



## 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 & Fichtel 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

2<sup>nd</sup> 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	<p>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.</p> <p>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.</p>
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.	<p>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).</p> <p>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.</p>
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	<p>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.</p> <p>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.</p>
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	<p>These properties have been the subject of three (3) major zoning events over the last fifty (50) years, which are summarized below:</p> <ol style="list-style-type: none"> <li>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</li> </ol>

Characteristic(s)	Explanation
History of zoning district designations... cont.	<p>three (3) acre residential land use category that would become the predominant type in Wildwood.</p> <p>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.</p> <p>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.</p>
Master Plan	<p>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.</p> <p>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.</p> <p>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.</p>
Surrounding land use	<p><b>To the South:</b> 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.</p> <p><b>To the East:</b> 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</p>

Characteristic(s)	Explanation
Surrounding land use... cont.	<p>subdivision is fully developed.</p> <p><b>To the North:</b> 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).</p> <p><b>To the West:</b> 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.</p>

#### 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 ceiling 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. <b>Commission's Recommendation</b> - <b>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>
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
		<p>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.</p>
c.	<p>The extension of stub streets and managing allocations of traffic and speeds.</p>	<p>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.</p> <p>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.</p> <p><i>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.</i></p>
d.	<p>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.</p>	<p>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. <b>Commission's Recommendation</b> – <b>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.</b></p>
e.	<p>The placement of public space for its most effective use.</p>	<p>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.</p> <p>Along with these two (2) items, the petitioners have provided a 1.2 acre location along the west side of proposed Pond-Grover Loop</p>

Item#	Item for Further Study	Petitioners' Responses and Commission Recommendation
		<p>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.</p> <p>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.</p>
f.	The limited number of units with rear-entry garages.	<p>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.</p> <p>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.</p>
g.	The impact of sound from the abutting roadway to the south on certain portions of the development.	<p>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.</p>
h.	The lack of a buffer along the northern boundary of the site where the Hunter's Run and Sandalwood Creek Subdivisions are located.	<p>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.</p>

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 ceiling 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)**<sup>1</sup> ~~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**

<sup>1</sup> 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:

<i>Type of Development</i>	<i>Required Contribution</i>
Single Family Dwelling ( <b>detached</b> )	\$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

### 1<sup>st</sup> 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.



P.O. Box 310  
Wildwood, Missouri 63040

(636) 458-2100  
Fax (636) 458-2199

[www.metrowest-fire.org](http://www.metrowest-fire.org)

G. Michael Krause III  
Chief Fire &  
EMS Services

Tim Flora  
Director

Ralph Starck  
Director

Mark Macinski  
Director

Serving all or portions of

Ballwin  
Ellisville  
Wildwood  
Chesterfield  
Clarkson Valley  
Winchester

Unincorporated  
Areas of

Sherman  
St. Louis, Co.  
Castlewood

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, Babblers 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](mailto: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 20<sup>th</sup>.

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](mailto: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](mailto:LGreen@sterling-eng-sur.com)>  
**Date:** July 1, 2015 at 11:32:06 AM CDT  
**To:** Mike Falkner <[mfalkner@sterling-eng-sur.com](mailto:mfalkner@sterling-eng-sur.com)>  
**Cc:** Mike Boerding <[MBoerding@sterling-eng-sur.com](mailto:MBoerding@sterling-eng-sur.com)>, George Gower <[GGower@sterling-eng-sur.com](mailto:GGower@sterling-eng-sur.com)>, "Chris DeGuentz ([CDeGuentz@fandfhomes.com](mailto:CDeGuentz@fandfhomes.com))" <[CDeGuentz@fandfhomes.com](mailto:CDeGuentz@fandfhomes.com)>, "Roger Cox ([rcox@consort-homes.com](mailto:rcox@consort-homes.com))" <[rcox@consort-homes.com](mailto: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 requirements

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](mailto:CDeGuentz@fandfhomes.com)); Roger Cox ([rcox@thejonesconashville.com](mailto: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](http://www.sterling-eng-sur.com)

---

The information contained in this e-mail transmission is legally privileged and confidential information intended only for the use of the individual or entity named above. If the reader of this transmission is not the intended recipient, you are hereby notified that any dissemination, distribution, copying, or other use of, including taking action in reliance upon, this transmission is strictly prohibited. If you have received this transmission in error, please call (314) 487-0440 and destroy all copies of this communication and any attachments.

---

The information contained in this e-mail transmission is legally privileged and confidential information intended only for the use of the individual or entity named above. If the reader of this transmission is not the intended recipient, you are hereby notified that any dissemination, distribution, copying, or other use of, including taking action in reliance upon, this transmission is strictly prohibited. If you have received this transmission in error, please call (314) 487-0440 and destroy all copies of this communication and any attachments.



**Administrative Center**

111 East North Street  
Eureka, MO 63025-1229

(636) 733-2032

(636) 938-2251 Fax

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,

A handwritten signature in purple ink, appearing to read "William Sloan".

William Sloan  
Director of Purchasing and Transportation