	Questions	Responses
	Committee Member Pitney's Questions:	
1.	If the Master Plan and the Town Center plan conflict, which document trumps which?	If this situation were to occur, the inconsistency would have to be addressed, so as these two (2) important City planning documents are not in conflict. This situation has only happened in a couple of instances relating to a residential project next to Village Plaza and the BP Amoco Station on State Route 109/Wild Horse Creek Road; both of which were corrected.
2.	Why is Pond-Grover Loop mentioned in the Town Center Plan, since it's not part of Town Center according to any maps?	The southern third of the roadway is located in the Town Center Area.
3.	It has been noted in committee meetings that the road extension has been "planned" for 20 years. How have affected residents been notified throughout the years about this plan, especially residents who are not the original homeowners of those properties?	As part of their due diligence in purchasing the property.
4.	Which other parts of St. Louis County's plan for this area, particularly road plans, have come to fruition?	Taylor Road, Old State Spur, and Clayton Road.
5.	How easily accessible would the public space/park in Bright Leaf be to Hickory Manor, Kingstown Estates, and the other existing neighborhoods near the current terminus of Pond-Grover Loop? Specifically, how easily would families with young children be able to access those public areas? Would they be stroller-friendly?	The City requires all new developments to provide pedestrian/multi-modal facilities, from sidewalks to trails. The intent of City's ***Access and Mobility Plan*** is to provide connections from high-density residential areas to the City's public spaces, Town Center, and other major institutional uses located in Wildwood.
6.	What is the best use of the space at the current terminus of Pond-Grover Loop?	The Committee is considering this matter.
7.	What is the most cost-effective use of the space at the current terminus of Pond-Grover Loop?	The Committee is considering this matter.
8.	Has a cost breakdown for the road extension been done?	Yes and it was provided at the June 28, 2016 Committee meeting.
9.	What are the needs/wishes of the current residents for the use of this space?	The input that has been received by the Committee has primarily been for public/open space, but not necessarily reflective of everyone who has participated in this discussion.
10.	What substantial, independent research has been conducted to prove that another emergency vehicle access point is essential to this area?	The City depends on the providers of these emergency services to address their specific needs.

	Questions	Responses
11.	How would the benefits of another road-based emergency vehicle access point outweigh the potential public safety hazards of increased vehicular traffic and the accompanying walkability (and crossing-the-street) challenges?	Such a comparison is a measure of acceptable risks, acknowledging emergency response times will improve, while it is conjecture the roadway will create hazards, particularly if appropriately designed.
12.	An emergency vehicle accessible trail plan was presented as an alternative to the road extension last fall at P&Z, and many of the commissioners supported it. What research is available regarding the benefits of trails?	Although a group of Commission members may have supported it, they did not pass a recommendation regarding it. The City Council chose not to pursue this option.
13.	How does the density of the area near the current Pond-Grover Loop compare to the density of other areas within Wildwood? The proposed density of Bright Leaf?	The density of the area near the Pond-Grover Loop Road is relatively similar to the patterns in Ward Two (Strecker Road Area), Ward Four (Westglen Farms), Ward Seven (Harbors at Lake Chesterfield, Nantucket, Copper Lakes, etc.), and Ward Eight (Meadows of Cherry Hills and the Seven Villages of Cherry Hills). The density of the Villages of Bright Leaf is identical, from the zoning district designations, to the Evergreen Subdivision, parts of Hickory Manor Subdivision, Westglen Farms Subdivision, and Kingstowne Estates Subdivision (R-3 10,000 square foot Residence District).
14.	How does the current vehicular and pedestrian traffic on Old Fairway Drive compare to the projected traffic on the extended Pond-Grover Loop?	The Department of Public Works had a traffic count completed in 2013 on Old Fairway Drive, at Nantucket Island Drive, which indicated the Average Daily Traffic (ADT) north of Nantucket Island Drive to be about 2,000-2,200 vehicles per day (vpd). Pedestrians were not counted at that time, however, it should be noted that Fairway Elementary School is located in close proximity to this count (the south entrance is about 650' from Nantucket Island Drive) and several crosswalks have been provided for students to walk to school. For comparison, the projected traffic for the extension of Pond-Grover Loop Road, just south Green Pines Drive, is 1,360 vpd and 2,175 vpd north of Green Pines Drive.
15.	How would the City ensure events like National Walk to School Day are safe?	In cooperation from the school district, the St. Louis County Police Department – Wildwood Precinct would be available to assist in this regard, which has been its policy since the inception of the City.
16.	Which other street extensions in Wildwood connect two state highways like the extended Pond-Grover Loop would? Which of these extensions are located near elementary schools?	None, however a similar example includes Old Fairway Drive, from Old State Road to Manchester Road. Old Fairway Drive includes a both a sidewalk, a shared-use path, four (4) roundabouts, and as mentioned above, Fairway Elementary School is located at the south end of the road.
17.	How does Wildwood's government "of the people, by the people, and for the people" play into this decision?	The formation of the Committee to address this important issue is a good representation of this approach.
18.	What specific solutions would the City implement to reduce sound and light pollution? A sound-light study is needed to determine the impact of these factors on homeowners.	If the roadway were to be extended, a lighting analysis is required by the City to ensure the following considerations are met: no trespass of light and nuisance glare, along with preserving the night sky. Additionally, analysis will be conducted to guarantee adequate luminance on the roadway for safety, but no more than needed.

	Questions	Responses
		Furthermore, a noise study could be completed to evaluate noise levels generated by traffic, however, based on the projected traffic, formal noise walls would not be warranted based on established criteria.
19.	How common are sound walls in residential areas in Wildwood? How do sound walls fit within Wildwood's vision and mission statements? How would homeowners feel about them? If they are used in this situation, who would pay for them?	Sound walls are not common in Wildwood and to the Departments' knowledge none exist in this community. The lack of sound walls can be attributed to the traffic volumes associated with local and collector streets in Wildwood, including that projected for Pond-Grover Loop Road, are well below the threshold to warrant them based on established criteria. If the warrants and standards were met for sound walls involving a City roadway project, it would consider them as part of the project. However, even if warrants for a formal noise wall are not met, the City would still work with the residents to develop a visual barrier – possibly landscaped berms and / or solid fencing – to provide a screen from the road. Homeowners in the vicinity of any proposed sound wall in Wildwood would be provided the opportunity to provide comment upon it. As part of this public comment process, the homeowners' positions would certainly be solicited and used. If the project were originated by the City of Wildwood, the City of Wildwood would fund it, including sound walls (if warranted) or landscaped berms and/or solid fencing, as mentioned above.
20.	What does research show about the safety of children crossing roundabouts like the one proposed at the current terminus of Pond-Grover Loop if the road were extended?	Based on the projected traffic volumes from the Lochmueller Group traffic study for Pond-Grover Loop Road, the City does not anticipate any concerns with regard to pedestrian safety, if a roundabout were constructed at Green Pines Drive. Based on the traffic study, the volume of traffic projected on Pond-Grover Loop Road, south of Green Pines Drive, during the highest hour of the day, would be about one vehicle (either direction) per every 30 seconds. This timeframe will provide ample gaps in traffic to allow pedestrians and students to safely cross the road. It should be noted that the Department of Public Works conducted research in this regard, before the first of the City's roundabouts were installed at Taylor Road and Old Manchester Road, as there was a similar concern at that location. The operation of the roundabout at Taylor Road and Old Manchester Road has been very successful and allows pedestrians to safely cross the street, although traffic volumes are higher than that projected for Pond-Grover Loop Road and Green Pines Drive.
21.	How would the City ensure pedestrians could safely cross Pond-Grover Loop? Would it pay for a crossing guard?	Through the design of roadway improvements, the implementation of traffic calming measures, and the regular patrol and enforcement of traffic laws. Requests for crossing guards / or other student safety program would typically be made directly to the school district. The Department of Public Works can assist with making that request.
22.	How would the City prevent Bright Leaf residents from using the extended Pond-Grover Loop as a cut-through? It seems as though adding 194 homes would increase traffic throughout the area.	Bright Leaf residents would use the road. Their use of the road would not be considered cut through traffic as it would travel through their neighborhoods and is designed to be used by local residents. The traffic study completed by Lochmueller Group concluded the following:

	Questions	Responses
		"It is expected that approximately 20% of the proposed subdivision's (Bright Leaf's) traffic would use the Pond-Grover Loop Road extension to travel to/from the north on Route 109. This amounts to 20 to 30 vehicles using Pond-Grover Loop Road during the morning and afternoon peak hours to the south of Green Pines Drive, or approximately 360 vehicles per day".
23.	How would the City mitigate non-local cut-through traffic in this area if the road were extended?	Regarding cut through traffic (from Route 100 to Route 109), the traffic study concluded the following: *"It should be noted that very little cut-through traffic (through trips between Route 100 and 109) was documented during the origin-destination study. The relative travel time of traversing the lower-speed and more circuitous local streets versus using the Route 100/109 interchange provides little incentive to cut through the neighborhood. The extension of Pond-Grover Loop Road would not be expected to induce a significant volume of cut-through traffic, as travel speeds and the addition of a roundabout on the roadway within the Brightleaf subdivision would also result in slower travel paths as compared to using the interchange"* If this situation should become an issue, acknowledging travel times are greater on the Pond-Grover Loop Road, than staying on/utilizing State Routes 100 and 109 route, strategies could be developed to address a portion of these trips, if necessary.
24.	If the City is worried about cut-through traffic in a park, why isn't it also worried about cut-through traffic in a residential area?	The City is concerned about the potential for cut through traffic, which is why we requested that Lochmueller Group complete the traffic study and specifically address that question (please see above.) The City has concerns in regards to all traffic movements in Wildwood and monitors them through its Board of Public Safety. If additional signage, laws, or other strategies are needed to combat a problem area, a process exists to work with the surrounding community to address it.
25.	Why is another road needed if residents already have two access points within 4/10 of a mile of each other?	The traffic analysis addresses this matter and demonstrates that by constructing the road, traffic volumes would be significantly reduced on adjacent local streets, including Green Pines Drive, Forest Leaf Parkway, Fullerton Meadows, and Westglen Farms Drive. These local streets were never designed to handle the amount of traffic currently using them.
26.	What measures has the City implemented on nearby roads to decrease traffic on those roads?	On existing roads, the City has typically implemented a variety of traffic calming techniques, many of which have been implemented on Westglen Farms Drive, Green Pines Drive, and Forest Leaf Parkway. One of the goals of traffic calming is to slow traffic. By reducing traffic speeds, travel times are increased, which ultimately discourages cut through traffic. Decreasing traffic on public roadways can be accomplished in many ways, including limiting access to local traffic only. The City typically focuses on maintaining the highest level of safety and function on its roadways and streets, regardless of traffic volumes.
27.	Is the school or school district planning any changes (for example, more police presence or a crossing guard) to the intersection at Green Pines Drive/Forest Leaf that might calm traffic in that area?	Neither has been asked to address this matter, but the City is not aware of a situation where there are personnel assigned to a street intersection in Wildwood on a five (5) day per week basis.

	Questions	Responses
28.	If the City has never intended to continue the design criteria of St. Louis County, why is the City considering the St. Louis County plan in general for the road?	The Master Plan dismissed St. Louis County's ***Highway System Plan*** for the entire Wildwood Area, but also noted in 1996 and 2006 that "roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan." In the Town Center Plan, it notes "Pond-Grover Loop Road – extend existing street to the south and east to connect to Taylor Road."
29.	Residents have complained for years about the design of the current Pond-Grover Loop. Why hasn't the City already modified the design?	Replacing substandard bridges, improving poor concrete streets, resurfacing rural roadways, and addressing the city's major arterials roadways took precedent in the first twenty (20) years of its existence. The submittal of the Villages of Bright Leaf rezoning request has prompted this project as well.
30.	Have speeding studies been conducted on Taylor Road? What were the results?	The Department does not have information on this matter.
31.	Who would pay for the maintenance of improvements to the current Pond-Grover Loop, as well as landscaping and other features of the extended Pond-Grover Loop?	The City of Wildwood.
32.	Describe the proposed improved design along the current Pond-Grover Loop that would prevent speeding. What research is available to indicate that this design would indeed prevent speeding?	Narrower lane widths, roundabouts, vertical curbs, plantings, signage, and lighting all contribute to creating a calm roadway. Numerous publications on traffic engineering have verified these steps, along with others, are effective.
33.	The Lochmueller Group consultant noted that an issue with the road extension would be ensuring the safety of pedestrians crossing Pond-Grover Loop. If the road were extended and a roundabout were installed along Pond-Grover Loop, what would the City's strategy be to ensure pedestrians, especially children, could cross Pond-Grover Loop safely at the roundabout?	Pedestrian safety is a primary goal of the City in its design of roadways, streets, and bridges. If a roundabout were installed at Green Pines Drive, a benefit for pedestrian safety would be the resultant pedestrian refuge island that would be constructed, separating the opposing flows of traffic at the crosswalk. This island will reduce the crossing length by half. In addition, the City could consider the installation of flashing beacons at the crosswalk over Pond-Grover Loop Road. Beyond making these improvements safe for pedestrians, the City also meets the American With Disabilities Act (ADA) requirements as well.
34.	How would residents back out of their driveways safely if a roundabout were installed at Pond-Grover Loop/Hickory Crest Drive?	The representative from Lochmueller Group explained this matter at the June 28, 2016 meeting. That representative noted no impact.
35.	What are some examples in Wildwood in which roundabouts have been installed this close to residential driveways? How do those homeowners feel about having these roundabouts so close to their driveways?	Roundabouts are somewhat new of a feature, but a current example includes Old Fairway Drive, where there are four roundabouts in operation. Prior to construction, some residents of the Enclaves at Cherry Hills were concerned about the placement of required signage in the public right-of-way area, but within view of their front yards.

	Questions	Responses
36.	What research has been conducted to determine the safety implications of changing an intersection from a three-way stop (with a protected crossing on one side) to a two-stage roundabout with increased traffic flow? What were the results?	Regardless of the current design of the referenced intersection, safe pedestrian crossings are the goal of the City in all projects and use the latest technologies and standards to achieve such. No specific research was conducted at this stage, but, if the roadway were to be authorized, the design of pedestrian access will be part of the overall discussion.
37.	Would there be enough space at the intersection of Pond-Grover Loop/Hickory Crest Drive for a roundabout without infringing on property lines, either of existing homeowners or of the existing subdivisions? Would emergency vehicles be able to safely navigate the roundabout given its proposed dimensions?	Based on Lochmueller Group preliminary design, no additional right-of-way would be needed. As detailed design proceeds in the future, if the roadway is authorized, certainly it would be the goal of the City to build the improvements entirely within the existing right of way. Yes, the design of any roundabout addresses use and access by emergency vehicles.
38.	Why is the proposed roundabout at Paradise Peak Circle/Pond-Grover Loop needed?	Traffic calming to slow traffic, improve safety, and discourage cut through traffic as well as aesthetics.
39.	What is the City's strategy to prevent the extended Pond-Grover Loop from being used as a cut-through between 100 and 109?	As stated above, the design of the roadway will incorporate traffic calming features that are designed to slow traffic and, consequentially, increase travel times. By increasing travel times, the City discourages cut through traffic, as there would be no incentive for a motorist to cut through from Route 100 to Route 109. In addition, the Wildwood Precinct Police are available for continued enforcement of traffic laws.
40.	How would the City respond if Bright Leaf residents complain about their street being used as a cut-through?	If this situation should become an issue, acknowledging travel times are greater on the Pond-Grover Loop Road, than staying on/utilizing State Routes 100 and 109 route, strategies could be used to address a portion of these trips, if necessary.
41.	How often does the City allow variances in setbacks? Were any variances provided when Sandalwood was constructed?	The City's Board of Adjustment considers variances upon occupied lots with dwellings and typically review and act upon about twenty (20) such requests per year. The City approved B. A. 19-96 – 16055 Sandalwood Creek Drive – Rear yard setback reduction from 15 feet to 14 feet for a deck.
42.	Are there any other examples in Wildwood in which residents' backyards backed to green space for a significant time before a road replaced the green space? If so, how long did they back to the green space before the road was constructed?	The green space is roadway right-of-way. Nantucket – approximately fifteen (15) years ago.
43.	Why would Town Center requirements be applied to an area that isn't in Town Center?	Town Center requirements represent some of the best design standards that are available to City officials to use in reviewing and acting on development requests and infrastructure improvements. These standards are intended to promote engaging architecture, safe and attractive streets, pedestrian amenities, and greater community interaction.

	Questions	Responses
		However, the use of these standards are typically limited to the Town Center Area, except for a roadway or trail project, where consistency in design and function is critical, regardless if it crosses to different land use classifications of the Master Plan.
44.	The Master Plan calls for a street that extends from the Jones Family Properties across 109 into the Bower tract of land *(see Master Plan 2006, p. 104)*. Where is that street?	The extension of Eatherton Road, which on the Villages of Bright Leaf Plan is the new roadway paralleling State Route 100 through the entirety of the site.
45.	Are there examples of other collector streets in Wildwood that connect two state highways? If so, which of these are near schools?	Manchester Road - from Route 109 to Route 100, which includes two schools – Pond Elementary School and Wildwood Middle Pond Road – State Route BA to State Route 100 Melrose Road – State Route 100 to State Route 109
46.	How would a park in the Villages of Bright Leaf meet the needs of the existing homeowners in Hickory Manor, Evergreen, and Kingstowne Estates?	With the pedestrian network of sidewalks and planned trails, residents in these subdivisions could walk to the park.
47.	The concept plans for the proposed Ward 5 park still exist. When can the committee discuss how they could fit into the proposed development?	The Committee's charge was to consider the Pond-Grover Loop Road extension. However, if residents do want to discuss any of the past park plans/designs in Ward 5, the Planning/Economic Development/Parks Committee of City Council can consider such.
	Council Member Manton's Questions:	
48.	Would the transportation environment in the study area be improved or enhanced with the completion of the PGL and Birch Forest Drive connections?	According to the Lochmueller Group's analysis, which focused on the Pond-Grover Loop Road extension only, traffic reductions would result on surrounding neighborhood streets including Green Pines Drive, Forest Leaf Parkway, Westglen Farms Drive, and Fullerton Meadows Drive.
49.	Would the extension of the PGL and Birch Forest Drive connections improve or enhance traffic flow in the study area?	According to the Lochmueller Group's analysis, which focused on the Pond-Grover Loop Road extension only, traffic reductions would occur on surrounding neighborhood streets. For example, the following is directly from the traffic study: *"From the origin-destination data, it was determined that approximately 25 to 35 percent of the traffic currently using Green Pines Drive between Pond-Grover Loop Road and Forest Leaf Parkway would be diverted to the Pond-Grover Loop Road extension due to the shorter travel time that it would provide."*
50.	Would the effectiveness and efficiency of first responders in the study area be increased with the extensions?	The Fire Marshal with the Metro West Fire Protection District has noted a savings of 83 seconds per trip (total time saved per call - 2:46 minutes) into Hickory and Hickory Manor Estates for emergency vehicles, if the roadway is extended.
51.	Would the safety of school children in the study area be enhanced?	The Rockwood School District does not oppose the connection, given it allows their buses to utilize a system of local and collector streets, instead of arterial types, for transporting children to and from schools, specifically Green Pines Elementary School.

	Questions	Responses
52.	Regarding public safety, is there any reason that the PGL and Birch Forest Drive connections should not be completed?	The Committee is considering this matter.
	Committee Member Pohlers' Questions:	
53.	But, often, the Town Center Plan is referred to as being an *entirely* different entity from the Master Plan, involving the development and planning of Wildwood. Could you please explain the relationship of the two, since they are published (at least in 2006) in the same volume, with every other page of the volume being headed with, "Master Plan"? I would think this juxtaposition implies that the Town Center Plan and Master Plan are intended by the fine citizens of Wildwood, who so very carefully crafted them, to work in conjunction with one another. Am I wrong?	The Town Center Plan is an amendment to the Master Plan's description of the Town Center (Conceptual Land Use Classifications) and is included as part of that document.
54.	What is the status of this 2016 Master Plan Revision? Has it been approved by the Master Plan Advisory Committee, the Planning and Zoning Commission, and/or the City Council?	The 2016 Master Plan Revision was acted upon on the following dates: • The Master Plan Advisory Committee approved its draft on February 24, 2016. • The Planning and Zoning Commission adopted it on April 4, 2016. • The City Council endorsed, ratified, and approved (Comprehensive Zoning Plan) it on May 9, 2016.
55.	For any and all of the three entities mentioned (the Advisory Committee, the Planning and Zoning Commission, and the City Council), I would be interested in the record of votes cast (and who voted how) (if a roll call was taken) of any approval made of the 2016 Master Plan Revision. If approved, I would think the total number of votes of approval against the number of those disapproving of the Revision would also be of interest.	<u>The Master Plan Advisory Committee (MPAC) at its February 24, 2016 meeting:</u> A motion was made by Council Member Stine, seconded by Committee Member Archeski, to adopt the revised Master Plan. A voice vote was taken on the motion. Hearing no objections, Dr. Jones declared the motion approved. MPAC Members present who voted: David Geile, Sam Visintine, Gary Bohn, Harry LeMay, David Beattie, Larry Feuerstein, Dennis Welker, Fran Gragnani, Ron Peasley, Michael Lee, Alan Renner, Jon Bopp, Rick Archeski, Michele Bauer, Debra Smith McCutchen (Council Member Ward 5), Greg Stine (Council Member Ward 7), and Mayor Woerther. <u>The Planning and Zoning Commission at its April 4, 2016 meeting:</u> A motion by Mayor Woerther, seconded by Commissioner Archeski, to adopt this version of the Master Plan – 2016 Update, as presented. A roll call vote was taken, with the following results: Ayes: Commissioners Gragnani, Lee, Archeski, Liddy, Bauer, Council Member Manton, Mayor Woerther, and Chair Bopp. Nays: None Absent: Commissioner Renner Abstain: None

	Questions	Responses
		The City Council at its May 9, 2016 meeting: A motion was made by Council Member Manton, seconded by Council Member Dodwell, for the second reading of Bill #2176. A voice vote was taken with a unanimous affirmative result and the motion was declared passed. Bill #2176 was read for the second time by title only. A roll call vote was taken for passage and approval of Bill #2176 with the following results: Ayes – McGowen, DeHart, Marshall, Manton, Baugus, Cullinane, Dodwell, Cox, McCutchen, Bertolino, Porter, Alexander, Goodson, and Garritano Nays – None Absent – Stine and Levitt Abstain - None

The road extension is against the Master Plan.

The City adopted its first Master Plan in 1996. The Plan was amended in 2006 and a second update has been adopted by the Planning and Zoning Commission. The 2006 and 2016 versions do not have significant modifications from the first Plan. One of the Policies in the Transportation Element of the 1996 and 2006 versions of the Plan directed the City to, 'not adopt other arterials and new roadways that may have been projected as part of previous St. Louis County plans, in particular, the Pond-Grover Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.' This action abandoned the full loop-style road through the quadrants surrounding the intersection of State Route 109 and State Route 100. However, the Town Center Plan, which is an amendment to the Master Plan, notes the roadway should be extended from its current terminus to State Route 100, at Taylor Road.

The Master Plan and the Town Center Plan contain conflicting information about the road extension. The Town Center Plan calls for the road's extension, while the 1996 and 2006 versions of the Master Plan state that Pond-Grover Loop should not be extended.

It is unclear why the road is mentioned in the Town Center Plan, since the area in question is not in Town Center. *(See maps included in the "Wildwood Town Center Development Manual," specifically "Final Land Use/Regulating Plan Map.")*

Questions:

- If the Master Plan and the Town Center plan conflict, which document trumps which?
- Why is Pond-Grover Loop mentioned in the Town Center Plan, since it's not part of Town Center according to any maps?
- It has been noted in committee meetings that the road extension has been "planned" for 20 years. How have affected residents been notified throughout the years about this plan, especially residents who are not the original homeowners of those properties?
- Which other parts of St. Louis County's plan for this area, particularly road plans, have come to fruition?

The extension of the Pond-Grover Loop Road will result in the loss of a Ward 5 park.

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

Some members of City Council had, at one point, discussed the possibility of the park being temporary if a new development required the extension of the road. The Bright Leaf developers are not requiring the extension.

The current terminus of Pond-Grover Loop is centrally located and easily accessible by both Ward 4 and Ward 5 residents. The park that was proposed for this area was designed specifically to meet the needs of the residents who live in the densely populated area of Ward 5 along the current stretch of Pond-Grover Loop. Backyards in neighborhoods like Hickory Manor,

Kingstowne Estates, and Evergreen Forest are small and often hilly, making them unsuitable places for children to play. As a result, some children play in the street.

The area designated as public space in Bright Leaf would be difficult for existing residents, especially children who live along the current Pond-Grover Loop and parents pushing strollers, to access safely and easily, particularly with the increase in traffic the road extension would bring.

The Green Pines playground does not fulfill the need for a neighborhood park, either, as it's not available for use during school hours, Adventure Club (before- and after-school care) hours, or school events.

The City of Wildwood is facing the prospect of potentially decreased revenue due to the pool tax issue, and cost-effectiveness of future projects is important to consider. A park at the current terminus of Pond-Grover Loop has been estimated to cost $700,000. The Pond-Grover Loop Road extension has been estimated to cost at least $1 million.

Questions:

- How easily accessible would the public space/park in Bright Leaf be to Hickory Manor, Kingstown Estates, and the other existing neighborhoods near the current terminus of Pond-Grover Loop? Specifically, how easily would families with young children be able to access those public areas? Would they be stroller-friendly?
- What is the best use of the space at the current terminus of Pond-Grover Loop?
- What is the most cost-effective use of the space at the current terminus of Pond-Grover Loop?
- Has a cost breakdown for the road extension been done?
- What are the needs/wishes of the current residents for the use of this space?

The Pond-Grover Loop Road extension is not needed for emergency access.

Metro West Fire Protection District submitted a letter requesting the connection. While the District noted they would not deny service to the new subdivision, if access was not provided, it noted the importance of the additional route to shorten times and provide alternatives in the event that other roadways were blocked.

No one has submitted independently conducted evidence supporting the fire department's need for the road.

Last fall Chief John Bradley said at a P&Z meeting that the department would "make it work" if the road were not extended.

The fire department already has numerous access points to existing subdivisions in this area, including Hickory Manor Trails (which includes Hickory Valley Court street). As a result, emergency access has never been a big concern for existing homeowners.

Many subdivisions in Wildwood have only one entrance. Bright Leaf will have three even without the road extension (Taylor Road; Eatherton at 109; and the current Pond-Grover Loop Road to Hickory Crest Drive to Sandalwood to Eatherton, which already exists as an access point).

If the fire department does need another access point, the emergency vehicle accessible trail plan presented at P&Z last fall would provide that.

Questions:

- What substantial, independent research has been conducted to prove that another emergency vehicle access point is essential to this area?
- How would the benefits of another road-based emergency vehicle access point outweigh the potential public safety hazards of increased vehicular traffic and the accompanying walkability (and crossing-the-street) challenges?
- An emergency vehicle accessible trail plan was presented as an alternative to the road extension last fall at P&Z, and many of the commissioners supported it. What research is available regarding the benefits of trails?

Ward 5 is the most densely populated ward in the City.

In 2012, following the results of the 2010 decennial census completed by the United State Census Bureau, a redistricting of City wards was completed. All of the City's eight (8) wards must be nearly equal in population. Ward Five has one of the lowest populations and is slightly larger in geographic area than Ward 7.

Density is a measure of how close together houses are. Ward 5 is a high-density ward, and such wards are encouraged to have a neighborhood park, according to the Master Plan *(see Master Plan 2006, pp. 61, 63, 76, and 91)*. Ward 5, especially the area along the existing Pond-Grover Loop Road, does not have a park.

Questions:

- How does the density of the area near the current Pond-Grover Loop compare to the density of other areas within Wildwood? The proposed density of Bright Leaf?

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

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

Fairway Elementary has been compared to Green Pines Elementary in these discussions, but before this is used as a valid comparison, the traffic on Old Fairway Drive – both vehicular and pedestrian – needs to be compared to the projected traffic on Pond-Grover Loop if the road were to be extended.

None of the streets near Fairway are state highways. The extended Pond-Grover Loop would connect two state highways (100 and 109) and potentially draw traffic from both of them.

If the road is extended and Green Pines Elementary continues to participate in National Walk to School Day, the City would need to ensure this event is safe.

Questions:

- How does the current vehicular and pedestrian traffic on Old Fairway Drive compare to the projected traffic on the extended Pond-Grover Loop?
- How would the City ensure events like National Walk to School Day are safe?
- Which other street extensions in Wildwood connect two state highways like the extended Pond-Grover Loop would? Which of these extensions are located near elementary schools?

The residents of Ward 5 do not want the road extended, so it should not be extended.

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

More than 200 affected homeowners signed a petition opposing the road extension. That is a significant number of residents in opposition.

At P&Z meetings last fall, the number of residents who spoke in opposition of the road significantly outnumbered those in favor of the road. Very few residents consistently spoke in favor of the road, but numerous residents consistently spoke in opposition to the road.

The number of residents speaking out against the road at road committee meetings, too, has consistently and significantly outnumbered those who support the road.

Question:

- How does Wildwood's government "of the people, by the people, and for the people" play into this decision?

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

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

The City has made numerous exceptions to its land-use codes and Town Center standards, so there is no guarantee the highest standards would be used in this situation.

The City would need to provide specific solutions to reduce sound and light pollution if the road were to go through. A sound wall along Pond-Grover Loop would be an option, but residents whose yards back to Pond-Grover Loop would likely oppose a sound wall in their backyards, as sound walls are unsightly and detract from the rural, natural character Wildwood is known for.

The City would need to ensure that pedestrians, particularly children, can safely cross Pond-Grover Loop, especially in light of the recent child pedestrian fatality on 109 near Babler Elementary School.

Both City staff and residents have noted that roundabouts can be unsafe for pedestrians to cross. In addition, citizens have expressed concerns about the safety of the crosswalk near the roundabout at 109 and Pond-Grover Loop, and statistics from the most recent annual vehicle crash analysis report support the notion that many local motorists do not understand how to use roundabouts. That report showed that the intersection of 109 and Pond-Grover Loop was tied for the third top crash location in Wildwood last year, with a notable increase in accidents after the roundabout was installed (*see City of Wildwood Annual Vehicle Crash Analysis, 2015, table 3, p. 7; and City of Wildwood Annual Vehicle Crash Analysis, 2015, table 34, p. 42)*.

It is noteworthy to mention that some cities, such as Overland Park, Kan., provide crossing guards on roads near schools. (*See https://www.opkansas.org/city-government/police-department/police-special-services-and-programs/school-crossing-guards/*)

Questions:

- What specific solutions would the City implement to reduce sound and light pollution? A sound-light study is needed to determine the impact of these factors on homeowners.
- How common are sound walls in residential areas in Wildwood? How do sound walls fit within Wildwood's vision and mission statements? How would homeowners feel about them? If they are used in this situation, who would pay for them?
- What does research show about the safety of children crossing roundabouts like the one proposed at the current terminus of Pond-Grover Loop if the road were extended?
- How would the City ensure pedestrians could safely cross Pond-Grover Loop? Would it pay for a crossing guard?

How will extending the Pond-Grover Loop Road decrease traffic on other roads?

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

Perhaps the AASHTO's research is valid for highway traffic, which appears to be the focus of that organization, but Pond-Grover Loop is not a highway, nor are any of the nearby residential roads.

Cut-through traffic has become an issue in Wildwood. At a recent public meeting, it was stated that a gate would be placed at the Pond-Grover Loop entrance to the Community Park to decrease cut-through traffic through the park between Highways 100 and 109 – the same highways that would be connected by the Pond-Grover Loop extension.

The Lochmueller Group consultant noted that there is currently little cut-through traffic between Highways 100 and 109 in the area studied. That's because no efficient cut-through currently exists between those two highways. However, since the extended Pond-Grover Loop would connect those two highways, the extended road could indeed serve as a cut-through between 100 and 109.

The extended road would also open up the potential for local and non-local motorists, in addition to Bright Leaf residents, to cut through local streets to access Westglen Farms Drive and to access Clayton Road via Thunderhead Canyon. Those routes are used as cut-throughs by existing residents.

Multiple routes already exist that motorists can use to access the same points within Ward 5. The addition of the east leg of the Pond-Grover Loop extension would add a third road within 4/10 of a mile with the same access points.

Questions:

- How would the City prevent Bright Leaf residents from using the extended Pond-Grover Loop as a cut-through? It seems as though adding 194 homes would increase traffic throughout the area.
- How would the City mitigate non-local cut-through traffic in this area if the road were extended?
- If the City is worried about cut-through traffic in a park, why isn't it also worried about cut-through traffic in a residential area?
- Why is another road needed if residents already have two access points within 4/10 of a mile of each other?
- What measures has the City implemented on nearby roads to decrease traffic on those roads?
- Is the school or school district planning any changes (for example, more police presence or a crossing guard) to the intersection at Green Pines Drive/Forest Leaf that might calm traffic in that area?

The extension of the Pond-Grover Loop Road and the continuation of its poor design.

The City has never intended to continue the design criteria used by St. Louis County with the extension of the Pond-Grover Loop Road, if approved. This roadway allows for too high of speeds and the City has been clear about its position to modify this design. Final design criteria for the existing portion of the roadway has not been created; however, the portion through the Villages at Bright Leaf development is very similar to Taylor Road, with the planted median and eleven (11) foot drive lanes. The Pond-Grover Loop Road, however, will not have parking along its length.

The current subdivisions were developed by St. Louis County, as was the original design of the current Pond-Grover Loop. The other proposed extension of Pond-Grover Loop – the loop around Pond and Grover – has not come to fruition. The extension of Pond-Grover Loop would be the only major aspect of St. Louis County's original plan for this area that has come to fruition.

At one of the fall P&Z meetings, the police department noted that it's difficult to enforce speed limits on current streets throughout Wildwood. The City would need to demonstrate that an improved design would indeed prevent speeding.

In addition, someone would need to pay for maintenance of the planted median. It is difficult to maintain the current landscaping along Pond-Grover Loop; trees along that stretch of road die regularly.

Currently, there is a stop sign at the intersection of Pond-Grover Loop and Hickory Crest Drive, which allows for safe pedestrian crossing. If a roundabout is constructed at that location, cars will not stop, which will make crossing the street at that intersection more difficult than it is now, even if a two-stage roundabout is installed. (With such a roundabout, children would technically

have to cross two streets instead of one and might race across the street in an attempt to "beat" oncoming traffic.) Also, a roundabout at that location would be very close to several residential driveways along Green Pines Drive, making it difficult for those residents to back out of their driveways safely.

In addition, many local motorists do not know how to use roundabouts properly, as evidenced by the number of accidents at the roundabout at 109 and Pond-Grover Loop *(see City of Wildwood Annual Vehicle Crash Analysis, 2015, table 34, p. 42)*.

It is noteworthy to mention that the CBB traffic study did not recommend any improvements to the intersection of Paradise Peak Circle/Pond-Grover Loop *(see CBB Traffic Study Impact, page 28)*. The concept plan calls for a roundabout at that intersection.

Questions:

- If the City has never intended to continue the design criteria of St. Louis County, why is the City considering the St. Louis County plan in general for the road?
- Residents have complained for years about the design of the current Pond-Grover Loop. Why hasn't the City already modified the design?
- Have speeding studies been conducted on Taylor Road? What were the results?
- Who would pay for the maintenance of improvements to the current Pond-Grover Loop, as well as landscaping and other features of the extended Pond-Grover Loop?
- Describe the proposed improved design along the current Pond-Grover Loop that would prevent speeding. What research is available to indicate that this design would indeed prevent speeding?
- The Lochmueller Group consultant noted that an issue with the road extension would be ensuring the safety of pedestrians crossing Pond-Grover Loop. If the road were extended and a roundabout were installed along Pond-Grover Loop, what would the City's strategy be to ensure pedestrians, especially children, could cross Pond-Grover Loop safely at the roundabout?
- How would residents back out of their driveways safely if a roundabout were installed at Pond-Grover Loop/Hickory Crest Drive?
- What are some examples in Wildwood in which roundabouts have been installed this close to residential driveways? How do those homeowners feel about having these roundabouts so close to their driveways?
- What research has been conducted to determine the safety implications of changing an intersection from a three-way stop (with a protected crossing on one side) to a two-stage roundabout with increased traffic flow? What were the results?
- Would there be enough space at the intersection of Pond-Grover Loop/Hickory Crest Drive for a roundabout without infringing on property lines, either of existing homeowners or of the existing subdivision? Would emergency vehicles be able to safely navigate the roundabout given its proposed dimensions?
- Why is the proposed roundabout at Paradise Peak Circle/Pond-Grover Loop needed?

The Pond-Grover Loop Road will be in close proximity to existing homes once constructed.

The Pond-Grover Loop Road is to be located within a seventy (70) foot right-of-way. At the edge of right-of-way, there is a twenty (20) foot common ground strip before individual property lines begin. Each of those homes, in addition to their accessory structures, such as decks, have a rear yard setback of at least fifteen (15) feet. Calculating these distances, each home will be a

minimum of thirty-five (35) feet from the back edge of the sidewalk, assuming the rear of the dwelling is placed at the fifteen (15) foot rear yard setbacks, which would not allow any decks.

Many existing homeowners, especially those along Sandalwood, have backed to green space for the past 20 years. The view out their back windows will look – and sound – a lot different if the road is constructed.

Also, if the proposed Pond-Grover Loop is used as a cut-through, Bright Leaf residents may not be happy.

Questions:

- What is the City's strategy to prevent the extended Pond-Grover Loop from being used as a cut-through between 100 and 109?
- How would the City respond if Bright Leaf residents complain about their street being used as a cut-through?
- How often does the City allow variances in setbacks? Were any variances provided when Sandalwood was constructed?
- Are there any other examples in Wildwood in which residents' backyards backed to green space for a significant time before a road replaced the green space? If so, how long did they back to the green space before the road was constructed?

The Town Center requirements shouldn't apply to the extension of the Pond-Grover Loop Road in this area.

The design of the Pond-Grover Loop Road has yet to be finalized, but will be consistent design for safety, function, and aesthetics, if approved.

The area where the road would be extended is not in Town Center. *(See maps included in the "Wildwood Town Center Development Manual," specifically "Final Land Use/Regulating Plan Map.")* Town Center requirements do not apply to suburban areas.

In addition, exceptions can be (and have been) made to the Town Center Plan. For example, an exception was made for Niere Acres Drive *(see Master Plan 2006, p. 103)*, and that was in Town Center. This area under discussion isn't even in Town Center.

Question:

- Why would Town Center requirements be applied to an area that isn't in Town Center?
- The Master Plan calls for a street that extends from the Jones Family Properties across 109 into the Bower tract of land *(see Master Plan 2006, p. 104)*. Where is that street?

Pond-Grover Loop Road is not an arterial roadway.

The Pond-Grover Loop Road is a collector street, which feeds to adjacent arterial roadways, such as State Routes 109 and 100.

The road, if extended, would connect two state highways.

Question:

- Are there examples of other collector streets in Wildwood that connect two state highways? If so, which of these are near schools?

The park dedicated in the Villages at Bright Leaf development does not take the place of a Ward 5 neighborhood park and is only accessible from outside the Villages by entering on Hwy 100.

As was stated in a previous FAQ, the proposed Ward 5 park was to be temporary in nature, until such time this property developed. With this development providing several pocket parks and the linear corridor, all within Ward 5, there will be public park space within the Ward. These parks would be accessible by Eatherton Road and, regardless if the Pond-Grover Loop Road is extended, sidewalks and trails are planned in the right-of-way area.

The City spent money designing the proposed Ward 5 park, which was not intended to be temporary. Residents also collected more than 270 signatures supporting a park/trail system as an alternative to the road extension.

There is a need for a park in the existing neighborhoods, as high-density wards are encouraged to have a neighborhood park, per the Master Plan.

Questions:

- How would a park in the Villages of Bright Leaf meet the needs of the existing homeowners in Hickory Manor, Evergreen, and Kingstowne Estates?
- The concept plans for the proposed Ward 5 park still exist. When can the committee discuss how they could fit into the proposed development?

KATHY

Questions submitted by Ray Manton

Wildwood ward 2 council member

17700 Birch Leaf Ct. 63005

1. WOULD THE TRANSPORTATION ENVIRONMENT IN THE STUDY AREA BE IMPROVED OR ENHANCED WITH THE COMPLETION OF THE PGL AND BIRCH FOREST DRIVE CONNECTIONS?
2. WOULD THE EXTENSION OF THE PGL AND BIRCH FOREST DRIVE CONNECTIONS IMPROVE OR ENHANCE TRAFFIC FLOW IN THE STUDY AREA?
3. WOULD THE EFFECTIVNESS AND EFFICIENCY OF FIRST RESPONDERS IN THE STUDY AREA BE INCREASED WITH THE EXTENSIONS?
4. WOULD THE SAFETY OF SCHOOL CHILDREN IN THE STUDY AREA BE ENHANCED?
5. REGARDING PUBLIC SAFETY, IS THERE ANY REASON THAT THE PGL AND BIRCH FOREST DRIVE CONNECTIONS SHOULD NOT BE COMPLETED?

Kathy Arnett

From: Paul Pohlers <paul23wildwood@gmail.com>
Sent: Thursday, July 21, 2016 7:48 PM
To: Kathy Arnett
Subject: 2016 Wildwood Master Plan Update

Dear Kathy,

Having attended the Public Input Session on the revised Master Plan January 20, 2016, and having read Christy Pitney's message for the Pond Grover Loop Committee, I felt I should ask for some additional information.

About the Master Plan, Christy wrote recently in her document, "The 2006 and 2016 versions do not have significant modifications from the first Plan."

I admit I understand there is a Town Center area and there is a Master Plan, but the Town Center Plan is part of the 2006 MASTER PLAN volume the PGL Committee members received prior to our first meeting. But, often, the Town Center Plan is referred to as being an *entirely* different entity from the Master Plan, involving the development and planning of Wildwood. Could you please explain the relationship of the two, since they are published (at least in 2006) in the same volume, with every other page of the volume being headed with, "Master Plan"? I would think this juxtaposition implies that the Town Center Plan and Master Plan are intended by the fine citizens of Wildwood, who so very carefully crafted them, to work in conjunction with one another. Am I wrong? #1

In November of 2014, when it appears the Master Plan Update Advisory Committee was formed (or at least thereafter during the many months that Committee met), the fairly imminent development of the Jones and Strain properties became known to most in Wildwood. So, I would think that the Advisory Committee would have had particular interest in reviewing the 2006 version, relevant to the Pond Grover Loop Road, to alleviate any potential issues. I would think the 15 or so members of that Update Advisory Committee would be above reproach, and their product should be valued and considered important to all in Wildwood.

I feel it would be beneficial for all concerned to get copies of all pages relevant to the Pond Grover Loop Road in both the 2006 and 2016 Master Plan (including the Town Center Plan) versions for us to easily compare the two. I wish no disrespect to Christy, but I feel the actual pages should be available to and studied by our PGL Committee. #2 #3

What is the status of this 2016 Master Plan Revision? Has it been approved by the Master Plan Advisory Committee, the Planning and Zoning Commission, and/or the City Council? #4 #5

If so, are there recorded member and/or public comments from any and all meetings from the Advisory Committee, the Planning and Zoning Commission, and the City Council prior to votes that deal with the Pond Grover Loop Road? Particularly if there is a variation in the wording between the 2006 and 2016 Master Plan and Town Center Plan versions, we should know what was the impetus for that change, if known and recorded. Please relay any relevant comments that might be of interest to this issue. #6

For any and all of the three entities mentioned (the Advisory Committee, the Planning and Zoning Commission, and the City Council), I would be interested in the record of votes cast (and who voted how) (if a roll call was taken) of any approval made of the 2016 Master Plan Revision. If approved, I would think the total number of votes of approval against the number of those disapproving of the Revision would also be of interest. #7 #8

Thank you for your trouble, and please pass on copies of the answers to the entire PGL Committee and the City Council, and as needed. Hopefully, I have gotten this to you in a timely enough manner that the information can be included in our pre-meeting packet of information.

Thank you for your patience.

Paul W. Pohlers.

RESPONSES

#1 – See questions document. Question #53.

#2 – See attached.

#3 – See attached.

#4 – See questions document. Question #54.

#5 – See questions document. Question #54.

#6 – See attached.

#7 – See questions document. Question #55.

#8 – See questions document. Question #55.

Request #2

Pages from 2006 Master Plan

CITY OF WILDWOOD

Master Plan

Photograph of Meramec River Valley

Original Master Plan approved: February 26, 1996
1st Revision: February 21, 2006

WILDWOOD

Planning Tomorrow Today

Transportation Element

Major Transportation Issues – Then and Now

Proposals to create a major north-south highway paralleling State Route 109 helped convince area residents of the need to take control of their own future in the late 1980's and early 1990's. The current regional transportation plan of the East-West Council of Governments (the St. Louis Metropolitan Area's official coordinating body for transportation improvements) does not include a new north-south highway on or near State Route 109. It does, however, identify State Route 109 as part of a Major Transportation Investment Corridor requiring short-term safety improvements. Concerns remain in the community regarding the extension of State Route 109 into the Chesterfield Valley Area, along with the addition of traffic lanes and proposed interchanges, under the guise of a safety-improvement program, which could ultimately lead it to becoming a part of a third metropolitan by-pass with links south to Interstate 44, Highways 30 and 21, and Interstate 55, and a link north to Interstates 64 and 70.

State Route 109 is already connected to Interstate 44, but its northern end currently terminates at Wild Horse Creek Road; a two-lane, east-west arterial. There are no official plans for improving Wild Horse Creek Road. However, State Route 109 could become a regional highway if it were connected to a widened Eatherton Road in the City of Chesterfield and then extended northward to a new interchange with Interstate 64. This route appears to be part of the traffic improvement corridor shown in the East-West Gateway Council of Government's short-term plan. This major regional planning initiative should not be created in the guise of short-term traffic improvements. If a third-ring bypass is built, its regional planning consequences on the entire metropolitan area should be fully assessed and its route determined based on these considerations.

The effect of making this link would be to open up Jefferson,

Franklin and St. Charles Counties to more intensive development, most of which is likely to be drawn from the inner areas of St. Louis County and the City of St. Louis. The benefits of taking this initiative are debatable. Spending money on this new infrastructure could well encourage people to stop using existing facilities. The third-ring bypass is likely to accelerate the process of drawing development out of the older parts of the region, in complete contradiction to policies of regional integration and of preserving the Cities of St. Louis and Clayton as the centers of the metropolitan area.

Even if a third-ring bypass is ultimately to be constructed, there are strong arguments against using the State Route 109 corridor for this purpose. The unusual soil conditions in the City, detailed in the Environmental Element of this Master Plan, make it an inappropriate area in which to create major new highways. The enemy of ecological stability in the City is rapid runoff. The more impervious surfaces, particularly continuous highway lanes in hilly areas, the more rapid runoff is generated. State Route 109 adjoins the regional parks and actually goes through one (1) of them. The City of Wildwood has an obligation to protect the regional parks located within it; building a major highway through part of these parks and subjecting them to accelerated surges of rainwater polluted by motor oil and petroleum combustion products is counter to all other efforts to protect the regional park system.

Major Initiatives in the City of Wildwood (1995-2005)

In the past decade, the City's Departments of Administration, Public Works, and Planning have established a Capital Improvement Program for Wildwood. Along with an annual budget, a five (5) year program has also been established to guide the development of infrastructure in the City. These improvements are funded by a 1/2¢ Capital Improvement sales tax approved by the voters of Wildwood in 1998, federal and state grants, and general revenue funds. Overall goals of the Capital Improvement

Program are to provide safe streets and bridges and reduce commuting time between local locations by offering logical connections of existing and proposed streets. Management of traffic by limiting curb cuts on major arterial streets has also been a policy of the City of Wildwood.

TRANSPORTATION GOALS

1. Safe streets, sidewalks/trails, and bridges need to be maintained throughout Wildwood. (2006)

2. Regional roadway projects need to be appropriate to the character of Wildwood. (2006)

3. Wildwood should encourage multi-modal options for transportation for residents and businesses. (2006)

Photograph of Pedestrian Bridge over State Route 100

TRANSPORTATION OBJECTIVES

1. The existing and proposed roadway network in the City of Wildwood should be designed and maintained so that it is safe and efficient, but also consistent with the community's long-standing, historic rural character. Roadway modifications in designated Town Center and Suburban Residential Areas shall be commensurate with expected traffic volumes and City standards established for these specific land use

categories.

2. Changes to the regional roadway network, if proposed, should proceed only after the land use and economic costs and benefits (including the effects on St. Louis County and St. Louis City) are fully understood and evaluated.

3. The City's topography, its associated fragile and rocky soils, and the linked group of outstanding regional parks located here, should be protected from the erosion and pollution caused by the construction and use of major roadway corridors.

4. The development of future alternatives to automobile transportation in the City of Wildwood should be explored and supported. These alternatives should include the following: rapid transit/rail systems, bicycle paths, and more opportunities to walk to destinations.

5. The natural vegetation and scenic views located along the City's network of roadway should be preserved and enhanced for the benefit of both residents and visitors.

TRANSPORTATION POLICIES

1. Promote a policy for the City of Wildwood's traffic needs, which supports the primary creation of a network of safe and ecologically responsible, two-lane, local arterial roadways. Make only improvements required for traffic safety, such as adding shoulders, improving the configuration of intersections, replacing substandard bridges, installing traffic signals, and other topical measures.

2. Oppose attempts to create a regional outerbelt without a full evaluation of its costs and benefits on the entire metropolitan area. The City of Wildwood should promote the State Route

109 Corridor Study (Missouri Department of Transportation – July 1999) as a guide for future modifications to this roadway, while prioritizing topical improvements to facilitate the safe movement of local traffic within the community. This policy is premised on the negative impacts an outerbelt would have upon this community, particularly with respect to the environmental degradation associated with its construction and increased traffic, the loss of parkland through direct acquisition for roadway right-of-ways, the promotion of greater inter-County traffic movements, and the division of this community into two parts.

3. Oppose construction of major new highways within the City of Wildwood.

4. Support the City's existing highway and street network by adopting and implementing land use policies that will promote a compact concentration of development in the Town Center and the two suburban residential areas. These policies should enable more people to walk to their destinations, while also encouraging the Town Center to be served by other forms of access besides the automobile.

5. Require local access streets within individual subdivisions to be built to City standards, but consider having such roadways remain private and maintained by the homeowners to further encourage greater control over their ultimate use and appearance, except in the two suburban residential areas and Town Center, where local access streets should be publicly maintained.

6. Identify safety improvements necessary to all City-maintained roadway, as part of Wildwood's Capital Improvement Program. Such improvements may include the following: replacing antiquated bridges that are too narrow and subject to flooding; improving road alignments in places

where there have been accidents; widening roads where necessary and feasible to provide shoulders; correcting unsafe intersections; and providing a network of multiple links, so there is always more than a single way of going from one destination to another.

7. Protect existing bridges by implementing such measures as the posting of weight limits to protect them from excessive loads, identify potentially dangerous approaches with appropriate warning signs, and prohibit truck traffic on roadways where weight-restricted crossings are located.

8. Preserve and enhance the scenic environmental qualities, which exist along many of the City's roadways and their intersections, through the application of appropriate design standards reflecting a sensitivity toward the area's unique environmental characteristics. These standards should be applied in the planning, construction, and maintenance of all roadways.

9. Designate certain roadways (listed in the Transportation Element and shown on the Transportation Plan) for the City of Wildwood's arterial system and provide an improvement policy for each of them. Do not adopt other arterials and new roadways that may have been projected as part of previous St. Louis County plans, in particular, the Pond-Grover Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.

10. Continue to promote safe roadways for pedestrians, bicyclists, and motorists (Safe Streets Initiative). (2006)

11. Develop a Scenic Byways Program for certain City streets that exhibit the characteristics embodied in many of the Master Plan's Elements relating to the environment, planning, transportation, and open space and recreation goals, objec-

tives, and policies. Examples of these roadways would include, but not be limited to, Manchester Road (formerly Route 66), State Route 109, and Bouquet Road. (2006)

Roads

East-West Arterials[1.]

Clayton Road (County). **A two to three-lane arterial road.** Improvements to Clayton Road have been completed from the eastern boundary of the City to Strecker Road. This roadway now accommodates three (3) lanes of traffic, with vertical curbs, stormwater management facilities, and sidewalks. Clayton Road, west of Strecker Road, remains a two-lane roadway.

Wild Horse Creek Road (State). **A two-lane arterial road.** There are no official plans for adding lanes. Topical safety improvements should be planned.

Manchester Road (Wildwood). City plans are for **a two-lane arterial**, with widenings for turn-lanes or other safety improvements, as required. The design of this road within the Wildwood Town Center has been studied in detail and these levels of improvement are included as part of that plan. West of the Town Center, this road should remain **two-lanes in width.**

State Route 100 (State). **A limited-access four-lane road** from the Westglen Farms Drive/Manchester Road intersection to State Highway T. There are long-term safety improvements proposed for the section west of State Highway T to Interstate 44 in the current East-West Gateway Council of Governments' plan.

[1.] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

State Highway T/St. Albans Road (State). This road should remain **a two-lane arterial,** with topical safety improvements, as needed.

Main Street (Wildwood). City plans are for a two-lane boulevard, with adjacent on-street parking, bicycle lanes, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

North-South Arterials[1.]

Allenton Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Fox Creek Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Old State Road (County). Built on a narrow ridge, this road should remain **a two-lane arterial.** Shoulders should be added, where possible, and other topical safety improvements made. A section of this roadway, located in the City of Wildwood, is to be improved to a three (3) lane arterial level, as part of a St. Louis County project (from Ridge Road on the north end to Old Fairway Drive on the south end).

Ossenfort/Wild Horse Creek Road (Wildwood). The north-south portion of Wild Horse Creek Road, west of State Route 109, is part of the City's roadway network. It should remain substantially unchanged as **a two-lane arterial** road, except for topical safety improvements.

State Route 109 (State). Currently, a two-lane arterial. Safety improvements should be made, but the **two-lane configuration should be retained.** No new connections should be made north to Interstate 64.

Strecker Road (Wildwood). **A two-lane arterial**. A portion of this roadway was rebuilt during the last ten (10) year period of time and now contains sidewalks, improved stormwater management facilities, planting and landscape islands, and improved lane surfaces.

Thunderhead Canyon Road and West Glen Farms Road (Wildwood). These roads are necessary traffic links, but their speed limits should be strictly enforced. **No improvements are proposed.**

Valley Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Taylor Road (Wildwood). A two to four-lane boulevard, with adjacent on-street parking, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

[1] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

Conclusions and Conceptual Land Use Classifications

The residents, business owners, and service providers who live and work in the City of Wildwood, Missouri, have participated in the development of this Master Plan through a series of meetings, public hearings, and written comments received by the Department of Planning and Parks. These meetings, hearings, and comments were intended to obtain all possible information and opinions from the community, so as to begin defining its vision for the future. As one of St. Louis County's ninety-two (92) municipalities, and the largest in terms of geographic size, the City of Wildwood has a unique, but difficult task ahead of it, due to the amount of undeveloped land area located here. These circumstances create development pressures in an area, which has long been known for its rugged terrain and natural beauty and has drawn many of its residents here for these reasons. While responsible, sustainable development is acceptable, it must be noted that the existing density of development in the Caulks Creek Watershed has produced environmental and fiscal situations that should not be repeated in the remaining watershed areas located in the northwest, southwest and southern section of the southeast quadrant of the City.

This shared vision of the community began on February 7, 1995 at the polls and will be furthered through the adoption and implementation of this plan. The Master Plan addresses a number of areas relating to the City's policies on environmental protection, service provision, resource allocation, transportation analysis, and land use development and control. The plan contains sixteen (16) goal statements, thirty (30) statements of objectives, and an additional sixty-two (62) statements designed to achieve these objectives. The major highlights of these one hundred eight (108) statements include the following:

ENVIRONMENT – Of the <u>five (5)</u> objectives in

this element, the primary policy for the area is to minimize environmental disturbance and damage within the existing developed areas, restore watersheds where erosion has negatively impacted the natural equilibrium, and prevent future disturbance or damage to both non-impacted and impacted areas. This protection and restoration is to be encouraged through the implementation of appropriate zoning densities and the clustering of lots to limit disturbance.

Of the twenty (20) policy statements in the plan, the emphasis is on improving standards and development practices to address the sensitive nature of the City's environment. The overall direction of these policies is to better manage the development process through the continued implementation of the City's environmental regulations, including the tree preservation and restoration and grading and excavation codes, while exerting greater control over activities, which could potentially degrade the environment, such as, unmaintained stormwater control and sewage facilities.

PLANNING – Of the six (6) objectives in this element the primary consensus in this area is to continue to consolidate more traditional urban densities in certain areas of the City where environmental characteristics, access, existing development patterns, and availability of services are more favorable to this type of density. Additionally, the City should maintain its current five (5) land use categories called Non-Urban Residential, Suburban Residential, Town Center, Industrial, and Historic.

Of the ten (10) policy statements in the plan, the

emphasis is on limiting suburban development densities to the two (2) areas of the community, where this pattern already exists, while concentrating commercial and innovative higher density residential development to the Town Center. Furthermore, the Non-Urban District zoned areas of the City should continue to be considered a legitimate and permanent land use category. This designation will also further the effort to protect expectations of existing homeowners in those areas, promote the protection and linkage of the parks, create a species/vegetation corridor between them, and thus establish the concept of the greenbelt that the residents of this area have long supported.

COMMUNITY SERVICES – Of the seven (7) objectives in this element, the primary consensus is to promote a level of development commensurate with the availability of support services. Where services are not available or severely hampered, development densities and intensities must be limited.

Of the eleven (11) policy statements in the plan, the emphasis is on promoting the concept of concurrency and managing the City's growth and expenditures based upon its longstanding rural character.

TRANSPORTATION – Of the five (5) objectives in this element, the primary consensus is to promote a network of safe and efficient roads in the community, which are designed to serve the needs of the City. The construction or improvement of the area's roadway system should be based upon the unique characteristics of its environment and level of development.

Of the eleven (11) policy statements in the plan, the emphasis is on limiting the improvement of the area's roadway network to primarily two (2) lane arterial roads, including State Route 109. Additionally, the level of topical safety improvements should be based on specific plans developed for each of the roadways located in the City's eight (8) wards and Town Center. Roads serving the Non-Urban Residential area should be built to City standards, but remain private, while those streets in the Sub-Urban Residential areas and the Town Center should be publicly maintained, except where specific circumstances dictate to the contrary.

OPEN SPACE AND RECREATION – Of the seven (7) objectives in this element, the primary consensus is to protect the regional park system and encourage the eventual development of the greenbelt linkage between these publicly-held properties as noted in St. Louis County's first Parks Plan in 1965.

Of the ten (10) policy statements in the plan, the emphasis is on creating policies and programs to encourage the dedication of land between these parks for inclusion in the greenbelt, thereby protecting these facilities from inappropriate development, and fostering the establishment of the wildlife species/vegetation corridor.

This Master Plan is unique and one which is used on a daily basis in making the City of Wildwood a better place to live, work and play indicative of the level of concern its residents hold regarding preservation of the City's natural attributes and rural character for future generations to enjoy. In attempting to accomplish this goal, the implementation of land use policies is

paramount. As discussed in the proceeding summary, the community has reached a consensus on this policy and it is as follows: there should be five (5) major land use designations in the City --- Non-Urban Residential, Sub-Urban Residential, Industrial, Town Center, and Historic [Fifth Land Use Category - Historic was added to Master Plan with Ordinance #883 on October 14, 2002]. Each of these designations are described in greater detail below:

NON-URBAN RESIDENTIAL - This category contains the areas of the City currently zoned NU Non-Urban District. Principally, this area is located west of the State Route 109 corridor, but additional properties of similar zoning and nature are found in all quadrants of the City. The Non-Urban Residential area is generally not served by public sewer or water and is dependent upon individual systems and/or package systems for these services. Characteristically, the land area is steeply sloping, heavily vegetated, and relatively undeveloped in terms of traditional urban densities. The adjoining land use pattern is principally low density residential or parkland and access is limited to a network of rural roadways characterized by narrow widths, one-lane bridges, no shoulders, steep hills, and poor alignments. These characteristics are aesthetically desirable, but also at the same time dictate a low density residential pattern (generally three (3) acre lots or greater in size) for the future. Additionally, existing developments on lots of three (3) acres or more in these areas strongly weigh against any new development of higher densities in this land use designation.

SUB-URBAN RESIDENTIAL - This category currently contains the areas of the City currently

zoned for more intensive urban designations, such as the R-1 One Acre Residence District to the R-6A 4,000 square foot Residence District, including eight (8) commercially zoned properties (Amended C-8 Planned Commercial District). These two (2) areas are located east of the State Route 109 corridor and within the northeast and southeast quadrants of the City. Public sewer and water systems, along with a number of other services from additional utilities, generally serve these areas. The land's characteristics in these designations are more varied than the Non-Urban Residential areas of the City. Primarily, the land varies between steeply-sloping to rolling topography, forested to pasture, and to some extent has been disturbed by previous development, particularly in the Caulks Creek Watershed. Surrounding land use patterns are low to medium density residential, with limited commercial and institutional development as well. Access into these areas is principally from the State Route 100 or 109 corridors onto a system of formerly rural roads somewhat improved as development progressed into these areas. Given their proximity to existing development, a low-medium density residential development pattern would be compatible in this area, subject to the environmental limitations of any given site that may require lower densities or alternative designs. With the variability of site characteristics in these areas, the appropriate zoning designations in the range of the NU Non-Urban District to the R-1 One Acre Residence District, with a minimum lot size of 15,000 square feet as part of a Planned Residential Development (PRD), are appropriate. Regarding the eight (8) commercially-zoned properties located in and around the Clayton Road/Strecker Road intersection, their des-

ignation should be retained as part of an Amended C-8 Planned Commercial District classification within this land use area limiting the intensity of the commercial uses to C-1 authorized uses and requiring the neighborhood compatibility of the development. However, no future commercial designations of properties located in either of these areas should be considered, thereby acknowledging all such previous zonings were part of St. Louis County's rejected land use policy and not the City of Wildwood's. The relative level of appropriateness for individual lot sizes within these zoning designations is premised on a number of variables, not withstanding surrounding development patterns and the extent of natural resource attribute restrictions exhibited by the individual sites. Therefore, the smallest minimum lot size of 15,000 square feet may not be appropriate on all sites and shall be viewed on a case-by-case basis to ensure its sensitivity to the objectives and policies of this Master Plan.

INDUSTRIAL - This category contains the areas of the City currently zoned M-3 Planned Industrial District and are primarily located in the Chesterfield Valley in the northwest quadrant of the City, which borders the Missouri River. This designation also includes one (1) isolated site along Ruck Road in the southeast quadrant of the City. This property is utilized for the St. Louis County Department of Highways and Traffic District garage/storage yard. Access to this property is by a County-maintained local road, not designated for heavy truck traffic. Given the isolated nature of this site and the predominant land use pattern around it, the expansion of the industrial activities would be inappropriate. Whereas, in the Chesterfield Valley, the develop-

ment of these properties for the uses permitted under the site specific ordinance created at the time of the M-3 Planned Industrial District's adoption would be reasonable and supportable by the City.

TOWN CENTER - This category contains the areas of the City currently zoned either NU Non-Urban District or C-8 Planned Commercial District and include the historic communities of Grover and Pond. This area is primarily centered in the wedge of properties bordered by State Route 100, State Route 109, and Manchester Road, with a small extension to the west along Manchester Road to Pond. A majority of this area is located inside public sewer and water service areas, but also relies upon individual systems for the provision of these services. The characteristics of the land are less restrictive than the remainder of the City and can be described as rolling to gently-sloping, forested to pasture, or developed. Many of these properties have been disturbed by previous development, given the long history of settlement associated with the two (2) communities. There are a mix of uses ranging from single family residences on very small lots and three acre developments, commercial businesses, and institutional uses to agricultural lands. Access to this area is good due to its proximity to the two (2) State roadways and Manchester Road. With their traditional heritage as the commercial centers of the area, Pond, Grover, and the surrounding properties offer an excellent location for the Town Center, which would include a mix of high density residential developments and commercial uses of a neighborhood orientation. The density of residential development should not exceed the R-6A 4,000 square foot Residence District (unless author-

ized by City Council as part of a site-specific ordinance) and would only be considered in this Town Center Area as part of a Planned Residential Development (PRD).

The intent of the Town Center is to create a center where a sense of community is established through the use of creative and innovative development features. These features will include: active and passive green space; interconnecting pedestrian pathways; family-owned and operated businesses; architecturally harmonious designs; integration and preservation of historical sites and local history; blending of local commercial development with appropriately buffered and situated residential development; an integrated system for sanitary and storm sewers; and protection of environmentally sensitive tracts. The Town Center should have a centralized area of park space that can be used as a gathering place for area residents to interact and truly develop a sense of place in their community, with plazas and mini-parks intermingled amongst future residential and commercial developments.

HISTORIC - This category contains properties or areas, which are listed on the City of Wildwood's Historic Register and can be located throughout the community, but only upon land zoned NU Non-Urban Residence District or the FPNU Floodplain Non-Urban Residence District, and not within the boundaries of the Town Center. The Historic Category is intended to provide property owners the opportunity to utilize their buildings, structures, or areas to a greater extent possible than normally allowed under their current Master Plan land use category or zoning district designation as an incen-

tive for their preservation, protection, or adaptive reuse. Designation of properties or areas must meet the criteria listed in the Historic Preservation Ordinance for their nomination and consideration. The designation of properties or areas to this land use category must be approved by the Historic Preservation Commission, the Planning and Zoning Commission, and the City Council and only becomes effective when the owner agrees to have the property or area placed on the City's Historic Register and this designation is finalized. Future use of a historic property or an area will be premised on the surrounding land use pattern, access, utility service, and the sites' natural features and must provide a true community benefit for its consideration.

Conceptual Land Use Categories Map

The City's Charter is unique in that, when the voters of Wildwood approved it, it included a provision, which linked it to the Master Plan. This link was accomplished by adopting the Master Plan's Conceptual Land Use Category Plan as the Charter's Comprehensive Zoning Plan. Both of these plans, show as maps within each such document, create a legal requirement for land use decisions to correspond between these two (2) components. Therefore, the City Council cannot approve any zoning change that is inconsistent with the Conceptual Land Use Category Plan of the Master Plan, which is set forth in the Charter. Zoning amendments contrary to these maps are prohibited and may only be made by first amending the Comprehensive Zoning Plan itself, so that these types of decisions are always supported by an established document. The City has, therefore, created a system of checks and balances that elevates land use decisions to a status of significance that few other cities have chosen to incorporate into these development processes.

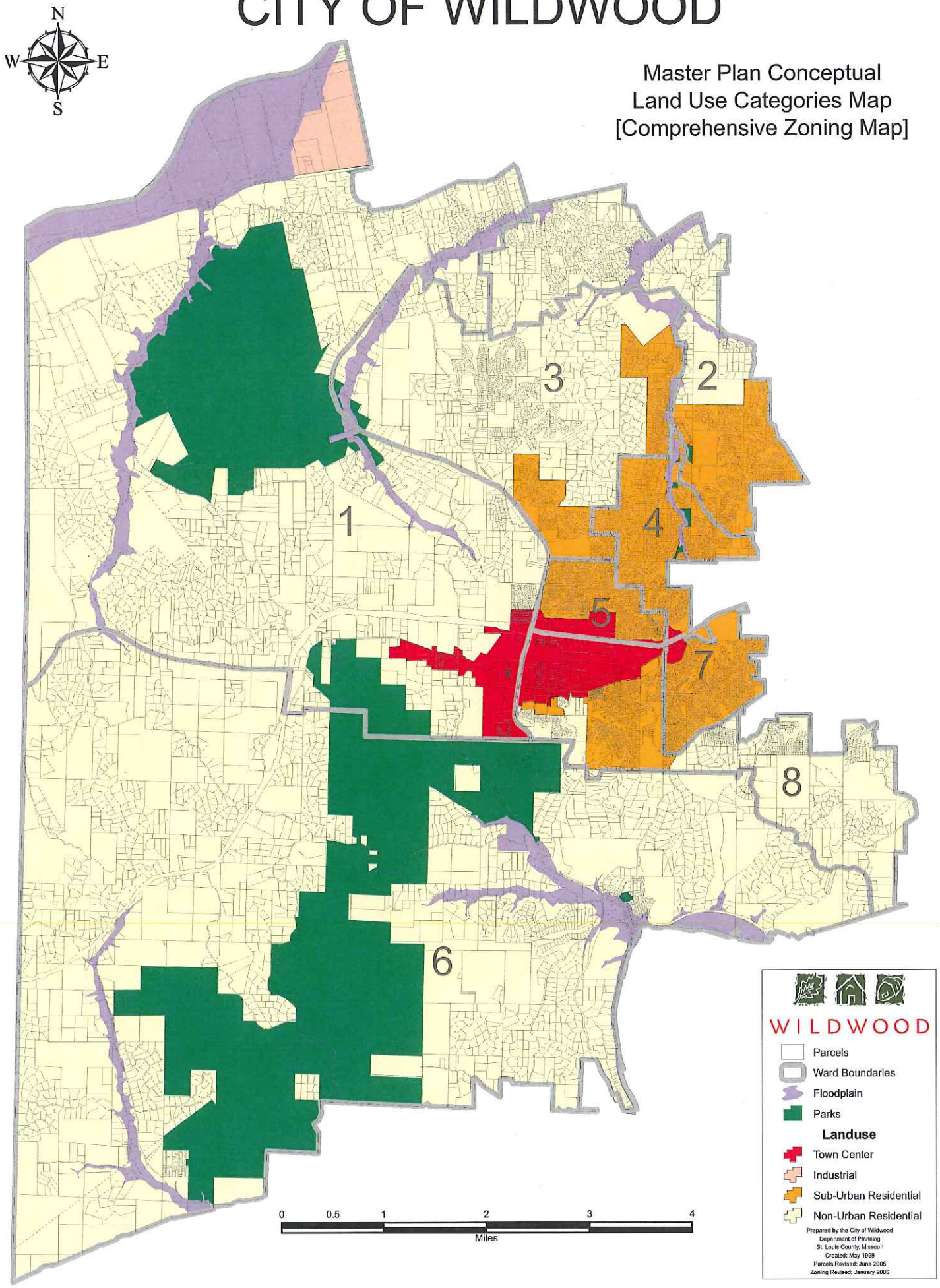
As the Master Plan Advisory Group considered changes to the Conceptual Land Use Category Map of this document, it recognized the significance of potential changes to property designations and chose to consider them carefully and based upon clear and rationale criteria. This plan represents the single most important representation of future land use over the next ten (10) year period. This protection offered by this plan is expressed by the very limited number of changes that occurred to it in its first ten (10) years of application (1995 – 2005). Providing property owners expectation on how parcels of ground may be utilized is one (1) of the principal benefits of the City's planning processes. As a result of this process, and the importance of this plan, the Master Plan Advisory Group ultimately made very few changes to the existing Conceptual Land Use Category Map. These changes are described in detail in Appendix VI of the Master Plan.

Although some changes were made based upon the date and comments complied through the update process, future modifications to properties were also discussed in the context of a specific set of criteria premised on unique circumstances or specific conditions not anticipated at this time. In no instance did the Master Plan Advisory Group agree the previous policies of St. Louis County should be used to justify a future change to the Master Plan's Conceptual Land Use Category Map. The Master Plan Advisory Group noted that certain higher density residential developments and isolated commercial projects do exist in locations designated Non-Urban Residential Area in the original Master Plan as legal non-conforming uses and these designations were an appropriate policy that should be continued at this time. This policy protects the character of Wildwood from previous land use decisions that were made with little regard to the overall impact upon the larger landscape and does not foster its continued application. Equally, the advisory group did agree that surrounding land use, on one (1) property (Property #9 in Appendix VI), could ultimately be considered as part of a land use change proposal, but only where its benefit to the community is clearly definable and public safety considerations are substantial.

In all, this group of volunteers responded to the input it received from the public input sessions and respected the system of checks and balances in place, as part of the Master Plan and Charter of the City to protect the character of Wildwood and limit the number of overall changes relating to land use. This action is reflected in the revised Conceptual Land Use Category Map that is part of this Master Plan.

Conceptual Land Use Categories Map on next page.

CITY OF WILDWOOD



APPENDIX III

Town Center Plan (1998)

The Town Center Plan will establish a long-term development philosophy that promotes the establishment of mixed-use communities consistent with the concepts of "Town Center Planning." Incumbent to the selection of the "Town Center Planning" concepts for use in the City's proposed Town Center was the belief that current suburban development practices predominant in the region and elsewhere were not appropriate for this new community. These existing practices favor the strict segregation of land uses, which assumes all travel to and from destinations will be accomplished by the automobile. Therefore, all design criteria for their development reflects an insensitivity toward the pedestrian and other modes of transportation and creates a streetscape that is less than pleasing to the eye. Accordingly, the City of Wildwood has attempted to redress this conventional wisdom by employing a different set of criteria for future development in the Town Center.

In applying the concepts of "Town Center Planning," several principle tenets were formulated to guide development. These tenets include the following:

1. Neighborhood Design - all neighborhoods should be pedestrian-friendly, with the use of multiple access points for vehicles. The use of cul-de-sacs should be discouraged.
   - Parking should be located to the side or rear of buildings. On-street parking is encouraged in these areas as well.
   - Building locations should be as close to the right-of-way as possible and at a scale and size consistent with the concepts of "Town Center Planning."

   Variations to these building requirements along State Route 100 and State Route 109 may be considered on a case-by-case basis by the Planning and Zoning Commission.

2. Green Space - all neighborhoods should have abundant public/open space and it should be incorporated into all designs. Development designs permitted by the Town Center densities will require

a greater need for public/open space. The dedication of areas for use as public/open space must be incorporated as focal points in the overall development scheme of each individual project, which is part of the larger neighborhood fabric. Additionally, these areas shall be capable of providing a varied use in terms of active recreational opportunities, and not all be property significantly restricted by environmental features.

Existing vegetation shall be preserved whenever possible. Credits for preserving existing vegetation shall be given to developers to offset City imposed requirements from the Tree Manual.

Developments adjoining State Route 100 and State Route 109 shall comply with the City's stated intent to plant and improve these corridors into greenscape areas which are consistent with the concept put forth by the community in its grant application to the Missouri Department of Transportation.

Dedication of land or impact fees may be required for the purchase of off-site properties.

3. Architecture - all neighborhoods should adhere to the specific architectural guidelines of the Town Center Plan in terms of signage, lighting, fencing, and building styles and designs. Lighting design shall reflect the nature of use in the area and promote visibility in commercial areas and safety in residential locations, reduce night glow, and spillage of light onto adjacent properties.

4. Land Use - all activities allowed by the Town Center zoning designations should be compatible with the existing land use pattern on adjoining properties. Certain uses are permitted by right within each of the respective land use designations proposed as part of the Town Center Plan. Other more intensive uses which require special consideration and review will only be authorized as part of a Conditional Use Permit. These uses which require a permit include certain commercial uses with large building footprints, drive- through facilities in conjunction with any authorized commercial use, and other higher intensity or problematic use characteristics. Intense commercial uses should be limited to a small

number of districts located toward the perimeter of the Town Center (Manchester Road, State Route 100, State Route 109, and Taylor Road), while other business activities should be fully cohesive with the remaining land uses to form a traditional Town Center.

Incumbent to creating this traditional Town Center, a true mix of uses must be provided by limiting a percentage of housing types and commercial uses allowed in any one given area. Therefore, all properties will either be designated Commercial, Workplace, Neighborhood Center, Neighborhood General, Neighborhood Edge, Public/Open Space or Cultural/Institutional. Regardless of designation, existing neighborhoods should be preserved. The attached Land Use Designation Parcel Map (Attachment Three) shall establish permitted uses for all properties within The Town Center.

5. Streets and Sidewalks - all public improvements shall comply with the Town Center specifications in their construction.

   Street trees, lighting, furniture, and other items shall adhere to the Streetscape Design Standards of the City. The layout of streets will adhere to a grid pattern, but not necessarily rectangular in shape. The existing network of streets, including Taylor Road, will form the basis of the future layout of all new roadways. New streets shall be linked to this existing network.

   Curb cuts shall be minimized along the main thoroughfares, such as Taylor Road, as well as State Routes 100 and 109, wherever possible, by promoting shared access between properties or the use of lanes serving the rear of properties.

   Traffic Generation Impact fees may be imposed to address the impact of any new development in the Town Center.

6. Infrastructure - all storm water management improvements shall comply with the Town Center specifications in their construction.

   Regional facilities are preferred over individual site improvements. In-stream detention will only be considered when regional benefits to the storm water collection and management

system clearly outweigh the impact to the natural environment of that location. The system of natural streams and creeks shall be preserved, whenever possible. Setbacks from these features will be reviewed on a case-by-case basis relative to the goals of regional detention/retention. Impact fees may be imposed as a part of any development in the Town Center to address off-site impacts to fund construction of regional detention.

The installation of new or the improvement of old utility systems and lines shall be placed underground in conduits within City-owned rights-of-way.

The development of public sewer systems to serve growth in the Town Center area are encouraged and preferred within the Metropolitan St. Louis Sewer District's boundary.

7. Historic District - all developments located within the Historic District shall be consistent with the overall period of architecture chosen for this area. The reuse and restoration of historic structures and buildings is encouraged.

Town Center Regulations

With the adoption of the Town Center Plan Boundary Map, Neighborhood Design Standards and Architectural Guidelines, Street Network Map, and Land Use Designation Map, any new zoning of parcels of land after this action and any development within the Town Center shall comply with this Town Center Plan. The Town Center District Zoning Ordinance is anticipated to formalize many of these policies into detailed regulations. In those instances where regulations may not be appropriate for adoption as part of the Zoning Code, such as design specifications for streets, utilities, and other public improvements, they will be incorporated into the appropriate manual for use.

The policies in the Town Center Plan are intended to cover all aspects of the development of properties within the Town Center Boundary and create the appropriate setting to achieve the stated goals of this plan and promote and apply the principles of "Town Center Planning" in this area, while protecting the community

from previous land use policies established in this City by the former jurisdiction.

Boundaries of the Town Center
The boundaries of the area within the City of Wildwood designated as The Town Center and subject to Town Center Zoning and Regulations shall be the area and parcels of ground designated on the Town Center Boundary Map.

Neighborhood Design Standards and Architectural Guidelines
The Town Center the Neighborhood Design Standards and the Architectural Guidelines are adopted in principle by the Town Center Plan. These standards and guidelines will be formalized with the passage of the Town Center Zoning Ordinance. These standards and guidelines will address all aspects of development within the Town Center Boundaries, but modifications consistent with the Town Center Plan principles will be considered on a case-by-case basis relative to the site's size, location, physical characteristics, surrounding land use pattern, and access, infrastructure, and utility options. Individual merit of the request will only be considered.

Land Use Activities within the Identified Categories
The following categories are hereby established for the area of the City designated as the Town Center, with corresponding permitted land use activities identified for each as well. These categories and activities are applicable only to properties within the Town Center Boundaries. Lot sizes, widths, and depths and other similar criteria shall be as established in the Neighborhood Design Standards of the Town Center Plan.

Town Center Categories	***Land Use Activities***
Historic District[1]	**********
Historic Neighborhood Center	*Bed and Breakfast Establishments* *Professional offices, not medical or dental*

[1] The Historic District shall permit zoning under the Historic Neighborhood Center, Historic Neighborhood Edge, Cultural/Institutional, and Open Space categories.

Town Center Categories	***Land Use Activities***
Historic Neighborhood Center (continued)	*Restaurants, not fast-food* *Home Occupations* *Coffee Shops* *Shops for artists, sculptors, painters, printmakers, photographers, and similar specialties* *Child Care Centers* *Sewage Treatment Facilities* *Park and Open Space; public or private areas* *Barber and Beauty Shops* *Parking Areas* *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Civic Buildings*
Historic Neighborhood Edge	*Bed and Breakfasts* [2] *Single Family Residences at 3 acre density* *Home Occupations* *Child Care Centers* *Sewage Treatment Facilities* *Park and Open Space; public or private areas* *Parking Areas* *Civic Buildings* *Cemeteries*

[2] Certain activities have been determined to be appropriate only under a set of specific and special conditions which are needed because of the type of use, the location of the use, the characteristics of the use, and the development pattern around the use dictate a greater need of control. These activities shall be permitted only by Conditional Use Permit (including planned zoning expressly authorizing the activity) for their development or establishment in the applicable Land Use Designation where they may exist. The criteria for approving a Conditional Use Permit shall be described in 1003.181 of the City of Wildwood's Zoning Code and may be granted only where consistent with the principles established by this Master Plan.

Town Center Categories	***Land Use Activities***
Historic Buildings	**********
Limited by Category where located	
Open Space	**********
	Public Parks
	Scenic Areas
	Wildlife Refuge
	Public Civic Space
	Public and Other Utility Facilities[2]
Cultural/Institutional	**********
	Churches
	Schools
	Civic Buildings (government)
	Libraries
	Local Public Utilities
	Parks and Open Space; public and private areas
	Museums
Commercial	**********
(Commercial District allows a larger building footprint for certain uses)	
	Restaurants, including fast food, with drive through facilities
	Churches
	Professional Offices, including medical and dental
	Financial Institutions, with drive-through facilities
	Parking Areas
	Recreational Facilities, including indoor theaters and outdoor activities
	Stores and Shops for Retail Purposes
	Filling Stations for Automobiles
	Hotels
	Sewage Treatment Facilities

Town Center Categories	***Land Use Activities***
Commercial (continued)	*Research Laboratories and Facilities* *Office/Warehouse Facilities* *Park and Open Space; public and private areas*
Workplace	******************** *Restaurants, including fast food, but without drive through facilities* *Vehicle Service Centers, not repair* *Professional Offices, including medical and dental* *Child Care Centers* *Churches* *Filling Stations for Automobiles*[2] *Financial Institutions, with drive-through facilities*[2] *Parking Areas* *Recreational Facilities, where all activity occurs within a Building or Structure, but excluding Indoor Theaters* *Animal Hospitals and Veterinary Clinics* *Sewage Treatment Facilities* *Stores and Shops for Retail Purposes* *Office/Warehouse Facilities* *Park and Open Space; public and private areas*
Neighborhood Center	******************** *Single Family Residential* *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Sewage Treatment Facilities*

Town Center Categories	***Land Use Activities***
Neighborhood Center (continued)	*Parking Areas* *Financial Institutions, not with drive-through facilities* *Professional offices, including medical and dental* *Bed and Breakfast Establishments* *Coffee Shops* *Child Care Centers* *Home Occupations* *Restaurants, not fast food* *Civic Buildings* *Park and Open Space; public or private areas* *Shops for artists, sculptors, painters, print makers, photographers, and similar specialties* *Barber and Beauty Shops* *Churches* *Schools* *Stores, Shops, and Open-Air Markets for Retail Purposes*
Neighborhood General	**********
	Single Family Residential *Multiple Family Residential (shophouses, rowhouses, and apartments)* *Park and Open Space; public or private areas* *Civic Buildings* *Sewage Treatment Facilities* *Home Occupations* *Bed and Breakfast Establishments* *Churches* *Schools*
Neighborhood Edge	**********
	Single Family Residential (cottage

Town Center Categories	***Land Use Activities***
Neighborhood Edge (continued)	*and house)*
	Park and Open Space; public or private areas
	Sewage Treatment Facilities
	Churches
	Libraries
	Home Occupations
	Schools
	Cemeteries
	Child Care Centers
	Civic Buildings

NOTE: All Land Use Categories other than "Commercial" shall permit building footprints in excess of 10,000 square feet only by Conditional Use Permit.[2] Uses in the "Commercial" District shall permit building footprints in excess of 40,000 square feet only by Conditional Use Permit.[2]

Designation of Land Use for Specific Properties Within Town Center

The land use designations described in Appendix Three are established for all properties located in the Town Center boundary. These land use designations correspond to the identified Town Center Categories and Land Use Activities noted above and are identified by a specific parcel number as indicated in the text set forth in the town Center Plan Phase II Report dated February 3, 1998 and on file with the City Clerk. Minor boundary adjustments of each Town Center Category may be necessary on a case-by-case basis, where appropriate, and shall not be deemed a violation of this plan and may be accommodated without a map amendment.

Street Network Plan

The avenues, streets, roads, and lanes set forth on the Town Center Street Network Map (Attachment Four) are established as the planned street layout of the Town Center, subject to the qualifications and modifications noted below. New and modified streets constructed as part of any development should be expected to meet the general guide-

lines of the Town Center Plan in terms of location, purpose, and design, unless better alternatives are available. The exception to the adoption of this roadway network is the deletion of the system of grid streets in the area served by the Niere Acres Drive. This area will be served by the existing private roadway only and individual residential driveways, where needed. Additionally, the roadway network was not intended to extend the existing stub street in Old Grover Estates from its terminus at the northern property line to the proposed Main Street. Concerns relative to traffic volumes and safety were the reasons for this modification. All other stub streets in this development would be connected as part of the Town Center's network of roadways.

Other roadways were also proposed as part of the engineering study completed by the City's consultant in this matter, which are shown on the Street Network Map and hereby adopted in principle. However, these roadways are to be reviewed on a case-by-case basis relative to the development of the individual properties where interest is centered. The development of these roadways, along with the desired open space areas and pocket parks indicated as a part of each, will be premised on their need or utility to achieve the goals of the Town Center planning concept and compliance with engineering standards proposed as part of this process.

The following additional street considerations are incorporated in the Street Network Map:

Crestview Lane - extension of this existing private roadway to the east and west to intersect with the proposed Taylor Road and State Route 109. This roadway will be the Main Street/Neighborhood Boulevard as described in the Street Specifications of the Town Center Plan.

Pond-Grover Loop Road - extend existing street to the south and east to connect with Taylor Road.

New Unnamed Roadways (as described by property location) -

- Schneider Property - two (2) new additional north-south roadways, which intersect the Main Street.
- RDR Property - new roadway from Amoco Oil Company facility to Eatherton Road.
- Properties along the north side of Crestview Lane - parallel road-

way along State Route 100. This roadway will be located between Eatherton Road and the proposed Taylor Road.

- Properties owned by Greenberg Development Company and Covert-Corsair - three (3) north-south roadways and two (2) east-west roadways. Two (2) of the north-south roadways intersect Manchester Road, west of Village Hills Parkway.
- Greenberg Development Company Property (east side of Taylor Road) - two east-west roadways and one (1) north-south roadway. The two (2) east-west roadways intersect the proposed north-south roadway which ends at Manchester Road.
- Jones Family Properties - one (1) east-west roadway which extends across State Route 109 into the Bower tract of land. This roadway will extend from Taylor Road to State Route 109 then onward to the western end of the Town Center.
- Properties around Old Grover Estates - extension of existing stub streets to surrounding roadway system. The western stub street will turn to the south and intersect Manchester Road.
- St. Onge Property at the southwest corner of State Route 100 and State Route 109 - one (1) east-west roadway and one (1) stub to the south.
- Slavik Property - two (2) north-south roadways and one (1) east-west roadway. One (1) of the north-south roadways connects to Manchester Road.
- Properties located in the Northwest Quadrant of Manchester Road and State Route 109 - one (1) east-west roadway. Starts at Manchester Road and connects to the north-south roadway on the Slavik tract of land.

Development Policies for Established Neighborhoods in the Town Center

Special additional development policies shall apply when development is planned near or affecting existing residential neighborhoods. These policies are intended to promote the concepts of "traditional town planning," while protecting existing neighborhoods and the overall character of the area. Most important of these development policies which must be considered when applying the concepts of Town Center planning to properties within its boundaries is the appropriate transitioning of lot sizes around established neighborhoods, such as Old Grover Estates, Meadows at Cherry Hills, Lindy Lane, Niere Acres Drive, and Crestview Lane. The intent of transitioning lot sizes is to

preserve the character of existing neighborhoods which have limited or no redevelopment potential or represent exactly the type of areas the Town Center planning process is trying to achieve, such as Niere Acres and Lindy Lane in particular. Where these circumstances exist, developing properties must reflect an appropriate lot size and density as not to impact the existing character of the area.

Additionally, the development of property near existing residential neighborhoods shall particularly require the dedication of appropriate areas of open space to serve the Town Center community. The areas intended for public use have been partially identified as part of future land use designations for all properties in the Town Center. Additionally, the provision of other open space areas on individual development sites, where applicable and functional, must also be considered. These smaller areas may include portions of developed properties where improvements permit, such as parking areas, pedestrian walkways, and others.

Two (2) other policies to be used in the development of properties in the Town Center include the following:

- the definable portions of any walkable neighborhood must have an appropriate mix of land uses. Therefore, the development of one type of housing unit to the point of shifting this balance should not be considered.

- the layout of streets to serve uses in the Town Center area must be respectful of and take into account appropriate block sizes (length and width) to accommodate proposed Neighborhood Design Standards for different lot types and always promote connectivity of them throughout its boundary.

Request #3

Pages from 2016 Master Plan

CITY OF WILDWOOD

Master Plan

Wildwood Community Park

Original Master Plan approved: February 26, 1996
1st Revision: February 21, 2006
2nd Revision: April 4, 2016

WILDWOOD

Planning Tomorrow Today

Transportation Element

Major Transportation Issues – Then and Now

Proposals to create a major north-south highway paralleling State Route 109 helped convince area residents of the need to take control of their own future in the late 1980's and early 1990's. The current regional transportation plan of the East-West Council of Governments (the St. Louis Metropolitan Area's official coordinating body for transportation improvements) does not include a new north-south highway on or near State Route 109. It does, however, identify State Route 109 as part of a Major Transportation Investment Corridor requiring short-term safety improvements. Concerns remain in the community regarding the extension of State Route 109 into the Chesterfield Valley Area, along with the addition of traffic lanes and proposed interchanges, under the guise of a safety-improvement program, which could ultimately lead it to becoming a part of a third metropolitan by-pass with links south to Interstate 44, Highways 30 and 21, and Interstate 55, and a link north to Interstates 64 and 70.

State Route 109 is already connected to Interstate 44, but its northern end currently terminates at Wild Horse Creek Road; a two-lane, east-west arterial. There are no official plans for improving Wild Horse Creek Road. However, State Route 109 could become a regional highway if it were connected to a widened Eatherton Road in the City of Chesterfield and then extended northward to a new interchange with Interstate 64. This route appears to be part of the traffic improvement corridor shown in the East-West Gateway Council of Government's short-term plan. This major regional planning initiative should not be created in the guise of short-term traffic improvements. If a third-ring bypass is built, its regional planning consequences on the entire metropolitan area should be fully assessed and its route determined based on these considerations.

The effect of making this link would be to open up Jefferson, Franklin and St. Charles Counties to more intensive development, most of

which is likely to be drawn from the inner areas of St. Louis County and the City of St. Louis. The benefits of taking this initiative are debatable. Spending money on this new infrastructure could well encourage people to stop using existing facilities. The third-ring bypass is likely to accelerate the process of drawing development out of the older parts of the region, in complete contradiction to policies of regional integration and of preserving the Cities of St. Louis and Clayton as the centers of the metropolitan area.

Even if a third-ring bypass is ultimately to be constructed, there are strong arguments against using the State Route 109 corridor for this purpose. The unusual soil conditions in the City, detailed in the Environmental Element of this Master Plan, make it an inappropriate area in which to create major new highways. The enemy of ecological stability in the City is rapid runoff. The more impervious surfaces, particularly continuous highway lanes in hilly areas, the more rapid runoff is generated. State Route 109 adjoins the regional parks and actually goes through one (1) of them. The City of Wildwood has an obligation to protect the regional parks located within it; building a major highway through part of these parks and subjecting them to accelerated surges of rainwater polluted by motor oil and petroleum combustion products is counter to all other efforts to protect the regional park system.

Major Initiatives in the City of Wildwood (1995-2015)

In the past two (2) decades, the City's Departments of Administration, Public Works, and Planning have established a Capital Improvement Program for Wildwood. Along with an annual budget, a five (5) year program has also been established to guide the development of infrastructure in the City. These improvements are funded by a 1/2¢ Capital Improvement Sales Tax approved by the voters of Wildwood in 1998, federal and state grants, and general revenue funds. Overall goals of the Capital Improvement Program are to provide safe streets and bridges and reduce commuting time between local locations by offering logical connections of existing and proposed streets. Management of traffic by limiting curb cuts on major arterial

streets has also been a policy of the City of Wildwood.

Since the update of the Master Plan in 2006, the City has created many opportunities for multi-modal transportation options to serve users other than vehicles. This approach includes making existing streets and roadways more accommodating to users other than vehicles, along with designing and constructing new infrastructure that promotes the same. Additionally, the availability of public transit to the Town Center, including the St. Louis Community College - Wildwood Campus, has been a priority and recently realized. Along with these efforts and programs, the City has continued in the last ten (10) years to construct trails and make connections to Town Center Area, public space areas, and residential communities located throughout Wildwood. More so, at any other point in the history of Wildwood, this community is interconnected, linked, and poised to be a recreational center for the entire metropolitan region and beyond.

TRANSPORTATION GOALS

1. Safe streets, sidewalks/trails, and bridges need to be maintained throughout Wildwood. (2006)

2. Roadway projects need to be appropriate to the character of Wildwood. (2006; Modified in 2016)

3. Wildwood should encourage multi-modal options for transportation for residents, visitors, and guests, and businesses. (2006; Modified in 2016)

4. Support the founding vision of 'Save the Greenbelt, Stop the Outerbelt.' (2016)

TRANSPORTATION OBJECTIVES

1. The existing and proposed roadway network in the City of Wild-

wood should be designed and maintained so that it is safe and efficient, but also consistent with the community's long-standing, historic rural character. Roadway modifications shall be commensurate with expected traffic volumes and City standards established for these specific land use categories. (1996; Modified in 2016)

2. Changes to the regional roadway network, if proposed, should proceed only after the land use and economic costs and benefits (including the effects on the St. Louis Region) are fully understood and evaluated. (1996; Modified in 2016)

3. The City's topography, its associated fragile and rocky soils, and the linked group of outstanding regional parks located here, should be protected from the erosion and pollution caused by the construction and use of major roadway corridors.

4. The development of future alternatives to automobile transportation in the City of Wildwood should be explored. (1996; Modified in 2016)

5. The natural vegetation and scenic views located along the City's network of roadways should be preserved and enhanced for the benefit of both residents and visitors. (1996; Modified in 2016)

TRANSPORTATION POLICIES

1. Promote a policy for the City of Wildwood's traffic needs, which supports the primary creation of a network of safe and ecologically responsible, two-lane, local arterial roadways. Make only improvements required for traffic safety, such as adding shoulders, improving the configuration of intersections, replacing substandard bridges, installing traffic signals, and other topical measures.

2. The City of Wildwood should promote the State Route 109 Corri-

dor Study (Missouri Department of Transportation – July 1999) as a guide for future modifications to this roadway, while prioritizing topical improvements to facilitate the safe movement of local traffic within the community. This policy is premised on the negative impacts an outerbelt would have upon this community, particularly with respect to the environmental degradation associated with its construction and increased traffic, the loss of parkland through direct acquisition for roadway right-of-ways, the promotion of greater inter-County traffic movements, and the division of this community into two parts. (1996; Modified in 2016)

3. Oppose construction of major new highways within the City of Wildwood.

4. Support the City's existing highway and street network by adopting and implementing land use policies that will promote a compact concentration of development in the Town Center and the two suburban residential areas. These policies should enable more people to walk to their destinations, while also encouraging the Town Center to be served by other forms of access besides the automobile.

5. Require local access streets within individual subdivisions to be built to City standards, but consider having such roadways remain private and maintained by the homeowners to further encourage greater control over their ultimate use and appearance, except in the two suburban residential areas and Town Center, where local access streets should be publicly maintained.

6. Identify safety improvements necessary to all City-maintained roadways, as part of Wildwood's Capital Improvement Program. Such improvements may include the following: replacing antiquated bridges that are too narrow and subject to flooding; improving road alignments in places where there have been repeated crashes; widening roads where necessary and feasible to

provide shoulders; correcting unsafe intersections; and providing a network of multiple links, so there is always more than a single way of going from one destination to another. (1996; Modified in 2016)

7. Protect existing bridges by implementing such measures as the posting of weight limits to protect them from excessive loads, identify potentially dangerous approaches with appropriate warning signs, and prohibit truck traffic on roadways where weight-restricted crossings are located.

8. Preserve and enhance the scenic environmental qualities, which exist along many of the City's roadways and their intersections, through the application of appropriate design standards reflecting a sensitivity toward the area's unique environmental characteristics. These standards should be applied in the planning, construction, and maintenance of all roadways.

9. Designate certain roadways (listed in the Transportation Element and shown on the Transportation Plan) for the City of Wildwood's arterial system and provide an improvement policy for each of them. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan. (1996; Modified in 2016)

10. Continue to promote safe roadways for pedestrians, bicyclists, and motorists (Safe Streets Initiative). (2006)

Roads

East-West Arterials[1.]

Clayton Road (County). **A two to three-lane arterial road.** Improvements to Clayton Road have been completed from the eastern boundary of the City to Strecker Road. This roadway now accommodates three (3) lanes of traffic, with vertical curbs, stormwater management facilities, and sidewalks. Clayton Road, west of Strecker Road, remains a two-lane roadway.

Wild Horse Creek Road (State). **A two-lane arterial road.** There are no official plans for adding lanes. Topical safety improvements should be planned.

Manchester Road (Wildwood). City plans are for **a two-lane arterial,** with widenings for turn-lanes or other safety improvements, as required. The design of this road within the Wildwood Town Center has been studied in detail and these levels of improvement are included as part of that plan. West of the Town Center, this road should remain **two-lanes in width.**

State Route 100 (State). **A limited-access four-lane road** from the Westglen Farms Drive/Manchester Road intersection to State Highway T. There are long-term safety improvements proposed for the section west of State Highway T to Interstate 44 in the current East-West Gateway Council of Governments' plan.

State Highway T/St. Albans Road (State). This road should remain **a two-lane arterial,** with topical safety improvements, as needed.

Main Street (Wildwood). City plans are for a two-lane boulevard, with adjacent on-street parking, bicycle lanes, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

Melrose Road (from Allenton Road to State Route 100) (Wildwood). A two-lane arterial that should remain substantially unchanged, except for topical safety improvements.

North-South Arterials[1.]

Allenton Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

[1.] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

Fox Creek Road (Wildwood). **A two-lane arterial** that should remain substantially unchanged, except for topical safety improvements.

Old State Road (County). Built on a narrow ridge, this road should remain **a two-lane arterial.** Shoulders should be added, where possible, and other topical safety improvements made. A section of this roadway, located in the City of Wildwood, is to be improved to a three (3) lane arterial level, as part of a St. Louis County project (from Ridge Road on the north end to Old Fairway Drive on the south end).

Ossenfort/Wild Horse Creek Road (Wildwood). The north-south portion of Wild Horse Creek Road, west of State Route 109, is part of the City's roadway network. It should remain substantially unchanged as **a two-lane arterial** road, except for topical safety improvements.

State Route 109 (State)/*North Eatherton Road* (County). Currently, a two-lane arterial. Safety improvements should be made, but the **two-lane configuration should be retained.** No new connections should be made north to Interstate 64.

Strecker Road (Wildwood). **A two-lane arterial.** A portion of this roadway was rebuilt during the last ten (10) year period of time and now contains sidewalks, improved stormwater management facilities, planting and landscape islands, and improved lane surfaces. Limit any new improvements to topical safety enhancements.

Shepard Road (Wildwood). A two-lane arterial that should remain substantially unchanged, except for topical safety improvements.

Thunderhead Canyon Road and West Glen Farms Road (Wildwood). These roads are necessary traffic links, but their speed limits should be strictly enforced.

Valley Road (Wildwood). **A two-lane arterial** that should remain sub-

stantially unchanged, except for topical safety improvements.

Taylor Road (Wildwood). A two to four-lane boulevard, with adjacent on-street parking, sidewalks, and streetscape enhancements in accordance with the Town Center Plan.

[1] Arterial - For the purposes of this plan, an arterial designation does not infer the street or roadway is part of a regional system serving the larger metropolitan population, but more the immediate West County Area and Wildwood. This designation is intended to define these roadways as major transportation corridors within the City that provide logical connections from the hierarchy of collector and local streets, require access management practices, and receive priority in terms of revenue resources for maintenance, repair, and upkeep.

Transportation Element Cross-Reference

Each of the cross-reference tables have been included to assist users in understanding the interrelationships of the adopted goals, objectives, and policies of the Master Plan's six (6) elements and the role each plays in achieving the desired outcomes set forth in them.

	Goal 1	Goal 2	Goal 3	Goal 4
Obj. 1	X	X		X
Obj. 2	X	X		X
Obj. 3	X	X		
Obj. 4			X	
Obj. 5	X	X		
Pol. 1	X	X		X
Pol. 2		X		X
Pol. 3				X
Pol. 4	X		X	
Pol. 5	X			
Pol. 6	X			
Pol. 7	X			
Pol. 8	X			
Pol. 9	X	X		
Pol. 10	X		X	

Conclusions and Conceptual Land Use Classifications

The residents, business owners, and service providers who live and work in the City of Wildwood, Missouri, have participated in the development of this updated Master Plan through a series of meetings, public hearings, and written comments received by the Department of Planning and Parks. These meetings, hearings, and comments were intended to obtain all possible information and opinions from the community to begin defining its vision for the future. As one of St. Louis County's ninety-two (92) municipalities, and the largest in terms of geographic size, the City of Wildwood has always had a unique, but difficult task ahead of it, due to the amount of undeveloped land area located here. These circumstances create development pressures in an area, which has long been known for its rugged terrain and natural beauty and has drawn many of its residents here for these reasons. While responsible, sustainable development is acceptable, and encouraged within the Town Center and Industrial Areas of Wildwood, it must be noted the existing density of development in many of its watersheds has produced environmental and fiscal situations that should not be repeated in the remaining quadrants' watershed areas located in the northwest, southwest and southern section of the southeast quadrant of the City.

This shared vision of the community began on February 7, 1995 at the polls and will be furthered through the adoption and implementation of this updated plan. The Master Plan addresses a number of areas relating to the City's policies on environmental protection, service provision, resource allocation, transportation analysis, public space, economic development, and land use development and control. The plan contains twenty-three (23) goal statements, thirty-five (35) statements of objectives, and an additional sixty-three (63) policy statements designed to achieve these objectives. The major highlights of these one hundred twenty-one (121) statements include the following:

ENVIRONMENTAL – The goals and objectives in

this element, minimize environmental disturbance and damage within the existing developed areas, restore watersheds where erosion has negatively impacted the natural equilibrium, and prevent future disturbance or damage to both non-impacted and impacted areas. This protection and restoration is to be encouraged through the implementation of appropriate zoning densities and the clustering of lots to limit disturbance.

The policy statements in the Master Plan, emphasize improving standards and development practices to address the sensitive nature of the City's environment. The overall direction of these policies is to better manage the development process through the continued implementation of the City's environmental regulations, including the tree preservation and restoration and grading and excavation codes, while exerting greater control over activities, which could potentially degrade the environment, such as, unmaintained stormwater control and sewage facilities.

PLANNING – The focus of the goals and objectives in this element is to continue to consolidate more traditional urban densities in certain areas of the City where environmental characteristics, access, existing development patterns, and availability of services are more favorable to this type of density. Additionally, the City should maintain its current five (5) land use categories called Non-Urban Residential, Sub-Urban Residential, Town Center, Industrial, and Historic.

The policy statements in the Master Plan emphasize limiting suburban development densities to the two (2) areas of the community, where this pattern already exists, while concentrating commercial and innovative higher density residential development to the Town Center. Furthermore, the Non-Urban District zoned areas of the City should continue to be considered a legitimate and permanent land use category. This designation will also further the effort to protect expectations of existing homeowners in those areas, promote the protection and linkage of the parks, and thus establish the concept of the greenbelt that the residents of this area have long supported.

COMMUNITY SERVICES – The goals and objectives in this element, promote a level of development commensurate with the availability of support services. Where services are not available or severely hampered, development densities and intensities must be limited.

The policy statements promote the concept of concurrency and managing the City's growth and expenditures based upon its longstanding rural character.

TRANSPORTATION – The goals and objectives in this element, promote a network of safe and efficient roads in the community, which are designed to serve the needs of the City. The construction or improvement of the area's roadway system

should be based upon the unique characteristics of its environment and level of development, while also cognizant of increasing traffic volumes in certain areas necessitating certain changes for safety of users and travelers.

The policy statements in the Master Plan, emphasize limiting the improvement of the area's roadway network to primarily two (2) lane arterial roads, including State Route 109. Additionally, the level of topical safety improvements should be based on specific plans developed for each of the roadways located in the City's eight (8) wards, including Town Center. Roads serving the Non-Urban Residential area should be built to City standards, but remain private, while those streets in the Sub-Urban Residential areas and the Town Center should be publicly maintained, except where specific circumstances dictate to the contrary.

OPEN SPACE AND RECREATION – The goals and objectives in this element, protect the regional park system and encourage the eventual development of the greenbelt linkage between these publicly-held properties as noted in St. Louis County's first Parks Plan in 1965.

The policy statements in the Master Plan emphasize the creation of strategies and programs to encourage the dedication of land between these parks for inclusion in the greenbelt, thereby protecting these facilities from inappropriate develop-

ment, and fostering the establishment of active park and trail facilities in Wildwood for the overall health of the community and region.

ECONOMIC DEVELOPMENT – The goals and objectives in this element emphasize an environment that is conducive to retaining businesses already located in the City, through regular communication with them, strategic updates of regulations applicable to them, and better promotion of City programs for assistance in this regard. Along with business retention, this element's goals and objectives promote a targeted approach to economic development, which includes engaging an individual, who is responsible for this initiative, on a full to part-time basis, depending on need.

The policy statements in the Master Plan emphasize the creation of new approaches to promote Wildwood and its Town Center to area residents, and the overall region. Additionally, several of these policy statements seek for the City to provide certain benchmark activities to improve the business environment of Wildwood, including completing Phase Three of the Manchester Road Streetscape Project.

Conceptual Land Use Categories

This Master Plan is unique and one which is used on a daily basis in making the City of Wildwood a better place to live, work and play indicative of the level of concern its residents hold regarding preservation of the City's natural attributes and rural character for future generations to enjoy. In attempting to accomplish this goal, the implementation of land use policies is paramount. As discussed in the preceding summary, the community has reached a consensus on this policy and it is as follows: there should be five (5) major land use designations in

the City --- Non-Urban Residential, Sub-Urban Residential, Industrial, Town Center, and Historic [Fifth Land Use Category - Historic was added to Master Plan with Ordinance #883 on October 14, 2002]. Each of these designations are described in greater detail below:

NON-URBAN RESIDENTIAL - This category contains the areas of the City currently zoned NU Non-Urban Residence District, **including one (1) commercially zoned property (Amended C-8 Planned Commercial District).** Principally located west of the State Route 109 corridor, but additional properties of similar zoning and nature are found in all quadrants of the City. The Non-Urban Residential Area is generally not served by public sewer or water and is dependent upon individual systems for these services. Characteristically, the land area is steeply sloping, heavily vegetated, and relatively undeveloped in terms of traditional urban densities. The adjoining land use pattern is principally low density residential or parkland and access is limited to a network of rural roadways characterized by narrow widths, one-lane bridges, no shoulders, steep hills, and poor alignments. These characteristics are aesthetically desirable, but also at the same time dictate a low-density residential pattern (generally three (3) acre lots or greater in size) for the future. Additionally, existing developments on lots of three (3) acres or more in these areas strongly weigh against any new development of higher densities in this land use designation. **Regarding the one (1) commercially zoned property located at the southeast corner of State Route 109/Wild Horse Creek Road, its designation should be retained, as part of an Amended C-8 Planned Commercial District classification within**

this land use area, but for the sale of beer and wine only. However, no further commercial designations of properties located beyond this site should be considered, thereby acknowledging this previous zoning was part of St. Louis County's rejected land use policy and not the City of Wildwood.

SUB-URBAN RESIDENTIAL - This category contains the areas of the City currently zoned for more intensive urban designations, such as the R-1 One Acre Residence District to the R-6A 4,000 square foot Residence District, including eight (8) commercially zoned properties (Amended C-8 Planned Commercial District). These two (2) areas are located east of the State Route 109 corridor and within the northeast and southeast quadrants of the City. Public sewer and water systems, along with a number of other services from additional utilities, generally serve these areas. The land's characteristics in these designations are more varied than the Non-Urban Residential areas of the City. Primarily, the land varies between steeply-sloping to rolling topography, forested to pasture, and to some extent has been disturbed by previous development, particularly in the Caulks Creek Watershed. Surrounding land use patterns are low to medium density residential, with limited commercial and institutional development as well. Access into these areas is principally from the State Route 100 or 109 corridors onto a system of formerly rural roads somewhat improved as development progressed into these areas. Given their proximity to existing development, a low-medium density residential development pattern would be

compatible in this area, subject to the environmental limitations of any given site that may require lower densities or alternative designs. With the variability of site characteristics in these areas, the appropriate zoning designations in the range of the NU Non-Urban District to the R-1 One Acre Residence District, with a minimum lot size of 15,000 square feet as part of a Planned Residential Development (PRD), are appropriate, **excepting three (3) properties located at the terminuses of Center and West Avenues. These three (3) properties can be considered suitable for a greater residential land use density of one point seven five (1.75) units per acre, where appropriate, given their relative placements between high density land uses associated with St. Louis County's past actions and proximity to the Town Center Area's Boundary.** Regarding the eight (8) commercially-zoned properties located in and around the Clayton Road/Strecker Road intersection, their designation should be retained as part of an Amended C-8 Planned Commercial District classification within this land use area limiting the intensity of the commercial uses to C-1 authorized uses and requiring the neighborhood compatibility of the development. However, no future commercial designations of properties located in either of these areas should be considered, thereby acknowledging all such previous zonings were part of St. Louis County's rejected land use policy and not the City of Wildwood's. The relative level of appropriateness for individual lot sizes within these zoning designations is premised on a number of variables, not withstanding surrounding development patterns and the extent of natural re-

source attribute restrictions exhibited by the individual sites. Therefore, the smallest minimum lot size of 15,000 square feet may not be appropriate on all sites and shall be viewed on a case-by-case basis to ensure its sensitivity to the objectives and policies of this Master Plan.

INDUSTRIAL - This category contains the areas of the City currently zoned M-3 Planned Industrial District and are primarily located in the Chesterfield Valley in the northwest quadrant of the City, which borders the Missouri River. This designation also includes one (1) isolated site along Ruck Road in the southeast quadrant of the City. This property is utilized for the St. Louis County Department of Highways and Traffic District garage/storage yard. Access to this property is by a County-maintained local road, not designated for heavy truck traffic. Given the isolated nature of this site and the predominant land use pattern around it, the expansion of the industrial activities would be inappropriate. Whereas, in the Chesterfield Valley, the development of these properties for the uses permitted under the site specific ordinance created at the time of the M-3 Planned Industrial District's adoption would be reasonable and supportable by the City.

TOWN CENTER - This category contains the areas of the City currently zoned either NU Non-Urban District or C-8 Planned Commercial District and include the historic communities of Grover and Pond. This area is primarily centered in the wedge

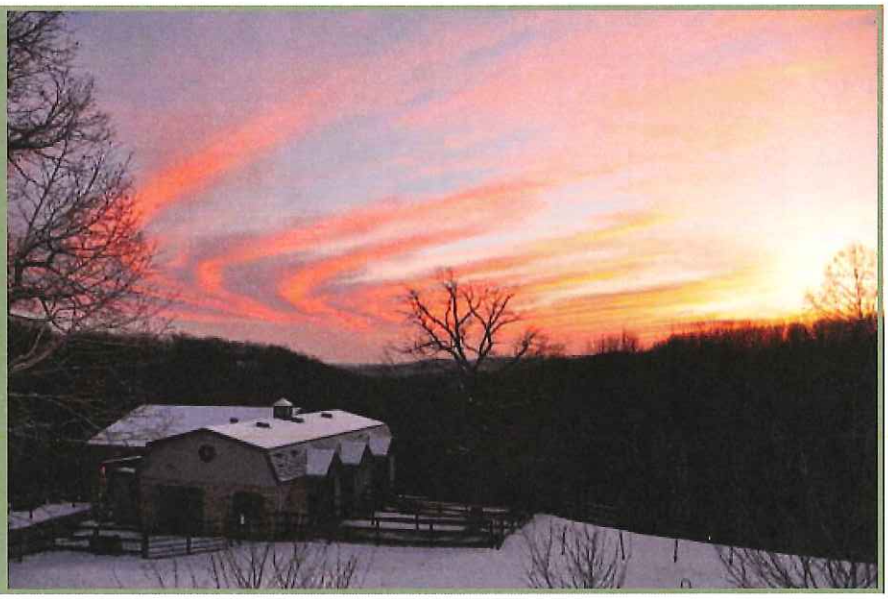
of properties bordered by State Route 100, State Route 109, and Manchester Road, with a small extension to the west along Manchester Road to Pond. A majority of this area is located inside public sewer and water service areas, but also relies upon individual systems for the provision of these services. The characteristics of the land are less restrictive than the remainder of the City and can be described as rolling to gently-sloping, forested to pasture, or developed. Many of these properties have been disturbed by previous development, given the long history of settlement associated with the two (2) communities. There are a mix of uses ranging from single family residences on very small lots and three acre developments, commercial businesses, and institutional uses to agricultural lands. Access to this area is good due to its proximity to the two (2) State roadways and Manchester Road. With their traditional heritage as the commercial centers of the area, Pond, Grover, and the surrounding properties offer an excellent location for the Town Center, which would include a mix of high density residential developments and commercial uses of a neighborhood orientation. The density of residential development should not exceed the R-6A 4,000 square foot Residence District (unless authorized by City Council as part of a site-specific ordinance) and would only be considered in this Town Center Area as part of a Planned Residential Development (PRD).

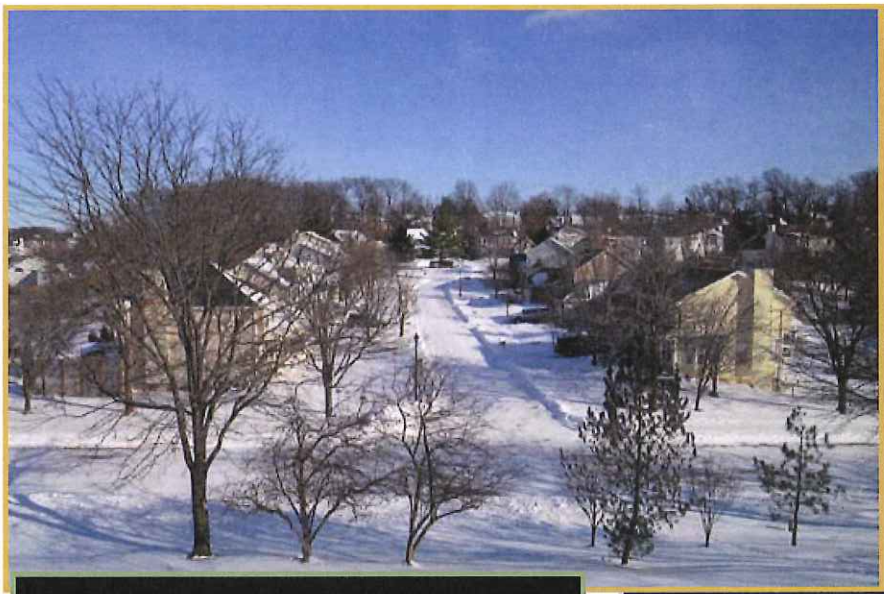
The intent of the Town Center is to create a center where a sense of community is established through the use of creative and innovative development features. These features will include: active and passive green space; interconnecting pedestrian pathways; family-owned and operated businesses; architecturally harmonious designs; integration and preservation of historical sites and local history; blending of local commercial development with appropriately buffered and situated residential development; an integrated system for sanitary and storm sewers; and protection of environmentally sensitive tracts. The Town Center should have a centralized area of park space that can be used as a gathering place for area residents to interact and truly develop a sense of place in their community, with plazas and mini-parks intermingled amongst future residential and commercial developments.

HISTORIC - This category contains properties or areas, which are listed on the City of Wildwood's Historic Register and can be located throughout the community, but only upon land zoned NU Non -Urban Residence District or the FPNU Floodplain Non-Urban Residence District, and not within the boundaries of the Town Center. The Historic Category is intended to provide property owners the opportunity to utilize their buildings, structures, or areas to a greater extent possible than normally allowed under their current Master Plan land use category or zoning district designation as an incentive for their preservation, protection, or adaptive

reuse. Designation of properties or areas must meet the criteria listed in the Historic Preservation Ordinance for their nomination and consideration. The designation of properties or areas to this land use category must be approved by the Historic Preservation Commission, the Planning and Zoning Commission, and the City Council and only becomes effective when the owner agrees to have the property or area placed on the City's Historic Register and this designation is finalized. Future use of a historic property or an area will be premised on the surrounding land use pattern, access, utility service, and the sites' natural features and must provide a true community benefit for its consideration.

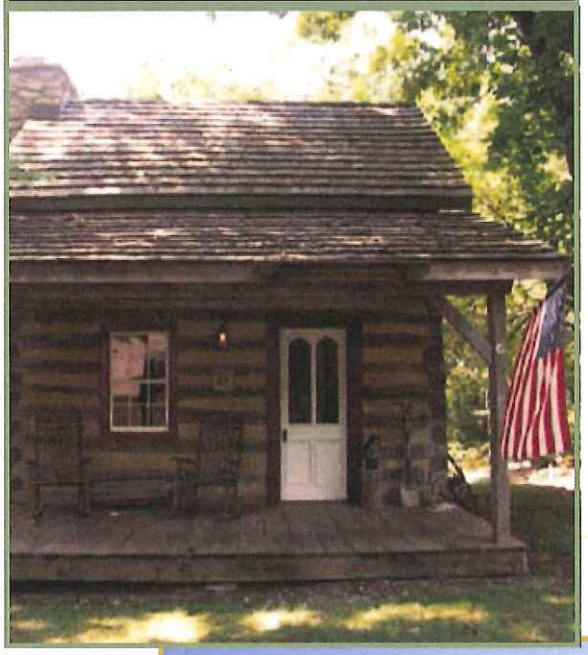
Non-Urban Residential Area

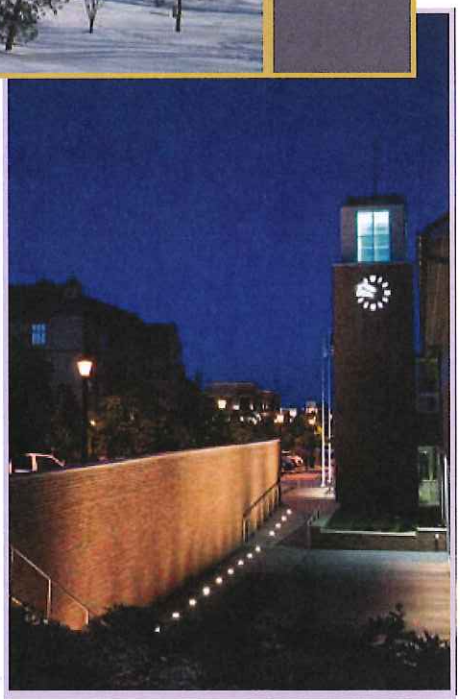




Sub-Urban Residential Area

Historic—Fifth Land Use Category





Town Center Area

Industrial Area

Conceptual Land Use Categories Map

The City's Charter is unique in that, when the voters of Wildwood approved it, it included a provision, which linked it to the Master Plan. This link was accomplished by adopting the Master Plan's Conceptual Land Use Category Plan as the Charter's Comprehensive Zoning Plan. Both of these plans, show as maps within each such document, create a legal requirement for land use decisions to correspond between these two (2) components. Therefore, the City Council cannot approve any zoning change that is inconsistent with the Conceptual Land Use Category Plan of the Master Plan, which is set forth in the Charter. Zoning amendments contrary to these maps are prohibited and may only be made by first amending the Comprehensive Zoning Plan itself, so that these types of decisions are always supported by an established document. The City has, therefore, created a system of checks and balances that elevates land use decisions to a status of significance that few other cities have chosen to incorporate into these development processes.

As the Master Plan Advisory Committee considered changes to the Conceptual Land Use Categories Map of this document, it recognized the significance of potential changes to property designations and chose to consider them carefully and based upon clear and rational criteria. This Master Plan represents the single most important representation of future land use over the next ten (10) year period. The protection offered by this Master Plan is expressed by the very limited number of changes that occurred to it in its first twenty (20) years of application (1996 – 2016). Providing property owners expectation on how parcels of ground may be utilized is one of the principal benefits of the City's planning processes. As a result of this process, and the importance of this Master Plan, the Master Plan Advisory Committee ultimately made very few changes to the existing Conceptual Land Use Categories Map. These changes are described in detail in Appendix I of the Master Plan.

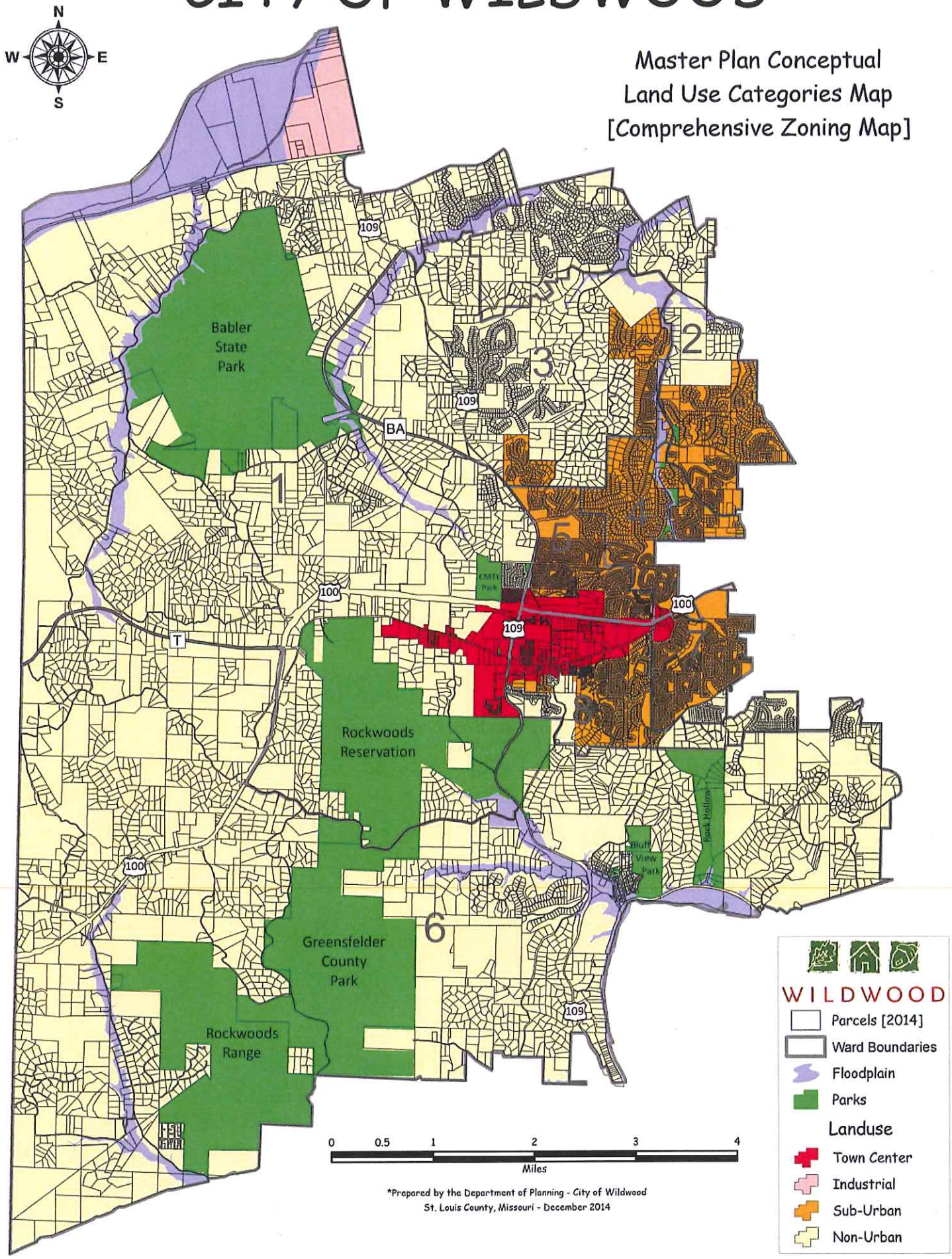
Although some changes were made, based upon the data and comments compiled through the update process, future modifications to

properties were also discussed in the context of a specific set of criteria premised on unique circumstances or specific conditions not anticipated at this time. In no instance did the Master Plan Advisory Committee agree the previous policies of St. Louis County should be used to justify a future change to the Master Plan's Conceptual Land Use Categories Map. The Master Plan Advisory Committee noted that certain higher density residential developments and isolated commercial projects do exist in locations designated Non-Urban Residential Area in the original Master Plan, as legal non-conforming uses, and creating these non-conformities at that time was an appropriate policy that should be continued. This policy protects the character of Wildwood from previous land use decisions that were made with little regard to the overall impact upon the larger landscape and enforces the City's direction to not continue this application.

In all, this group of volunteers responded to the input it received from the public input sessions and respected the system of checks and balances in place, as part of the Master Plan and Charter of the City to protect the character of Wildwood and limit the number of overall changes relating to land use. This action is reflected in the revised Conceptual Land Use Categories Map that is part of this Master Plan.

Conceptual Land Use Categories Map on next page.

CITY OF WILDWOOD



APPENDIX IV

Town Center Plan (2013)

The Town Center Plan will establish a long-term development philosophy that promotes the establishment of mixed-use communities consistent with the concepts of "Town Center Planning." Incumbent to the selection of the "Town Center Planning" concepts for use in the City's proposed Town Center was the belief that current suburban development practices predominant in the region and elsewhere were not appropriate for this new community. These existing practices favor the strict segregation of land uses, which assumes all travel to and from destinations will be accomplished by the automobile. Therefore, all design criteria for their development reflects an insensitivity toward the pedestrian and other modes of transportation and creates a streetscape that is less than pleasing to the eye. Accordingly, the City of Wildwood has attempted to redress this conventional wisdom by employing a different set of criteria for future development in the Town Center.

In applying the concepts of "Town Center Planning," several principle tenets were formulated to guide development. These tenets include the following:

1. Neighborhood Design - all neighborhoods should be pedestrian-friendly, with the use of multiple access points for vehicles. The use of cul-de-sacs should be discouraged.
   - Parking should be located to the side or rear of buildings. On -street parking is encouraged in these areas as well.
   - Building locations should be as close to the right-of-way as possible and at a scale and size consistent with the concepts of "Town Center Planning."

   Variations to these building requirements along State Route 100 and State Route 109 may be considered on a case-by-case basis by the Planning and Zoning Commission.

2. Green Space - all neighborhoods should have abundant public/ open space and it should be incorporated into all designs. Development designs permitted by the Town Center densities will require a greater need for public/open space. The dedication of areas for use as public/open space must be incorporated as focal points in the overall development scheme of each individual project, which is part of the larger neighborhood fabric. Additionally, these areas shall be capable of providing a varied use in terms of active recreational opportunities, and not all be property significantly restricted by environmental features.

   Existing vegetation shall be preserved whenever possible. Credits for preserving existing vegetation shall be given to developers to offset City imposed requirements from the Tree Manual.

   Developments adjoining State Route 100 and State Route 109 shall comply with the City's stated intent to plant and improve these corridors into greenscape areas which are consistent with the concept put forth by the community in its grant application to the Missouri Department of Transportation.

   Dedication of land or impact fees may be required for the purchase of off-site properties.

3. Architecture - all neighborhoods should adhere to the specific architectural guidelines of the Town Center Plan in terms of signage, lighting, fencing, and building styles and designs. Lighting design shall reflect the nature of use in the area and promote visibility in commercial areas and safety in residential locations, reduce night glow, and spillage of light onto adjacent properties.

4 Land Use - all activities allowed by the Town Center zoning designations should be compatible with the existing land use pattern on adjoining properties. Certain uses are permitted by right within each of the respective land use designations proposed as

part of the Town Center Plan. Other more intensive uses which require special consideration and review will only be authorized as part of a Conditional Use Permit. These uses which require a permit include certain commercial uses with large building footprints, drive- through facilities in conjunction with any authorized commercial use, and other higher intensity or problematic use characteristics. Intense commercial uses should be limited to a small number of districts located toward the perimeter of the Town Center (Manchester Road, State Route 100, State Route 109, and Taylor Road), while other business activities should be fully cohesive with the remaining land uses to form a traditional Town Center.

Incumbent to creating this traditional Town Center, a true mix of uses must be provided by limiting a percentage of housing types and commercial uses allowed in any one given area. Therefore, all properties will either be designated Commercial, Workplace, Neighborhood Center, Neighborhood General, Neighborhood Edge, Public/Open Space or Cultural/Institutional. Regardless of designation, existing neighborhoods should be preserved. The attached Land Use Designation Parcel Map (Attachment Three) shall establish permitted uses for all properties within The Town Center.

5. Streets and Sidewalks - all public improvements shall comply with the Town Center specifications in their construction.

Street trees, lighting, furniture, and other items shall adhere to the Streetscape Design Standards of the City. The layout of streets will adhere to a grid pattern, but not necessarily rectangular in shape. The existing network of streets, including Taylor Road, will form the basis of the future layout of all new roadways. New streets shall be linked to this existing network.

Curb cuts shall be minimized along the main thoroughfares, such as Taylor Road, as well as State Routes 100 and 109, wherever

possible, by promoting shared access between properties or the use of lanes serving the rear of properties.

Traffic Generation Impact fees may be imposed to address the impact of any new development in the Town Center.

6. Infrastructure - all storm water management improvements shall comply with the Town Center specifications in their construction.

   Regional facilities are preferred over individual site improvements. In-stream detention will only be considered when regional benefits to the storm water collection and management system clearly outweigh the impact to the natural environment of that location. The system of natural streams and creeks shall be preserved, whenever possible. Setbacks from these features will be reviewed on a case-by-case basis relative to the goals of regional detention/retention. Impact fees may be imposed as a part of any development in the Town Center to address off-site impacts to fund construction of regional detention.

   The installation of new or the improvement of old utility systems and lines shall be placed underground in conduits within City-owned rights-of-way.

   The development of public sewer systems to serve growth in the Town Center area are encouraged and preferred within the Metropolitan St. Louis Sewer District's boundary.

7. Historic District - all developments located within the Historic District shall be consistent with the overall period of architecture chosen for this area. The reuse and restoration of historic structures and buildings is encouraged.

Town Center Regulations

With the adoption of the Town Center Plan Boundary Map, Neighborhood Design Standards and Architectural Guidelines, Street Network Map, and Land Use Designation Map, any new zoning of parcels of land after this action and any development within the Town Center shall comply with this Town Center Plan. The Town Center District Zoning Ordinance is anticipated to formalize many of these policies into detailed regulations. In those instances where regulations may not be appropriate for adoption as part of the Zoning Code, such as design specifications for streets, utilities, and other public improvements, they will be incorporated into the appropriate manual for use.

The policies in the Town Center Plan are intended to cover all aspects of the development of properties within the Town Center Boundary and create the appropriate setting to achieve the stated goals of this plan and promote and apply the principles of "Town Center Planning" in this area, while protecting the community from previous land use policies established in this City by the former jurisdiction.

Boundaries of the Town Center

The boundaries of the area within the City of Wildwood designated as The Town Center and subject to Town Center Zoning and Regulations shall be the area and parcels of ground designated on the Town Center Boundary Map.

Neighborhood Design Standards and Architectural Guidelines

The Town Center the Neighborhood Design Standards and the Architectural Guidelines are adopted in principle by the Town Center Plan. These standards and guidelines will be formalized with the passage of the Town Center Zoning Ordinance. These standards and guidelines will address all aspects of development within the Town Center Boundaries, but modifications consistent with the Town

[1] The Historic District shall permit zoning under the Historic Neighborhood Center, Historic Neighborhood Edge, Cultural/Institutional, and Open Space categories.

Center Plan principles will be considered on a case-by-case basis relative to the site's size, location, physical characteristics, surrounding land use pattern, and access, infrastructure, and utility options. Individual merit of the request will only be considered.

Land Use Activities within the Identified Categories

The following categories are hereby established for the area of the City designated as the Town Center, with corresponding permitted land use activities identified for each as well. These categories and activities are applicable only to properties within the Town Center Boundaries. Lot sizes, widths, and depths and other similar criteria shall be as established in the Neighborhood Design Standards of the Town Center Plan.

Town Center Categories	***Land Use Activities***
Downtown	**********
(Downtown District allows a larger building footprint for certain uses)	
Commercial Land Use Activities	*Animal Hospitals & Veterinary Clinics*
	Art or Photo Studios or Galleries
	Bakeries
	Barber & Beauty Shops
	Cleaning, Pick-up Stations
	Coffee Shops
	Department or Discount Stores
	Filling Stations for Automobiles
	Financial Institutions w/ Drive-thru Facilities
	Flower or Plant Stores
	Hotels

[2] Certain activities have been determined to be appropriate only under a set of specific and special conditions which are needed because of the type of use, the location of the use, the characteristics of the use, and the development pattern around the use dictate a greater need of control. These activities shall be permitted only by Conditional Use Permit (including planned zoning expressly authorizing the activity) for their development or establishment in the applicable Land Use Designation where they may exist. The criteria for approving a Conditional Use Permit shall be

Town Center Categories	***Land Use Activities***
Downtown District (continued)	**********
Commercial Land Use Activities (continued)	*Music or Dancing Academies* *Office/Warehouse Facilities* *Parking Areas* *Parking Garages* *Professional Offices including medical and dental* *Professional Offices, not medical or dental* *Recreational Facilities, including indoor theaters and outdoor activities* *Research Laboratories & Facilities* *Restaurants, including fast food, w/ Drive-thru Facilities* *Restaurants, including fast food, but w/o Drive-thru Facilities* *Restaurants, no fast food* *Sewage Treatment Facilities* *Stores and Shops for Retail Purposes* *Stores, Shops, and Open-Air Markets for Retail Purposes* *Taverns, Cocktail Lounges, Night Clubs, or Microbreweries* *Vehicle Service Centers*
Cultural/Institutional Land Use Activities	********** *Child Care Centers* *Churches* *Civic Buildings (government)* *Park & Open Spaces; Public and Private areas* *Post Offices* *Public and Other Utility Facilities* *Scenic Areas*

Town Center Categories	***Land Use Activities***
**********	**********
Workplace District	
Commercial Land Use Activities	*Animal Hospitals & Veterinary Clinics*
	Art or Photo Studios or Galleries
	Bakeries
	Barber & Beauty Shops
	Cleaning, Pick-up Stations
	Coffee Shops
	Filling Stations for Automobiles[1]
	Financial Institutions w/ Drive-thru Facilities
	Financial Institutions w/o Drive-thru Facilities
	Flower or Plant Stores
	Music or Dancing Academies
	Office/Warehouse Facilities
	Parking Areas
	Parking Garages
	Professional Offices including medical and dental
	Professional Offices, not medical or dental
	Recreational Facilities (no indoor theater or outdoor activities)
	Restaurants, including fast food, but w/o Drive-thru Facilities
	Restaurants, no fast food
	Sewage Treatment Facilities
	Shops for Artists and Similar Specialties
	Stores and Shops for Retail Purposes
	Stores, Shops, and Open-Air Markets for Retail Purposes
	Taverns, Cocktail Lounges, Night Clubs, or Microbreweries
	Vehicle Service Centers[1]

Town Center Categories	*Land Use Activities*
Workplace District (continued)	**********
Cultural/Institutional Land Use Activities	*Child Care Centers* *Churches* *Civic Buildings (government)* *Park & Open Spaces; Public and Private areas* *Post Offices* *Public and Other Utility Facilities* *Scenic Areas*
**********	**********
Neighborhood General District	
Commercial Land Use Activities	*Art or Photo Studios or Galleries* *Bakeries* *Barber & Beauty Shops* *Cleaning, Pick-up Stations* *Coffee Shops* *Financial Institutions w/o Drive-thru Facilities* *Flower or Plant Stores* *Office/Warehouse Facilities* *Parking Garages* *Professional Offices, not medical or dental* *Restaurants, no fast food* *Sewage Treatment Facilities* *Shops for Artists and Similar Specialties* *Stores, Shops, and Open-Air Markets for Retail Purposes*
Cultural/Institutional Land Use Activities	********** *Child Care Centers* *Churches* *Civic Buildings (government)* *Libraries* *Nursing Homes* *Park & Open Spaces; Public and Private Areas* *Scenic Areas* *Schools*

Town Center Categories	*Land Use Activities*
Neighborhood General District (continued)	**********
Housing Land Use Activities	*Multi-Family Residential (live/ work, rowhouses, and apartments)* *Single-Family Attached* *Single-Family Detached* *Accessory Dwelling Units* *Bed and Breakfasts* *Group Shelters* *Home for the Aged* *Home Occupations*
**********	**********
Neighborhood Edge District	
Commercial Land Use Activities	*Sewage Treatment Facilities*
Cultural/Institutional Land Use Activities	**********
	Cemeteries, Mausoleums *Child Care Centers* *Churches* *Civic Buildings (government)* *Libraries* *Park & Open Spaces; Public and Private Areas* *Scenic Areas* *Schools*
Housing Land Use Activities	**********
	Single-Family Detached *Accessory Dwelling Units* *Bed and Breakfasts* *Group Shelters* *Home for the Aged* *Home Occupations*

Town Center Categories	***Land Use Activities***
**********	**********
Cultural/Institutional District	
Commercial Land Use Activities	*Art or Photo Studios or Galleries*[1]
	Bakeries[1]
	Barber & Beauty Shops[1]
	Cleaning, Pick-up Stations[1]
	Coffee Shops[1]
	Filling Stations for Automobiles[1]
	Financial Institutions w/ Drive-thru Facilities[1]
	Financial Institutions w/o Drive-thru Facilities[1]
	Flower or Plant Stores[1]
	Hotels[1]
	Music or Dancing Academies[1]
	Professional Offices, including medical or dental[1]
	Professional Offices, not medical or dental[1]
	Recreational Facilities, including indoor theaters and outdoor activities[1]
	Recreational Facilities (no indoor theater or outdoor activities)[1]
	Research Laboratories & Facilities[1]
	Restaurants, including fast food, w/ Drive-thru Facilities[1]
	Restaurants, including fast food, but w/o Drive-thru Facilities[1]
	Restaurants, no fast food[1]
	Shops for Artists and Similar Specialties[1]
	Stores and Shops for Retail Purposes[1]
	Taverns, Cocktail Lounges, Night Clubs, or Microbreweries[1]

Town Center Categories	***Land Use Activities***
Cultural/Institutional District (continued)	**********
Cultural/Institutional Land Use Activities	*Cemeteries, Mausoleums*[1] *Child Care Centers*[1] *Churches* *Civic Buildings (government)* *Colleges, Universities* *Libraries* *Museums* *Nursing Homes* *Park & Open Spaces; Public and Private Areas* *Philanthropic Institutions*[1] *Post Offices* *Public and Other Utility Facilities1* *Recreational Fields* *Scenic Areas* *Schools*
Housing Land Use Activities	**********
	Multi-Family Residential (live/work, rowhouses, and apartments) *Single-Family Attached*[1] *Single-Family Detached*[1] *Home for the Aged*[1]
**********	**********
Pond Historic District	
Commercial Land Use Activities	*Art or Photo Studios or Galleries* *Bakeries* *Barber & Beauty Shops* *Cleaning, Pick-up Stations* *Coffee Shops* *Parking Areas* *Professional Offices, not medical or dental* *Restaurants, no fast food* *Sewage Treatment Facilities* *Shops for Artists and Similar Specialties*

Town Center Categories	***Land Use Activities***
Pond Historic District (continued)	**********
Cultural/Institutional Land Use Activities	*Cemeteries, Mausoleums* *Child Care Centers* *Churches* *Civic Buildings (government)* *Libraries* *Park & Open Spaces; Public and Private areas* *Scenic Areas*
Housing Land Use Activities	********** *Multi-Family Residential (live/work, rowhouses, and apartments)* *Single-Family Detached* *Accessory Dwelling Units* *Bed and Breakfasts* *Group Shelters* *Home Occupations*

NOTE: All Land Use Categories other than "Downtown" shall permit building footprints in excess of 10,000 square feet only by Conditional Use Permit.[1] Uses in the "Downtown" District shall permit building footprints in excess of 40,000 square feet only by Conditional Use Permit.[1]

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[1] Certain activities have been determined to be appropriate only under a set of specific and special conditions which are needed because of the type of use, the location of the use, the characteristics of the use, and the development pattern around the use dictate a greater need of control. These activities shall be permitted only by Conditional Use Permit (including planned zoning expressly authorizing the activity) for their development or establishment in the applicable Land Use Designation where they may exist. The criteria for approving a Conditional Use Permit shall be described in 1003.181 of the City of Wildwood's Zoning Code and may be granted only where consistent with the principles established by this Master Plan.

Designation of Land Use for Specific Properties Within Town Center

The land use designations described in this Appendix are established for all properties located in the Town Center boundary. These land use designations correspond to the identified Town Center Categories and Land Use Activities noted above. Minor boundary adjustments of each Town Center Category may be necessary on a case-by -case basis, where appropriate, and shall not be deemed a violation of this plan and may be accommodated without a map amendment.

Street Network Plan

The avenues, streets, roads, and lanes set forth on the Town Center Street Network Map are established as the planned street layout of the Town Center, subject to the qualifications and modifications noted below. New and modified streets constructed as part of any development should be expected to meet the general guidelines of the Town Center Plan in terms of location, purpose, and design, unless better alternatives are available. The exception to the adoption of this roadway network is the deletion of the system of grid streets in the area served by the Niere Acres Drive. This area will be served by the existing private roadway only and individual residential driveways, where needed. Additionally, the roadway network was not intended to extend the existing stub street in Old Grover Estates from its terminus at the northern property line to the proposed Main Street. Concerns relative to traffic volumes and safety were the reasons for this modification. All other stub streets in this development would be connected as part of the Town Center's network of roadways.

Other roadways were also proposed as part of the engineering study completed by the City's consultant in this matter, which are shown on the Street Network Map and hereby adopted in principle. However, these roadways are to be reviewed on a case-by-case basis relative to the development of the individual properties where interest is centered. The development of these roadways, along with the desired open space areas and pocket parks indicated as a

part of each, will be premised on their need or utility to achieve the goals of the Town Center planning concept and compliance with engineering standards proposed as part of this process.

The following additional street considerations are incorporated in the Street Network Map:

Crestview Lane - extension of this existing private roadway to the east and west to intersect with the proposed Taylor Road and State Route 109. This roadway will be the Main Street/Neighborhood Boulevard as described in the Street Specifications of the Town Center Plan.

Pond-Grover Loop Road - extend existing street to the south and east to connect with Taylor Road.

New Unnamed Roadways (as described by property location) -

- Schneider Property - two (2) new additional north-south roadways, which intersect the Main Street.
- RDR Property - new roadway from Amoco Oil Company facility to Eatherton Road.
- Properties along the north side of Crestview Lane - parallel roadway along State Route 100. This roadway will be located between Eatherton Road and the proposed Taylor Road.
- Properties owned by Greenberg Development Company and Covert-Corsair - three (3) north-south roadways and two (2) east -west roadways. Two (2) of the north-south roadways intersect Manchester Road, west of Village Hills Parkway.
- Greenberg Development Company Property (east side of Taylor Road) - two east-west roadways and one (1) north-south roadway. The two (2) east-west roadways intersect the proposed north-south roadway which ends at Manchester Road.
- Jones Family Properties - one (1) east-west roadway which extends across State Route 109 into the Bower tract of land. This roadway will extend from Taylor Road to State Route 109 then onward to the western end of the Town Center.

- Properties around Old Grover Estates - extension of existing stub streets to surrounding roadway system. The western stub street will turn to the south and intersect Manchester Road.
- St. Onge Property at the southwest corner of State Route 100 and State Route 109 - one (1) east-west roadway and one (1) stub to the south.
- Slavik Property - two (2) north-south roadways and one (1) east-west roadway. One (1) of the north-south roadways connects to Manchester Road.
- Properties located in the Northwest Quadrant of Manchester Road and State Route 109 - one (1) east-west roadway. Starts at Manchester Road and connects to the north-south roadway on the Slavik tract of land.

Development Policies for Established Neighborhoods in the Town Center

Special additional development policies shall apply when development is planned near or affecting existing residential neighborhoods. These policies are intended to promote the concepts of "traditional town planning," while protecting existing neighborhoods and the overall character of the area. Most important of these development policies which must be considered when applying the concepts of Town Center planning to properties within its boundaries is the appropriate transitioning of lot sizes around established neighborhoods, such as Old Grover Estates, Meadows at Cherry Hills, Lindy Lane, Niere Acres Drive, and Crestview Lane. The intent of transitioning lot sizes is to preserve the character of existing neighborhoods which have limited or no redevelopment potential or represent exactly the type of areas the Town Center planning process is trying to achieve, such as Niere Acres and Lindy Lane in particular. Where these circumstances exist, developing properties must reflect an appropriate lot size and density as not to impact the existing character of the area.

Additionally, the development of property near existing residential neighborhoods shall particularly require the dedication of appropri-

ate areas of open space to serve the Town Center community. The areas intended for public use have been partially identified as part of future land use designations for all properties in the Town Center. Additionally, the provision of other open space areas on individual development sites, where applicable and functional, must also be considered. These smaller areas may include portions of developed properties where improvements permit, such as parking areas, pedestrian walkways, and others.

Two (2) other policies to be used in the development of properties in the Town Center include the following:

- the definable portions of any walkable neighborhood must have an appropriate mix of land uses. Therefore, the development of one type of housing unit to the point of shifting this balance should not be considered.

- the layout of streets to serve uses in the Town Center area must be respectful of and take into account appropriate block sizes (length and width) to accommodate proposed Neighborhood Design Standards for different lot types and always promote connectivity of them throughout its boundary.

Request #6

Comments from Master Plan 2016 Update Process

WILDWOOD

AGENDA

for the

2015 - MASTER PLAN ADVISORY COMMITTEE (MPAC)

City Hall Council Chambers/Community Room – 16860 Main Street

Wednesday, April 29, 2015

7:30 p.m. to 9:30 p.m.

(Two (2) Hour Time Limit Will Be Honored)

Re: Service Providers' Input and Internet Survey Results

I. Welcome to Group Members and Opening Comments by Mayor Woerther and the Department of Planning

II. Review and Action on the Minutes from April 14, 2015 Meeting

III. Public Comment and Input

IV. Discussion of Topics and Considerations for Committee and the Update Process

a. Discussion of Internet Survey Results
b. Discussion of Comment Cards from Public Input Sessions
c. Discussion of Service Providers' Comments – Letters
d. Consensus on Inclusions from these Comments for Further Study/Discussion
e. Comments and Questions from Committee Members

V. Next Meeting Date of the Committee – **May 12, 2015 - Tuesday**

VI. Closing Remarks/Adjournment

Note: The 2015 Master Plan Advisory Committee (MPAC) will consider and act upon these matters listed above and any such others as may be presented at the meeting and determined appropriate for discussion at that time.

WILDWOOD

2015 MASTER PLAN ADVISORY COMMITTIEE (MPAC)

TEN (10) YEAR UPDATE PROCESS

RECORD OF PROCEEDINGS

WEDNESDAY, APRIL 29, 2015 - 7:30 P.M. TO 9:30 P.M.

City Hall Council Chambers – 16860 Main Street

I. Welcome to Group Members and Opening Remarks by Chair Bauer and the Department of Planning

Chair Bauer welcomed the Committee Members to tonight's meeting and thanked them for attending a second meeting in the month of April. She noted the Committee has a full agenda to discuss this evening.

Master Plan Advisory Committee Members present: Chair Bauer, David Geile, Sam Visintine, Gary Bohn, Harry LeMay, Jane Wright, Kristy Hull, David Beattie, Larry Feuerstein, Dennis Welker, Ed Kohn, April Porter, Fran Gragnani, Kevin Liddy, Michael Lee, Jon Bopp, Rick Archeski, Debra Smith McCutchen (Council Member Ward 5), and Greg Stine (Council Member Ward 7).

Staff Members present: Director of Planning and Parks Joe Vujnich, City Administrator Ryan Thomas, P.E., Director of Public Works, Rick Brown, P.E., P.T.O.E., City Consultant Dr. Terry Jones, Consultant Cynthia Palazzolo, and Senior Planner Liz Weiss.

II. Review and Action on the Minutes from the April 14, 2015 Meeting

Facilitator Dr. Terry Jones asked if there were any corrections or additions to the minutes, as written. Being none, he stated the minutes stand approved.

III. Public Comment and Input

Michael Ace, Executive Director, Wildwood Family YMCA, 2641 Highway 109, stated the Wildwood Family YMCA is looking to expand its facility, with the possible addition of an outdoor pool, and has had discussions regarding this with St. Louis Community College – Wildwood Campus. He added the YMCA would also like to partner with the City in this regard. He went on to explain how other YMCA facilities in the St. Louis Area have formed partnerships with the cities in which they are located.

IV. Discussion of Topics and Considerations for Committee and the Update Process

a. Discussion of Internet Survey Results

Cynthia Palazzolo, Dr. Jones' colleague, provided an overview of the recently-completed on-line survey by noting some of the following items: seven hundred one (701) surveys were completed; the ratio for satisfaction with standard City services was 3:1, excepting internet access and Town Center Area economic success; and the final report will include coordinates, will be grouped by categories, and provide demographic information.

Discussion was held among Committee Members regarding the following items: if seven hundred one (701) survey responses is an adequate number to provide a thorough analysis; if the results could be categorized by wards; if residents are aware of the Town Center Area boundaries; if the businesses were sent the postcard mailer, informing them of the on-line survey; the belief the results provide helpful information as the Committee Members move forward; if the written responses could be grouped into similar categories; concern with the wording of the survey questions in present tense; concern with the fact that residents in Wards 1 and 6 have limited internet access availability; the belief several of the questions provided do not apply to businesses and the data may not be reflective of their concerns; if another survey could be completed by mail to residents; conversely, the belief the completed survey provided an ample amount of data and feedback for analysis and that doing a mail survey at this point would delay the scheduled process; and the belief that businesses were given the opportunity to complete the on-line survey.

Facilitator Dr. Jones noted that the amount of respondents (701) to the on-line survey provides an ample sampling of information for analysis.

Director Vujnich stated, if the Committee Members were inclined, it could request that Dr. Jones and Cynthia Palazzolo create an internet survey, tailored to the business community.

Discussion was held among Commission Members regarding the following items: the belief that a focused survey of business, with tailored questions, would be helpful to the Committee; the belief that current information on existing and future economic development and its impacts on the City is necessary, especially when considering it as a possible additional element of the Master Plan; and concern with this additional survey effecting the Committee's timeline/schedule.

A motion was made by Committee Member Bohn, seconded by Committee Member Visintine, for Dr. Jones and Cynthia Palazzolo to create an internet survey for businesses by modifying and adding questions from the original survey that are tailored to their interests/concerns. A voice vote was taken regarding the motion. Hearing no objections, Facilitator Jones declared the motion approved.

Director Vujnich noted the Committee could discuss the Environmental and Open Space Elements, at its upcoming meeting on May 12, 2015, since these areas do not have substantial impacts upon businesses. Thus, time will be allowed for the business internet survey to be completed and discussed at the June 23, 2015 meeting of the Committee.

b. Discussion of Comment Cards from Public Input Sessions

Director Vujnich noted the comments made by residents completing a comment card at each of the Public Input Sessions have been provided to the Committee Members in a spreadsheet format and one (1) of tonight's agenda items is to review them and categorize them within one (1) of the existing five (5) elements of the Master Plan and/or consider adding new elements, as necessary, to the Master Plan as well. He reviewed the five (5) current elements of the Master Plan, which are the following: Environmental Element; Planning Element; Community Services Element; Transportation Element; and Open Space and Recreation Element.

c. Discussion of Service Providers' Comments – Letters

Discussion was held among Committee Members regarding the categorization, inclusion, and/or exclusion of the service providers' comments received from the City's letter requesting information *(please see attached sheet for the results and categorizations of this discussion)*. Director Vujnich added some service providers have yet to respond and comments will again be requested.

d. Consensus on Inclusions from these Comments for Further Study/Discussion

A motion was made by Committee Member Archeski, seconded by Committee Member Liddy, to include all roadways under Missouri Department of Transportation's (MoDOT's) jurisdiction in the discussions regarding the Transportation Element. A voice vote was taken regarding the motion. Hearing no objections, Facilitator Jones declared the motion approved.

A motion was made by Committee Member Feuerstein, seconded by Committee Member Archeski, to include Greensfelder Park (St. Louis County), Babler State Park (Missouri Department of Natural Resources), and Rockwoods Range and Reservation (Missouri Department of Conversation) in the discussion regarding the Open Space and Recreation Element. A voice vote was taken regarding the motion. Hearing no objections, Facilitator Jones declared the motion approved.

e. Comments and Questions from Committee Members

Discussion was held among Committee Members regarding the following item: the belief the City should have received feedback from its internet service providers, Bays ET and Wisper ISP.

V. Next Meeting Date of the Committee – May, 12, 2015 (Tuesday) – 7:00 p.m.

VI. Closing Remarks and Adjournment

A motion was made by Committee Member LeMay, seconded by Committee Member Bopp, to adjourn the meeting. A voice vote was taken regarding the motion to adjourn. Hearing no

objections, Facilitator Jones declared the motion approved and the meeting adjourned at 9:18 p.m.

SPEAKER CARDS FROM PUBLIC INPUT SESSIONS (2/19/15 and 3/11/15):					
Last Name:	*First Name:*	*E-Mail Address:*	*WARD:*	*Public Input Session:*	*COMMENT:*
Abouseadah	Sandy	sandy.abouseadah@gmail.com	5	03/11/15	Bridge over 100 at 109 needs replacing-it's not under City control but needs to be done. Trails and parks are great! Snow plowing, trash collection very good. Town Center activities are great.
Allen	Carol	allenho2@yahoo.com	5	03/11/15	Traffic - West Glen Farms. Leaf pick-up at curb. Sewer lateral. Pool tax issue. Need more houses to pay taxes.
Aumiller	Jeannie	jaumiller@mcbridehomes.com	8	03/11/15	The city has wonderful park resources. I believe the city needs more housing more housing options to support the city's existing commercial uses, especially the commercial uses in Town Center.
Banner	Dave	wildwood@mathnasium.com	5	03/11/15	Please add business development to the Master Plan. Allow home spec changes to accommodate home developers - the current plan does not seem to work well.
Belt	Louise	lmcbelt@gmail.com	1	02/19/15	We have enough parks. Need more deer hunting. Encourage solar panels on roofs. Market trails to college students: Saint Louis U, Washington U, UMSL, connect Pond Grover Loop to Taylor Road
Broyles	Elizabeth A.	eabroyles@prodigy.net	1	03/11/15	Consider placing lamp lights on each side of the bridge on 109 highway over Highway 100. This would complement what street lights that are already in Wildwood.
Geiger	Larry	lrgeiger@msn.com	3	02/19/15	n/a
Guenther	Julia	juliaannguenther@gmail.com	1	03/11/15	Can we ensure that all future developments require Native Landscaping only? Even subdivisions - no matter lot size.
Horstman	John	jahorstman@hotmail.com		03/11/15	Excellent job by all. Thanks for your service.
Jones	Judy E.	judyelainejones@gmail.com		03/11/15	n/a
Kladney	Jim	jimkladney@live.com	5	03/11/15	Incentivize commercial development in Town Center (small TIFs).
LeMay	Gail	gaillemay@yahoo.com	5	03/11/15	The strength of Wildwood's ability to envision is amazing. A great dedication has been actively expressed for environment, parks, and trees. BUT what about the kids and young families. What committee is devoted to ensuring safe and inspiring environment that speaks to kids and young families? FYI Ballwin is #10 in the country to live in.
Merrill	Joyce	rockstar1ab@sbcglobal.net	6	03/11/15	Bluff Park 1. Who will police it after hours-easy access for people possibly using drugs, etc. 2. More trash on Old State Road because of this park.
Nichoalds	Don	dnichoalds@gmail.com		Via telephone call	Concerned with limited business and signage stipulations. Would like retail stores such as Wal-Mart for taxes. Concerned about Chesterfield lawsuit and Wildwood's status with pool tax and that our resources will dry up. Consider big-box retail.
Nichols	Mark	mark.alan.nichols@gmail.com	5	03/11/15	Please remove completion of Pond Grover Loop to Taylor Road. Addition of Ward 5 park where Pond Grover Loop would be. Add walking trail through from Pond Grover Loop to Taylor Road.
Pitney	Paul	ptpitney@yahoo.com	5	03/11/15	A small park for Ward 5 has been under discussion for the past few years, but as I understand it, it has been taken out of the City budget. Please place it back on the agenda. There are many families in the Pond-Grover Loop Aera that woudl like a park at the end of Pond-Grover Loop.
Rinderknecht	Barry C.	rinderknecht@prodigy.net	1	03/11/15	I like the idea of a master plan concept that keeps hold of creating a community that welcomes new, young families, retirement communities, single people, etc. Please keep as much of the green spaces which makes our community unique and attractive. Please hold or check too much development for businesses and religious centers. We have enough churches
Sacco	Scott	schoosacco@yahoo.com		02/19/15	n/a

Last Name:	First Name:	E-Mail Address:	WARD:	Public Input Session:	COMMENT:
Schraier	Mike	1950mike@att.net	2	03/11/15	n/a
Smith	Charles	user254548@aol.com		03/11/15	Sewer laterals - disposition & future. Planning mix focus on theme. Schools - don't overbuild; perhaps mixed use future contingent use. 55 and over demographics good. High speed internet is paramount, but which protocol. Rockwood Cavern - is it still a fallout shelter? Horses are a plus. Protect those opportunities.
Sullivan	Donna	dsullivan5656@charter.net	3	03/11/15	Is it possible to review traffic patterns and accident reports and consider stripping crosswalks with reflective paint? For example, at Pointe Clayton (McBride Pointe) and Clayton Road because of overpass bridge and iron fencing drivers must creep onto Clayton (and kids turning left from Lafayette) get in many car accidents. Can or will the City report on a type of scorecard or balance sheet (red, yellow, green coded maybe) on Actual versus plan from the 2010 Master Plan to see how we're doing on "visioning" mission (or mission creep, etc.).
Tremayne	Barbara	btremayne@tremayne.org	1	03/11/15	n/a
Tupper	Leslie	leslietupper@gmail.com	6	03/11/15	We appreciate most of the changes in Wildwood, in the services, in the activities, the look, the green spaces and native landscaping and feel that it has improved the quality of life for us. We especially appreciate the kind, helpful staff. Communication is great.
Virant	Mary Ann	mvirant@me.com	3	03/11/15	Would be great to continue gas line down Shepard Road to Strecker.
Wojciechowski	Paul	wojoplans@yahoo.com	8	03/11/15	Topic 3- Business Development and support services. Focus on services for aging in Wildwood. Maintain development practices, streamline (planning when development meets vision. Topic 4- Complte Street Policy, eliminate the reference of the old Pond Grover Loop to Taylor Road. Develop trails for destinations. Topic 5 - more pocket parks, but not at the expense of road connectivity.
Name not provided				03/11/15	Need much more building in Town Center. Need to relax building restrictions to allow more homes west of 109.
Name not provided				03/11/15	Would love to see more for the children and younger families. Without them the city will not have a future. By allowing affordable housing, a nice rec-plex with a pool and making the City appealing to young families this will help. We need young blood.
Name not provided				03/11/15	Put all meetings on cable. Examples O'Fallon, City of St. Charles, St. Peters
Name not provided				02/19/15	Install language into update reinforcing original tenets of inclusion by re-stating rulings against gated developments.
Name not provided				02/19/15	Would like verbiage added to Master Plan that denotes respect for the people and their property rights. The plan never mentions people. Allow entrance gates for large housing developments.

From: **Larry McGowen** mcgwildwood@att.net
Subject: Re: Master Plan
Date: March 3, 2015 at 9:49 PM
To: Greg Thebeau Greg.Thebeau@bunge.com
Cc: Joe Vujnich joe@cityofwildwood.com

LM

Greg:

Thanks for your comment. I agree with you completely particularly as it pertains to Ward One. I can assure you I will resist any efforts to increase the density of development in our Ward.

Please see these comments are added to the others residents are submitting regarding the master plan update.

Larry W. McGowen
Cell 314-495-1847

On Mar 3, 2015, at 12:21 PM, Greg Thebeau <Greg.Thebeau@bunge.com> wrote:

> Larry
>
> I live at 18912 Wild Horse Creek Rd. I built this house in the mid-90's. I located in this part of Wildwood because of the peaceful and remote aspects of Wildwood. I am firmly opposed to any change in the housing density rules in Wildwood that would result in a more dense plan. We are not Chesterfield. I do not want Wildwood to inch towards a more dense model in any form. Once we move towards a more dense/developed plan there is no going back. Stop it!
>
> CITY OF WILDWOOD
> MAR 04 2015
> DEPT OF PLANNING & PARKS
>
> Gregory L. Thebeau
> 18912 Wild Horse Creek Rd
> Wildwood Mo 63005
>
> This message is intended only for the named recipient and may contain confidential, proprietary or legally privileged information. No confidentiality or privilege is waived or lost by any misdirected transmission. If you received this message in error, please notify us immediately by telephone at 314 292-2000 and immediately delete this message from your system. If you are not the intended recipient, you must not use, disclose, distribute or copy any part of this message.

WILDWOOD

2015 MASTER PLAN ADVISORY COMMITTIEE (MPAC)

TEN (10) YEAR UPDATE PROCESS

RECORD OF PROCEEDINGS

TUESDAY, JULY 14, 2015 - 7:00 P.M. TO 9:00 P.M.

City Hall Community Room – 16860 Main Street

I. Welcome to Group Members and Opening Remarks by Mayor Woerther and the Department of Planning

The Committee's facilitator, Dr. Jones, opened the meeting at 7:00 p.m. and welcomed all in attendance. He then requested a roll call of attendees, which was completed with the following results:

Master Plan Advisory Committee Members present: David Geile, Gary Bohn, Harry LeMay, David Beattie, Larry Feuerstein, Dennis Welker, Ed Kohn, April Porter, Fran Gragnani, Ron Peasley, Michael Lee, Jon Bopp, Rick Archeski, Debra Smith McCutchen (Council Member Ward 5), Greg Stine (Council Member Ward 7), and Mayor Woerther.

Staff Members present: City Administrator Ryan Thomas, Director of Planning and Parks Joe Vujnich, Director of Public Works Rick Brown, P.E., P.T.O.E., and Senior Planner Kathy Arnett.

Mayor Woerther and Director Vujnich welcomed the Committee Members to tonight's meeting and thanked them for attending.

II. Review and Action on the Minutes from the June 23, 2015 Meeting

Dr. Jones questioned if there were any comments or modifications to the minutes. No comments or changes were presented by the Committee Members, so a voice vote was taken for approval of the minutes. There being no objections, Dr. Jones declared the minutes approved.

III. Public Comment and Input

There were no comments from the public.

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

a. Discussion of the Final Resident and Business Survey Reports

Director of Planning Vujnich thanked Dr. Jones and Ms. Palazzolo for their work on the two (2) surveys and asked if the Committee had any questions. Committee Member Geile asked if the Committee

should address the volume of complaints in the survey, by businesses, regarding signage. Discussion was held regarding the following: the vocal minority; the comparison of the City's requirements and process versus other cities in the St. Louis Area; the challenges to Wildwood's general location; the appearance of other commercial areas; the rationales behind Wildwood's codes; the desire to have the City's economic development consultant review the City's signage and the survey responses; and the overall positive feedback on the survey responses.

b. Presentation of Final Environmental and Open Space and Recreation Elements of the Master Plan

Director of Planning Vujnich noted the final charts were prepared relating to the previous actions on the Environmental and Open Space and Recreation Elements of the Master Plan.

Environmental Element

Director of Planning Vujnich then stated the Department would like the Committee Members to review Environmental Goal #5 to ensure the wording was captured correctly by it.

A motion was made by Council Member McCutchen, seconded by Committee Member Gragnani, to retain Environmental Element Goal #5 *(Environmental legacy sites, whether identified or discovered at some later date, should only be considered for future use, after health risks to users have been eliminated.),* as written.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Archeski, seconded by Committee Member Geile, to modify (modification in bold red type) Environmental Element Goal #2 to read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it* ***~~unusually~~ highly*** *vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

A motion was made by Committee Member Bohn, seconded by Committee Member Welker, to amend the motion to remove the current word 'unusually' and not include the proposed word 'highly'. A voice vote was taken to remove highly and unusually, so the Goal would read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it* ***~~unusually~~ highly*** *vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

A voice vote was taken regarding the motion to modify Environmental Element Goal #2. Hearing no opposition, Dr. Jones declared the motion approved.

A motion was made by Committee Member Archeski, seconded by Committee Member Geile, to modify (modification in bold red type) Environmental Element Goal #2 to read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it* ***~~unusually~~ highly*** *vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

Discussion was held among Committee Members regarding the following items: the concern that 'highly' gives less latitude in addressing all soils; the concern the determination of the level of vulnerability should be made by someone with expertise, not this Committee; the desire for the goal to be a general statement; and the reliance on the resource protection matrix, created by a soil scientist, to determine if a soil is vulnerable.

A voice vote was taken regarding the motion to modify Environmental Element Goal #2 to add the word 'highly,' before vulnerable. Hearing more nays than ayes, Dr. Jones declared the motion failed and the final wording of the Goal to read as follows *(Wildwood's topography and soils, part of nine different watersheds, make it vulnerable to erosion, siltation, and flooding caused by storm events, which necessitates regulations to safeguard it. (2006)).*

Open Space and Recreation Element

Director of Planning Vujnich noted the Department had incorporated the Committee's changes and believes the element is ready. Discussion was held regarding why the wording 'visitors and guests' was added and the use of parks by non-residents. There were no changes.

c. Discussion of Transportation Element of the Master Plan - Policies

Director of Planning Vujnich reviewed the changes to the Goals and Objectives completed in the last meeting and the need to now review the Policies of the Transportation Element. There was no discussion on the Goals and Objectives, so discussion on the Policies began.

A motion was made by Committee Member Peasley, seconded by Committee Member Gragnani, to retain Transportation Element Policy #1 *(Promote a policy for the City of Wildwood's traffic needs, which supports the primary creation of a network of safe and ecologically responsible, two-lane, local arterial roadways. Make only improvements required for traffic safety, such as adding shoulders, improving the configuration of intersections, replacing substandard bridges, installing traffic signals, and other topical measures.).*

City Administrator Thomas suggested the Committee add the word 'congestion' to traffic safety.

A motion was made by Council Member Stine, seconded by Committee Member LeMay, to modify Transportation Element Policy #1 to add 'congestion' after 'safety.'

Discussion was held among Committee Members regarding the following items: the definition of congestion and the classifications of safety and congestion, as separate categories, in federal grant applications for funding of road projects.

A motion was made by Committee Member Welker, seconded by Committee Member Beattie, to add the term 'congestion mitigation,' after the word safety, instead of just the word 'congestion.'

A voice vote was taken regarding the motion to amend Transportation Element Policy #1. Hearing more nays than ayes, Dr. Jones declared the motion failed.

A motion was made by Committee Member Peasley, seconded by Committee Member Beattie, to add roundabouts to the list of improvements in Transportation Element Policy #1.

Discussion was held regarding the belief that roundabouts would be covered under the umbrella of existing improvements listed.

The motion was withdrawn by the maker and the second agreed to the withdrawal.

A voice vote was then taken on the original motion to retain Transportation Element Policy #1. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Gragnani, to retain Transportation Element Policy #2 *(Oppose attempts to create a regional outerbelt without a full evaluation of its costs and benefits on the entire metropolitan area. The City of Wildwood should promote the State Route 109 Corridor Study (Missouri Department of Transportation – July 19999) as a guide for future modifications to this roadway, while prioritizing topical improvements to facilitate the safe movement of local traffic within the community. This policy is premised on the negative impacts an outerbelt would have upon this community, particularly with respect to the environmental degradation associated with its construction and increased traffic, the loss of parkland through direct acquisition for roadway right-of-ways, the promotion of greater inter-County traffic movements, and the division of this community into two parts.).*

Discussion was held among Committee Members regarding the possibility of removing the first sentence in this Policy.

A motion was made by Mayor Woerther, seconded by Committee Member LeMay, to eliminate the first sentence in Transportation Element Policy #2.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A voice vote was taken to approve Transportation Element Policy #2, as amended. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Council Member McCutchen, seconded by Committee Member Peasley, to retain Transportation Element Policy #3 *(Oppose construction of major new highways within the City of Wildwood.).*

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Beattie, to retain Transportation Element Policy #4 *(Support the City's existing highway and street network by adopting and implementing land use policies that will promote a compact concentration of development in the Town Center and the two suburban residential areas. These policies should enable more people to walk to their destinations, while also encouraging the Town Center to be served by other forms of access besides the automobile).*

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Bopp, seconded by Committee Member Geile, to retain Transportation Element Policy #5 *(Require local access streets within individual subdivisions to be built to City standards, but consider having such roadways remain private and maintained by the homeowners to further encourage greater control over their ultimate use and appearance, except in the two suburban residential areas and Town Center, where local access streets should be publicly maintained.).*

Discussion was held regarding the number of streets in the NU Non-Urban Residence District that are public.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Bopp, to retain Transportation Element Policy #6 *(Identify safety improvements necessary to all City-maintained roadways, as part of Wildwood's Capital Improvement Program. Such improvements may include the following: replacing antiquated bridges that are too narrow and subject to flooding; improving road alignments in places where there have been accidents; widening roads where necessary and feasible to provide shoulders; correcting unsafe intersections; and providing a network of multiple links, so there is always more than a single way of going from one destination to another.).*

A motion was made by Committee Member Geile, seconded by Committee Member Welker, to remove the word 'always' in the last part of the final sentence.

Discussion was held regarding the aggravation of streets that don't interconnect.

A voice vote was taken regarding the motion. Hearing more nays than ayes, Dr. Jones declared the motion failed.

City Administrator Thomas suggested changing the word 'accidents' to 'crashes' to update the terminology used by traffic engineers.

A motion was made by Committee Member LeMay, seconded by Committee Member Beattie, to add the phrase 'repeated crashes' in replacement of the word 'accidents' in the Policy.

A voice vote was taken regarding the modification. Hearing more ayes than nays, Dr. Jones declared the motion approved.

A voice vote was taken to retain Transportation Element Policy #6, as amended. Hearing more ayes than nays, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Archeski, to retain Transportation Element Policy #7 *(Protect existing bridges by implementing such measures as the posting of weight limits to protect them from excessive loads, identify potentially dangerous approaches with appropriate warning signs, and prohibit truck traffic on roadways where weight-restricted crossings are located).*

Discussion was held regarding the federal requirements for posting of bridge weight limits.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Council Member Stine, seconded by Committee Member Lee, to retain Transportation Element Policy #8 *(Preserve and enhance the scenic environmental qualities, which exist along many of the City's roadways and their intersections, through the application of appropriate design standards reflecting a sensitivity toward the area's unique environmental characteristics. These standards should be applied in the planning, construction, and maintenance of all roadways.).*

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Council Member McCutchen, seconded by Committee Member Gragnani, to retain Transportation Element Policy #9 *(Designate certain roadways (listed in the Transportation Element and shown on the Transportation Plan) for the City of Wildwood's arterial system and provide an improvement policy for each of them. Do not adopt other arterials and new roadways that may have been projected as part of previous St. Louis County plans, in particular, the Pond Grover Loop Road. Roadways necessary to support the City of Wildwood's Town Center will be identified in conjunction with its own detailed plan.).*

Discussion was held regarding St. Louis County's plans for the Pond Grover Loop Road, which included its construction as a ring road similar to Chesterfield Parkway.

A motion was made by Committee Member Archeski, seconded by Committee Member Kohn, to remove the wording 'in particular the Pond Grover Loop Road' from the Policy.

Discussion was held regarding the timeliness of referring to plans developed in this area by St. Louis County twenty (20) years ago.

A voice vote was taken regarding the motion to amend the Policy. Hearing one (1) objection, Dr. Jones declared the motion approved.

A motion was made by Committee Member Welker, seconded by Council Member Stine, to remove the entire sentence beginning with 'Do not adopt...'

Discussion was then held regarding the following: the desire to modify the plans for roadways, as situations arise, and the relevance of defensive references twenty (20) years after the City's incorporation.

A voice vote was taken on the motion to modify the Policy. Hearing more ayes than nays, Dr. Jones declared the motion approved.

Discussion was held regarding the creation of the Transportation Plan in 1996 and the existence of some roadways within the City that are still owned and maintained by St. Louis County.

A voice vote was taken on retaining Policy 9, as amended, with single sentence being removed. Hearing only one (1) objection, Dr. Jones declared the motion approved.

A motion was made by Committee Member Beattie, seconded by Committee Member Bopp, to retain Transportation Element Policy #10 *(Continue to promote safe roadways for pedestrians, bicyclists, and motorist (Safe Streets Initiative) (2006)).*

Discussion was held regarding an overview of the Safe Streets Initiative.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Peasley, seconded by Mayor Woerther, to retain Transportation Element Policy #11 *(Develop a Scenic Byways Program for certain City streets that exhibit the characteristics embodied in many of the Master Plan's Elements relating to the environment, planning, transportation, and open*

space and recreation goas, objectives, and policies. Examples of these roadways would include, but not be limited to, Manchester Road (formerly Route 66), State Route 109, and Bouquet Road. (2006)).

Discussion was held regarding other scenic roadways that may not have been expressly included.

A motion was made by Council Member McCutchen, seconded by Committee Member LeMay, to remove the last sentence that lists specific roadways.

A voice vote was taken regarding the motion to amend the Policy. Hearing only one (1) objection, Dr. Jones declared the motion approved.

Discussion was held regarding the following: the desire to have some policy, even if it is not a specific scenic byways program, to support Transportation Goal #2; and the need for this Policy, which may already be addressed by Transportation Policy #8.

A voice vote was taken on the motion to retain the Policy, as amended. Hearing more nays than ayes, Dr. Jones declared the motion failed and the Policy was removed.

Director of Planning Vujnich questioned if there were any additional Transportation Policies the Committee wished to see added to the list.

A motion was made by Council Member Stine, seconded by Council Member McCutchen, to create a Policy that would oppose a MetroLink extension into the City of Wildwood.

Discussion was held regarding the following: the expression, by some, in the Resident and Business Surveys opposing a MetroLink extension; the likelihood of this extension in the near future; the lack of knowledge on where a future extension might be located; the requirement for a public vote on this type of extension; and the benefits of the current Metro bus service to the Town Center Area.

The motion, and second, were withdrawn.

A motion was made by Council Member McCutchen, seconded by Committee Member Lee, to modify (modification in bold red type) Transportation Element Objective #4 *(The development of future alternatives to automobile transportation in the City of Wildwood should be explored* ***~~and supported~~****.)*

A voice vote was taken to amend the Objective. Hearing more ayes than nays, Dr. Jones declared the motion approved.

Director of Planning Vujnich reviewed the Transportation Plan and the listed roadways.

A motion was made by Committee Member Bopp, seconded by Mayor Woerther, to accept the East-West arterials.

Discussion was held regarding the following: the definition of limited access; the criteria used in selecting these roadways; the plan by the City to add shoulders along Manchester Road, west of State Route 109, in the near future; and the possible inclusion of Pierside Lane, although this roadway was determined to function as a collector street, until it is connected to Old State Road.

A voice vote was taken regarding the motion. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Welker, seconded by Committee Member Bopp, to approve the listed North-South arterials.

Discussion was held regarding the following: the inclusion of Shepard Road; the enforcement of speed limits on Westglen Farms Drive and Thunderhead Canyon Drive; the potential improvements along Westglen Farms Drive to increase aesthetics and safety along this roadway; and the completion of development along Westglen Farms Drive and Thunderhead Canyon Drive.

A motion was made by Committee Member Lemay, seconded by Council Member McCutchen, to eliminate the sentence referencing no improvements along Westglen Farms Drive.

A voice vote was taken on the sentence elimination. Hearing only one (1) opposed, Dr. Jones declared the motion approved.

A motion was made by Committee Member Kohn, seconded by Committee Member Gragnani, to add Shepard Road to the list of the North-South arterial roadways.

Discussion was held regarding the following: the desire of the Committee to see a map referencing the location of the arterial roadways; and the traffic volumes on Strecker Road, Shepard Road, and Orrville Road.

A voice vote was taken on the addition of Shepard Road. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Committee Member Beattie, seconded by Mayor Woerther, to include the reference to the acceptance of topical safety improvements along Strecker Road.

A voice vote was taken on the amendment for Strecker Road topical improvements. Hearing no objections, Dr. Jones declared the motion approved.

A motion was made by Mayor Woerther, seconded by Committee Member Welker, to add North Eatherton Road to State Route 109, since it is the continuation of that roadway north of Wild Horse Creek Road.

A voice vote was taken, with no opposition, and Dr. Jones declared the motion approved.

d. Discussion of Planning Element of the Master Plan - New

Since the 9:00 p.m. meeting time limit had been reached, the Committee chose to defer discussion of the Planning Element to the next meeting.

c. Comments and Questions from Committee Members

None

V. Next Meeting Date of the Committee – July 28, 2015 – (Tuesday at 7:00 p.m.)

VI. Closing Remarks and Adjournment

Director of Planning Vujnich noted the Committee's next meeting was scheduled for Tuesday, July 28th, and then August 11th. Looking ahead, the Committee will likely need to meet a second time in August to stay on schedule. This additional meeting will be discussed further, but the Department will request a meeting on August 25th, since two (2) elements and the new economic development element, still need to be completed by the end of that month. He also noted an aerial photograph was distributed tonight showing a property location whose owner had requested to speak to the Committee regarding a Master Plan Land Use Category change for her property. She will likely be in attendance at the Committee's next meeting.

Mayor Woerther thanked everyone for coming to the meeting and encouraged them to attend the concert scheduled Friday night, July 17th, in the Town Center Plaza.

There being no further items, the meeting was adjourned at 9:05 p.m.