



Chapter 7: Uptown District and Muk Sub-Area Plans

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Introduction

The purpose of the Uptown District and Muk Sub-Area Plans is to look more in-depth at these two important areas of the City.

The Uptown District is one of the key gateways into the City from Interstate 70. Uptown has consistently been mentioned by the community as a priority.

The Muk sub-area is the largest undeveloped area of the City. How this area grows over the next decades will define the character of the western section of the city.

The sub-area plans help inform other elements of the comprehensive plan including the land use plan, transportation plan, and open space plan.

The sub-area plans also establish goals and recommendations that are unique to each of these areas.

Uptown District Plan

Overview

As a main exit from I-70, the Uptown area is one of the key gateways into Lake Saint Louis.

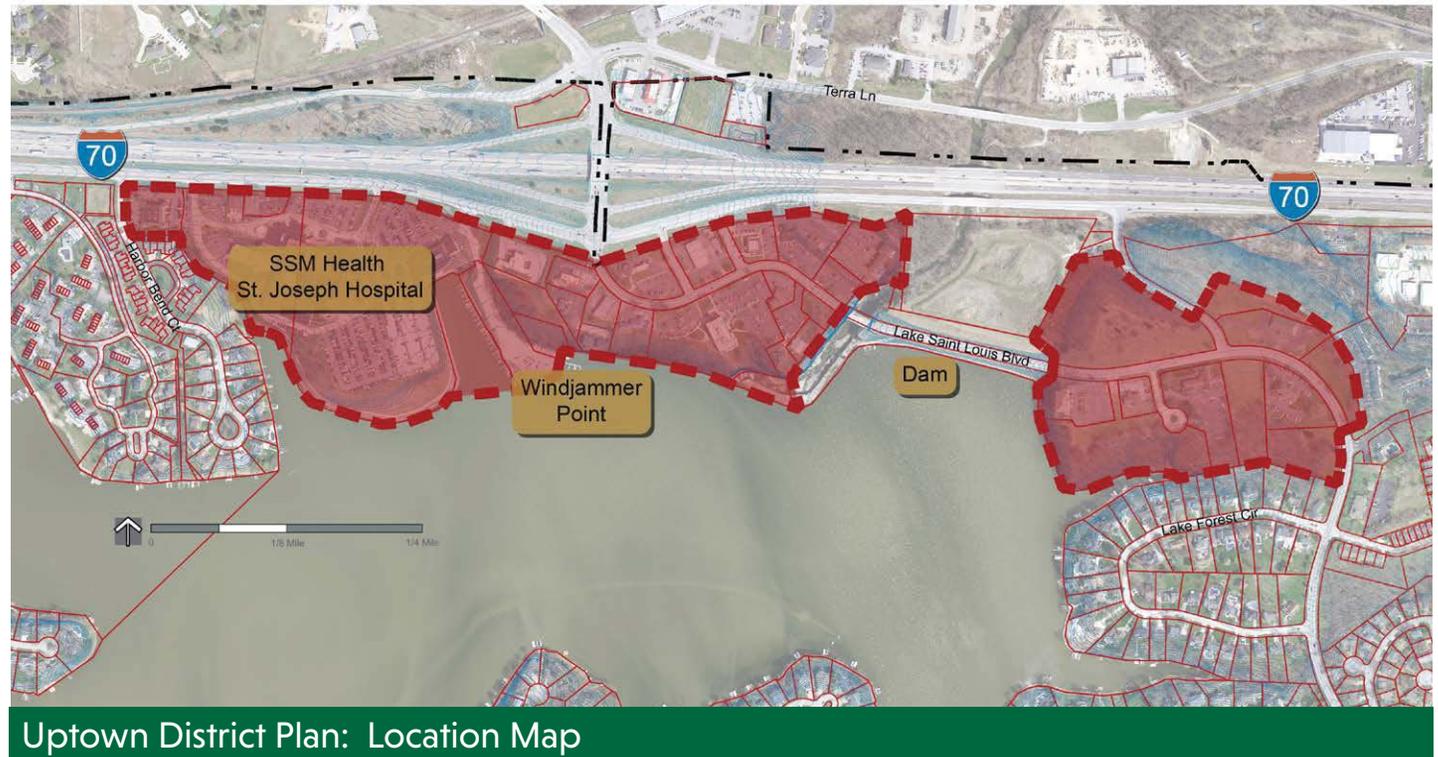
The Uptown area includes SSM Health St. Joseph Hospital to the west and Lake Saint Louis Boulevard as it crosses the dam and the area just east of the dam. Existing conditions in Uptown include a wide variety of uses including office, medical, restaurants, banks, a gas station, and retail.

This short stretch of Lake Saint Louis Blvd. developed between 1971 (the Lake Saint Louis Office Center parcel) and 1994 (the Shell station). About one parcel deep on either side, it is bordered to the north by Interstate 70 and to the south by Lake Saint Louis. Its unique configuration places it at a nexus of several roles. On one hand, the small area serves highway travelers and other commuters, competing with other interchanges along the interstate. On the other hand, as one of Lake Saint Louis' "front doors" as well as one of the few non-residential lakefront areas within the city, this small commercial area has the potential for thoughtful redevelopment that better capitalizes on these unique qualities moving

forward.

The sub-area plan includes three scenarios that evaluate various conceptual options within Uptown. The scenarios for development shown in this section are concepts that express the principles and goals of the Comprehensive Plan. It is not intended to express action by the City

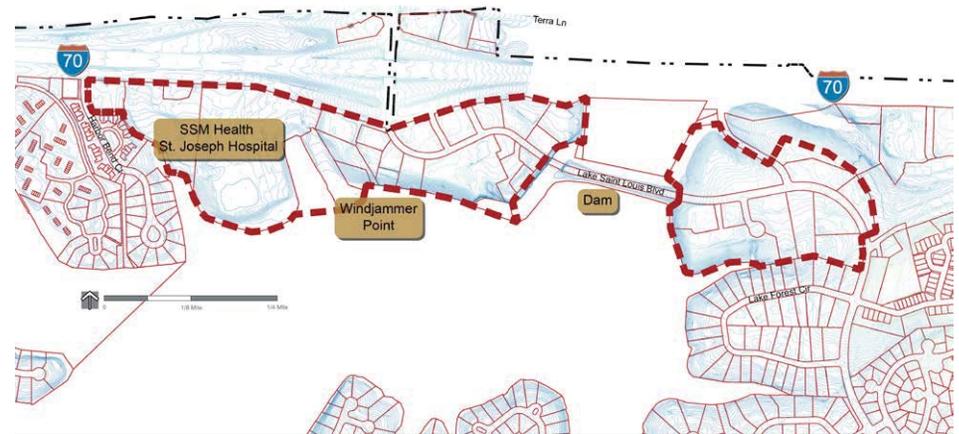
to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.





Existing Zoning

Existing zoning includes several categories including Highway Commercial, Community Business, Planned Development, and Public Activity. In 2007, a Downtown Lakefront Redevelopment Overlay District was enacted to allow redevelopment opportunities for residential, retail, and businesses.



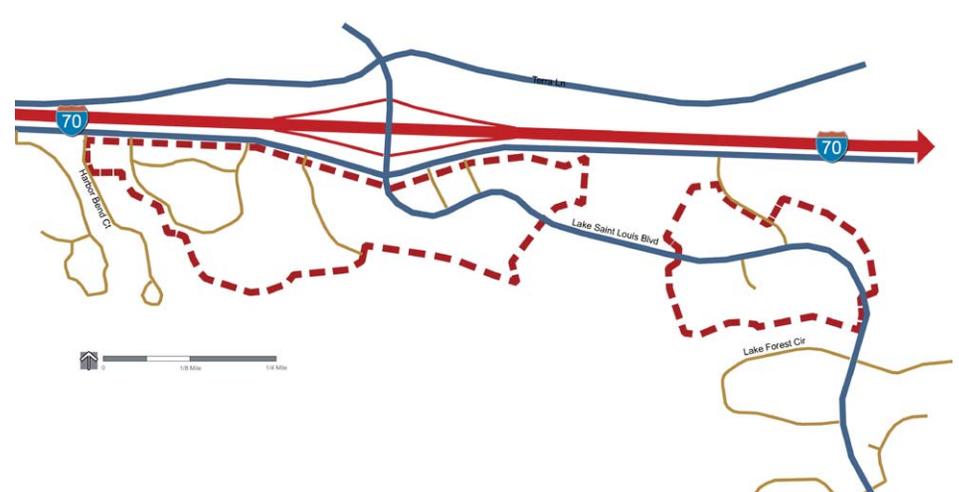
Existing Topography

The defining characteristic of the existing topography in the Uptown is the steep lake shoreline. The shoreline is 20'-50'+ in height, with many areas over 50' in height and steep slopes of 2:1 or greater.



Existing Buildings

Much of the existing area is developed with existing buildings served by surface parking.



Existing Streets

The area is served by Lake Saint Louis Boulevard with Veterans Memorial Parkway and Interstate 70 to the north.

Scenario Plans

The sub-area plan includes three scenarios that evaluate various conceptual options within Uptown. The scenarios for development shown in this section are concepts that express the principles and goals of the Comprehensive Plan.

It is important to note that the scenarios should not be viewed as scenario #1 vs #2. Scenarios 1A and 1B show options for improving the Uptown District, especially in the short term, through streetscape improvements that are largely in the public right-of-way, and thus the implementation can be greatly influenced by the City. Scenario #2 shows holistic redevelopment of private parcels that will depend on multiple factors for implementation.

Goals for the Uptown District

- Ensure a public promenade (for dining, trail, views) along the bluff line that provides a continuous connection from the existing trail at SSM St. Joseph Hospital to Lake Saint Louis Boulevard near the dam.
- Ensure a streetscape frontage along Lake Saint Louis Boulevard where buildings are sited along the street with limited setbacks. Streetscape elements should include street trees, pedestrian lighting, and other amenities that create a walkable environment and a welcoming front door into the City.
- Respect views from the residences across the lake toward Uptown development including trees to soften views, cutoff lighting, and building heights.
- Respect lake neighbors to the Uptown District with noise ordinances that restricts late night obtrusive noises.
- Traditional architectural design that emphasizes brick, stone, and awnings.

Purpose of Scenarios

The scenarios show concepts of what Uptown might look like in the future. The scenarios are meant to express potential goals, recommendations, and strategies for the Uptown District.

The scenarios are not meant to propose any redevelopment. The scenarios are not intended to express actions by the City to acquire and redevelop privately held properties. The City is not a developer. Any future redevelopment of the Uptown District will likely be long-term and be privately driven. Any proposed redevelopment plan by a private developer will have to adhere to the City's approval process including zoning requirements and other development regulations.

In 2007, the City adopted a zoning overlay district for the Uptown District that encouraged mixed-use redevelopment. By looking at the Uptown District in more detail as part of the comprehensive plan, advantages and disadvantages of future scenarios and concepts for the Uptown District can be evaluated and discussed.



Scenario 1A



Scenario 1B



Scenario 2



Note: This concept illustrates one possible scenario for redevelopment that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.

Uptown District Plan: Scenario 1A - Public Realm Enhancements (Pedestrian Improvements)

POTENTIAL IMPROVEMENTS

- ① Roundabout at Lake Saint Louis Boulevard and I-70.
- ② Pedestrian crosswalks.
- ③ New sidewalks on both sides of Lake Saint Louis Boulevard.
- ④ Opportunities for street tree plantings.

BENEFITS

- Focus on public realm enhancements allows for greater control and schedule of improvements.
- Provides sidewalks and increases pedestrian safety and walkability.
- Investment could help spur private redevelopment.

DISADVANTAGES

- Not a holistic solution for Uptown. Doesn't address redevelopment opportunities and access to lake viewsheds.
- Limited width available for streetscape enhancements.
- Doesn't address multiple parking lot entrances (not a continuous streetscape).



Existing Office Building

Existing parking lot entrances creates gaps in pedestrian network.

Roundabout

Opportunities for Street Trees

Pedestrian Crosswalks

Uptown District Plan: Scenario 1A - Public Realm Enhancements (Pedestrian Improvements)



Note: This concept illustrates one possible scenario for redevelopment that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.

Uptown District Plan: Scenario 1B - Public Realm Enhancements (Enhanced Streetscape)

POTENTIAL IMPROVEMENTS

- ① Roundabout at Lake Saint Louis Boulevard and I-70.
- ② Four-way stop with enhanced intersection paving and crosswalks.
- ③ Align drives to create four-way stop with enhanced intersection paving and crosswalks.
- ④ Eliminate turn lane to create additional width for streetscape enhancements including sidewalk, trees, and lighting.
- ⑤ Eliminate extra parking lot entrances to create a unified streetscape frontage.

BENEFITS

- Focus on public realm enhancements allows for greater control and schedule of improvements.
- Opportunity to create a welcoming gateway into Lake Saint Louis.
- Four-way stops provides traffic calming and reduces need for turn lane.
- Investment could help spur private redevelopment.

DISADVANTAGES

- Not a holistic solution for Uptown. Doesn't address redevelopment opportunities and access to lake viewsheds.
- Reduction of parking lot entrances will require support and agreement with adjacent property owners.
- More costly than Scenario 1A, especially relocating curblines.



Existing Office Building

Consolidation of extra parking lot entrances creates a unified streetscape frontage.

Roundabout

Eliminate turn lane to create additional width for streetscape enhancements including sidewalk, trees, and lighting.

Align drives to create four-way stop with enhanced intersection paving and crosswalks.

Uptown District Plan: Scenario 1B - Public Realm Enhancements (Enhanced Streetscape)



Uptown District Plan: Scenario 2 - Holistic Redevelopment

POTENTIAL IMPROVEMENTS

- ① Roundabout at Lake Saint Louis Boulevard and I-70.
- ② Four-way stop with enhanced intersection paving and crosswalks.
- ③ Pedestrian promenade with views of the lake.
- ④ Outdoor dining areas.
- ⑤ Hotel / Restaurant.
- ⑥ Mixed-Use (Office/retail/dining with apartments).
- ⑦ Canopy trees to soften views of buildings from lake.
- ⑧ Office.
- ⑨ Condominiums or apartments.
- ⑩ Existing office building.

BENEFITS

- A holistic solution for Uptown with redevelopment and a vibrant mix of uses.
- Opportunity to create a welcoming gateway into Lake Saint Louis.
- Pedestrian promenade provide public accessible viewsheds of the lake and opportunity for dining locations.

DISADVANTAGES

- Multiple property owners will require significant coordination on redevelopment strategies and timelines.
- Views of Uptown from lake are equally important. Uptown District will require height limitations, lighting requirements, and tree plantings to soften building facades.



Outdoor Dining

Hotel / Restaurant

Outdoor Dining

Roundabout

Existing Office Building

Mixed-Use (Office/retail/dining with apartments).

Pedestrian Promenade

Longer term redevelopment (mixed-use).

Condominiums or Apartments

Streetscape with street trees, ornamental lighting, and enhanced intersections.

Office Building

Condominiums or Apartments

Note: This concept illustrates one possible scenario for redevelopment that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.

Uptown District Plan: Scenario 2 - Holistic Redevelopment

KEY GOAL (In-depth): Ensure a public promenade (for dining, trail, views) along the bluff line than provides a continuous connection from the existing trail at SSM St. Joseph Hospital to Lake Saint Louis Boulevard near the dam.

The public promenade along the bluff line will need to serve multiple functions. One, it will need to allow public access for walking, biking, dining, and viewing and include amenities such as landscaping, trees, seating areas, and pedestrian lighting. The width of the promenade should be as wide as possible to allow its use as a multi-functional, public space.

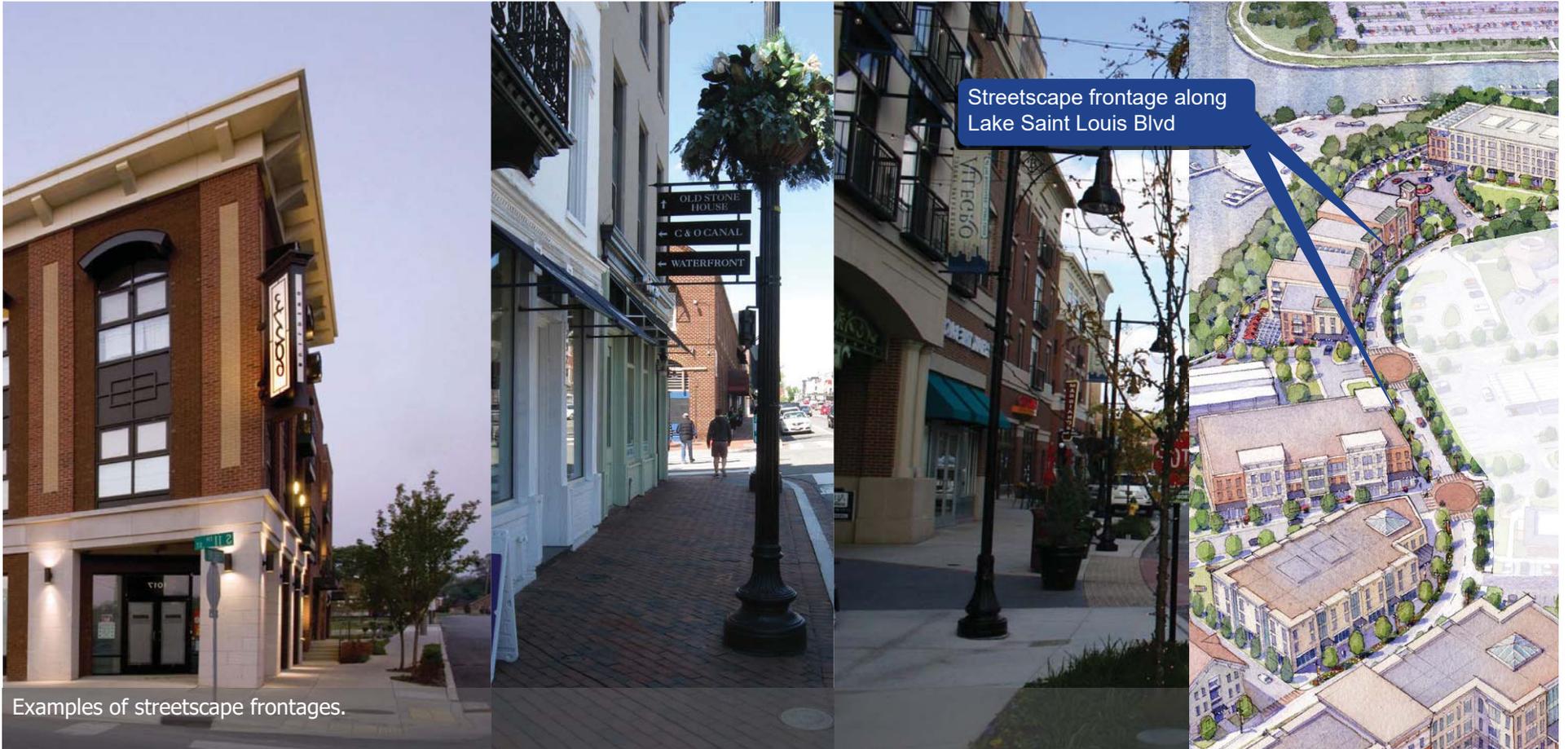
Second, the promenade will need to accommodate maintenance and emergency vehicles. The minimum clear width, as necessary in constrained areas, should be no less than 12 feet (or more if needed to accommodate emergency or maintenance vehicles).



Examples of public promenades adjacent to water and residential / mixed-use areas.

KEY GOAL (In-depth): Ensure a streetscape frontage along Lake Saint Louis Boulevard where buildings are sited along the street with limited setbacks.

Future development in the Uptown District should create a continuous streetscape frontage along Lake Saint Louis Boulevard with a walkable streetscape. The streetscape should include amenities such as street trees, pedestrian lighting, enhanced crosswalks, and street furnishings.



KEY GOAL (In-depth): Respect views from the residences across the lake toward the Uptown District development.

Views toward the Uptown District should be respected by using landscaping to soften the views of buildings, cutoff lighting, and preserving the existing bluff trees where possible.

provide adequate soil for the health of the trees. Where trees are not possible, green screens or other types of landscaping should be used.

Trees should be the primary tool for softening the views of buildings through landscape. Soil cells or structural soils may be necessary to



Examples of landscape softening the views of buildings.

Redevelopment Approach for the Uptown District

The Holistic Redevelopment scenario for the Uptown area calls for greater density, aesthetic improvements, and a mix of uses designed to increase street-level activity. The goals of these concepts is to create a welcoming gateway into Lake Saint Louis, develop Uptown into a community asset, and to better take advantage of the unique topography of lake-facing parcels. All three goals not only improve community quality of life, but confer economic development benefits from increased economic activity and increased tax revenue. Demographic and economic indicators, as well as information collected throughout the Comprehensive Plan community engagement process, indicate real market opportunity for redevelopment in Uptown, with the strongest demand for residences and restaurants. Hotel development would benefit from proximity to the highway and the hospital, and would take advantage of the lack of nearby hotels. Office and retail development would be attractive in this location and could attract tenants based on lake proximity, highway proximity, and an attractive setting.

Residential Apartments and Condominiums

In this location, residential development would consist of higher-density apartments and condominiums positioned to take advantage of lake views. As the population of west St. Charles County continues to grow Lake Saint Louis could add from 5,500 to 12,100 new residents by 2040. This population surge could necessitate between 2,520 and 5,180 new housing units. Apartments and condominiums in the Uptown location would capture an appropriate share of this demand from young professionals not yet ready to buy single family homes, empty nesters looking to downsize and reduce homeowner responsibilities, and residents in other life stages who prefer to rent or live in smaller units. Having a greater number of units in a smaller footprint at this location not only enlivens Uptown, but also provides greater support for retail and restaurant amenities for which Lake Saint Louis residents have expressed desire during the planning process.

Restaurant Development

The Holistic Redevelopment scenario for the Uptown District would largely relocate existing retailers and restaurants into ground floor spaces of larger residential and/or office buildings in order to make more efficient use of the existing land area at this premium location. Six current restaurants, ranging from fast food and Chinese take-out to sit-down Mexican food and sushi, indicate the success of restaurants at this location. The redevelopment plan preserves space along the corridor for restaurants, but introduces the potential to add new restaurant spaces overlooking the lake. This addition of spaces targeted to more “upscale” restaurant tenants addresses the desire expressed by the community for “nicer” restaurants within Lake Saint Louis.

Hotel Development

Currently, a 65-room America’s Best Value Inn occupies the northeast part of Uptown, suggesting a certain, if limited, level of demand for two-star accommodations in this location. But its physical and management conditions also suggest that this market niche is not appropriate for Lake Saint Louis. A more upscale

hotel offering lake views, however, along with proximity to restaurants, retailing, the hospital, and easy highway access could be much more successful in this location. The nearest full-service hotels, a Ramada and a Regency Plaza, are 2.5 miles west in Wentzville, and there are no other hotels within Lake Saint Louis. Uptown is strongly positioned as a logical site for any new hotel development in the city, though this could be made complementary to a potential hotel in the I-64 corridor.

Retail Development

The type of retail that would flourish in an Uptown setting would tend to be smaller independent or boutique establishments given the smaller available development footprints. The success of retail in this location would be most heavily contingent on the total visitor package offered by Uptown and would rely heavily on attracting foot traffic and nearby residents, along with highway travelers, through residential development, restaurant patrons, and visitors to the pedestrian promenade. There is reason to believe that retail development in this location may face competition from The Meadows, which itself has struggled

slightly to retain tenants in recent years; however, the most successful model of retail development in this site would follow more of a “Main Street” approach than The Meadows, thus offering an entirely different and complementary retail climate.

Office Development

The Uptown District would be attractive for office development because of lake views, highway access for commuters, and nearby amenities. As growth moves westward and as the labor force in St. Charles County expands, more commercial tenants are locating and relocating in St. Charles County. Absorption of office space has been largely positive and steady in the county, but with little speculative construction. Locations overlooking Lake Saint Louis would be ideal for new Class A office space, but will likely require identifying a tenant or tenants interested in build-to-suit at this location.

Conclusions

Overall, the success of one type of development increases the likelihood that the other types will be successful as well. Residents, office workers, and hotel guests provide foot traffic for restaurant and retail patronage throughout the day, and also benefit from having amenities convenient to their homes, places of work, and places of stay. Redeveloping Uptown with a mix of uses fits in with many of the plan principles and key goals outlined throughout the comprehensive planning process by strengthening community character and neighborhood vitality, providing outdoor recreational space, and creating a basis for greater economic development for the city as a whole.

Challenges

Moving forward, there are some challenges involved in implementing the Holistic Redevelopment plan for Uptown. Property ownership is fragmented and different property owners hold diverse long-term visions for their parcels. Taking full advantage of Uptown’s potential will take sustained, earnest effort and outreach based on a compelling consensus vision of the new role of Uptown as it relates to Lake Saint Louis and to the profit motives of property and business owners. This requires a cohesive market strategy based on the idea that the whole can be greater than the sum of its parts, and that benefits accrue not just to individual businesses, but to LSL as a whole, in terms of its image, overall amenities package, and public revenue generation.

Economic Development Tools (Strategies for Moving Forward)

Luckily, there are a number of economic development tools that increase the likelihood of attracting high quality, lasting development that can be used to support Uptown redevelopment efforts. These interlocking and mutually reinforcing redevelopment components are shown on the following graphic. The descriptions of the economic development rationale, strategies, and tools associated with each puzzle piece are described in the following section. Note that any “piece” can be deployed at any point in the overall redevelopment process, and the most

logical sequencing of strategic actions can vary from place to place and project to project. For the purpose of Uptown, it makes sense to begin to lay the groundwork in terms of management, redevelopment, and placemaking ahead of efforts to promote the revitalized district because of the potentially long time horizon involved in the first three steps.



Create a central coordinating body for Uptown improvement efforts.

Collaborate & Coordinate

Increase collaboration between Uptown stakeholders, including the City of Lake Saint Louis, business owners and property owners.

One potential example to provide a forum for collaboration is the establishment of an Advisory Council to the city, which could be made up of citizens with an interest in the Uptown area. Advisory Councils are typically volunteer efforts and serve mainly as advocates for their particular agenda.

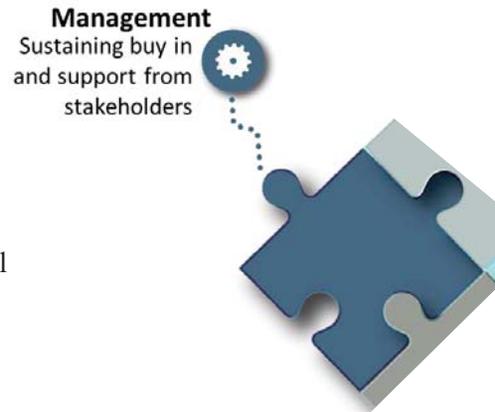
Ensure Funding

Consider the creation of a Special Business District (SBD) or a Community Improvement District (CID), with the funds collected designated for specified district improvement activities, such as landscaping and other maintenance, parking facilities, marketing, and infrastructure improvements.

In the case of a Special Business District (SBD), business owners define their own geographical boundaries and method of raising revenues. Businesses may assess an additional fee on licenses, or levy an additional property tax not to exceed 85 cents per \$100 assessed valuation. The district may also include residential properties.

A Community Improvement District requires a petition signed by 50% of district property owners and levies an additional tax of up to one percent on sales within the district's boundaries.

In addition to raising revenue for improvements within a district, the SBD and CID organizations provide a platform for advocacy, collaboration, and dispute resolution.



Use streetscape improvements to improve walkability and signal reinvestment

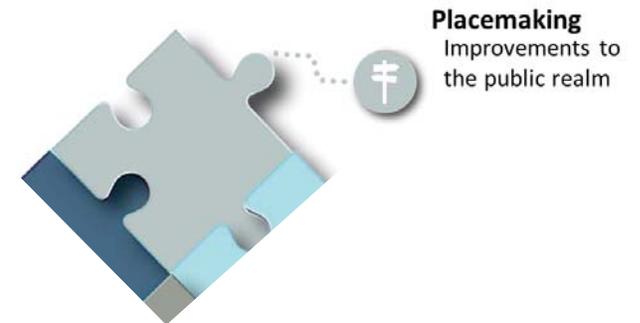
Increase Walkability

Increasing walkability through roadway and sidewalk reconfigurations set the table for economic development. Examples include widening sidewalks, introducing traffic calming measures, and improving the pedestrian experience at crosswalks. A

vibrant pedestrian environment can be a substantial marketing advantage and distinguish the corridor from other vehicle-oriented commercial corridors.

Signal Reinvestment

Streetscape improvements alone are only one component of an overall economic development strategy, but they can play a key role in catalyzing reinvestment by signalling a greater amount of public investment in an area. Physically transforming a place creates a “before” and an “after,” where the “after” offers the possibility of a new status quo.



Develop and carry out a sub-area plan as a joint effort between the public and private sectors.

Placemaking and Walkability

The design and placement of buildings also greatly influences the walkability of a place. The public sector and community can greatly influence the design of new buildings through the use of zoning and form-based codes (or design guidelines) that stipulate massing, setbacks, parking regulations, and other elements which are known to affect overall walkability.



Promote the corridor as a place to “live, work, and play.”

Promotion

Promotion can be carried out by the business district, if one is formed, or a larger entity, such as the City of Lake Saint Louis or the Western St. Charles County Chamber of Commerce.

This entity can create publicity about what is in the corridor, such as developing a map and guide to area restaurants and retailers that can be provided to hospital visitors and hotel guests. Ads in local magazines or billboards can also be helpful to put a redeveloped Uptown on the radar of both locals and visitors.

Promotion
Publicizing Uptown as a “Live, Work, Play” destination



Branding

Branding means incorporating a consistent theme throughout district elements. The purpose of branding and marketing is to communicate that uniqueness of a place in a manner that attracts and sustains economic activity and social progress.

Though branding is often geared toward future users and bringing in outside development and revenue, successful rebranding efforts draw upon the assets of the existing community and work initially to re-convince Lake Saint Louis residents and businesses of Uptown’s future viability.

Programming

Programming is a way of creating publicity and drawing in visitors and nearby residents to see what Uptown has to offer. An annual event such as “Lake Saint Louis Day” could generate renewed interest in the district from those who haven’t recently visited or who are unfamiliar with the redevelopment efforts.

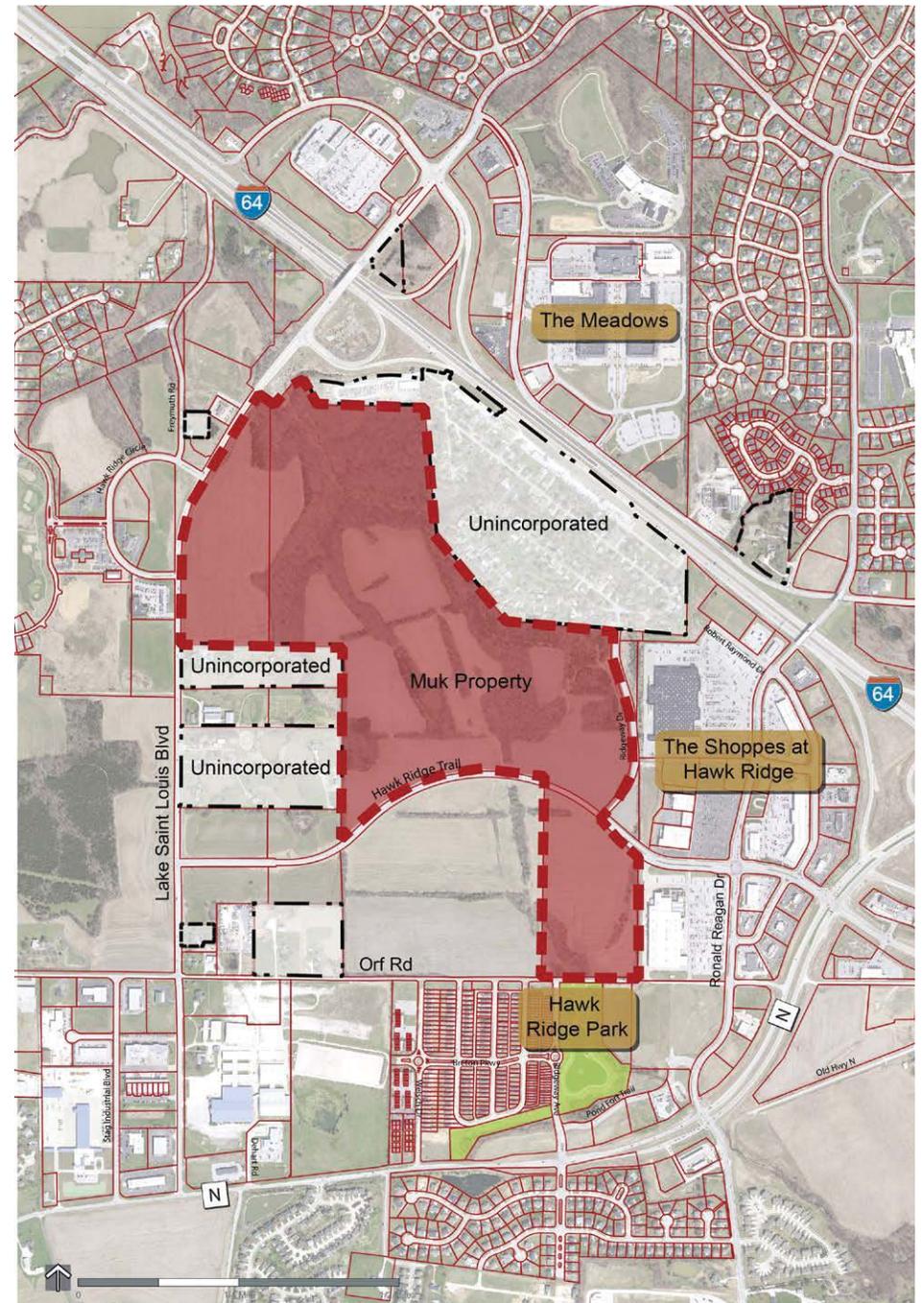
Muk Sub-Area Plan

Overview

At over 175 acres, the Muk property, as it is commonly referred, is one of the largest undeveloped, contiguous areas of land in the City. The future of this area will have a tremendous impact on the character of the western part of the City.

The Muk property is bounded by developed and undeveloped areas. To the east is the Shoppes at Hawk Ridge, to the south is existing residential and Hawk Ridge Park, to the northwest is some office, and to the west is mostly undeveloped.

The sub-area plan included a planning process that evaluated three scenarios that examined various land use and conceptual options within the vicinity of the Muk property. The scenarios helped inform the City's land use plan and comprehensive plan recommendations. The scenarios also explore development / redevelopment of unincorporated areas. The scenarios are conceptual and are not intended to express action by the City to acquire and redevelop privately held properties or annex unincorporated areas.



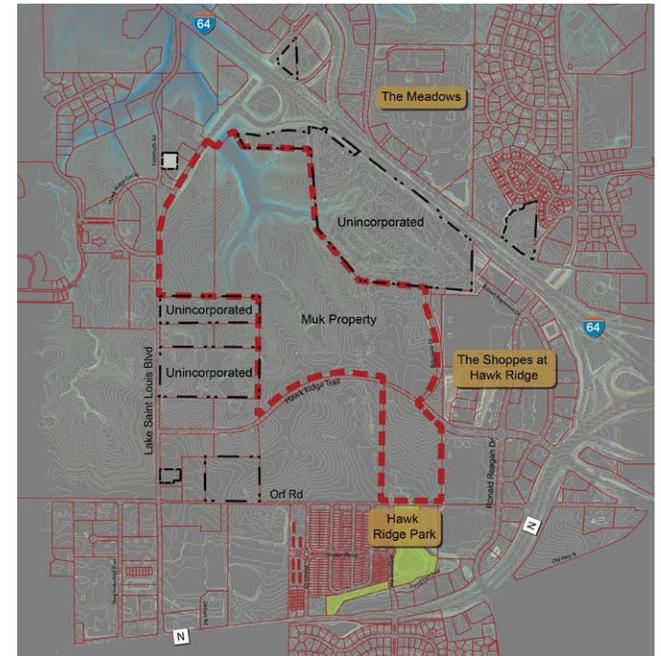
Muk Sub-Area Plan: Location Map

The Muk parcel is zoned Highway Commercial. Adjacent properties are zoned Business Park and Planned Development. There are several unincorporated areas adjacent to the Muk parcel.



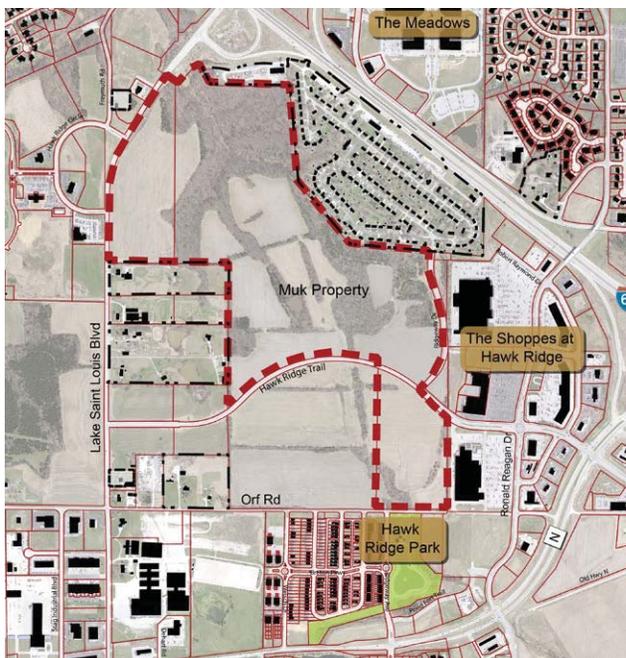
Existing Zoning

The existing Hawk Ridge Trail is the approximate location of a ridge that bisects the Muk property. To the north and south of Hawk Ridge Trail the topography slopes down with several drainage ways, especially to the north.



Existing Topography

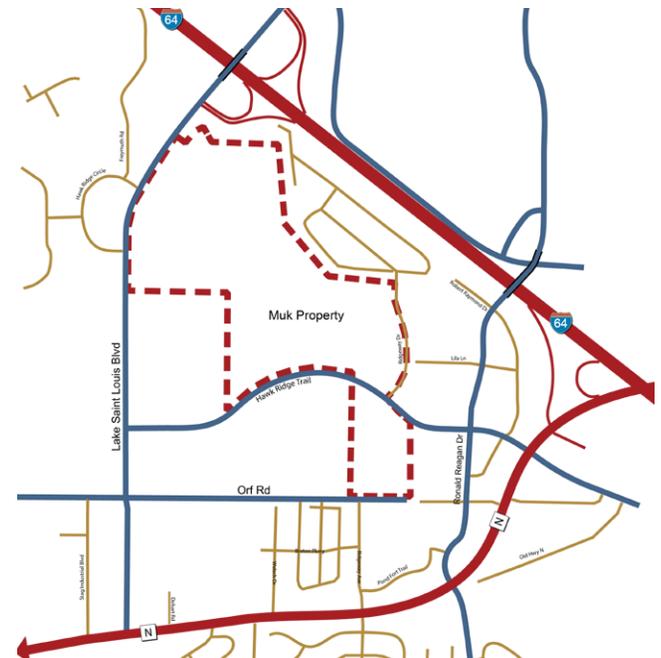
The Muk property is currently free of structures and buildings. To the north is a residential subdivision that is unincorporated.



Existing Buildings

The Muk property has limited existing streets. Hawk Ridge Trail bisects the parcel east-west. Ridgeway Drive provides access to the residential subdivision to the north.

The site is well served by the adjacent transportation network with good connections to Interstate 64.



Existing Streets

PLANNING PROCESS

The planning process evaluated three various land use and conceptual scenarios within the vicinity of the Muk property. The scenarios helped inform the preferred concept plan which was utilized in developing the City's land use plan and comprehensive plan recommendations. The scenarios also explored development / redevelopment of unincorporated areas.

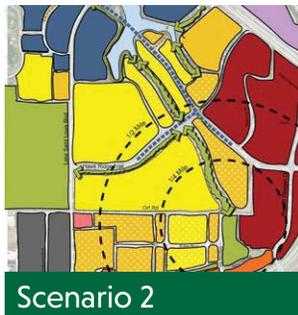
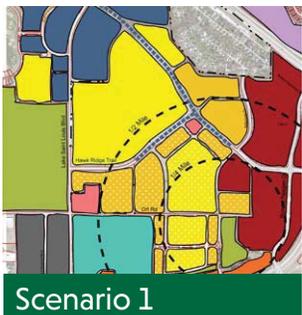
Chapter 10 'Community Engagement' includes additional information about the scenarios that were presented as part of the draft recommendations and draft plan.

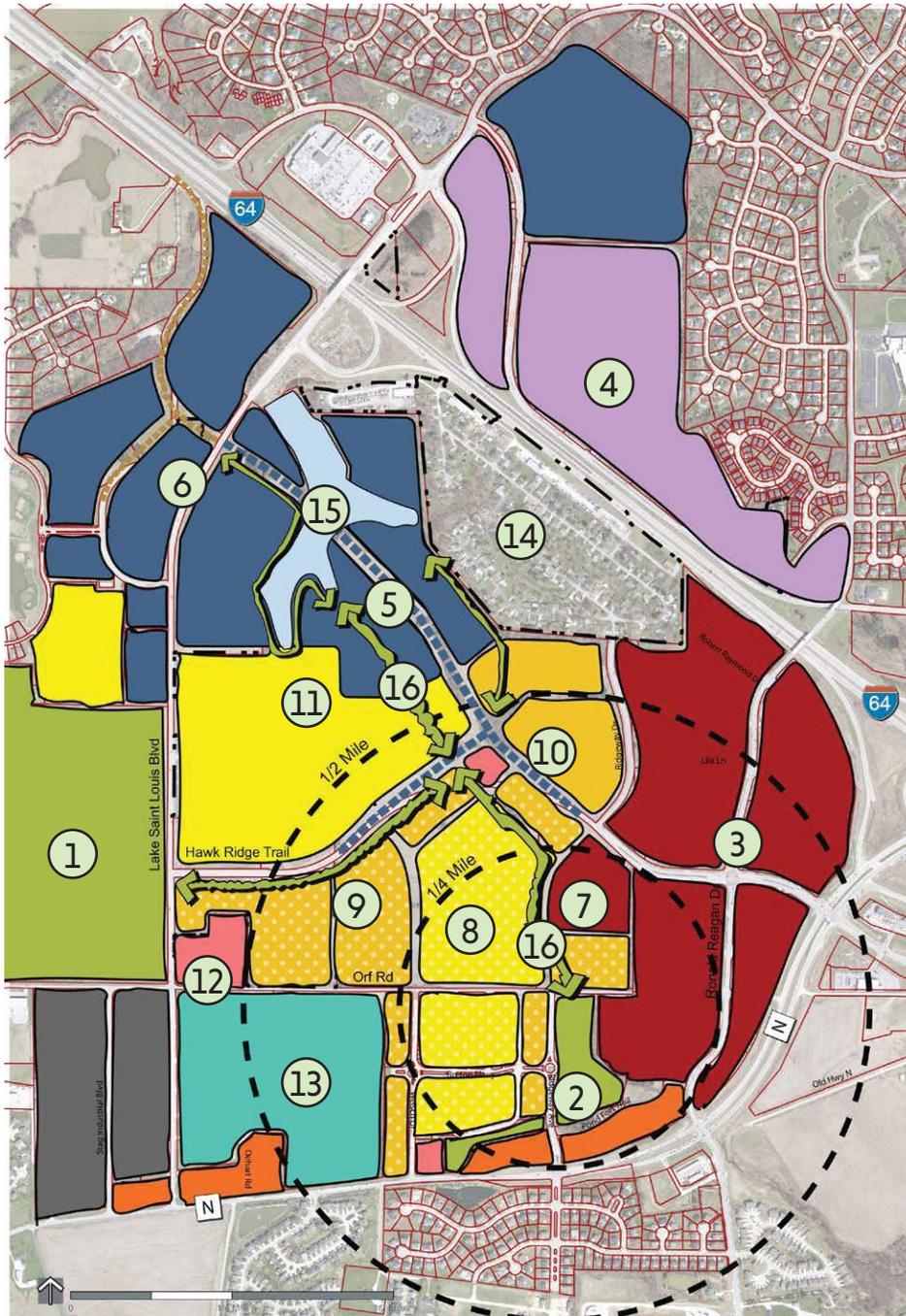
PREFERRED CONCEPT PLAN

The preferred concept plan for the Muk Sub-Area is shown on the following page. The recommendations of the concept plan is reflected in the Future Land Use Plan. The Future Land Use Plan and the goals for the Muk Sub-area shall guide this area.

Goals for the Muk Sub-Area

- A stronger balance of residential compared to office, retail, and commercial.
- Provide a connected greenway/open space network that will allow residents a bikable and walkable connection to Hawk Ridge Park.
- Ensure residents are within a 1/2 mile walking distance to community accessible open space.
- Establish riparian buffers to preserve stream and drainage corridors for greenways and open space.
- Establish a land use of an office campus at the north end of the sub-area to create a synergy of office space along Lake Saint Louis Boulevard.
- Encourage an office campus size lake as part of future office development near Lake Saint Louis Boulevard.
- Allow for expansion of the Shoppes at Hawkes Ridge.
- Develop the The Hawk Ridge Trail extension as a neighborhood scale street. Discourage the use of the extension as a parallel commuter route to I-64.





OVERVIEW - PREFERRED CONCEPT PLAN

- ① Our Lady Cemetery
- ② Hawk Ridge Park
- ③ Shoppes at Hawk Ridge
- ④ Meadows District
- ⑤ Hawk Ridge Trail Extension
- ⑥ Business / Office Park
- ⑦ Extension of Shoppes at Hawk Ridge
- ⑧ Village - Single Family Residential
- ⑨ Village - Mixed Residential
- ⑩ Suburban - Mixed Residential
- ⑪ Suburban - Single Family Residential
- ⑫ Neighborhood Commercial
- ⑬ National Equestrian Center
- ⑭ Existing Unincorporated Subdivision
- ⑮ Business / Office Park Campus Lake
- ⑯ Greenway Network

The preferred concept plan includes highly walkable ‘Village - Single Family Residential’ and ‘Village - Mixed Residential’ within walking distance of Hawk Ridge Park. A slight expansion of the Shoppes at Hawk Ridge is envisioned along Hawk Ridge Trail. A ‘Business / Office Park’ land use along Lake Saint Louis Boulevard creates a synergy of an office campus along Lake Saint Louis Boulevard.

Note: This concept illustrates one possible scenario for development that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.

KEY GOAL (In-depth): Provide a connected greenway/open space network that will allow residents a bikable and walkable connection to Hawk Ridge Park.

The greenway connections shown on the Muk Sub-Area scenarios represent the concept of a north-south and east-west series of connections. The scenarios do not reflect the exact location of the greenway system. Because this area is privately owned, future development of the greenway network will require a combination of subdivision requirements, public investment, and public/private partnerships. This page reviews some key strategies to achieve the connected network. It will be likely that all three strategies will need to be utilized.

Riparian Buffers

The existing topography of this section of the City works well to have riparian buffers. There are existing stream and drainage corridors that run north-south.

The City should establish a riparian buffer requirement. A riparian buffer will have multiple benefits including improved water quality, stormwater management, and space for the trail network.

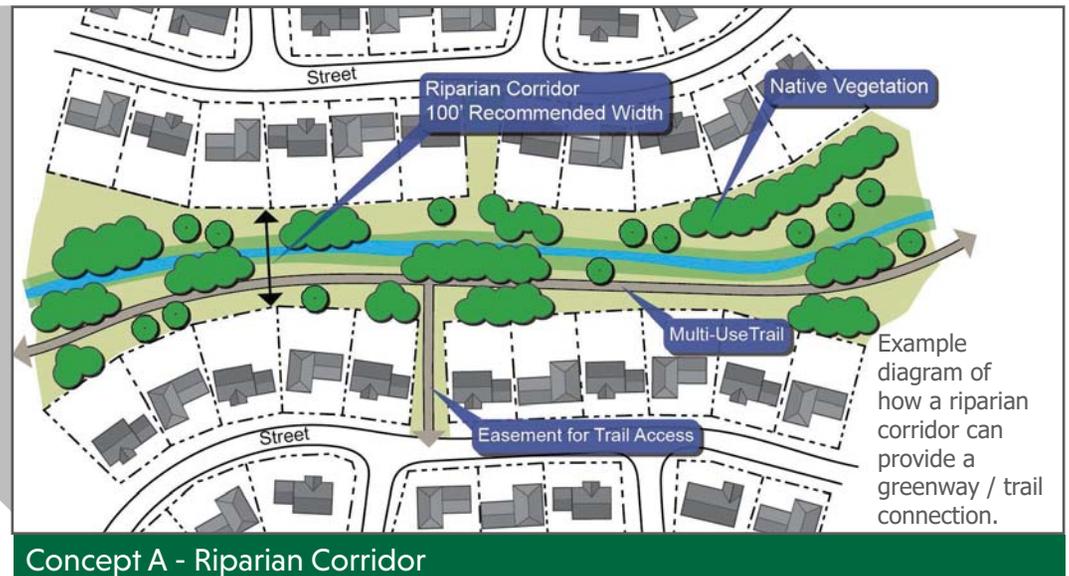
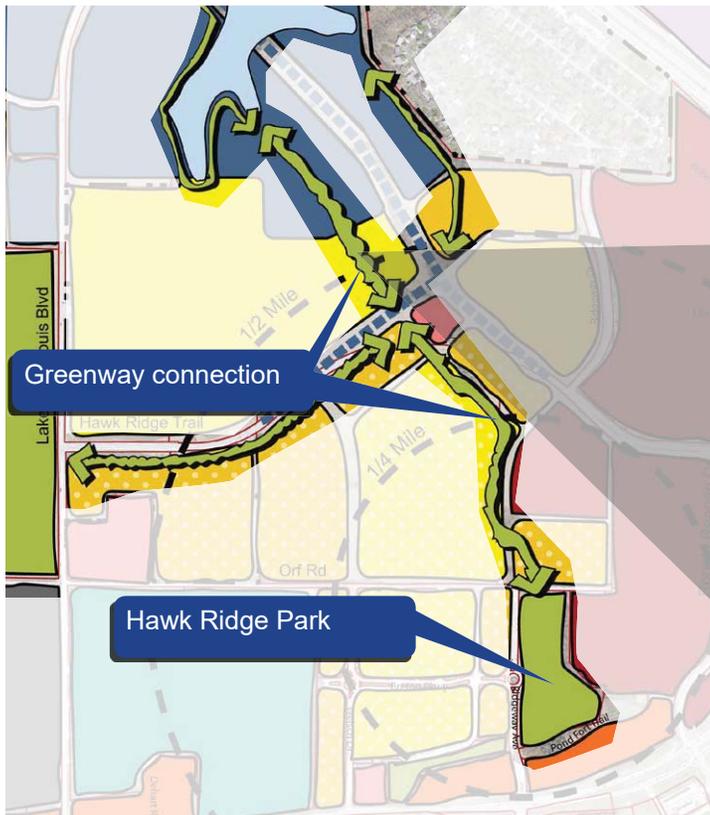
Parkway

The street network for the Muk Sub-Area should provide for a multi-use trail (sidepath) within the right-of-way.

In addition, a neighborhood parkway should be encouraged where a median or right-of-way incorporates stormwater management. The trail could be included as part of the stormwater management open space.

Neighborhood / Subdivision Open Space

Additional park and open space will be required for this area of the City as the population grows. New city parks or subdivision common ground should be located to provide part of the connected system.



KEY GOAL (In-depth): Provide a connected greenway/open space network that will allow residents a bikable and walkable connection to Hawk Ridge Park.

Riparian Buffers

Concept B shows another possible layout of housing near a riparian corridor and how the riparian corridor could be accessed..



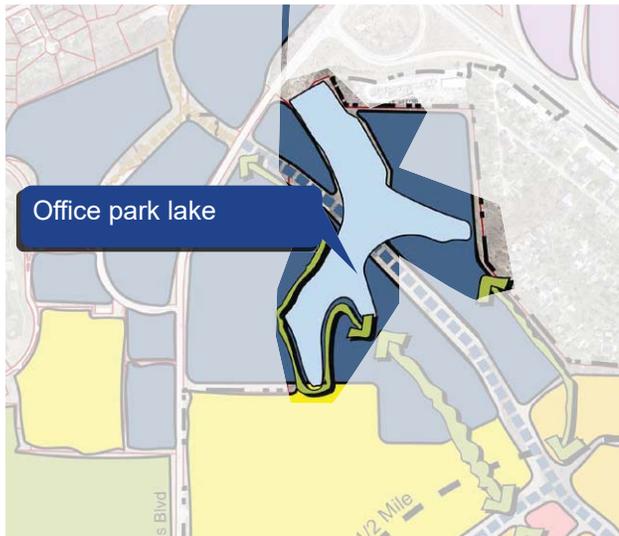
Note: The concepts on this and the following page illustrate possible scenarios for development that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.

KEY GOAL (In-depth): Encourage an office campus size lake as part of future office development near Lake Saint Louis Boulevard.

The existing topography at the north end of the Muk Sub-Area is potentially well suited for a lake. There are several benefits to an office campus size lake as part of future office development near Lake Saint Louis Boulevard. Benefits of the lake include management of stormwater, aesthetics, and common open space.

Community accessible open space is one potential benefit of the lake. A regional precedent for this use is Maryville Centre office park in Town and Country. Office buildings are served by small lakes. A component of Maryville Centre is a connected trail network that is utilized by office workers, adjacent residents, and students at nearby Maryville University.

Additional study will be required to assess the feasibility and size of any potential lake.



The existing topography is potentially well suited for an office campus lake.



Example of an office campus lake at Maryville Centre in Town and Country. The trail is accessible to adjacent residents and provides a connected trail network.

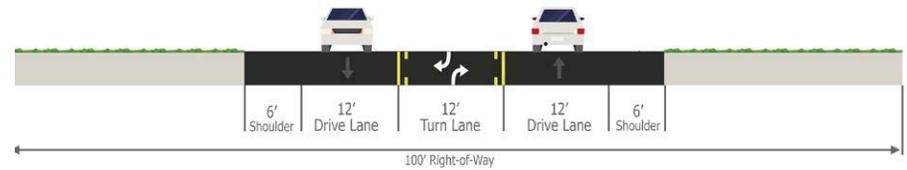
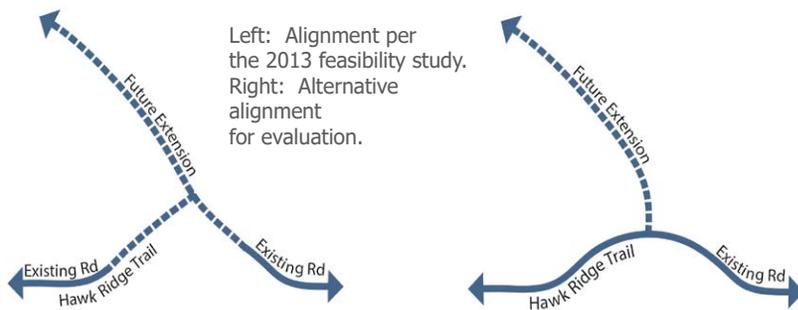
KEY GOAL (In-depth): Develop the Hawk Ridge Trail extension as a neighborhood scale street.

The future Hawk Ridge Trail extension will be an important link through the Muk Sub-Area. In 2013, an alignment feasibility study looked at the potential location of the road. The 2013 study recommended a 35 m.p.h. posted speed and a 40 m.p.h. design speed. When the study was done, the existing zoning for the area was Highway Commercial. While the 40 m.p.h. design speed may be appropriate for Highway Commercial, as the future land use plan proposes a mix of residential, office, and commercial, a slower, neighborhood scale street is more appropriate for the proposed land uses. A posted speed of 25 or 30 m.p.h with a design speed of 30 or 35 m.p.h should be utilized for the Hawk Ridge Trail extension.

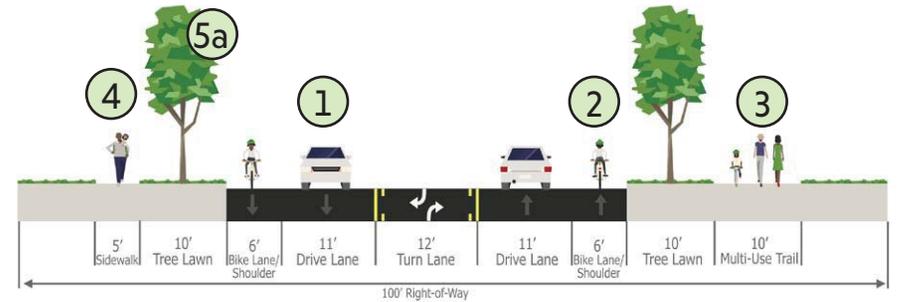
The connection to existing Hawk Ridge Trail should be evaluated to determine if the 2013 feasibility report alignment is the most applicable based on the proposed land use.

The next two pages show concepts for the Hawk Ridge Trail extension to illustrate key elements of the street and surrounding development to enable it to be more of a neighborhood scale.

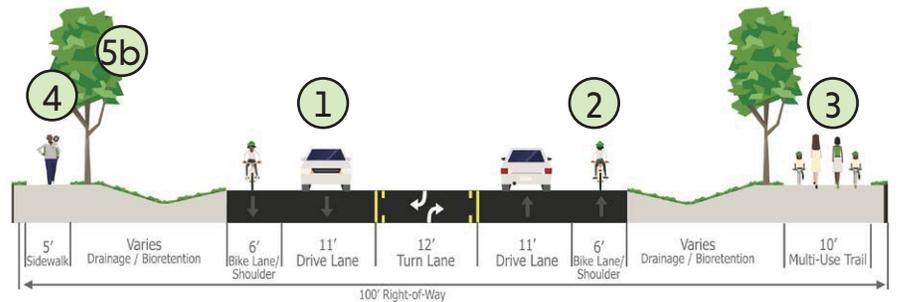
- 1 11' drive lane for traffic calming.
- 2 Bike lane as part of shoulder (for experienced bicyclists).
- 3 Multi-use trail (for family and less experienced bicyclists).
- 4 Pedestrian facilities on both sides of the street.
- 5a Tree lawn as part of a curbed street edge.
- 5b Tree lawn as part of a drainage swale (no curb).
- 6 Landscape median / turn lane.



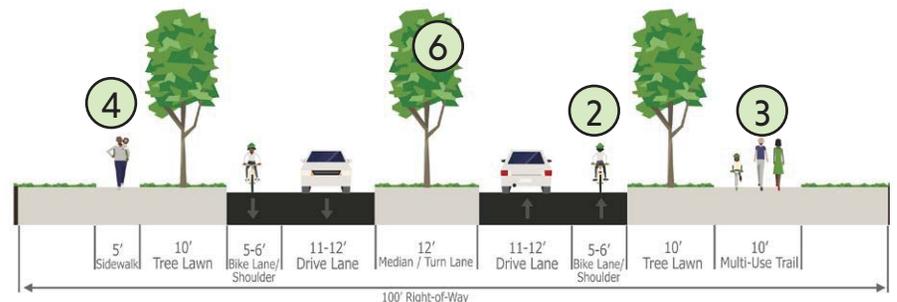
Hawk Ridge Trail Extension - Per 2013 Feasibility Study



Option 1 - Hawk Ridge Trail Extension



Option 2 - Hawk Ridge Trail Extension

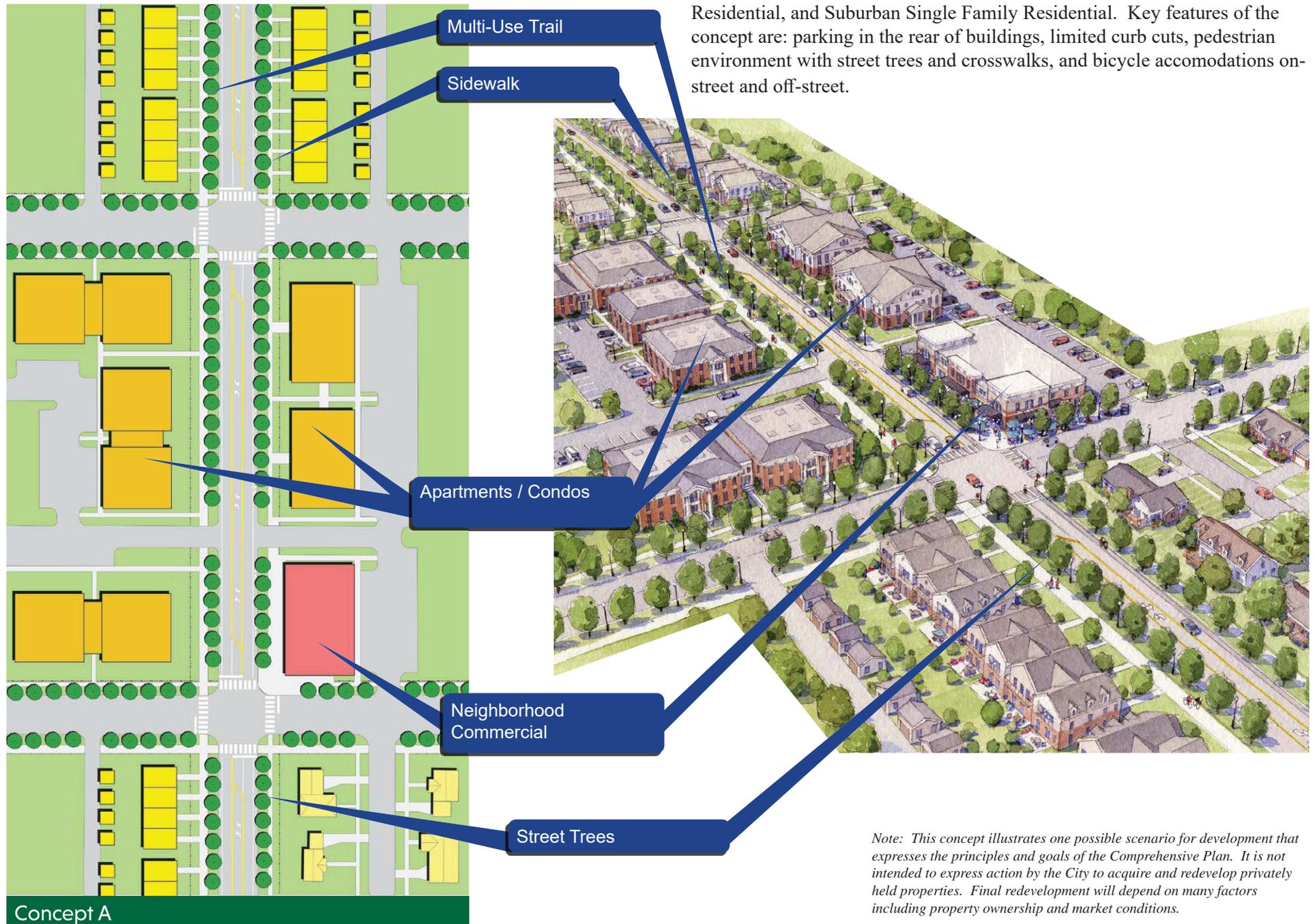


Option 3 - Hawk Ridge Trail Extension

Sections created with Streetmix.net and modified.

KEY GOAL (In-depth): Develop the Hawk Ridge Trail extension as a neighborhood scale street.

Concept A shows a mix of Neighborhood Commercial, Village Mixed Residential, and Suburban Single Family Residential. Key features of the concept are: parking in the rear of buildings, limited curb cuts, pedestrian environment with street trees and crosswalks, and bicycle accommodations on-street and off-street.



Concept A

Note: This concept illustrates one possible scenario for development that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.

KEY GOAL (In-depth): Develop the Hawk Ridge Trail extension as a neighborhood scale street.

Concept B shows parking in front of some buildings. Parking behind buildings should be encouraged, but when parking is in front it should be limited to one bay of parking, pedestrian access should be provided through the parking lot, and the lot should be landscaped extensively.



Note: This concept illustrates one possible scenario for development that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.