the Board at this time.

Board Member Gragnani further informed the Board that the new Municipal Building should have Automated Electrical Defibrillators (AEDs) with adult and pediatric pads. The cost per unit is approximately $1700 and the local Rotary Club may donate one of these. Wildwood Precinct Commander Captain Williams advised there is an AED in the Precinct office area.

C. Distribution of 2012 Traffic Accident Analysis Report

Director of Public Works Ryan Thomas distributed copies of the 2012 Traffic Accident Analysis for the Board's review.

D. Update to Local Emergency Operations Plan

Wildwood Precinct Commander Captain Ken Williams informed the Board that in 2011, the Board of Public Safety, the City of Wildwood Precinct and the Office of Emergency Management for the St. Louis County Police Department, conducted a thorough review and update of the City's Emergency Operations Plan. During the initial plan review, a change in the plan was made to specifically list the names of the persons, along with their job titles, who are responsible for various functions within the plan.

The revised plan was adopted by the Board of Public Safety with the stipulation that the City of Wildwood Precinct would conduct biannual reviews of the plan to include updating any contact information and changes in personnel listed throughout the plan. During the first two biannual reviews conducted by the City of Wildwood Precinct, it has been determined that including the names of the personnel along with the positions listed throughout the plan, may not be the most efficient way of identifying the responsible personnel throughout the plan. Changes in precinct supervisor personnel along with a change with the office of the City Marshal has required numerous pages of the plan to be updated during each of the two biannual reviews conducted thus far. Updating the multiple pages within each distributed plan was somewhat time consuming and tedious.

Captain Williams is requesting that the current biannual inspection include changing all of the responsible personnel designators listed within the plan, to position only; i.e. mayor, precinct captain, city administrator, etc. In addition, he is recommending a list be compiled and

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planed in the front of each distributed plan listing the person in each position. The list would read; Mayor – Tim Woerther, City Administrator – Daniel Dubruiel, City Marshal – William Garrett, etc. By listing the names of the personnel only on the front page, it will be much more efficient and practical to reflect future changes of personnel. Only one page of the plan will need to be updated, as changes in personnel occur.

The Board agreed this would be a much more efficient and timely way to update the Emergency Operations Manual.

No further action was required of the Board.

E. South End of Highway 109 – Accident Review (NOT READY FOR ACTION)
F. Deer Strikes on City Roadways (NOT READY FOR ACTION)
G. Paradise Peak Circle Traffic Calming Request (NOT READY FOR ACTION)

VI. ADJOURNMENT

Board Member Mantle made a motion, seconded by Board Member Gragnani, to adjourn. All were in favor. The meeting adjourned at 7:55p.m.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
May 2, 2013
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal William Garrett
Council Member Dave Bertolino
Walt Guller
John Gragnani

Absent:
Bud Mantle

Also Present:
Captain Ken Williams
Mayor Tim Woerther
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Gragnani made a motion, seconded by Board Member Guller, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Bertolino, seconded by Board Member Gragnani, to approve the minutes from the April 4, 2013 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Resident's Concerns Regarding Drug Abuse

Council Member Bertolino inquired of Wildwood Precinct Commander Ken Williams, whether he had made contact with resident Carol Simpson, who spoke at the previous meeting about her concerns regarding drug abuse in the Wildwood area. Captain Williams stated he is reaching out to Ms. Simpson and will advise the Board of their discussion at a future meeting.

IV. NEW

A. Paradise Peak Circle Traffic Calming Request

Director of Public Works Ryan Thomas stated with the planned improvements to Route 109, beginning this summer, more traffic is expected to utilize Paradise Peak Circle to reach a new roundabout at Pond-Grover Loop Road and Route 109. Therefore, residents along Paradise Peak Circle are concerned with the increased volume of traffic and the potential for more speeding.

To establish the traffic conditions prior to the highway improvements, a Speed Survey was conducted and copies supplied to the Board. The survey indicates a very minimal speeding

problem at the current time. Residents would like to see some form of traffic calming implemented prior to the expected increase in traffic, such as speed cushions or other measures. The current data does not support such action, but that could change with traffic being altered in the future. The Board of Public Safety may wish to have a plan in place in case speeding does become more of an issue. Certainly, radar enforcement can occur almost immediately, and other measures could follow shortly thereafter.

After some discussion, the Board agreed that no action was necessary at this time. Captain Williams agreed to continue enforcement efforts in this area.

B. Mueller Road – No Through Traffic Request

Director of Public Works Ryan Thomas stated Mueller Road, between Route 100 and "Old" Manchester Road, is a private street, but receives a lot of cut-through traffic by the general public. To address this unwanted traffic, the residents are requesting that it be established as "No Through Traffic." The Board was supplied a copy of the petition from the residents. Patrick Muenks, the only resident to access his driveway from the section of Mueller Road, stated he recently spent $7,300 to have a portion of Mueller Road paved. He added that he cannot afford to pay to have this entire section of private roadway paved for public use. Mr. Muenks requested that City Council establish by ordinance this section of Mueller Road as a "No Through Street" and post it as such. Mr. Muenks stated he does not want to close the road, just limit its use to those who are supposed to use that portion of Mueller Road.

Council Member Bertolino made a motion to post a "No Through Traffic" sign at both ends of the private section of Mueller Road. Board Member Gragnani seconded the motion. All were in favor and the motion was approved.

V. NOT READY FOR ACTION

A. Proposed Ordinance Requiring Decontamination of Certain Structures at which Methamphetamine has been Produced
B. South End of Highway 109 – Accident Review
C. Deer Strikes on City Roadways

VI. OTHER

A. Wildwood Precinct Update

Wildwood Precinct Commander Captain Ken Williams updated the Board on recent Precinct activities.

B. Forest Leaf Parkway Traffic Calming Measures

Wildwood residents, Mike and Debbie Sinden, residents residing on Forest Leaf Parkway, appealed to the Board for supporting further traffic calming measures on Forest Leaf Parkway. Mayor Woerther explained that the recommendation from the Board of Public Safety for additional speed bumps on Forest Leaf Parkway was forwarded on to City Council, where it was rejected.

Mrs. Sinden expressed her disappointment, adding she appreciates all the efforts the police have made regarding traffic enforcement, but a serious speeding problem still exists on Forest Leaf Parkway.

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Council Member Bertolino stated the traffic survey information supplied did not provide overwhelming data of a speeding problem in that area, and he and Council Member Debra McCutchen did not support the additional traffic calming measures since the data did not appear to justify it. Mrs. Sinden stated it all depended on where the radar trailer was placed. She added that with the upcoming construction on Highway 109, traffic on Forest Leaf Parkway will increase tremendously.

After some discussion by the Board Members, Council Member Bertolino stated he will contact Council Member McCutchen and look into further. No further action was required of the Board at this time.

VII. ADJOURNMENT

Board Member Gragnani made a motion, seconded by Board Member Guller, to adjourn. All were in favor. The meeting adjourned at 7:28p.m.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
June 25, 2013
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal William Garrett
Council Member Dave Bertolino
John Bradley
Walt Guller
John Gragnani

Absent:

Also Present:
Captain Ken Williams
Mayor Tim Woerther
Council Member Ed Marshall
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Gragnani made a motion, seconded by Board Member Guller, to open the meeting at 6:30 p.m. with the above noted present.

Mayor Woerther introduced the new Board of Public Safety Member John Bradley, who is a Deputy Chief with Metro West Fire Protection District.

II. APPROVAL OF MINUTES

A motion was made by Council Member Bertolino, seconded by Board Member Gragnani, to approve the minutes from the May 2, 2013 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Proposed Ordinance Requiring Decontamination of Certain Structures at which Methamphetamine has been Produced

Director of Public Works Ryan Thomas provided the Board with a draft of a proposed ordinance which would require the decontamination of certain structures at which methamphetamine had been produced. City Attorney Rob Golterman drafted the ordinance. Board Member Gullter inquired if any other illicit substances should be included in the ordinance. Board Member Bradley stated that anhydrous ammonia, which is used in the production of methamphetamine, is the key source of the problem, as it bonds to concrete, resulting in contamination of a structure.

Board Member Gragnani made a motion recommending the proposed ordinance move forward to full City Council for their review and acceptance. Council Member Bertolino seconded the motion. All voted in favor and the motion was approved.

APPROVED

B. Old State Road at Lakeshore Meadows Drive

Director of Public Works Ryan Thomas stated that previously, the Board of Public Safety reviewed concerns with the limited sight distance at the intersection of Old State Road and Lakeshore Meadows Drive. Old State Road is maintained by the St. Louis County Department of Highways and Traffic, and Lakeshore Meadows Drive is maintained by the City of Wildwood. Previously, St. Louis County had offered to install a raised center median on Lakeshore Meadows Drive to help force traffic far enough forward before making a left turn onto Lakeshore Meadows Drive from Old State Road. Ultimately, the residents were not in favor of the raised center median island, and it was communicated to St. Louis County not to install it.

Recently, another crash occurred at this intersection, again raising concern over the safety of this intersection. In the short-term, one option would be to reconsider the raised center median island offered by St. Louis County. In the long-term, modifications to the vertical alignment of the roadway should be pursued. This was once planned as part of a 2003 design project for Old State Road, between Pierside Lane and Old State Spur, which never occurred due to lack of funding. St. Louis County has been urged to pursue Federal funding previously, but they prioritize their projects throughout the County, and Old State Road has not been as critical as some other County needs. Director Thomas believes the City could assist in making it more of a priority in offering to partner with St. Louis County to secure funding. Typically, Federal transportation funds are available for 80% of a project's costs, with a 20% local match required by the project sponsor. The City could consider offering to contribute towards the local match to improve the financial feasibility of such a project.

If such a project were to be pursued, the plans from 2003 would likely require revisions to meet current construction standards (most notably the requirements of MSD.) The plan revisions, in combination with the process involved in securing Federal funding, will require at least a couple of years to be in a position to begin construction of any such improvements. Therefore, in the interim, it may be worth considering the above-referenced short-term improvement with the raised center median island.

Director Thomas indicated he is meeting with St. Louis County Department of Highways and Traffic in the near future to consider a joint project at this location to consider a local match in funding.

Board Member Gragnani presented several photos depicting the area and to demonstrate drivers being unable to see over the crest of the hill at that location. Marshal Garrett inquired as to whether St. Louis County Department of Highways and Traffic would consider installing rumble strips and flashing lights at that location to make drivers more aware of the limited site distance. Director Thomas stated he would ask St. Louis County if that would be possible.

Director Thomas concluded by stating if funding were pursued, 10% would come from the City, 10% from St. Louis County and 80% from the State of Missouri. He will present the results of the meeting with St. Louis County at the next Board of Public Safety meeting.

No further action was required of the Board at this time.

IV. NEW BUSINESS

A. Strecker Road – Through Truck Traffic (Clayton to Manchester)

APPROVED

Director of Public Works Ryan Thomas stated several residents have voiced their concerns over the amount of truck traffic on Strecker Road, between Clayton Road and Route 100, and Council Member Randy Ladd has requested that the Board of Public Safety review this matter to determine whether truck traffic should be prohibited on this section of roadway, which contains a number of sharp curves and narrow lanes at certain locations.

It is believed that much of this truck traffic is using Strecker Road to avoid cutting through Clayton Road to Clarkson Road to the east or Route 109 to the west. Back in 1989, St. Louis County passed an Ordinance prohibiting through truck traffic on Clayton Road, between Clarkson Road and Route 109. At the time, Clayton Road, to the east of Strecker Road, was very narrow and had several crashes occur annually. This section of Clayton Road has since been improved substantially, but no change has been proposed to the County's through truck prohibition. Any such change would likely receive opposition from the many residences with Winding Trails Subdivision with direct driveway access to Clayton Road.

At a minimum, St. Louis County should consider removing two signs which are placed on Clayton Road in each direction at Strecker Road, indicating no through trucks to Clarkson Road or Route 109 at that point. These signs are misleading, because the County Ordinance prohibits through traffic between Clarkson Road and Route 109, and trucks approaching Strecker Road are likely local traffic not cutting all the way through Clayton Road, and should be able to exit via Clayton Road in either direction. The only violations to the County Ordinance would be a truck making the complete trip from Clarkson Road to Route 109 or vice versa.

In addition, the potential sign removal on Clayton Road at Strecker Road, the City could also consider prohibiting through truck traffic on Strecker Road. The potential risk of this new regulation is that it simply moves the problem somewhere else, such as Westglen Farms Drive or Hutchison Road. The Department would recommend a two-staged approach, with requesting the sign removal on Clayton Road first to see if that effectively reduces the amount of truck traffic on Strecker Road, and if it does not, then consider an Ordinance prohibiting truck traffic on Strecker Road as well.

Wildwood resident Dana Rancilio appealed to the Board to no longer allow large trucks to travel on Strecker Road and to remove the signage at the Clayton and Strecker Roads intersection.

Council Member Ed Marshall stated that the signs were installed before Clayton Road was improved and were never removed. He request that St. Louis County Department of Highways and Traffic revisit the placement of the signs and reconsider their effectiveness.

Mayor Woerther supported the removal of the current signage and asked Director Thomas to approach St. Louis County Department of Highways and Traffic in that regard.

Director Thomas stated he will follow-up with St. Louis County and report back to the Board at the next meeting. No further action was required of the Board at this time.

B. Requested Use of All-Terrain Vehicle (ATV) on Public Roadways

Director of Public Works Ryan Thomas stated Wildwood resident Dale Hicks has approached the Board for consideration of allowing him to operate an all-terrain vehicle (ATV) on the public roadways to go to and from a business he is establishing at Hencken Road and Highway 100.

APPROVED

Mr. Hicks stated he is in the process of developing a new cemetery at Hencken Road and Highway 100. The ATV he is considering for purchase would have a cab, headlights, taillights and will accelerate up to 60 miles per hour. It is an expensive vehicle and he wishes to use it not only on the property for maintenance, but for transportation to and from the site as well. Mr. Hicks resides approximately three (3) miles from the cemetery site. He quoted Missouri Statute 304.032, which prohibits the use of ATV's on public roadways but does provide an exemption for agricultural and industrial purposes. Mr. Hicks is seeking that exemption, since using the ATV at the cemetery site will be for industrial purposes.

Mayor Woerther requested that the City Attorney check the current established Ordinances to determine if any allow the use of the ATV on the roadways.

Council Member Bertolino made a motion requesting the City Attorney Rob Golterman to explore whether permitting verbiage is available and report back to the Board at the next meeting. Board Member Guller seconded the motion. All voted in favor and the motion was approved.

C. Consideration of Emergency Generator at New Municipal Building

Board Member Gragnani stated he and Director Thomas noted the concrete pad and electric panels that were built for placement of a building generator with the recently constructed Municipal Building. The generator has yet to be purchased. In consideration of the purchase, a determination of what needs to be powered will determine the type and size of the generator to be purchased.

The Board determined the need for expert assistance. Captain Williams and Mayor Woerther recommended reaching out to the St. Louis County Emergency Operations Center for a recommendation and report back to the Board at the next meeting.

No further action was required of the Board at this time.

D. Report on Public Safety Lecture Series

Board Member Gragnani stated the Home Disaster Planning program went well as did the CPR program; however, attendance was low for both. Board Member Gragnani asked Missouri Department of Conservation to present a Gun Safety Program and approached the St. Louis County Police Department to present a Terrorist Awareness Program. No dates have been set as of this time. Another CPR class will be scheduled for October.

V. NOT READY FOR ACTION

A. South End of Highway 109 – Accident Review
B. Deer Strikes on City Roadways
C. Sun Meadow Drive Speeding Concerns
D. Audubon Village Drive Speeding Concerns

VI. OTHER

A. Forest Leaf Parkway Traffic Calming Measures

APPROVED

Wildwood residents, Mike and Debbie Sinden, residents residing on Forest Leaf Parkway, again appealed to the Board for supporting further traffic calming measures on Forest Leaf Parkway. Mayor Woerther explained that the recommendation from the Board of Public Safety for additional speed bumps on Forest Leaf Parkway was forwarded on to City Council, where it was rejected.

Mrs. Sinden expressed her disappointment, adding she appreciates all the efforts the police have made regarding traffic enforcement, but a serious speeding problem still exists on Forest Leaf Parkway.

Mrs. Sinden presented the Board with a petition signed by all the residents on Forest Leaf Parkway supporting the installation of a traffic calming device. The petition, dated June 24, 2013, was entered into record.

Council Member Bertolino stated he would support the petition.

Mrs. Sinden pleaded with the Board to install at least one speed cushion, since the data submitted proved drivers were speeding on Forest Leaf Parkway. She again complimented the police on all their enforcement efforts. Mrs. Sinden further expressed concerns over the speeding and increased use of the roadway during the upcoming construction that will occur on Route 109.

Council Member Bertolino made a motion recommending to Council to direct Public Works to place speed cushions and explore possible additional solutions to control speed on Forest Leaf Parkway. Board Member Gragnani seconded the motion. All voted in favor and the motion was approved.

VII. ADJOURNMENT

Board Member Guller made a motion, seconded by Board Member Gragnani, to adjourn. All were in favor. The meeting adjourned at 8:20p.m.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
September 5, 2013
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal William Garrett
Council Member Dave Bertolino
John Bradley
Walt Guller
John Gragnani

Absent:

Also Present:
Captain Ken Williams
Mayor Tim Woerther
Mr. Ryan Thomas, Director of Public Works
Mr. Michael Hartwig, Assistant City Engineer

I. ROLL CALL

Board Member Gragnani made a motion, seconded by Board Member Guller, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Gragnani, seconded by Board Member Guller, to approve the minutes from the August 1, 2013 meeting. All were in favor and the motion was approved.

III. OLD BUSINESS

A. Strecker Road – Through Truck Traffic (Clayton to Manchester)

Director of Public Works Ryan Thomas Stated that as requested at the August 1, 2013 Board of Public Safety Meeting, a vehicle survey was completed on Strecker Road, to make a determination of the number of trucks traveling this roadway. Director Thomas provided reports that summarized both vehicle lengths and travel speeds. Over the course of a seven-day survey, 194 vehicles with lengths in excess of 30 feet were recorded, out of a total of 15,886 vehicles during the survey period. This amounted to about one (1) large vehicle every 52 minutes. Director Thomas concluded by stating in the opinion of the Department, this is a relatively small number of trucks (some of what are local trips) and would not warrant any further action at this time.

No further action was required of the Board at this time.

B. Woods Road – Request to Restrict Traffic

Director of Public Works Ryan Thomas stated that the residents using Woods Road to access their residences overwhelmingly stated they were not in favor of closing any part of Woods Road.

APPROVED

The Board discussed various options, such as a coded access gate, speed bumps, the unique issues of traffic enforcement due to the nature of the roadway and surrounding area, restricting turns at peak traffic times, and additional signage.

Council Member Wojciechowski made several suggestions regarding the "Quiet Streets" approach which utilizes different techniques to divert traffic and make the use of certain roads less appealing.

Board Member Gragnani made a motion recommending the installation of signage for Local Traffic Only. Marshal Garrett seconded the motion. Council Member Bertolino, Board Members Bradley and Guller voted against the motion, Marshal Garrett and Board Member Gragnani voted for the motion. The motion did not pass.

Marshal Garrett stated that the Board will continue to look for viable solutions for traffic issues on Woods Road.

C. Forest Leaf Parkway – Evaluation of New Speed Cushions

Director of Public Works Ryan Thomas provided the Board with a speed survey for Forest Leaf Parkway, following the installation of the speed cushions, which demonstrated a reduction in the 85th percentile from 30mph to 25mph at this location. The only problem that has been observed here, and at other speed cushion locations, is that motorists will sometimes cross the yellow centerline to avoid the speed cushions. This issue can best be addressed through ongoing police enforcement.

No further action was required of the Board at this time.

D. Consideration of Emergency Generator at New Municipal Building

Director of Public Works Ryan Thomas stated that the Department of Public Works has been investigating options for an emergency generator for maintaining power to critical components of the new municipal building, and has received some good information from Captain Chris Von Gruben of the Metro-West Fire Protection District. They have diesel-powered generators installed at each of their station houses, which were supplied and installed by Oakley Services, from Okawville, Illinois. Metro West is pleased with Oakley Services' performance. The generators are set on an auto-transfer in the event of a power outage, and are also set to run automatically for about 30-40 minutes weekly to keep the diesel fuel from spoiling. Weekly inspections are conducted to verify fuel-oil levels and to check for any problems. Such a system came installed for about $27,000 each.

The Department has been in contact with Oakley Services, who will be scheduling a time to visit the building and evaluate our system needs.

Director Thomas concluded by stating the City will go out for bids for the generator(s) and will be in contact with the mechanical engineers to verify with them which parts of the building are already wired for the generator.

E. Peaceful Court

Director of Public Works Ryan Thomas stated that at the August 1, 2013 Board of Public Safety Meeting, questions were raised of whether the request for a parking restriction was more of an issue with a neighbor than a widespread public safety issue. Director Thomas

confirmed that the primary problem has been a neighbor from another subdivision that backs up to Peaceful Court, using the street for the parking of their vehicles and those of their visitors. Since Peaceful Court is a public street, the trustees felt they had no other means to address this other than requesting the parking restriction. Director Thomas noted that this street is two (2) feet narrower than typical subdivision streets, so that could be used as justification in this instance without setting a precedent.

After some discussion, the Board determined that no further action was required of the Board at this time.

IV. NEW BUSINESS

A. Bicycling Safety – Ossenfort Road at Hardt Road

Director of Public Works Ryan Thomas stated that Council Member Wojciechowksi recently met with a citizen who raised some concerns over bicycle traffic on or near Ossenfort Road, and has offered some suggestions. Director Thomas continued that the intersection of Ossenfort Road and Hardt Road is confusing, not only for cyclists, but for motorists as well. The Department would recommend modifying the intersection to include a single intersecting point. Additionally a stop bar should be added for traffic on Hardt Road, approaching Ossenfort Road. Wild Horse Creek Road was also mentioned as having no passing zones established. While there may not be very many long straight segments where a passing zone would be appropriate, this could be evaluated and implemented the next time Wild Horse Creek Road is resurfaced. Public education will be a critical component of these improvements, including police enforcement of bicycle-related laws. The cost for the improvements will be approximately $5,000.00.

Board Member Guller made a motion to modify the existing intersection of Ossenfort Road and Hardt Road and to include a single intersecting point and add a stop bar for traffic on Hardt Road. Marshal Garrett seconded the motion. All voted in favor and the motion was approved.

Director Thomas added that public education for cyclists and motorists will be compiled and distributed. Council Member Wojciechowski requested the presence of police, especially on Saturday mornings, to improve driver and cyclist etiquette.

B. Cherry Hills Meadows Drive – Sight Distance and Parking Concerns

Director of Public Works Ryan Thomas stated that Council Member Wojciechowski recently attended a subdivision meting for the Meadows of Cherry Hills, where the following concerns were expressed by residents:

- Sight distance was mentioned from Cherry Hills Meadows Drive to Manchester Road.
- The need for a left and right turn lane from Cherry Hills Meadows Drive was mentioned.
- Parking along Cherry Hills Meadows Drive was a concern.

Director Thomas continued that the sight distance issue will be addressed by trimming some of the vegetation along the south side of Manchester Road. A Work Order has already been issued to a contractor.

APPROVED

There is adequate street width to accommodate separate left-turn and right-turn lanes from Cherry Hills Meadows Drive onto Manchester Road; however, having separate lanes can cause new sight-distance problems from vehicles blocking visibility from one another between the adjacent lanes. The same situation exists on Old Fairway Drive at Manchester road, and adding lanes is not something Director Thomas would suggest implementing until such time that the intersection has multi-way traffic control established (which could be a consideration once traffic levels increase).

The parking along Cherry Hills Meadows Drive may be best addressed through the development of the adjacent properties, which are expected to submit plans for a new residential development in the near future. To date, the Department has not observed very much on-street parking occurring. This may become more of a problem with the future development.

No further action was required of the Board at this time.

V. NOT READY FOR ACTION

A. Audubon Village Drive Speeding Concerns
B. Prospector Ridge Speeding Concerns
C. Sun Meadow Drive Speeding Concerns
D. Shepard Road Crash Review
E. South End of Highway 109 – Accident Review
F. Deer Strikes on City Roadways

VI. Other

A. CPR Class Update

Board member Gragnani stated a CPR class has been scheduled for October 23, 2013 at City Hall. A minimum of ten (10) participants will be required to conduct the program.

B. Hunter Safety Program

Board Member Gragnani stated he has contacted Department of Natural Resources (DNR) which stated they would be able to conduct a train the trainer program for Hunter Safety classes in the City of Wildwood. Anyone born after 1967 is required to participate in the program to obtain a hunting license. DNR would prefer training six (6) individuals. Board Member Gragnani stated that he, Don Kozlowski and Dan Topic are willing to become trainers.

VII. ADJOURNMENT

Board Member Guller made a motion, seconded by Board Member Gragnani, to adjourn. All were in favor. The meeting adjourned at 7:59pm.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
June 5, 2014
Meeting Minutes
Board of Public Safety Meeting
6:30 p.m.

Members Present:
Marshal William Garrett
Council Member Dave Bertolino
Walt Guller
John Gragnani

Absent:
John Bradley

Also Present:
Mayor Tim Woerther
Council Member Paul Wojciechowski
Ryan Thomas, Director of Public Works
Michael Hartwig, Assistant City Engineer
Captain Tim Tanner

I. ROLL CALL

Board Member Gragnani made a motion, seconded by Board Member Guller, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Gragnani, seconded by Board Member Guller, to approve the minutes from the March 6, 2014 meeting. All voted in favor and the motion was approved.

III. INTRODUCTION OF NEW PRECINCT COMMANDER – CAPTAIN TIM TANNER

Marshal Garrett introduced the new Wildwood Precinct Commander, Captain Tim Tanner.

IV. OLD BUSINESS

A. Keystone Trail Drive – Speed Survey Review

Director of Public Works Ryan Thomas stated that a resident, residing in the area of Keystone Trail Drive, expressed concerns, several times, regarding speeding vehicles on Keystone Trail Drive. At her request, an additional traffic survey was conducted beginning May 7, 2014 through May 14, 2014. The results of the second survey were similar to the initial survey, with the 85th percentile at 27 miles per hour. Residents of Keystone Trail Drive, Karen Moceri and Karen LaMar stated they felt the vehicles were traveling much faster and that the traffic survey was not an actual representation of the problem.

Ms.Moceri and the Board had an extensive discussion regarding speeding concerns on Keystone Trail Drive. The Board discussed possible traffic calming measures.

Council Member Bertolino and Mayor Woerther stated the homeowners' association for the subdivision needed to become involved to learn what the citizenry desires.

Wildwood Precinct Commander Captain Tim Tanner stated he would have an officer contact Ms. Moceri at her residence to conduct a radar survey and bring those results back to the Board for their review.

No further action was required of the Board at this time.

B. Consideration of Anti-Harassment Ordinance for Cyclists and Pedestrians

Director of Public Works Ryan Thomas stated following the November 7, 2013 Board of Public Safety Meeting, the City Attorney was requested to review the new St. Louis City Ordinance prohibiting the harassment of pedestrians and cyclists, to determine whether such language should be incorporated into the Wildwood Municipal Code.

In his review, City Attorney Golterman determined that all of the conduct that would violate the new St. Louis City ordinance would likely constitute an assault or peace disturbance under the current Wildwood Municipal Code. If the Board felt it was necessary, general language could be added to the Peace Disturbance Code Section (210.150) to include "any threatening or intimidating language directed at another for the purpose of frightening or startling that person."

Marshal Garrett asked for a motion to change the current Peace Disturbance Code. No one made a motion. No further action was taken by the Board at this time.

V. NEW BUSINESS

A. Bicycle Traffic Provisions on Wild Horse Creek Road

Director of Public Works Ryan Thomas stated that this summer, the City-maintained portion of Wild Horse Creek Road (Route 109 west to Route 100) is planned to be resurfaced, which will provide an opportunity to modify the pavement striping at certain locations in an effort to address the high volume of bicycle traffic on this roadway.

One common complaint is the difficulty for motorists to pass slower cyclists, and along many sections of Wild Horse Creek Road, its alignment is not conducive to safe passing. Therefore, with the restriping of Wild Horse Creek Road, appropriate passing zones could be marked with a dashed yellow centerline at certain locations. One potential concern with this approach would be the potential for motorists passing other motorists, but with a posted speed limit of 30 miles per hour along most of the roadway, overtaking another motorist would likely result in a speeding violation. If the dashed yellow striping did cause this type of problem with any frequency, it could easily be returned to a double-yellow centerline as it is today.

There have also been other concerns expressed with cyclists taking up most of the lane when riding in large groups, and also general concerns with the presence of high volumes of cyclists at times. The City could consider additional signage to raise awareness, and to advise to use caution at key locations (or in conjunction with the suggested passing zones).

The Board discussed the possibility of paving some of the shoulders and the resultant increase in cost of the repaving project.

Director of Public Works Ryan Thomas stated he will check areas that have appropriate site distance and bring this information back to the Board for further consideration.

B. Parking Concern on Westglen Farms Drive at Forest Leaf Parkway

Director of Public Works Ryan Thomas stated that an issue regarding vehicles parking on the street on Westglen Farms Drive at Forest Leaf Parkway, which has made it difficult for certain residents to back out of their driveways, has been brought to his attention. This location is not very different from many streets throughout the City, except that it does carry a greater volume of traffic than most two-lane neighborhood streets. However, there are times when parking on the street becomes necessary due to inadequate off-street parking capacity, and restricting parking at one location will typically only cause the parked vehicles to move somewhere else.

The Department does not see an obvious solution to this issue, and seeks the advice of the Board of Public Safety.

The Board felt that enacting any ordinance regarding parking on one side of the street would cause further problems.

No further action was taken by the Board at this time.

C. Use of Technology in Disaster Planning

Council Member McGowan provided the Board with information regarding how technology should be included as part of disaster preparedness. The Board felt this information would be worthwhile to pass on to the residents through the Gazette. Mayor Woerther stated he will format an article for the Gazette.

D. Distribution of 2013 Traffic Accident Analysis Report

Wildwood Precinct Commander, Captain Tim Tanner, provided the Board members with the 2013 Traffic Analysis Report for their review.

E. Establishment of Bike Advisory Committee

Director of Public Works Ryan Thomas stated the League of American Bicyclists offers a Bicycle Friendly Community Program, recognizing communities for their efforts in welcoming cyclists with trails, bike lanes, share the road campaigns, organized rides, etc. Depending on how well a community supports cycling, it can receive a designation of Platinum, Gold, Silver or Bronze. Most of the Missouri cities that have been designated as Bicycle Friendly Communities have received the Bronze designation, except for the City of Columbia, which received a Silver designation. There are only four (4) cities in the country with a Platinum designation. Through the current and planned efforts of the City of Wildwood, it would certainly stand a good chance of receiving the Bronze designation, or perhaps even match Columbia as the second Missouri city with a Silver designation. As time goes on, and further efforts are made, the City's designation could also change.

Council Member Wojciechowski has taken the initiative of starting the application for the City of Wildwood, which is free of charge. In his review of the application, he identified that the City can increase its score by establishing a Bike Advisory Committee. The Administration/Public Works Committee discussed this item at their June 3, 2014 Meeting, and recommended that the Board of Public Safety also serve as the City's Bike Advisory

APPROVED

Committee. The Committee would simply include items on its agenda as needed to review bicycle related matters in the City.

The Board was provided a copy of the application for review.

Board Member Guller made a motion recommending that the Board of Public Safety take on the role of the Bike Advisory Committee. Board Member Gragnani seconded the motion. All voted in favor and the motion was approved.

VI. NOT READY FOR ACTION

A. St. Paul / Kiefer Creek Road Intersection Safety
B. Bicycling Safety Education
C. Shepard Road Crash Review
D. South End of Highway 109 – Accident Review

VI. Other

A. Precinct Update

Wildwood Precinct Commander, Captain Ken Williams, provided the Board with an update of Precinct activities.

B. Hunter Safety Education

Board Member Gragnani stated the Missouri Department of Conservation is looking for instructors for the Hunter Safety Education Program.

VII. ADJOURNMENT

Board Member Guller made a motion, seconded by Board Member Gragnani, to adjourn. All were in favor. The meeting adjourned at 8:05pm.

Respectfully Submitted,
Andrea Kuhnert-Heyer, Administrative Assistant

APPROVED

WILDWOOD

CITY OF WILDWOOD
August 6, 2015
Meeting Minutes
Board of Public Safety Meeting
Community Room
6:30 p.m.

Members Present:
Marshal William Garrett
John Bradley
Walt Guller
John Gragnani

Absent:
Council Member Dave Bertolino

Also Present:
Rick Brown, Director of Public Works
Captain Tim Tanner
Gary Crews, Superintendent of Parks

I. ROLL CALL

Board Member Gragnani made a motion, seconded by Board Member Guller, to open the meeting at 6:30 p.m. with the above noted present.

II. APPROVAL OF MINUTES

A motion was made by Board Member Gragnani, seconded by Board Member Guller, to approve the minutes from the June 4, 2015 meeting. All voted in favor and the motion was approved.

III. OLD BUSINESS

A. Speed Cushions on Green Pines Drive – Speed Survey Results

Director of Public Works Rick Brown stated at the June meeting of the Board of Public Safety, it was requested that a new speed survey be completed on Green Pines Drive to assess current conditions with regard to the speed cushions installed in 2011 at that location. To complete the study, the Wildwood Precinct Police installed their Jamar radar unit on Green Pines Drive for a six day period between June 24th, 2015 until June 30th, 2015. The table below summarizes the results of the speed survey. The Board was provided the results of the 2011 and 2012 speed surveys.

Director of Public Works Brown continued stating traffic speeds have increased to the 2011 pre-installation levels. Many vehicles are crossing the centerline and straddling the center speed cushion rendering them ineffective.

Larry Ball, a resident of Evergreen Subdivision, stated he reviewed the speed survey and noted that not only have the speeds increased, but the traffic count has increased significantly as well. He inquired as to the feasibility of having one speed cushion go entirely across the road.

APPROVED

Board Member John Bradley stated that type of speed cushion may result in reduced response times for the fire and police departments.

Director Brown discussed the possibility of installing bump outs to reduce overall speeds.

Mr. Ball will take these suggestions to the Evergreen Homeowners Association for their input. No further action was required of the Board at this time.

B. Eatherton Road at Shepard Road Intersection Concerns

Director of Public Works Rick Brown stated MoDOT has completed the signal timing changes at Highway 109 and Clayton Road. Hopefully the issues of traffic congestion will see improvement with the start of the new school year.

No further action was required of the Board at this time.

IV. NEW BUSINESS

A. Distribution of 2014 City of Wildwood Traffic Accident Analysis Report

Director Brown provided the Board with the 2014 City of Wildwood Traffic Accident Analysis Report for their review. Captain Tim Tanner of the Wildwood Precinct provided a brief summary of the findings.

B. Strecker Road Speeding and Truck Concerns

Director of Public Works Rick Brown provided the Board with a recent Jamar Traffic Survey for Strecker Road at Timber Ridge Estates. This was in response to complaints of speeding vehicles and large trucks using Strecker Road between Highway 100 and Clayton Road.

Board Member Gragnani made a motion recommending posting a sign "No Trucks Except Local Deliveries" on Strecker at Clayton and request the City of Ellisville do the same on the south end of Strecker Road. Marshal Bill Garrett seconded the motion. All voted in favor and the motion was approved. Director Brown will contact the City of Ellisville regarding the signage at the south end of Strecker Road.

C. Hazard Mitigation Plan for the St. Louis Metropolitan Region in Missouri

Public Works Director Rick Brown stated Federal Statute requires that the All Hazard Mitigation Plan be updated and readopted every five years. In Missouri, the State Emergency Management Agency (SEMA) has funded East-West Gateway to prepare an update to the last plan which was completed in 2009-2010, on behalf of the five Missouri Counties (City of St. Louis, and Franklin, Jefferson, St. Charles and St. Louis counties) and for 135 participating municipalities and 50 school districts.

This plan is designed to help protect public safety and prevent loss of life or injury in the event of a natural disaster. It is also designed to reduce risk to existing and future development and to prevent damage to each community's unique economic, cultural and environmental assets. The All Hazard Mitigation Plan will also help to improve the operational effectiveness of local governments and school districts following any natural disaster, by providing recommendations for advance preparation. Advanced planning should prepare first responders as well as local government leaders and school personnel and thus

serve to reduce costs, save lives and improve efficiency of disaster response and recovery.

The Board was provided the electronic link to the actual plan for their review.

The Board was advised that current rules require that local governments applying for federal pre-natural disaster mitigation funding must have a FEMA approved plan. Any community seeking pre-natural disaster mitigation funding must formally adopt the plan by resolution in order to be eligible for FEMA/SEMA funding.

Board Member Gragnani made a motion recommending formally adopting the All Hazard Mitigation Plan 2015-2020 through passage of a resolution through City Council. Board Member Guller seconded the motion. All voted in favor and the motion was approved.

D. Windsor Meadow Boulevard – Intersection Stop Control

Director of Public Works Rick Brown stated the existing intersection of Windsor Meadow Boulevard with the connection to Route 109 roundabout (located in Windsor Crest Subdivision) is configured as a three way intersection and is lacking stop signs. Because the intersection connects to the new roundabout on Route 109 it is relied upon by most residents of the subdivision.

The Department of Public Works made a field check of the intersection to evaluate and inspect the intersection. It was observed that the intersection sight distance appears insufficient and does not allow the intersection to operate safely without stop control. Trees along Windsor Meadow obstruct a motorist's sight distance, particularly for traffic entering the subdivision from Route 109. In addition, the existing crosswalk for the shared use path is an important consideration. The users of the shared use path would benefit if vehicles using the intersection were required to stop. It should be noted that with the opening of the nearby Community Park, it is expected that users of the trail will increase in the coming months.

The Department is recommending that the intersection be modified to an all way stop condition. It is felt this will provide a safety improvement for motorists utilizing the intersection as well as users of the shared use path.

Marshal Garrett made a motion recommending the installation of two (2) stop signs at the intersection of Windsor Meadow Boulevard and the connection to the roundabout on Highway 109. Board Member Guller seconded the motion. All voted in favor and the motion was approved.

E. Life Saving Course – September 17th, 9am – Noon

Director of Public Works Rick Brown reminded the Board of the Life Saving Course scheduled for Thursday, September 17th, 2015 from 9am to noon at City Hall.

F. Public Safety Lecture Topic

Board Member Gragnani informed the Board that the recent Active Shooter program was well-attended. He expressed the Board's appreciation to the members of the St. Louis County Tactical Team responsible for making this possible.

Board Member Gragnani further stated he contacted Bill Brandes, a consultant with Homeland Security, regarding a presentation on biological and chemical terrorism. Mr. Brandes stated he would be interested in providing this instruction. The Board agreed it

APPROVED

would be a beneficial topic. The training is scheduled for Tuesday, September 29th, 2015 at the Wildwood City Hall.

V. BICYCLE ADVISORY COMMITTEE

A. USDOT Mayor's Challenge – Request for Bicycle Safety Audit

Director of Public Works Rick Brown stated the bike study was awarded to the cities of Myrtle Beach, South Carolina and Nashville, Tennessee.

B. Pedestrian/Bicycle Anti-Harassment Ordinance

Superintendent of Parks Gary Crews provided the Board with Section B of the Harassment Ordinance Section 210.030 (Ord. No. 70 & 1, 9-1-1995). Proposed Section B is a result of complaints received from runners and cyclists who are harassed while using the City's trails and roadways. Superintendent Crews explained the addition of Section B to the original Harassment Ordinance would consolidate the Harassment Ordinance and be more efficient for those who must enforce it.

Superintendent Crews provided the ordinance addition to City Attorney Rob Golterman and Prosecutor Bart Calhoun for their review. Once formal approval is received from City Attorney Golterman, the ordinance addition will go to full City Council.

No further action was required of the Board at this time.

VI. NOT READY FOR ACTION

A. Regulation of E-Cigarettes and Similar Devices
B. St. Paul / Kiefer Creek Road Intersection Safety
C. Bicycling Safety Education

VII. Other.

VIII. ADJOURNMENT

Board Member Guller made a motion, seconded by Board Member Gragnani, to adjourn. All were in favor. The meeting adjourned at 7:33pm.

Respectfully Submitted,
Andrea Kuhnert-Heyer
Administrative Assistant

INTER-OFFICE MEMORANDUM

May 19, 2016

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. JOHN BOEHMER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – 620 Dartmouth Terrace Ct

Please find attached the Jamar Traffic Survey report as requested for 620 Dartmouth Terrace Ct. I conducted a seven-day traffic survey beginning on 05-11-2016 (08:00am) through 05-18-2015 (6:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

05-11-2016 to 05-18-2016 (7-day period both directions)
Highest Speed (5mph range) – 36-40mph
Average Speed – 14mph
Vehicle Count – 1036
Speed Limit – 25mph
Number of vehicles over 25mph – 54 (5.2%)
50th Percentile – 14mph 85th Percentile – 21mph

01-25mph – 982
26-30mph – 49
31-35mph – 3
36-40mph – 2

Cc. Lieutenant Michael Reifschneider

INTER-OFFICE MEMORANDUM

April 26, 2011

TO: CAPTAIN KENNETH WILLIAMS, Precinct Commander
Wildwood Precinct

FROM: P.O. DANNY M. KEIM, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Forest Leaf Parkway

Please find attached the Jamar Traffic Survey report as requested for Forest Leaf Parkway near 2437. I conducted a seven-day traffic survey beginning on 04-18-2011 (9:00am) through 04-25-2011 (8:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

04-18-2011 to 04-25-2011 (7-day period both directions)
Highest Speed (5mph range) – 46-50mph
Average Speed – 20mph
Vehicle Count – 8840
Speed Limit – 25mph
Number of vehicles over 25mph – 3588 (40.29%)
50th Percentile – 23mph 85th Percentile – 29mph

26-30mph – 2954
31-35mph – 610
36-40mph – 23
41-45mph – 0
46-50mph – 1

Cc. Lieutenant Timothy Tanner

INTER-OFFICE MEMORANDUM

March 15, 2013

TO: CAPTAIN KENNETH WILLIAMS, Precinct Commander
Wildwood Precinct

FROM: P.O. Marc Beiner, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Forest Leaf Parkway

Please find attached the Jamar Traffic Survey report as requested for Forest Leaf Parkway at Evergreen Forest. I conducted a seven-day traffic survey beginning on 03-08-2013 (6:00am) through 03-15-2013 (4:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

03-08-2013 to 03-15-2013 (7-day period both directions)
Highest Speed (5mph range) – 46-50mph
Average Speed – 25mph
Vehicle Count – 12004
Speed Limit – 25mph
Number of vehicles over 25mph – 6266 (52.2%)
50th Percentile – 25mph 85th Percentile – 30mph

26-30mph – 5476
31-35mph – 1294
36-40mph – 122
41-45mph – 15
46-50mph – 2

Cc. Lieutenant Timothy Tanner

INTER-OFFICE MEMORANDUM

August 16, 2013

TO: CAPTAIN KENNETH WILLIAMS, Precinct Commander
Wildwood Precinct

FROM: P.O. Marc Beiner, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Forest Leaf Parkway at Evergreen Forest

Please find attached the Jamar Traffic Survey report as requested for Forest Leaf Parkway at Evergreen Forest. I conducted a seven-day traffic survey beginning on 08-09-2013 (6:00am) through 08-16-2013 (4:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

08-09-2013 to 08-16-2013 (7-day period both directions)
Highest Speed (5mph range) – 41-45mph
Average Speed – 19mph
Vehicle Count – 8860
Speed Limit – 25mph
Number of vehicles over 25mph – 1481 (16.7%)
50th Percentile – 19mph 85th Percentile – 25mph

26-30mph – 1417
31-35mph – 146
36-40mph – 8
41-45mph – 1

Cc. Lieutenant Timothy Tanner

INTER-OFFICE MEMORANDUM

February 24, 2016

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. JOHN BOEHMER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY Forest Leaf Pkwy South of Fullerton Meadows

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Please find attached the Jamar Traffic Survey report as requested for Forest Leaf Pkwy South of Fullerton Meadows. I conducted a seven-day traffic survey beginning on 02-16-2016 (07:00am) through 02-23-2016 (06:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

02-16-2015 to 02-23-2016 (7-day period both directions)
Highest Speed (5mph range) – 41-45mph
Average Speed – 25mph
Vehicle Count – 8066
Speed Limit – 25mph
Number of vehicles over 25mph – 4743 (58.8%)
50th Percentile – 26mph 85th Percentile – 30mph

1-25mph – 3223
26-30mph – 3343
31-35mph – 1263
36-40mph – 132
41-45mph – 5

Cc. Lieutenant Michael Reifschneider

INTER-OFFICE MEMORANDUM

February 24, 2016

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. JOHN BOEHMER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY Fullerton Meadows East of Forest Leaf Pkwy

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Please find attached the Jamar Traffic Survey report as requested for Fullerton Meadows East Forest Leaf Pkwy. I conducted a seven-day traffic survey beginning on 02-16-2016 (08:00am) through 02-23-2016 (06:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

02-16-2015 to 02-23-2016 (7-day period both directions)
Highest Speed (5mph range) – 46-50mph
Average Speed – 30mph
Vehicle Count – 11374
Speed Limit – 25mph
Number of vehicles over 25mph – 9673 (85.0%)
50th Percentile – 30mph 85th Percentile – 34mph

1-25mph – 1701
26-30mph – 3517
31-35mph – 4463
36-40mph – 1526
41-45mph – 147
46-50mph - 20

Cc. Lieutenant Michael Reifschneider

INTER-OFFICE MEMORANDUM

September 5, 2012

TO: CAPTAIN KENNETH WILLIAMS, Precinct Commander
Wildwood Precinct

FROM: P.O. MARC BEINER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Green Pines Dr

Please find attached the Jamar Traffic Survey report as requested for Green Pines Drive. I conducted a six-day traffic survey beginning on 08-30-2012 (9:00am) through 09-05-2012 (4:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

08-30-2012 to 09-05-2012 (6-day period both directions)
Highest Speed (5mph range) – 36-40mph
Average Speed – 22mph
Vehicle Count – 7084
Speed Limit – 25mph
Number of vehicles over 25mph – 1750 (24.7%)
50th Percentile – 21mph 85th Percentile – 26mph

26-30mph – 1493
31-35mph – 236
36-40mph – 33

Cc. Lieutenant Timothy Tanner

INTER-OFFICE MEMORANDUM

July 19, 2016

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. JOHN BOEHMER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – 16629 Green Pines Drive

Please find attached the Jamar Traffic Survey report as requested for 16629 Green Pines Drive. I conducted a six-day traffic survey beginning on 07-12-2016 (07:00am) through 07-19-2016 (06:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

07-12-2016 to 07-19-2016 (7-day period both directions)
Highest Speed (5mph range) – 31-35mph
Average Speed – 21mph
Vehicle Count – 7480
Speed Limit – 25mph
Number of vehicles over 25mph – 2334(31.2%)
50th Percentile – 21mph 85th Percentile – 28mph

01-20mph – 2807
21-25mph – 2339
26-30mph – 1937
31-35mph – 397

Cc. Lieutenant Michael Reifschneider

INTER-OFFICE MEMORANDUM

July 25, 2011

TO: CAPTAIN KENNETH WILLIAMS, Precinct Commander
Wildwood Precinct

FROM: P.O. DANNY M. KEIM, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Green Pines Dr (Near 16629)

Please find attached the Jamar Traffic Survey report as requested for Green Pines Drive near 16629. I conducted a six-day traffic survey beginning on 17-19-2011 (8:00am) through 07-25-2011 (8:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

07-19-2011 to 07-25-2011 (6-day period both directions)
Highest Speed (5mph range) – 41-45mph
Average Speed – 23mph
Vehicle Count – 7601
Speed Limit – 25mph
Number of vehicles over 25mph – 3940 (51.8%)
50th Percentile – 26mph 85th Percentile – 30mph

26-30mph – 3206
31-35mph – 698
36-40mph – 31
41-45mph – 5

Cc. Lieutenant Timothy Tanner

INTER-OFFICE MEMORANDUM

May 5, 2015

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. MARC BEINER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – 16955 Hickory Forest

Please find attached the Jamar Traffic Survey report as requested for 16955 Hickory Forest. I conducted a seven-day traffic survey beginning on 04-28-2015 (08:00am) through 05-05-2015 (05:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

04-28-2015 to 05-05-2015 (7-day period both directions)
Highest Speed (5mph range) – 31-35mph
Average Speed – 19mph
Vehicle Count – 1370
Speed Limit – 25mph
Number of vehicles over 25mph – 216 (15.8%)
50th Percentile – 19mph 85th Percentile – 25mph

26-30mph – 190
31-35mph – 26

Cc. Lieutenant Michael Reifschneider

INTER-OFFICE MEMORANDUM

April 10, 2013

TO: CAPTAIN KENNETH WILLIAMS, Precinct Commander
Wildwood Precinct

FROM: P.O. MARC BEINER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Paradise Peak near Kingstowne Way Dr

Please find attached the Jamar Traffic Survey report as requested for Paradise Peak near Kingstowne Way Drive. I conducted a seven-day traffic survey beginning on 04-03-2013 (7:00am) through 04-10-2013 (5:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

04-03-2013 to 04-10-2013 (7-day period both directions)
Highest Speed (5mph range) – 36-40mph
Average Speed – 21mph
Vehicle Count – 1626
Speed Limit – 25mph
Number of vehicles over 25mph – 373 (22.9%)
50th Percentile – 21mph 85th Percentile – 26mph

26-30mph – 352
31-35mph – 29
36-40mph – 3

Cc. Lieutenant Timothy Tanner

INTER-OFFICE MEMORANDUM

February 5, 2016

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. JOHN BOEHMER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Pond Grover Loop East of Paradise Peak

Please find attached the Jamar Traffic Survey report as requested for Pond Grover Loop East of Paradise Peak. I conducted a seven-day traffic survey beginning on 01-27-2016 (07:00am) through 02-03-2016 (06:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

01-27-2015 to 02-03-2016 (7-day period both directions)
Highest Speed (5mph range) – 46-50mph
Average Speed – 33mph
Vehicle Count – 12001
Speed Limit – 25mph
Number of vehicles over 25mph – 11074 (92.3%)
50th Percentile – 33mph 85th Percentile – 39mph

1-25mph – 927
26-30mph – 1578
31-35mph – 4526
36-40mph – 3871
41-45mph – 1002
46-50mph – 97

Cc. Lieutenant Michael Reifschneider

INTER-OFFICE MEMORANDUM

March 9, 2016

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. JOHN BOEHMER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Westglen Farms East of Forest Leaf Parkway

Please find attached the Jamar Traffic Survey report as requested for Westglen Farms East of Forest Leaf Parkway. I conducted a seven-day traffic survey beginning on 03-02-2016 (08:00am) through 03-09-2016 (07:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

03-02-2015 to 03-09-2016 (7-day period both directions)
Highest Speed (5mph range) – 36-40mph
Average Speed – 27mph
Vehicle Count – 7689
Speed Limit – 25mph
Number of vehicles over 25mph – 5380 (70.0%)
50th Percentile – 26mph 85th Percentile – 30mph

1-25mph – 2309
26-30mph – 3959
31-35mph – 1339
36-40mph – 82

Cc. Lieutenant Michael Reifschneider

INTER-OFFICE MEMORANDUM

March 9, 2016

TO: CAPTAIN TIM TANNER, Precinct Commander
Wildwood Precinct

FROM: P.O. JOHN BOEHMER, Traffic Officer
Wildwood Precinct

SUBJECT: JAMAR TRAFFIC SURVEY – Westglen Farms South of Fullerton Meadows

Please find attached the Jamar Traffic Survey report as requested for Westglen Farms South of Fullerton Meadows. I conducted a seven-day traffic survey beginning on 03-02-2016 (08:00am) through 03-09-2016 (07:00am). Below is a summary of the activity at the requested location during the survey. The summary and detailed reports are attached.

03-02-2015 to 03-09-2016 (7-day period both directions)
Highest Speed (5mph range) – 36-40mph
Average Speed – 25mph
Vehicle Count – 29045
Speed Limit – 25mph
Number of vehicles over 25mph – 18077 (62.2%)
50th Percentile – 26mph 85th Percentile – 30mph

1-25mph – 10968
26-30mph– 13576
31-35mph – 4240
36-40mph – 261

Cc. Lieutenant Michael Reifschneider

CITY OF WILDWOOD WARD 5 STREET LISTING

AUTUMN PINES DR
BABLER VIEW CT
BABLER VIEW DR
BAJA CT
BALAJI CT
BIRCH FOREST DR
BRANCH FOREST DR
BRANCHWOOD DR
DARTMOUTH BEND CT
DARTMOUTH BEND DR
DARTMOUTH CREST DR
DARTMOUTH CROSSING CT
DARTMOUTH CROSSING DR
DARTMOUTH GATE CIRCLE
DARTMOUTH GATE CT
DARTMOUTH PLACE DR
DARTMOUTH TERRACE CT
EATHERTON RD
EDGEWOOD MANOR
ELM FOREST CT
EVERGREEN FOREST CT
EVERGREEN FOREST DR
FOREST LEAF PARKWAY
FOREST PINE DR
FOREST PINE DR
FULLERTON MEADOWS DR
GLENCOE SUMMIT
GREEN PINES DR
GROSS POINT LN
HICKORY CREST DR
HICKORY FOREST LN
HICKORY MANOR DR
HICKORY MEADOWS CT
HICKORY MOUND CT
HICKORY SUMMIT CT
HICKORY TRAILS LN
HICKORY VALLEY CT
HUNTERS CREST DR
JOHNNY CAKE RIDGE CT
KINGSTOWNE ESTATES DR
KINGSTOWNE PLACE CT
KINGSTOWNE WAY CT
KINGSTOWNE WAY DR
NEWPOINT CT
NEWPOINT DR
OAK FOREST CT
OAKCREST MANOR LN
OVERLOOK HILLS DR
PARADISE PEAK CIR
PEACFEFUL CT
POND GROVER LOOP
RAIN FOREST CT
RAIN FOREST DR
SANDALWOOD CREEK CT
SANDALWOOD CREEK DR
SHEPARD RD
SHIVA CT
SHIVA DR
WESTGLEN FARMS DR
WINEGARDEN CT
WINTER FOREST CT
WINTER LEAF CT
WINTER LEAF DR
WOOD DALE RIDGE

Elizabeth Weiss

From:	Larry McGowen <mcgwildwood@att.net>
Sent:	Thursday, August 04, 2016 1:03 PM
To:	Elizabeth Weiss
Cc:	Larry McGowen (External)
Subject:	PGL Extension
Attachments:	POND GROVER LOOP EXTENSION POINTS (version 2).pdf; PGL drive distance & time analysis conducted on 8-3-16.pdf

Liz:

Please provide a copy of this email and both attachments to Mayor Bowlin, all Council Members, Ryan, Joe, and Rick. Thanks.

All:

When the possible extension of PGL was first considered, I was initially supportive of its extension. I have taken time to walk the proposed route with many of you, followed by numerous trips to drive the streets of the surrounding subdivisions, to read all of the back ground reports on the subject including the various traffic studies, and to read and consider all of the many emails we have all received. I am now convinced that the interest of the residents and the City from a planning perspective will be best served by **NOT EXTENDING PGL.**

I would ask that you look over the two attachments I have prepared which lay out some of the reasons for my conclusion. After conducting my own distance and drive time analysis as summarized on one of the attachments, it is very clear to me there is almost no difference in drive times on the three alternative routes I describe. I question that there will be any significant amount of cut through traffic regardless of whether PGL is extended or not. The traffic concerns therefore appear to me to be primarily a localized issue for existing residents. By not extending PGL the new traffic from Bright Leaf will be directed to either Hwy 109 via Eatherton or to Hwy 100 at Taylor Rd, and it will not compound traffic issues for residents of the surrounding subdivisions.

I respect greatly the huge amount of time and effort the PGL Committee, our residents and our staff have devoted to analyzing this matter. At the end of the day after considering all facts and opinions, I hope you will consider joining me in voting to oppose the extension of PGL, because I think that is what is in the best interest of our residents and the City as a whole.

Larry W. McGowen
Council Member, Ward One
18538 Wild Horse Creek Rd.
Wildwood, Mo. 63005
Cell 314-495-1847
E mail mcgwildwood@att.net

POND GROVER LOOP EXTENSION

POINTS TO CONSIDER AS PREPARED BY COUNCIL MEMBER MCGOWEN

8/8/16 COUNCIL MEETING

- A city wide benefit has not been justified relative to the substantial cost to construct the extension.

- Little feedback has been received from the public who reside outside the immediately affected area. This indicates a low level of need for the extension.

- We are unable to receive advance input from the future residents of Bright Leaf concerning the extension's impact on that development.

- Residential development is less likely to need as many points of ingress / egress as compared to a commercial development.

- Residents of the neighborhoods surrounding the proposed Bright Leaf development have for the most part voiced strong opposition to the extension.

- Support for the extension has been expressed by some residents in areas surrounding Bright Leaf in the hopes an extension would reduce traffic on some of the existing residential streets. Is it fair to shift traffic from one residential area to another residential area? Council member Bertolino has suggested trying to educate current residents about using the existing PGL, 109 and 100 as the preferred route for those wanting to head to areas east of Wildwood. If successful this could alleviate traffic concerns on internal subdivision streets.

- A PGL extension would place the road very close to existing residences.

- Planning considerations can and do change over time. Plans contemplated by STL County and / or Wildwood twenty years ago to extend PGL may now involve considerations that were not known or considered 20 years ago. For example, did plans 20 years ago expect the proposed Bright Leaf site to have a 194 home residential development or was an unspecified commercial development contemplated for the Bright Leaf site. Wildwood's inclusion of that site as part of Town Center would seem to indicate commercial use was probably contemplated, however, it now appears residential development will occur instead.

- After considering the PGL committee recommendation and weighing other facts carefully, I hope you will join me by opposing extension of PGL.

POND GROVER LOOP								
DISTANCE & DRIVE TIME ANALYSIS								
DONE 8/3/16 BY COUNCIL MEMBER MCGOWEN								
Routes driven between 3pm to 4pm								
Green Pines Elementary not in session								
								Drive
								Time
							Distance	Min:Sec
ROUTE 1								
East from PGL Terminus on Green Pines to Forest Leaf Parkway								
Right on Forest Leaf Parkway to Fullerton Meadows								
Left on Fullerton Meadows to West Glen Farms Dr								
Right on West Glen Farms Dr. to Hwy 100							1.2 miles	4:08
ROUTE 2								
East from PGL Terminus on Green Pines to West Glen Farms Dr.								
Right on West Glen Farms Dr. to Hwy 100							1.3 miles	4:20
ROUTE 3								
West from PGL Terminus on PGL to Round About at 109								
South on 109 to Hwy 100 east								
East on Hwy 100 to West Glen Farms Dr.							2.4 miles	4:36
Note on ROUTE 3 minor traffic delays were encountered at								
PGL / 109 round about and again at Taylor Road electric								
signal on Hwy 100. It's estimated these delays added 30 seconds								
to overall drive time on Route 3 compared to other routes.								
CONCLUSION								
The three routes above are essentially the same drive times.								

Elizabeth Weiss

From: Debra McCutchen <debra1447@sbcglobal.net>
Sent: Thursday, August 04, 2016 6:24 AM
To: Elizabeth Weiss
Subject: Fw: Against the pond grover loop extension

Please forward to city council.

On Wednesday, August 3, 2016 8:48 AM, Terri Jordan <terri@jordancountry.com> wrote:

I can't believe that this is up again for consideration.

As an resident in the Hickory Manor Trails Subdivision, I am absolutely against this road extension. I don't see the benefit of the increased traffic, increased noise pollution, the potential of having young kids be harmed when walking to school. I chose this subdivision so my kids could walk to school 18 years ago. My oldest has had the joy of walking to grade school and recently high school. When my next son starts high school I would like him to have the joy of walking.

At the end of Pond Grover Loop and Hickory Crest Dr/Green Pines Dr – there needs to be a park. It may be small but there needs to be a park. It needs to be a community place where residents can gather and get to know each other.

How many times as a resident of the subdivision do we need to say no before our voices are actually heard?
My address 16772 Hickory Crest Dr. You are welcome to call to discuss.

Terri Jordan
terri@jordancountry.com
314-623-0525 cell

Elizabeth Weiss

From: Ann Porter <queenannewoods@yahoo.com>
Sent: Tuesday, August 02, 2016 1:46 PM
To: Elizabeth Weiss
Cc: Jim Bowlin
Subject: Fw: pond/grover extension

Show original message
On Tuesday, August 2, 2016 1:30 PM, Jim Bowlin <JBowlin@keystonemutual.com> wrote:

Jerry:

When you send emails to a quorum of the Council, you need to include Liz Weiss as a copied party, so she can keep record of it for purposes of Sunshine Laws. It is a public document.

Would you please forward your email below to her?

Thanks,
Jim

James R. Bowlin
Chief Executive Officer
t 866.212.2424, ext.21 | f 636.549.3733
keystonemutual.com

KEYSTONE MUTUAL
MORE THAN INSURANCE

From: Ann Porter [mailto:queenannewoods@yahoo.com]
Sent: Tuesday, August 02, 2016 12:56 PM
To: katiedodwell@att.net; Dave Bertolino; debro1447@sbcglobal.net; Greg Alexander; gstine@gmail.com; ldgoodson@msn.com; lgoodson@cityofwildwood.com; joegarritano@gmail.com
Cc: Jim Bowlin
Subject: pond/grover extension

The Pond/Grover extension has become the first major issue during my short tenure on the Wildwood City Council and I feel compelled to speak out on my thoughts and concerns.

I have met personally with seven (7) of you, including the chairman of the Pond/Grover committee, and two (2) other Councilman on the committee. One of these was just a brief conversation after the council meeting a week ago. I have also offered to meet with others on the Council to gather information but did not hear back from them.

I have reviewed every email forward to me from staff at Wildwood City Hall. I have spoken individually with six residents during my visits to the YMCA, two (2) for he extension and four (4) against. These were not planned conversations. A little over a week ago I attended a luncheon at which approximately fifty (50) residents of Ward 6 were present. The overwhelming response of

those present either didn't know of the issue or were against the extension. In fact two (2) days later representatives of Ward 6 came before the Wildwood City Council speaking against the extension, primarily due to cost, and they indicated they would never use the road and ask the Council to consider the desires of the majority of those voicing their concerns that live in the area.

I have heard, more than once, comments as to the extreme leadership of Debra McCutchen in organizing residents in Ward 5 to voice their opinions against the extension. I was, and am, under the opinion the responsibility of the Ward Councilperson in any civic organization is to first represent the entire city and secondly represent the people in their ward who voted them to the council. If ninety five (95) + - percent of the residents outside Ward 5 will never use the road extension, that HAS TO commit the representative to honor and work for the desires of the majority of the residents of that local. In my opinion, Debra McCutchen, as well as Dave Bartolino in possibly a less active manner, is supererogating as to her elected responsibility. If you stand in judgment of these two people as being wrong in their actions, how can you accept the morphologism of the Pond/Grover committee appointed by the X-Mayor? You can't have it both ways.

I would encourage you to, first consider the positive/negative effects of spending $1,000,000 +- on the extension, approximately another $500,000 +- on ungrading Eatherton, which will needs to be done if the 194 unit housing addition goes forward and you still another $1,000,000 +- on the table in upgrading the current road from 109 turnaround to the projected extension, which is not needed.

At the end of the day you will need to justify to 36,000 +- residents the need to spend this amount of tax money on a project that more that 95% of the 31,000 residents outside of Ward 5 will never benefit and the vast majority of those living in Ward 5 don't want.

In closing, I will admit it is rare not to find something good in the worst of projects/issues. It definitely will continue to create work for employees of the City of Wildwood.

Thanks for you time

Jerry W. Porter.

Elizabeth Weiss

From: Debra McCutchen <debra1447@sbcglobal.net>
Sent: Tuesday, August 02, 2016 3:05 PM
To: Elizabeth Weiss
Subject: Please forward to council

Gillman, Max <gillmanm@umsl.edu>
To
Debra McCutchen
Today at 11:51 AM

Debra, we have our annual one-week trip to the Gulf shore next week and will not be here. I hope you can express my opinions for me as best as possible. Thank you for your consideration.

I would ask you please to propose to Council to defer the decision until a new subcommittee with a balance of pro and con members can study alternatives since none were considered.
Thank you, Max Gillman

Elizabeth Weiss

From: Ann Porter <queenannewoods@yahoo.com>
Sent: Tuesday, August 02, 2016 1:46 PM
To: Elizabeth Weiss
Cc: Jim Bowlin
Subject: Fw: pond/grover extension

Show original message
On Tuesday, August 2, 2016 1:30 PM, Jim Bowlin <JBowlin@keystonemutual.com> wrote:

Jerry:

When you send emails to a quorum of the Council, you need to include Liz Weiss as a copied party, so she can keep record of it for purposes of Sunshine Laws. It is a public document.

Would you please forward your email below to her?

Thanks,
Jim

James R. Bowlin
Chief Executive Officer
t 866.212.2424, ext.21 | f 636.549.3733
keystonemutual.com

KEYSTONE MUTUAL
MORE THAN INSURANCE

From: Ann Porter [mailto:queenannewoods@yahoo.com]
Sent: Tuesday, August 02, 2016 12:56 PM
To: katiedodwell@att.net; Dave Bertolino; debro1447@sbcglobal.net; Greg Alexander; gstine@gmail.com; ldgoodson@msn.com; lgoodson@cityofwildwood.com; joegarritano@gmail.com
Cc: Jim Bowlin
Subject: pond/grover extension

The Pond/Grover extension has become the first major issue during my short tenure on the Wildwood City Council and I feel compelled to speak out on my thoughts and concerns.

I have met personally with seven (7) of you, including the chairman of the Pond/Grover committee, and two (2) other Councilman on the committee. One of these was just a brief conversation after the council meeting a week ago. I have also offered to meet with others on the Council to gather information but did not hear back from them.

I have reviewed every email forward to me from staff at Wildwood City Hall. I have spoken individually with six residents during my visits to the YMCA, two (2) for he extension and four (4) against. These were not planned conversations. A little over a week ago I attended a luncheon at which approximately fifty (50) residents of Ward 6 were present. The overwhelming response of

those present either didn't know of the issue or were against the extension. In fact two (2) days later representatives of Ward 6 came before the Wildwood City Council speaking against the extension, primarily due to cost, and they indicated they would never use the road and ask the Council to consider the desires of the majority of those voicing their concerns that live in the area.

I have heard, more than once, comments as to the extreme leadership of Debra McCutchen in organizing residents in Ward 5 to voice their opinions against the extension. I was, and am, under the opinion the responsibility of the Ward Councilperson in any civic organization is to first represent the entire city and secondly represent the people in their ward who voted them to the council. If ninety five (95) + - percent of the residents outside Ward 5 will never use the road extension, that HAS TO commit the representative to honor and work for the desires of the majority of the residents of that local. In my opinion, Debra McCutchen, as well as Dave Bartolino in possibly a less active manner, is supererogating as to her elected responsibility. If you stand in judgment of these two people as being wrong in their actions, how can you accept the morphologism of the Pond/Grover committee appointed by the X-Mayor? You can't have it both ways.

I would encourage you to, first consider the positive/negative effects of spending $1,000,000 +- on the extension, approximately another $500,000 +- on ungrading Eatherton, which will needs to be done if the 194 unit housing addition goes forward and you still another $1,000,000 +- on the table in upgrading the current road from 109 turnaround to the projected extension, which is not needed.

At the end of the day you will need to justify to 36,000 +- residents the need to spend this amount of tax money on a project that more that 95% of the 31,000 residents outside of Ward 5 will never benefit and the vast majority of those living in Ward 5 don't want.

In closing, I will admit it is rare not to find something good in the worst of projects/issues. It definitely will continue to create work for employees of the City of Wildwood.

Thanks for you time

Jerry W. Porter.

Elizabeth Weiss

From: Debra McCutchen <debra1447@sbcglobal.net>
Sent: Monday, August 01, 2016 5:56 PM
To: Elizabeth Weiss
Subject: Fw: Pond Grover Loop Extension

Please forward to council

On Sunday, July 31, 2016 8:01 PM, Josh Byrge <byrgeja@gmail.com> wrote:

Debra and Dave,

My family and I live at 16734 Kingstowne Estates Drive which I believe is in your ward. I am writing to let you know that my family and I are against the extension of Pond Grover Loop Rd to state route 100. Given the minimal buffer between us and Pond Grover, we are concerned the project will materially increase the noise level in and around our property.

We also have a couple safety concerns. First, increased traffic will be a risk to families taking walks, to runners, kids walking to school and other pedestrians. We understand the plan is to mitigate this risk by installing two roundabouts. This leads me to the second safety concern; drivers in this area are not good at navigating roundabouts. This has led to many accidents in the new roundabouts on 109. We personally have had many near-misses as drivers on 109 do not yield to drivers in the roundabout who have the right-of-way. Thus, we feel the roundabouts will add to the safety concerns associated with the Pond Grover Loop Rd extension rather than mitigate them.

We understand this extension will create convenience for many Wildwood residents by creating easier access to stores and services on 100. While we too would benefit from this added convenience, the benefit is greatly outweighed by the cost of noise and danger to pedestrians. As you consider this issue, we hope you will weigh our interests more heavily than most residents in the area who will benefit from added convenience without having to pay the price of increased noise and congestion 100 ft from their back yard. We moved here 4 years ago to escape the noise and congestion of U-City. We have enjoyed the peace and quiet and low traffic near our playing children. Please work to preserve these attributes of the neighborhood we've come to love.

We would be happy to discuss this issue with you in person if that would help you make a fully-informed decision.

Thanks,

Josh and Melissa Byrge
513-460-9143

Elizabeth Weiss

From: noreply@cityofwildwood.com
Sent: Sunday, July 31, 2016 11:20 PM
To: Ryan Thomas; Elizabeth Weiss; Kathy Arnett; Travis Newberry; Steve Vogel; Kathy Arnett
Subject: Online Form Submittal: Public Hearing Comment Form

Public Hearing Comment Form

By utilizing this form, your comments will be considered by the Department of Planning in its development of a recommendation of this request. Additionally, the Planning and Zoning Commission, the City Council, and/or the applicable board or committee will also receive copies of your comments, as they consider the merits of these land use proposals being reviewed by the city. You must submit a separate form for each public hearing for which you have comments.

Request Being Considered	Pond-Grover Loop Road
Item Description	*Field not completed.*
Position on Request	Support
General Comments	As a resident who has lived within 50 yards of the intersection of Green Pines and Forest Leaf Pkwy for fourteen years, and as a parent of a child who currently attends Green Pines Elementary...and will for years to come, it is imperative to the move as much traffic pressure off of this intersection, if the safety and well being of the children who walk or ride bikes to attend Green Pines, are this community's objectives. Observation of traffic laws at this intersection by drivers is extremely poor on top of the high level traffic. Extending Pond Grover Loop, will help reduce the probabilities of a tragic event between a vehicle and a child, already waiting to happen, by spreading the traffic pattern.
Suggestions	Extend Pond Grover Loop
	(Section Break)
Name	Jeffrey Morrison
Address	2405 Forest Leaf Pkwy.
City	Wildwood
State	MO

Zip	63011
Phone Number	636-405-1643
Email	jeffrey.morrison@att.net

Email not displaying correctly? View it in your browser.

Elizabeth Weiss

From: Debra McCutchen <debra1447@sbcglobal.net>
Sent: Saturday, July 30, 2016 9:30 AM
To: Elizabeth Weiss
Subject: Fw: Pond Grover Loop Extension

Please forward to council

On Friday, July 29, 2016 2:42 PM, Sara Nichols <sprint1000@gmail.com> wrote:

Hello Deb,
I am very worried about the extension to Pond Grover Loop. I walk my daughter to and from school as much as possible and we have no problems crossing Pond-Grover Loop now. If the extension passes and they put a round-a-bout in, it will be impossible to cross. People stop at the stop signs when they see us trying to cross. At round-a-bouts, people only slow down and do not stop completely. Talk about a hazard for a community that prides itself on being family friendly.
There is no reason to put in a road that will only be a cut-through. Plus, the majority of the tax payers that this road would be impacting do not want this road. This is a poor use of our tax-money. Please listen to your constituents!
Sincerely,
Sara Nichols

Elizabeth Weiss

From: Debra McCutchen <debra1447@sbcglobal.net>
Sent: Thursday, July 28, 2016 4:21 PM
To: Elizabeth Weiss
Subject: Fw: Pond Grover Loop

Please forward to council

On Thursday, July 28, 2016 12:45 PM, Trish Parenti <trishehrich@yahoo.com> wrote:

Dear Ms McCutchen,

I am a resident of Hickory Manor. My family moved here from Illinois one year ago. Among other reasons, we were drawn to Wildwood because of the city's green initiative. We have fallen in love with our neighborhood because it is quiet, peaceful and surrounded by beautiful natural spaces and wildlife.
As the parents of two young children, we are 100% opposed to the development of Pond Grover Loop Road. Aside from the noise and pollution, the increase in traffic and roundabout construction create new safety concerns, as they will disrupt my children's path to school. I do not see why this construction is necessary or beneficial and hope the city will take our concerns into consideration.

Sincerely,
Trish Parenti

Elizabeth Weiss

From: Debra McCutchen <debra1447@sbcglobal.net>
Sent: Wednesday, July 27, 2016 6:24 PM
To: Elizabeth Weiss
Subject: Fw: Pond-Grover Loop Rd Extension

Please forward to council.

On Tuesday, July 26, 2016 6:37 PM, Jorge Delgado <jgd2000@swbell.net> wrote:

Dear Ms McCutchen

As a 25 year resident of this area, I wish to express my disapproval of the proposed Pond-Grover Loop Rd Extension. It will change the character of this area that appeals to my family and myself. In addition, the added traffic will endanger our children.

Please let me know if you have any questions.

Thank you

Jorge Delgado
2455 Peaceful Ct.

636-458-0164

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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From: **Riechmann, Dustin** DRiechmann@lochgroup.com
Subject: FW: Pond Grover
Date: June 21, 2016 at 9:37 AM
To: Rick Brown rbrown@cityofwildwood.com, Joe Vujnich JVujnich@cityofwildwood.com
Cc: Delaney, Lauren LDelaney@lochgroup.com, Jackson, Lorne LJackson@lochgroup.com

RD

Rick/Joe,

Please see the information below from the Fire Marshall. Would you like me to add a short section to our report addressing EMS implications? Also, were there any other changes you'd like to see to the report before next Tuesday's meeting?

We are working on the other concept drawings, and our designer Lorne and I will be doing a field visit to check the topography this week.

Thanks,

Dustin Riechmann, **PE, PTOE**
Manager of Traffic Engineering - Associate

LOCHMUELLER GROUP

618.667.1411 (direct) | 618.567.4188 (mobile)
DRiechmann@lochgroup.com

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From: Rod Cook [mailto:rodco@metrowest-fire.org]
Sent: Tuesday, June 21, 2016 9:34 AM
To: Riechmann, Dustin <DRiechmann@lochgroup.com>
Subject: RE: Pond Grover

Hi Dustin,

Here is what my GIS guy is telling me about the Pond Grover Loop Extension. If the extension was completed and we set the impedance to 25MPH which is conservative for an emergency response. It is determined that it would save 83 seconds in a response to Hickory Valley Ct and Hickory Crest. As this does not seem like much time it could save transport time to a hospital of 3 minutes. In life threatening situations 3 minutes could be the difference between life and death, in a stroke situation this could be the difference between a full recovery and permanent disabilities. This road would also give emergency services a secondary means of egress to the area. On reviewing calls for the last 2 years we had only one pedestrian struck on secondary roadways.

Hope this information helps.

From: Riechmann, Dustin [mailto:DRiechmann@lochgroup.com]
Sent: Monday, June 20, 2016 4:06 PM
To: Rod Cook <rodco@metrowest-fire.org>
Subject: RE: Pond Grover

No problem, thank you.

***Dustin Riechmann*, PE, PTOE**
Manager of Traffic Engineering - Associate

LOCHMUELLER GROUP

618.667.1411 (direct) | 618.567.4188 (mobile)
DRiechmann@lochgroup.com

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From: Rod Cook [mailto:rodco@metrowest-fire.org]
Sent: Monday, June 20, 2016 4:02 PM
To: Riechmann, Dustin <DRiechmann@lochgroup.com>
Subject: RE: Pond Grover

I will have it to you by 10 AM tomorrow, excuse the delay.

JRC

From: Riechmann, Dustin [mailto:DRiechmann@lochgroup.com]
Sent: Monday, June 20, 2016 4:00 PM
To: Rod Cook <rodco@metrowest-fire.org>
Subject: RE: Pond Grover

Rod,

I just wanted to follow-up to see if you've had a chance to compile the preliminary service time estimates.

Thanks,

Dustin Riechmann, PE, PTOE
Manager of Traffic Engineering - Associate
Lochmueller Group
618.667.1411 (direct) | 618.567.4188 (mobile)
DRiechmann@lochgroup.com

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From: Riechmann, Dustin
Sent: Monday, June 13, 2016 8:53 AM
To: 'rodco@metrowest-fire.org' <rodco@metrowest-fire.org>
Subject: Pond Grover

Rod,

Thanks for chatting this morning. If you can please send over your preliminary service time estimates at your convenience, I'd love to add them to our traffic study report.

Thanks,

Dustin Riechmann, PE, PTOE
Manager of Traffic Engineering - Associate

LOCHMUELLER GROUP

1928 SRA Bradley R Smith Drive, Troy, IL 62294
618.667.1411 (direct) | 618.567.4188 (mobile)
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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

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

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Director

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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: Sloan, William <sloanwilliam@rsdmo.org>
Sent: Thursday, June 23, 2016 3:58 PM
To: Kathy Arnett
Cc: Joe Vujnich
Subject: Re: Question on Bus Service

Kathy - our Board policy requires us to offer bus service to any family that lives a 1/2 mile or greater (door to door) from the school. That being said the rule is relaxed for elementary neighborhood schools (like Green Pines) where we will pick up students that live less than a 1/2 mile if the students are at a street corner that a bus passes and that bus has sufficient capacity. The other condition is if the road is deemed hazardous - no sidewalks, multi-lane roads, no curb, etc. we will transport the students.

Question for you - can we park a bus with a banner soliciting new employees on one of our school lots - like Babler?? Is a permit required?

William (Bill) Sloan
Rockwood School District
Dir. of Purchasing and Transportation
111 East North St.
Eureka, MO 63025
636.733.2032

On Thu, Jun 23, 2016 at 3:47 PM, Kathy Arnett <Kathy@cityofwildwood.com> wrote:

Hi Bill!

I hope your summer is going well. I had a quick question that a member of the Pond-Grover Loop Road Committee asked. Is there a radius around each school where bus service is NOT provided? For example, if you live within ¼ mile of the school you will not be provided bus service.

Additionally, the Pond-Grover Loop Road Committee will be meeting again next Tuesday to discuss the revised traffic study (which we should receive tomorrow) and the potential design of the roadway, if it were connected. As always, you are welcome to attend and even weigh in on yours and/or the District's opinion on this road connection.

Let me know if you have any questions.

Thanks, in advance, for your help,

Kathy

Kathy Arnett

Assistant Director of Planning & Parks

City of Wildwood

16860 Main Street

Wildwood, MO 63040

kathy@cityofwildwood.com

636-458-0440 x135

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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

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