



# Lake Saint Louis Comprehensive Plan



**October 18, 2017**  
**Final Plan for Adoption**

Our City.  
Our Plan.  
Our Future.



4i 2017

# Acknowledgments

A special thanks to everyone who has participated in the planning process. Lake Saint Louis has wonderful residents who are passionate and care deeply about their community and where they live.



## Board of Alderman

Kathy Schweikert, Mayor  
Gary Torlina, Ward One  
Gary Turner, Ward One  
Mike Potter, Ward Two  
Karen Vennard, Ward Two  
Jason Law, Ward Three  
John Pellerito, Ward Three

## Planning and Zoning Commission

Pearson Buell, Chairman  
Tom Mispagel, Vice Chairman  
Rhonda Ferrett  
William Fridley  
Glen Heiman  
Dominique Stoddard  
Norman Underkofler  
Kathy Schweikert, Mayor  
Jason Law, Alderman

## Comprehensive Plan Steering Committee

Pearson Buell  
Carol Davis  
Scott Drachnik  
Amy Hensley  
Claire Jackson  
Larian Johnson  
Kathy Schweikert  
David Steele  
Crystal Thomas  
Doug Tiemann  
Gary Turner  
Kermit Sandorf

## City Staff

Paul Markworth, City Administrator  
George Ertle, Assistant City Administrator  
Louis Clayton, AICP, Director of Community Development  
Brenda Cueller, Community Development Assistant  
Derek Koestel, PE, Director of Public Works  
Darren Noelken, Parks and Recreation Director

## Consultant Team

**The i5Group**  
Stephen Ibendahl, ASLA, AICP  
Laura Schatzman  
Laura Linn  
Roger Grow

**Development Strategies**  
Bob Lewis, FAICP, CEcD  
Jill Mead

**Shockey Consulting**  
Beth Quindry



# Content

## **1 Chapter 1: Introduction**

- 2 Why a Comprehensive Plan
- 3 Schedule and Process
- 5 History of Lake Saint Louis

## **6 Chapter 2: Community Vision and Values**

- 8 What We've Heard
- 9 Community Values
- 10 Plan Principles

## **11 Chapter 3: Existing Conditions**

- 12 Demographics
- 18 Economy and Jobs
- 21 Land Use
- 28 Housing and Retail
- 33 Community Assets
- 40 Transportation
- 44 Parks and Recreation, Natural Resources

## **54 Chapter 4: Plan Principles, Goals, and Recommendations**

- 57 Principle #1 - An Outdoor Lifestyle
- 67 Principle #2 - Neighborhood Vitality
- 73 Principle #3 - Prosperous Economy
- 78 Principle #4 - Community Character
- 84 Principle #5 - Community Cohesion
- 90 Principle #6 - Fiscal Responsibility

## **95 Chapter 5: Future Land Use Plan**

- 97 Future Land Use Plan
- 98 Areas of Additional Discussion
- 100 Annexation and Boundary Discussion
- 101 Land Use Categories

## **118 Chapter 6: Physical Plan Elements**

- 120 Parks, Open Space, and Trails Plan
- 121 Transportation Plan
- 126 Enhancement and Street Tree Plan

## **127 Chapter 7: Uptown District and Muk Sub-Area Plans**

- 129 Uptown District
- 146 Muk Sub-Area

## **156 Chapter 8: Growth Analysis**

- 158 Existing Capacity
- 159 Population and Housing Projections
- 164 Economic Development Projections

## **168 Chapter 9: Implementation**

- 170 Detailed Action Plan - Explanation
- 171 Detailed Action Plan

## **181 Chapter 10: Community Engagement**

- 183 Stakeholder and Focus Group Meetings
- 185 Open Houses
- 191 Online Mapping Tool
- 193 Kids Charrette
- 195 City-Wide Survey
- 197 Visual Preference Survey
- 199 Muk Sub-Area Scenarios

## **Appendix**

- A City-Wide Survey Results
- B Visual Preference Survey Results



# Chapter 1: Introduction

Why a Comprehensive Plan  
Schedule and Process  
History of Lake Saint Louis

# Why a Comprehensive Plan

## OVERVIEW

Lake Saint Louis is one of the premier communities in the St. Louis region. The City is a great place to live, work, and raise a family. A testament to this high quality of life was the City being named a top 100 'City to Live' by CNN/Money Magazine in 2009 and 2011.

The question becomes why a comprehensive plan is needed. The City's comprehensive plan will be an opportunity to create a shared community vision for the next twenty years that will keep and enhance the quality of life while attracting continued economic investment in the City.

## BENEFITS OF A PLAN

### **The Plan Will Manage for Future Change**

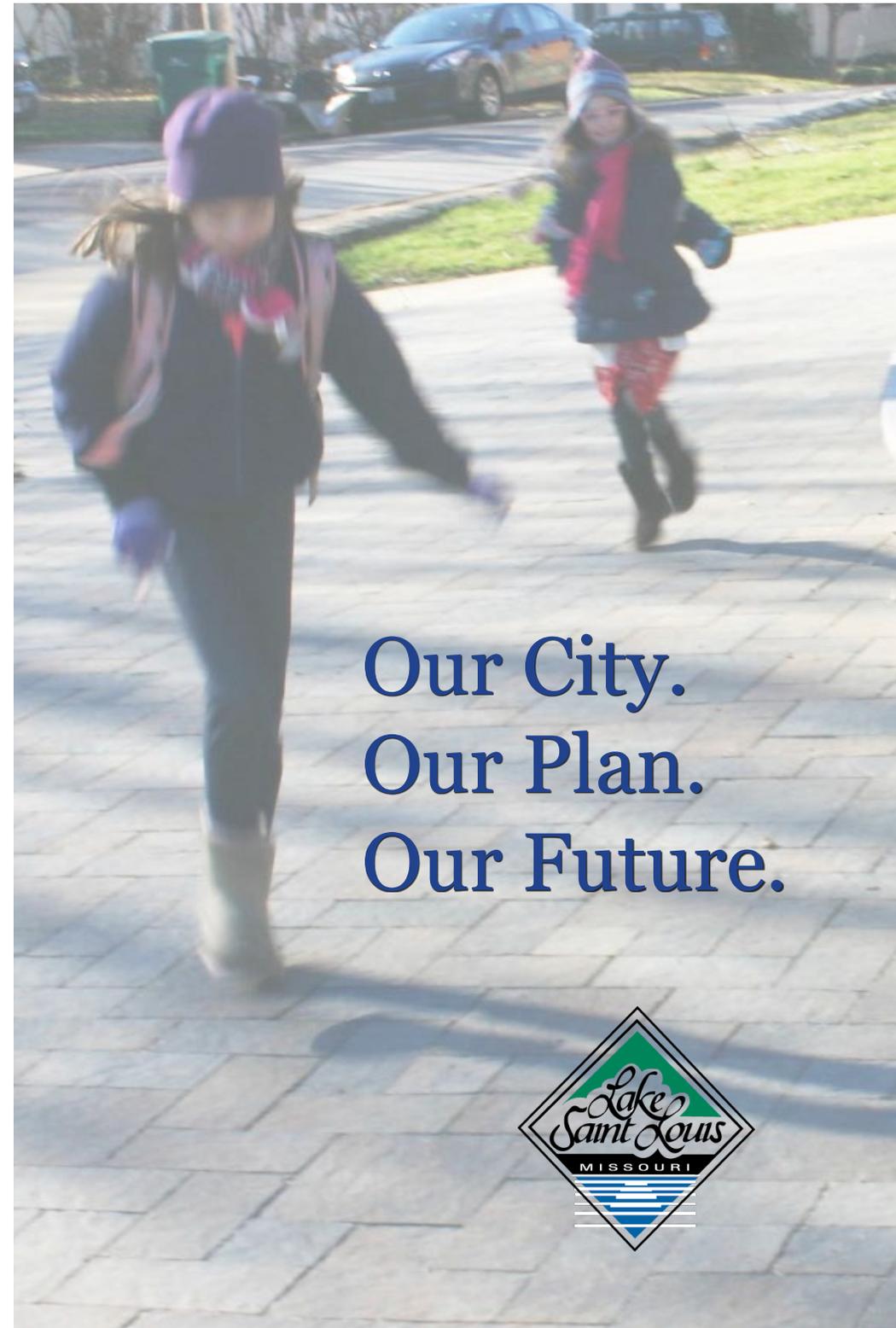
While the future cannot be predicted, the City can plan and manage for change. The plan examines trends in demographics, workforce, mobility, housing, economic development, and parks and recreation to best position the City to be resilient in adapting to future changes.

### **The Plan Will Help Keep Lake Saint Louis as a Premier City**

Since incorporation in 1975, Lake Saint Louis has grown, without a comprehensive plan, to be one of the premier cities in the region. Maintaining the City's quality of life as it grows, especially in a challenging economy, requires thoughtful planning for the future.

### **The Plan Will Create a Shared Community Vision**

Comprehensive plans are an opportunity to develop consensus on a community vision and community priorities that will help shape growth in the community for the next 20 years.



**Our City.  
Our Plan.  
Our Future.**



## USING THE COMPREHENSIVE PLAN

The comprehensive plan is a strategic document. A comprehensive plan is not a zoning ordinance, subdivision regulation, a budget, a capital improvement program or other regulatory document. It is meant to be the basis for the preparation of those documents. It lays out a vision for the future growth and development of the community, and what the community will be like in the future. At the vision and policy level, it will serve as a guide for community decision making. It addresses both where the City will grow and how the City will grow.

## MUNICIPAL AUTHORITY FOR COMPREHENSIVE PLANNING

Municipalities in Missouri are authorized by state statutes to develop and carry out city plans. These are reflected in Sections 89.300 through 89.491 of the Missouri Statutes, and deal with the authority of the planning commission and the contents of the city plan.

*RSMo 89.310: Any municipality in this state may make, adopt, amend, and carry out a city plan and appoint a planning commission with the powers and duties herein set forth.*

*RSMo 89.340: The commission shall make and adopt a city plan for the physical development of the municipality. The city plan, with the accompanying maps, plats, charts and descriptive and explanatory matter, shall show the commission's recommendations for the physical development and uses of land, and may include, among other things, the general location, character and extent of streets and other public ways, grounds, places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned, the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing; the general character, extent and layout of the replanning of blighted districts and slum areas. The commission may also prepare a zoning plan for the regulation of the height, area, bulk, location and use of private, nonprofit and public structures and premises, and of population density, but the adoption, enforcement and*

*administration of the zoning plan shall conform to the provisions of sections 89.010 to 89.250.*

*RSMo 89.350: In the preparation of the city plan, the commission shall make careful and comprehensive surveys and studies of the existing conditions and probable future growth of the municipality. The plan shall be made with the general purpose of guiding and accomplishing a coordinated development of the municipality which will, in accordance with existing and future needs, best promote the general welfare, as well as efficiency and economy in the process of development.*

# Schedule and Process

The comprehensive plan process began in late July 2016 and continued through fall 2017.

Key milestones of the process included:

Aug - Sept 2016: Stakeholder and focus group meetings.

Sept - Oct 2016: City-wide Survey

Nov 2016: ‘Discover Report’  
The Discovery Report included existing conditions and results of the city-wide survey.

February 2017: Visual Preference Survey

March 2017: Visual Preference Survey Results

July 7, 2017: Draft Comprehensive Plan released for comment.

August 3, 2017: 1st Public Hearing at Planning and Zoning Commission Meeting

July 7 - August 25: Comment period for Draft Comprehensive Plan.

September 7, 2017: 2nd Public Hearing at Planning and Zoning Commission Meeting

October 2017: Final Comprehensive Plan

Open houses included

Open House #1: October 18, 2016

Open House #2: January 26, 2017

Open House #3: April 26, 2017

Open House #4: July 19, 2017



# History of Lake Saint Louis

## BEGINNINGS

Lake Saint Louis began in 1966 as a private recreational lake community envisioned by developer R. T. Crow. In June of 1967, the Lake Saint Louis declaration of covenants and restrictions was signed and recorded. For the next 12 years, the sole governing entity in the community was the Lake Saint Louis Community Association (LSLCA). It was not until May of 1975 that the community became a city under the Revised Statutes of Missouri (RSMo).

Mr. R.T. Crow began Lake Saint Louis as a joint development with five other investors in 1966. The initial concept of the investors was to develop a private weekend recreational lake community. However, Mr. Crow felt that the location between two major highways and the westward growth of St. Louis justified the building of a “New Town”. Mr. Crow visited two other “New Towns” - Reston, Virginia and Columbia, Maryland. The more he learned about these communities, the more convinced he became that this area was an excellent location for a first-class new town. Since there was no way to compromise the two different concepts, the weekend development and the new town, it was decided that Mr. Crow would buy out

the other five investors, and in that manner Mr. Crow became the sole developer of Lake Saint Louis.

In 1968, construction began on the dam for a 600-acre lake. During the next five years (1969 to 1974) major accomplishments occurred in Lake Saint Louis. There were 200 families living or building in the area, the LSL Country Club and par 3 golf course were opened, and by 1971, nine holes of the proposed 18-hole golf course were completed. This is now known as Lake Forest Country Club. During this same period, construction began on the Wharf, a Fire Protection District was established, Harbor Town and Bent Oak were built, and the four-story Office Center (visitor’s center) was completed. Also, JoJo’s Restaurant (now Denny’s) was built, and the first fire station was built along the service road.

## TRANSITIONS

In 1974, Mr. Crow filed Chapter 11, Bankruptcy. This was a very difficult year for Lake Saint Louis. The LSLCA Board of Directors, who were the only governing entity at this time, found themselves without the leadership they had depended on.

By May of 1975, with Mr. Crow out of the picture, and with the threat of annexation from O’Fallon on the East and Wentzville on the West, the residents of Harbor Town petitioned St. Charles County Circuit Court for incorporation of the Town of Harbor Town. With the approval of the incorporation, the Circuit Court appointed a Board of Trustees.

In 1977, residents voted to change the name of Harbor Town to Lake Saint Louis and to become a 4th Class City under the RSMo. Ward voting boundaries were established for two wards, and the first municipal election was held. George Heidelbaugh was elected mayor.

By 1978 development regulations were in place, committees were formed for municipal services, and the City was functioning still with the financial help of the Community Association. Since the LSLCA had

a complete staff of people, the city functions were handled by the LSLCA Staff. The LSLCA Security Guards were trained and commissioned as Police Officers, the Maintenance Crew for the LSLCA handled the Public Works duties such as snow removal, and the LSLCA Office Staff was provided to cover the day-to-day operations of the City.

## GROWTH

The 1980’s saw continued residential growth. The city almost doubled its population during the decade with a population of 7,400 at the 1990 census.

In 1982 the City re-districted the Ward Boundaries and created the three Wards. In 2002, because of the increasing population, the Wards were again adjusted.

In the late 1990’s and 2000’s the City grew to the south and west well beyond the boundaries of the Community Association. This period saw rapid retail and commercial growth including Schnucks in 2004, the Shoppes at Hawk Ridge in 2006, and the Meadows in 2008.

*(Source: City of Lake Saint Louis)*



## Chapter 2: Community Vision and Values

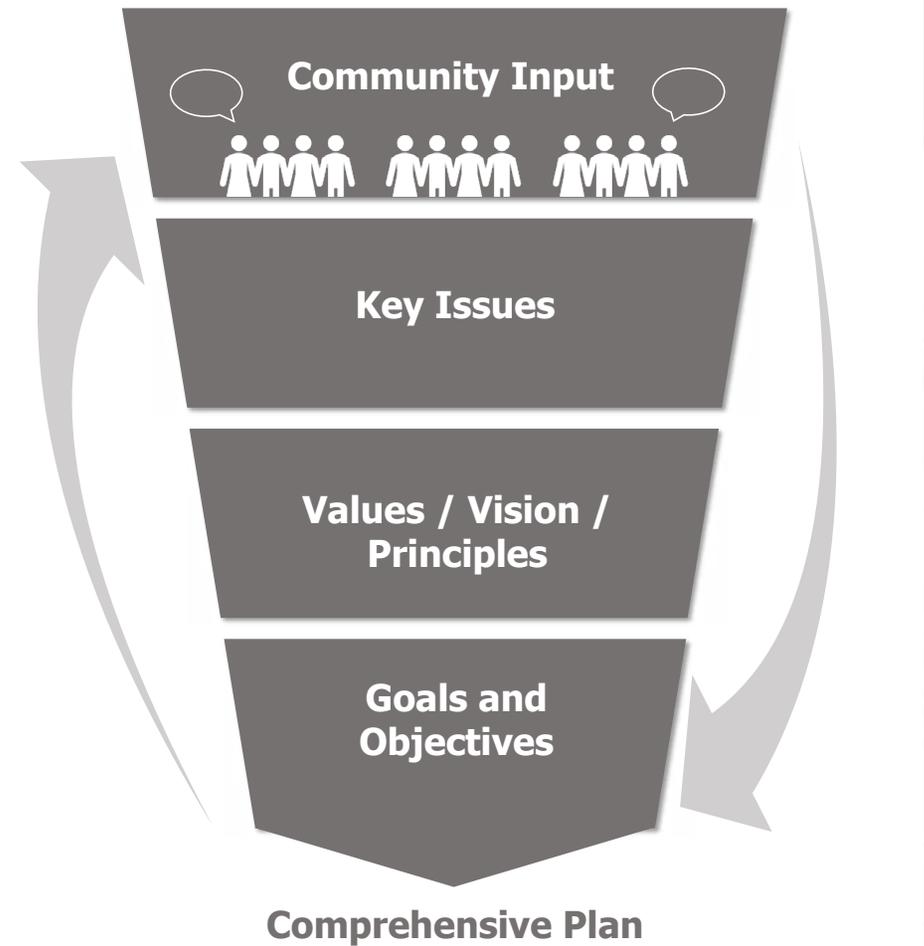
What We've Heard  
Community Values  
Plan Principles



# Defining a Community

# Vision

A vision is not a single statement. It is a collection of values and principles that shape the future of the community. The goals and detailed recommendations of the Lake Saint Louis Comprehensive Plan are rooted in the values of the community. Key issues were identified through in-depth listening and a process that made sure the plan was on the right track at multiple stages throughout the process.





# What We Have Heard

One of the key purposes of the engagement process is to identify key issues and concerns within the community. The planning team has heard a lot about the City from its wonderful residents. There is truly a passion from the community in making Lake Saint Louis a great place to live and work. This page summarizes some of the key items that have been heard from the engagement process.

## COMMUNITY STRENGTHS

- Regional location
- Good place for families
- The lakes
- Sense of community
- Good schools
- Community amenities
- Homeowner Association amenities
- Community aesthetics and quality development
- Small town atmosphere
- Natural resources
- Parks, recreation, and outdoor lifestyle
- Perception of affluence
- Low crime

## COMMUNITY WEAKNESSES

- First impression of the city from major entries, especially I-70
- Lack of dining options (especially upscale)
- Key gaps in walking and biking network
- Perception of not appealing to millennials
- Lack of community cohesion: Physical separation within the city caused by I-64
- Lack of community cohesion: LSLCA and Non-CA residents experience the city differently
- Uptown area
- Lack of parking for LSLCA events
- Lack of consistency in development review process
- Lack of a community meeting facility
- Some signs of retail fatigue

## THREATS TO THE COMMUNITY

- Balancing future growth and community character
- Development that doesn't meet expectations of community aesthetics
- Aging housing stock
- Aging population and the ability to keep a diversity of residents
- Meeting the housing needs for a diverse spectrum of residents
- Aging utilities
- Lack of community cohesion
- Competition for development from surrounding communities
- Decline of the Meadows shopping center
- Lack of attention to economic development
- Loss of economic synergy
- School growth that outstrips facilities
- Water quality of lakes
- Traffic congestion on Hwy N

# Our Community Values

Community values are the building blocks of the plan. They are the core beliefs of city residents and help shape the plan vision, principles, and goals.

## We value....

....our small town atmosphere.

....the ability to walk or bicycle to community destinations such as school, parks, and stores.

....our natural setting that makes us unique from surrounding communities.

....our high quality housing that contributes to lasting community value.

....our lakes that help shape our community identity.

....our outdoor lifestyle of parks, recreation, and lakes.

....our diversity of residents including families, retirees, youth, college graduates, singles, etc.

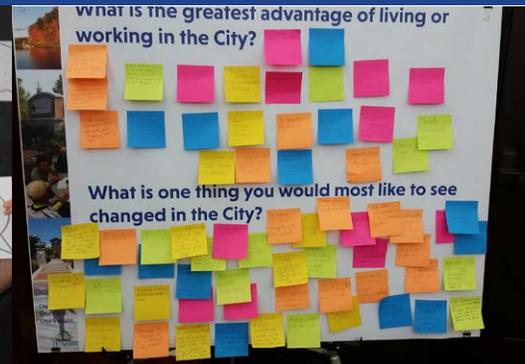
....the ability to work, shop, and dine without having to leave the city.

....a cohesive community, where all residents feel they are part of a single community.

....the appearance of our community, especially the first impression of our city for visitors and residents.

....utilities and community services that are well-planned, fiscally responsible, and well-maintained.

.... our local economy that accommodates retail and office growth to ensure job opportunities, needed public revenue, and entrepreneurship, but preserves the character and charm of the City.



# Plan Principles

The community values shape the six plan principles for the Lake Saint Louis Comprehensive Plan. Each plan principle is rooted in one or more of the core community values. The plan principles are the overall framework for the plan providing the hierarchy for detailed goals, recommendations, and implementation actions.

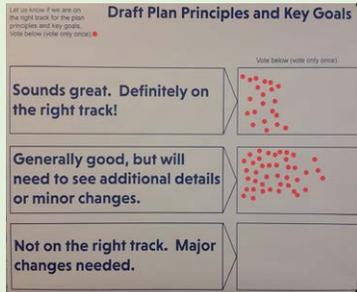
## Making Sure We Listened

As the plan progressed, the planning team strived to ensure that plan principles, goals, and recommendations aligned with what was heard from the community.

At the second open house, attendees reviewed the draft plan principles and key goals. Attendees were asked if the plan was on the right track. Attendees overwhelmingly said that the plan principles and key goals were great or generally good.

Attendees at the third open house used key-pad polling to provide input on the draft recommendations and plan elements. Responses were very positive and confirmed that the plan was on the right track.

The draft plan was refined based on input at the fourth open house and comments received during the public review of the draft plan.





# Chapter 3 Existing Conditions

Demographics  
Economy and Jobs  
Land Use  
Housing and Retail  
Community Assets and  
Institutions  
Transportation  
Parks and Recreation  
Natural Resources

*This Chapter was part of the 'Discovery Report' issued in  
November 2016.*

# Demographics

## OVERVIEW

Changing demographics are perhaps the most important factors influencing both economic and housing growth in Lake Saint Louis. People age, people move in and out of the city, people compare values between nearby cities, lifestyles and tastes change, and household incomes can change.

Understanding current demographics and trends is critical context for the comprehensive plan, helping to anticipate needs in land use, community facilities, infrastructure, transportation, parks, and recreation.

## POPULATION & POPULATION DENSITY

Lake Saint Louis is located between several larger communities in St. Charles County, most notably O'Fallon and St. Peters to the east and Wentzville to the west as shown on the next page. Moreover, Dardenne Prairie, while smaller than Lake Saint Louis, is rapidly growing to the southeast. As of 2014, Lake Saint Louis had a population of 15,380, less than half that of Wentzville, a quarter of St. Peters, and less than a fifth the size of O'Fallon. Dardenne Prairie is smaller still with about 2,500 fewer residents than Lake Saint Louis.

While Lake Saint Louis is relatively small, its population density is 1,839 residents per square mile which is higher than Wentzville (1,456 residents per square mile), though less than neighboring St. Peters (2,350 residents per square mile), Dardenne Prairie (2,336 residents per square mile) and O'Fallon (2,718 residents per square mile).



## POPULATION GROWTH

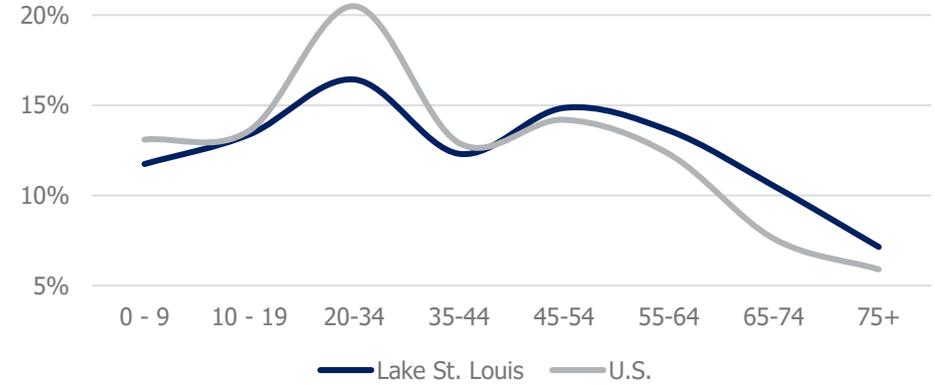
Lake Saint Louis and the surrounding communities have grown rapidly in the past thirty years as a result of population migration and annexation. Growth rates in population since 1980 are shown on the map on this page. Lake Saint Louis grew from 3,840 residents in 1980 to 15,380 today, nearly quadrupling in population, though growing at a much slower rate than Wentzville and O'Fallon.

Census population estimates between 2010 and 2014 show Lake Saint Louis as adding about 470 residents for a four-year growth rate of 4.2 percent. Meanwhile, O'Fallon grew 5.9 percent (4,700 more residents), St. Peters grew 6.7 percent (3,500), and Wentzville grew 16.7 percent

(4,850). The entire county added 5.3 percent more population even as the St. Louis metropolitan area grew just 0.7 percent.

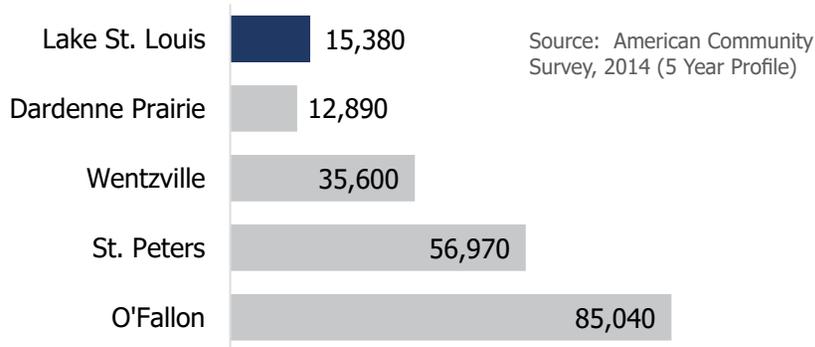
## POPULATION BY AGE

The median age of Lake Saint Louis' population as of 2015 is 42.1 years. This is higher than the median age of St. Charles County, which is 37.8, and the U.S., which is 38.0. The distribution of population by age in Lake Saint Louis is similar to the age profile of St. Charles County as a whole, which has fewer young adults and a greater number of Baby Boomer households (those who are now about 52 to 70 years old) than the national average.



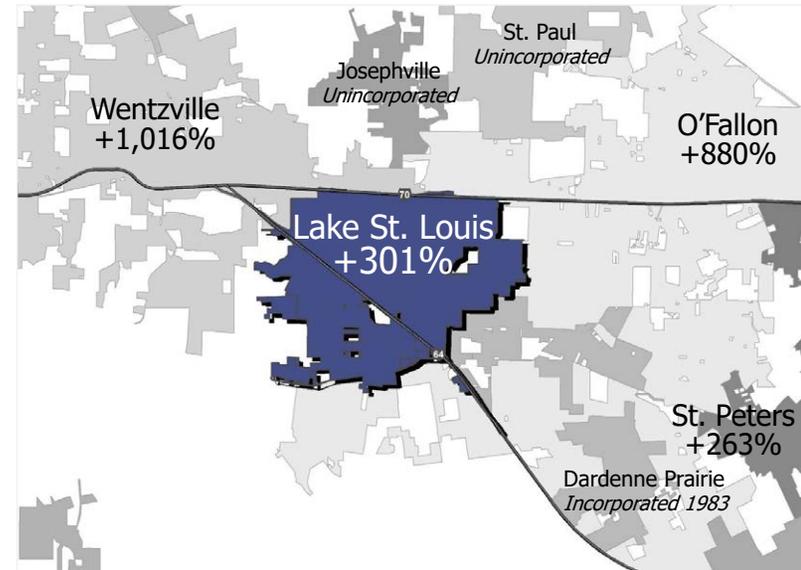
Source: American Community Survey, 2014 (5 Year Profile)

## Share of the Population by Age: Lake Saint Louis vs. USA



Source: American Community Survey, 2014 (5 Year Profile)

## Population of Lake Saint Louis and Nearby Communities



Source: American Community Survey, 2014 (5 Year Profile)

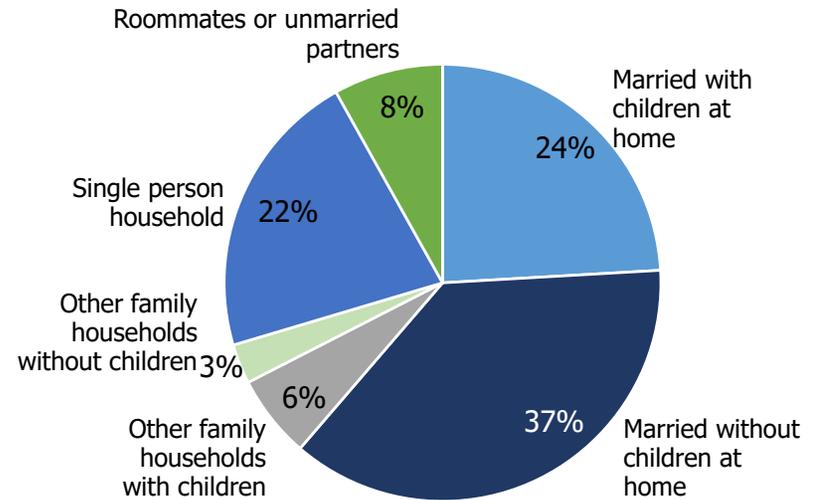
## Population Growth Since 1980

## HOUSEHOLD COMPOSITION

In Lake Saint Louis, nearly two-thirds of households are occupied by married couples. Twenty-four percent of households consist of a married couple with children living at home, while 37 percent are married couples without children, in many cases “Empty Nesters” with grown children living elsewhere. Nine percent of households consist of other family members living together (single parents or other family members), while 22 percent of households are occupied by a single person living alone. Eight percent of households consist of multiple, unrelated people living together, either roommates or unmarried partners. Overall, the proportion of married households (61 percent) is higher than the national average (49 percent), while the

proportion of other household types is lower.

A number of broader demographic trends are influencing household size nationally and within Lake Saint Louis. Average household size has decreased for a number of reasons in recent decades, including a greater number of single-person households, an increase in the average age of marriage and childbearing, and fewer children per household. U.S. Census data shows that average household size in St. Charles County has decreased from 3.5 people per household in 1970 to 2.6 people per household in 2014. These trends are having an impact on residential preferences and are expected to continue.



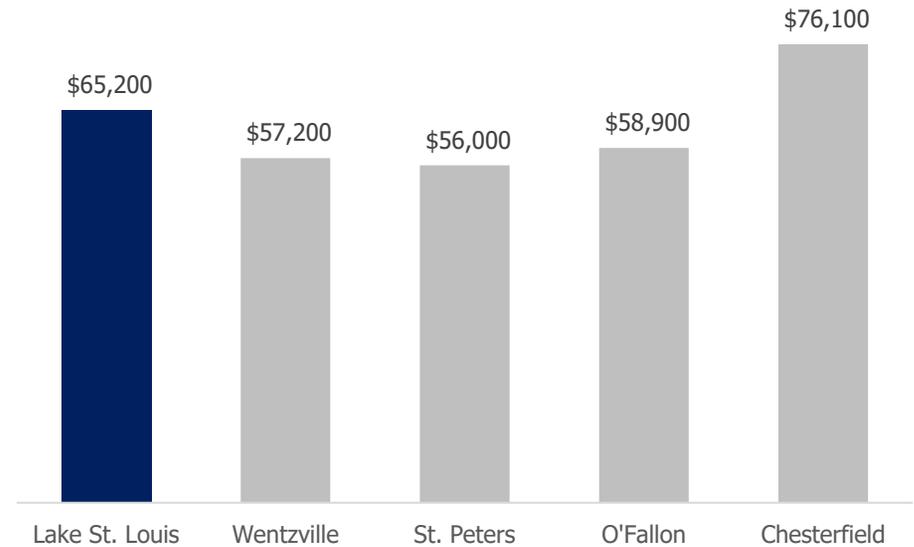
Source: American Community Survey, 2014 (5 Year Profile)

### Household Composition

## MEDIAN HOUSEHOLD INCOME

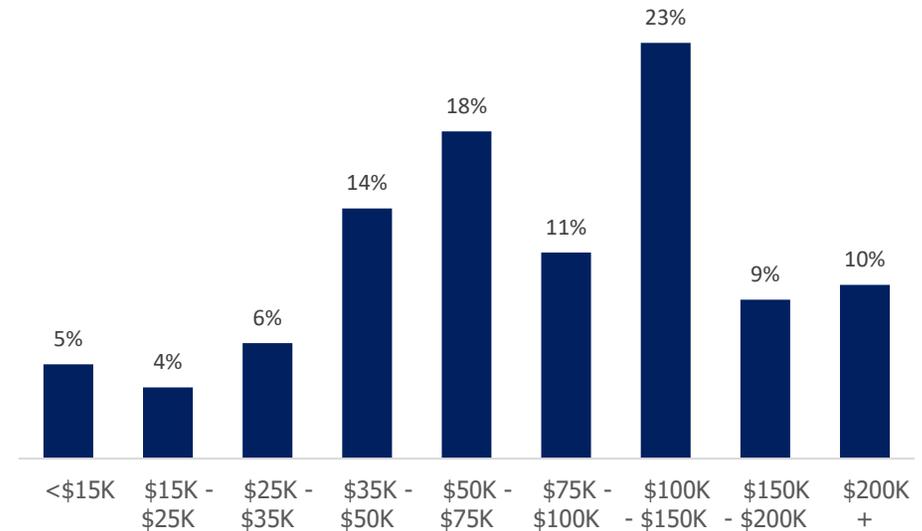
Median household income in Lake Saint Louis is about ten to fifteen percent higher than its neighbors of Wentzville, St. Peters, and O'Fallon. Overall, Lake Saint Louis is a prosperous community, but there are indications that it and many of its neighbors are “leaking” retail purchases to stores in Chesterfield Valley in adjacent St. Louis County. Thus, it is valuable also to compare Lake Saint Louis incomes to the even more prosperous Chesterfield. Lake Saint Louis has relatively high proportions of households in the middle and upper income brackets

compared to St. Charles County. Fifteen percent of Lake Saint Louis households have annual income of \$35,000 or less, compared with 20 percent of St. Charles County households. In the middle income range, 43 percent of Lake Saint Louis households earn between \$35,000 and \$100,000 annually, compared to 47 percent of St. Charles County households. Forty percent of households earn \$100,000 or more per year, compared to 33 percent of St. Charles County households.



Source: American Community Survey, 2014 (5 Year Profile)

## Median Household Income



Source: American Community Survey, 2014 (5 Year Profile)

## Households by Income

## TAPESTRY SEGMENTATION

Tapestry analysis divides all United States residential neighborhoods into 67 segments based on demographic and socioeconomic conditions. These tapestry segments are combined with consumer traits to create neighborhood profiles that are useful for better understanding a community’s residents. Tapestry data is provided by ESRI, a company that maintains an extensive database of demographic and consumer data.

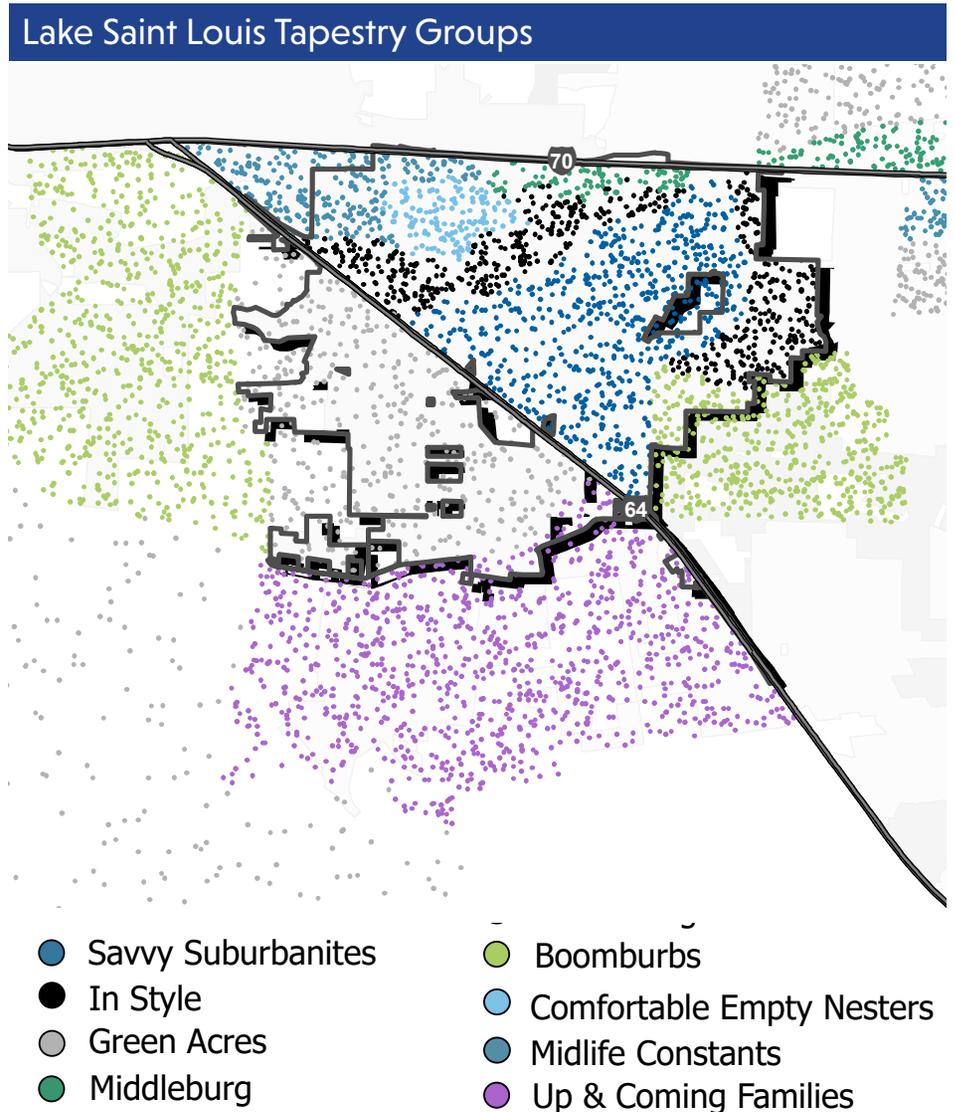
Lake Saint Louis is currently home to eight tapestry segments. “Savvy Suburbanites” are the dominant group, accounting for 33 percent of all households. Savvy Suburbanite households have a median age of 44 and a median household income of \$104,000. Many of these households have grown children who live elsewhere. Savvy Suburbanite households stay active with home improvement projects and exercise, and like fine dining and cultural

events.

The second most dominant group is “In Style.” In Style households have a median age of 41 and a median household income of \$66,000. Many of these households are made up of one person or a couple without children. These households also support the arts, and are generous supporters of charities and causes.

Both of these groups tend to live in single family homes in neighborhoods established between the 1970s and the 1990s, make extensive use of technology, work in professional industries, and have above-average net worth from savings and investments.

Summaries of each of the eight tapestry segments can be found on the following page. The nearby map shows these tapestry neighborhoods within Lake Saint Louis and neighboring communities.



Source: ESRI, 2016

## SAVVY SUBURBANITES



33%

Savvy Suburbanites residents are well educated and well capitalized. Families include empty nesters. Located outside the urban core, their suburban lifestyle includes home remodeling and gardening plus the active pursuit of sports and exercise.

## IN STYLE



25%

In Style denizens embrace an urbane lifestyle that includes support of the arts, travel, and extensive reading. Professional couples or single households without children, this population is slightly older and already planning for their retirement.

## GREEN ACRES



10%

Self-described conservatives, these households are invested in the future, and derive wages from self-employment, investments, and retirement, in addition to traditional jobs. Green Acres residents like to work on their homes and gardens.

## MIDDLEBURG



10%

Middleburg neighborhoods transformed from the easy pace of country living to semi-rural subdivisions in the last decade. Residents are conservative, family-oriented young couples who are thrifty but willing to carry some debt and are already investing in their futures.

## BOOMBERGS



8%

Young professionals with families that have opted to trade up to the newest housing in the suburbs. Residents are well-educated professionals with a running start on prosperity. The cost of affordable new housing typically comes at the expense of a long commute.

## COMFORTABLE EMPTY NESTERS



7%

Residents in this growing segment are professionals working in government, health care, or manufacturing, earning a comfortable living and benefiting from years of prudent investing and saving. Many are enjoying the transition from child rearing to retirement.

## MIDLIFE CONSTANTS



4%

Midlife Constants residents are seniors, at or approaching retirement, with below average labor force participation and above average net worth. They live outside central cities, in smaller communities, in homes typically dating from before 1980. They are generous, but not spendthrifts.

## UP & COMING FAMILIES



3%

Up and Coming Families residents are younger and more mobile and ethnically diverse than the previous generation. They are ambitious, working hard to get ahead, and willing to take some risks to achieve their goals. Their homes are new and their families are young.

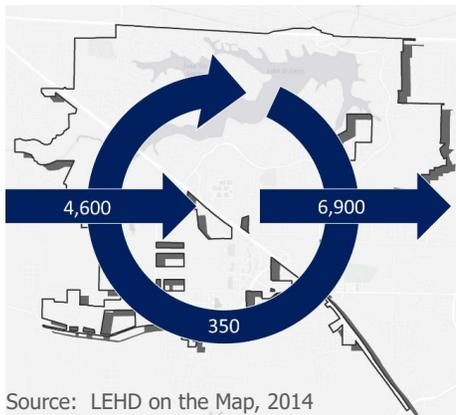
# Economy and Jobs

## OVERVIEW

Job growth and economic diversity have been strong trends for Lake Saint Louis over the last decade or so. This section reviews trends and forces in terms of economic sectors and locations within the city compared to elsewhere in St. Charles County and adjoining cities. This review will help inform the evaluation of policy alternatives for further growth and economic sustainability.

## COMMUTING PATTERNS

Of Lake Saint Louis' 15,380 residents, 47.1 percent are employed, but very few are employed within Lake Saint Louis itself. The nearby map shows the commuting patterns for workers in Lake Saint Louis. The arrow on the left shows the number of incoming commuters, people who come from communities other than Lake Saint Louis each day to work. The arrow on the right shows the number of Lake Saint Louis residents who leave to work elsewhere. These arrows do not indicate direction of travel, just inflow and outflow. Finally, the circular arrow shows the number of Lake Saint Louis residents who also work in Lake Saint Louis. This is a small percentage of the overall Lake Saint Louis workforce—only five percent of workers. According to these commuting patterns, Lake Saint Louis would be considered a “bedroom community,” with a larger nighttime population than daytime population.



Lake Saint Louis  
Commuting Flows

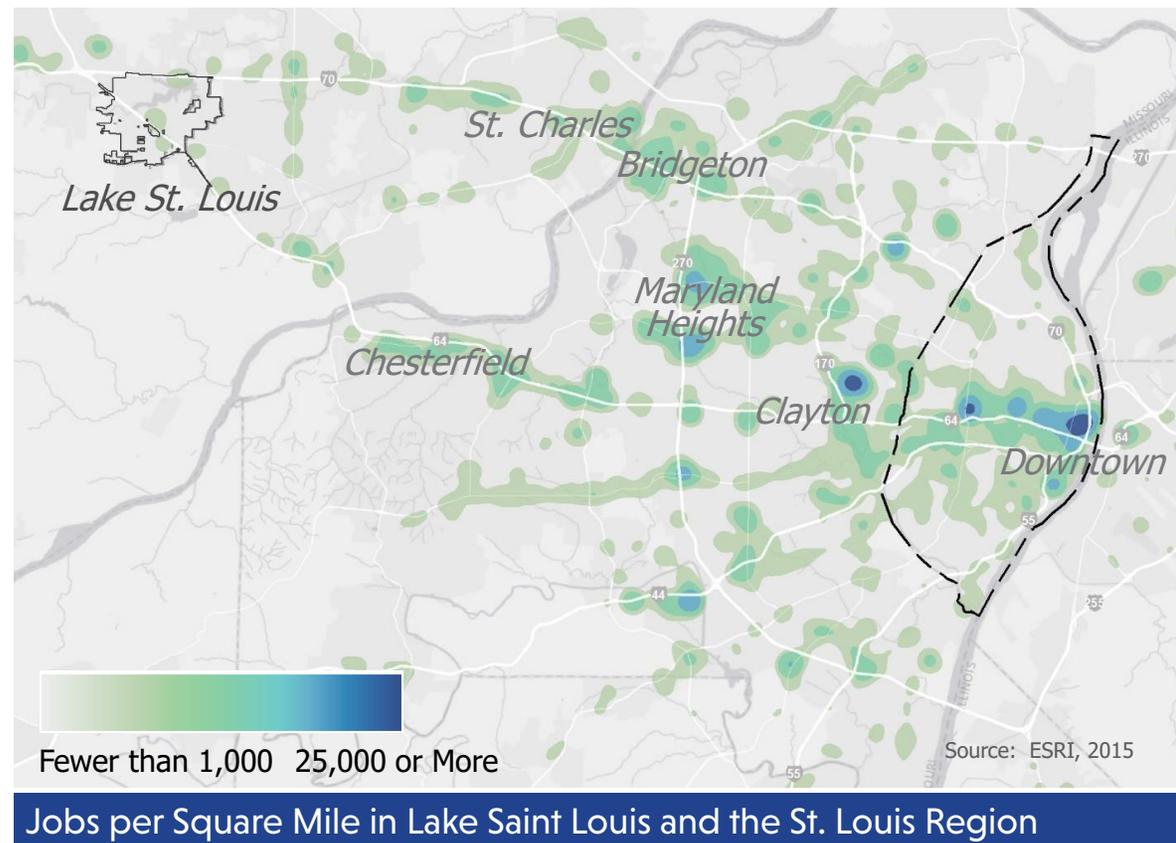


So where do Lake Saint Louis residents work? A look at regional employment density gives a sense of where jobs are concentrated throughout St. Charles County, St. Louis County, and St. Louis City. Compared to St. Louis County and St. Louis City, there are relatively few major concentrations of employment in St. Charles County. Unsurprisingly, employment tends to cluster along major highway corridors and roadways, where transportation access is the easiest. The majority of residents work in communities to the east and southeast of Lake Saint Louis, such as Bridgeton, Weldon Springs, Chesterfield, St. Charles, and Maryland Heights. About 41 percent of residents work in St. Louis County, while 37 percent work in St. Charles County. Average commute time is 25 minutes, and nearly 93 percent of workers drive or carpool to work.

During the day, 6,900 Lake Saint Louis residents leave and are replaced by 4,600 workers from other communities. The people who

work in Lake Saint Louis come from other parts of St. Charles County (52 percent), St. Louis County (13 percent) and Lincoln and Warren Counties (11 percent). Compared to Lake Saint Louis residents working elsewhere, people employed in Lake Saint Louis tend to earn less on average. This is because Lake Saint

Louis residents tend to work almost entirely in professional, white-collar jobs, while many of the jobs available within Lake Saint Louis are lower paid, service-oriented jobs, such as retail jobs at The Meadows.

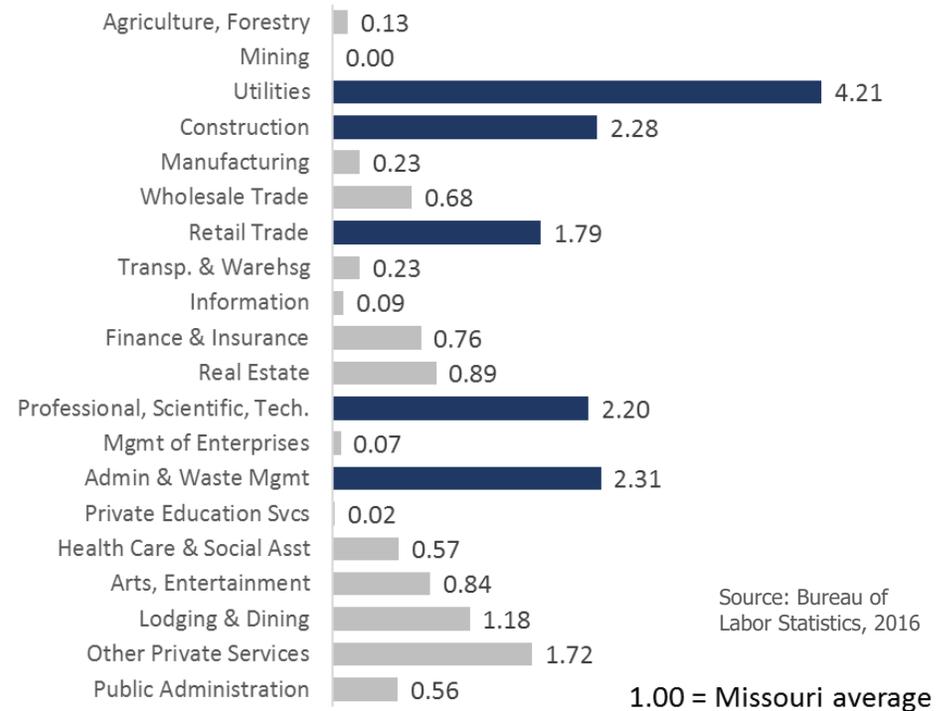


## LOCAL ECONOMY

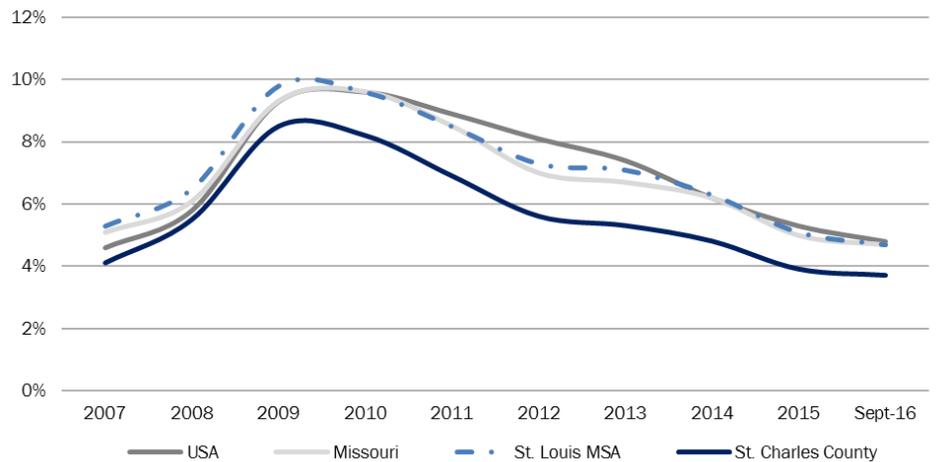
The largest employer in Lake Saint Louis is SSM St. Joseph Hospital West, which employs 895 people. This concentration of employment is near the Interstate 70 and Lake Saint Louis Boulevard interchange. The second largest employer in Lake Saint Louis is Medical Transportation Management (MTM), a transportation services provider that employs 1,300 employees company wide, with 500 in Lake Saint Louis. The third largest employer in Lake Saint Louis is National Information Solutions Corporative (NISC), a company that provides technological services to utility and telecommunications providers. NISC employs about 475 people in Lake Saint Louis. All three of these businesses have expanded their facilities in the past five years. Lake Saint Louis' location quotient is shown on the right. Particular strengths of the Lake Saint Louis economy (those with location quotients well in excess of 1.00, the Missouri average, include utilities (likely the influence of NISC); construction; professional, scientific, and technical services; and administration. Industries with a location quotient of less than 1.00 represent opportunities for growth and diversification, if desired.

## UNEMPLOYMENT

Data from the Bureau of Labor Statistics shows trends in unemployment over time for the U.S., Missouri, the region, and St. Charles County (information on unemployment trends is not available for communities with fewer than 25,000 people). The unemployment rate in St. Charles County in September 2016 (3.7 percent) was lower than the national average (4.8 percent). Overall, unemployment in St. Charles County has decreased to pre-recession levels, indicating a general economy recovery.



## Lake Saint Louis Location Quotients by Industry



Source: Bureau of Labor Statistics, 2016

## Unemployment Trend Comparison

# Existing Land Use

## OVERVIEW

The City of Lake Saint Louis is somewhat unique in that it has grown to be one of the premier cities in the region without a formal future land use plan. Part of the success of the City has been its origins. Until the late 1990's and early 2000's, most of the growth of the City was focused within the boundaries of the Lake Saint Louis Community Association, which is a planned community.

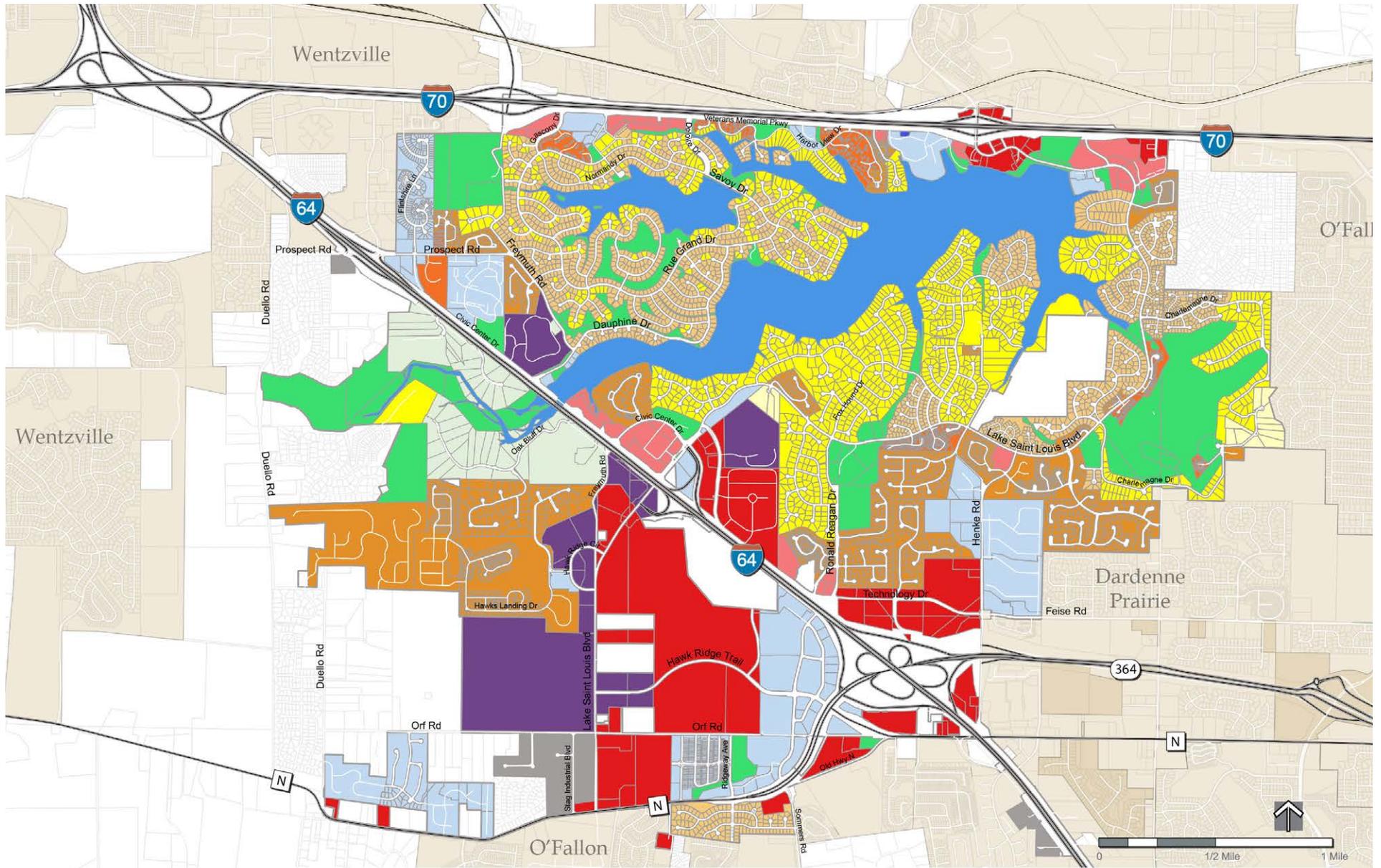
As the City has grown to the south and west and with significant amounts of undeveloped land within the City limits, the need for a future land use plan becomes more critical.

The City does not have a current, formally adopted land use plan, therefore this section will highlight the existing zoning and the built environment within the City. This information along with demographic data, market and economic analysis, and community input will help shape the future land use plan.

The land use plan is advisory in nature, but provides guidelines for City staff, the Planning and Zoning Board and the City Council in considering and approving development proposals, as well as changes to the City's infrastructure and facilities.

A land use plan is a long-range map of what is intended in the future. A zoning map is what is allowed now. A zoning map and designations are what can be legally done with a parcel such as setbacks, minimum lot sizes, buildings heights, buffering, landscape requirements, etc.





**Legend**

- |                          |                    |                                       |                     |                                      |
|--------------------------|--------------------|---------------------------------------|---------------------|--------------------------------------|
| Business Park            | Highway Commercial | Non Urban                             | Planned Development | Single Family Residential (9,000 sf) |
| Community Business       | Light Industrial   | Office Park                           | Planned Residential | Single Family Residential (1 acre)   |
| Multi-Family Residential | Public Activity    | Single Family Residential (15,000 sf) |                     |                                      |

# Map: Existing Zoning

## EXISTING ZONING DISTRICTS

### “NU” Non-Urban District

The Non-Urban District encompasses areas within which rough natural topography, surface or subsurface geological conditions or location in relation to developed areas creates practical difficulties in providing and maintaining public roads and public or private utility service and facilities including sewage treatment, water and power supply. The Non-Urban District also encompasses areas in which significant non-urban uses have been established.

### “SR” Single-Family Residential

The “SR” Districts are intended to provide criteria for the development of those portions of the planned community of Lake Saint Louis designated for single-family detached residences. Further, the “SR” Districts are intended to preserve the character of existing predominantly single-family residences while at the same time allowing for the in-fill construction of new units if in substantial conformance with surrounding residences.

Districts are defined below. Square feet / acreage refers to minimum lot size for each district.

“SR1” District:  
Fifteen thousand (15,000) square feet.

“SR2” District:  
Nine thousand (9,000) square feet.

“SR3” District  
One (1) acre.

### “MR” Multi-Family Residential District

The intent and purpose of the Multiple Family Residential District is to provide the regulations and guidelines for the development of a variety of attached dwelling unit building types in conformance with the overall concept of the planned community of Lake Saint Louis. Uses include duplexes, apartment dwellings, and attached single family dwellings.

### “PR” Planned Residential District

The intent of the “PR” Overlay District is to accommodate residential development which by deviating from fixed standards results in: a variety of residential densities, a preservation of the natural environment of a site, a diversity in site planning which maximizes the unique characteristics of a site, and/or the provision of productive open space, all of which are in the interest of the health, safety and welfare of the residents of Lake Saint Louis, Missouri. All permitted and special uses allowed in the “SR1”, “SR2” and “MR” Districts shall be allowed in the “PR” District by site plan review.

### “CB” Community Business District

The Community Business District is intended to provide for a balanced variety of retail, service and office facilities which are significantly dependent upon and intended to serve the residents of the City of Lake Saint Louis.

### “OP” Office and Research Park District

The intent of the “OP” District is to provide opportunities for the development of office and research facilities which will:

- Be in close proximity to the major highway access points,
- Provide an employment base in the City, and
- Will enhance the City’s tax base.

### **“LI” Light Industrial District**

The “LI” District is intended to accommodate light industrial manufacturing and warehousing activities at a scale and intensity of use that is compatible in location with traffic circulation and with the visual character of the City of Lake Saint Louis. It is the purpose of these regulations to protect adjacent areas against encroachment by incompatible uses and to restrict the intrusion of certain uses, which would be more appropriate in heavy industrial or commercial uses.

### **“HC” Highway Commercial**

The “HC” (Highway Commercial) District is intended to provide for a variety of retail, service, office, recreation and entertainment facilities that are intended to serve local residents, highway travelers, and metro residents outside the City. Its designation on land within the City shall be limited to areas along state and interstate highways, and those areas easily served by those highways.

### **“PD” Planned Development District**

The purpose of this zoning district is to provide areas suitable for planned developments. The Planned Development District is designed to provide for site design and utilization in areas favorable for growth but experiencing a variety of developmental problems or for areas having access to urban services, utilities and public improvements containing potentially significant site planning advantages for planned developments. Problems may relate to existing or future traffic, land acquisitions, topographic, utility and related problem areas. It is the intent of this zoning district to maximize the public welfare and to provide the flexibility needed by developers to potentially enhance the aesthetic quality, consumer benefits and marketability of multiple- or single-use developments and to reduce the capital investment necessary for development, utilities, and public improvements.

### **“PA” Public Activity District**

The Public Activity District is intended to accommodate those uses and groupings of uses which would have a distinctly public rather than private character and to encourage the retention of certain properties in a relatively undeveloped state, such as public or private recreation use or a private cemetery.

### **“FP” Flood Plain Overlay District**

The intent of the Flood Plain Overlay District is to protect future development from those areas within the City of Lake Saint Louis which are subject to property damage from water level fluctuation on area lakes, streams, and rivers due to periodic stormwater events and subsequent runoff. The district boundary shall be the 100-year flood level as determined by Federal Insurance Administration, U.S. Department of Housing and Urban Development and adopted by the City of Lake Saint Louis as the official floodplain boundaries within the City.

### **Downtown Lakefront Redevelopment Overlay District**

In 2007, the City of Lake Saint Louis adopted a “downtown lakefront business district”, defined as the area between the big lake and Veterans Memorial Parkway and on both sides of the dam.

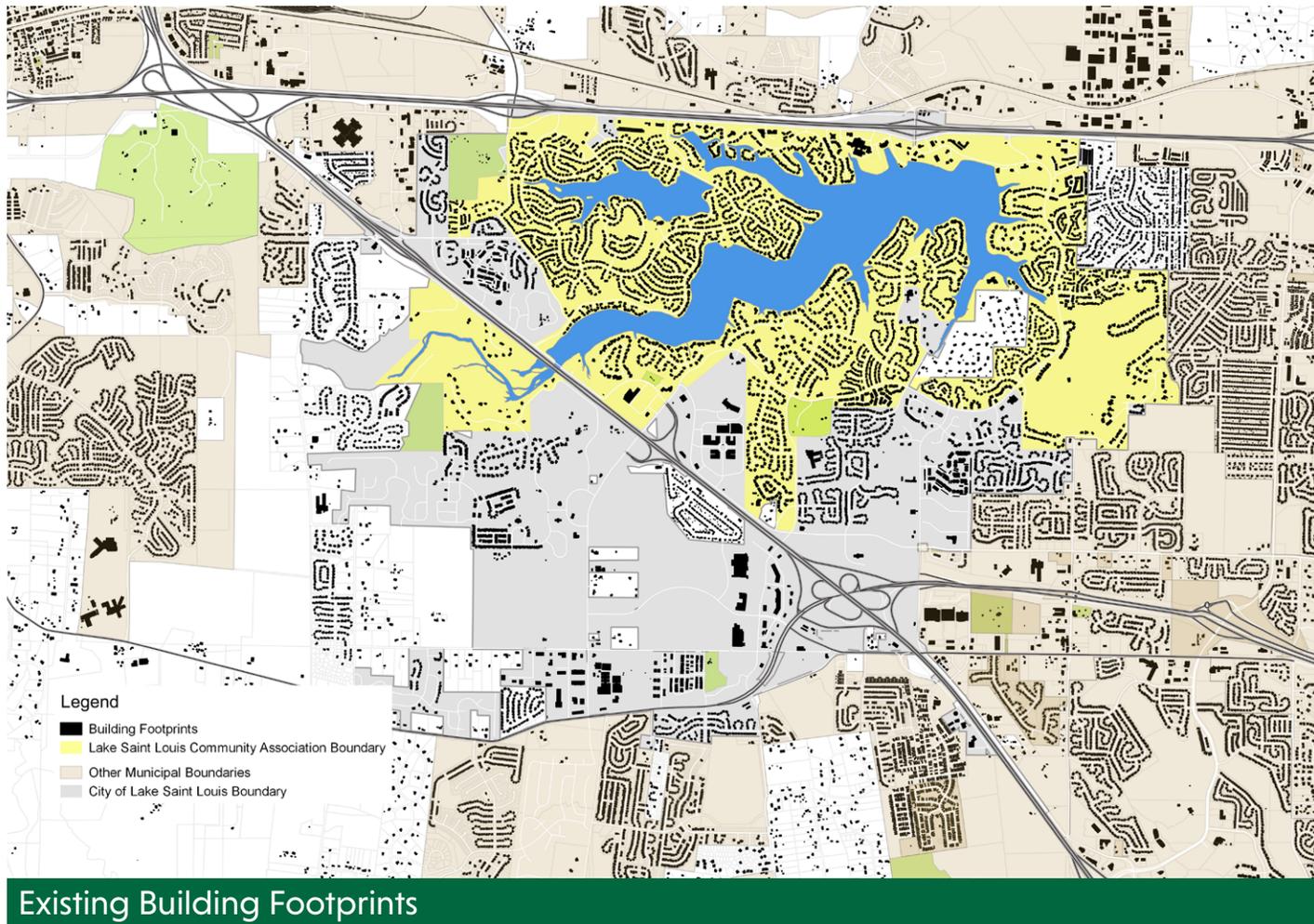
The Downtown Lakefront Redevelopment Overlay District (“Overlay District”) is intended to allow the development of tracts of land to their fullest extent and; at the same time, comply with the City’s Strategic Lakefront Redevelopment Land Use Plan. This Overlay District offers opportunities for more intensive redevelopment of housing, shopping, and businesses to complement the commercial lakefront area. Improvements should preserve and highlight the natural beauty and the unique relationship of Lake Saint Louis to the urban environment, as well as expand cultural and entertainment opportunities in the lakefront redevelopment area.

## Summary Table - Existing Zoning Districts

	Lot Area (Min)	Lot Width at Front Bldg Line (Min)	Lot Depth (Min)	Front Yard Dimension (Min)	Side Yard Dimension (Min)	Rear Yard Dimension (Min)	Transitional Yard	Max Height	Max Number of Dwellings
"NU" Non-Urban District	3 AC	250 feet	250 feet	90 feet	35 feet	50 feet		2 stories or 35 feet	1 per 3AC
"SR1" Single Family Residential	15,000 SF	70 feet		35 feet	8 feet	30 feet or 20%		2 stories or 35 feet <sup>1</sup>	
"SR2" Single Family Residential	9,000 SF	70 feet		25 feet	8 feet	25 feet or 20%		2 stories or 35 feet <sup>1</sup>	
"SR3" Single Family Residential	1 AC	100 feet		50 feet	20 feet	50 feet		2 stories or 35 feet <sup>1</sup>	
"MR" Multi-Family Residential								3 stories or 40 feet	6 per net AC
Duplexes	15,000 SF	100 feet		35 feet	8 feet	30 feet or 20%			
Town House on Indiv Lots	1,500 SF	18 feet		30 feet	20 feet				
Town House Apts	20,000 SF	100 feet		30 feet	10 feet	10 feet			
Garden Apartment	20,000 SF	100 feet		30 feet	15 feet (25' adjacent to "SR")	15 feet (25' adjacent to "SR")			
Elderly Housing Facility								2 stories or 30 feet	12 per gross AC
"PR" Planned Residential	None	None		None	None	None		3 stories or 40 feet <sup>2</sup>	6 per net AC
"CB" Community Business District	1 AC <sup>3</sup>			50 feet	10 feet	45 feet	Fence or Landscape	30 feet <sup>4</sup>	
"OP" Office and Research Park District	2.0 FAR <sup>6</sup>				100 feet adjacent to SF	100 feet adjacent to SF	Fence or Landscape	65 feet <sup>5</sup>	
"LI" Light Industrial District	1 AC	150 feet		50 feet	25 feet	25 feet	Fence or Landscape	50 feet <sup>4</sup>	
"HC" Highway Commercial	0.5 AC	150 feet	150 feet	20 feet or 42 feet with front parking	9 feet	20 feet		30 feet <sup>4</sup>	
"PD" Planned Development District	3.0 FAR <sup>6</sup>								6 per net AC

## Summary Table Notes - Existing Zoning Districts

- (1) Unless otherwise approved by ARB with certain criteria.
- (2) Additional height may be allowed by special use permit.
- (3) Lot may be reduced to 1/2 acre if part of a comprehensively planned commercial development.
- (4) Buildings of great height may be specifically permitted by site plan review and approval.
- (5) Additional height may be allowed by special use permit.
- (6) No minimum lot area specified. Density is defined by Floor Area Ratio (FAR).



### EXISTING BUILDING FOOTPRINTS

The map to the left illustrates existing building footprints. As the map shows, significant areas within the City remain undeveloped, especially along Lake Saint Louis Boulevard west of I-64 and along Hawk Ridge Trail west of the Shoppes at Hawk Ridge.

### UNINCORPORATED AREAS

There are two large unincorporated areas within the city proper. One area is northwest of the Shoppes at Hawk Ridge adjacent to Interstate 64. The second area is north of Lake Saint Louis Boulevard between Henke Road and Charlemagne Drive. There are smaller unincorporated areas along Lake Saint Louis Boulevard and Orf Road near Hawk Ridge Trail.

## DEVELOPMENT PATTERNS: GROWTH BY DECADE

In 1967 the first preliminary plan for Lake Saint Louis was approved by St. Charles County. Construction on the dam for the large lake began in 1968.

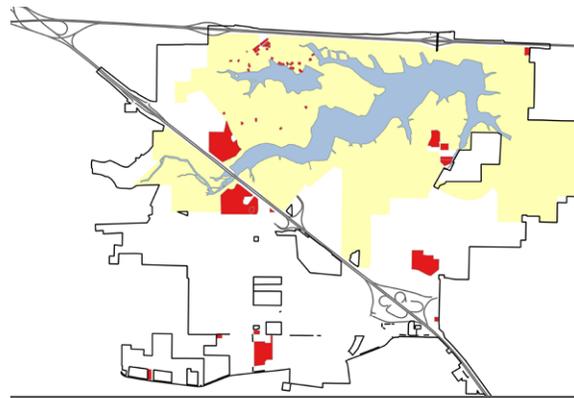
Growth really took off in the 1970's. The City was incorporated in 1975 and by 1976, the population exceeded 2,400 residents.

Until 2000, growth of the City was mostly limited to the current boundaries of the Lake Saint Louis Community Association. During the 2000's and prior to the recession, there was rapid growth in the southern and western sections of the City. In addition to residential growth, this period included retail and commercial growth including the Shoppes at Hawk Ridge and the Meadows shopping center.

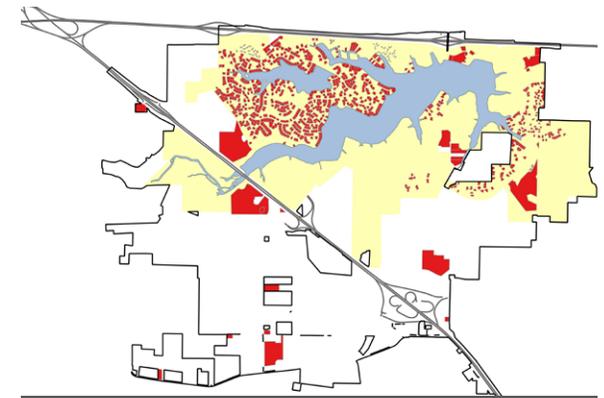
### Legend

- Developed Parcels
- Lake Saint Louis Community Association Boundary

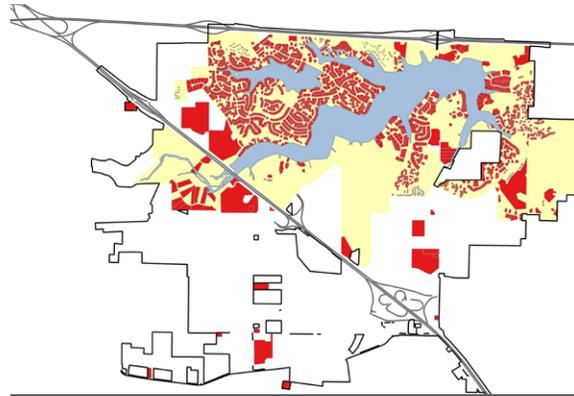
Note: Current City limits shown in all diagrams.



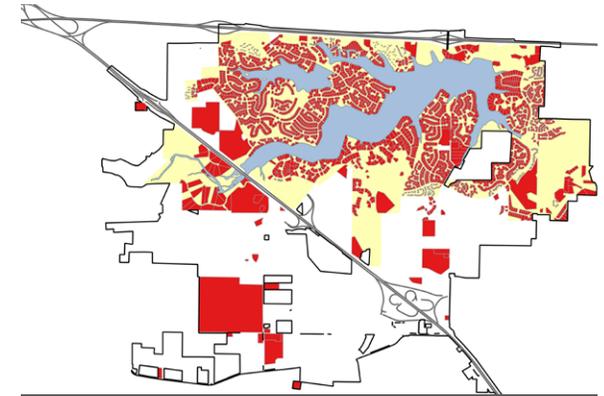
Prior to 1970



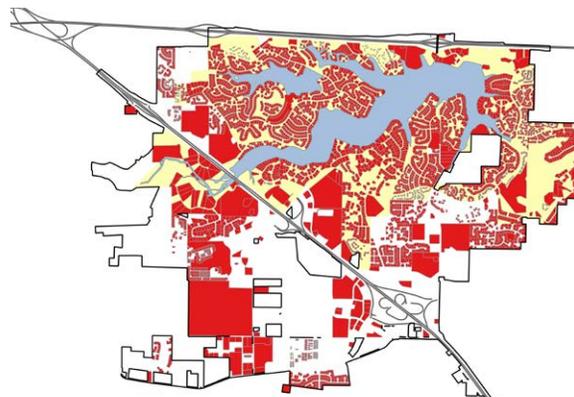
1970's



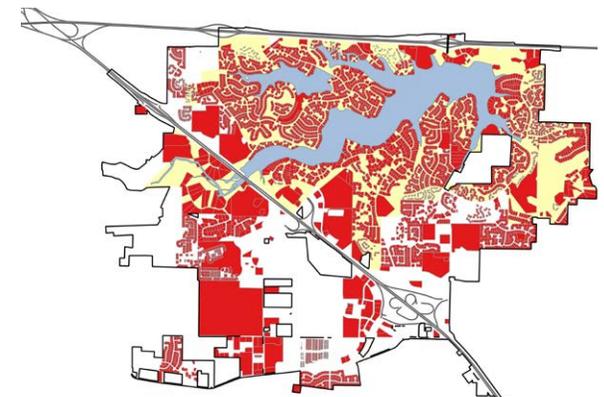
1980's



1990's



2000's



2010's

# Existing Housing & Retail Development

## OVERVIEW

Lake St. Louis has traditionally been known as a residential community. In recent years, significant retail development has occurred with the Shoppes at Hawk Ridge opening in 2006 and the Meadows opening in 2008. This section will review existing data and trends in housing and retail development in the City.

## HOUSING VALUE

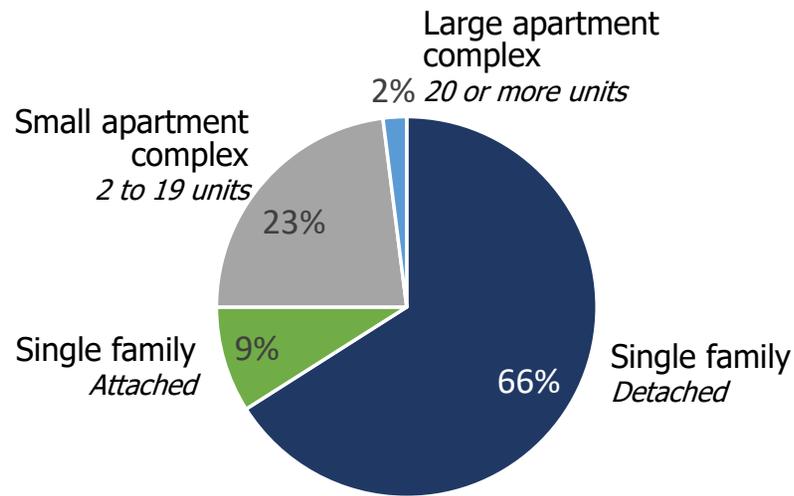
Lake Saint Louis includes housing at a variety of middle- and upper-class price points. There are very few “starter homes” valued at \$100,000 or less, but at the other end of the distribution, there are also few very high value housing units worth \$500,000 or more. The median home in Lake Saint Louis is valued at \$247,000, which compares favorably to the county (\$207,000) and the region as a whole (\$187,000). Over one-third of homes in Lake Saint Louis fall in the \$200,000 to \$300,000 price range.



## HOUSING TYPES

Lake Saint Louis is noted for its high quality of housing and, in fact, for a wide range of housing alternatives within the city, including modestly and expensively priced homes. Single family detached housing is the predominant housing type in Lake Saint Louis, accounting for two-thirds of housing. Units within smaller apartment complexes (between two and 19 units) make up about one-fourth of housing, or 23 percent.

Single family attached housing (such as townhomes or villas) make up about one-tenth of housing units. Finally, a small percentage of housing units are within larger apartment complexes of 20 units or more.



Source: American Community Survey, 2014 (5 Year Profile)

## Housing by Type



## HOUSING OCCUPANCY

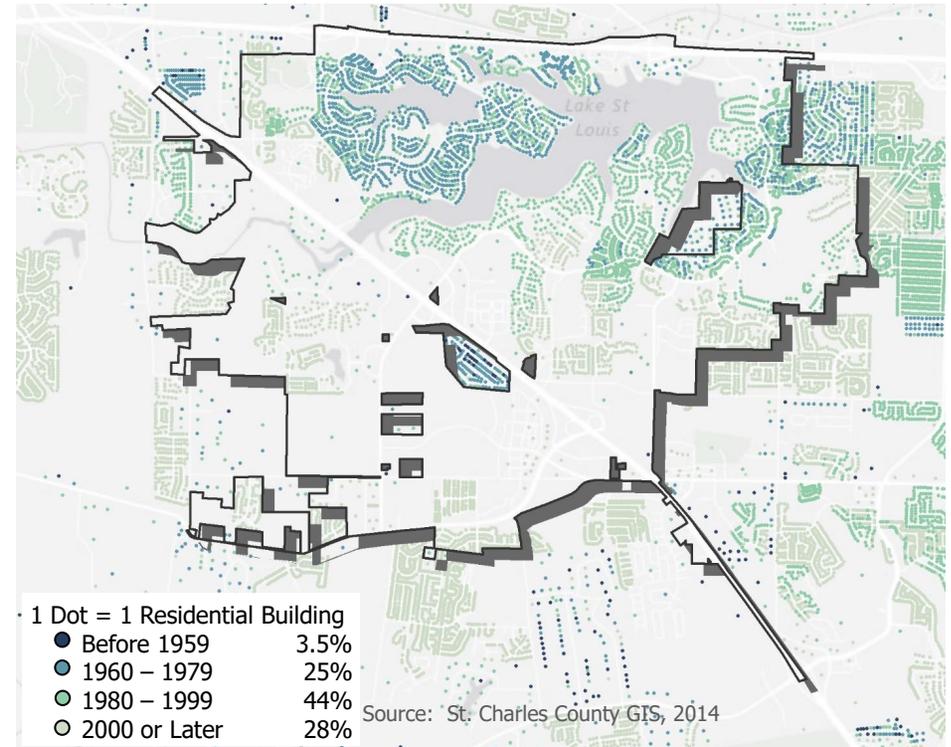
Three quarters (75 percent) of Lake Saint Louis homes are owner occupied, which is high compared to the metro region (63 percent), but almost equal to that of St. Charles County (76 percent). The proportion of renters is about the same in Lake Saint Louis (19 percent) as in St. Charles County, and there is a slightly higher proportion of vacant units, likely due to a small number of second homes found in the city.

## AGE OF DEVELOPMENT

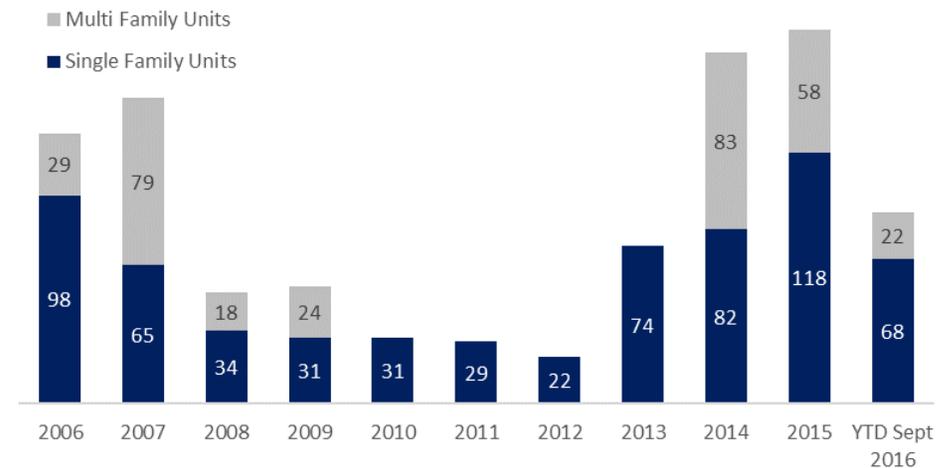
The oldest housing in Lake Saint Louis is found around Lake Sainte Louise, the initial site of development. Housing around Lake Sainte Louise largely dates from the 1970's and 1980's. On the southern bank of that lake, housing dates from the 1980's and later. Beyond these original areas of Lake Saint Louis, housing is newer, dating from the 2000's or later. As shown on the map on this page, the age of housing and the density of housing development is similar to that of neighboring communities. There is very little housing dating to the 1950s or earlier (only about 3.5 percent), while there is a great deal of housing built since the turn of the century (28 percent).

## RECENT GROWTH

A review of building permits issued in the past ten years shows that from 2006 to September 2016, building permits were issued for 965 units of housing. Of these, 652 permits, or 68 percent, were issued for single family housing, while the remaining 313, or 32 percent, were issued for multifamily housing. New housing construction diminished considerably from 2007 to 2012 as a result of the Great Recession, but began to increase again in 2013. As of September 2016, several large residential building projects were in progress, including Mason Glen, Wyndmere, Brookfield Crossings, the Villas at Ridgepointe, Lake Ridge Senior Apartments, Oak Bluff Estates, Prospect Place Apartments, and Wyndstone.



## Housing by Decade of Construction



Source: HUD State of the Cities Data System, 2016

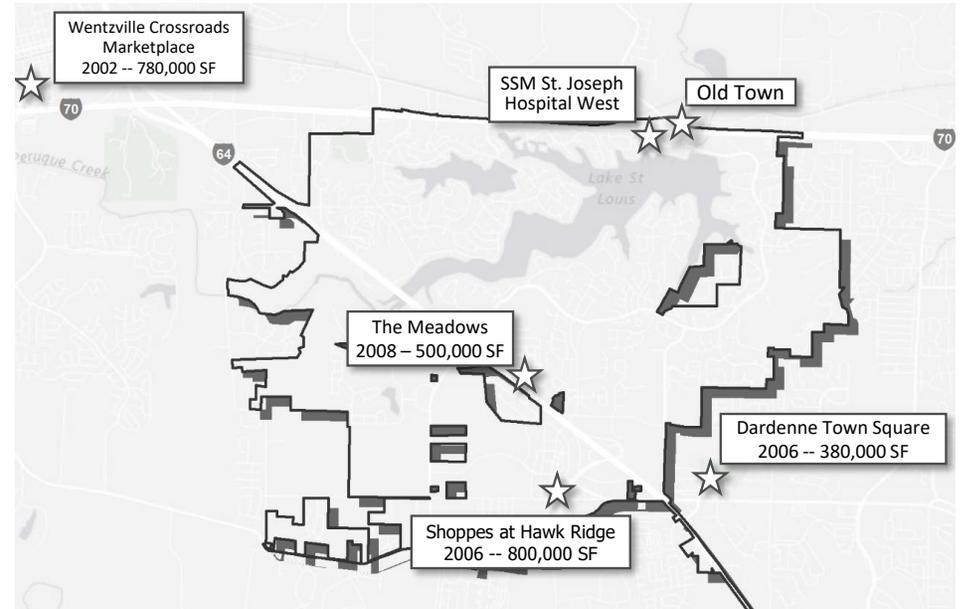
## New Dwelling Units Permits Issued in Lake Saint Louis 2006 - 2016 (YTD)

## RETAIL DEVELOPMENT

There are two principal retail centers in Lake Saint Louis. The 800,000 square foot Shoppes at Hawk Ridge was built in 2006 and includes a Walmart Supercenter, a Lowe's, a Dollar Tree, a T.J. Maxx, various strip retailers, and an assortment of dining options ranging from fast food to full-service restaurants. The Meadows, a 500,000 square foot shopping center built in 2008, is an upscale outdoor shopping mall with more than 20 shops anchored by Bed Bath & Beyond, Nike, Old Navy, and Von Maur. The Meadows also functions as a "town center" with public space and a calendar of events, including a farmers' market and winter ice skating rink.

The two retail centers closest to Lake Saint Louis are Wentzville Crossroads Marketplace and Dardenne Town Square. Wentzville Crossroads Marketplace opened in 2002 about four miles to the northwest of Lake Saint Louis and is home to 780,000 square feet of retail, including a Walmart, Target, Lowe's, and Best Buy. Dardenne Town Square is located just beyond the borders of Lake Saint Louis along Interstate 64. Built in 2006, the shopping center features 380,000 square feet of retail, including Target, JC Penney, Shop 'N Save, and Wehrenberg Theatre. In total, these four retail centers have added nearly 2.5 million square feet of retail to St. Charles County since 2002.

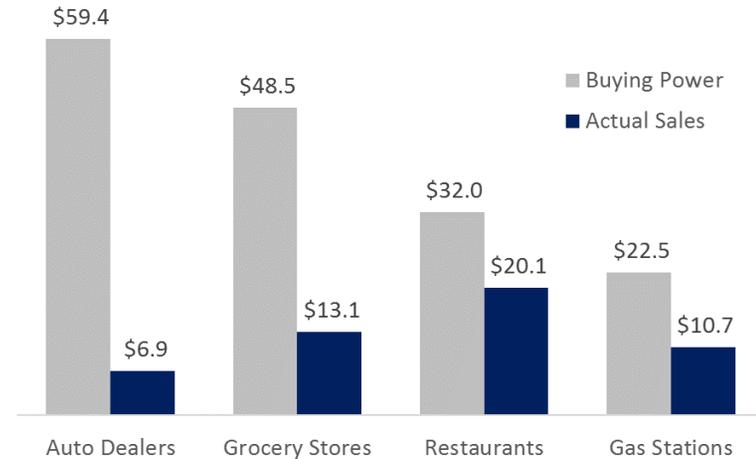
## Areas of Retail Development



## RETAIL STRENGTHS AND WEAKNESSES

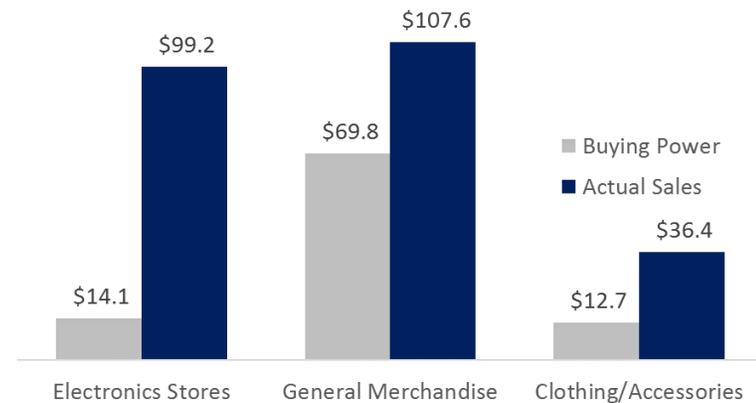
Comparing the purchasing power of Lake Saint Louis residents to the amount of spending currently taking place within the community gives an idea of Lake Saint Louis' retail strengths and weaknesses. Retail strengths include electronics stores, general merchandise stores, and clothing accessory stores. Spending data shows that these stores bring in customers from outside of Lake Saint Louis.

On the other hand, spending patterns show that Lake Saint Louis residents often leave the community to access auto dealers, grocery stores, restaurants, and gas stations.



Source: ESRI, 2015

### Particular Retail Weaknesses (\$millions)



Source: ESRI, 2015

### Particular Retail Strengths (\$millions)



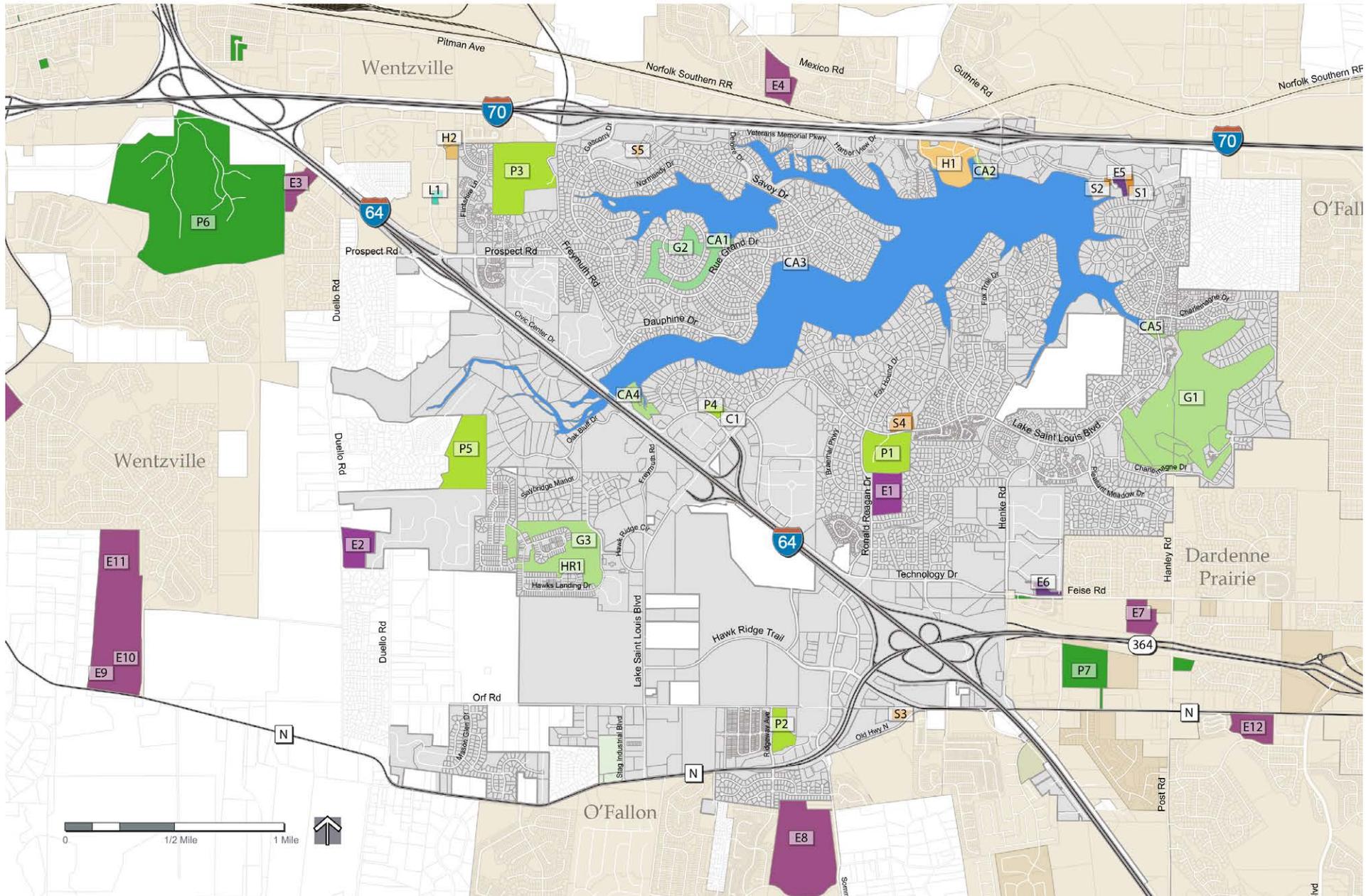
# Community Assets and Institutions

## OVERVIEW

A strength of Lake Saint Louis is the number and quality of community assets and institutions available to City residents. This section highlights key community facilities including:

- Civic Buildings
- Education
- Health
- Libraries
- Public Safety
- Utilities
- Homeowner Associations





# Map: Existing Community Assets and Institutions

# Legend: Existing Community Assets and Institutions

## Civic

**C1** Lake Saint Louis City Hall

## Education

- E1** Green Tree Elementary
- E2** Duello Elementary
- E3** Quail Ridge Early Childhood
- E4** Lakeview Elementary
- E5** Hope Montessori Academy
- E6** Andrews Academy
- E7** Prairie View Elementary
- E8** Liberty High School
- E9** Boone Trail Elementary
- E10** Wentzville South Middle School
- E11** Timberland High School
- E12** Crossroads Elementary

## Health

- H1** SSM Health St. Joseph Hospital
- H2** Crider Health Center

## Public Safety

- S1** Lake Saint Louis Fire Protection District (Facility Opening in 2018/19)
- S2** St. Charles County Ambulance District
- S3** Wentzville Fire Protection District
- S4** Lake Saint Louis Fire Protection District (Facility relocating in 2018/19)
- S5** Lake Saint Louis Fire Protection District (Facility relocating in 2018/19)

## Parks

- P1** Boulevard Park
- P2** Hawk Ridge Park
- P3** Founders Park
- P4** Veterans Park
- P5** "No Name" Park
- P6** Quail Ridge Park (St. Charles County)
- P7** Youth Activity Park (St. Charles County)

## Community Association Amenities

- CA1** Clubhouse (LSL CA)
- CA2** Windjammer Point (LSL CA)
- CA3** Marina (LSL CA)
- CA4** Jefferson Point (LSL CA)
- CA5** Lakewood Park (LSL CA)
- HR1** Clubhouse (HHR CA)

## Libraries

- L1** St. Charles City-County Library District

## Golf Courses

- G1** Lake Forest Golf and Country Club
- G2** LSL Community Association Par 3 Course
- G3** Heritage of Hawk Ridge Golf Course



**P2** Hawk Ridge Park



**H1** SSM St. Joseph Hospital



**E2** Duello Elementary



**H2** Crider Health Center



**CA2** Windjammer Point



**L1** Library District



**CA1** LSL CA Clubhouse



**HR1** HHR Clubhouse

## EDUCATION

### Public Primary and Secondary Schools

Lake Saint Louis is served by the Wentzville School District. The Wentzville School District has 22 facilities and serves over 15,000 students.

Green Tree Elementary is the only public school located within the city limits of Lake Saint Louis. However, City residents are served by a number of schools within the districts that are just outside of the city limits. Elementary schools include Discovery Ridge Elementary, Duello Elementary, Lakeview Elementary, and Prairie View Elementary. Middle schools include Frontier Middle and Wentzville South Middle School. High schools include Holt High School, Liberty High School and Timberland High School.

The school district is highly regarded and has been cited by families in the City as being one of the key reasons for living in the City.

The Wentzville School District has been one of the fastest growing school districts in the state in recent years. Enrollment has increased by more than 8,000 students since 2001, averaging between 500 and 600 new

students every year. The District is now the 11th largest school district in the State of Missouri.

Growth is expected to continue in the school district. In 2015, the Wentzville School District Board of Education adopted a “K-6 Plan for Growth” which included two new elementary schools in the district for the 2017-2018 school year and adjustment of all elementary schools to K-6.

In 2016 the school district initiated a boundary study for its elementary schools.

### Private Schools

Lake Saint Louis is served by several private schools including Hope Montessori Academy and Andrews Academy within the City. A number of private and parochial schools are in adjacent communities.

### Higher Education

Maryville University has a satellite location at 3401 Technology Drive. Outside the City, the region is home to a number of top ranked universities.

## HEALTH

### SSM Health St. Joseph Hospital

Lake Saint Louis is home to a major hospital, SSM Health St. Joseph Hospital. The hospital was originally built in 1986 and is a 122-bed facility. The hospital employs over 900 and is home to over 300 physicians.

SSM Health St. Joseph Hospital is currently undergoing a major expansion that is expected to be complete in 2018. A three story patient tower and rehabilitation facility are part of the approximately \$90 million expansion. Capacity will increase to over 200-beds plus 30 beds for rehabilitation out-patient.

### Crider Health Center

Crider Health Center is located just outside the city limits at 1032 Crosswinds Court. Crider Health Center provides health care for adults and children, oral health care, and mental health care.

## LIBRARIES

### St. Charles City-County Library District

Lake Saint Louis is served by the Corporate Parkway Branch of the St. Charles City-County Library District. The library is located just outside the city limits at 1200 Corporate Parkway. No library is located within the city limits.

## **PUBLIC SAFETY**

### **Fire Protection Districts**

Lake Saint Louis is served by three fire districts: the Lake Saint Louis Fire District, the O’Fallon Fire District, and the Wentzville Fire Protection District. The majority of the City is covered by the Lake Saint Louis Fire District and the Wentzville Fire District. The O’Fallon Fire District covers a small area in the northeast part of the City.

The Lake Saint Louis Fire District has stations at 2533 Lake Saint Louis Boulevard and 26 South Ellerman Rd. The District serves the eastern and northern sections of the City. The District has 13 career staff, 20 reserve firefighters, and 8 support services members.

The Lake Saint Louis Fire District had 1351 calls in 2015. Call volume has increased from 940 in 2005, although volume has not always been a steady growth. The District is anticipating an increase to 1430 calls by 2020.

The Wentzville Fire Protection District serves the southern and western sections of the City. The District has 52 career full-time paid employees. The District has four fire stations,

with one in the City of Lake Saint Louis at 8200 Orf Road. The District has experience significant growth in the volume of calls. According to the District in 2014, growth in calls increased by 268 percent since 1999.

### **Police Department**

The City is served by the Lake Saint Louis Police Department. The Department is headquartered adjacent to City Hall at 200 Civic Center Drive.

Low crime was rated by residents as one of top strengths of living or working in Lake Saint Louis.

## **UTILITIES**

Lake Saint Louis is served by a number of regional utilities in providing drinking water, sewer, electric, gas, and telephone.

### **Wastewater / Sanitary Sewer**

Two utilities provide sanitary sewer service in the City. Public Water Supply District #2 provides coverage for most of the City. However, Duckett Creek Sanitary District provides coverage for the southern edge of the City, mostly south of Highway N.

For areas of new growth, especially in the southern and western portions of the City, the utilities have planned for needed capacity. Lift stations may be required as part of new development, especially in western sections of the City.

A major current project is the Lake Saint Louis Sewer Improvement Program which is a long-term capital improvement project to upgrade or relocate approximately eight miles of sanitary sewer mains that currently run underneath or adjacent to both lakes Saint Louis and Saint Louise. According to the Public Water Supply District #2, the project is a proactive

solution to address the area’s aging sewer system and to protect the environment and quality of life in the Lake Saint Louis community today and in the future. Without the preemptive approach, the sewer mains will continue to age and could develop unsafe and costly leaks or breaks, or ultimately fail.

An 2011 Alternatives Report (Lake Saint Louis Subaqueous Conceptual Improvement Plan) recommended replacing the underground sewer system by installing 30 new pump stations and force mains.

In 2016, Public Water Supply District #2 contracted for inspection, location, and condition assessment of the existing sanitary sewer mains located underneath lake Saint Louis and lake Saint Louise. In addition, five new access structures were to be constructed within the lakes to enhance future access to the sanitary sewer system. The inspection and work is expected to be complete by the end of 2017. It is expected that the inspection report at the end of 2017 will assist the District in determining next steps in regards to the Improvement Program.

## **Water Distribution**

Public Water Supply District #2 supplies water to the City of Lake Saint Louis. The District provides water distribution to a population of over 75,000. The District commissioned a growth study and Water System Master Plan in 2012 to plan for future growth and capacity. The District has a capital improvements program to ensure upgrades and new facilities to meet expected demand and growth within the District.

## **Electric**

Cuivre River Electric Cooperative, Inc provides electricity to the City of Lake Saint Louis. Cuivre River has a branch office in Lake Saint Louis at 8757 Highway N.

Residential areas in Lake Saint Louis are primarily served by underground lines. Major overhead line corridors include Highway N and a north-side line that is just east of lake Sainte Louise and crosses lake Saint Louis near Marina Drive and Waters Edge Court, then follows Ronald Reagan Drive. Two substations are located in the City - east of the lake Sainte Louise dam and near Hawk Ridge Drive and Spring Borough Drive.

## **Other Utilities**

Other utilities in the City include Laclede Gas for natural gas, CenturyTel for phone, and Charter Communications for cable.

## HOMEOWNER ASSOCIATIONS

The City of Lake Saint Louis is most closely associated with the Lake Saint Louis Community Association. For twelve years, the Lake Saint Louis Community Association was the sole governing body in the community until the City was incorporated in 1975.

Today, the City has numerous homeowner associations.

### Lake Saint Louis Community Association

More than 8,600 residents representing over 4,000 residential properties are members of the Lake Saint Louis Community Association (LSLCA). The boundaries of the LSLCA were established before the City of Lake Saint Louis was incorporated in 1975.

The LSLCA is a private homeowner association and not all homes in the City of Lake Saint Louis have access to LSLCA amenities. Amenities of the LSLCA include two lakes (the 75 acre lake Sainte Louise and the 650 acre lake Saint Louis), par 3 golf course, 20,000 square feet club house, olympic size swimming pool, children swimming pool, four tennis courts,

five parks, and three marinas.

Membership of the LSLCA is limited to property owners within the boundaries of the LSLCA. Guests are limited to four per household for LSLCA events and entertainment. Outside membership is permitted for LSLCA groups and clubs, however, outside membership is limited to 1/3 of the group or club total membership.

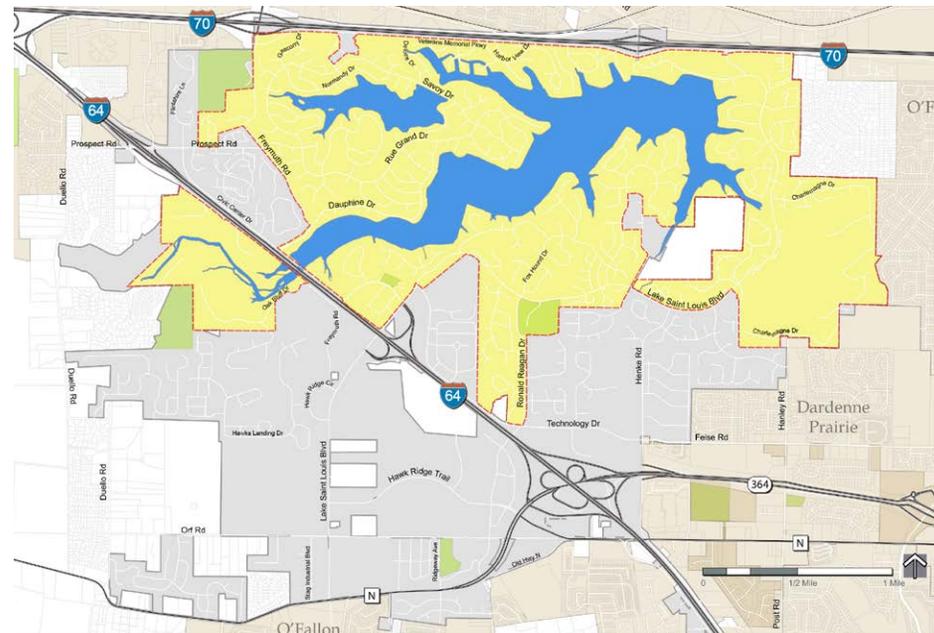
### Heritage at Hawk Ridge

The Heritage at Hawk Ridge is a active adult, 55+ age housing community. Amenities include a par 3 golf course, 10,000 square foot clubhouse, outdoor pool, two tennis courts, and a fitness center.

### Additional Homeowner Associations

There are 14 additional homeowner associations. They include:

- Estates at Hawk Ridge
- Green Tree Meadows
- Hawk Ridge on the Green
- Locksley Crossing
- Locksley Manor
- Manors at Meadowbrook
- Mason Glen
- Prospect Village
- Ridgepoint Place Villas
- Saratoga
- Seasons at Lake Saint Louis
- Sommers Landing
- Stonecrest
- Waterford Villas



**Boundaries of the Lake Saint Louis Community Association**

# Existing Transportation

## OVERVIEW

Mobility is crucial for any community. Whether it is commuting to work, walking to school, biking to a park, delivering a package, or responding to an emergency call, the ability to efficiently move by different forms of transportation is important for community quality of life and economic success.

The City of Lake Saint Louis is well served by vehicular transportation. The City is at the intersection of two major regional interstates: I-64 and I-70. I-64 and I-70 provide easy access to regional employment centers and destinations. In addition to interstate access, Highway 364 is another major limited access highway that connects to the City.

## CURRENT AND PLANNED PROJECTS

### Highway N

The Highway N corridor west of I-64 is a major focus for the City, St. Charles County, and MoDOT. The corridor has seen rapid growth in the last decade which has severely impacted traffic on the road. In the short term, improvements include signalization at the intersection of Highway N and Lake Saint Louis Boulevard. Long term, there is strong interest in a Highway N study that would guide future improvements. Currently, Highway N is not listed as a Tier 1 or Tier 2 (high priority) project on the East-West Gateway Council of Government's Long Range Transportation Plan. The Long Range Transportation Plan guides federal allocation of transportation funding in the region. As part of St. Charles County's 2013 comprehensive plan, Highway N was shown as a future thoroughfare with 120' right-of-way width. St. Charles County Transportation Plan 2030, which was completed in 2007, called for Highway N to be reconstructed to three lanes from Sommers Road to Highway T.



### Round-a-bout at I-70 and Lake Saint Louis Boulevard

A round-a-bout is proposed for the intersection of I-70 and Lake Saint Louis Boulevard. The round-a-bout will help traffic flow and also be an opportunity to enhance the gateway into the City. A concept study is expected to be complete in 2016-2017.

### Traffic Signals at I-70 and Hwy A

Traffic signals are planned at the intersection of I-70 and Hwy A to replace existing stop signs at the intersection.

### Interstate 70 Study

In 2017, the Missouri Department of Transportation (MoDOT) will re-start a corridor study of I-70 from Wentzville to downtown St. Louis.

### Interstate 64 Improvements

A third lane on I-64 from Route K to I-70 is planned by MoDOT. The project is on the East-West Gateway Council of Government’s Long Range Transportation Plan, but funding has not been allocated. The project is not expected to have any right-of-way impacts.

### Lake Saint Louis Boulevard Improvements

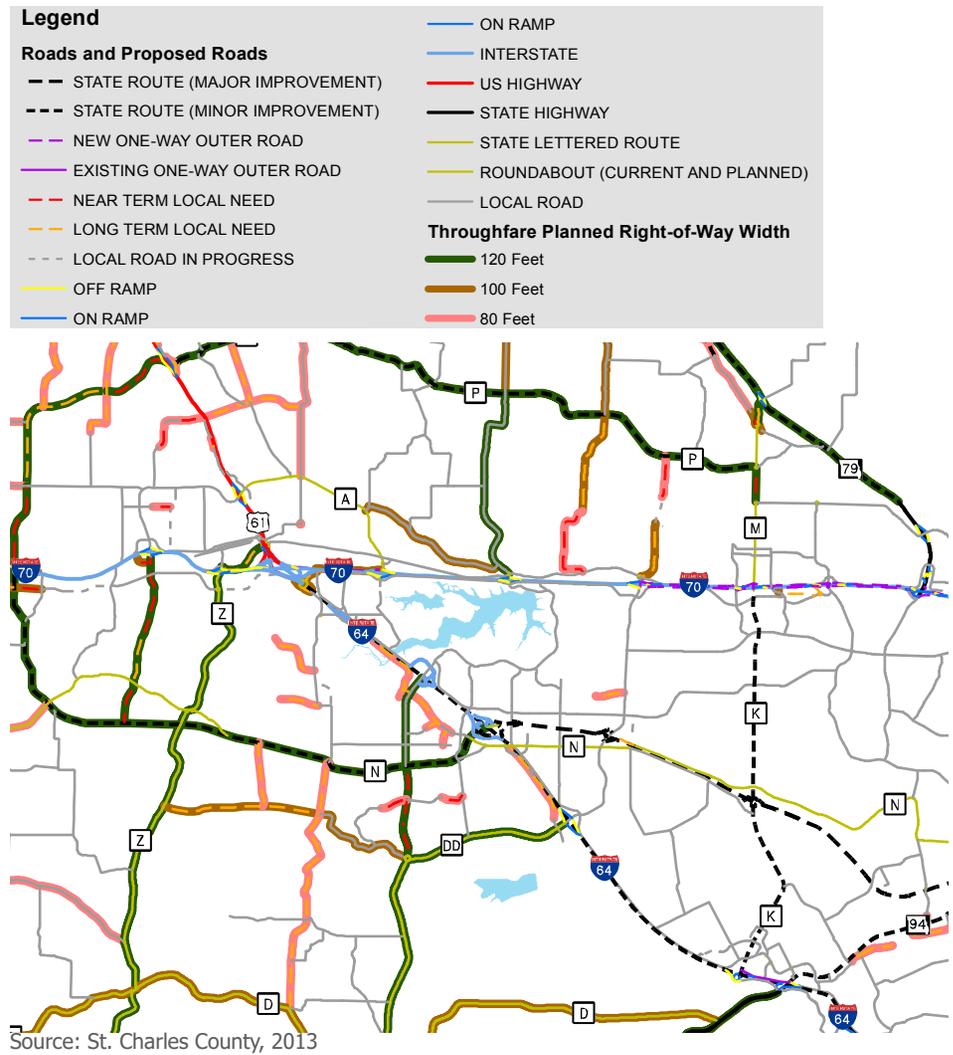
Phase 1 improvements from Chase Court to Pleasant Meadow Drive are expected to be designed in 2016-2017. Future improvements to Lake Saint Louis Boulevard will continue west of I-64.

### Duello Road Improvements

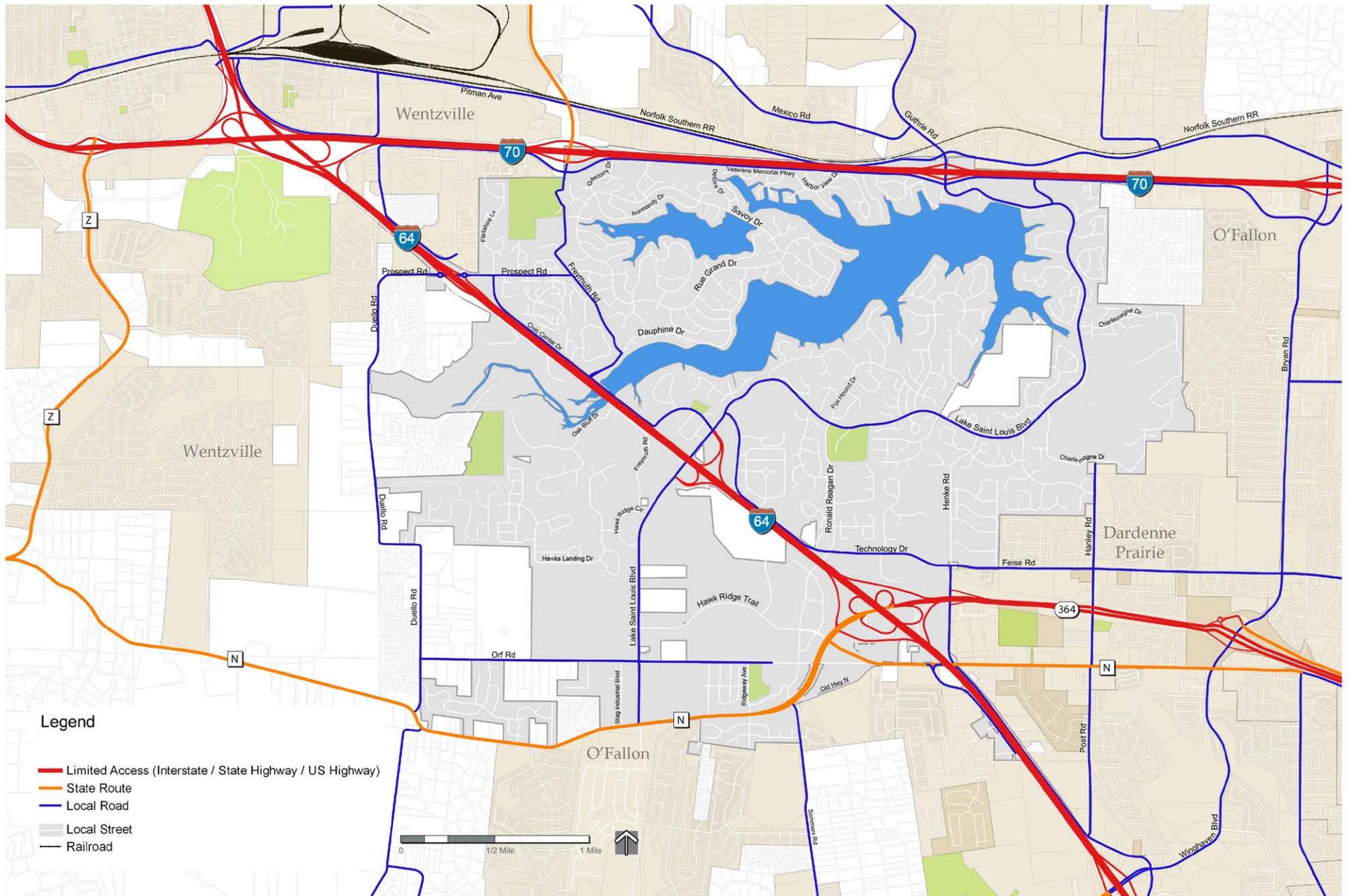
St. Charles County is planning improvements to Duello Road to improve alignment and safety. Work is expected to include alignment modifications and a new intersection of Duello Road and Highway N.

### Hawk Ridge Trail Extension

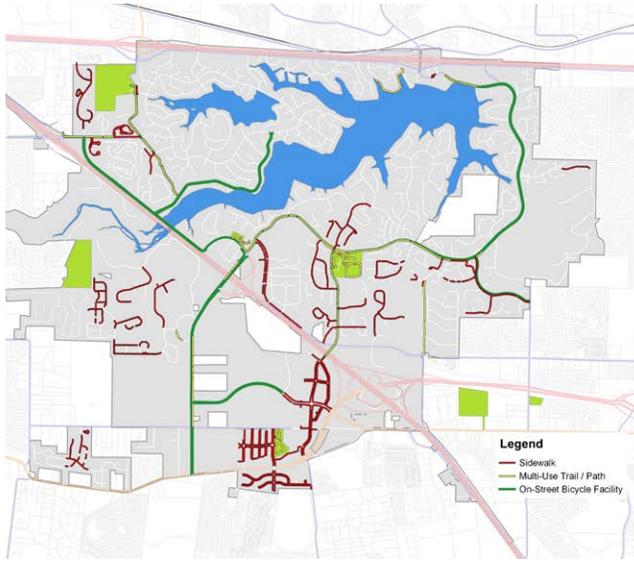
The extension of Hawk Ridge Trail has been shown as a local long term need.



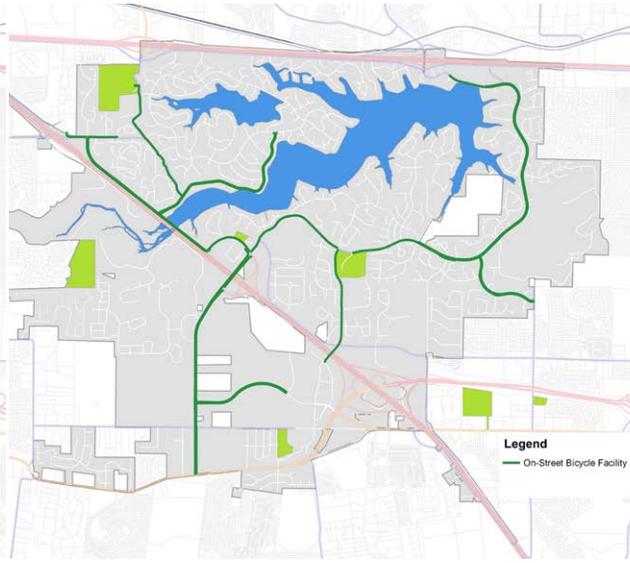
2013 St. Charles County Thoroughfare Plan - Detail of LSL



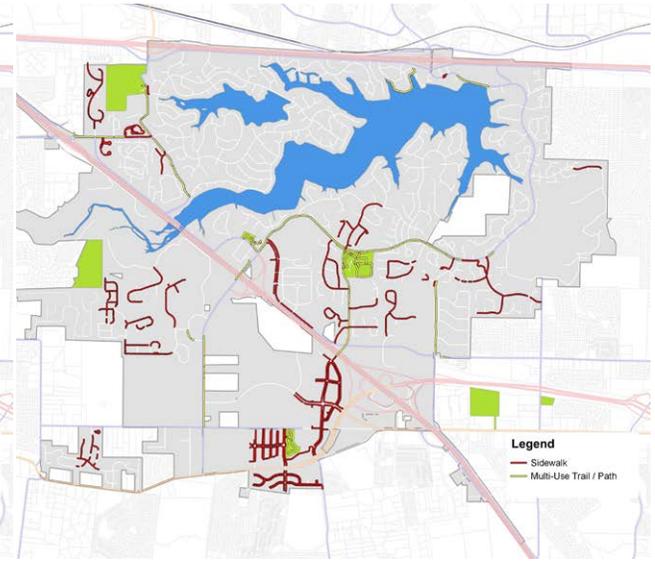
# Map: Existing Vehicular Transportation Network



Active Transportation: All



Active Transportation: On-Street Bicycle Facilities



Active Transportation: Off-Road (Sidewalks and Trails)

### Active Transportation - All

The City of Lake Saint Louis has a strong existing network of active transportation (bicycle and pedestrian). However, significant gaps exist in the active transportation network and there are opportunities to significantly expand bicycling and pedestrian facilities. Active transportation is one of the top priorities for residents in the City including additional trails and improved bicycle and pedestrian conditions.

In 2015, the City completed a draft Sidewalk Prioritization Model. The process inventoried existing sidewalks and developed a scoring methodology to rank future sidewalk projects.



Existing urban shoulder along Dauphine Drive.

### On-Street Bicycle Facilities

Streets with existing on-street bicycle facilities include Lake Saint Louis Boulevard, Civic Center Drive, Dauphine Drive, Freymuth Road, Ronald Reagan Drive, and Hawk Ridge Trail. The type of on-street bicycle facility varies between streets. The different types of bicycle facilities include bike lanes, bike shoulders, and “urban shoulders”. An urban shoulder is a road where there is a striped lane for bikes, but the lane width does not meet the standard width (4’ or 5’) for a full “bike lane”. Normally the street is too narrow to accommodate a full-width bike lane. Dauphine Drive is an example of an “urban shoulder”.

Most intersections within the City lack accommodations for bicycles such as bicycle left turn lanes or bike through lanes.

### Off-Road Facilities (Sidewalks and Trails)

Existing multi-use trails are adjacent to sections of Lake Saint Louis Boulevard, Ronald Reagan Drive, and Freymuth Road. Newer development in the City have typically included sidewalks. To be classified as a multi-use trail, the trail should be a minimum of 8’ in width. Sidewalks should be a minimum 5’ width for two-way travel.

I-64 acts as a major barrier for pedestrian and bicycle circulation within the City. Bridges over the interstate and exit/on ramps are conflict points between vehicles and bicyclists/pedestrians.

Hwy N is a current barrier for bicycle and pedestrian circulations as there are limited existing controlled intersections.

# Existing Parks and Recreation

## OVERVIEW

Lake Saint Louis has a strong existing park and recreation system. Parks and recreation has been cited by residents as one of the top quality of life benefits of living in the City.

The City owns and maintains five city-owned parks totaling 131 acres. In addition to City parks, two St. Charles County Parks (Quail Ridge and Youth Activity Park) are in close proximity to the City.

Lake Saint Louis Parks & Recreation Department's mission is "encouraging and supporting active lifestyles by creating equal environments where people of all ages and abilities can thrive and become physically and emotionally healthy." The department is separated into two divisions. The parks division, along with the horticultural technician, oversees maintenance of parks grounds, recreational facilities, playgrounds, and landscaping. The recreation division is responsible for programming, leagues, and special events.

The Parks and Recreation Department organizes a number of programs, events, and classes including:

- Art classes
- Yoga
- Summer youth day camps
- Youth sport leagues
- Summer concert series
- Movies in the park
- Community-wide garage sale
- Community tree lighting ceremony
- Lake Saint Louis Triathlon

In addition to public amenities provided by the City, private homeowner associations provide recreation opportunities for their members.



## EXISTING PARKS

### Boulevard Park

Boulevard Park is a 20-acre park located at the corner of Lake Saint Louis Boulevard and Ronald Reagan Drive. The park is adjacent to Green Tree Elementary School and is frequently utilized by the school. Boulevard park is a mix of passive and active uses including a large pavilion, picnic facilities, amphitheater, softball/baseball field, soccer field, walking path, playground, and ponds.

### Founders Park

Founders Park is a 55-acre park that primarily focuses on active recreation with multiple baseball/softball diamonds and soccer fields. The park has two side by side playgrounds, picnic facilities, a walking trail, and a half basketball court. The park is located at 7 Freymuth Road.

### “No Name” Park

“No Name” Park is a new 36-acre park located on the western edge of the City. Currently, the park is undeveloped and is not accessible to residents. The park is expected to be more of a passive use park.

### Hawk Ridge Park

Hawk Ridge Park is a 17-acre park located at 8392 Orf Road. The park is home to “All Inclusive” Zachary’s Playground which was ranked the No. 1 playground in America by Early Childhood Education Zone. The park includes a spray pad, pavilions, 1/2 mile walking trail, and restrooms with a separate family friendly restroom.

### Veterans Park

Veterans Park is a small park located at 200 Civic Center Drive. The park honors veterans and members of the armed services. Flags of all branches of the service are included at a memorial in the park. The park includes small pavilions with picnic tables and an entry water feature.



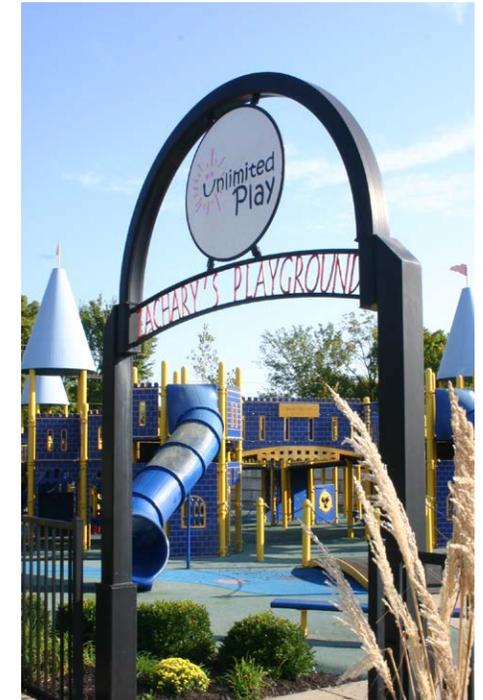
Boulevard Park



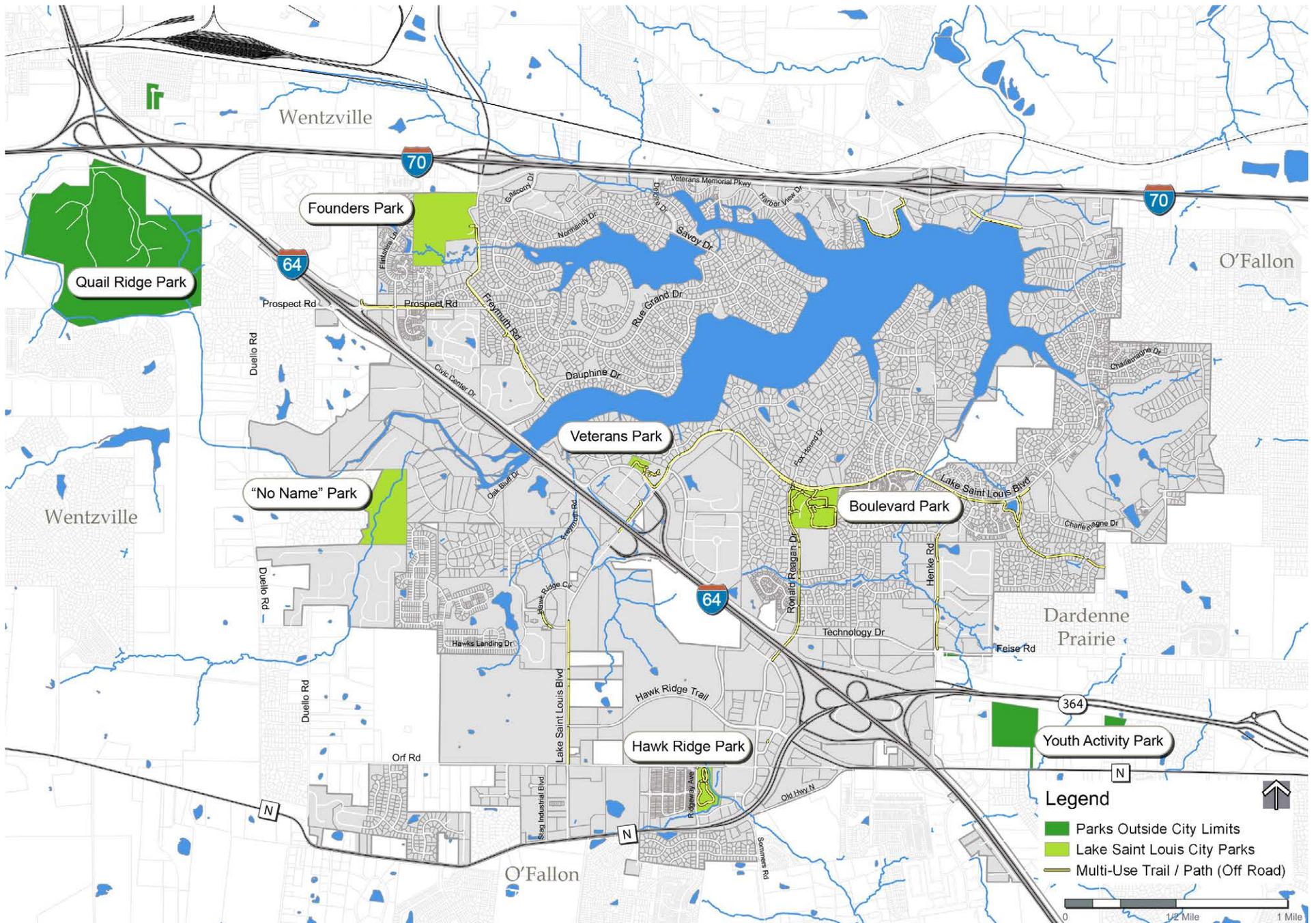
Founders Park



Veterans Park



Hawk Ridge Park



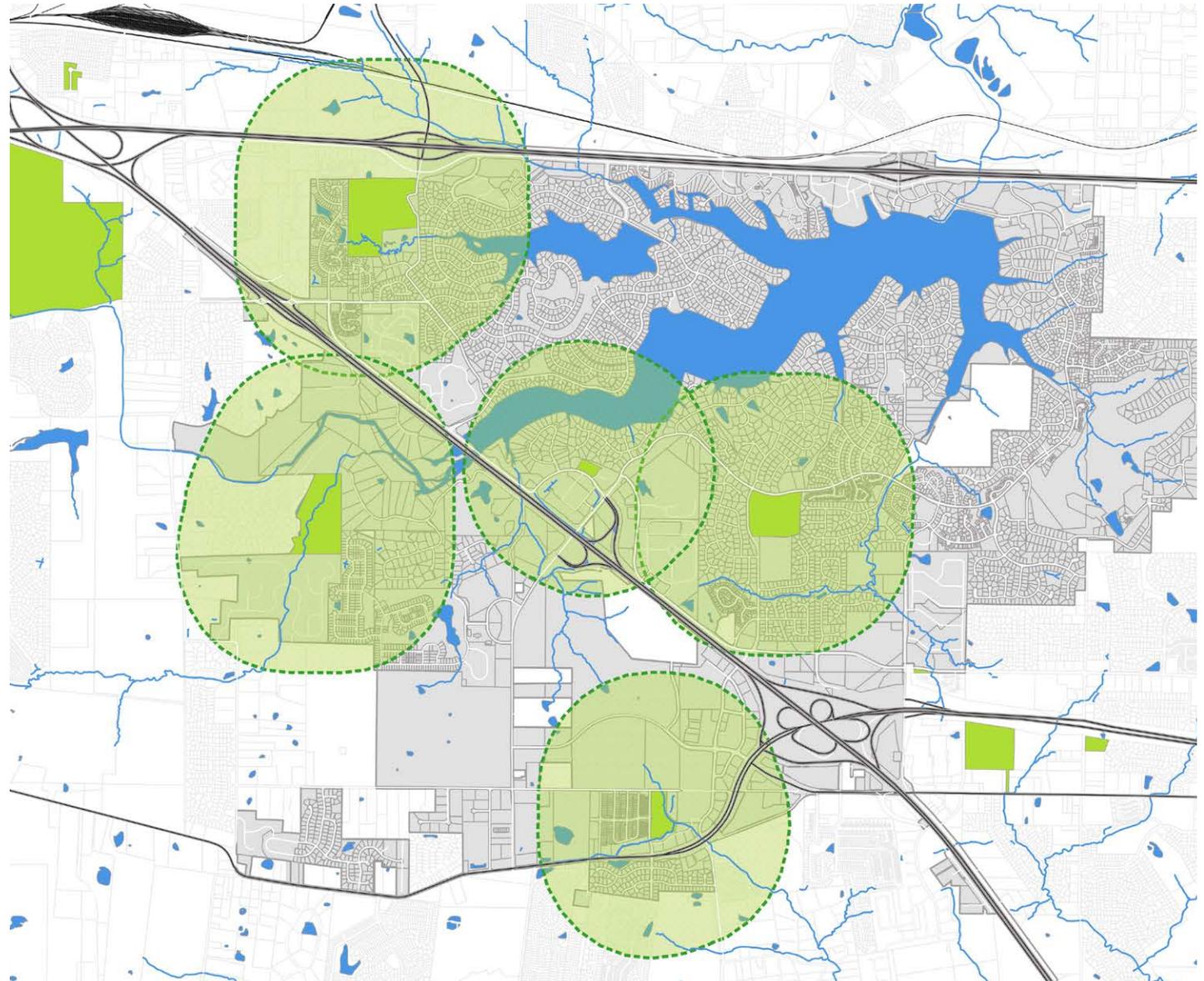
# Map: Existing Parks and Multi-Use Trails

## EXISTING PARK PROXIMITY

The circles on the park proximity map represents a 1/2 mile radius from each park. A 1/2 mile represents a typical walkable distance. The walkable distance does not include barriers such as busy and limited access roads. Interstate 64 and Route N are major barriers to access parks by walking or biking.

Lake Saint Louis lacks existing parks in the southwest section of the City.

There is also a lack of City parks in the north and east sections of the City. However, these areas are served by playgrounds, open space, and amenities for members of the Lake Saint Louis Community Association.



Park Proximity

## EXISTING METRICS

Benchmarking existing parks and recreation is often not a precise endeavor. In the past, communities have often benchmarked to recommended ratios from the National Recreation and Park Association (NRPA). However, these ratios often did not take into account size of facilities (i.e. size of playgrounds versus number of playgrounds) and regional differences.

Today, a better metric is to compare against averages from other communities. Compared to other communities, Lake Saint Louis is on the low end of park acreage per population. In terms of facilities, Lake Saint Louis compares favorably with other communities.

The metrics do not take into account private facilities offered by the Lake Saint Louis Community Association and other homeowner associations in the City.

Another factor is current trends. Based on the ‘2013-2017 Missouri Statewide Outdoor Recreation Plan’, future trends in outdoor recreation include increased demand for trails, soccer fields, multi-purpose fields, and playgrounds.

For urban and suburban areas, additional trends include natural play / naturescapes and increased demand for dog parks.

## Park Acreage Metric

	Acres
Boulevard Park	20
Founders Park Sports Complex	55
Hawk Ridge Park / Zachary Playground	17
No Name Park	36
Veterans Park	3
<b>Total</b>	<b>131</b>
Lake Saint Louis Population	14,545
Acreage per 1,000 Population - Lake Saint Louis <sup>1</sup>	9.01
Acreage per 1,000 Population -Median for Midwest <sup>2</sup>	10.97

(1) Population based on 2010 census.

(2) Source: National Recreation and Park Association 2016 ‘NRPA Field Report’

## Population per Facility Metric

	Lower Quartile <sup>1</sup>	Median <sup>1</sup>	Upper Quartile <sup>1</sup>	Average <sup>1</sup>	Potential Need in	
					LSL (Based on Median)	Existing Facilities in LSL
Recreation/Community center	13,942	24,804	46,358	35,092	1	0
Playground	2,211	3,899	6,667	7,801	4	4
Tennis Court (outdoor)	2,725	4,413	8,637	7,686	3	0
Basketball Court (outdoor)	4,583	7,526	14,055	15,123	2	0.5
Soccer Field	2,205	3,929	8,124	7,899	4	3
Softball/Baseball Field	1,916	3,333	5,837	7,127	4	8
Dog Park	27,000	53,915	101,372	84,331	0	0

(1) Source: National Recreation and Park Association 2015 ‘NRPA Field Report’

## CURRENT AND RECENT PLANS

In 2009, the City of Lake Saint Louis completed a Community Interest and Opinion Survey for the Parks and Recreation Department. The survey was a 28 question in-depth survey examining parks and recreation in the City.

Major findings of the survey included priorities of amenities to improve. Top responses were walking and biking trails (44%), restroom facilities (29%), playground equipment (25%), and picnic facilities (22%). Top responses for the most important projects for the City to develop were additional picnic pavilions in the park system (26%), build restrooms and concessions at Founders Park (21%), new water spray parks (20%), and dog park (20%).

The survey also examined the desire and demand for an indoor recreation center. Thirty-three percent (33%) of those surveyed were either very supportive or somewhat supportive of using City general fund money to fund a new indoor recreation center if it could not support its operations through user fees. Forty-three percent (43%) were not supportive of using City general fund money, twenty-two percent (22%) were not sure.

## CURRENT AND PLANNED PROJECTS

Recently completed improvements have included ball field lighting and restroom updates.

Current park projects are focused on updating and improving existing park infrastructure including new roofs, facility updates, sidewalk repairs, and replacing playground surfaces.

A master plan for “No Name” Park is expected to begin in 2017.

## PRIVATE PARKS AND RECREATION

For a large segment of the Lake Saint Louis population, park and recreation opportunities are enhanced by amenities provided by the Lake Saint Louis Community Association (LSLCA).

Amenities of the LSLCA include two lakes (the 75 acre lake Sainte Louise and the 650 acre lake Saint Louis), par 3 golf course, 20,000 square feet club house, olympic size swimming pool, children swimming pool, four tennis courts, five parks, and three marinas. The lakes offer recreational opportunities including boating, fishing, swimming, water skiing, and other water activities.



Over 4,000 households in the City are members of the Lake Saint Louis Community Association which gives them access to two lakes and other recreational amenities.

# Existing Natural Resources

## OVERVIEW

Lake Saint Louis has many strengths in regards to natural resources. The lakes, mature trees, and open space contribute to the overall natural character of the community. The “natural setting” of the city is often mentioned by residents as a key strength of the City. This section will examine green infrastructure, water resources, biodiversity, and topography.

## GREEN INFRASTRUCTURE

Green infrastructure is defined as both a verb and a noun. As a noun, green infrastructure refers to the parks, open space, trees, and vegetation that is within and adjacent to the study area. As a verb, green infrastructure refers to mimicking natural processes, especially in dealing with stormwater.

The most significant green infrastructure in the City are the mature trees. Older residential areas have many mature canopy trees. Existing stands of woodland are prevalent in undeveloped sections of the City, especially along Peruque Creek. In addition, there are wetlands in the City located along Peruque Creek.

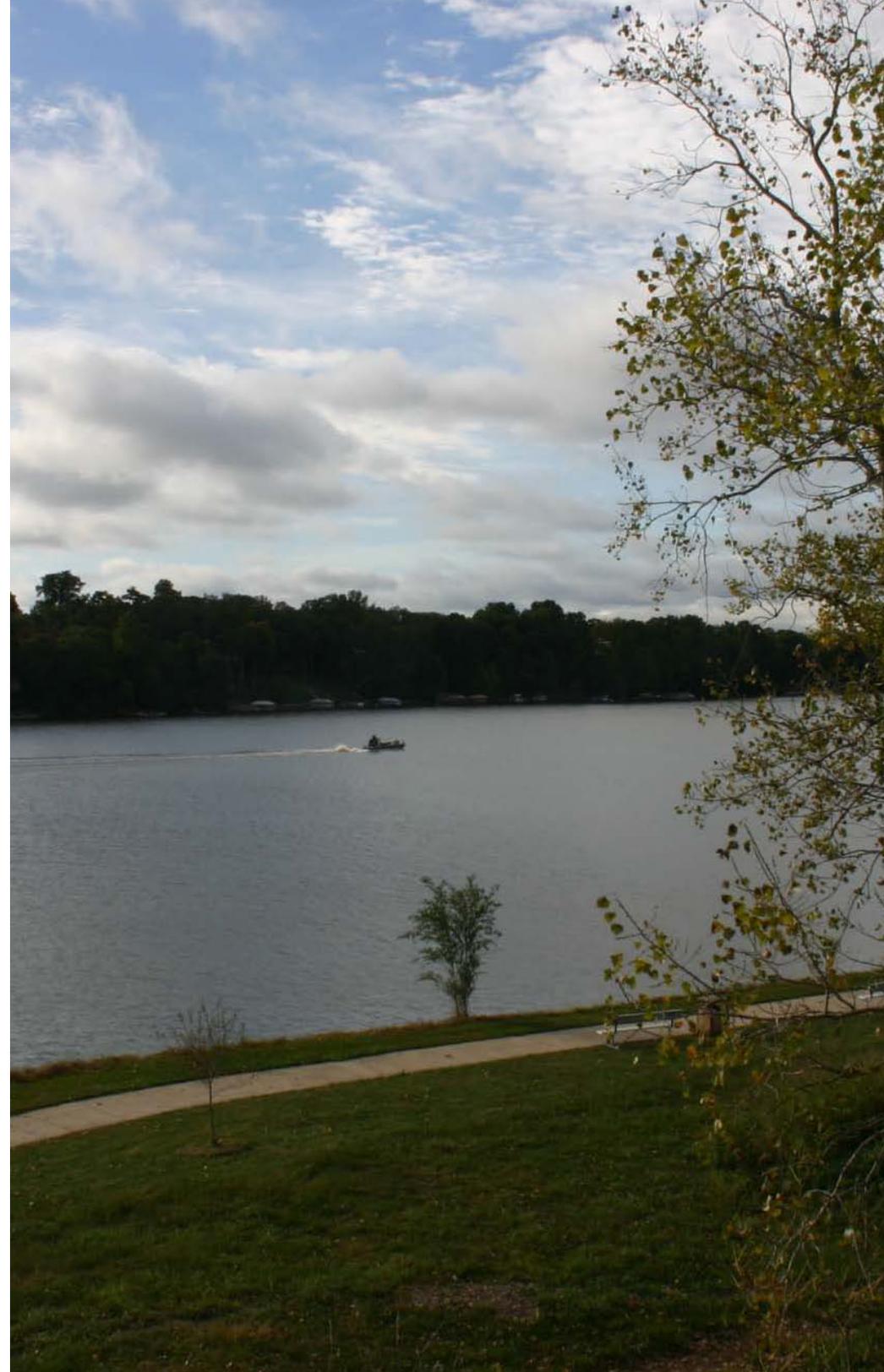
## WATER RESOURCES

### Water Quality

Existing water bodies in the City are largely defined by the Peruque Creek watershed. Lake Saint Louis and lake Sainte Louise are formed by dams on Peruque Creek.

Peruque Creek is listed by the Missouri Department of Natural Resources as an 303d impaired stream (2014 data). The impaired use includes protection of aquatic life. The source of pollutants are nonpoint.

Lake Saint Louis (650 acres) and lake Sainte Louise (75 acres) are listed by the Missouri Department of Natural Resources as impaired for mercury in fish tissue (2016 data). Mercury in fish tissue is a common impairment for lakes in Missouri. Other beneficial uses such as whole body contact recreation (swimming) and boating are not impacted.



## Water Quality in Lake Saint Louis and Lake Sainte Louise

The Lake Saint Louis Community Association monitors the water quality in both lakes during the recreational season by testing for fecal coliform. Samples are taken regularly, and analyzed by PDC Laboratories as colony-forming units per 100 milliliters (CFU), with the results posted to the Lake Saint Louis Community Association website. The Community Association notes that levels fluctuate during the season and are known to be higher after heavy rains.

## Stormwater Runoff

Rainfall that does infiltrate into the soil is known as stormwater runoff. Urbanization and development cause changes to the flow of stormwater. In undeveloped areas, the natural process is that up to 50 percent of stormwater is infiltrated, 35-40 percent is evaporated, and 10-15 percent is surface runoff. In Missouri, clay soils and shallow rock can decrease infiltration and increase runoff.

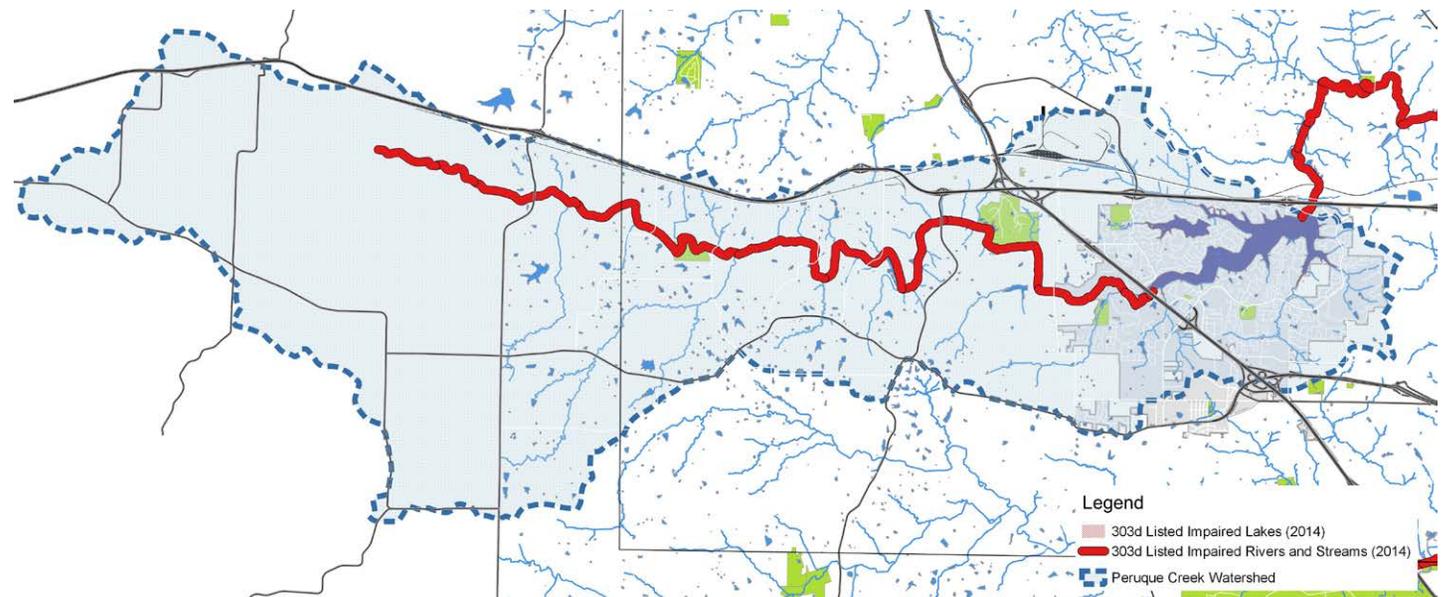
As residential and commercial growth occurs, stormwater runoff can exceed 55-60 percent or higher. The effects of increased stormwater runoff have several negative impacts on water quality and volume. Increased water volumes lead to flooding and higher velocities in streams and rivers causing erosion and stream bank degradation. In addition, the increased water volume can lead to “urban flooding” where streets and properties are flooded in areas that are not typically designated as potential flood zones.

Urban flooding does not appear to be a major problem in the City. However, siltation in the lakes indicates erosion coming from multiple sources including stream bank degradation and residential and urban development.

Areas along Peruque Creek and tributaries into the lakes are within the 100-year flood zone. Flood insurance required for federally insured loans through the National Flood Insurance Program (NFIP) is currently provided to 24 different properties within Lake Saint Louis.

## Watershed Impacts

The watershed of Peruque Creek extends well past the city limits of Lake Saint Louis. The watershed that feeds lake Saint Louis covers over 36,000 acres. In comparison, the area within the City limits of Lake Saint Louis is approximately 6,000 acres. The watershed extends west of St. Charles County into Warren County. Communities of Wentzville, Foristell, and unincorporated St. Charles County all impact Peruque Creek upstream of Lake Saint Louis.



Map: Limits of Peruque Creek Watershed - Impaired Lakes and Streams

## BIODIVERSITY

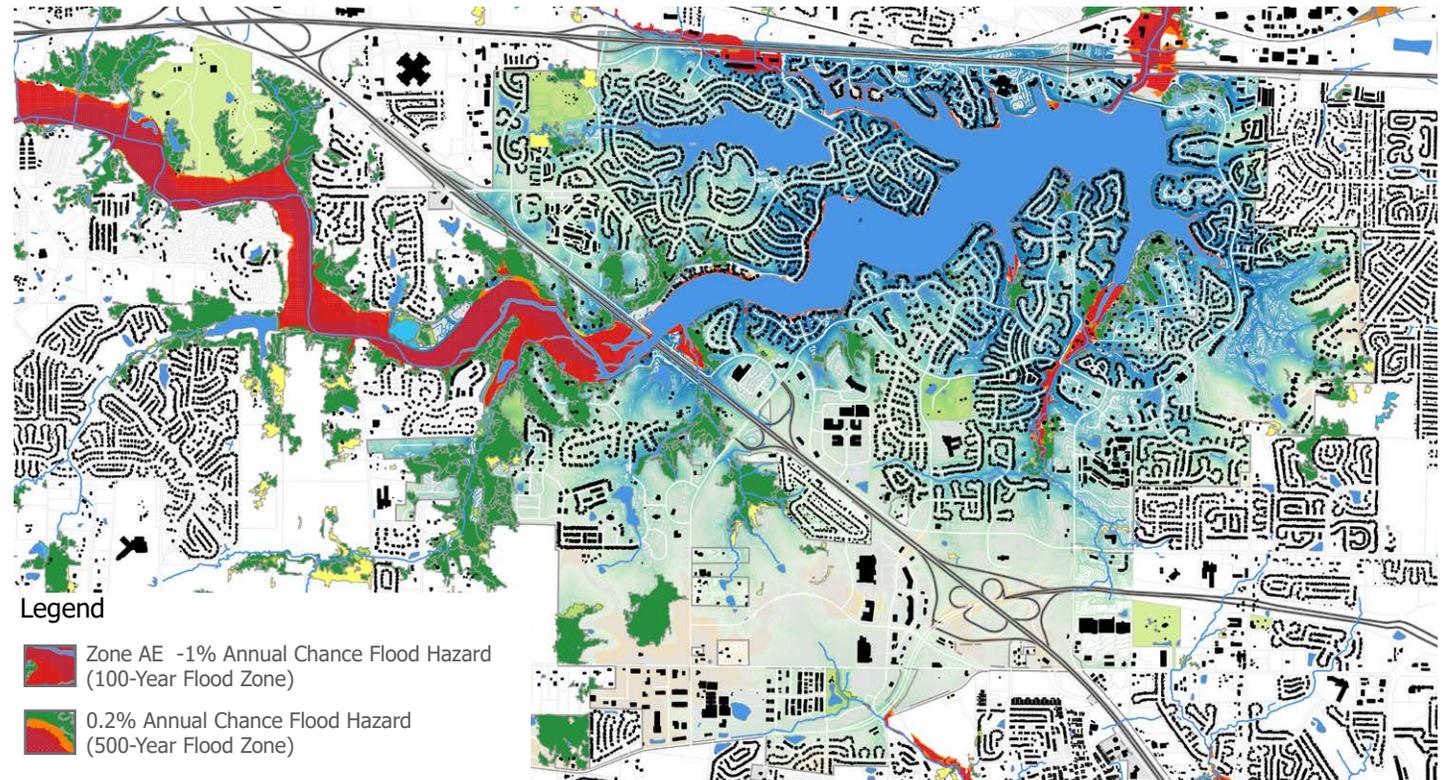
Biodiversity is the variety of plant and animal life. Often, biodiversity is thought of as “large natural areas” outside of urban cores. However, biodiversity is extremely important in urban and suburban settings as a way to help mitigate and restore fragmented habitats that have resulted from urbanization.

As is typical of suburban development, much of the vegetation in residential areas is non-native. However, there is also a large amount of native vegetation, especially tree species such as oak. The City has also undertaken efforts to increase biodiversity through efforts as native plant edges and butterfly gardens.

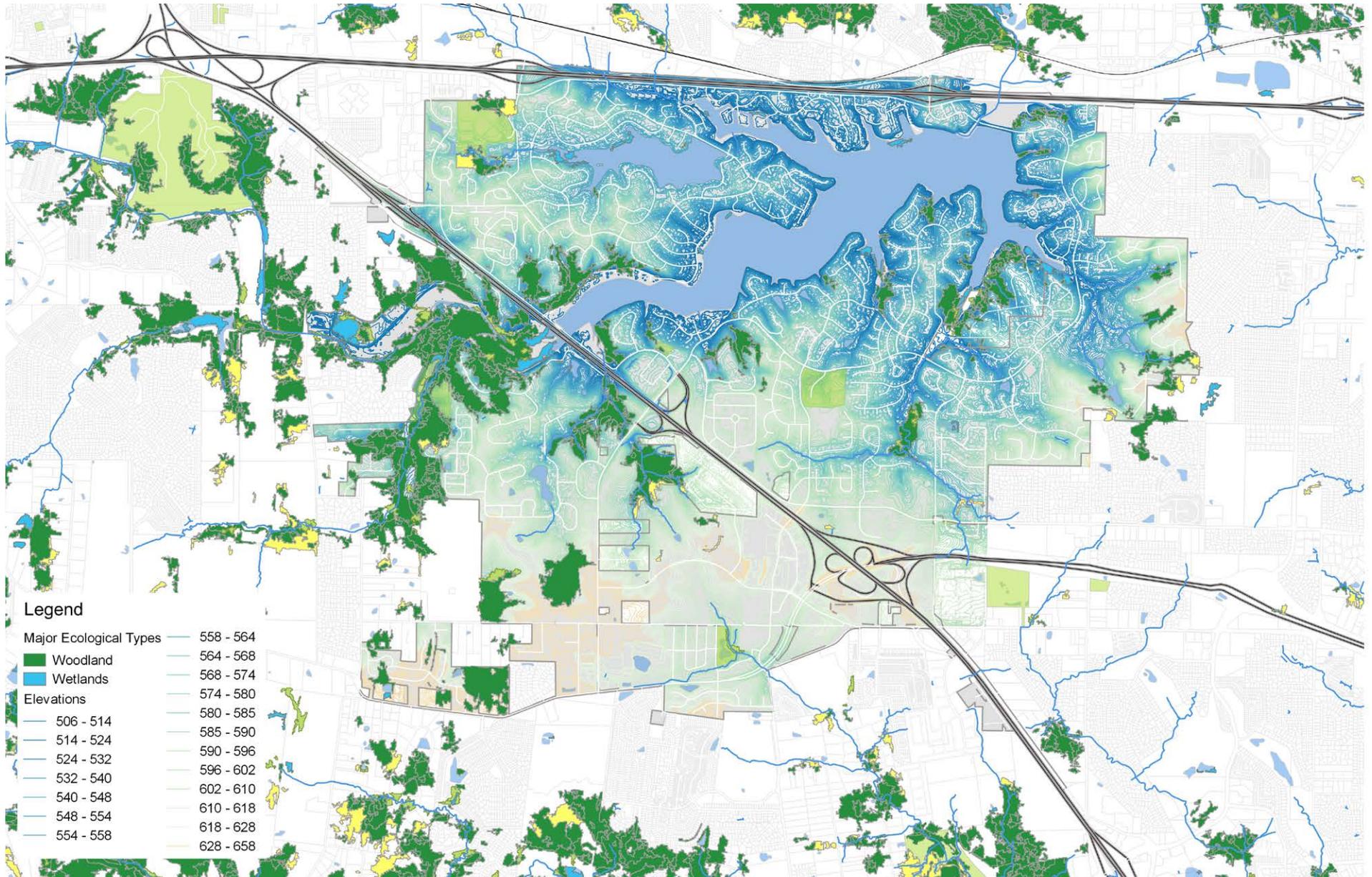


## TOPOGRAPHY

The topography of Lake Saint Louis is gently rolling with the majority of the City located in the valley of Peruque Creek. There is over 140' of elevation change in the City. The high point of the City is near the intersection of Orf Road and Lake Saint Louis Boulevard.



Map: Flood Hazard Areas



# Map: Existing Natural Resources



# Chapter 4: Plan Principles, Goals, and Recommendations

Overview

*Principle #1*

An Outdoor Lifestyle

*Principle #2*

Neighborhood Vitality

*Principle #3*

A Prosperous Local Economy

*Principle #4*

Community Character

*Principle #5*

Community Cohesion

*Principle #6*

Fiscal Responsibility

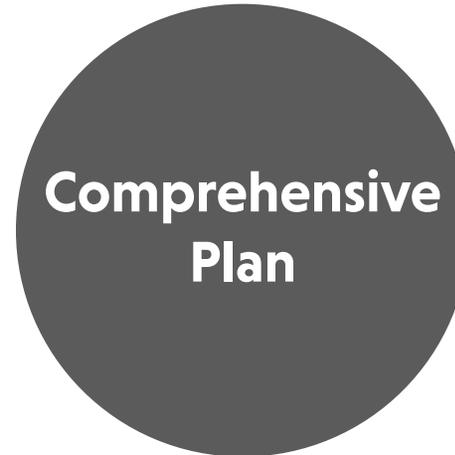
# Plan Principles

The six plan principles shape the goals and recommendations of the comprehensive plan. This chapter presents the plan principles along with the goals and recommendations associated with each plan principle.

Each plan principle is rooted in one of the core community values.

At the end of the section for each plan principle, there is a list of preliminary metrics (Measuring Our Success). These metrics provide suggestions on key measures to track so that the City may gauge implementation and the success of the plan.

Chapter 9 'Implementation' includes detailed actions for implementing the goals of this Chapter. The implementation chapter highlights next steps, timeframe, and responsibility for implementation.



# Chapter Overview

**Goal 1.4** A community tree canopy that differentiates the City from surrounding communities.

Mature trees in the City are a feature that strongly contributes to the overall character of the City. Residents consistently mentioned the "natural setting" of Lake Saint Louis as one of their top reasons they enjoyed living in the City. A healthy community tree canopy can benefit the City in terms of overall aesthetics, increased property values, improved stormwater management. Maintaining the existing tree canopy and ensuring that undeveloped areas have a healthy future tree canopy should be a top priority for the City.

**1.4A: ENSURE LANDSCAPE ORDINANCES FOR NEW DEVELOPMENT EXCEED ORDINANCES BY OTHER COMMUNITIES IN THE REGION FOR TREE COVERAGE.**

The City should ensure landscape ordinances for tree coverage for new development are the most extensive for a city in St. Charles County. This will ensure that the City continues to differentiate itself as a tree community compared to other communities in the County. Additionally, the City should compare its landscape ordinances to other best practices by communities in the region.

**1.4B: MAINTAIN OR INCREASE COMMUNITY TREE CANOPY BASED ON 2017 BASELINE.**

The City should work to maintain or increase the community tree canopy based on the 2017 baseline. Three strategies will be required to meet this recommendation. One, maintain and increase tree coverage on public areas (parks, open space, and street right-of-ways). Second, administer landscape ordinances to ensure a robust tree canopy for new development. Third, continue programs to maintain a healthy tree canopy on existing developed parcels.

An important component will be new land cover GIS data to better measure tree canopy coverage. Currently, existing land cover data is not precise enough to adequately measure tree coverage. However, as 2017 or so regional GIS data should be available to adequately measure canopy coverage as a baseline.

With close to 900 acres of undeveloped land in the City, the long-term tree canopy in those undeveloped areas will have a tremendous impact on the character of the City.

**1.4C: DEVELOP A LONG-TERM TREE PLANTING PROGRAM FOR CITY PARKS, RIGHT-OF-WAYS, AND OTHER PUBLIC SPACE.**

Existing City parks, right-of-ways, and other public open spaces should have "young" mature trees that are 30-50 years old. The City will need to develop a plan for the next generation of mature trees with strategic plantings, especially in the next 10 - 20 years.

81% of respondents rated this image as desirable or highly desirable.

This image was the highest rated image as part of the Visual Preference Survey based by residents. This and other preferred images showed the strong preference for a mature tree canopy in the City.

Example page.

## Measuring Our Progress - Outdoor Lifestyle

Below are key metrics measures to track so that the City may gauge successful long-term implementation of the plan. For each plan principle, three to five metrics are suggested. For detailed action items, see Chapter 8 - Implementation.

Indicator	Method	Baseline	Target
All residents within walking distance of a park or greenway.	Residential lots within 1/2 mile from a park, greenway, or public open space.	2017	Increase (Measure every 5 years)
All residents within walking distance of a park or greenway.	Ratio of park acres per population (acres per 1,000 residents).	2017	Meet or exceed the current ratio of acres per population (Midwest average is 10 acres per 1,000 residents). Expected 50-60 acres to be required long-term (if Our Lady Cemetery can be used as public open space), 100-120 acres to be required if just City parks.
A community tree canopy that differentiates the City from surrounding community.	Percent of free canopy coverage (Data not available until 2017-2018)	2017-2018	Maintain or Increase (Measure every 5 years)
Water quality that preserves and enhances the health of the lakes.	TSD (LSLCA measures fecal coliform, MoDNR measures 303d listing)	2017	Improve water quality (Measure every 5 years)
A connected system of biking and walking in the City.	Miles of multi-use trail.	2017	Increase (Measure every 5 years) Complete central connections within 20 years

Example page.

Each plan principle has a set of goals that provides the framework for the plan. The plan principles and goals provide the foundation for future decision making.

Each goal is explained in more detail with additional context, background information, and why the goal is important.

For each goal, recommendations are presented that provide strategies and policies to help achieve each goal.

At the end of each principle section, a list of metrics are presented. The recommended metrics are long-term measurements to help gauge the success of implementation. Metrics are limited to three to five metrics per principle.

The 'Implementation' Chapter presents detailed action items group by priority and timeframe (short-term, intermediate, and long-term). The plan strives to keep the number of highest priority items to around ten to better focus attention on the top priorities.

Action Timeframe

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education, Advocacy, Capital Project, Regulatory, Partnership)	Primary Responsibility	Additional Partners
Infill existing gaps in the biking/walking network, especially in the City.	Priority	Goal 1.1A	58		2	intermediate	Capital Project	City - Public Works	Private developers (as part of new development)
Develop a Connected System of Trails and Greenways West of I-64									

Type of Action

Responsibility

# Principle #1: An Outdoor Lifestyle

Core Value

*"A natural setting that makes our City unique from surrounding communities and provides outdoor recreation opportunities."*



## Key Goals:

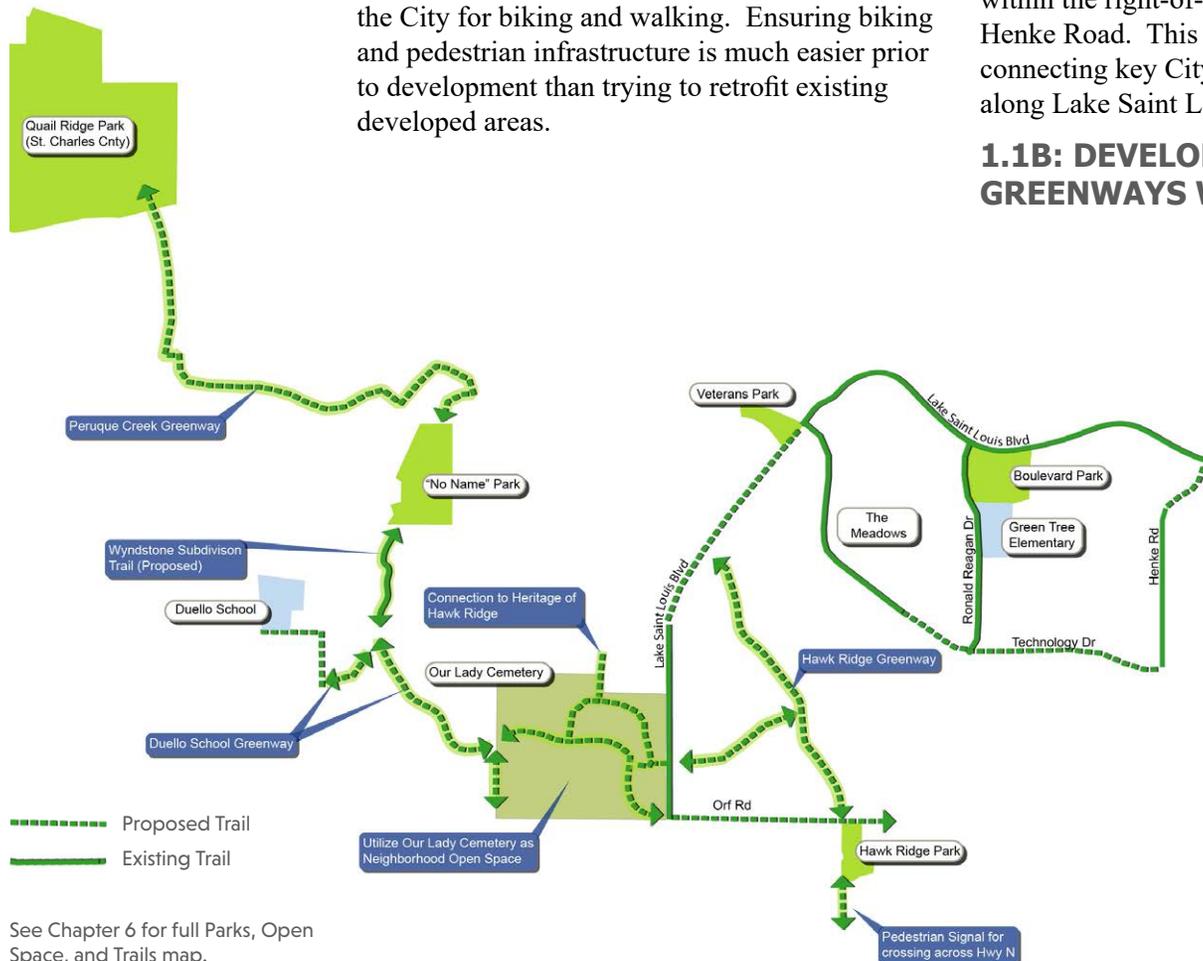
- 1.1 A connected system of biking and walking opportunities in the City.
- 1.2 All residents within walking distance of a park or greenway.
- 1.3 Greenway and trail connections to Quail Ridge Park.
- 1.4 A community tree canopy that differentiates the City from surrounding communities.
- 1.5 Water quality that preserves and enhances the health of the lakes.
- 1.6 Preserve and enhance biodiversity.

## Goal 1.1

### A connected system of biking and walking opportunities in the City.

The City already has a strong start to a connected system of biking and walking facilities. Existing multi-use trails, sidewalks, and on-street bicycle facilities already exist in many locations. The key to successfully creating a connected system will be to infill gaps in the existing network and to ensure that a

framework is in place in undeveloped areas of the City for biking and walking. Ensuring biking and pedestrian infrastructure is much easier prior to development than trying to retrofit existing developed areas.



See Chapter 6 for full Parks, Open Space, and Trails map.

Diagram: A Connected Bike/Pedestrian Network in the Heart of the City

#### 1.1A: INFILL EXISTING GAPS IN THE BIKING/WALKING NETWORK, ESPECIALLY IN THE CENTRAL PART OF THE CITY.

A priority should be to infill existing gaps with multi-use trail connections within the right-of-way of Lake Saint Louis Boulevard, Technology Drive, and Henke Road. This would provide a connected network in the heart of City by connecting key City parks, destinations like the Meadows, and office buildings along Lake Saint Louis Boulevard.

#### 1.1B: DEVELOP A CONNECTED SYSTEM OF TRAILS AND GREENWAYS WEST OF I-64.

The diagram on this page (and the Parks, Open Space, and Trails Plan) highlights a connected system of greenways west of I-64. The future greenways include:

- Hawk Ridge Greenway
- Our Lady Cemetery Trail
- Duello School Greenway
- Wyndstone Subdivision Trail
- Peruque Creek Greenway

The trails and greenways will be implemented through a combination of methods including subdivision open space, riparian corridors, parkways, and shared-use agreements. One of the first steps should be to concurrently develop a master plan that includes “No-Name” Park, Our Lady Cemetery, and Duello School Greenway.

#### Hawk Ridge Greenway

The Hawk Ridge Greenway will connect Hawk Ridge Park to areas to the north and west. (See the Muk Sub-Area Plan in Chapter 7 for more details). This area is currently undeveloped. The greenway could be a part of subdivision open space, riparian corridors, or parkways.

### **Our Lady Cemetery Trail**

Our Lady Cemetery Trail will require a shared-use agreement or easement with the Archdiocese of St. Louis. (See Goal 1.2A for additional details). The existing cemetery occupies a small portion of the south end of the parcel with the rest of the parcel being farmland and woodland. A trail across the northern section of the parcel would likely not be impacted by cemetery use for several decades. A trail could also be incorporated as part of a future internal cemetery road or path network.

### **Duello School Greenway**

Duello School Greenway will connect to Duello School. The greenway could be a part of subdivision open space or riparian corridors. Part of the greenway will need to utilize the right-of-way of Duello Road for the final connection to the school.

### **Wyndstone Subdivision Trail**

The Wyndstone Subdivision Trail is a trail planned as part of the development of the Wyndstone subdivision. The trail will provide a connection to “No Name” park.

### **Peruque Creek Greenway**

Peruque Creek Greenway will connect “No Name” Park to Quail Ridge Park to the north. With existing development and the floodplain of Peruque Creek, a conceptual trail study will be required to determine the feasibility and location of a bridge and the trail.

### **1.1C: IMPLEMENT THE UPTOWN DISTRICT’S PEDESTRIAN PROMENADE AND STREETScape IMPROVEMENTS.**

The pedestrian promenade and streetscape improvements in the Uptown District should be implemented per the goals of the Uptown District plan (Chapter 7). The streetscape and pedestrian improvements on Lake Saint Louis Boulevard can happen independently of the promenade improvements. The promenade will need to be part of a holistic redevelopment of the Uptown District.

### **1.1D: ENCOURAGE BICYCLE AND PEDESTRIAN ACCOMMODATIONS AS PART OF FUTURE ROADWAY IMPROVEMENTS TO ORF ROAD AND HWY N.**

Highway N is controlled by the Missouri Department of Transportation (MoDOT). The City, as a project stakeholder, should encourage MoDOT to accommodate bicyclists and pedestrians.

### **1.1E: PROVIDE BOTH AN ON-STREET AND OFF-STREET BICYCLE NETWORK.**

The City should balance providing an on-street bicycle network and off-street multi-use (bicycling, walking, running) network. On-street bicycle facilities are best suited for experienced bicyclists who are comfortable riding on streets. Where possible, destinations should also be served through off-street, multi-use trails that are more comfortable for less experienced bicyclists, families, and children.

## Goal 1.2

### All residents within walking distance of a park or greenway.

An outdoor lifestyle centers around community parks and open space. While the City has a good overall ratio of park acreage to population, the distribution of existing park acreage does not make walking to a park possible for all residents. The east side of the City is generally well served by existing City parks as well as open space owned by the Lake Saint Louis Community Association. Additional parks and open space is recommended on the west side of the City to fill in existing gaps.

#### 1.2A: UTILIZE OUR LADY CEMETERY AS A COMMUNITY ACCESSIBLE OPEN SPACE.

Our Lady Cemetery is part of a large parcel owned by the Archdioceses of St. Louis. Currently, the actual cemetery is a small part of the larger parcel. The majority of the parcel is being used as farmland with existing woodland in many sections. The City should pursue a shared-use agreement or easement with the Archdiocese of St. Louis to make part of Our Lady Cemetery accessible open space for residents.

The City should conduct a master plan for the use of Our Lady Cemetery (conducted at the same time as a master plan for “No Name” Park). The master plan should outline expectations and possible uses for portions of Our Lady Cemetery as public open space. Key principles should include:

- Trail connection across the parcel from east to west.
- Passive uses such as walking and hiking.
- No permanent structures.
- No parking (Pedestrian and bicycle access only).
- Continuation of other uses including farming.

The size of the parcel and the small area of existing cemetery should allow for several decades of use as common open space. However, even as the cemetery expands, there is the opportunity for continued use as public accessible open space. The use of cemeteries as community open space is not new. In the early and mid-1800’s, some of the first public open space in cities were cemeteries such as Mount Auburn Cemetery in Cambridge, Massachusetts, and Spring

Grove Cemetery in Cincinnati, Ohio. Today, many cemeteries are open for active and passive recreation uses. In the St. Louis region, Bellefontaine Cemetery is an example of a cemetery that is attempting to increase visitorship through its designation as a Level II arboretum. In addition, Bellefontaine Cemetery has made recent investments such as a new stream and natural areas, and increased marketing as the “other Forest Park”.



Precedent image from Bellefontaine Cemetery that shows how a cemetery like Our Lady Cemetery could be community open space and help ensure that residents are within walking distance of a park.

#### 1.2B: PROVIDE ADDITIONAL NEIGHBORHOOD SCALE PARKS WEST OF I-64.

Lake Saint Louis currently has approximately nine (9) acres of park land per 1,000 residents. The City will need a minimum of 50 - 60 acres of additional park land to meet community population growth. The total goal should be 120 acres of new parkland or public accessible open space.

Any new City park should be a minimum size to be efficient with maintenance and operations. New parks should preferably be at least 10 acres in size, with a minimum of five (5) acres unless there is unique character of the site that would be beneficial to have as City parkland.

## Goal 1.3

### Greenway and trail connections to Quail Ridge Park.

At 250 acres, St. Charles County's Quail Ridge Park is a beautiful park and wonderful asset that sits just outside of the city limits of Lake Saint Louis. Currently, there are limited opportunities to walk or bike to Quail Ridge Park. An existing trail at the north end of the park dead ends shortly beyond the boundaries of the park. A greenway and trail connection to Quail Ridge Park will make the park an additional asset for City residents and provide a logical destination for city-wide bicycling and walking.

#### 1.3A: DEVELOP A CONCEPTUAL TRAIL ALIGNMENT FROM "NO-NAME" PARK TO QUAIL RIDGE PARK.

A greenway and trail connection to Quail Ridge Park from the south is not an easy connection. Property impacts, topography, and the crossing of Peruque Creek are all major challenges. The City should commission a conceptual trail alignment study to locate possible pedestrian bridge crossing points of Peruque Creek and determine property impacts. A key challenge will be to find a bridge location that will be out of the 100-year flood event. Once the conceptual study is complete, the City should partner with St. Charles County Parks on final engineering and construction. Great Rivers Greenway should also be consulted as a potential partner.

#### 1.3B: ADVOCATE FOR THE DEVELOPMENT OF A TRAIL FROM THE NORTH ENTRANCE OF QUAIL RIDGE PARK TO PROSPECT ROAD.

The City should advocate with MoDOT and St. Charles County for a trail connection to Prospect Road from the north entrance of Quail Ridge Park. This connection becomes more vital if a greenway connection to the south side of Quail Ridge Park is determined not to be feasible.



See Chapter 6 for full map.

Detail of the Parks, Open Space, and Trails Plan Showing Connections to Quail Ridge Park

## Goal 1.4

### A community tree canopy that differentiates the City from surrounding communities.

Mature trees in the City are a feature that strongly contributes to the overall character of the City. Residents consistently mentioned the “natural setting” of Lake Saint Louis as one of their top reasons they enjoyed living in the City. A healthy community tree canopy can be a huge benefit for the City in terms of overall aesthetics, increased property values, habitat, and stormwater management. Maintaining the existing tree canopy and ensuring that currently undeveloped areas have a healthy future tree canopy should be a top priority for the City.

#### **1.4A: ENSURE LANDSCAPE ORDINANCES FOR NEW DEVELOPMENT EXCEED ORDINANCES BY OTHER COMMUNITIES IN THE REGION FOR TREE COVERAGE.**

The City should ensure landscape ordinances for tree coverage for new development are the most extensive for a city in St. Charles County. This will ensure that the City continues to differentiate itself as a tree community compared to other communities in the County. Additionally, the City should compare its landscape ordinances to other best practices by communities in the region.



**81%** of respondents rated this image as desirable or highly desirable.

This image was the highest rated image as part of the Visual Preference Survey taken by residents. This and other preferred images showed the strong preference for a mature tree canopy in the City.

#### **1.4B: MAINTAIN OR INCREASE COMMUNITY TREE CANOPY BASED ON 2017 BASELINE.**

The City should work to maintain or increase the community tree canopy based on the 2017 baseline. Three strategies will be required to meet this recommendation. One, maintain and increase tree coverage on public areas including parks, open space, and street right-of-ways. Second, administer landscape ordinances that ensure a robust tree canopy for new development. Third, continue programs and education to maintain a healthy tree canopy on existing developed parcels.

An important component will be new land cover GIS data that will be available to better measure tree canopy coverage. Currently, existing land cover data is not precise enough to adequately measure tree coverage. However, in 2017 or 2018 regional GIS data should be available to adequately measure canopy coverage and provide a baseline.

With close to 900 acres of undeveloped land in the City, the long-term tree canopy in these undeveloped areas will have a tremendous impact on the character of the City.

#### **1.4C: DEVELOP A LONG-TERM TREE PLANTING PLAN FOR CITY PARKS, RIGHT-OF-WAYS, AND OTHER PUBLIC OPEN SPACE.**

Existing City parks, right-of-ways, and other public open space have fairly “young” mature trees that are 30-50 years old. The City will need to start to plan for the next generation of mature trees with strategic plantings, especially in the next 10 – 20 years.

#### **1.4D: DEVELOP A LONG-TERM COMMUNITY FOREST STRATEGY FOR EXISTING SUBDIVISIONS.**

Existing subdivisions have fairly “young” mature trees that are 30-50 years old. For subdivisions to retain their mature tree character, homeowners will need to start considering strategic tree plantings, especially in the next 10 – 20 years. The City should develop a long-term community forest strategy that focuses on programs and education for homeowners to help ensure a robust, mature tree canopy in existing subdivisions for decades to come.

#### **1.4E: ENSURE REQUIREMENTS FOR NEW STREETS REQUIRE STREET TREES AND PROVIDE ADEQUATE WIDTH FOR TREE LAWNS AND AVOID CONFLICTS WITH UTILITIES. (Same as Goal 4.2D)**

Requirements for new streets should ensure that adequate width is provided for street trees and that utilities are located to avoid conflicts with street tree plantings. Tree lawns should be a minimum six feet in width (eight feet preferred). When site limitations prevent the full widths for tree lawns, a subsurface soil structural system (such as Silva Cells or Strata Cells) should be used to provide adequate soil volumes (typically 1,000 cubic feet of soil per tree).

#### **1.4F: PLANT STREET TREES IN AVAILABLE STREET RIGHT-OF-WAY WHERE POSSIBLE PER THE ENHANCEMENT AND STREET TREE PLAN (Same as Goal 4.2C)**

## Goal 1.5

### Water quality that preserves and enhances the health of the lakes.

The two large lakes (Saint Louis and Saint Louise) are part of the defining features of the community. The health of the lakes in terms of water quality is of key importance. Silt, fecal coliforms, nitrogen, phosphorus, and other non-point source pollutants are all threats to the water quality of the lakes. Multiple concurrent strategies and partners will be required to ensure water quality that preserves and enhances the health of the lakes.

#### **1.5A: ENCOURAGE RIPARIAN BUFFERS ALONG STREAM AND DRAINAGE CORRIDORS IN AREAS OF NEW DEVELOPMENT.**

Existing requirement for riparian buffers in the City are 25' width from the edge of stream or drainage channel edge. The City should encourage a wider riparian buffer. While the typical community in St. Charles County has a 25' width buffer requirement, several communities in the region have greater requirements. O'Fallon, Illinois has a 150' width buffer requirement each side (300' total width) and Columbia, Missouri has a 30'-100' width beffer requirement each side depending on stream type. A wider riparian buffer has multiple benefits including increased water quality, additional flood protection, subdivision open space, and opportunities for trail use.

#### **1.5B: ENCOURAGE RESIDENTIAL RIPARIAN BUFFER ALONG EDGE OF LAKES.**

Existing lakeside homeowners should be encouraged to have voluntary riparian buffers along the edge of the lake. A riparian buffer would help filter pollutants from entering the lake and also help decrease shore erosion.

#### **1.5C: EVALUATE THE USE OF RIPARIAN BUFFERS ALONG EDGE OF PONDS IN CITY PARKS AS A DEMONSTRATION AND TO EDUCATE HOMEOWNERS.**

A demonstration by the City of riparian buffers along ponds and lakes will show the City as a leader of stormwater best practices within the Peruque Creek watershed. The City should evaluate strategic locations for the use of riparian buffers and install if feasible.

#### **1.5D: ENCOURAGE CONTINUED IMPLEMENTATION OF THE 2005 PERUQUE CREEK WATERSHED MANAGEMENT PLAN.**

The watershed of Peruque Creek that feeds into the lakes of Lake Saint Louis and Lake Saint Louise covers over 36,000 acres and extends well beyond the limits of the City all the way into Warren County. The City should continue to work with the Soil and Water Conservation District, St. Charles County, Warren County, surrounding communities, and other organizations in continuing the implementation of the Peruque Creek Watershed Management Plan.

#### **1.5E: CONTINUE TO ENCOURAGE THE REDUCTION OF NITROGEN AND PHOSPHORUS RUN-OFF FROM RESIDENTIAL AND COMMERCIAL LAWNS AND LANDSCAPE AREAS.**

Lawn and landscape fertilizers are a major source of nitrogen and phosphorus pollution in water bodies. The City and the Lake Saint Louis Community Association (LSLCA) should continue to educate and encourage homeowners and businesses to use less (or eliminate) fertilizers.

#### **What is a Riparian Buffer?**

A riparian buffer is a vegetated strip adjacent to a stream or water body that increases the water quality by filtering pollutants. In addition to increased water quality, riparian buffers can provide additional benefits such as decreased erosion, wildlife habitat, open space, and recreation opportunities. Ideally, a riparian buffer should consist of native vegetation to provide the most benefit.



*Example of a riparian buffer adjacent to a pond.*

## Goal 1.6

### Preserve and enhance biodiversity.

Biodiversity is the variety of plant and animal life. An area that is high in biodiversity has a high percentage of native plants and natural environments. The benefits of biodiversity are many. For the environment, biodiversity means healthy habitats of plants and animals. For the community, biodiversity increases the natural beauty of the City.

The City already has many efforts to preserve and enhance biodiversity. Past projects have included raingardens, butterfly gardens, and other native plantings.

#### **1.6A: ENCOURAGE NATIVE PLANTINGS FOR NEW DEVELOPMENT THAT WILL MEET OR EXCEED BEST PRACTICES BY OTHER COMMUNITIES IN THE REGION FOR USE OF NATIVE PLANTS.**

The City should encourage native plantings for new development. This will help ensure that the City continues to differentiate itself as a natural community compared to other communities in the County. The City should compare its landscape ordinances to best practices by other communities in the region and strive to meet or exceed other community ordinances.

#### **1.6B: RETAIN AND EXTEND CONNECTED AREAS OF NATIVE VEGETATION.**

A connected network of native vegetation has much greater environmental benefits than fragments of vegetation scattered over multiple parcels. Existing areas of native vegetation should be conserved where possible. Unfragmented, connected areas of native vegetation is highly desirable and should be encouraged.

#### **1.6C: CONTINUE TO EDUCATE RESIDENTS ON THE BENEFITS OF NATIVE PLANTS.**

The City, homeowner associations, and other organizations should continue to educate residents on the benefits of native plants.



Butterfly garden at Hawk Ridge Park. Good progress has already been made in increasing areas of native vegetation and educating residents on the benefits of native plants.

# Measuring Our Progress - Outdoor Lifestyle

Below are key metrics to track so that the City may gauge successful long-term implementation of the plan. For each plan principle, three to five metrics are suggested. For detailed action items, see Chapter 9 - 'Implementation'.

Indicator	Method	Baseline	Target
All residents within walking distance of a park or greenway.	Residential lots within 1/2 mile from a park, greenway, or public open space.	2017	Increase (Measure every 5 years)
Amount of parkland in the City.	Ratio of park acres per population (acres per 1,000 residents).	2017	Meet or exceed the current ratio of acres per population (Midwest average is 10 acres per 1,000 residents). Expected 50-60 acres to be required long-term (if Our Lady Cemetery can be used as public open space). 100-120 acres to be required if just City parks.
A community tree canopy that differentiates the City from surrounding community.	Percent of tree canopy coverage (Data not available until 2017-2018)	2017-2018	Maintain or Increase (Measure every 5 years)
Water quality that preserves and enhances the health of the lakes.	TBD (LSLCA measures fecal coliform, MoDNR measures 303d listing)	2017	Improve water quality (Measure every 5 years)
A connected system of biking and walking in the City	Miles of multi-use trail.	2017	Increase (Measure every 5 years) Complete central connections within 20 years

## Principle #2: Neighborhood Vitality

Core Value

*"Preserving the small-town atmosphere and high quality housing that make the City's neighborhoods great."*

Photo credit: Instagram @Bakedgood2014

### Key Goals:

- 2.1 Preserve the character of neighborhoods as they age.
- 2.2 Housing choices that help ensure a diverse spectrum of residents (families, retirees, college grads, singles, etc.).
- 2.3 Attracting a younger spectrum of residents (recent graduates, millennials, young families).
- 2.4 Community services and utilities that adequately serve existing and new neighborhoods.
- 2.5 A transportation network that provides residents the option to drive, walk, or bicycle.

## Goal 2.1

### Preserve the character of neighborhoods as they age.

Older residential areas of the City date from the 1970's. As the housing stock in many neighborhoods approaches 40 to 50 years of age, it will be important to ensure quality housing to preserve the character of neighborhoods as they age. While ultimately up to the homeowners to maintain or rehabilitate their homes, the City can be proactive in education, awareness, and policies to help ensure a housing stock that is well maintained and continues to appreciate in value.

#### **2.1A: BE PRO-ACTIVE IN EDUCATING HOMEOWNERS ON MAINTENANCE, UPKEEP, AND CODE REQUIREMENTS.**

The City should continue to be pro-active in educating homeowners on maintenance and upkeep. Existing programs like the Neighborhood Assistance Preservation Program (NAPP) should continue. Additional strategies include yearly or semi-annual education classes, bulletins, and homeowner guides. Many communities have excellent guides that educate homeowners on maintenance and construction. One example is Maryland Height's 'Guide to Home Improvements', which is a resource for residents in determining when permits are needed for common residential improvement projects.

#### **2.1B: ENSURE THAT INFILL REDEVELOPMENT OR HOME ADDITIONS CONFORM TO THE OVERALL CHARACTER AND SCALE OF THE NEIGHBORHOOD.**

To ensure infill development and home additions conform to the overall character and scale of the neighborhood, front and side setbacks should continue to be preserved. The City should consider adoption of a Floor-Area-Ratio (FAR) or other tool for residential areas that would provide flexibility for additions or redevelopment, but would prevent "McMansions" that would be out-of-scale to the neighborhood. Options for establishing a residential FAR include a city-wide FAR or a site specific FAR based on adjacent sites and neighborhood context. A tool adjusted for sites and various neighborhoods is preferable for the City as it will allow flexibility for lakeside parcels and neighborhoods that vary in age and parcel size.

#### **2.1C: TRACK CODE ENFORCEMENT TO IDENTIFY NEIGHBORHOODS EARLY THAT MAY SHOW SIGNS OF DECLINE.**

Tracking code enforcement violations and mapping results will help identify common issues and identify neighborhoods early that may show signs of decline. Early identification can assist in developing more targeted strategies for those neighborhoods.

#### **2.1D: BE NIMBLE AND QUICK IN ADJUSTING TO FUTURE TRENDS AND CHANGING NEIGHBORHOODS.**

Once a neighborhood starts to decline, it can often be difficult to reverse once the decline has continued for a certain period of time. The City should be nimble in adjusting to future trends and changing neighborhoods to help ensure that any negative changes in a neighborhood does not become a long-term trend. If neighborhoods are identified as showing early signs of decline, the City should evaluate additional strategies (such as occupancy inspections on resale).

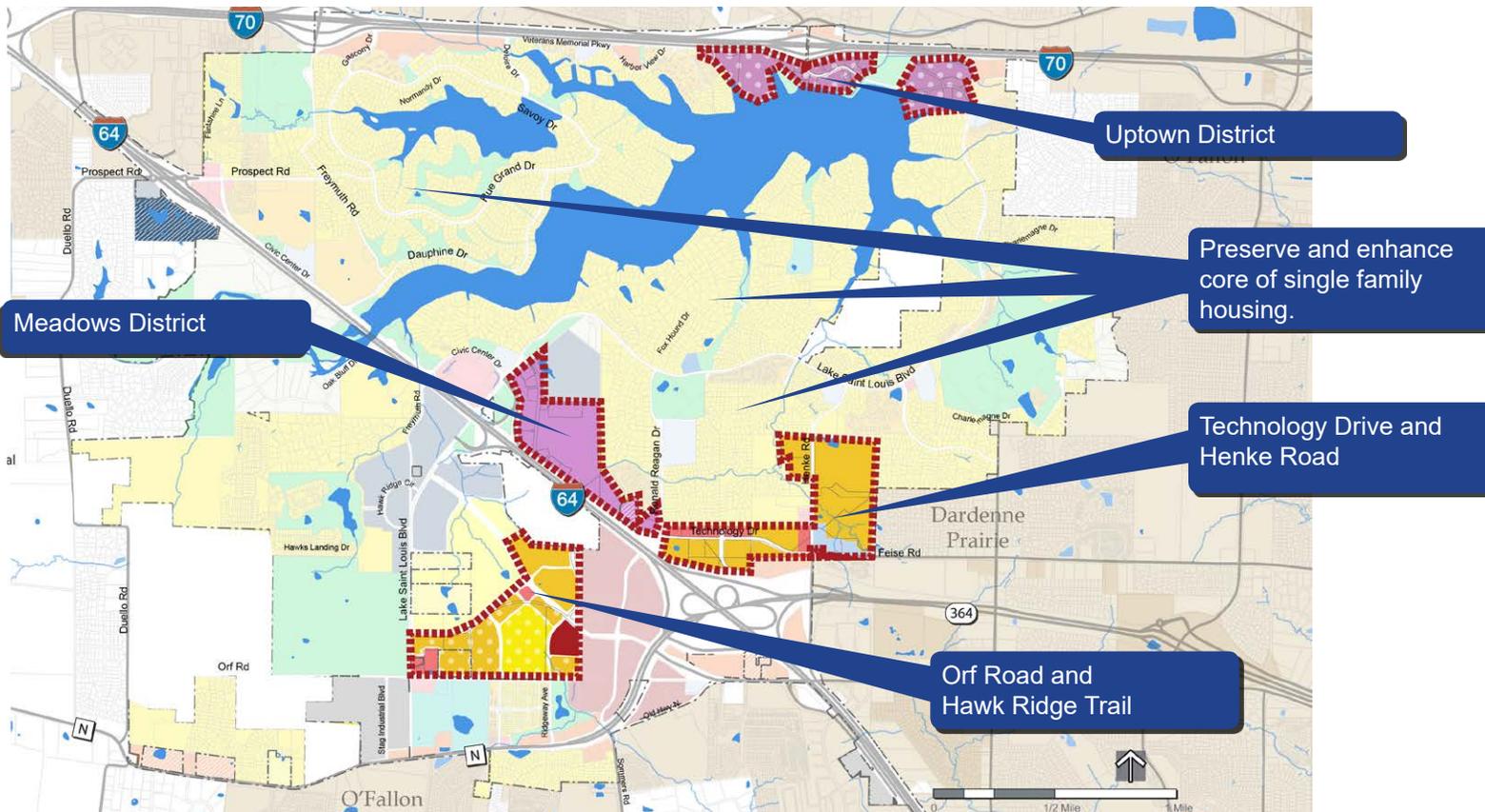
## Goal 2.2

### Housing choices that help ensure a diverse spectrum of residents (families, retirees, college grads, singles, etc. ).

There was a strong desire from the community to preserve single family housing. The future land use plan recommends a core of single family housing. However, in strategic areas, the future land use plan recommends a wider mix of housing choices. These strategic areas include a mixed-use focus at the Meadows District, the Uptown District, and along portions of Orf Road, Technology Drive and Henke Road (See the Future Land Use Plan - Chapter 5).

#### 2.2A: SUPPORT A DIVERSITY OF HOUSING CHOICES IN STRATEGIC LOCATIONS IN THE CITY BASED ON THE FUTURE LAND USE PLAN.

The City should follow the future land use plan that includes strategic areas of mixed-use and multi-family dwellings.



Map: Strategic Areas for Increased Diversity of Housing Choices

## Goal 2.3

### Attract a younger spectrum of residents (recent graduates, millennials, young families).

A wide age spectrum of residents in the City helps ensure long-term viability. The City, along with many communities across the nation, is aging as the baby boom generation retires. The City already has a fairly diverse spectrum of residents, with a strength being retirees. Developments such as the Heritage of Hawk Ridge and the proposed Lutheran Senior Services facility demonstrate the strong existing market for retirement living.

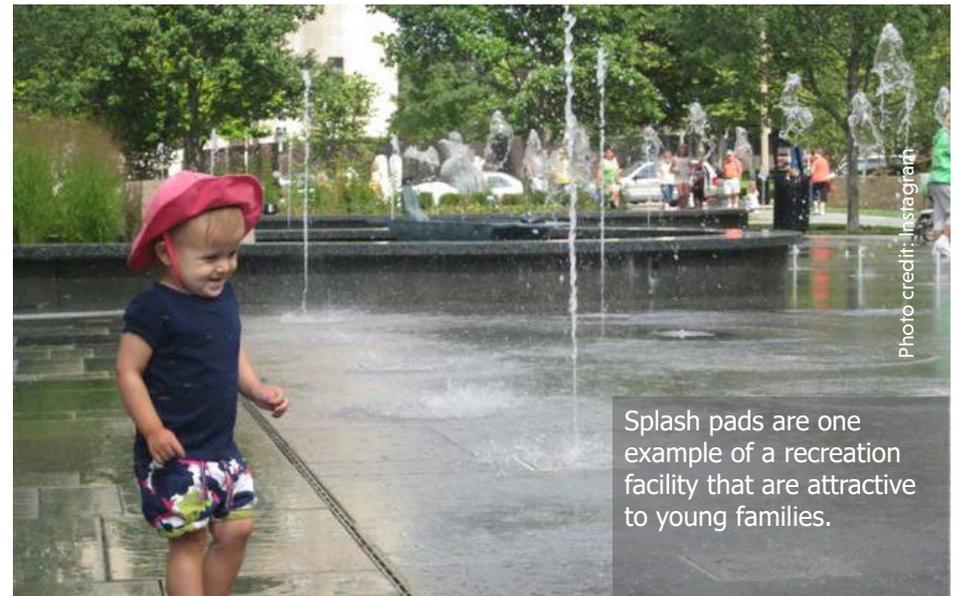
To ensure long-term viability, the City should encourage a younger spectrum of residents. Attracting young families is the most natural fit with existing strengths such as the Wentzville School District, Zachary Playground, and the recreational opportunities in the City.

#### 2.3A: SUPPORT MIXED-USE DEVELOPMENT AT THE MEADOWS AND UPTOWN DISTRICTS.

Mixed-use development, including retail, office, apartments, condominiums, and townhomes at the Meadow and Uptown will create a walkable, village type atmosphere that will be attractive for a number of groups including recent graduates, empty nesters, and singles.

#### 2.3B: INVEST IN PARK AND RECREATION FACILITIES THAT ARE ATTRACTIVE TO YOUNG FAMILIES.

There are many park and recreation opportunities that are attractive to a wide range of ages. For example, trails and greenway networks are popular for residents of all ages. A key recreation investment that would target young families is a splash pad. A splash pad is a relatively inexpensive way of providing water play for young children. One or two splash pads in the City, in addition to existing assets such as Zachary Playground, would continue to position the City as family friendly.



Splash pads are one example of a recreation facility that are attractive to young families.

## Goal 2.4

### Community services and utilities that adequately serve existing and new neighborhoods.

Community services (trash collection, fire, police, ambulance, etc) and utilities (water, sewer, electric, etc) are the necessary components that ensure a high quality of life, but are often out-of-sight for most residents. Only when something goes wrong or there is a disruption in service, do utilities and community services come to mind. Utilities and service providers appear to be pro-actively planning for growth.

#### **2.4A: CONTINUE TO COMMUNICATE WITH UTILITY AND COMMUNITY SERVICE PROVIDERS ON A REGULAR BASIS ON FUTURE DEVELOPMENT TO ENSURE ADEQUATE CAPACITY AND RESPONSE TIMES.**

The City should continue to regularly communicate and meet with utilities and service providers to ensure adequate capacity and response times.

#### **2.4B: ENSURE A LONG-TERM SOLUTION AS PART OF THE LAKE SAINT LOUIS SEWER IMPROVEMENT PROGRAM.**

The Lake Saint Louis Sewer Improvement Program is a long-term capital improvement project by Water District #2 to upgrade or relocate approximately eight miles of sanitary sewer mains that currently run underneath or adjacent to both lake Saint Louis and Saint Louise. Key objectives of the program should be to ensure a long-term solution, be fiscally responsible, avoid unnecessary property impacts, and preserve water quality.

Currently a conditions assessment is being conducted. The results of the conditions assessment will be used to determine next steps.

## Goal 2.5

### A transportation network that provides residents the option to drive, walk, or bicycle.

A diverse transportation network allows residents of all ages and abilities an opportunity to travel across the City. The City's transportation network should provide a range of mobility choices including the options to drive, walk, or bicycle.

#### **2.5A: PRIORITIZE TRANSPORTATION IMPROVEMENTS THAT WILL IMPROVE WALKING AND BIKING CONNECTIONS IN THE CITY.**

As the City develops its regular 5-Year Capital Improvement Program (CIP), priority should be given to projects that improve walking and biking in the City.

#### **2.5B: REGULARLY UPDATE AND PUBLICIZE THE CITY'S 5-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP).**

Results of the street condition analysis should be readily available to residents to help explain the priorities for the Capital Improvement Program (CIP).

#### **2.5C: ENSURE NEW DEVELOPMENT INCLUDES PEDESTRIAN AND BICYCLE FACILITIES AND PROVIDES CONNECTIONS TO CITYWIDE BICYCLE AND PEDESTRIAN NETWORKS.**

New development should include connections to citywide bicycle and pedestrian networks. Examples include pedestrian facilities that connects a building entrance to the citywide sidewalk network.

# Measuring Our Progress - Neighborhood Vitality

Below are key metrics to track so that the City may gauge successful long-term implementation of the plan. For each plan principle, three to five metrics are suggested. For detailed action items, see Chapter 9 - 'Implementation'.

Indicator	Method	Baseline	Target
Preserving the character of our neighborhoods.	Assessed value of residential properties.	5-Year Average	Increase values and rising faster than inflation. (Measure every 5 years)
Housing choices that help ensure a diverse spectrum of residents.	Number of multi-family units in strategic locations per the future land use plan.	2017	Increase number of units. (Measure every 3 years)
Invest in park and recreation facilities that are attractive to young families.	Number of park and recreation facilities. Specifically splash pads.	2017	Increase number of overall facilities. 1-3 splash pads. (Measure every 5 years)
Attract a younger spectrum of residents.	Percentage of residents that are 20-34 years old.	2015: 16.5%	Maintain or increase. (Measure every 5 years)

## Principle #3: Prosperous Economy

### Core Value

***"Accommodating retail and office growth to increase growth in local stores, to ensure job opportunities, needed public revenue, and entrepreneurship, while preserving the character and charm of the City."***

### Key Goals:

- 3.1 Ensure that the Meadows thrives through a mixed-use focus.
- 3.2 Revitalization of the Uptown District.
- 3.3 Fuller range of dining and retail options that encourage residents to "buy local."
- 3.4 Dedicated attention to economic development, job retention, and entrepreneurship.
- 3.5 Develop the Muk Sub-Area per the goals of the plan.

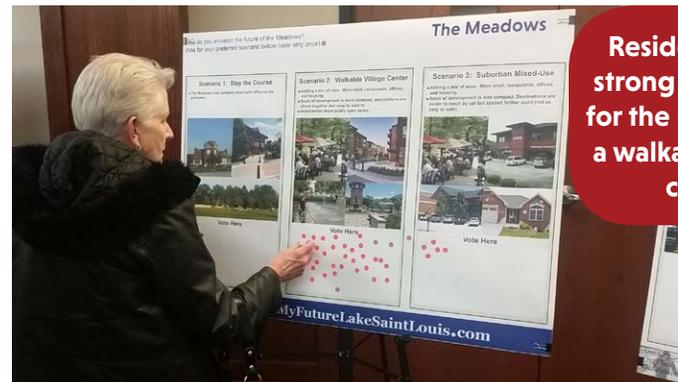
## Goal 3.1

### Ensure that the Meadows thrives through a mixed-use focus.

The Meadows is centrally located and highly accessible both from within Lake Saint Louis and from much of St. Charles County. It is also attractively designed, not only for the retail and office development of its original intent, but also for a wider mix of land uses including housing and public spaces. The Meadows is well-positioned to be the central gathering place for Lake Saint Louis community events. The Meadows should serve as a well-managed and walkable district of higher intensity uses that will complement the dominant and desired overall character of residential Lake Saint Louis. The Meadows should continue to generate a strong tax base to support the high quality of public services for which the city is well known.

#### 3.1A: UPDATE THE ZONING FOR THE MEADOWS THAT ENABLES A MIXED-USE, WALKABLE VILLAGE CENTER.

The City should update the zoning that corresponds to the Meadows District as shown on the Future Land Use Plan. The Meadows District shall continue the high quality architectural aesthetic of the Meadows. The Meadows District shall be mixed-use with retail, dining, hotels, office, apartments, condominiums, townhomes, and destination activities. The Meadows District should be a “village center” that is highly walkable, a mix of activities, and great emphasis on the public realm and streetscape amenities.



Residents had a strong preference for the Meadows as a walkable, village center.

## Goal 3.2

### Revitalize the Uptown District.

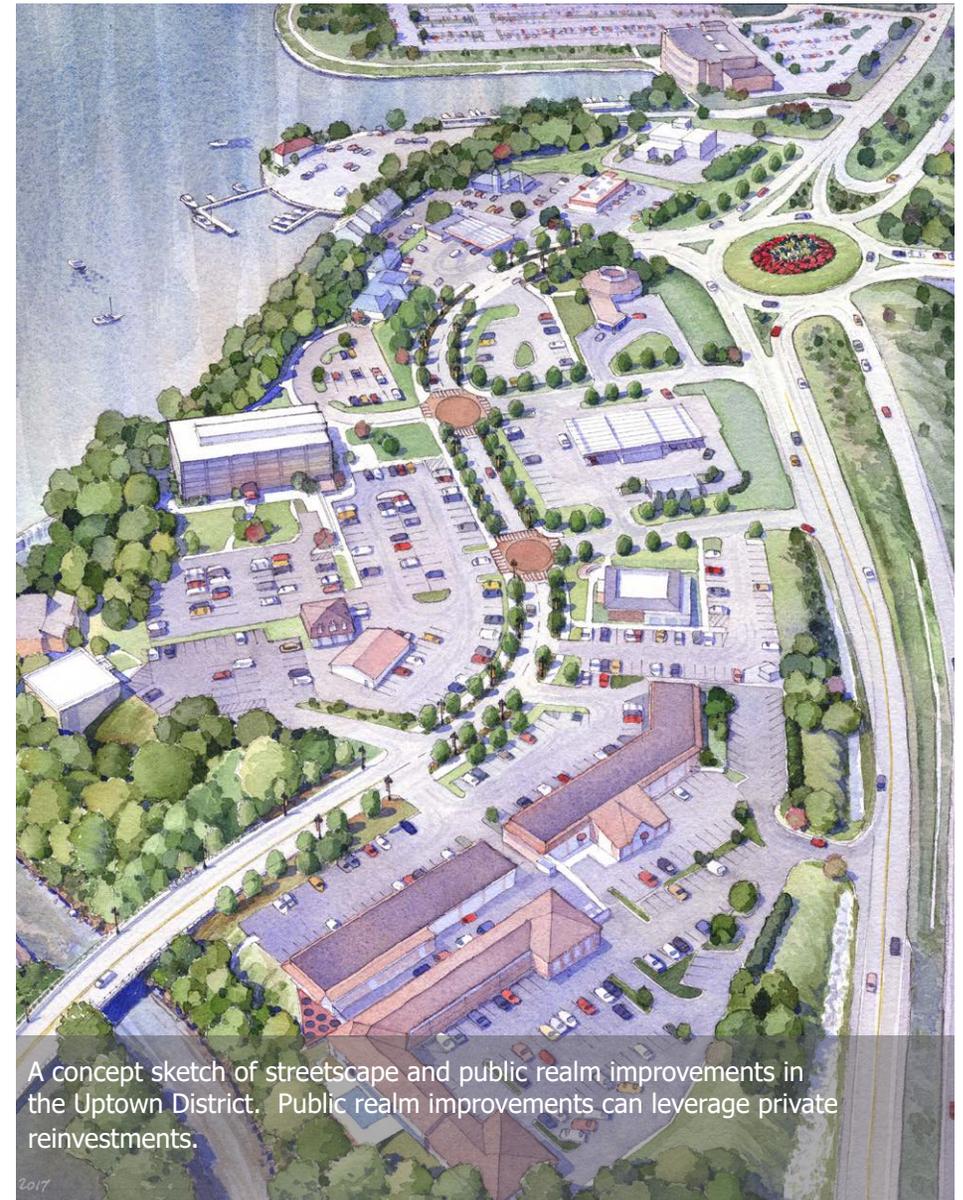
The Uptown District served as the city's primary entry point at I-70 for many years and, therefore, was effectively downtown Lake Saint Louis. Southern and western growth of the city shifted the center of town away from Uptown, however, especially with greater access to I-64. Uptown remains a crucial entry corridor, of course, and its meandering street with a variety of businesses and building styles creates a unique brand within suburban St. Charles County. But Uptown is not achieving its highest economic potential in light of the growth of the city, the county, and traffic flow on I-70. Public realm improvements that capitalize on the attractive street system, large trees, and lake views should be used to leverage private reinvestment in higher value/higher revenue businesses that cater to a prosperous community.

#### **3.2A: IMPLEMENT THE RECOMMENDATIONS FOR THE UPTOWN DISTRICT PER THE SUB-AREA PLAN (Chapter 7).**

The City should advance recommendations for the Uptown District as outlined in Chapter 7 'Uptown District and Muk Sub-Area Plans'. In the short-term the City should focus on improvements in the public realm including the roundabout at I-70 and Lake Saint Louis Boulevard, and pedestrian / streetscape improvements along Lake Saint Louis Boulevard.

#### **3.2B: CREATE AN UPTOWN DISTRICT GOVERNING ORGANIZATION.**

Uptown will achieve higher value rates of return and higher quality economic activity only if the business and property owners work together to achieve consensus on goals and objectives that support all interests. A governing organization (Community Business District or Special Business District) should be formed for the Uptown District. The organization should prepare its own strategic plan for Uptown that reflects improved design and functionality, economic realities, integrated marketing, and cooperative advocacy.



A concept sketch of streetscape and public realm improvements in the Uptown District. Public realm improvements can leverage private reinvestments.

## Goal 3.3

### Attract a fuller range of dining and retail options that encourage residents to “buy local.”

Lake Saint Louis has a great deal of internal “buying power” because of the incomes and property values of its residents. It also has an enviable regional location in between two interstate highways which increases that local buying power. But much of this buying power is captured in other communities for competitive reasons. Still, Lake Saint Louis can recapture those lost sales by targeting unique and imaginative restaurants and retailers. Ideally, these would be directed into The Meadows or Uptown to create higher concentrations of business activity in walkable settings.

#### **3.3A: ENCOURAGE A LARGER CUSTOMER BASE BY ENCOURAGING MORE RESIDENTIAL DEVELOPMENT.**

New retail and dining options are frequently driven by nearby population. An increased balance of residential and office land uses will help spur a larger customer base that will assist in attracting dining and retail options.

#### **3.3B: ENCOURAGE DINING AND RETAIL OPTIONS IN THE MEADOWS AND UPTOWN DISTRICTS AS PART OF MIXED-USE FOCUS.**

Americans are now spending as much or more on dining out than at grocery stores. Retailing, on the other hand, is declining in its share of household spending with an increasing emphasis on shopping trips that are sociable and entertaining. Special restaurant options that are high value should be encouraged, especially as part of mixed-use development. This helps to assure that the City keeps up with changing lifestyle patterns and helps to retain dining dollars within the City.

## Goal 3.4

### Dedicate public and private attention toward economic development, job retention, and entrepreneurship.

Residential growth in and around Lake Saint Louis remains strong. This means that the labor force is expanding, as well. And the population is generally very well-educated, quite frequently also with many years of work experience and self-supporting incomes. These demographic characteristics are ripe for attracting more jobs closer to the labor force, thus reducing commuting times for many residents. Moreover, the experienced labor force that continues to populate Lake Saint Louis necessarily has a substantial component of potential entrepreneurs in a wide range of economic sectors who can be enticed to establish and expand businesses in the city.

#### **3.4A: ENCOURAGE CO-WORKING / STARTUP OFFICE SPACE AS PART OF THE MEADOWS AND UPTOWN DISTRICTS.**

Creation of office and maker-space structures that attract entrepreneurs will diversify and expand the employment base within the City and encourage the growth of unique businesses.

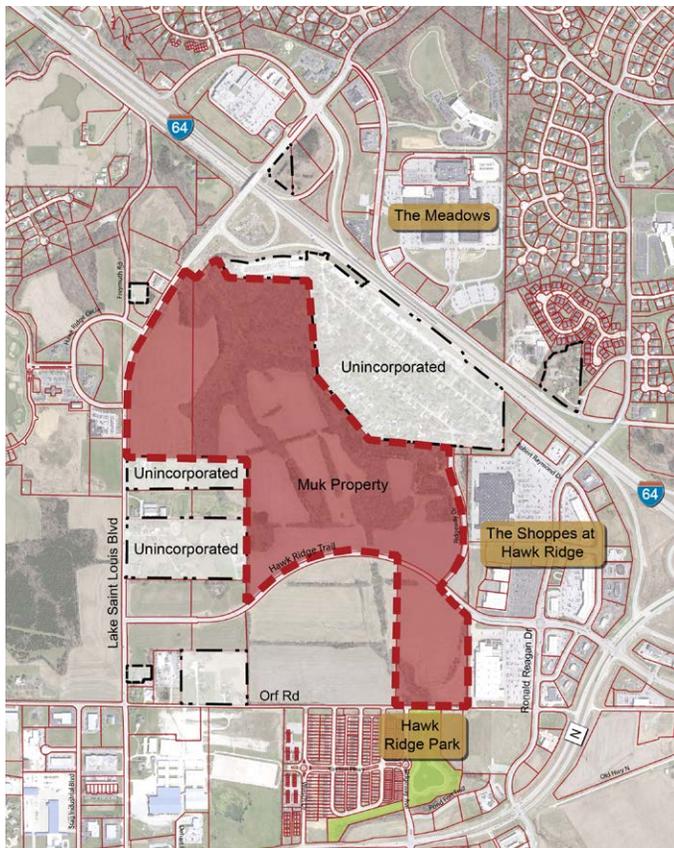
#### **3.4B: ENCOURAGE A SYNERGISTIC CONCENTRATION OF OFFICES ALONG LAKE SAINT LOUIS BOULEVARD.**

With existing office anchors of NISC (National Information Solutions Cooperative) on the north end and MTM on the south end, Lake Saint Louis Boulevard is positioned to be a synergy of office space with easy access to I-64.

## Goal 3.5

### Develop the Muk Sub-Area per the goals of the plan.

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 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.



Muk Sub-Area: Location Map

#### 3.5A DEVELOP THE MUK SUB-AREA PER THE GOALS OF THE PLAN.

The City should advance the goals for the Muk Sub-Area as outlined in Chapter 7 'Uptown District and Muk Sub-Area Plans'. Goals for the Sub-Area include:

- 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 Hawk Ridge.

#### 3.5B 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. The Hawk Ridge Trail extension should be developed as a neighborhood scale street per the goals of the Muk Sub-Area plan. Discourage the use of the extension as a parallel commuter route to I-64. 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.

# Measuring Our Progress - Prosperous Economy

Below are key metrics to track so that the City may gauge successful long-term implementation of the plan. For each plan principle, three to five metrics are suggested. For detailed action items, see Chapter 9 - 'Implementation'.

Indicator	Method	Baseline	Target
Attract a fuller range of dining and retail options that encourage residents to "buy local".	Retail sales and sales taxes. Sales tax information from the Missouri Department of Revenue	2017	Increase in per capita sales and sales taxes.
Dedicate public and private attention toward economic development, job retention, and entrepreneurship.	Above average wages. Source via Missouri Economic Research and Information Center (MoDED)	2017	Increased share of jobs paying wages above the St. Charles County average.
Dedicate public and private attention toward economic development, job retention, and entrepreneurship.	Diversity of business types as measured by NAICS codes.	2017	Increased diversity of business types.
Ensure that the Meadows thrives through a mixed-use focus.	Square feet of occupied retail and office space. Number of residential units.	2017	In the Meadows District, increase in square feet of occupied retail and office space. Increase in number of residential units.

## Principle #4: Community Character

### Core Value

*"The appearance of our community, especially the first impression of our city for visitors and residents, that preserves and enhances property values."*



the  
**MEADOWS**  
AT LAKE SAINT LOUIS

### Key Goals:

- 4.1 Ensure new development meets the architectural expectations of the community.
- 4.2 Improve the aesthetic appearance of key gateways to Lake Saint Louis.
- 4.3 Improve the aesthetic appearance of the edge along I-70.
- 4.4 As development occurs along Highway N, LSL Blvd, and Technology Drive, promote Complete Street principles and high architectural aesthetics.

# Goal 4.1

## Ensure new development meets the architectural expectations of the community.

Lake Saint Louis residents take pride in the high quality architecture of their community. From its office and retail buildings to residences, Lake Saint Louis has a strong reputation for its quality of development that lends to the charm of the City and lasting community value. New development should meet the high architectural expectations of the community.

### 4.1A: USE THE EXPECTATIONS FOR EACH LAND USE CATEGORY TO GUIDE ZONING AND SUBDIVISION CHANGES.

Each land use category includes a one-page overview of the expectations of that land use including architectural features and site development characteristics. The land use categories should be used as a guide in updating zoning ordinances and subdivision regulations. The land use categories and expectations were derived with input from the community at multiple stages, including a Visual Preference Survey.

#### Suburban - Mixed Residential

Suburban - Mixed Residential are locations that are intended to provide a variety of housing choices and price points at a moderate to moderately-high density. Suburban - Mixed Residential are walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts. Gazebos, pergolas, and other outdoor structures are encouraged to be at the rear of the lot. Housing choices include single family, duplexes, apartments, and condominiums. Neighborhood park space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



Design Expectations	
<ul style="list-style-type: none"> <li>Walkable development with sidewalks and tree lawns.</li> <li>When cul-de-sacs or "dead ends" are utilized, subdivisions should provide for pedestrian and bicycle connections to city-wide networks.</li> </ul>	
Details	
Building Placement	Moderate front setbacks, 30' - 35' front setbacks.
Building Height	3 stories or 40' feet.
Density	Moderate to moderately-high intensity, 6 - 12 units/acre.
Parking	Off-street.
Landscape	Emphasis on street trees.
Other	

Overview and key design expectations

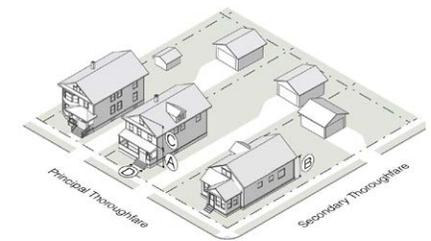
Details of site development

Precedent images

Example of the Land Use Category Overview Page

### 4.2B: DEVELOP A FORM-BASED ZONING CODE OR DESIGN GUIDELINES.

To supplement zoning ordinance text, the City should develop a form-based code or design guidelines for all zoning districts or key zoning districts. A form-based code uses graphics and images to explain required architectural design and site development standards. The benefits of a form-based code is that it more clearly shows the expectations and requirements of the zoning. Instead of interpretation of text, a form-based code shows the requirements visually. This can ease the review process by staff, the Planning and Zoning Commission, and the Architectural Review Board. The form-based code is also a benefit for developers as it provides greater certainty in the development review process. It is important to note that while a form-based code helps provide additional clarity in zoning requirements, depending on the level of detail of the code, some interpretations will still be required.



#### Transparency

A	Ground floor transparency, front facade (min)	20%
B	Ground floor transparency, corner side facade (min)	20%
C	Upper floor transparency, front and corner side facades (min)	20%

#### Pedestrian Access

D	Main entrance location (required)	Front, interior side, or corner side facade
---	-----------------------------------	---

Example of a form-based zoning code.

## Goal 4.2

### Improve the aesthetic appearance of key gateways to Lake Saint Louis.

The first impression of a community not only defines visitor perceptions, but also how residents perceive their community. At the intersection of two major interstates, Lake Saint Louis has many front doors, which is both a blessing and a problem. It is a blessing in that the City is highly visible in the region. It is a problem in that creating a unified front door to the community is difficult with such an expanse of interstate frontage. The City will need to work concurrently on several strategies to improve the aesthetic appearance of key gateways to Lake Saint Louis.

#### **4.2A: PLAN FOR MAJOR AND MINOR COMMUNITY GATEWAYS PER THE ENHANCEMENT AND STREET TREE PLAN.**

The Enhancement and Street Tree Plan identifies locations for future major and minor gateways into Lake Saint Louis. The City should conduct a conceptual design study to develop conceptual designs and costs. The conceptual design should also include the streetscape of Lake Saint Louis Boulevard from Technology Drive to Hawk Ridge Circle.



An existing gateway into Lake Saint Louis installed in 2016. The Enhancement and Street Tree Plan identifies additional locations for major and minor community gateways.

#### **4.2B: ENSURE THE FUTURE ROUNDABOUT AT I-70 AND LAKE SAINT LOUIS BOULEVARD IS AN AESTHETIC GATEWAY.**

The future roundabout is a great opportunity for a gateway into the City. The center of the roundabout is an opportunity area for enhanced landscape plantings and/or art. However, roundabouts can also result in a multitude of signs that can be visual clutter. As part of the preliminary and final design of the roundabout, the City should ensure that a landscape architect is part of the design team and that preliminary designs for enhancements are fully compatible with necessary site lines and traffic requirements. The approaches to the roundabout should also be enhanced. A maintenance agreement will be required with MoDOT for enhancements on MoDOT right-of-way.



#### **4.2C: PLANT STREET TREES IN AVAILABLE RIGHTS-OF-WAY PER THE ENHANCEMENT AND STREET TREE PLAN. (Same as Goal 1.4F)**

#### **4.2D: ENSURE REQUIREMENTS FOR NEW STREETS REQUIRE STREET TREES AND PROVIDE ADEQUATE WIDTH FOR TREE LAWNS AND AVOID CONFLICTS WITH UTILITIES. (Same as Goal 1.4E)**

## Goal 4.3

### Improve the aesthetic appearance of the edge along I-70.

The appearance of the I-70 edge was consistently mentioned as a negative for the City by residents. There are two aspects to the aesthetic appearance of the edge along I-70. One aspect is the right-of-way of Veterans Memorial Parkway and I-70. Currently, there is not a barrier between I-70 and Veterans Memorial Parkway. Without a barrier, opportunities for enhancement are limited because of clear zone requirements. The second aspect is the existing development along Veterans Memorial Parkway.

#### 4.3A: UTILIZE CONTEXT SENSITIVE DESIGN FOR FUTURE I-70 IMPROVEMENTS.

As MoDOT plans for future long-term improvements of the I-70 corridor, any future improvements on I-70 should utilize context sensitive design and enhance the edge of Veterans Memorial Parkway in comparison to current conditions. Context sensitive design is defined by the Federal Highway Administration as looking at a transportation project in a way that addresses safety, mobility, aesthetics, and community values through a collaborative, interdisciplinary approach. An example of MoDOT utilizing context sensitive design in the region was the New I-64 project.

#### 4.3B: ENSURE LANDSCAPE, ARCHITECTURAL, AND SITE REQUIREMENTS ARE MET FOR REDEVELOPMENT OF PARCELS ALONG VETERANS MEMORIAL PARKWAY.

As redevelopment occurs of existing commercial parcels along the south side of Veterans Memorial Parkway, there will be an opportunity to strengthen the appearance of the I-70 edge through quality architecture, site design, and landscaping.

A lack of a barrier between Veterans Memorial Parkway and I-70 limits opportunities for enhancements due to clear zone requirements.



## Goal 4.4

**As development occurs along Highway N, Lake Saint Louis Blvd, and Technology Drive, promote Complete Streets principles and high architectural aesthetics.**

Complete Streets are streets that provide considerations for all modes of travel including vehicular, pedestrian, and bicycle. Highway N, Lake Saint Louis Blvd and Technology Drive are three crucial corridors in the City. As they continue to develop, emphasis should be placed on ensuring that they include Complete Streets principles and have a high architectural aesthetic.

### **4.4A: ENSURE PEDESTRIAN FACILITIES ON BOTH SIDES OF THE STREET, INCLUDING A MULTI-USE TRAIL ON ONE SIDE OF THE STREET.**

Pedestrian facilities should be provided on both sides of the street. On at least one side, the pedestrian facility should meet the requirements of a multi-use trail (8' width minimum, 10' width preferred).

### **4.4B: ENSURE INTERSECTIONS ACCOMMODATE PEDESTRIAN AND BICYCLE CROSSINGS.**

Intersections should accommodate pedestrian and bicycle crossings including pedestrian signals, crosswalks, and bicycle facilities.

### **4.4C: ENSURE THE AESTHETICS OF DEVELOPMENT CONFORM TO THE EXPECTATIONS OF THE FUTURE LAND USE CATEGORIES.**

Highway N, Lake Saint Louis Blvd, and Technology Drive are high profile streets in the City. High architectural expectations should be a priority for these streets.

### **4.4D: ENSURE LANDSCAPE AND STREET TREE PLANTINGS CONFORM TO THE EXPECTATIONS OF THE FUTURE LAND USE CATEGORIES AND ENHANCEMENT AND STREET TREE PLAN.**

# Measuring Our Progress - Community Character

Below are key metrics to track so that the City may gauge successful long-term implementation of the plan. For each plan principle, three to five metrics are suggested. For detailed action items, see Chapter 9 - 'Implementation'.

Indicator	Method	Baseline	Target
Ensure new development meets the architectural expectations of the community.	Adopt revisions to the zoning code and subdivision regulations. Adopt a form-based code or design guidelines.	2017	Adoption of new codes within two years. Review codes for adjustments every five years (minimum).
Improve the aesthetic appearance of key gateways to Lake Saint Louis.	Number of new major and minor gateways.	2017	I-64/Prospect Road gateway within five years. Other gateways within ten years.
Improve the aesthetic appearance of key gateways to Lake Saint Louis.	Lake Saint Louis Boulevard streetscape from Technology Drive to Hawk Ridge Circle.	2017	Concept plan within three years. Final design and construction in coordination with Hawk Ridge Trail extension.
Improve the aesthetic appearance of key gateways to Lake Saint Louis.	Roundabout at I-70 and Lake Saint Louis Boulevard intersection.	2017	Construction within five years.

## Principle #5: Community Cohesion

Core Value

*"A cohesive community, where all residents feel they are part of a single community."*

### Key Goals:

- 5.1 Work to overcome physical barriers of I-64, Hwy N, and other major roads.
- 5.2 Improve communication between LSLCA residents and non-LSLCA residents.
- 5.3 Use a network of open space and natural elements as unifying elements west of I-64.
- 5.4 Identify a community meeting center, ideally a multi-functional space.

## Goal 5.1

### Work to overcome physical barriers of I-64, Hwy N, and other major roads.

I-64 and Highway N are major physical barriers within the City. The City should work to overcome the physical barriers of I-64 and Highway N by improving bicycling and pedestrian connections across these roads and extending streetscapes.

#### **5.1A: EXTEND THE STREETScape ENHANCEMENTS OF LAKE SAINT LOUIS BOULEVARD FROM THE CURRENT LIMITS AT TECHNOLOGY DRIVE ACROSS I-64 TO HAWK RIDGE CIRCLE.**

The Lake Saint Louis Boulevard streetscape should extend from its current limits at Technology Drive to cross I-64 and extend to at least Hawk Ridge Circle. The extension of the landscape median may not be practical, but other streetscape enhancements with pedestrian and bicycle improvements should be included. The City should first conduct a conceptual design study to determine features and costs. (Also part of Goal 4.2A)



The Lake Saint Louis Boulevard streetscape should extend over I-64 to Hawk Ridge Circle.

#### **5.1B: IMPROVE BICYCLE AND PEDESTRIAN CROSSINGS AT INTERSECTIONS PER THE TRANSPORTATION PLAN.**

The Transportation Plan identifies several intersections in the City where bicycle and pedestrian improvements are recommended. Improvements should be done as part of other capital improvement projects and not necessarily as stand-alone projects.

## Goal 5.2

### Improve communication between LSLCA residents and non-LSLCA residents.

While many cities have homeowner associations, Lake Saint Louis is unique in that it has such a large homeowner association in the form of the Lake Saint Louis Community Association (LSLCA). The City is also unique in that its history is rooted in forming from the LSLCA in the 1970's. Additionally, the defining natural feature of the community and its namesake, the 650-acre Lake Saint Louis, is an amenity of the Lake Saint Louis Community Association, established as a private lake for Community Association members.

A challenge for the City's future is to imagine the city, formed as a lake community, whose heart is still the lake, to the City that is now 15,000+ residents and whose identity and population now extend well beyond the lake. Lake Saint Louis residents, whether they are within the LSLCA boundaries or not, have much in common: love of the outdoors and pride of the City's small town charm.

During the planning process of this plan, the planning team heard from many residents of the disconnect between LSLCA residents and non-LSLCA residents. This ranged from misunderstanding or confusion of LSLCA facility uses (such as use of the lake) to perceptions that there is a general separation between those who live within the Community Association and those who do not.

The social fabric of LSLCA residents and non-LSLCA is not an easy topic for a comprehensive plan to address. There is a question of whether a comprehensive plan should even address this issue at all. However, there is much to be gained from improving community cohesion. By contrast, a community that focuses too much on its differences can have a difficult time coming together to reach its full potential.

Better communication, relationship building, and continued dialogue will be beneficial for the City as barriers, real and perceived, are addressed. The City will be better positioned to move toward the future as one community.

#### **5.2A: IMPROVE COMMUNICATION OF LSLCA BOUNDARIES AND MEMBER USES (ESPECIALLY FOR NEW RESIDENTS).**

It was very apparent during this plan's community engagement activities that many residents, especially new residents, that live outside of the LSLCA, are very confused about the boundaries of the LSLCA and member uses. The City should improve communication of the LSLCA boundaries and member uses:

- **LSLCA Boundary Map**  
The City should have an easy to find PDF of the Boundary Map on the City's website. The City should also consider a GIS public map viewer that would allow residents to see the boundary in relation to other map data. The City could also coordinate having the Boundary Map part of St. Charles County's GIS public map viewer instead of having its own citywide GIS viewer.
- **Update New Resident Guide**  
The City should update its New Resident Guide with a section for determining if new residents live in the LSLCA and a Q&A section for non-LSLCA residents.

#### **5.2B: UTILIZE THE EXISTING CITY IMAGE ADVISORY COMMITTEE TO SUGGEST WAYS TO IMPROVE CITY-WIDE COMMUNICATIONS, EVENTS, PROGRAMS, AND CITY BRANDING.**

The existing City Image Advisory Committee should be utilized to suggest ways to improve city-wide communications, events, programs, and city branding. While discussion and recommendations from the committee can be on-going and continuous, a set timeframe to develop recommendations will be beneficial in managing expectations. A timeframe of 12 - 24 months is recommended. A third-party facilitator for the committee should be considered to better facilitate discussion and develop consensus on recommendations.

## Goal 5.3

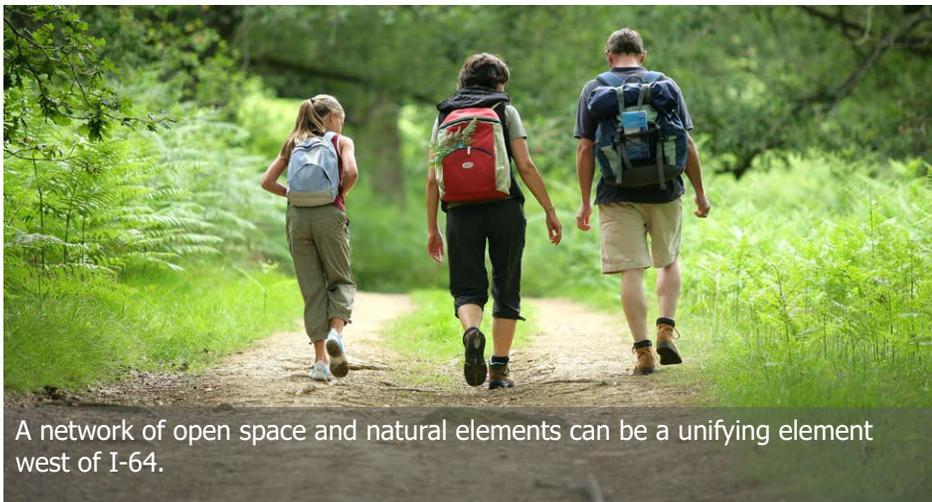
### Use a network of open space and natural elements as unifying elements west of I-64.

While the two lakes are the unifying natural elements for residents east of I-64, currently, there is not an equivalent natural element for residents west of I-64. The long-term vision of the Parks, Open Space, and Trails Plan is to create a connected network of open space and natural elements west of I-64. The network of open space and natural elements will be a unifying element west of I-64 in much the same way as the lakes are unifying elements east of I-64.

#### 5.3A: IMPLEMENT THE VISION OF THE PARKS, OPEN SPACE, AND TRAILS PLAN AND THE GOALS OF AN OUTDOOR LIFESTYLE (Goals 1.1 – 1.6).

Multiple, concurrent strategies should occur to implement the vision of a connection network of open space.

- Align City zoning requirements and subdivision regulations to encourage connected open space.
- Continuing the growth of the City trail and park network.
- Coordinate opportunities to utilize Our Lady Cemetery as passive open space.



Detail of Parks, Open Space, and Trails Plan showing a connected network of open space and natural elements.

## Goal 5.4

### Identify a community meeting center, ideally a multi-functional space.

Except for City Hall and clubhouses owned by the homeowner associations, there is not a community meeting center in Lake Saint Louis. In addition, there has been some desire by residents in the past to have a recreation center. However, the population of Lake Saint Louis is relatively small to fully support a multi-use recreation center. Recreation and community centers can take many forms and sizes, so making a blanket statement on the feasibility of a recreation or community center can be misleading. Any City investment in a recreation or community center may take away funding from other future priorities such as a trails, greenways, and additional park space.

Instead of the City as the sole partner of a new recreation or community center, another strategy is to partner with another organization on the development of a shared space. Possibilities include the Wentzville School District if the District expands and a new school is built in the City, St. Charles City-County Library District if they expand or build a new facility, a higher education partner that may have a satellite facility, or opportunities within the Meadows or Uptown as they develop.

The upside of a partnering strategy is that the capital and maintenance costs could be significantly reduced for the City. In addition, as a recreation or community center did not seem to be a top priority for some residents during plan engagement, partnering would allow the City to focus on other priorities. The downside is that a partnering opportunity may not come to fruition, especially in the short-term.

A community center, if feasible, will be a long-term effort. The City should identify potential costs of a recreation or community center in order to rank the project in relationship to other funding priorities.

#### 5.4A: DEVELOP A HIGH LEVEL COST ESTIMATE FOR A COMMUNITY OR RECREATION CENTER.

The first step in evaluating a potential community meeting or recreation center is to develop a high level cost estimate. The cost estimate should include both capital and long-term operating costs. It is recommended that costs be derived from precedent projects as opposed to a conceptual design process. A conceptual design process may give the impression that a decision has already been made.

#### 5.4B: EVALUATE PARTNERING OPPORTUNITIES FOR A COMMUNITY CENTER.

The City should fully evaluate the potential for partnering on a community center by discussing with potential partners such as the Wentzville School District, St. Charles City-County Library District, and others.



Partnering with other organizations may be a way for the City to identify a community meeting center.

# Measuring Our Progress - Community Cohesion

Below are key metrics to track so that the City may gauge successful long-term implementation of the plan. For each plan principle, three to five metrics are suggested. For detailed action items, see Chapter 9 - 'Implementation'.

Indicator	Method	Baseline	Target
Work to overcome the physical barriers of I-64, Hwy N, and other major roads.	Streetscape plan and extension of the Lake Saint Louis Blvd Streetscape to Hawk Ridge Circle.	2017	Conceptual plan within five years. Construction within ten years.
Identification of a community or recreation center.	High level cost estimate and feasibility of partnership opportunities.	2017	High level cost estimate and partnering feasibility within three years.
Improve communication between LSLCA and non-LSLCA residents.	Update New Resident Guide and improved Boundary Map for new residents.	2017	New resident guide and improved boundary map within two years.
Improve communication between LSLCA and non-LSLCA residents.	City Image Advisory Committee to suggest ways to improve city-wide communications, events, programs, and city branding.	2017	Draft recommendations from the Image Committee in 18-24 months.

## Principle #6: Fiscal Responsibility

Core Value

*"Community services, infrastructure, and utilities that are well-planned, fiscally responsible, and well-maintained."*

### Key Goals:

- 6.1 Sustained strong property values to assure sufficient funding for all public services including those provided by city government and other public jurisdictions.
- 6.2 The attraction of more retail development to expand the sales tax base of the city.
- 6.3 Forward looking capital improvement plan (CIP) covering five years, updated annually, with well-planned budgeting and identification of a wide range of funding sources.
- 6.4 Maintenance of strong bond rating.

## Goal 6.1

### Sustained strong property values to assure sufficient funding for all public services, including those provided by city government and other public jurisdictions.

Property value sustainability is largely a function of collective property owner commitment to maintenance coupled with consistent enforcement of structure and property regulations. In effect, this is a form of a public-private partnership leading to satisfied property owners who are able to build equity in their properties and to increase tax and related revenues to support the high levels of public service and capital improvements expected in Lake Saint Louis.

#### **6.1A: CONSISTENTLY ENFORCE BUILDING AND RELATED CODES TO ASSURE THAT ALL REAL ESTATE IN THE CITY IS BUILT AND MAINTAINED TO EXPECTED STANDARDS.**

The City and, by extension, its residents and businesses have vested interests in the quality of the real estate developed and maintained throughout the city. Real estate helps to define the unique character of the City, and the quality of that real estate is reflective of mores and expectations within the City. Properties that are allowed to decline in aesthetics, structural integrity, and general market value can lead to disinvestment by adjacent property owners, while an emphasis on quality encourages all property owners to reinvest.

## Goal 6.2

### Attraction of more retail development to expand the sales tax base of the city.

The “buying power” of Lake Saint Louis is too often leaked into other communities because the city’s retailers find it difficult to compete in the retail climate of St. Charles and St. Louis Counties. Lake Saint Louis, however, has high standards for retailers and these standards should not be compromised. Public and private investments that enable retail and restaurant growth in the city that recaptures much of its own residents’ buying power will greatly assure a strong and sustainable sales tax base.

#### **6.2A: CONTINUE HIGH STANDARDS FOR RETAILERS AND OVERALL DEVELOPMENT TO DIFFERENTIATE THE CITY.**

The City should continue to demand a high standard for new development. The future land use categories shall provide a framework for updating development codes.

#### **6.2B: TARGET AND ENCOURAGE RETAIL OPTIONS IN THE MEADOWS AND UPTOWN DISTRICTS AND THE SHOPPES AT HAWK RIDGE.**

Americans are increasingly spending more for dining and related retail activities and less for retail shopping, especially shopping in retail centers. Household staples are more and more purchased online, so The Meadows and Hawk Ridge need to be vigilant in attracting high quality eating and drinking places to encourage taxable spending within the city limits and to encourage the creation of unique and high personal service businesses to increase retail trade.

## Goal 6.3

### Forward looking capital improvement plan (CIP) covering five years, updated annually, with well-planned budgeting and identification of a wide range of funding sources.

Great communities anticipate changes not only in lifestyles, but also in the quality and expectations of their infrastructure. Lake Saint Louis residents, businesses, and government leaders must work consistently to achieve consensus on expected and reasonable changes in order to plan for and accumulate sufficient resources for improvements in the public capital.

While many, perhaps most, public realm improvements are the responsibility of city government (and, by extension, the resident and business taxpayers of the city), there are many overlapping taxing jurisdictions in Lake Saint Louis for which the city government has something of a “fiduciary responsibility” to maintain high standards to assure strong tax bases all around. Working together with all jurisdictions, as well as with private associations that are responsible for large scale capital improvements, will assure coordinated approaches to funding and capital upgrades.

#### **6.3A: REGULARLY UPDATE AND PUBLICIZE THE CITY’S 5-YEAR CAPITAL IMPROVEMENT PLAN (CIP).**

The City should clearly communicate the City’s 5-Year CIP (which should be updated annually). In addition, analysis such as the street condition analysis should be readily available to residents to help explain the priorities for the Capital Improvement Program (CIP).

#### **6.3B: CONTINUE TO COMMUNICATE WITH UTILITY AND COMMUNITY SERVICE PROVIDERS ON A REGULAR BASIS ON FUTURE DEVELOPMENT TO ENSURE ADEQUATE CAPACITY AND RESPONSE TIMES.**

## Goal 6.4

### Maintenance of strong bond rating.

Bond ratings are primarily a function of financial management, which includes attention to the quality and value of both public and private developments in Lake Saint Louis. Decreasing property values can be detrimental to bond ratings as insufficient tax revenues, though one typically leads to the other. It is incumbent upon both the public and private sectors to continually work together to assure that there are sufficient tax revenues to support public services and capital improvements while anticipating and managing around situations where resources may be temporarily inadequate. This will assure uninterrupted, high bond ratings to decrease costs of borrowing when the need arises.

#### **6.4A: CONSISTENTLY ENFORCE BUILDING AND RELATED CODES TO ASSURE THAT ALL REAL ESTATE IN THE CITY IS BUILT AND MAINTAINED TO EXPECTED STANDARDS. (Same as 6.1A)**

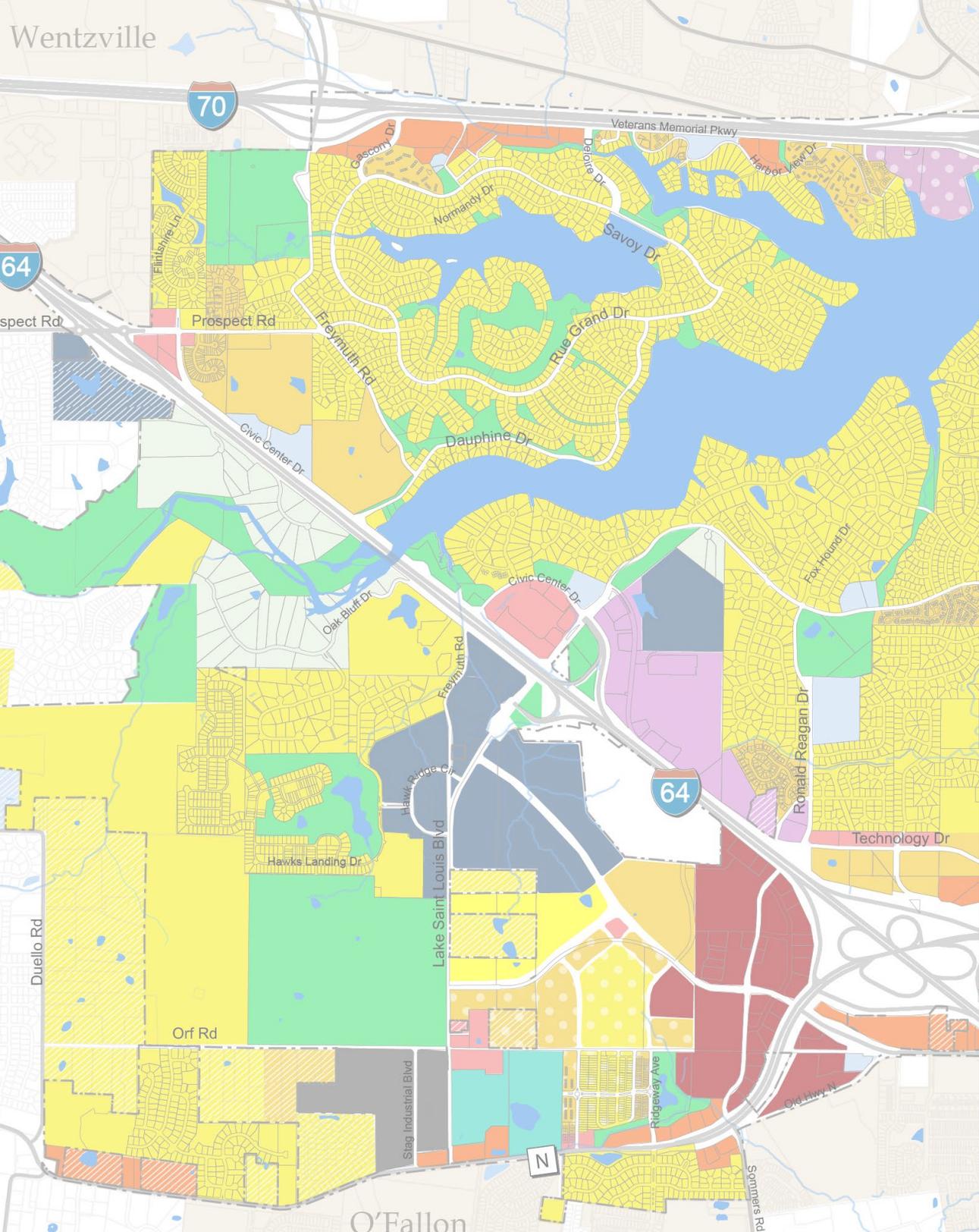
#### **6.4B: MINIMIZE COMMERCIAL AND RESIDENTIAL VACANCIES.**

Commercial and residential vacancies should be minimized in order to maximize the functions of the city and to reduce potential negative perceptions arising from empty or under-utilized properties.

# Measuring Our Progress - Fiscal Responsibility

Below are key metrics to track so that the City may gauge successful long-term implementation of the plan. For each plan principle, three to five metrics are suggested. For detailed action items, see Chapter 9 - 'Implementation'.

Indicator	Method	Baseline	Target
Sustained strong property values to assure sufficient funding for all public services.	Assessed value of property.	5-Year Average	Increase values and rising faster than inflation. (Measure every 5 years)
Maintenance of strong bond rating.	Ratings per municipal rating agencies.	2017	Sustained or improved ratings. Lower interest rate costs.
Forward looking capital improvement plan (CIP) covering five years.	Adopting of 5-Year capital improvement plan (CIP). Updated annually.	Ongoing	Update 5-Year CIP on an annual basis.



# Chapter 5: Future Land Use Plan

Future Land Use Plan  
Land Use Category Descriptions



# Land Use Categories

## OVERVIEW

The future land use map is an essential part of implementing the Comprehensive Plan. This chapter illustrates the pattern and character of the future development of Lake Saint Louis. The land use plan is to serve as a guide to future development decisions in the City. Each land use category sets out a range of place characteristics that can be achieved through the City's development policies including the zoning code and subdivision regulations.

The future land use map identifies generally what kind of land use patterns should be present throughout the City and where they should be located. The map shows what land uses are appropriate in the future, not necessarily what land uses are in place currently. Often in established areas of the City, the current land use is the appropriate future land use as well.

The relationship between the land use plan and the zoning map is often misunderstood. A land use plan is a guide for the future use of the land while a zoning ordinance regulates the use of the land in the present.

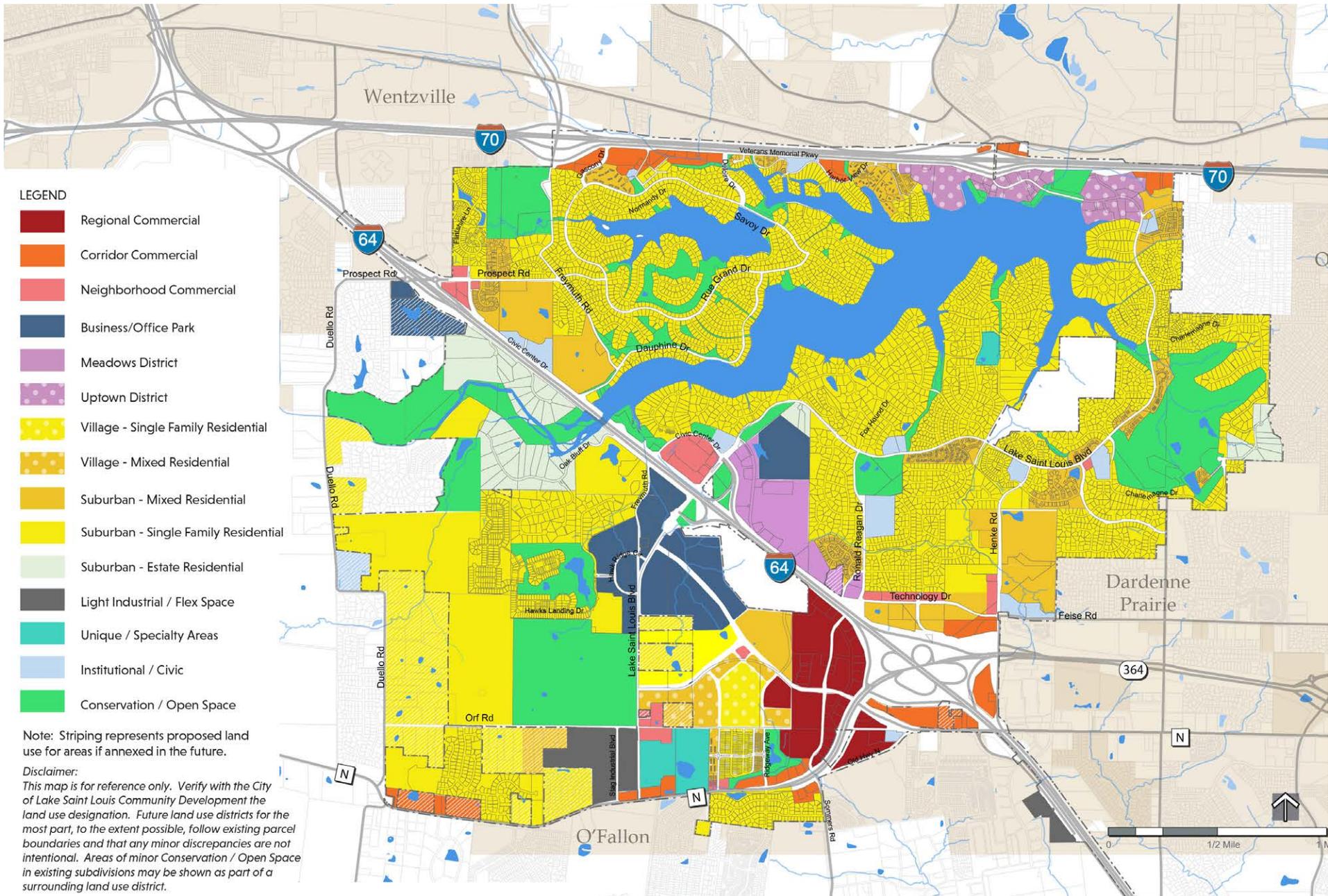
There are several strategies for implementing the land use plan. One strategy is to update the zoning ordinance to better align with the recommendations of the land use plan. A second strategy is to use the land use plan as a guide when requests for rezoning take place.

In future updates of the zoning ordinance or in reviewing requests for rezoning, the planning commission should evaluate the context of the land use plan when it was adopted and approved. If conditions have changed since adoption that may warrant a land use different from that shown in the land use plan, consideration should be given to revising the land use plan. If conditions have not changed, strong preference should be given to the recommendations made in the land use plan.

## CATEGORIES

Below are the future land use categories. Each category is explained in more detail on the following pages:

- Regional Commercial
- Corridor Commercial
- Neighborhood Commercial
  
- Meadows District
- Uptown District
- Business / Office Park
  
- Village - Single Family Residential
- Village - Mixed Residential
- Suburban - Single Family Residential
- Suburban - Mixed Residential
- Suburban - Estate Residential
  
- Light Industrial / Flex Space
  
- Unique / Specialty Areas
  
- Institutional / Civic
  
- Conservation / Open Space



# Map: Future Land Use Plan

# Areas of Additional Discussion

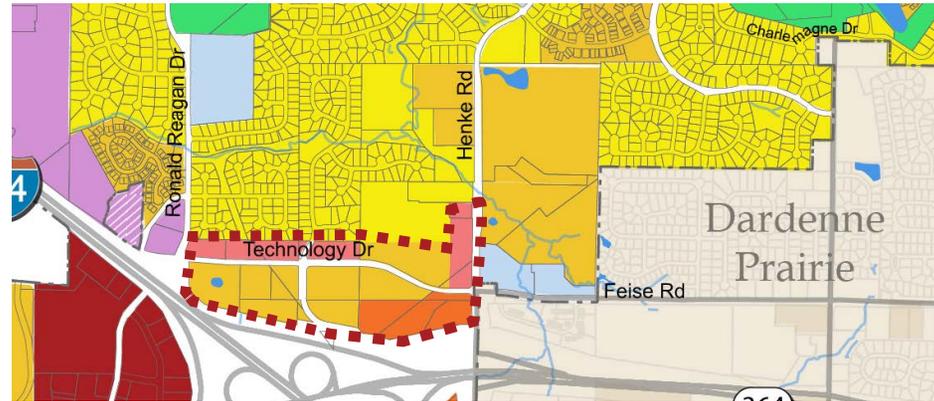
## OVERVIEW

This section provides secondary land use recommendations for certain areas of the City.

Multiple factors go into determining the future land use plan. Factors include future growth analysis, economic development, existing land use, adjacent land uses, plan principles, and community input.

The areas shown with secondary land uses are areas where the plan recommends greater flexibility, because of varying adjacent land uses, while still providing guidance for the future land use.

## TECHNOLOGY DRIVE AND HENKE ROAD



The future land use plan recommends Suburban - Mixed Residential, Neighborhood Commercial and Corridor Commercial along Technology Drive and the intersection of Henke Road. These recommendations should be considered the primary land uses.

While strong preference for the primary land use shall be given, secondary land uses may also be appropriate for this area. Secondary land uses shall include Neighborhood Commercial and Mixed-Residential in different locations along Technology Drive than shown on the primary land use plan. Corridor Commercial may be a secondary land use for parcels not adjacent to Technology Drive.

## HAWK RIDGE TRAIL



The future land use plan recommends Village - Mixed Residential, Village - Single Family Residential, and Neighborhood Commercial between Hawk Ridge Trail and Orf Road. These recommendations should be considered the primary land uses.

While strong preference for the primary land use shall be given, secondary land uses may also be appropriate for this area. Secondary land uses shall include the same land uses (Village - Mixed Residential, Village - Single Family Residential, and Neighborhood Commercial) as the future land use plan, but the configuration may vary as shown on the future land use plan.

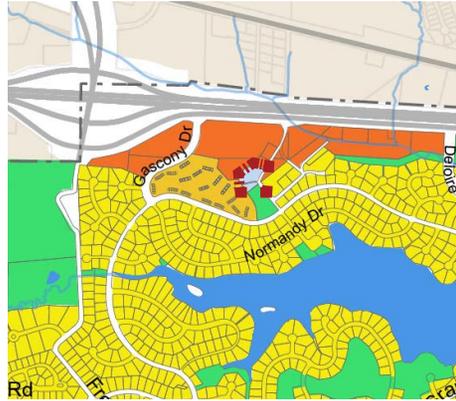
## LAKE SAINT LOUIS FIRE DISTRICT PARCELS



The Lake Saint Louis Fire Protection District is expected to relocate from their current facilities along Lake Saint Louis Boulevard and Ellerman Road to a new facility in the Uptown District.

Secondary land uses are appropriate for the two existing Fire Protection District sites.

For the Lake Saint Louis Boulevard site, secondary land uses shall include Suburban - Single Family Residential.



For the Ellerman Road site, secondary land uses shall include Suburban - Mixed Residential and Suburban - Single Family Residential.

# Annexation and Boundary Discussion

## AREAS OF POTENTIAL ANNEXATION

This plan does not recommend a specific timeframe for annexation, nor does this plan recommend specific parcels for annexation. However, the future land use plan does show recommended land use for areas that are logical areas of annexation if the City pursues annexation of these areas in the future.

Areas for potential annexation include areas along Duello Road, Highway N, Lake Saint Louis Blvd, Technology Drive and Prospect Road.

## UNINCORPORATED AREAS

There are two large existing subdivisions that are unincorporated within the boundaries of the City. These “doughnuts” of unincorporated areas includes the streets of Viewpoint Lane, Oakridge Lane, and Oakborough Drive west of I-64 and Bridlewood Drive, Trailside Drive, Woodview Drive, and Lakeview Drive north of Lake Saint Louis Blvd.

This plan recommends that the above areas remain unincorporated. If in the future, the subdivision west of I-64 is redeveloped and is annexed into the City, the goals as outlined in Chapter 6 should be applied for this area.

## FUTURE BOUNDARY

Lake Saint Louis has limited opportunities for expansion to the north, east, and south. The cities of O’Fallon, Wentzville, and Dardenne Prairie are adjacent to the City.

There are opportunities to the west and southwest for the City to expand. Duello Road and Highway N make for a logical future boundary for the City.

# Descriptions of Land Use Categories

## CATEGORIES

Below are the future land use categories. Each category is explained in more detail on the following pages:

- Regional Commercial
- Corridor Commercial
- Neighborhood Commercial
  
- Meadows District
- Uptown District
- Business / Office Park
  
- Village - Single Family Residential
- Village - Mixed Residential
- Suburban - Single Family Residential
- Suburban - Mixed Residential
- Suburban - Estate Residential
  
- Light Industrial / Flex Space
  
- Unique / Specialty Areas
  
- Institutional / Civic
  
- Conservation / Open Space

## OVERVIEW OF LAND USE CATEGORY DESCRIPTIONS

Each land use category has a overview page describing key design expectations, details of site development, and precedent images.

Each land use category sets out a range of place characteristics that can be achieved through the City’s development policies including the zoning code and subdivision regulations.

### Suburban - Mixed Residential

Suburban - Mixed Residential are locations that are intended to provide a variety of housing choices and price points at a moderate to moderately-high density. Suburban - Mixed Residential are walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts. Garages are encouraged but garages and parking are encouraged to be at the rear of the lot. Housing choices include single family, duplexes, apartments, and condominiums. Neighborhood park space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



Design Expectations	
■	Walkable development with sidewalks and tree lawns.
■	When cul-de-sacs or "dead ends" are utilized, subdivisions should provide for pedestrian and bicycle connections to city-wide networks.
■	Developments should use a high aesthetic design style that enhance the City's character using quality materials. Building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
Details	
Building Placement	■ Moderate front setbacks, 30' - 35' front setbacks.
Building Height	■ 3 stories or 40' feet
Density	■ Moderate to moderately-high intensity, 6 - 12 units/acre.
Parking	■ Off-street.
Landscape	■ Emphasis on street trees.
Other	■

Overview and key design expectations

Details of site development

Precedent images

# Regional Commercial

Regional Commercial are locations intended to provide retail and commercial businesses that serve a wide geographic area with a customer and employee base that extends beyond the City limits. While single uses may be applicable, typical Regional Commercial will primary have multiple businesses including retail, restaurants grocery, and office. National retailers and brands are a key feature. Regional Commercial include major employment and revenue generators that are valuable community resources.

Aesthetic appearance should be a priority as Regional Commercial will attract a large number of residents and visitors.



## Design Expectations

- Building, signage, streetscape, and amenity design is coordinated between sites as part of the same development.
- Logical sidewalk connections are between buildings and through parking lots.
- Layout encourages walking between businesses.
- Extensive landscaping in parking areas, near buildings, and buffer areas.
- Development should have a distinct and high aesthetic design style using quality materials such as stone, glass, and brick. Individual building should have massing variation, modulation, horizontal and vertical articulation, and architectural detailing to harmonize the scale of a building.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Arrangement to help define streets, sidewalks, and public areas should be encouraged.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 35 feet max. Taller structures may be allowed near I-64 or areas not impacting residential.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ 1.25 FAR. Higher densities allowed if public amenities are provided.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Off-Street. Shared parking between businesses. Side and rear parking should be encouraged.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping, including street trees along internal drives and adjacent streets.</li> </ul>

# Corridor Commercial

Corridor Commercial are locations intended to provide retail and commercial businesses along high traffic corridors such as arterials. While single uses may be applicable, typical Corridor Commercial will primary have multiple businesses including retail, restaurants, grocery, and office. While there may be flexibility in the type of businesses, aesthetics of the buildings and the site should be of key importance.

The speed and volume of automobile traffic may necessitate building setbacks from adjacent roadways. When buildings are setback from streets, pedestrian and bicycle connections should be provided from the street.



## Design Expectations

- Building, signage, streetscape, and amenity design is coordinated between sites as part of the same development.
- When buildings are setback from streets, pedestrian and bicycle connections should be provided from the street.
- Extensive landscaping in parking areas, near buildings, and buffer areas.
- Development should have a distinct and high aesthetic design style using quality materials such as stone, glass, and brick. Individual building should have massing variation, modulation, horizontal and vertical articulation, and architectural detailing to harmonize the scale of a building.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Front setback limited to one parking bay. Additional parking along side or rear.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 35 feet max. Taller structures may be allowed in areas not impacting residential.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ 1.25 FAR. Higher densities allowed if public amenities are provided.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Off-Street. Sidewalk, street trees, and landscaping between parking and street.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping, including street trees along internal drives and adjacent streets.</li> </ul>

# Neighborhood Commercial

Neighborhood Commercial are locations intended to provide neighborhood scale businesses that service everyday needs of residential neighborhoods. The scale and architecture of neighborhood commercial should reflect and compliment surrounding residential uses. Neighborhood Commercial may often be stand alone buildings or grouped in neighborhood scaled centers. Neighborhood Commercial should easily accommodate bicycle and pedestrian traffic.



## Design Expectations

- Scale and architecture of buildings that reflect and compliment surrounding residential areas.
- Outdoor plaza space in neighborhood scaled areas.
- Pedestrian scaled development with buildings that front the street with wide sidewalks, street trees, and on-site landscaping.
- Rear and side parking strongly encouraged. Front parking should be strongly discouraged or prohibited.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Buildings fronting the street should be strongly encouraged.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 30' max.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ 1.25 FAR. Higher densities allowed if public amenities are provided.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Off-street. On-street may be allowable.</li> <li>■ Rear and side parking strongly encouraged.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping, including street trees.</li> </ul>

# Meadows District

The Meadows District is intended for the area of the existing Meadows and adjacent areas that are logically connected. The Meadows District is mixed-use with retail, dining, hotels, office, apartments, condominiums, townhomes, and destination activities. The Meadows District should be a “village center” that is highly walkable, a mix of activities, and great emphasis on the public realm and streetscape amenities. As the Meadows District extends beyond its current boundaries toward Ronald Reagan Drive, existing residential areas should be buffered.



## Design Expectations

- A mix of uses including retail, dining, hotels, office, apartments, condominiums, townhomes, and destination activities.
- New development should meet the high quality of design and materials of the existing development at the Meadows.
- Great emphasis on the public realm including plazas, courtyards, mini-parks, and streetscape amenities.
- A highly walkable environment with building and street layouts encouraging a pedestrian friendly environment.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Limited setbacks to promote a pedestrian friendly environment.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 45' max per existing Meadows Reciprocal Easement Agreement. Taller structures may be allowed near I-64 and areas not impacting residential.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ Non-Residential: 3.0 FAR</li> <li>■ Residential: High Intensity.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Structured parking encouraged.</li> <li>■ Off-street with on-street permissible.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping including street trees along internal drives and adjacent streets. Buffering between adjacent residential uses.</li> </ul>

# Uptown District

The Uptown District is intended for the area near the dam and the intersection of Lake Saint Louis Boulevard and Interstate 70. The Uptown District is mixed-use with retail, dining, hotels, office, apartments, and condominiums. The Uptown District should be highly walkable, a mix of activities, views of the lake, and streetscape amenities. As one of the few areas with an opportunity for public views of the lake, great emphasis should be placed on public access to views of the lake. As the front door to the City from Interstate 70, the Uptown District should create a welcoming atmosphere and an architectural style that brings value to the City.



## Design Expectations

- A mix of uses including retail, dining, hotels, office, apartments, condominiums, townhomes, and destination activities.
- Great emphasis on the public realm including plazas, courtyards, mini-parks, and streetscape amenities.
- A highly walkable environment with building and street layouts encouraging a pedestrian friendly environment.
- A continuous, public accessible lakefront/bluff edge from SSM Health St. Joseph Hospital to Lake Saint Louis Boulevard.
- Recognition of the importance of lake views from residential areas toward Uptown by avoiding light spillage and extensive use of canopy trees to soften building facades.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Limited setbacks to promote a pedestrian friendly environment.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 50' max along bluff line. 70' max north and west of Lake Saint Louis Blvd. (See Height Limit map).</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ Non-Residential: 3.0 FAR</li> <li>■ Residential: High Intensity.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Structured parking encouraged.</li> <li>■ Off-street parking.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping.</li> </ul>

# Uptown District (cont.)



The map on this page illustrates the recommended areas of 50 feet and 70 feet height limitations in the Uptown District.

# Business / Office Park

Business / Office Park are locations that are major employment centers with architecturally distinctive office buildings grouped to create a campus-like layout. Business / Office Park locations are primarily located along Lake Saint Louis Boulevard near the I-64 interchange with the goal of creating a synergy of an office campus to complement existing development such as NISC and MTM. Extensive open space and landscaping are a key feature of Business / Office Park locations. Pedestrian and bicycle connections are to be provided for internal circulation and to provide connections to citywide networks.



## Design Expectations

- Public, multi-use trail connections shall connect to adjacent sites. Trail connections shall utilize common areas or buffer areas.
- Buildings grouped to create a campus-like layout that promotes common areas such as plazas and formal open space.
- Design of buildings should be architecturally distinctive and contribute to the architectural value of the City. High quality materials such brick, stone, and glass shall be utilized. Quality of design should be visible from a distance and also up close at a pedestrian scale.
- Buildings should be set in a natural setting with extensive landscaping. Large expanse of parking should be avoided.
- Extensive buffering between adjacent uses.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Grouped for campus-like layout that promotes pedestrian and bicycle connections.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 65' max. Taller structures may be allowed near I-64 and areas not impacting residential.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ 2.0 FAR. Higher densities allowed if public amenities are provided.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Off-street. Shared parking is encouraged.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping, including street trees along internal drives and adjacent streets.</li> </ul>
Other	<ul style="list-style-type: none"> <li>■ 40% of the site retained for open space.</li> <li>■ Public, multi-use trail connections shall connect to adjacent sites.</li> </ul>

# Village - Single Family Residential

Village - Single Family Residential are locations that are intended to provide single family residential at a moderate density. Village - Single Family Residential are highly walkable neighborhoods with sidewalks on both sides of the street, wide tree lawns, and limited curb cuts. Garages are encouraged to be at the rear of the lot. Access to parks and open space are important. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



## Design Expectations

- Highly walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.
- Buildings should have shallow front and side yard setbacks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Limited front setbacks. 15' - 35' front setbacks.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 2 Stories or 35'.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ Moderate intensity. 4 - 10 units/acre (net)</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Primarily off-street.</li> <li>■ On-street permissible.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping.</li> <li>■ Emphasis on street trees, minimum 20-40' o.c.</li> </ul>

# Village - Mixed Residential

Village - Mixed Residential are locations that are intended to provide a variety of housing choices and price points at a moderate to moderately-high density. Village - Mixed Residential are highly walkable neighborhoods with sidewalks on both sides of the street, wide tree lawns, and limited curb cuts. Garages and parking are encouraged to be at the rear of the lot. Housing choices include single family, duplexes, apartments, and condominiums. Access to parks and open space are important. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



## Design Expectations

- Highly walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.
- Buildings should have shallow front and side yard setbacks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Limited front setbacks. 15' - 35' front setbacks.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 3 Stories or 40'.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ Moderate to moderately-high intensity. 4 - 18 units/acre (net)</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Primarily off-street.</li> <li>■ On-street permissible.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping.</li> <li>■ Emphasis on street trees, minimum 20-40' o.c.</li> </ul>

# Suburban - Single Family Residential

Suburban - Single Family Residential are locations that are intended to provide a variety of housing choices and price points at a low to moderate density. Suburban - Single Family Residential are walkable neighborhoods with sidewalks and wide tree lawns. Garages will tend to face the street, although garages at the rear of the lot are acceptable. Access to parks and open space are important. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks, especially in subdivisions with cul-de-sacs.



## Design Expectations

- Walkable development with sidewalks and tree lawns.
- When cul-de-sacs are utilized, subdivisions should provide for pedestrian and bicycle connections to adjacent subdivisions and citywide trail networks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.

## Details

Building Placement	■ Moderate front setbacks. 25' - 35' front setbacks.
Building Height	■ 2 Stories or 35'.
Density	■ Low to moderate intensity. 1 - 5 units/acre (net)
Parking	■ Off-street.
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping.</li> <li>■ Emphasis on street trees, minimum 20-40' o.c.</li> </ul>

# Suburban - Mixed Residential

Suburban - Mixed Residential are locations that are intended to provide a variety of housing choices and price points at a moderate to moderately-high density. Suburban - Mixed Residential are walkable neighborhoods with sidewalks, wide tree lawns, and limited curb cuts. Garages may face the street, but garages and parking are encouraged to be at the rear of the lot. Housing choices include single family, duplexes, apartments, and condominiums. Neighborhood park or open space should be provided in new developments when new housing is located greater than 1/2-mile walking distance from existing parks. New development shall provide pedestrian and bicycle connections to city-wide networks.



## Design Expectations

- Walkable development with sidewalks and tree lawns.
- When cul-de-sacs or "dead ends" are utilized, subdivisions should provide for pedestrian and bicycle connections to adjacent subdivisions and citywide trail networks.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.

## Details

Building Placement	■ Moderate front setbacks. 30' - 35' front setbacks.
Building Height	■ 3 stories or 40' feet.
Density	■ Moderate to moderately-high intensity. 6 - 12 units/acre (net)
Parking	■ Off-street.
Landscape	■ Extensive landscaping. ■ Emphasis on street trees, minimum 20-40' o.c.

# Suburban - Estate Residential

Suburban - Estate Residential are locations that are intended for housing on large lots. Suburban - Estate Residential will tend to be a transitional area from Suburban - Single Family Residential to rural areas. Access to parks and open space are less important in these neighborhoods as the larger lot sizes provides open space for homeowners.



## Design Expectations

- Large lot sizes.
- Transitional area from moderate intensity single family to rural areas.
- Development should have a high aesthetic design style that enhance the City's character using quality materials. Individual building styles should be distinctive with a variety of architectural styles that complement each other. Building styles shall relate contextually with similar setbacks, scale, and massing.
- Streets should have multiple connections, including to existing and future subdivisions, that allow for opportunities to travel to local destinations by a variety of routes.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Moderate to large front setbacks. Min. 35' front setbacks.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 2 Stories or 35'.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ Low intensity. Less than 1 units/acre (net)</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Off-street.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Extensive landscaping.</li> <li>■ Focus on existing tree preservation.</li> </ul>

# Light Industrial / Flex Space

Light Industrial / Flex Space are locations meant to accommodate light industrial manufacturing, research, warehouse, and flex office space. Employment density may not be high as other commercial or office uses and may require less employee parking. While buildings may not always be highly visible, individual building should have massing variation, modulation, and horizontal and vertical articulation. Light Industrial / Flex Space locations are generally in the existing light industrial area along Stag Industrial Boulevard and West Industrial Drive.



## Design Expectations

- Extensive landscape buffering between adjacent uses.
- Individual building should have massing variation, modulation, and horizontal and vertical articulation.

## Details

Building Placement	■ Moderate to large front setbacks. Minimum 50'.
Building Height	■ 50' max.
Density	■ Minimum 1 acres site. 1.0 FAR. Higher densities allowed if public amenities are provided.
Parking	■ Off-street. Shared parking is encouraged.
Landscape	■ Extensive landscape buffering between adjacent uses.

# Unique / Specialty Areas

Unique / Specialty Areas are locations in the City that do not easily lend themselves to traditional land use categories. They are unique land uses that have community wide value as their existing use. Their future use should remain as their existing use. Areas in this category will have case-by-case recommended secondary uses if their primary use as a Unique / Specialty Use changes.

Specific Locations:

National Equestrian Center: Secondary land use shall be ‘Village - Mixed Residential’ with ‘Light Industrial’ acceptable along Lake Saint Louis Boulevard.

Lake Saint Louis Stables along North Henke Road: Secondary land use shall be ‘Suburban Single Family Residential’.



## Design Expectations

- Areas shall be meet the design expectations of the secondary land use as listed.

## Details

Building Placement	■ Areas shall be meet the expectations of the secondary land use as listed.
Building Height	■ Areas shall be meet the expectations of the secondary land use as listed.
Density	■ Areas shall be meet the expectations of the secondary land use as listed.
Parking	■ Areas shall be meet the expectations of the secondary land use as listed.
Landscape	■ Areas shall be meet the expectations of the secondary land use as listed.

# Institutional / Civic

Institutional / Civic are locations that are intended to be civic uses such as government owned facilities, community centers, public and private schools, places of worship, and non-profit centers. As Institutional / Civic generally serves a large number of the public, sites should be highly accessible including walking and biking connections. Schools, especially middle schools, should be located so that areas within a 1/2 mile radius of the school are highly walkable. As the architectural design of Institutional / Civic buildings are often associated with the overall community character, building should have a high aesthetic design style that enhances the City's image.

If the use or tenant of a civic land use changes, strong preference should be given to the retention of the Institutional / Civic land use, especially for other civic uses. Proposed land use changes for Institutional / Civic should be guided by the context of adjacent land uses, with strong preference given to match adjacent land uses that most largely borders the site.



## Design Expectations

- Sites should be highly accessible including walking and biking connections
- Buildings should represent the aesthetic character of the City with a high aesthetic design style that enhance the City's image.
- Schools should be located to ensure a highly walkable environment within a 1/2 mile radius of the school.
- Sites and buildings, especially government owned, are encouraged to be LEED certified for building and Sustainable SITES certified for site development.

## Details

Building Placement	■ Limited to moderate front setbacks.
Building Height	■ 3 stories or 40' feet. Taller heights allowed if not impacting adjacent uses.
Density	■ 2.0 FAR. Higher densities allowed if additional amenities are provided.
Parking	■ Off-street.
Landscape	■ Extensive landscaping.

# Conservation / Open Space

Conservation / Open Space are locations that includes active and passive open spaces such as parks, greenways, golf courses, and cemeteries. Conservation / Open Space also includes areas that may be environmentally important such as flood plains, steep slopes, mature habitats, and riparian corridors. Conservation / Open Space also includes common ground within subdivisions. Conservation / Open Space is a valuable community wide resource providing opportunities for passive and active recreation, stormwater management, habitat, community tree canopy, community aesthetics, and increased property values. Multi-use trail connections are highly encouraged through Conservation / Open Space areas.

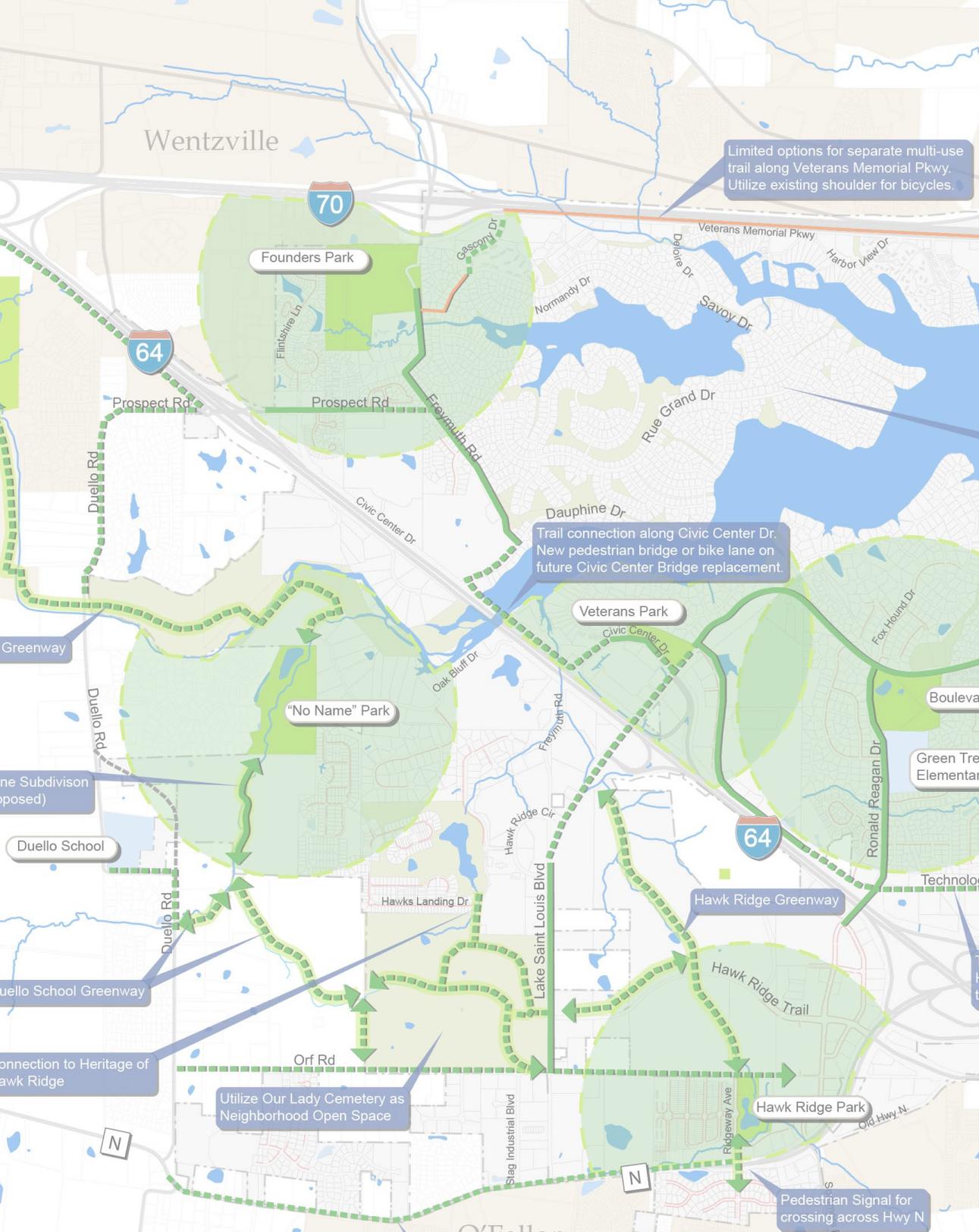


## Design Expectations

- Parks and open space should have master plans to convey community expectations on facilities, usage, buildings, parking, and transportation.
- Riparian buffers (native vegetation) should be located along streams and lakes to improve water quality.
- Sensitive areas such as floodplains, mature woodlands, and steep slopes should have limited intrusions.
- Multi-use trail connections are highly encouraged with connections to existing neighborhood.
- Public accessible parks or open space should be within 1/2 mile walk of residents.

## Details

Building Placement	<ul style="list-style-type: none"> <li>■ Should follow recommendations of park and open space master plans.</li> </ul>
Building Height	<ul style="list-style-type: none"> <li>■ 2 stories or 35' feet.</li> </ul>
Density	<ul style="list-style-type: none"> <li>■ Development should be limited to non-intrusive enhancements to provide public access.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>■ Should follow recommendations of park and open space master plans.</li> </ul>
Landscape	<ul style="list-style-type: none"> <li>■ Native vegetation.</li> <li>■ Steward and removal of invasive species.</li> </ul>



# Chapter 6: Physical Plan Elements

- Parks, Open Space, and Trails Plan
- Transportation Plan
- Enhancement and Street Tree Plan

Limited options for separate multi-use trail along Lake Saint Louis Blvd. Utilize existing shoulder for bicycles.

Trail along Technology to Connect Henke and Ronald Reagan to the Meadows



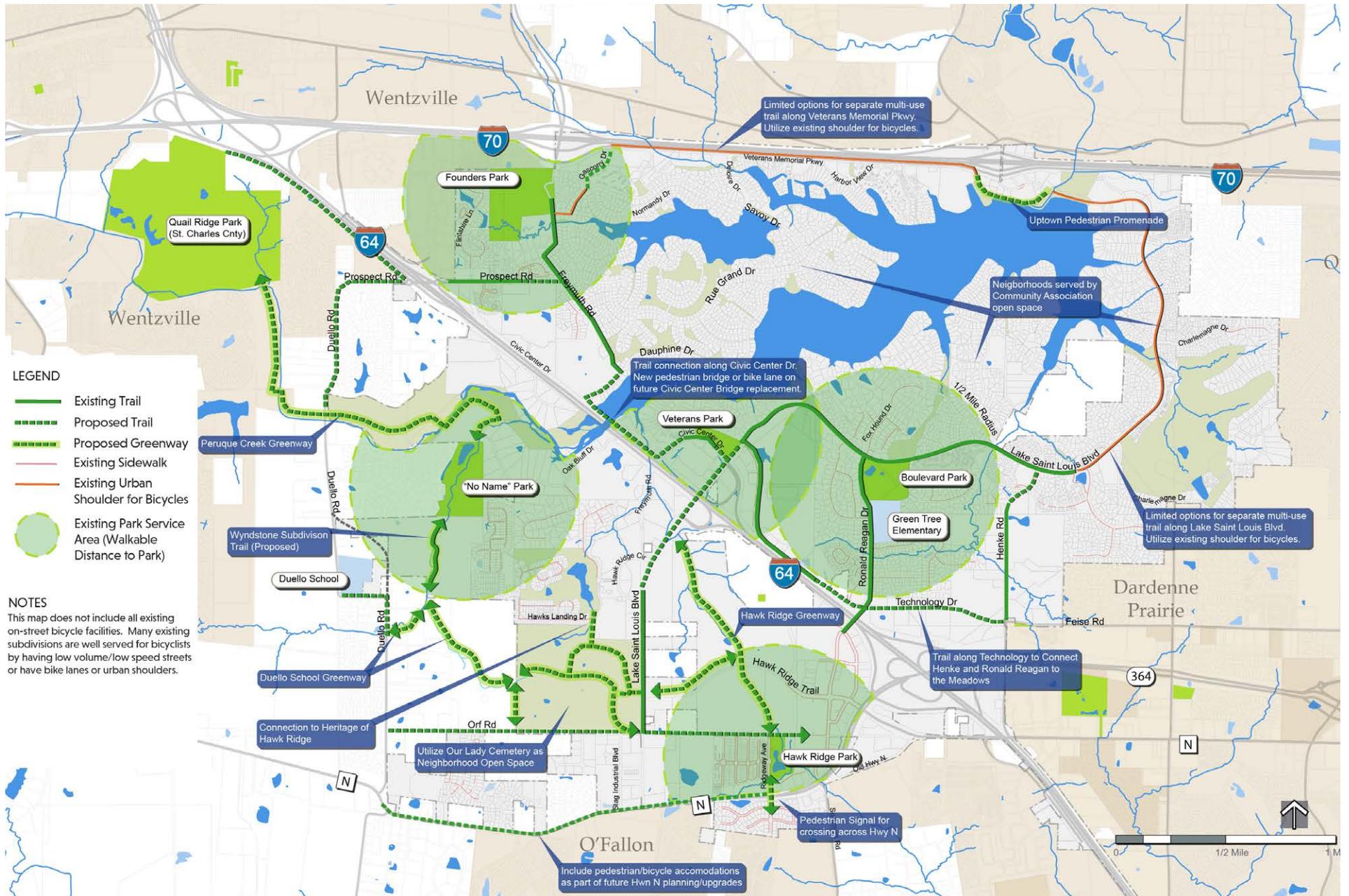
# Physical Plan Elements

## OVERVIEW

This Chapter provide maps for physical elements of the plan including:

- Parks, Open Space, and Trails Plan
- Transportation Plan
- Enhancement and Street Tree Plan

This Chapter includes additional details for plan elements that may not have been addressed in Chapter 4 ‘Plan Principles, Goals, and Recommendations’.



# Map: Parks, Open Space, and Trails Plan

# Trail Types - Additional Details

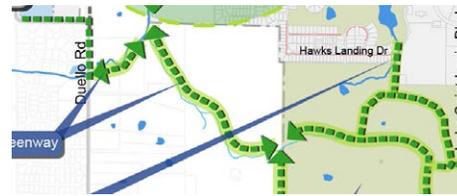
The ‘Parks, Open Space, and Trails Plan’ shows the priority network for proposed trails and greenways in the City.

This page outlines additional details related to the trail types.

All the trails shown on the ‘Parks, Open Space, and Trails Plan’ should conform to multi-use trail standards, including 10’ preferred width (8’ minimum width).

Final design of trails should conform with the latest Guide for the Development of Bicycle Facilities by the American Association of State Highway and Transportation Officials (AASHTO), the Federal Highway Administration’s (FHWA) Manual of Uniform Traffic Control Devices (MUTCD), and the NACTO Urban Bikeway Design Guide (NACTO).

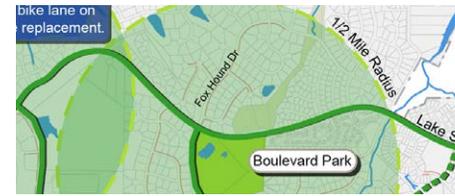
## Proposed Greenway



Proposed greenways are multi-use trails generally surrounded by open space, often a stream or drainage corridor. Width of the open space may vary depending on existing conditions.

Trails should be a natural surface, asphalt, or concrete based on the context of the location and expected usage.

## Proposed Trail



6' min. width tree lawn between trail and street.



Proposed trail, as defined in this plan, is a multi-use trail, that is adjacent to a street or road. Sometimes referred to as a “sidepath”, the trail should preferably be concrete to match the existing sidewalk system. A minimum 6 foot tree lawn (eight foot preferred) should separate the trail from the adjacent street unless right-of-way is limited.

## Street Crossings



Source: www.bikepedimages.org/Dan Burden



Source: www.bikepedimages.org/Michael Frederick



Source: www.bikepedimages.org/Mike Cynecki

Trails and greenways should cross streets with the appropriate crossing type. Above are some example crossing types. Top to bottom: High visibility crosswalk, rapid flash beacon, and HAWK signal.

# "No-Name" Park - Additional Details

"No-Name" Park will make an great addition to the City's park system. At approximately 35 acres, the park will provide important park and open space to the City's west side.

Currently, the park is undeveloped with limited access. Future access to the park will be via a trailhead within the Wyndstone Subdivision to the south of the park.

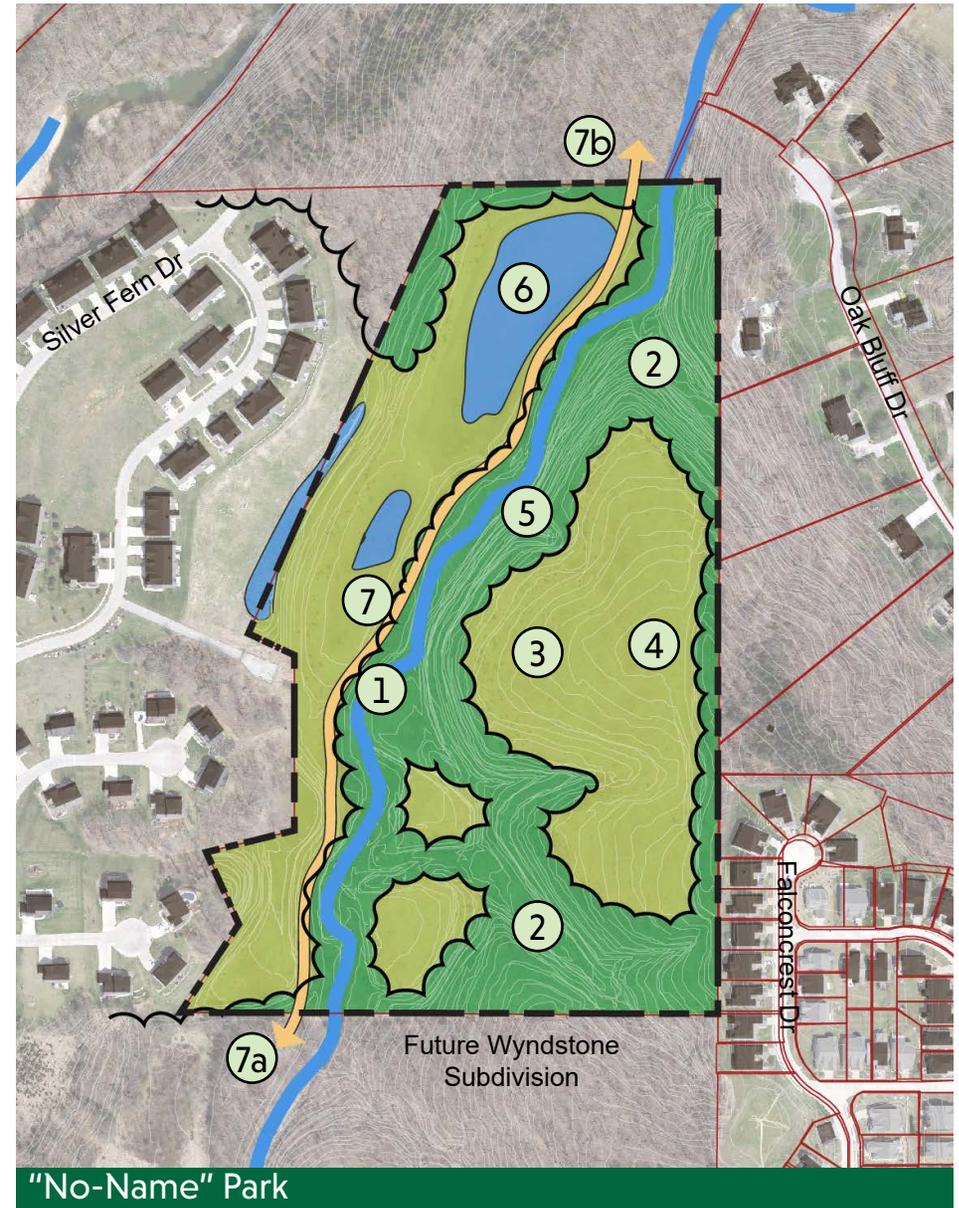
The next step in the park's development should be a park master plan. The park master plan should be done concurrently as part of a larger master plan with the Duello School Greenway and Our Lady Cemetery so that a key section of the open space network west of I-64 can be examined at the same time.

While the master plan for "No-Name" Park will develop the final park programming and goals for the park, the following are key recommendations:

- Provide a north / south trail along the creek to provide access to the future Peruque Creek Greenway to the north. Ensure that the trail accommodates maintenance and emergency vehicles.
- Keep the park as passive use, primarily hiking and walking paths.
- Limit expanses of turf grass. Restore native prairie grasses in open areas.
- Preserve existing mature woodlands, especially oak trees.
- Evaluate need and cost for facilities and utilities (electrical, water, etc). Strongly consider the park to be "off-the grid".

- ① Existing creek.
- ② Existing woodland.
- ③ Existing grassland.
- ④ Existing high-point in the park.
- ⑤ Existing steep slopes.

- ⑥ Existing water body / wetlands.
- ⑦ Future trail.
- ⑦a Trail connection to Wyndstone Subdivision and trailhead.
- ⑦b Future trail connection to Peruque Creek Greenway and Quail Ridge Park.





# Transportation Plan - Additional Details

## Veterans Memorial Parkway

In the past, MoDOT has converted many two-way outer roads into one-way outer roads. Veterans Memorial Parkway should remain a two-way road. SSM St. Joseph Hospital, located along Veterans Memorial Parkway, is a major trip generator for employees and visitors. Keeping Veterans Memorial Parkway a two-way road will help keep access to the hospital.

## Highway N Corridor Improvements

The City should take an active role in future planning and improvements of Highway N in conjunction with St. Charles County, MoDOT, and O'Fallon. Highway N is not only an important transportation link for the City, but as the southern border for the City, Highway N is part of the front door to the City.

The following goals should be part of the future planning and improvements to the Highway N corridor:

- Pedestrian and bicycle connections across Hwy N.
- Multi-use trail adjacent to Hwy N within the right-of-way.
- Landscape and street tree plantings in the right-of-way.

## Hawk Ridge Trail Extension

The character and design speed for the future Hawk Ridge Trail Extension should be for a residential and mixed-use land use. When the preliminary alignment for the Hawk Ridge Trail extension was developed, the existing zoning reflected a primarily highway commercial. The future land use plan for this area recommends a stronger balance of residential, office, and commercial. (See Chapter 7, 'Uptown District and Muk Sub-Area Plan' for additional details.)

# On-Street Bicycle Facilities - Additional Details

The 'Transporation Plan' identifies key intersections for bicycle and pedestrian improvements. The type of improvement will need to be determined through detailed planning and design.

The comprehensive plan does not detail specific on-street bicycle improvements. More detailed design will be required to identify specific improvements.

The priority for the City should be to complete a connected system of off-street bicycle facilities (multi-use trails). This will allow users of all ages and abilities to better navigate the City by bicycle. More experiences bicyclists tend to ride on-street, with or without designated facilities.

This page includes exampes of common on-street bicycle facilities.

## On-Street Bicycle Facilities

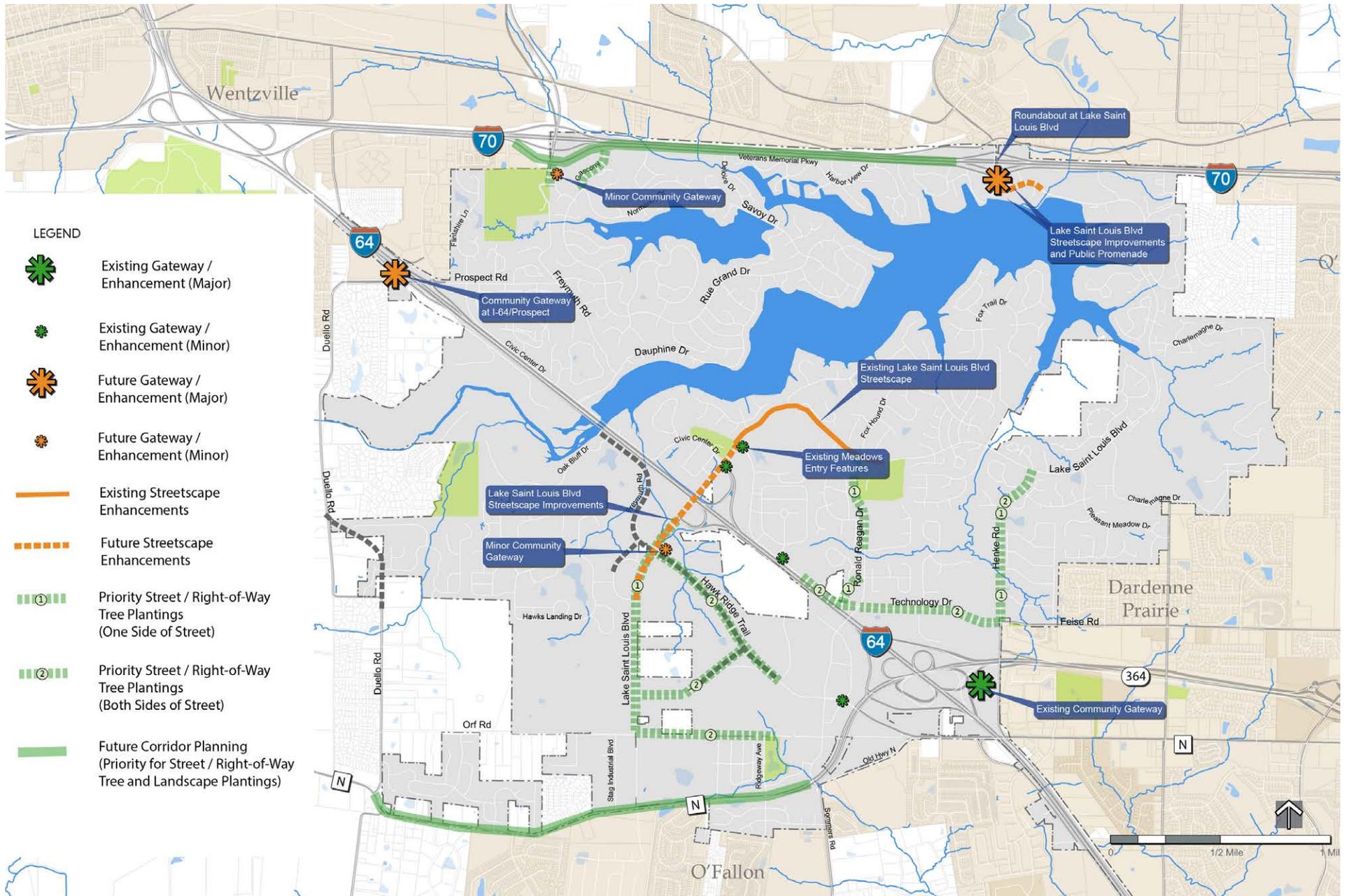


Photos clockwise from top left: paved shoulders, urban shoulder, sharrow, and bike lane.

## Intersections



Photos to the right, top to bottom: intersection crossing markings, bike boxes, through bike lane, combined bike and turn lane.



# Map: Enhancement and Street Tree Plan



# Chapter 7: Uptown District and Muk Sub-Area Plans

Uptown District  
Existing Conditions  
Key Goals  
Development Scenarios  
Details of Key Goals  
Approach to Redevelopment

Muk Sub-Area  
Existing Conditions  
Key Goals  
Preferred Concept Plan  
Details of Key Goals

# Overview of Sub-Area Plans

## 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.

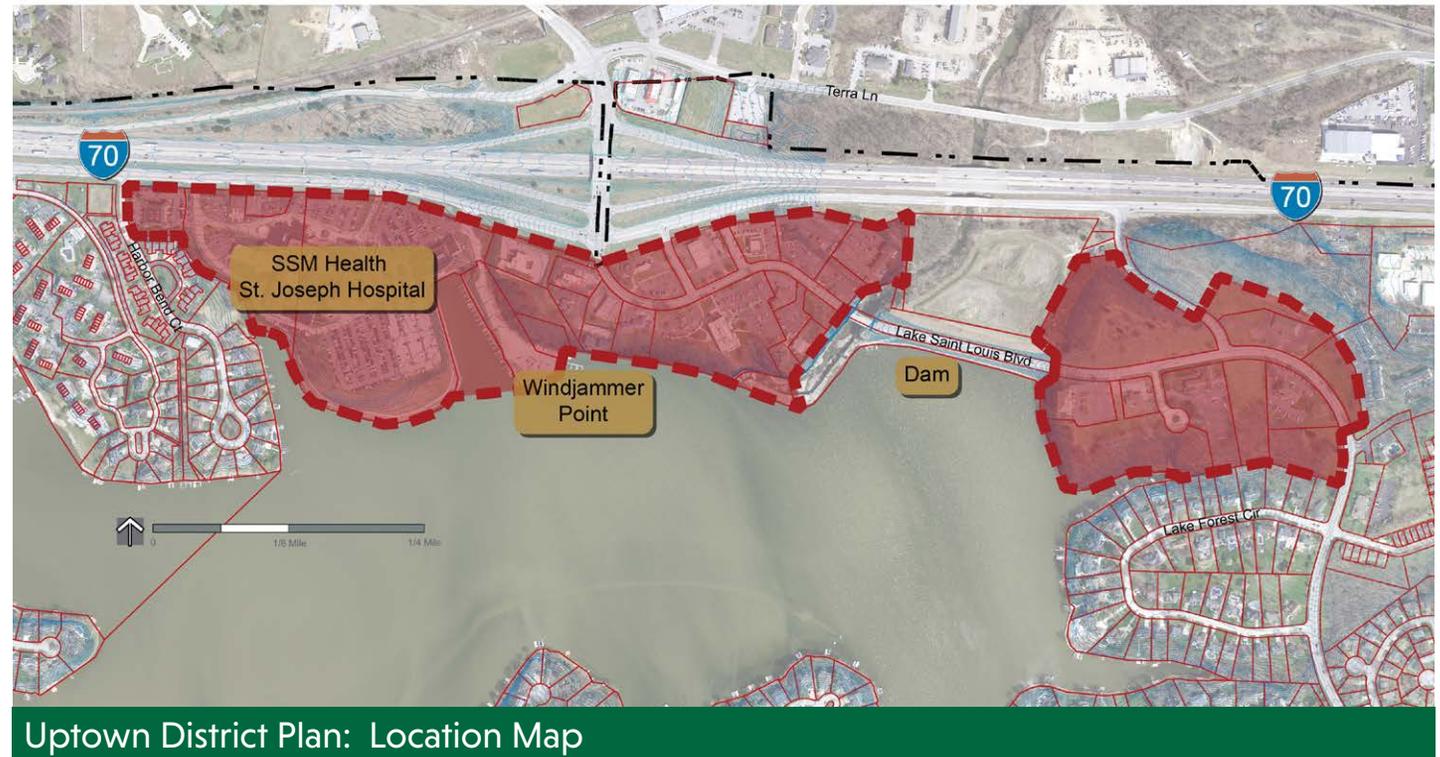
The Uptown area includes SSM Health St. Joseph Hospital to the west and Lake Saint Louis Boulevard as it crosses the dam and the area just east of the dam. Existing conditions in Uptown include a wide variety of uses including office, medical, restaurants, banks, a gas station, and retail.

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

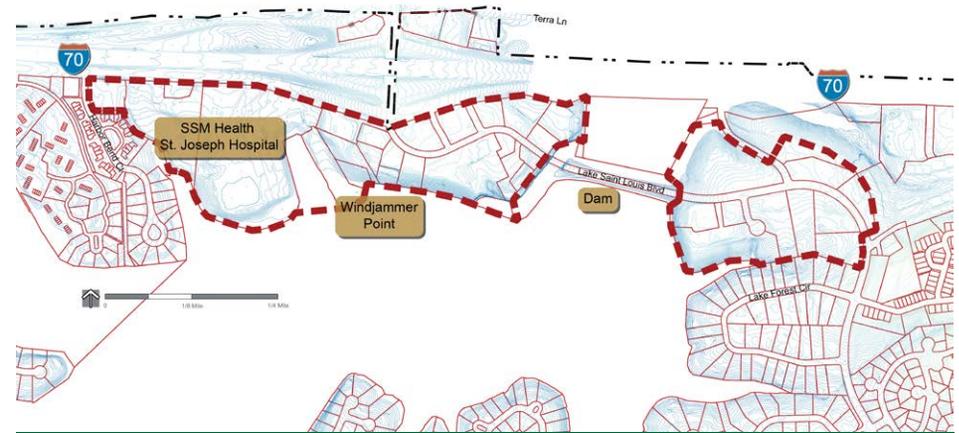
to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.





### 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.



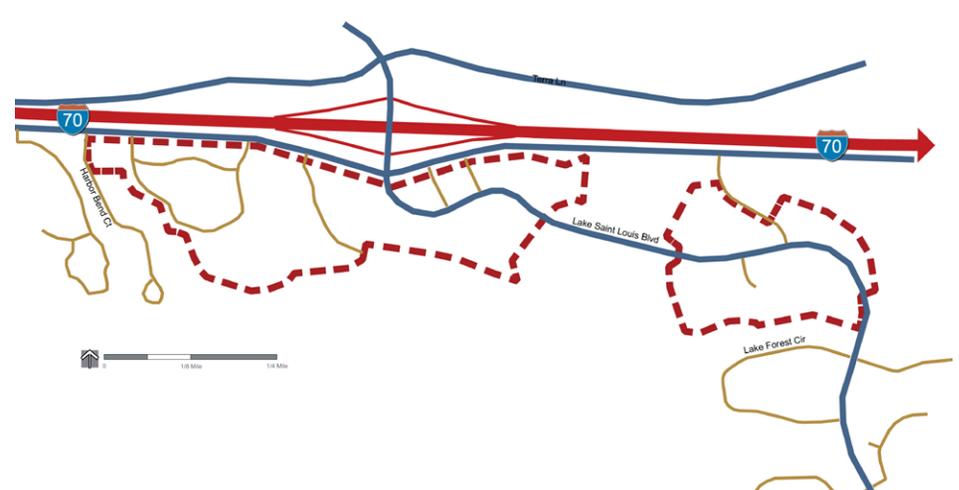
### Existing Topography

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



## 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

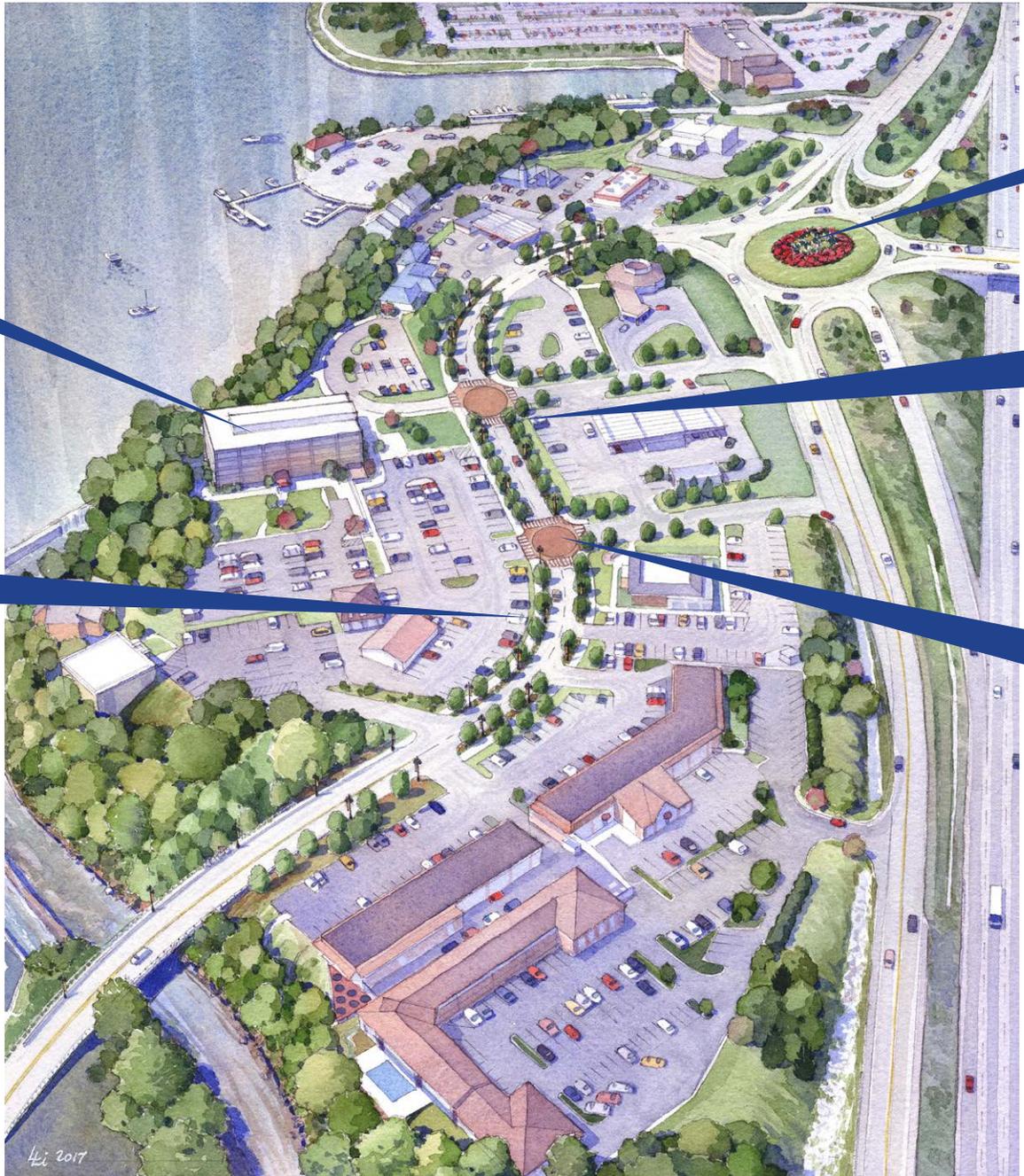
- ① Roundabout at Lake Saint Louis Boulevard and I-70.
- ② Four-way stop with enhanced intersection paving and crosswalks.
- ③ Align drives to create four-way stop with enhanced intersection paving and crosswalks.
- ④ Eliminate turn lane to create additional width for streetscape enhancements including 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)



*Note: This concept illustrates one possible scenario for redevelopment that expresses the principles and goals of the Comprehensive Plan. The configuration and size of individual uses and building may vary. 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

### 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

Outdoor Dining

Existing Office Building

Pedestrian Promenade

Condominiums or Apartments

Hotel / Restaurant

Roundabout

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

Longer term redevelopment (mixed-use).

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

Office Building

Condominiums or Apartments



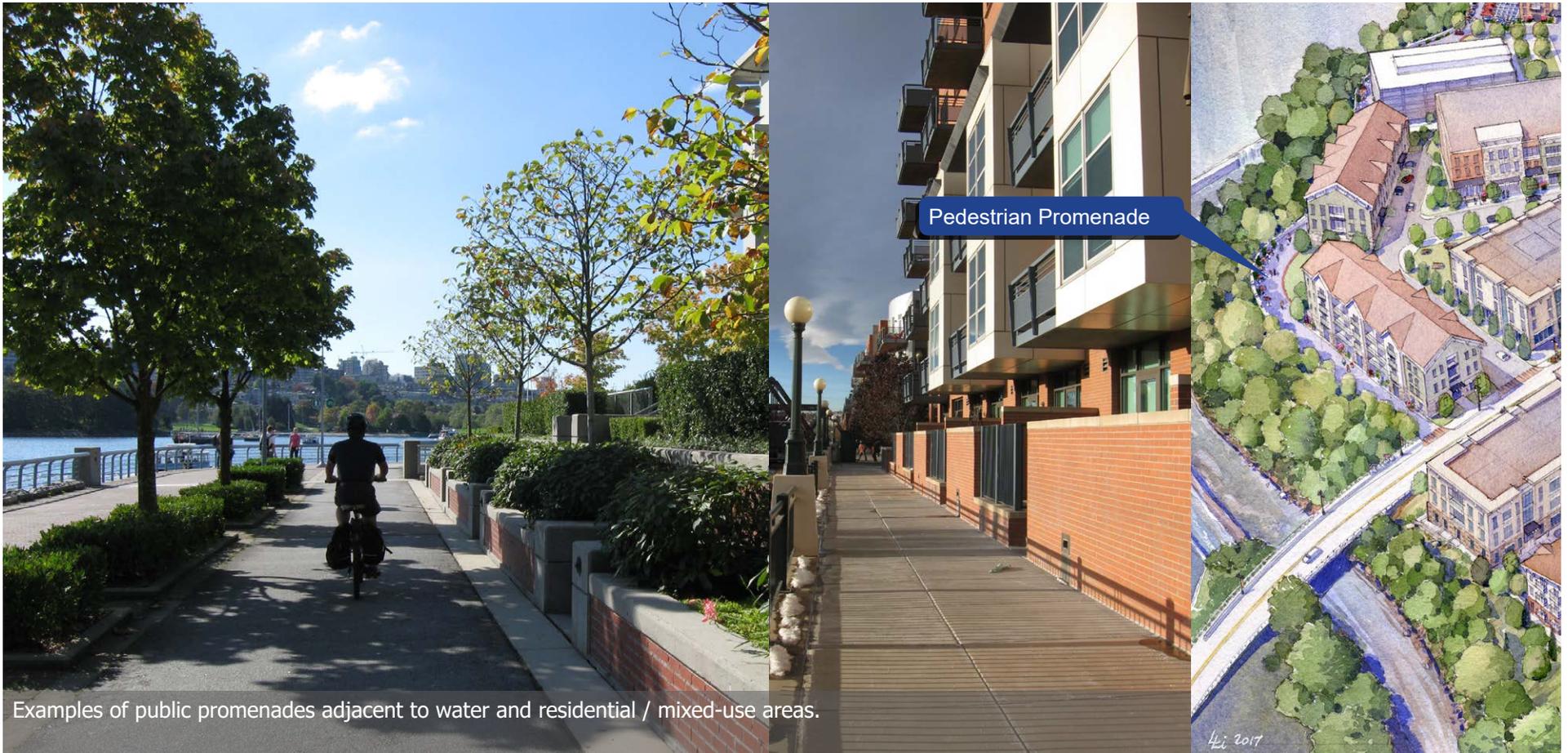
*Note: This concept illustrates one possible scenario for redevelopment that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property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

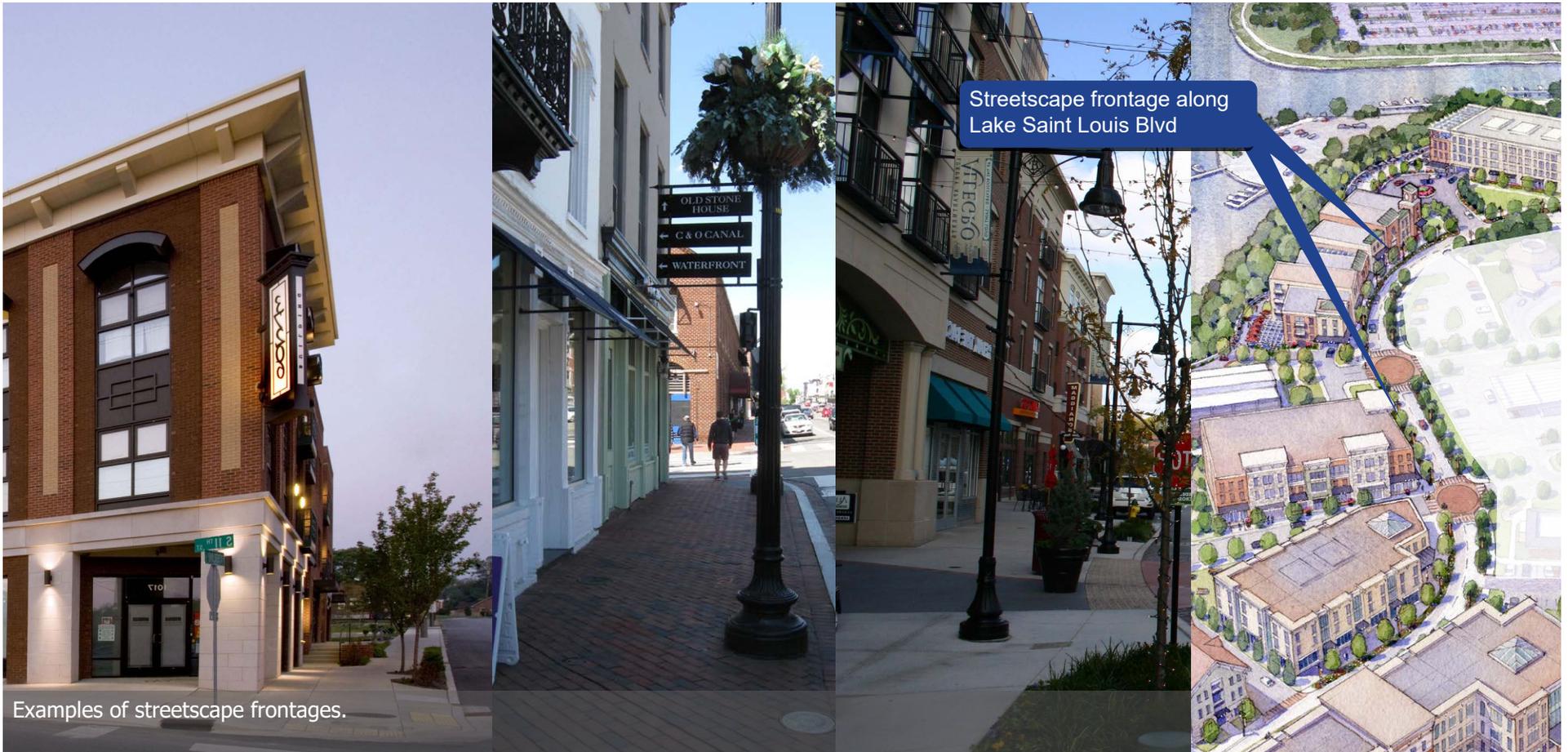
The public promenade along the bluff line will need to serve multiple functions. One, it will need to allow public access for walking, biking, dining, and viewing and include amenities such as landscaping, trees, seating areas, and pedestrian lighting. The width of the promenade should be as wide as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



**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.



Examples of streetscape frontages.

## 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.

**Management**  
Sustaining buy in and support from stakeholders



---

## 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.

**Placemaking**  
Improvements to the public realm



## 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.

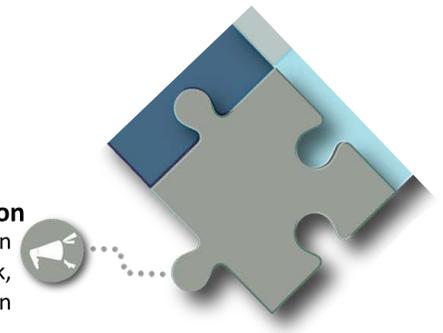


## Promote the corridor as a place to “live, work, and play.”

### 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.

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



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.

### 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.

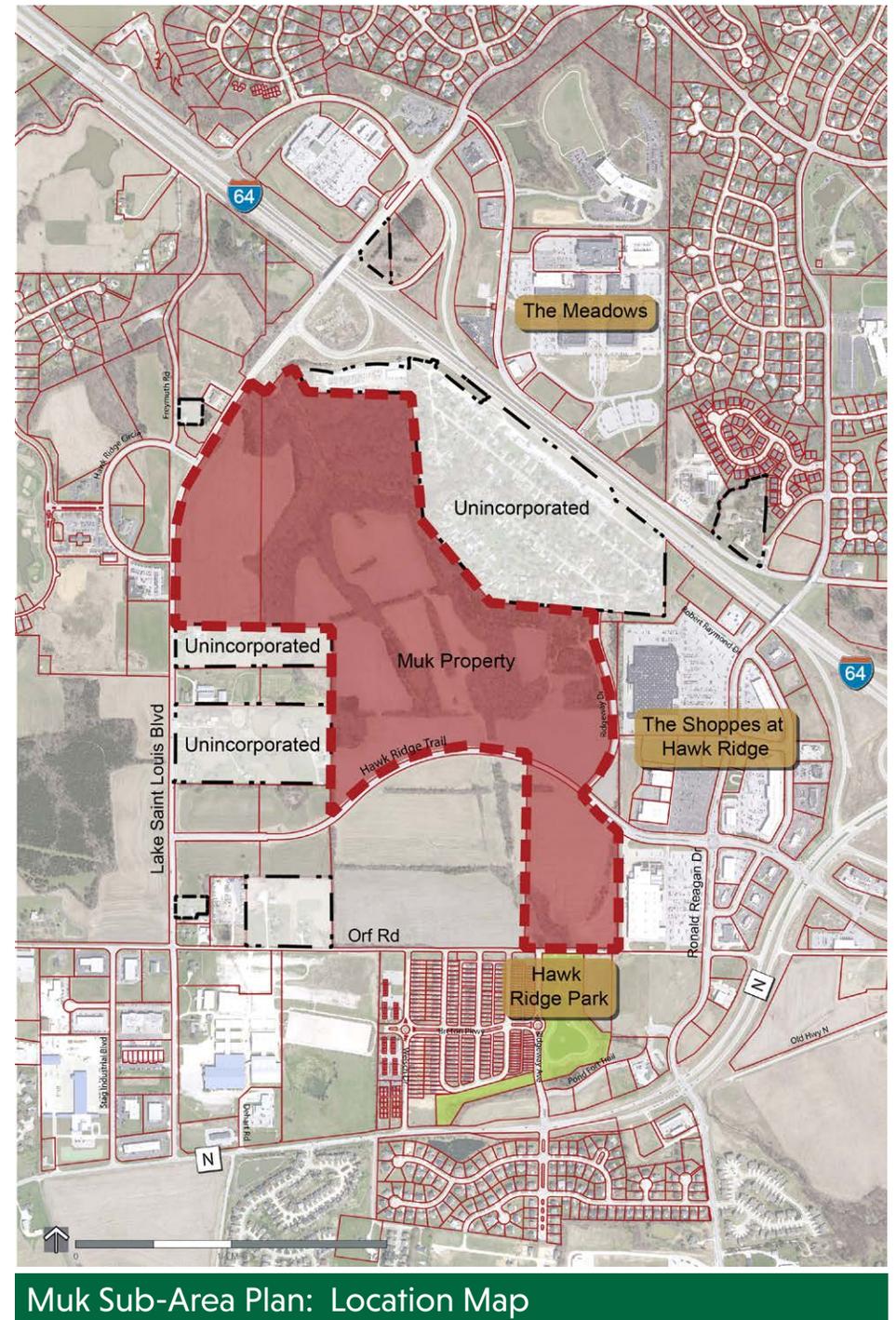
# Muk Sub-Area Plan

## 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.



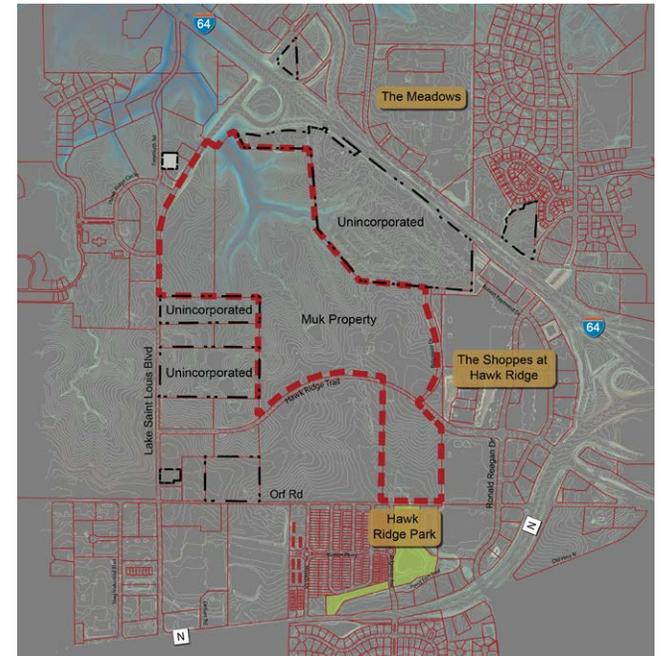
Muk Sub-Area Plan: Location Map

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.



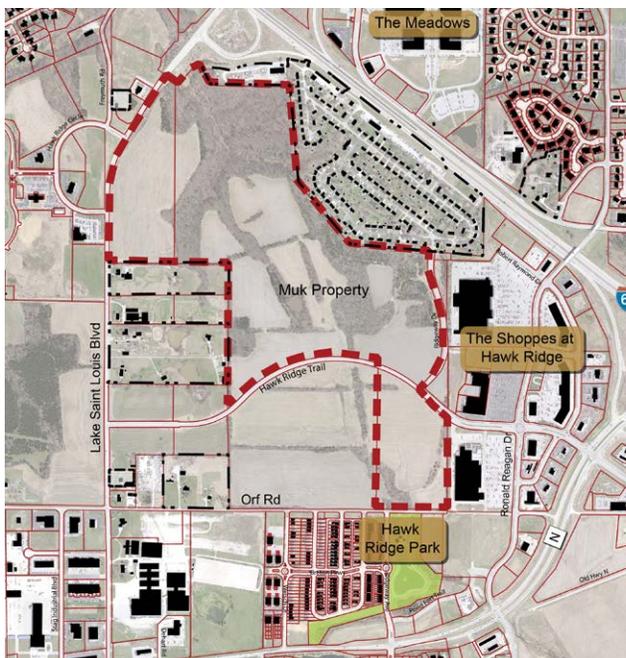
Existing Zoning

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

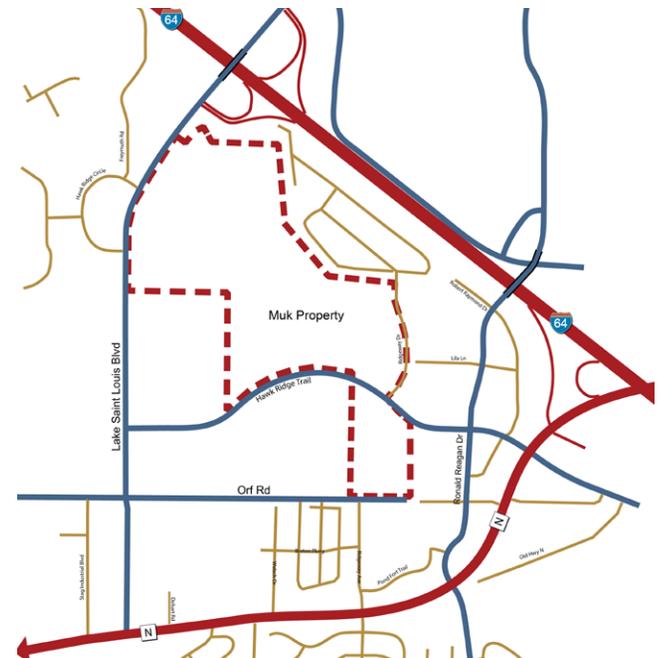
The Muk property is currently free of structures and buildings. To the north is a residential subdivision that is unincorporated.



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.

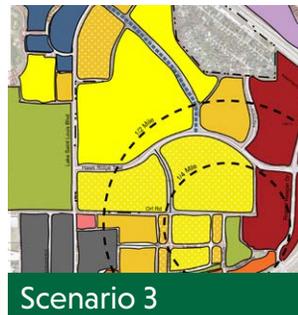
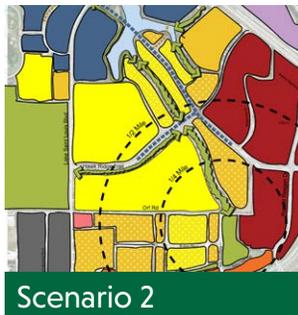
Chapter 10 'Community Engagement' includes additional information about the scenarios that were presented as part of the draft recommendations and draft plan.

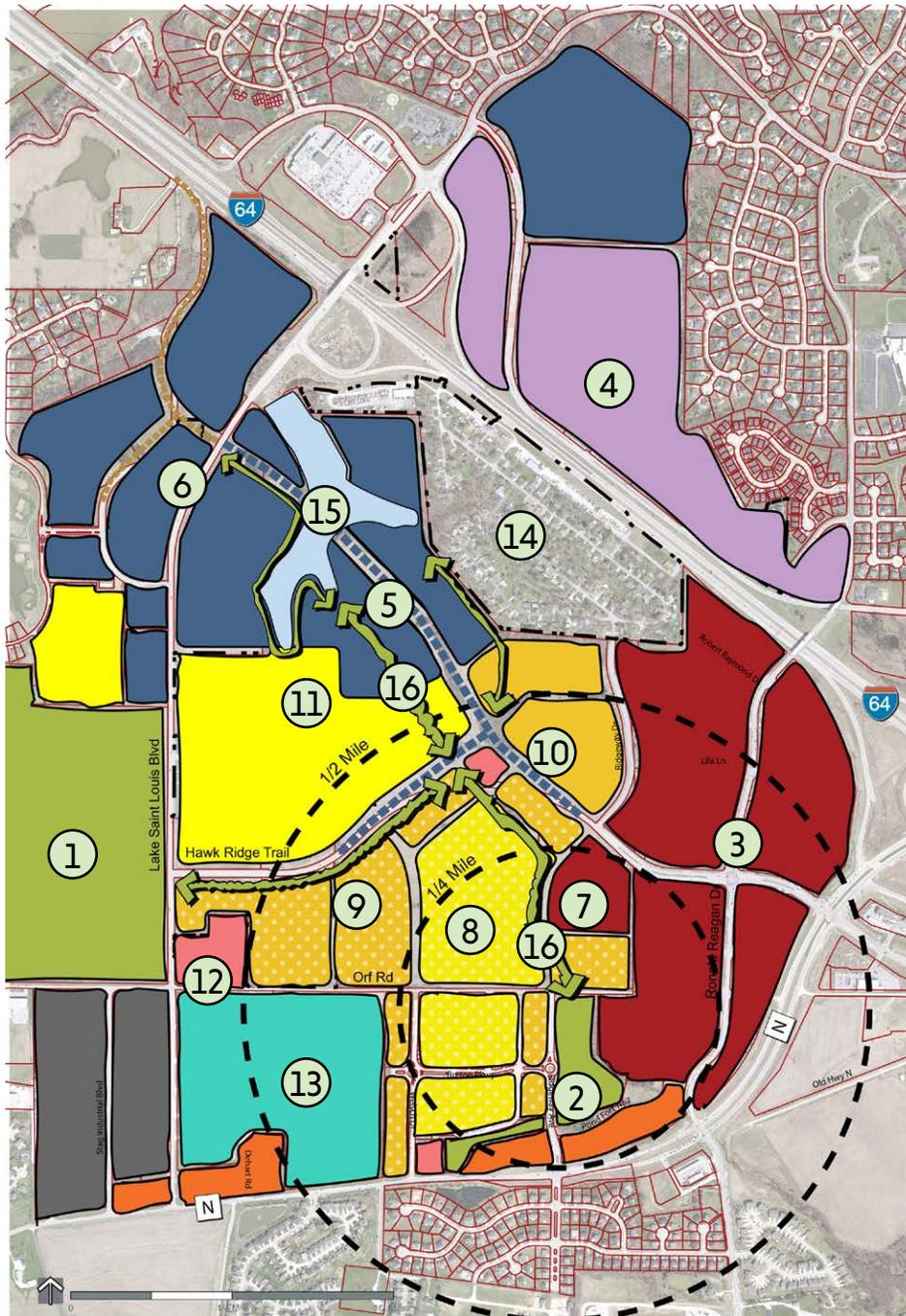
## PREFERRED CONCEPT PLAN

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.

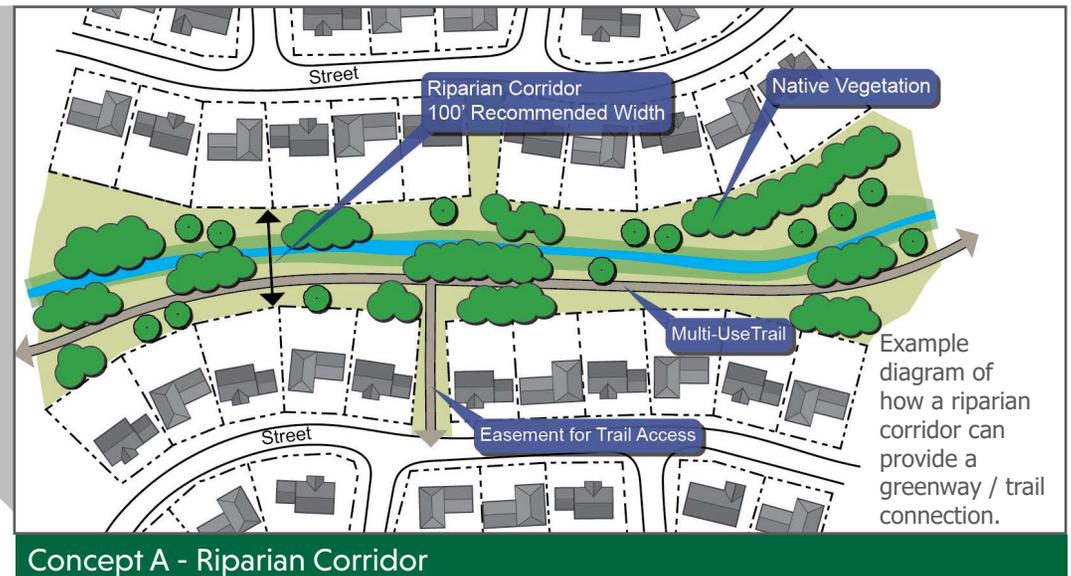
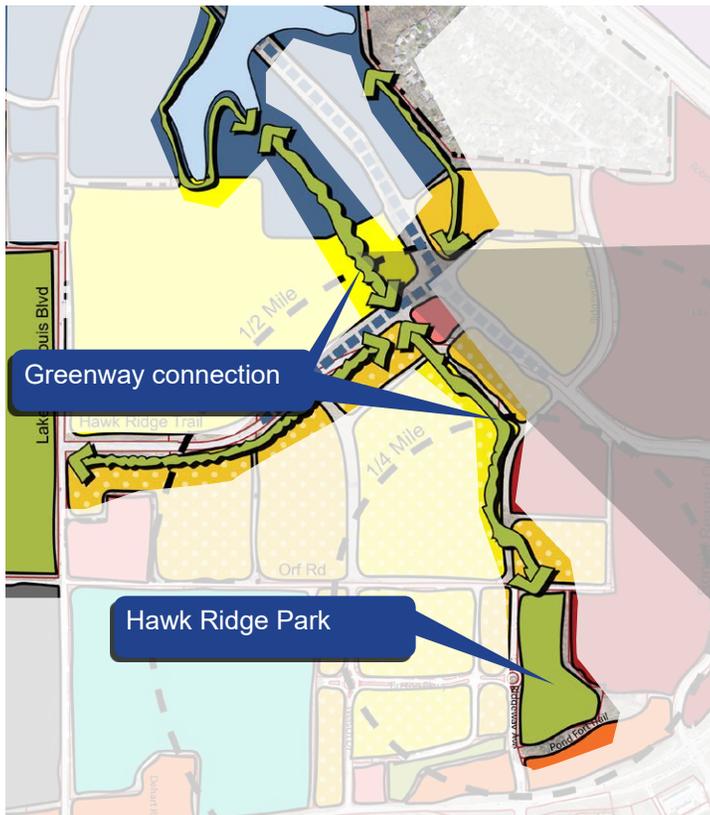
### Parkway

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

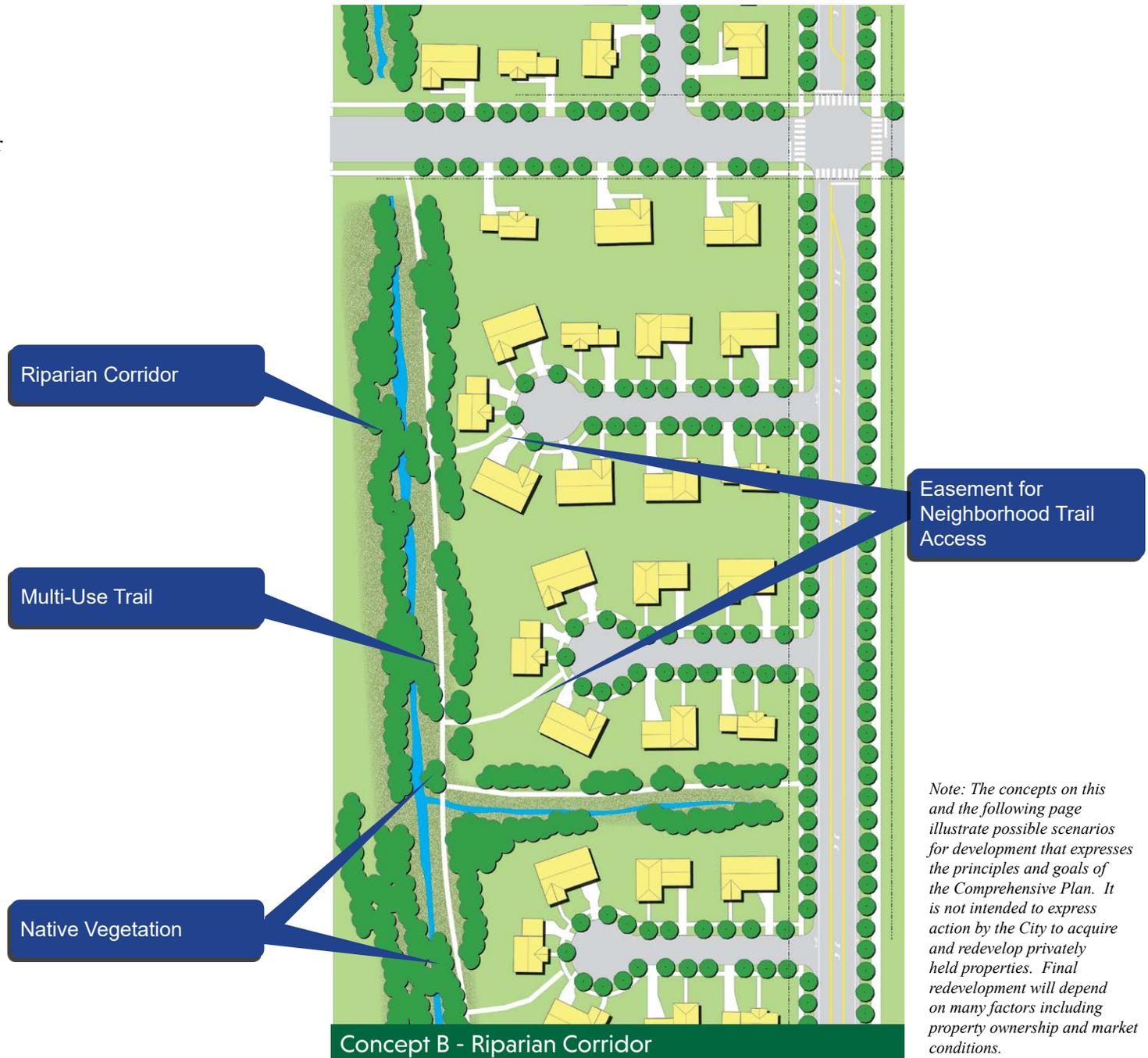
Additional park and open space will be required for this area of the City as the population grows. New city parks or subdivision common ground should be located to provide part of the connected system.



**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..



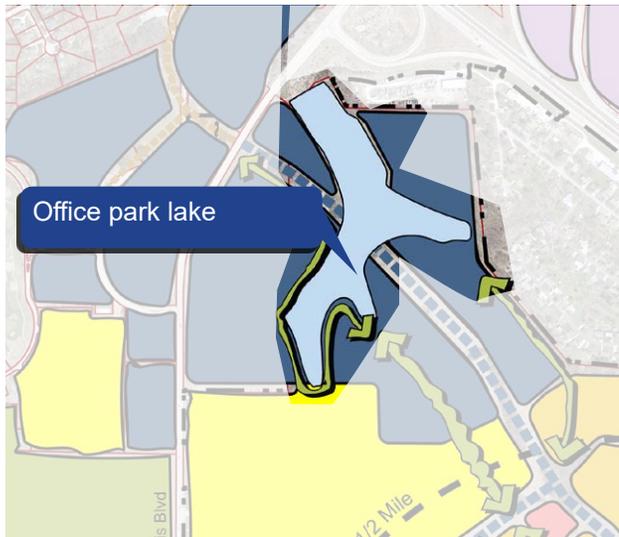
*Note: The concepts on this and the following page illustrate possible scenarios for development that expresses the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many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

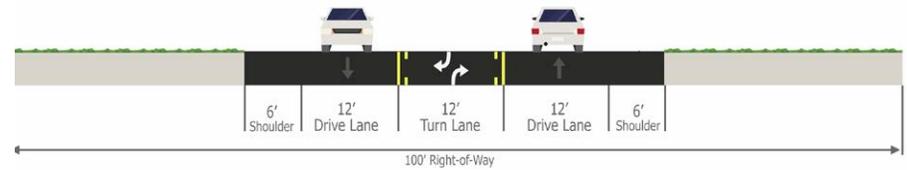
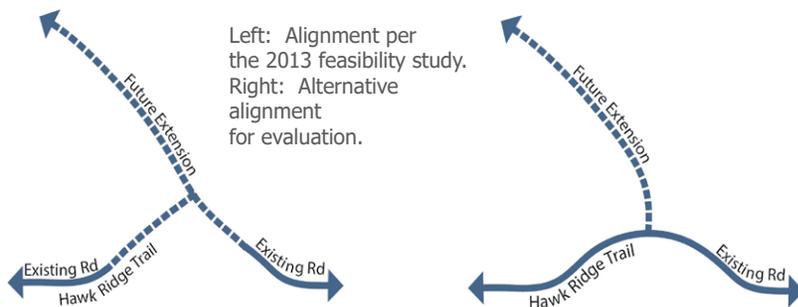
# KEY GOAL (In-depth): Develop the Hawk Ridge Trail extension as a neighborhood scale street.

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.

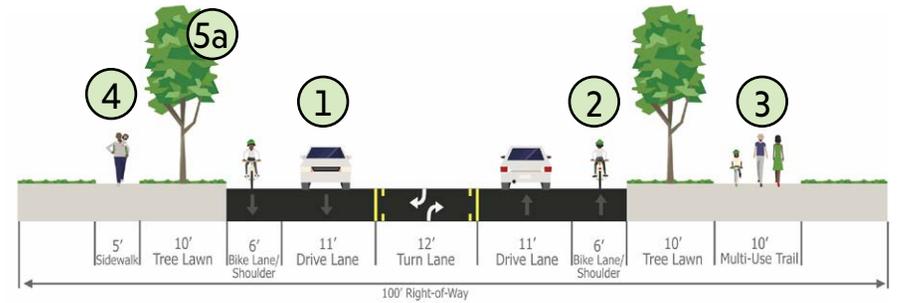
The connection to existing Hawk Ridge Trail should be evaluated to determine if the 2013 feasibility report alignment is the most applicable based on the proposed land use.

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.

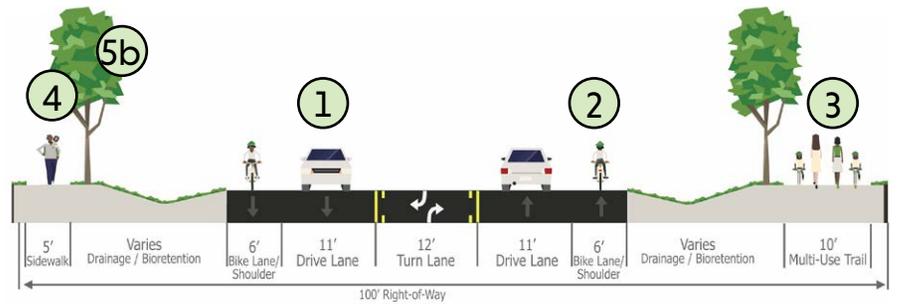
- 1 11' drive lane for traffic calming.
- 2 Bike lane as part of shoulder (for experienced bicyclists).
- 3 Multi-use trail (for family and less experienced bicyclists).
- 4 Pedestrian facilities on both sides of the street.
- 5a Tree lawn as part of a curbed street edge.
- 5b Tree lawn as part of a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



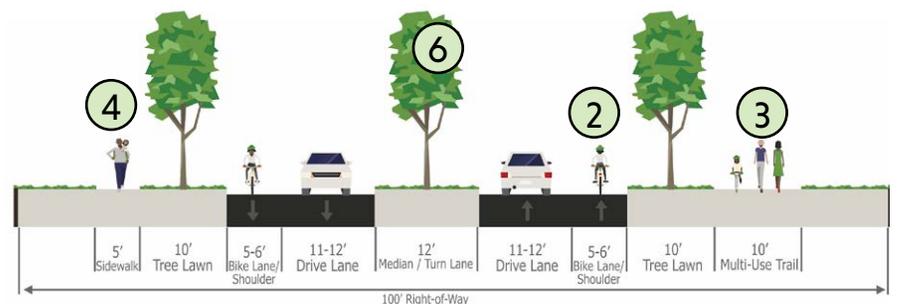
Hawk Ridge Trail Extension - Per 2013 Feasibility Study



Option 1 - Hawk Ridge Trail Extension



Option 2 - Hawk Ridge Trail Extension

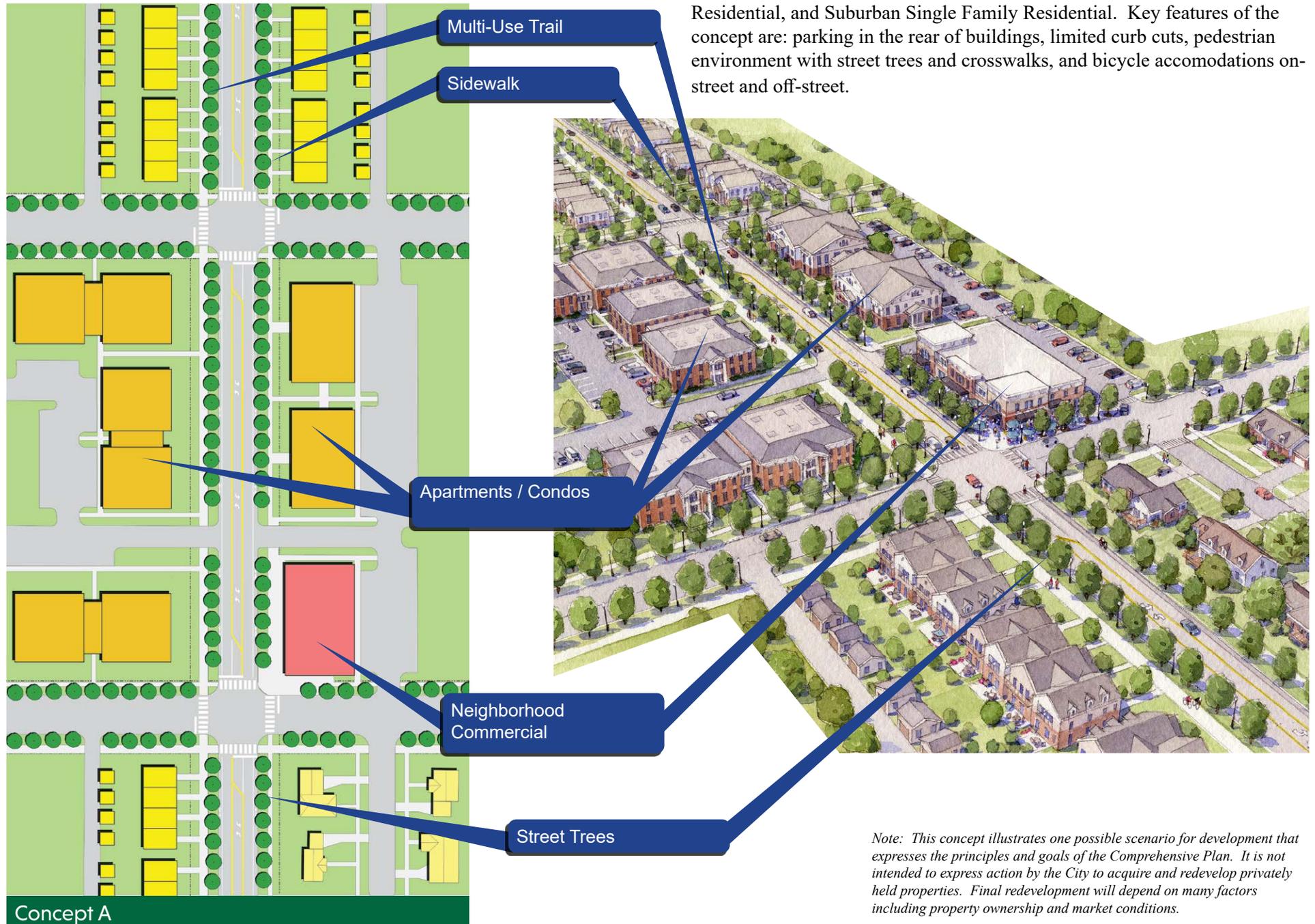


Option 3 - Hawk Ridge Trail Extension

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.



Pedestrian access through parking lot.

When parking is in front of building: limit to one bay of parking, provide pedestrian access, and landscape 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.*



# Chapter 8: Growth Analysis

- Existing Capacity
- Population and Housing Projections
- Economic Development Projections

# Overview

## WHY GROWTH ANALYSIS IS IMPORTANT

To develop an overall vision of the future of Lake Saint Louis, it is important to have a logical framework for decision making for future land uses. With close to 900 acres of undeveloped land within the city limits of Lake Saint Louis, and hundreds more acres of undeveloped land near the City, determining the potential demand and type of growth is critical.

This chapter seeks to provide a logical basis for future land use decisions by forecasting potential population and housing and projections for economic development. Like the weather, forecasts for population, jobs, and housing are seldom precisely correct. But like weather forecasts, they are helpful in predicting general trends. A meteorologist might forecast 3” of rain when the actual amount is 4” of rain a few days later. They were generally correct in predicting a “heavy” rain. This generality of trends should be kept mind in reviewing projections within this chapter.

## EXISTING CAPACITY vs FUTURE GROWTH

This chapter also examines the existing capacity of undeveloped land in the City based on its current zoning. The existing capacity is then compared to projections for population, housing, and economic development to gauge whether the existing land use is feasible with market demands. While market demand is not the only determination for future land use (community priorities, transportation, adjacent uses, environmental factors are just some of the considerations), it is an important consideration.

## KEY TAKEAWAYS OF THE GROWTH ANALYSIS

There are several generalizations that can be made based on the projections and analysis of this Chapter. They include:

- Strong demand for residential housing will continue in Lake Saint Louis and St. Charles County.
- Lake Saint Louis does not have enough undeveloped land zoned residential to meet the demand.
- Lake Saint Louis has too much undeveloped land zoned commercial (which includes retail) and office.
- A stronger balance of residential compared to office and commercial as part of the future land use plan will help meet the demand for housing and help strengthen existing commercial and office areas.
- The strong demand for development gives the City a strong position to require high quality development standards.

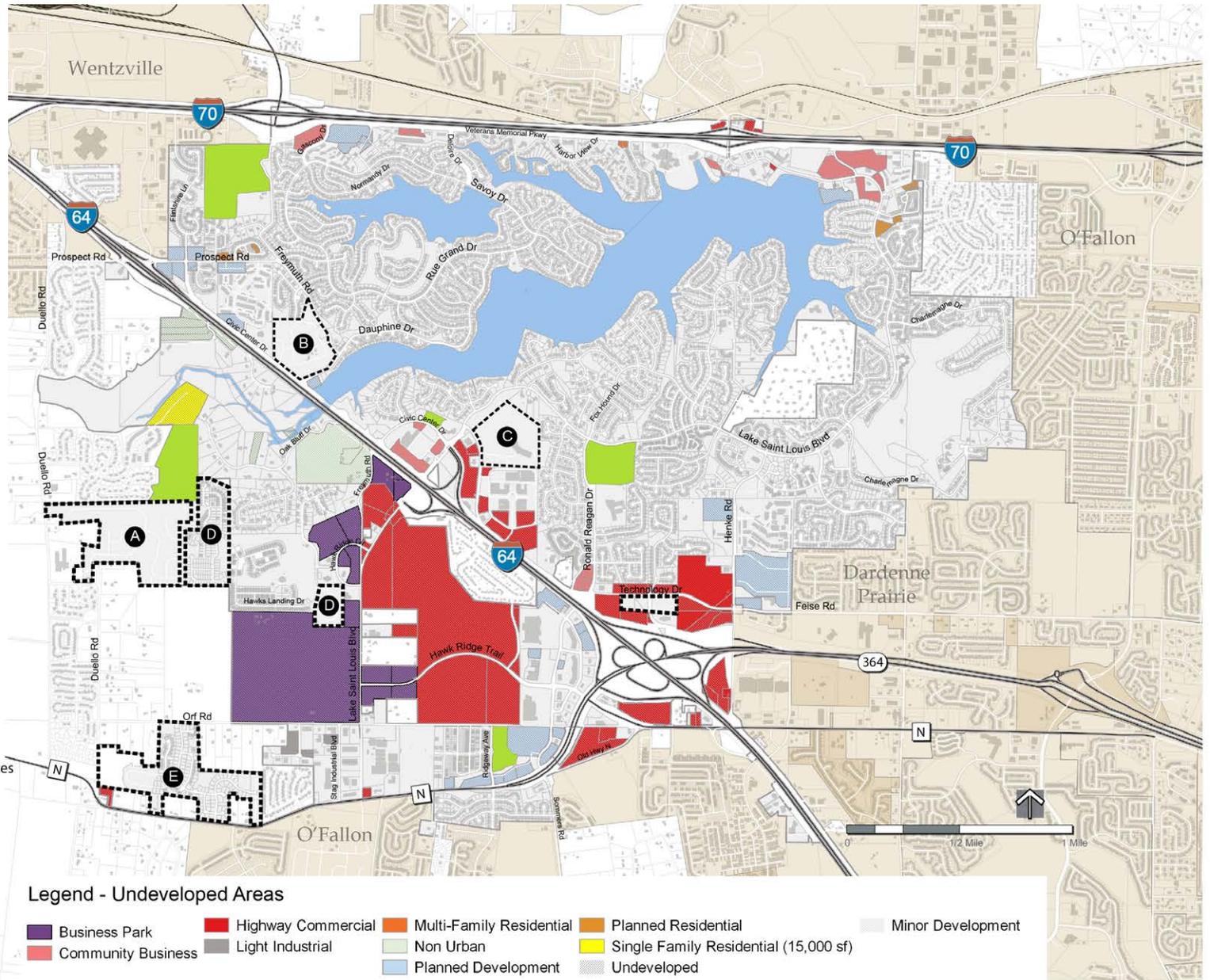


### Undeveloped Areas by Type of Zoning

Zoning District	Acres
Business Park	233
Community Business	43
Highway Commercial	399
Light Industrial	7
Planned Development	116
Planned Residential	6
NonUrban	72
Single Family	19
<b>Total:</b>	<b>895</b>

Notes:  
Undeveloped areas are as of December, 2016 and include some parcels with some limited development. The acreage should be considered as an approximation and represents a general snapshot of undeveloped areas in the City.

- Areas under construction, planned, or campus.
- Ⓐ Wyndstone Subdivision
- Ⓑ Lake Pointe - Lutheran Senior Services
- Ⓒ NISC Campus
- Ⓓ Heritage of Hawk Ridge
- Ⓔ Wyndemere Estates



## Map: Existing Undeveloped Areas (Existing Capacity)

# Population and Housing Projections

## INTRODUCTION

Lake Saint Louis has grown from 3,840 residents at the time of the 1980 Census to 15,380 as of Census Bureau estimates for 2015. This four-fold increase has effectively resulted in complete development around the lakes themselves, annexation of a substantial amount of additional land area into the city, and on-going development of the annexed areas.

St. Charles County continues to be a rapidly growing county in terms of population, although its rate of economic growth (jobs, employers, retail sales) has been slower than population and housing. For instance, many jobs held by county residents are in other locations, particularly St. Louis County, which adds to highway traffic and rush hour congestion within St. Charles County. As the county's growth continues westward, however, Lake Saint Louis is in high demand among developers, residents, retailers, and employers.

This report looks to future growth potentials and their implications for land development in the city. Growth projections are based primarily on population changes as estimated from several independent sources.

That is, Development Strategies did not determine its own forecasts of population change in St. Charles County and Lake Saint Louis, but relied on the projections of Missouri state government, the U.S. Census Bureau, the U.S. Bureau of Economic Analysis, and two private vendors of socio-economic data: Esri and Proximity One. In the end, however, judgments of population growth for the city and county are those of Development Strategies.

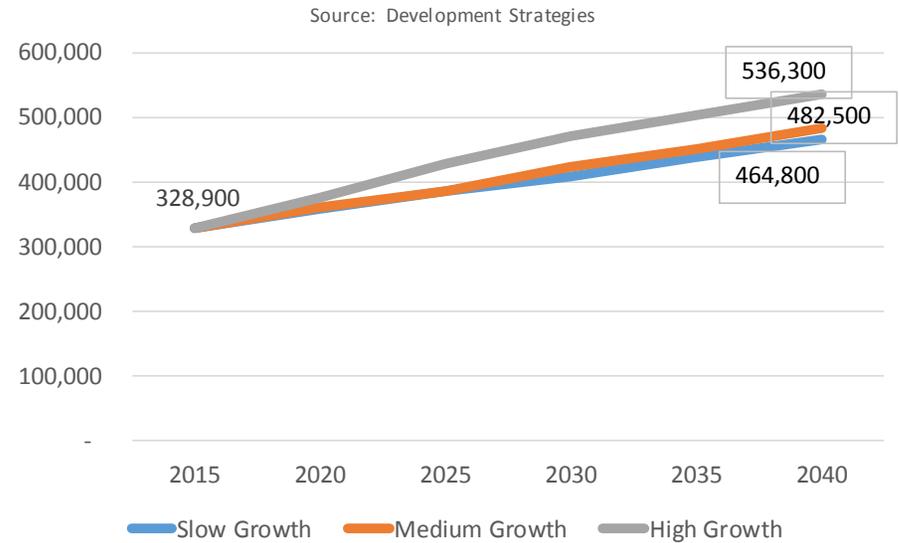
Population Projections to 2040: Lake Saint Louis and St. Charles County						
	Lake Saint Louis			St. Charles County		
	Slow	Medium	Fast	Slow	Medium	Fast
1980	3,800	3,800	3,800	93,600	93,600	93,600
1985	6,000	6,000	6,000	113,800	113,800	113,800
1990	7,400	7,400	7,400	145,300	145,300	145,300
1995	9,100	9,100	9,100	171,900	171,900	171,900
2000	10,200	10,200	10,200	214,400	214,400	214,400
2005	12,800	12,800	12,800	246,700	246,700	246,700
2010	14,500	14,500	14,500	286,200	286,200	286,200
2015	15,400	15,400	15,400	328,900	328,900	328,900
2020	16,200	17,600	17,600	358,800	361,800	375,000
2025	17,300	18,900	20,600	385,800	385,600	428,600
2030	18,500	20,400	23,300	407,900	423,400	470,600
2035	19,800	22,100	25,700	438,900	451,700	502,100
2040	20,900	23,500	27,500	464,800	482,500	536,300
<b>Changes from 2015 to 2040 (25 Years)</b>						
Population	5,500	8,100	12,100	135,900	153,600	207,400
Percent	36%	53%	79%	41%	47%	63%
Source: Development Strategies using independent projections from the State of Missouri's Office of Administration, the U.S. Census Bureau and Bureau of Economic Analysis, and www.proximityone.com.						

## Population Projections to 2040: Lake Saint Louis and St. Charles County

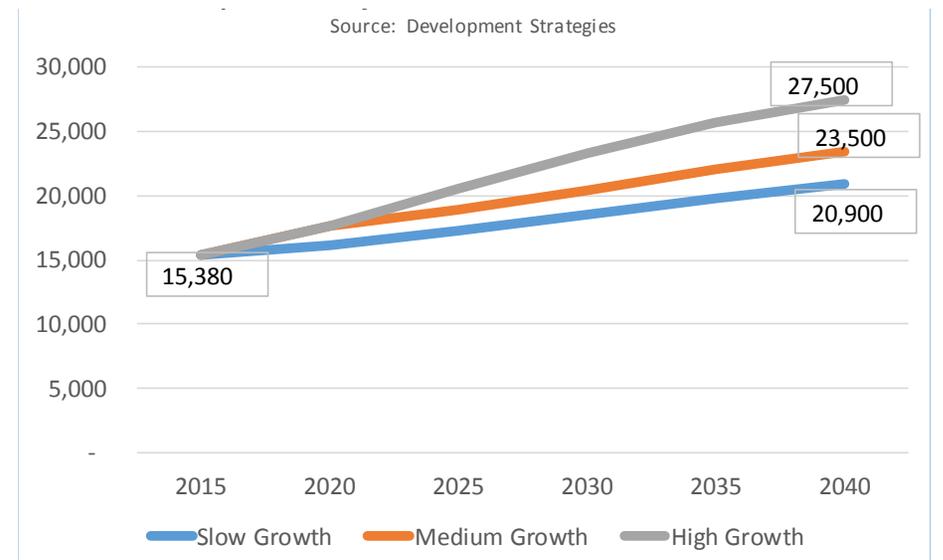
By combining these various outlooks from the national to the county level, and comparing Lake Saint Louis patterns since 1980 to those of the county and state, a set of high, medium, and slow growth scenarios emerged for the city and county in five-year increments through 2040. In no case is population decline forecast, although declines will likely be experienced in isolated areas of the county (say, older parts of the City of St. Charles or even older neighborhoods in Lake Saint Louis), but the net effect continues to be rather robust growth expectations.

As shown, population growth in Lake Saint Louis could range from about one-third more than in 2015 (36%) to more than three-quarters more (79%) by 2040. St. Charles County could grow from 41% to 63% more than in 2015.

These projections would result in between 5,500 and 12,100 more people after 25 years in Lake Saint Louis, and between 135,900 and 207,400 more throughout the county.



### Population Projections 2015-2040: St. Charles County



### Population Projections 2015-2040: Lake Saint Louis

## SHIFTING AGE GROUPS AND LIFESTYLE CHOICES

More important, perhaps, than overall population numbers is the distribution of those numbers by age group.

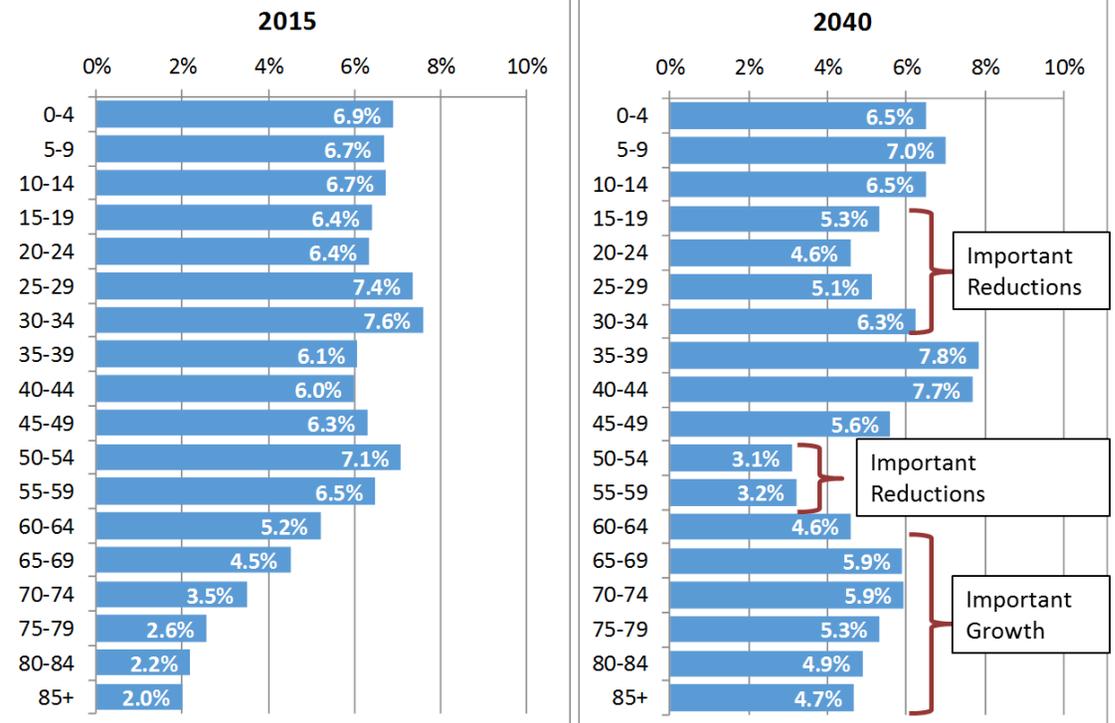
Different ages create demand and needs for different kinds of housing, public services, job opportunities, and so forth. Projecting age changes for small geographic areas, however, is far too fraught with large margins of error, so the following graphs depict age groupings in five-year cohorts for all of St. Charles County between 2015 and 2040. By interpolation, it can be assumed that similar forces and changes could occur in Lake Saint Louis, although the age composition at present in Lake Saint Louis tends to average a little bit older than the county as a whole. Still, the projections are illustrative of changes that will affect socio-economics and land development changes in St. Charles County.

Of particular note is that the middle cohorts and the older cohorts will make up much larger shares of the county's population in 2040 than in 2015. Generally speaking, children from age 0 to 19 will command a slightly smaller share of the population while those over 65 will have a higher share. Young adults will decline as a share while early-middle

age adults will generally increase their share.

Even more telling are the absolute numbers of these changes, as shown in the next graph. Between 2015 and 2040, projections indicate that there will be net losses in three age groups, two of them (50-54 and 55-59) with

rather substantial losses throughout the county. But there will be major gains in the early middle-age groups (35-44) and in the senior population (over 65).



Distribution of Population by Age for 2015 and 2040: St. Charles County

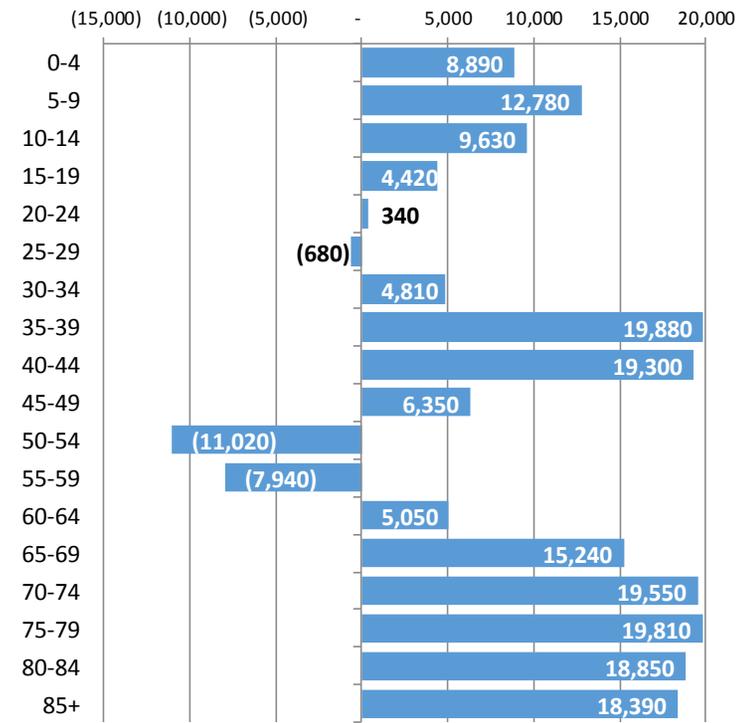
While these patterns may not be the same in Lake Saint Louis itself, the overall pattern suggests an important need for housing, services, shopping, and activities that cater to seniors. There are projected to be, for instance, almost 92,000 more people aged 65 or more in the county in 2040 than there are today.

There would also be almost 40,000 more adults aged 35 to 44, suggesting a sizeable labor force in peak productivity years, which could be very important given a net loss of about 19,000 in the 50-59 age groups, which are typically the highest income earnings groups. These latter groups

also tend to be early empty-nesters, so demand for downsized housing could fall. On the other hand, even more demand for downsized, and perhaps higher density, housing will emerge from the seniors' population expansion.

There will still be growth in school-age children, most of them like found in households headed by the 35-49

age groups. This means more schools, more youth activities, and perhaps more family-sized housing. With the decline in those in their fifties, however, much of their family-sized housing might be transferable to the up-and-coming families.



Change in Age Groups between 2015 to 2040: St. Charles County

## NUMBER OF HOUSING UNITS

This added population will require housing. Given prevailing trends in age groups and average persons per housing unit in St. Charles County and Lake Saint Louis, it is projected that the average housing unit in Lake Saint Louis will have 2.2 to 2.3 people. This accounts for an overall vacancy rate of eight percent, so the average household (which is defined as an occupied housing unit) will have 2.4 to 2.5 residents.

Using these projections, the population growth of Lake Saint Louis would require about 2,520 more housing units by 2040 for the low population growth scenario, 3,720 more units for the medium growth scenario, and 5,180 more units for the high growth scenario.

In fact, more than these numbers of units would likely be likely have to be constructed as some existing units are removed from the landscape for reasons ranging from being obsolete and replaced to land use conversions to non-residential purposes. The projections reflect “net additions” to the housing stock by 2040.

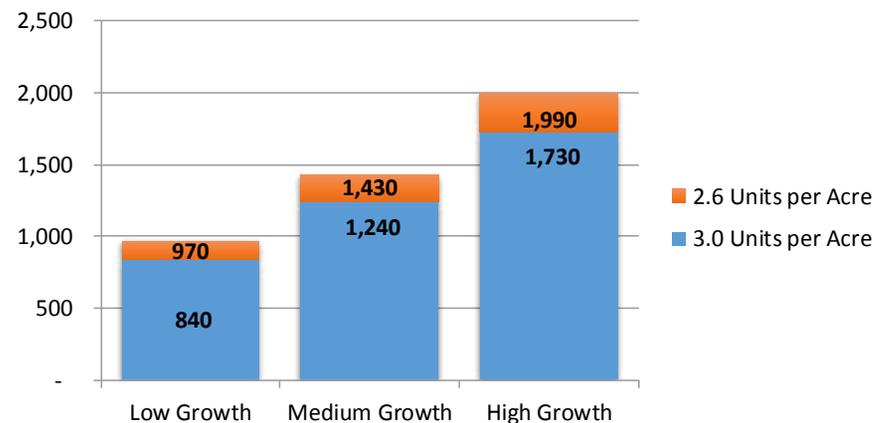
## IMPLICATIONS FOR HOUSING LAND DEVELOPMENT

None of these projections, however, address whether Lake Saint Louis and St. Charles County can actually accommodate such growth or, indeed, if they truly want such growth. The projections are based solely on growth demand without regard as to whether the additional people would “fit” into either jurisdiction under current or future land development regulations. Of course, any jurisdiction is generally free to increase allowable densities (population and housing per square mile) to attract and accommodate growth. So these projections are offered as planning information for the community of Lake Saint Louis to determine if and how it may want to accommodate such growth.

The population projections are an indication of potential future housing needs and land development in Lake Saint Louis. The graph below illustrates a combination of scenarios. One is a series of possible growth rates, as shown on the line graphs above. The other is a range of housing densities which affect the demand for land.

Generally speaking, Lake Saint Louis is currently developed at an overall average of about 2.6 housing units per

acre. This average includes large lot housing as well as smaller lots and even multifamily housing structures. As shown under all three growth scenarios, continuation of that overall density would require more land (shown in acres) for the additional housing than a density of, say, 3.0 units per acre. Demand for additional land for housing (of all types) could range from another 840 acres in Lake Saint Louis (slow growth but higher density) to more than double that amount at 1,990 acres (high growth, current average density).



**Additional Land Requirements (Acres) for Housing Growth Projections: Lake Saint Louis 2015 to 2040**

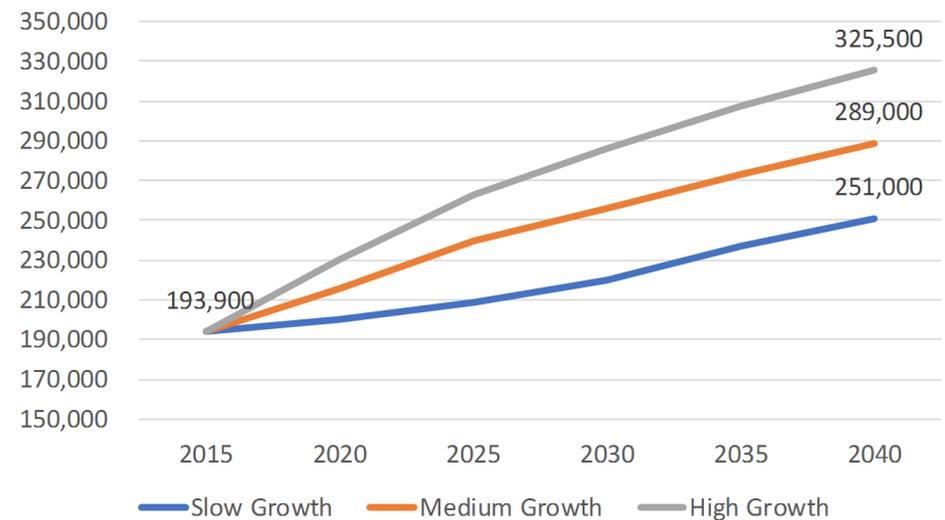
# Economic Development Projections

## INTRODUCTION

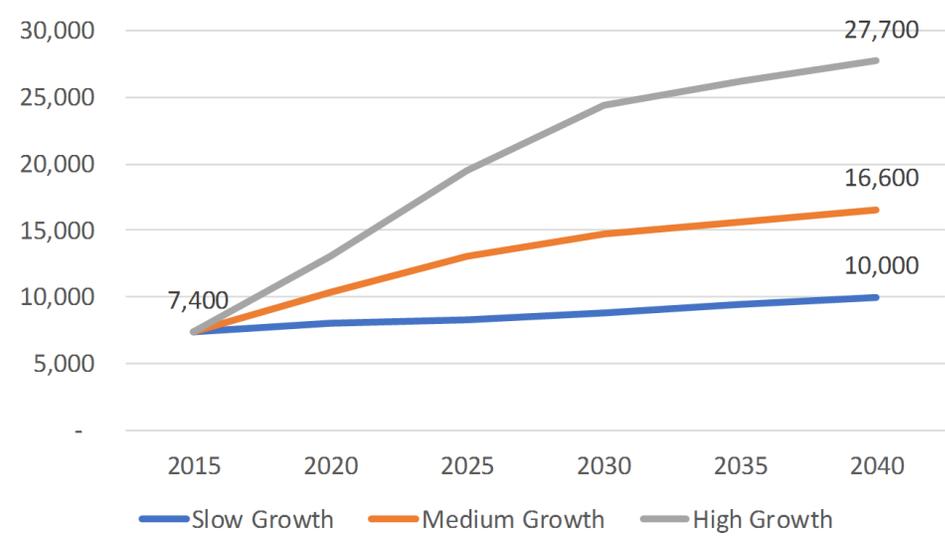
With general economic growth and population growth come opportunities to attract more businesses and employment centers. By comparing employment projections for the Missouri side of the St. Louis metropolitan area obtained from the Missouri Department of Economic Development to population projections, Development Strategies projected three job growth scenarios for St. Charles County and, by interpolation, how this job growth could be partially accommodated in Lake Saint Louis itself. These projections are illustrated below and the numbers are shown on the table on this page.

Because of the job creation “power” of St. Louis County even in recent years, the level of uncertainty in projecting job growth in St. Charles County is relatively high. Even though population and household incomes have grown substantially in the past three decades in St. Charles County, concomitant job creation has not taken place. Instead, St. Louis County, in particular, has remained a major force for jobs and employers. St. Charles County residents, therefore, commute to jobs in St. Louis County in numbers and percentages exceeding what might

otherwise be expected. St. Charles County, in short, remains a largely “bedroom community” when its size suggests that it should be either much less so or even that the county could be a net attractor of commuters.



Projections of Jobs 2015-2040:  
St. Charles County



Projections of Jobs 2015-2040:  
Lake Saint Louis

Thus, the projected numbers shown on this page assume a low rate of job growth in St. Charles County (and, thus, in Lake Saint Louis) but also assume higher rates of job creation in St. Charles County if it can overcome the “gravity” effect of the much larger economy in St. Louis County. Between 2015 and 2040, therefore, there is a wide range in potential outcomes from 57,100 more jobs in St. Charles County to as many as 131,600. On a smaller

scale, Lake Saint Louis could absorb as few as 2,600 of those net new jobs or as many as 20,300. This wide dispersion in projected outcomes is of importance to planners and economic developers — the potential for growth is substantial, but recent history suggests that such potential is not being reached.

	Lake Saint Louis			St. Charles County		
	Slow	Medium	Fast	Slow	Medium	Fast
<b>2015</b>	7,400	7,400	7,400	193,900	193,900	193,900
<b>2020</b>	8,000	10,400	13,100	199,800	216,000	230,000
<b>2025</b>	8,300	13,100	19,500	208,400	239,400	262,500
<b>2030</b>	8,800	14,700	24,400	220,300	255,700	286,300
<b>2035</b>	9,500	15,700	26,200	237,100	273,300	307,900
<b>2040</b>	10,000	16,600	27,700	251,000	289,000	325,500
<b>Changes from 2015 to 2040 (25 Years)</b>						
<b>Population</b>	2,600	9,200	20,300	57,100	95,100	131,600
<b>Percent</b>	35%	124%	274%	29%	49%	68%
Source: Development Strategies using independent projections from the State of Missouri's Department of Economic Development and the U.S. Bureau of Labor Statistics						

## Employment Projections to 2040: Lake Saint Louis and St. Charles County

## IMPLICATIONS FOR LAND DEVELOPMENT

The graphs on this page convert the job growth projections into land requirements in Lake Saint Louis. The first graph shows the implications of economic growth based on employment but excluding the effects of retail stores and restaurants. The second graph shows just the implications of retailing and restaurants. The reason for the separation is that retailing and dining tend mostly to serve local markets while other economic development tends to have a larger, regional impact. As population in Lake Saint Louis grows, the demand for retailing and restaurant land will also grow, but not necessarily the demand for other economic development land. For instance, Lake Saint Louis might attract no additional jobs in non-retailing/dining economic sectors, but it will almost certainly attract jobs in retailing and dining, thus increasing the land demand for those uses alone.

The graphs also show the amount of currently zoned, but undeveloped, land in the city for such uses.

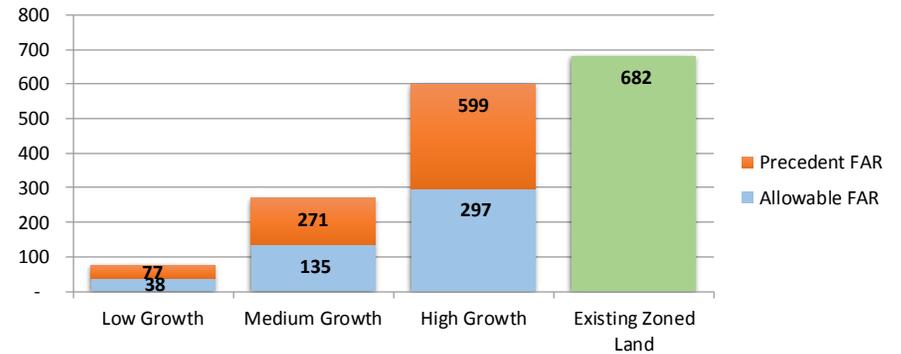
The graphs again combine a range of scenarios, just like the housing projections described earlier. There could be low, medium, or high

growth rates and that growth could be accommodated at different floor area densities.

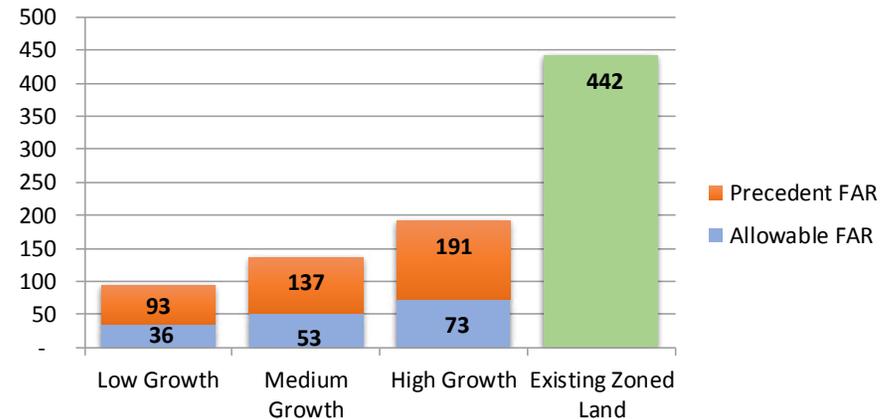
In this non-housing case, density options are defined as the “floor area ratio” (FAR), a common measure for non-residential development that indicates the ratio between the floor area of a building and the land area of its site.

Zoning ordinances and related land regulations imposed and managed by local government generally determine the “allowable FAR” for properties. But property owners are not required to fully meet the allowable FAR, though they cannot exceed the allowable FAR. In fact, most properties are developed at less than their allowable FAR. This is due to a variety of factors including, but not limited to, irregular parcel size, amenities, requirements for stormwater detention, and easements.

Thus, the graphs have scenarios showing “precedent FAR.” In effect, this is the average non-residential FAR that has taken place over time in Lake Saint Louis. That is, it is the “precedent” in the city even though allowable FAR is higher. The market



Additional Land Requirements (Acres) for Employment Projections, Excluding Retail and Restaurants: Lake Saint Louis 2015 to 2040



Additional Land Requirements (Acres) for Retail and Dining Growth Projections: Lake Saint Louis 2015 to 2040

has simply chosen to develop at lesser densities than otherwise allowed.

Combining employment projections, above, with typical square feet per employee in a range of non-residential land uses, it is possible to determine the amount of floor area that the employment projections would require. If built at the precedent FAR level, this floor area would use more land—less density—than if built at the allowable FAR based on Lake Saint Louis' zoning code. For non-retail or dining uses, the slow growth scenario combined with the allowable FAR scenario would require only 38 more acres of land in the city between 2015 and 2040. At the other extreme, the high growth economic development

scenario built out at the precedent FAR would require as many as 599 more acres of land. The range for retail and dining uses is from 36 acres to as many as 191 acres in addition to the amounts noted above.

If all of the projections become reality, therefore, demand for more non-residential land in Lake Saint Louis could range from a low of 74 more acres to 790 acres by the year 2040. This would be in addition to the 840 to 1,990 additional acres for residential development as discussed earlier.

Is this a big challenge to the city's growth potentials? Not necessarily. The right hand bars on the two graphs on the previous page show the estimate amount of acreage in the city that is already zoned for land uses that could accommodate the growth projections. For non-retail/dining uses, there are about 682 "available" acres in the city when the maximum demand projection is for 599 acres. For the retail and restaurant uses, there are about 442 available acres while the high demand projection is for 191 acres. Theoretically, Lake Saint Louis is already positioned to absorb its highest growth projections, whether the available land is precisely where developers, businesses, and the community want it to locate is another matter. In addition, the balance between the amount of land for residential and non-residential uses will be an important consideration.

## FAR Explained - An Example

A 10,000 square foot building on a 10,000 square foot site would have an FAR ("floor area ratio") of 1.0. If that building is a single story, its footprint would occupy the entire site, leaving nothing for parking, landscaping, sidewalks, etc. But at two stories, that building would need only 5,000 square feet of land, leaving another 5,000 square feet for exterior uses. Still, the FAR is 1.0.



# Chapter 9: Implementation

Overview

Detailed Action Plan -  
Explanation

Detailed Action Plan

# Implementation Overview

## OVERVIEW

This Chapter outlines strategies and actions for implementation. The first part of this Chapter provides the overall framework for implementation. The second part of this Chapter provides detailed actions for implementation.

The comprehensive plan is a strategic document. A comprehensive plan is not a zoning ordinance, subdivision regulation, a budget, a capital improvement program or other regulatory document. It is meant to be the basis for the preparation of those documents. It lays out a vision for the future growth and development of the community, and what the community will be like in the future. At the vision and policy level, it will serve as a guide for community decision making. It addresses both where the City will grow and how the City will grow.

## WHEN WILL THE PLAN BE USED

### City Budget

The annual operating budget is the guideline for municipal spending over the coming fiscal year. The Plan shall be considered during preparation of the annual budget to advance the Plan principles and goals.

### The Capital Improvement Program (CIP)

The CIP is a five year budget, updated annually, for prioritizing capital projects in the City. The Plan shall be a guide in prioritizing the capital improvement budget.

### Development Decisions

The Planning and Zoning Commission and Board of Aldermen shall use the Plan in guiding land use and zoning decisions. All land use and development proposals will be evaluated in terms of compliance with the Plan.

### Updates to Regulatory Documents

City departments shall use the Plan in updating regulatory documents such as the zoning code, subdivision regulations, and other development regulations.

### Identification of Detailed Planning

The Plan provides strategic direction for many topics related to the City's growth and future. However, additional detailed planning will be required for many elements including transportation, parks, and enhancements.

## AMENDING AND UPDATING THE PLAN

At times the plan will need to be amended or updated. The Planning and Zoning Commission shall approve all amendments and updates to the Plan.

Proposed amendments and updates to the Plan shall take into account conditions that have changed since the original adoption of the Plan.

The Planning and Zoning Commission shall regularly review the progress of the Plan. Reviews shall include annual monitoring of the Plan, an in-depth review every five years, and a full update every ten to fifteen years.

# Detailed Action Plan - Explanation

## OVERVIEW

Individual components of the Action Plan are described on this page. The Action Plan should be reviewed and updated on an annual basis or as needed to ensure it remains current.

## RESPONSIBILITY

Identifies primary responsibility for the action. Also identifies additional partners such as other City departments, community organizations, non-profits, agencies, and other groups that will need to participate to successfully complete the action.

## PRIORITY

While every proposed Plan action is important, not everything can be done at once. A hierarchy of actions better allows the City and partners to focus on priorities. Priorities are rated on a scale of 1 - 3, with 1 being the highest priority. The Plan strives to keep the number of highest priority items to around ten to better focus attention on the top priorities.

Plan priorities shall be re-evaluated on an annual basis or as actions are implemented.

## ACTION TIMEFRAME

- Short-term (1-3 years)
- Intermediate (3-5 years)
- Long-term (longer than five years)
- Ongoing (ongoing implementation)

It is important to note that while most initial plan actions fall within the short-term or intermediate timeframes, this is because many early implementation actions are policy, planning, or regulatory items that set the framework for long-term implementation.

For example, Goal 1.1B ‘Develop a connected system of trails and greenways west of I-64’ will take twenty plus years to implement, but many of the policies, regulatory adjustments, and additional planning will need to take place in the short-term and intermediate timeframes.

## TYPE OF ACTION

### Capital Project

Actions related to construction or infrastructure. Will generally be part of the City’s capital improvement program. Also includes proposed planning projects necessary to better identify a recommended solution prior to final design and construction.

### Regulatory

Actions to regulatory documents such as zoning, subdivision requirements, or other ordinances.

### Policy

Actions related to City programs, strategies, or policies.

### Education / Advocacy

Programs or initiatives that lead to change through voluntary actions. Often led by organizations, non-profits, and outside agencies in support of City objectives.

### Partnering

Actions that primarily require partnering.

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (Short-term, Intermediate, Long-term, ongoing)	Type (Policy, Education / Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Infill existing gaps in the biking/walking network, especially in the City.		Goal 1.1A	58		2	intermediate	Capital Project	City - Public Works	Private developers (as part of new development)
Develop a Connected System of Trails and Greenways West of I-64									

Action Timeframe

Priority

Type of Action

Responsibility

# Detailed Action Plan - Top Priorities

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Develop a Connected System of Trails and Greenways West of I-64. (Concurrently develop a master plan that includes "No-Name" Park, Our Lady Cemetery, and Duello School Greenway).	#1 Outdoor Lifestyle	Goal 1.1B	58	Goal 1.2A, 1.3A	1	short-term	Capital Project (Planning)	City - Parks and Recreation	City - All Departments, Archdiocese of St. Louis, Duello School
Implement the Uptown District's pedestrian promenade and streetscape improvements.	#1 Outdoor Lifestyle	Goal 1.1C	59	Goal 3.2A	1	intermediate	Capital Project	City - Public Works	Uptown Property and Business Owners
Update the zoning for the Meadows that enables a mixed-use, walkable village center.	#3 Prosperous Economy	Goal 3.1A	74		1	short-term	Regulatory	City - Planning and Development	
Implement the recommendations for the Uptown District per the sub-area plan.	#3 Prosperous Economy	Goal 3.2A	75	1.1C	1	intermediate	Capital Project	City - Public Works	Uptown Property and Business Owners
Develop the Muk Sub-Area per the goals of the plan.	#3 Prosperous Economy	Goal 3.5A	77		1	on-going	Policy / Regulatory	City - Planning and Development	
Use the expectations for each land use category to guide zoning and subdivision changes.	#4 Community Character	Goal 4.1A	80		1	on-going	Policy	City - Planning and Development	
Develop a form-based zoning or design guidelines.	#4 Community Character	Goal 4.1B	80		1	short-term	Regulatory	City - Planning and Development	
Ensure the future roundabout at I-70 and Lake Saint Louis Boulevard is an aesthetic gateway.	#4 Community Character	Goal 4.2B	81		1	short-term	Capital Project	City - Public Works	
For new development along Highway N, Lake Saint Louis Blvd and Technology Drive, ensure pedestrian facilities on both sides of the street, including a multi-use trail on one side of the street.	#4 Community Character	Goal 4.4A	83	Goal 1.1D, 2.5A, 4.4B, 5.1B	1	on-going	Regulatory	City - Planning and Development	City - Public Works

# Detailed Action Plan - Top Priorities

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
For new development along Highway N, Lake Saint Louis Blvd and Technology Drive, ensure intersections accommodate pedestrian and bicycle crossings.	#4 Community Character	Goal 4.4B	83	Goal 1.1D, 2.5A, 4.4A, 5.1B	1	on-going	Regulatory	City - Planning and Development	City - Public Works
Utilize existing City Image Advisory Committee to suggest ways to improve city-wide communications, events, programs, and city branding.	#5 Community Cohesion	Goal 5.2B	87		1	short-term	Policy	City Image Committee	
Conduct an assessment of zoning codes, subdivision regulations, and site development requirements to ensure conformity with comprehensive plan goals and recommendations. Use assessment to evaluate type of revisions (edits to existing or major rewrite).	All				1	short-term	Regulatory	City - Planning and Development	
Decide on policy for updating zoning map to align with future land use plan. Policy choices include an immediate rezoning process or rezoning as rezoning requests are made.	All				1	short-term	Policy	City - Planning and Development	

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Infill existing gaps in the biking/walking network, especially in the central part of the City.	#1 Outdoor Lifestyle	Goal 1.1A	58		2	intermediate	Capital Project	City - Public Works	Private developers (as part of new development)
Develop a Connected System of Trails and Greenways West of I-64. (Concurrently develop a master plan that includes "No-Name" Park, Our Lady Cemetery, and Duello School Greenway).	#1 Outdoor Lifestyle	Goal 1.1B	58	Goal 1.2A, 1.3A	1	short-term	Capital Project (Planning)	City - Parks and Recreation	City - All Departments, Archdiocese of St. Louis, Duello School
Implement the Uptown District's pedestrian promenade and streetscape improvements.	#1 Outdoor Lifestyle	Goal 1.1C	59	Goal 3.2A	1	intermediate	Capital Project	City - Public Works	Uptown Property and Business Owners
Encourage bicycle and pedestrian accommodations as part of future roadway improvements to Orf Road and Hwy N.	#1 Outdoor Lifestyle	Goal 1.1D	59	Goal 2.5A, 4.4A, 4.4B, 5.1B	2	intermediate	Capital Project (Planning)	City - Public Works	City - Planning and Development
Provide both an on-street and off-street bicycle network.	#1 Outdoor Lifestyle	Goal 1.1E	59	Goal 2.5C	2	on-going	Policy	City - Planning and Development	City - Parks and Recreation, City - Public Works
Utilize Our Lady Cemetery as community accessible open space.	#1 Outdoor Lifestyle	Goal 1.2A	60	Goal 1.1B	2	long-term	Capital Project	City - Parks and Recreation	City - All Departments, Archdiocese of St. Louis
Provide additional neighborhood scale parks west of I-64	#1 Outdoor Lifestyle	Goal 1.2B	60		3	long-term	Capital Project	City - Parks and Recreation	
Develop a conceptual trail alignment from "No-Name" Park to Quail Ridge Park	#1 Outdoor Lifestyle	Goal 1.3A	61	Goal 1.1B	3	long-term	Capital Project (Planning)	City - Parks and Recreation	St. Charles County Parks and Recreation, City - Planning and Development, City - Public Works.
Advocate for the development of a trail from the north entrance of Quail Ridge Park to Prospect Road.	#1 Outdoor Lifestyle	Goal 1.3B	61		3	long-term	Capital Project (Planning)	MoDOT	St. Charles County

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Ensure landscape ordinances for new development exceed ordinances by other communities in the region for tree coverage.	#1 Outdoor Lifestyle	Goal 1.4A	62		3	on-going	Regulatory	City - Planning and Development	
Maintain or increase community tree canopy based on 2017 baseline.	#1 Outdoor Lifestyle	Goal 1.4B	62		3	short-term, then on-going	Policy	City - Planning and Development	City - Parks and Recreation
Develop a long-term community forest strategy and plan for city parks, rights-of-way, and other public open space.	#1 Outdoor Lifestyle	Goal 1.4C	62		3	long-term	Policy	City - Tree Board	City - Planning and Development, City - Parks and Recreation
Develop a long-term community forest strategy for existing subdivisions.	#1 Outdoor Lifestyle	Goal 1.4D	63		3	long-term	Policy	City - Tree Board	
Ensure requirements for new streets require street trees and provide adequate width for tree lawns and avoid conflicts with utilities.	#1 Outdoor Lifestyle	Goal 1.4E	63	Goal 4.2D	2	short-term	Regulatory	City - Public Works	City - Planning and Development
Plant street trees in available rights-of-way per the Enhancement and Street Tree Plan.	#1 Outdoor Lifestyle	Goal 1.4F	63	Goal 4.2C	2	intermediate	Capital Project	City - Parks and Recreation	
Encourage riparian buffers along stream and drainage corridors in areas of new development.	#1 Outdoor Lifestyle	Goal 1.5A	64		2	on-going	Policy	City - Planning and Development	
Encourage residential riparian buffer along edge of lakes.	#1 Outdoor Lifestyle	Goal 1.5B	64		3	short-term	Education/Advocacy	LSLCA	City - Green Environmental Advisory Committee
Evaluate the use of riparian buffers along edge of ponds in City parks as a demonstration and to educate homeowners.	#1 Outdoor Lifestyle	Goal 1.5C	64		3	intermediate	Capital Project	City - Parks and Recreation	
Encourage continued implementation of the 2005 Peruque Creek Watershed Management Plan.	#1 Outdoor Lifestyle	Goal 1.5D	64		3	long-term	Policy	City - All Departments	Soil and Water Conservation District, St. Charles County, Warren County, surrounding communities.

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Continue to encourage the reduction of nitrogen and phosphorus run-off from residential and commercial lawns and landscape areas.	# 1 Outdoor Lifestyle	Goal 1.5E	64		3	on-going	Education/Advocacy	City - Administration	LSLCA
Encourage native plantings for new development that will meet or exceed best practices by other communities in the region for use of native plants.	# 1 Outdoor Lifestyle	Goal 1.6A	65		2	on-going	Policy	City - Planning and Development	
Retain and extend connected areas of native vegetation.	# 1 Outdoor Lifestyle	Goal 1.6B	65		2	on-going	Policy	City - Planning and Development	City - Parks and Recreation
Continue to educate residents on the benefits of native plants.	# 1 Outdoor Lifestyle	Goal 1.6C	65		3	on-going	Education/Advocacy	City - Green Environmental Advisory Committee	
Be pro-active in educating homeowners on maintenance, upkeep, and code requirements.	# 2 Neighborhood Vitality	Goal 2.1A	68		2	intermediate	Education/Advocacy	City - Planning and Development	
Ensure that infill redevelopment or home additions conform to the overall character and scale of the neighborhood.	# 2 Neighborhood Vitality	Goal 2.1B	68		2	intermediate	Regulatory	City - Planning and Development	
Track code enforcement violations to identify neighborhoods early that may shown signs of decline.	# 2 Neighborhood Vitality	Goal 2.1C	68		3	implement intermediate, then on-going	Policy	City - Planning and Development	
Be nimble and quick in adjusting to future trends and changing neighborhoods.	# 2 Neighborhood Vitality	Goal 2.1D	68		2	on-going	Policy	City - Planning and Development	
Support a diversity of housing choices in strategic locations in city based on the future land use plan.	# 2 Neighborhood Vitality	Goal 2.2A	69		2	on-going	Policy	City - Planning and Development	
Support mixed-use development at the Meadows and Uptown Districts	# 2 Neighborhood Vitality	Goal 2.3A	70		2	on-going	Policy	City - Planning and Development	
Invest in park and recreation facilities that are attractive to young families.	# 2 Neighborhood Vitality	Goal 2.3B	70		2	intermediate	Capital Project	City - Parks and Recreation	Private partners

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Continue to communicate with utility and community service providers on a regular basis on future development to ensure adequate capacity and response times.	#2 Neighborhood Vitality	Goal 2.4A	71	Goal 6.3B	2	on-going	Policy	City - Planning and Development	City - Public Works
Ensure a long-term solution as part of the Lake Saint Louis Sewer Improvement Program.	#2 Neighborhood Vitality	Goal 2.4B	71		2	intermediate	Capital Project	Water District #2	
Prioritize transportation improvements that will improve walking and biking connections in the City.	#2 Neighborhood Vitality	Goal 2.5A	71	Goal 1.1D, 4.4A, 4.4B, 5.1B	3	on-going	Policy	City - Public Works	
Regularly update and publicize the City's 5-Year Capital Improvement Program (CIP).	#2 Neighborhood Vitality	Goal 2.5B	71	Goal 6.3A	2	short-term, then on-going	Capital Project (Planning)	City - Public Works	
Ensure new development includes pedestrian and bicycle facilities and provides connections to citywide bicycle and pedestrian networks.	#2 Neighborhood Vitality	Goal 2.5C	71	Goal 1.1E, 5.1B	2	short-term	Regulatory	City - Planning and Development	City - Public Works
Update the zoning for the Meadows that enables a mixed-use, walkable village center.	#3 Prosperous Economy	Goal 3.1A	74		1	short-term	Regulatory	City - Planning and Development	
Implement the recommendations for the Uptown District per the sub-area plan.	#3 Prosperous Economy	Goal 3.2A	75	1.1C	1	intermediate	Capital Project	City - Public Works	Uptown Property and Business Owners
Create an Uptown District governing organization.	#3 Prosperous Economy	Goal 3.2B	75		2	intermediate	Policy	City - Planning and Development	City - All Departments, Uptown Property and Business Owners
Encourage a larger customer base by encouraging more residential development.	#3 Prosperous Economy	Goal 3.3A	76		2	on-going	Policy	City - Planning and Development	
Encourage dining and retail options in the Meadows and Uptown Districts as part of mixed-use focus.	#3 Prosperous Economy	Goal 3.3B	76		2	on-going	Policy	City - Planning and Development	

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Encourage co-working / startup office space as part of the Meadows and Uptown Districts.	#3 Prosperous Economy	Goal 3.4A	76		3	on-going	Policy	City - Planning and Development	
Encourage a synergistic concentration of offices along Lake Saint Louis Boulevard.	#3 Prosperous Economy	Goal 3.4B	76		2	on-going	Policy	City - Planning and Development	
Develop the Muk Sub-Area per the goals of the plan.	#3 Prosperous Economy	Goal 3.5A	77		1	on-going	Policy / Regulatory	City - Planning and Development	
Develop the Hawk Ridge Trail Extension as a neighborhood scale street.	#3 Prosperous Economy	Goal 3.5B	77	Goal 1.1E, 2.5A	2	long-term	Capital Project (Planning)	City - Public Works	City - Planning and Development
Use the expectations for each land use category to guide zoning and subdivision changes.	#4 Community Character	Goal 4.1A	80		1	on-going	Policy	City - Planning and Development	
Develop a form-based zoning or design guidelines.	#4 Community Character	Goal 4.1B	80		1	short-term	Regulatory	City - Planning and Development	
Plan for major and minor community gateways per the enhancement and street tree plan.	#4 Community Character	Goal 4.2A	81	Goal 5.1A	2	intermediate	Capital Project (Planning)	City - Planning and Development	City - Public Works, City - Parks and Recreation
Ensure the future roundabout at I-70 and Lake Saint Louis Boulevard is an aesthetic gateway.	#4 Community Character	Goal 4.2B	81		1	short-term	Capital Project	City - Public Works	
Plant street trees in available rights-of-way per the Enhancement and Street Tree Plan.	#4 Community Character	Goal 4.2C	81	Goal 1.4F	2	intermediate	Capital Project	City - Parks and Recreation	
Ensure requirements for new streets require street trees and provide adequate width for tree lawns and avoid conflicts with utilities.	#1 Outdoor Lifestyle	Goal 4.2D	81	Goal 1.4E	2	short-term	Regulatory	City - Public Works	City - Planning and Development
Utilize context sensitive design for future I-70 improvements.	#4 Community Character	Goal 4.3A	82		3	long-term	Capital Project (Planning)	MoDOT	City - Public Works

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Ensure landscape, architectural, and site requirements are met for redevelopment of parcels along Veterans Memorial Parkway.	#4 Community Character	Goal 4.3B	82		2	on-going	Regulatory	City - Planning and Development	
For new development along Highway N, Lake Saint Louis Blvd and Technology Drive, ensure pedestrian facilities on both sides of the street, including a multi-use trail on one side of the street.	#4 Community Character	Goal 4.4A	83	Goal 1.1D, 2.5A, 4.4B, 5.1B	1	on-going	Regulatory	City - Planning and Development	City - Public Works
For new development along Highway N, Lake Saint Louis Blvd and Technology Drive, ensure intersections accommodate pedestrian and bicycle crossings.	#4 Community Character	Goal 4.4B	83	Goal 1.1D, 2.5A, 4.4A, 5.1B	1	on-going	Regulatory	City - Planning and Development	City - Public Works
For new development along Highway N, Lake Saint Louis Blvd and Technology Drive, ensure the aesthetics of development conform to the expectations of the future land use categories.	#4 Community Character	Goal 4.4C	83		2	on-going	Regulatory	City - Planning and Development	
For new development along Highway N, Lake Saint Louis Blvd and Technology Drive, ensure landscape and street tree plantings conform to the expectations of the future land use categories and the Enhancement and Street Tree Plan.	#4 Community Character	Goal 4.4D	83		2	on-going	Regulatory	City - Planning and Development	
Extend the streetscape enhancements of Lake Saint Louis Boulevard from the current limits at Technology Drive across I-64 to Hawk Ridge Circle.	#4 Community Character	Goal 5.1A	86	4.2A	2	intermediate	Capital Project (Planning)	City - Public Works	City - Planning and Development, City - Parks and Recreation
Improve bicycle and pedestrian crossings at intersections per the transportation plan.	#5 Community Cohesion	Goal 5.1B	86	Goal 2.5A, 2.5C	2	long-term	Capital Project	City - Public Works	MoDOT, St. Charles County
Improve communication of LSLCA boundaries and member uses (especially for new residents).	#5 Community Cohesion	Goal 5.2A	87		2	short-term	Education/Advocacy	City - Administration	City - Planning and Development

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Utilize existing City Image Advisory Committee to suggest ways to improve city-wide communications, events, programs, and city branding.	#5 Community Cohesion	Goal 5.2B	87		1	short-term	Policy	City Image Committee	
Implement the vision of the Parks, Open, Space, and Trails Plan and the goals of plan principle '#1 Outdoor Lifestyle'.	#5 Community Cohesion	Goal 5.3A	88		2	on-going	Policy	City - Parks and Recreation	City - Planning and Development
Develop a high level cost estimate for a community or recreation center.	#5 Community Cohesion	Goal 5.4A	89		3	intermediate	Capital Project (Planning)	City - Parks and Recreation	
Evaluate partner opportunities for a community center.	#5 Community Cohesion	Goal 5.4B	89		3	intermediate	Capital Project (Planning)	City - Administration	City - Parks and Recreation
Consistently enforce building and related codes to assure that all real estate in the City is built and maintained to expected standards.	#6 Fiscal Responsibility	Goal 6.1A	92	Goal 6.4A	2	on-going	Regulatory	City - Planning and Development	
Continue high standards for retailers and overall development to differentiate the City.	#6 Fiscal Responsibility	Goal 6.2A	92		2	on-going	Policy	City - Planning and Development	
Target and encourage retail options in the Meadows and Uptown Districts and the Shoppes at Hawk Ridge.	#6 Fiscal Responsibility	Goal 6.2B	92		2	on-going	Policy	City - Planning and Development	
Regularly update and publicize the City's 5-Year Capital Improvement Program (CIP).	#6 Fiscal Responsibility	Goal 6.3A	93	Goal 2.5B	2	short-term, then on-going	Capital Project (Planning)	City - Public Works	
Continue to communicate with utility and community service providers on a regular basis on future development to ensure adequate capacity and response times.	#6 Fiscal Responsibility	Goal 6.3B	93	Goal 2.4A	2	on-going	Policy	City - Planning and Development	City - Public Works
Consistently enforce building and related codes to assure that all real estate in the City is built and maintained to expected standards.	#6 Fiscal Responsibility	Goal 6.4A	93	Goal 6.1A	2	on-going	Regulatory	City - Planning and Development	

# Detailed Action Plan - All Plan Goals

Action	Plan Principle	Plan Goal	Page #	Reference to other Goals	Priority	Timeframe (short-term, intermediate, long-term, on-going)	Type (Policy, Education/Advocacy, Capital Project, Regulatory, Partnering)	Primary Responsibility	Additional Partners
Minimize commercial and residential vacancies.	#6 Fiscal Responsibility	Goal 6.4B	93		2	on-going	Policy	City - Planning and Development	
Conduct an assessment of zoning codes, subdivision regulations, and site development requirements to ensure conformity with comprehensive plan goals and recommendations. Use assessment to evaluate type of revisions (edits to existing or major rewrite).	All				1	short-term	Regulatory	City - Planning and Development	
Decide on policy for updating zoning map to align with future land use plan. Policy choices include an immediate rezoning process or rezoning as rezoning requests are made.	All				1	short-term	Policy	City - Planning and Development	



# Chapter 10: Community Engagement

- Stakeholder and Focus Groups Meetings
- Open Houses
- Kids Charrette
- Community Surveys



# Community Engagement

## OVERVIEW

Public involvement is a very important part of this process. Comprehensive plans are an opportunity to develop consensus on a community vision and community priorities that will help shape growth in the community for the next 20 years. The planning team has utilized traditional and online engagement techniques to engage the community.

An effective public engagement process includes informing, educating, identifying, prioritizing, and building consensus so that a shared vision is not only determined, but a commitment to implementation is developed.

The planning team will continue to engage residents in multiple ways to ensure that they are included in the planning process.

Community engagement has included:

- Stakeholder and focus group meetings
- Citywide survey
- Community open house
- Postcards
- Brochures
- E-Newsletters
- Website
- Social media
- Steering committee
- Attending events of community organizations



## **STAKEHOLDER AND FOCUS GROUP MEETINGS OVERVIEW**

Stakeholder meetings have multiple benefits. The meetings identify community values, vision, goals, and potential issues early in the planning process. The meetings also allow for a more robust and honest dialogue than is often possible in a larger public meeting setting. In addition, the stakeholder meetings are an excellent way to develop lines of communications to promote the public open houses, surveys, and other comprehensive plan activities.

The planning team conducted numerous stakeholder and focus group meetings in late summer and fall 2016. The planning team held follow-up meetings with some of the stakeholders in spring 2017.

## **EXTERNAL STAKEHOLDER MEETINGS**

External stakeholders are agencies and organizations that may not be located directly in the City, but often have impacts within or nearby to the City such as utilities, developers, transportation agencies, and the county. Meetings included:

- Cuivre River Electric Cooperative, Inc
- Public Water Supply District #2
- McBride and Son Homes
- St. Charles County Community Development
- St. Charles County Parks and Recreation
- St. Charles County Roads and Traffic
- Missouri Department of Transportation
- Wentzville School District

## **INTERNAL STAKEHOLDER AND FOCUS GROUP MEETINGS**

Internal stakeholders are residents, organizations, and businesses that are located within the City. Meetings included:

- City of Lake Saint Louis Department Staff
- Committee/Board Leaders, City of Lake Saint Louis
- Green Tree Elementary Back-to-School Night
- Heritage of Hawk Ridge Homeowner Association
- Homeowner Association Leaders Focus Group
- Image Advisory Committee, City of Lake Saint Louis
- Lake Saint Louis Community Association
- Lake Saint Louis Ambassadors
- Lake Saint Louis Mom's Club
- Lutheran Senior Services
- MTM
- NISC
- St. Joseph Hospital West
- "West of 40" Homeowners Association Consortium
- Western St. Charles Chamber Focus Group



Green Tree Elementary Back-to-School Night on September 1, 2016.



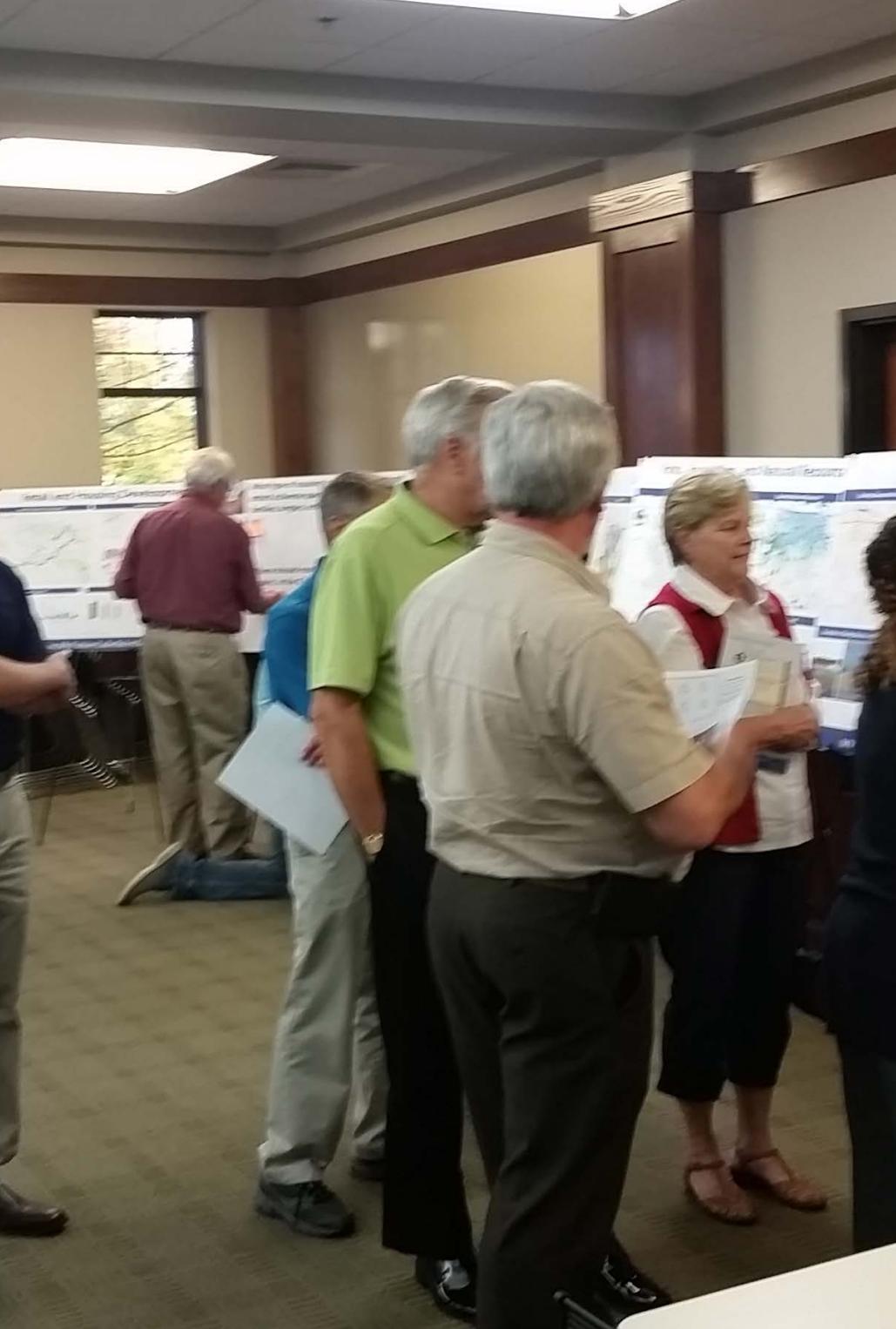
Focus group with leaders from multiple homeowner associations on August 30, 2016.



Chamber of Commerce focus group with Lake Saint Louis businesses.



Heritage of Hawk Ridge Annual Meeting



## OPEN HOUSE #1 - OCTOBER 18, 2016

The first open house for the City of Lake Saint Louis Comprehensive Plan was held on Tuesday, October 18th at City Hall. The purpose of the meeting was to collect community input regarding the future of Lake Saint Louis, provide an overview of the planning process, and to share information regarding existing conditions. Sixty-eight residents from across the community attended the meeting.

past and future opportunities for public involvement during the planning process. At the meeting itself, attendees were asked to offer opinions on several important questions. Answers were written down and posted so they could be shared in real time with other attendees. In addition to publicly posted feedback, the community survey was available to attendees to complete on paper and online.

Displays highlighted early research into current conditions including land use, demographics, transportation and economic development. Community involvement was also featured. A rotating slide presentation showcased ideas for the City's future from students at Green Tree Elementary and information was offered regarding

In general, the tone of the meeting was positive. Attendees offered opinions, both complimentary and critical, in a constructive manner and had good interactions with the planning team and city officials.



# Top Responses to Questions at Open House #1

## What is the greatest advantage of living or working in the City?

- Lake
- Small Town Feel / Quietness
- Good place for families
- Parks and recreation / Amenities

## What is one thing you would change?

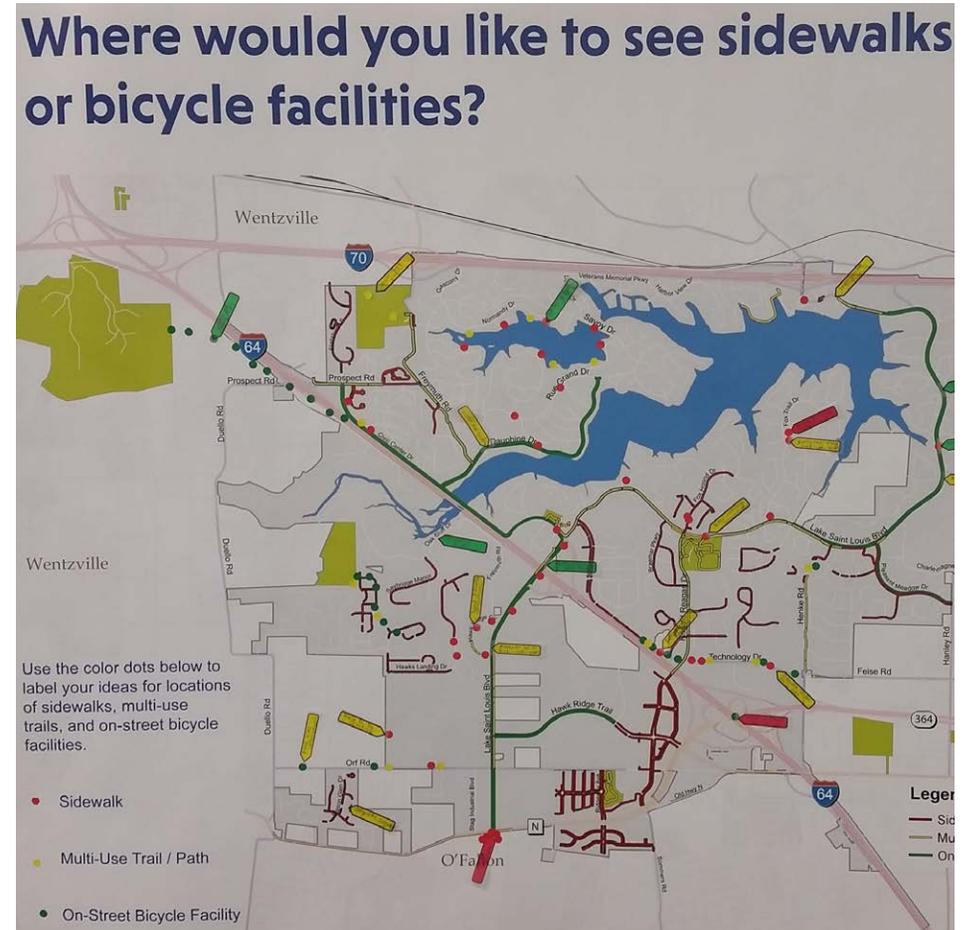
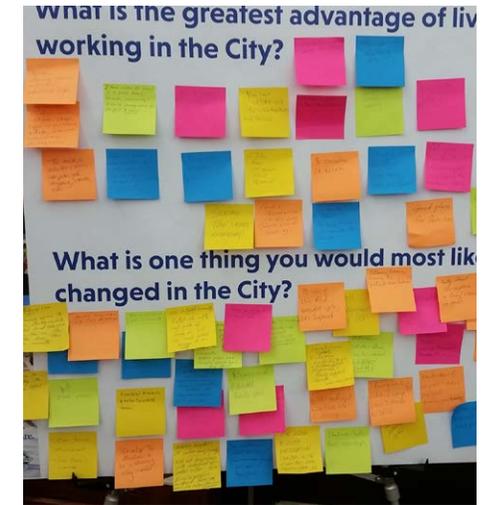
- More businesses in the Meadows and Hawk Ridge / A City “Center”
- Improve “entrances” into LSL
- Rec Center / Community Center
- Streetscape LSL Boulevard
- More code enforcement

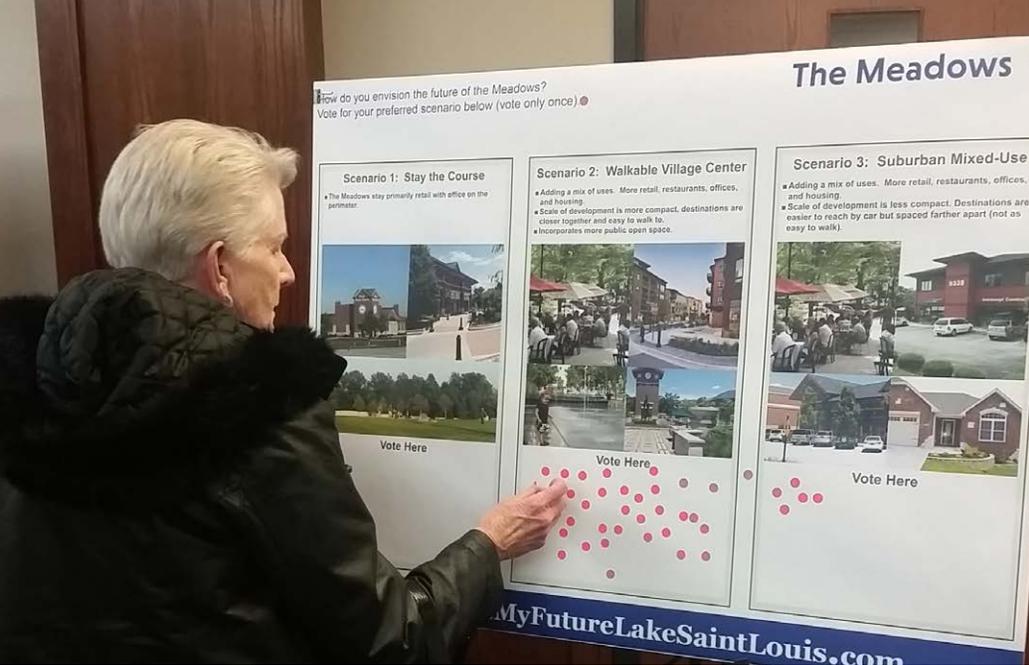
## What type of housing is needed to keep and attract a diverse spectrum of residents?

- Apt / Condos geared for young singles / Millennials
- No condos or apts / No subsidized housing
- Single family (starter up to large)
- Retirement / Senior housing

## Where should more dining options be located?

- The Meadows
- Restaurants with lake views
- Uptown
- Along I70





## OPEN HOUSE #2 - January 26, 2017

The second open house for the City of Lake Saint Louis Comprehensive Plan was held on Thursday, January 26th at City Hall from 5 to 7:30 p.m. The purpose of the meeting was to share results of the citywide survey and other public engagement activities from the fall; assess attendees' preferences for development through an interactive visual preference survey; and offer the public a chance to review draft Plan principles. Ninety-five (95) residents from across the community attended the meeting. The information was well-received and the project team and city staff had positive interactions with attendees.

### Options for the Meadows and Uptown

Displays presented development options for the Meadows and Uptown, two areas identified by city leaders and citizens as critically important to the City's future. The most popular concept for the Meadows was a walkable village center with mixed uses, public open space and a compact, walkable scale of development. The most popular concept for Uptown was the traditional design option which called for redevelopment with mixed uses offering a traditional design and creation of dining opportunities and public spaces that overlook the lake.



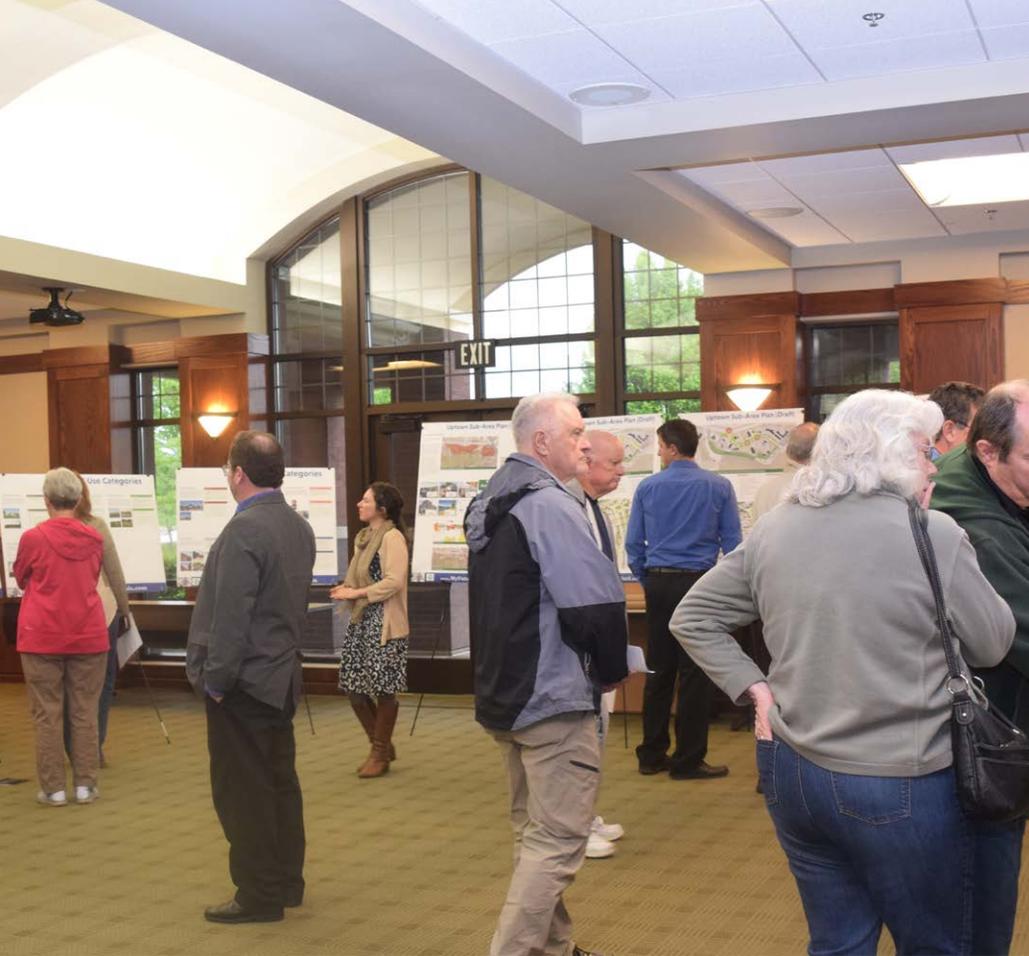
### Draft Principles for the Comprehensive Plan

Displays offered information on public engagement meetings conducted through the fall and feedback captured regarding Lake Saint Louis' present condition and hopes for the future. Draft key principles, based on this input were presented, including A Prosperous Local Economy, Neighborhood Vitality, Community Cohesion, Community Character, an Outdoor Lifestyle and Fiscal Responsibility. Attendees were asked to vote with sticker-dots to indicate how well the principles reflected their values. All indicated they sounded great or were generally good.

### Visual Preference Survey – Keypad Polling

Attendees to the open house were given the option of completing a visual preference survey as another way to offer input during the meeting. Of ninety-five (95) meeting attendees, forty-seven, or 49% participated in the visual preference survey. Using keypad polling, survey participants voted on images that displayed options for six different categories of development: residential, office, retail, walking, community gateways/enhancements, the Highway N Corridor, Uptown, and the Meadows.





## OPEN HOUSE #3 - April 26, 2017

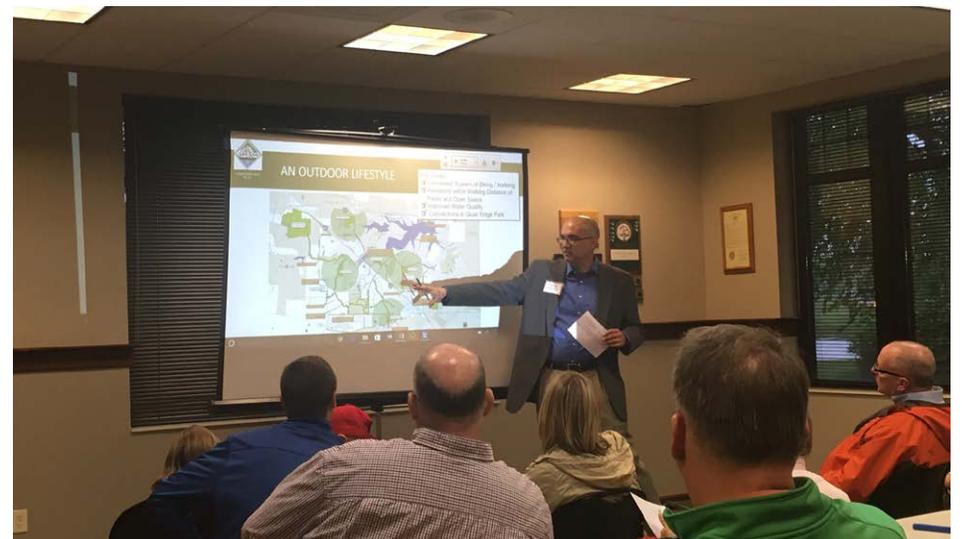
The third open house for the City of Lake Saint Louis Comprehensive Plan was held on Wednesday, April 26 at City Hall. Despite bad weather, eighty (80) people attended the meeting.

The purpose of the open house was to seek comments from the community regarding proposed land uses and to share results of the visual preference survey. An interactive presentation was offered at three points during the evening. The presentation provided an overview of the strategies used to draft the proposed land use plan. The strategies had been developed in response to the values or key principles identified by the public early in the planning process. In addition to the presentation, attendees could view boards with detailed

information on the proposed land use plan as well as specific plans for the Muk sub-area and Uptown.

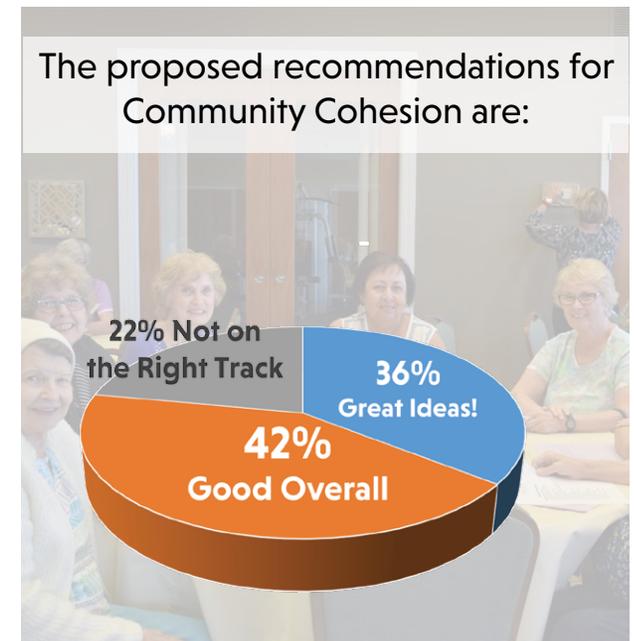
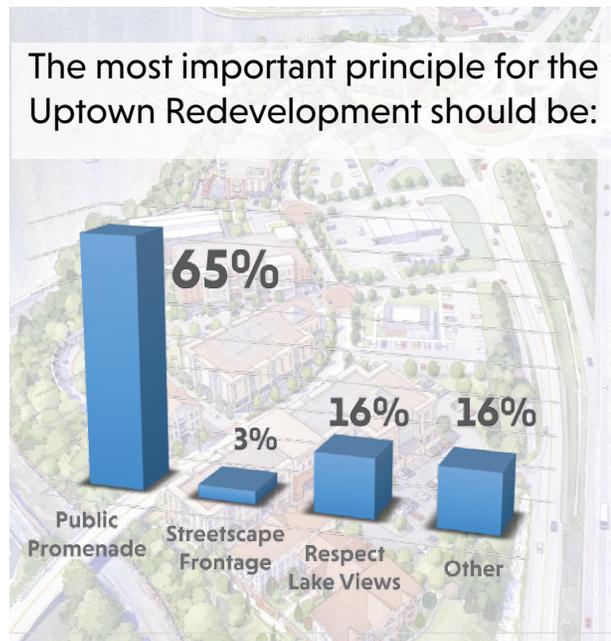
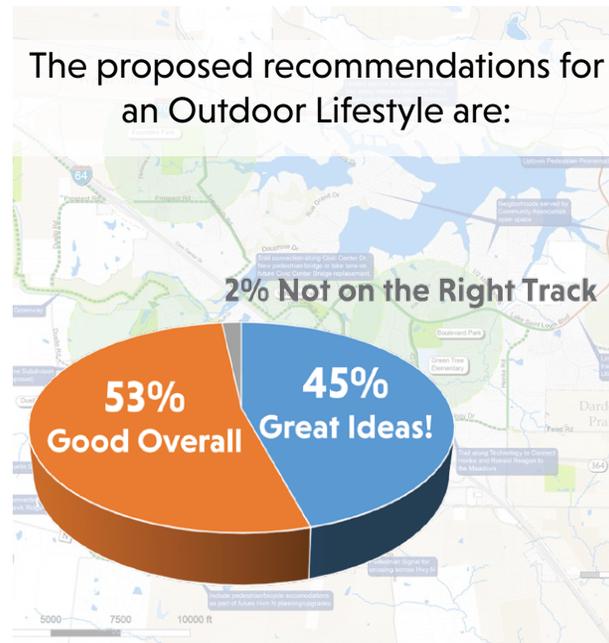
The public could offer feedback in several ways: 1) keypad polling on proposed recommendations during the presentations; 2) a written comment form distributed at sign in; and 3) City officials and members of the planning team were available for comments and questions throughout the meeting.

In general, the tone of the meeting was positive. This point in a comprehensive planning process involves a lot of detailed information the public has to grapple with in order to understand how the plan has translated public feedback into the mechanics of development.



# OPEN HOUSE #3 - RESULTS OF KEYPAD POLLING

Open House #3 featured an overview presentation of the draft plan recommendations. Attendees were able with keypad polling devices to provide feedback on the draft plan recommendations.





## OPEN HOUSE #4 - July 19, 2017

The fourth and final open house for the City of Lake Saint Louis Comprehensive Plan was held on July 19, 2017 at City Hall. The purpose of the meeting was to share draft plan recommendations with the community and receive comments. The meeting had the highest attendance of the plan's four open houses, with one-hundred twenty (120) people attending.

Displays summarized the development of the plan and key components of the draft document. Principles, goals and core values were presented as they had been at previous open houses, reminding attendees of the public feedback that served as the foundation for the draft plan. Several complete copies of the draft plan were available. Project team members and city officials were on hand to explain the displays and answer questions.

A comment form was given to all meeting attendees and they were encouraged to complete it. In-person comments and questions were also encouraged by all city representatives. More so than in previous meetings, attendees came with specific questions related to the draft so the interaction with city representatives was especially important. An online comment form was available through August 25.

In the draft document, principles and goals are operationalized with specific recommendations and action items; heightened curiosity and concern is expected during this phase when “the rubber meets the road.” Prior to the meeting, the City learned about concerns among business owners in the Uptown subarea who thought the proposed scenarios shown in the Uptown subarea was eminent and meant they would be forced out of their property in the near future. Several business owners came to the meeting to express their concerns. Through conversations with city officials and the project team, they were able to get a better understanding of why the scenarios and renderings of the Uptown subarea were shown. The scenarios were concepts to illustrate what Uptown might look like in the future. By exploring the scenarios in more detail, advantages and disadvantages of future scenarios and concepts for the Uptown District can be evaluated and discussed. Overall, business owners left the meeting with the understanding that scenarios were not meant to propose any redevelopment.

Another common concern among attendees, also related to Uptown, were building heights that would negatively impact views of the Lake. In general the tone of the meeting was positive.





# Lake Saint Louis Comprehensive Plan

HOME BACKGROUND DOCUMENTS

## ONLINE COMMENT MAPPING TOOL

As part of the citywide survey from September 15 to October 31, 2016, an online comment tool allowed respondents to make comments on a map of the City.

Categories of comments included:

- General Comments
- Problematic Intersections
- Development Priority Sites
- Bicycle and Pedestrian Improvements
- Parks, Recreation, and Open Space
- Existing Community Asset
- Undesirable Use or Problem Area

There were 60 comments made to the map. The following page highlights comments that were made in each category.

**Step 1:** Click Plus Symbol on Map to Add New Comment 

**Step 2:** Enter How Many Years You Have Lived in Lake Saint Louis

**Step 3:** Enter Description  
Describe your comment in more detail: *Example for 'Bike and Pedestrian Improvement' - "Improve bike connections to park".*

**Step 4:** Select Your Marker

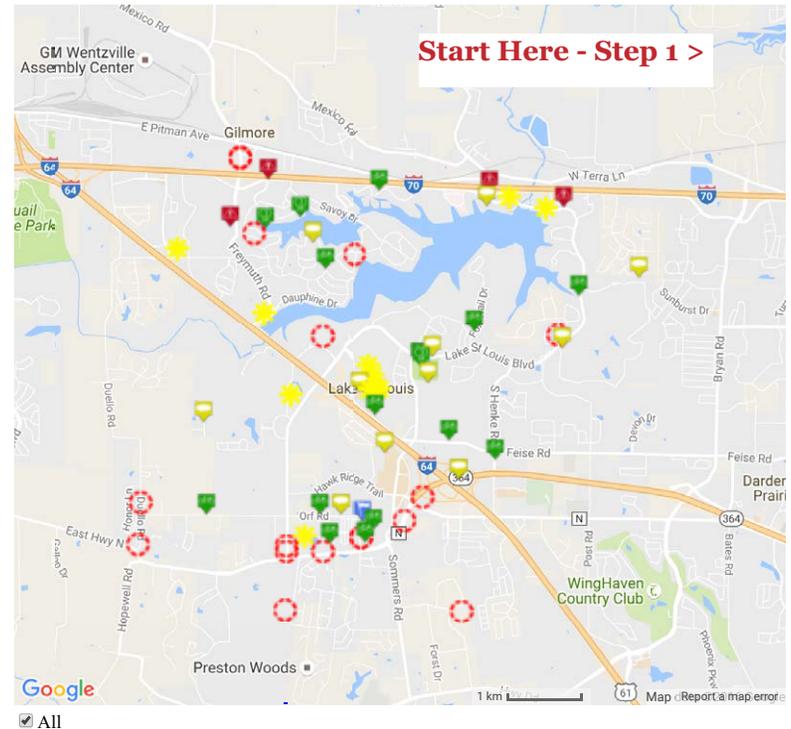
	<b>General Comments</b> <i>(Are there general comments about the City you would like to make?)</i>
	<b>Problematic Intersection</b> <i>(Are there intersections where you have trouble driving, walking, or biking? Are there intersections that should be gateways into the City?)</i>
	<b>Development Priority Site</b> <i>(Are there sites or areas of the City that should be a priority for development? What type of development?)</i>
	<b>Bicycle and Pedestrian Improvement</b> <i>(Where should there be improved bicycle or pedestrian connections?)</i>
	<b>Parks, Recreation, and Open Space</b> <i>(Where should there be new parks or open space? New recreational facilities? Improvements to existing parks?)</i>
	<b>Existing Community Asset</b> <i>(What are the existing community assets? What makes the City a great place to live and work?)</i>
	<b>Undesirable Use or Problem Area</b> <i>(Is there a part of the City that is undesirable? A concern?)</i>

**Step 5:** Click on a Map Location

**Step 6:** Select 'Submit' and 'Close'

You're Done! Repeat steps to add more comments. Thank you for your input!

## Give Us Your Comments Lake Saint Louis Comprehensive Plan



**Add Entry**

Your Age / Credit Type  
 **Step 2**

[Click on a map location](#)

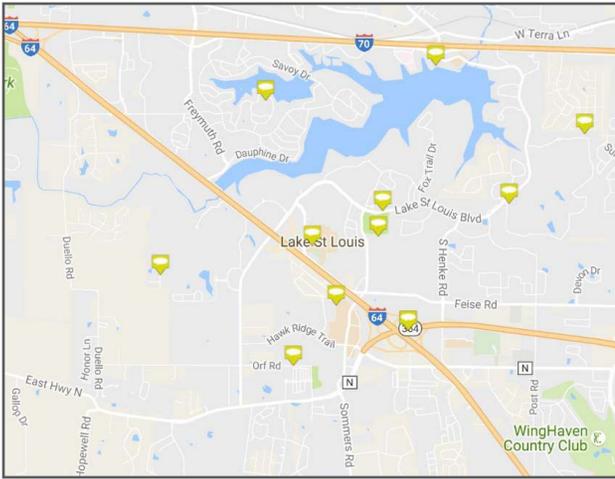
Description  
 **Step 3**

Photo:  No file chosen

Marker:

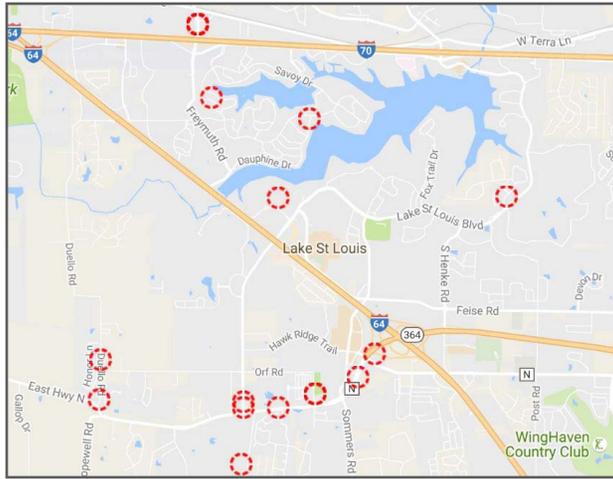
Left: Typical 'Add Comment' box for map. See instructions.

Note: Adding a photo with your map comment is optional.



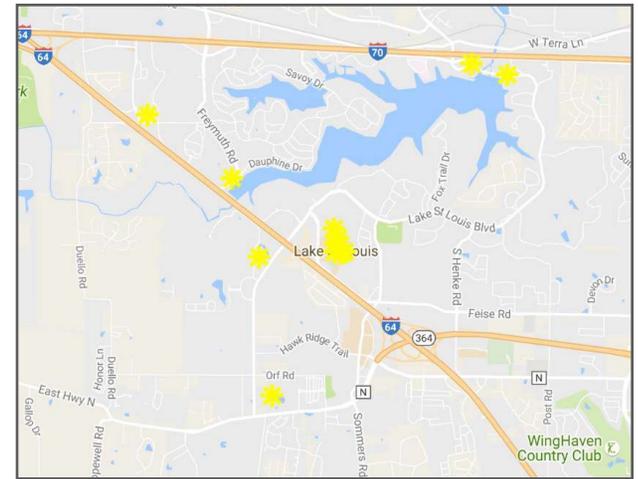
**General Comments:**

Wide variety of comments including suggestions to include more community art, a consistent community aesthetic, more bike facilities, and focusing more on economic development. Someone noted that Shire Drive is often used as a shortcut. 11 comments.



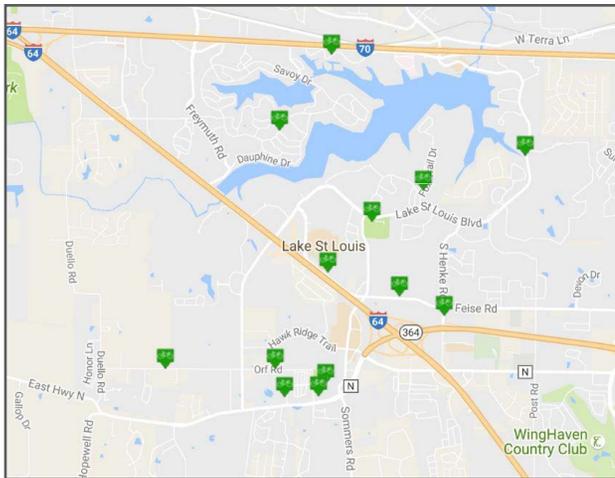
**Problematic Intersections:**

Most comments focused on Hwy N with comments regarding increased traffic congestion, the need for intersections and turn lanes, and overall improvements. Problems turning on to Duello from Orf and Hopewell. Speeding on Rue Grand Drive. 14 comments.



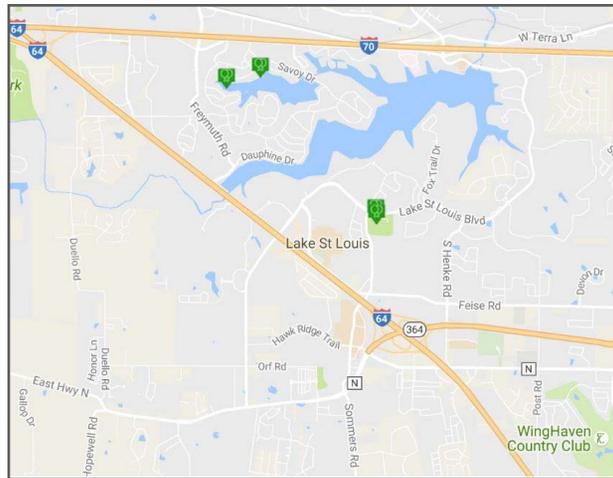
**Priority Development Sites:**

Most comments focused on the Meadows with some mentioning concerns, but most with ideas for dining or promoting other town center ideas. Suggestions for the uptown area to take advantage of lake views. Concern about recent vacancies on Hwy N. 12 comments.



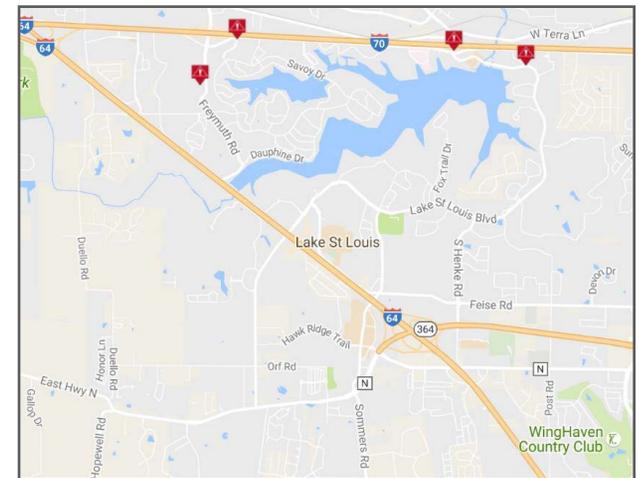
**Bicycle and Pedestrian Improvements:**

Comments included the need for improved bicycle and pedestrian facilities on Orf, Technology, Henke, Rue Grand and Villa. Suggestions to ensure pedestrian and bicycle crossings of Hwy N to access Hawk Ridge Park. 13 comments.



**Parks, Recreation, and Open Space:**

Comments included more amenities at Boulevard Park, including a community pool. Improvements to the shoreline and boat launch at Lake Sainte Louise. 4 comments.



**Undesirable Use or Problem Area:**

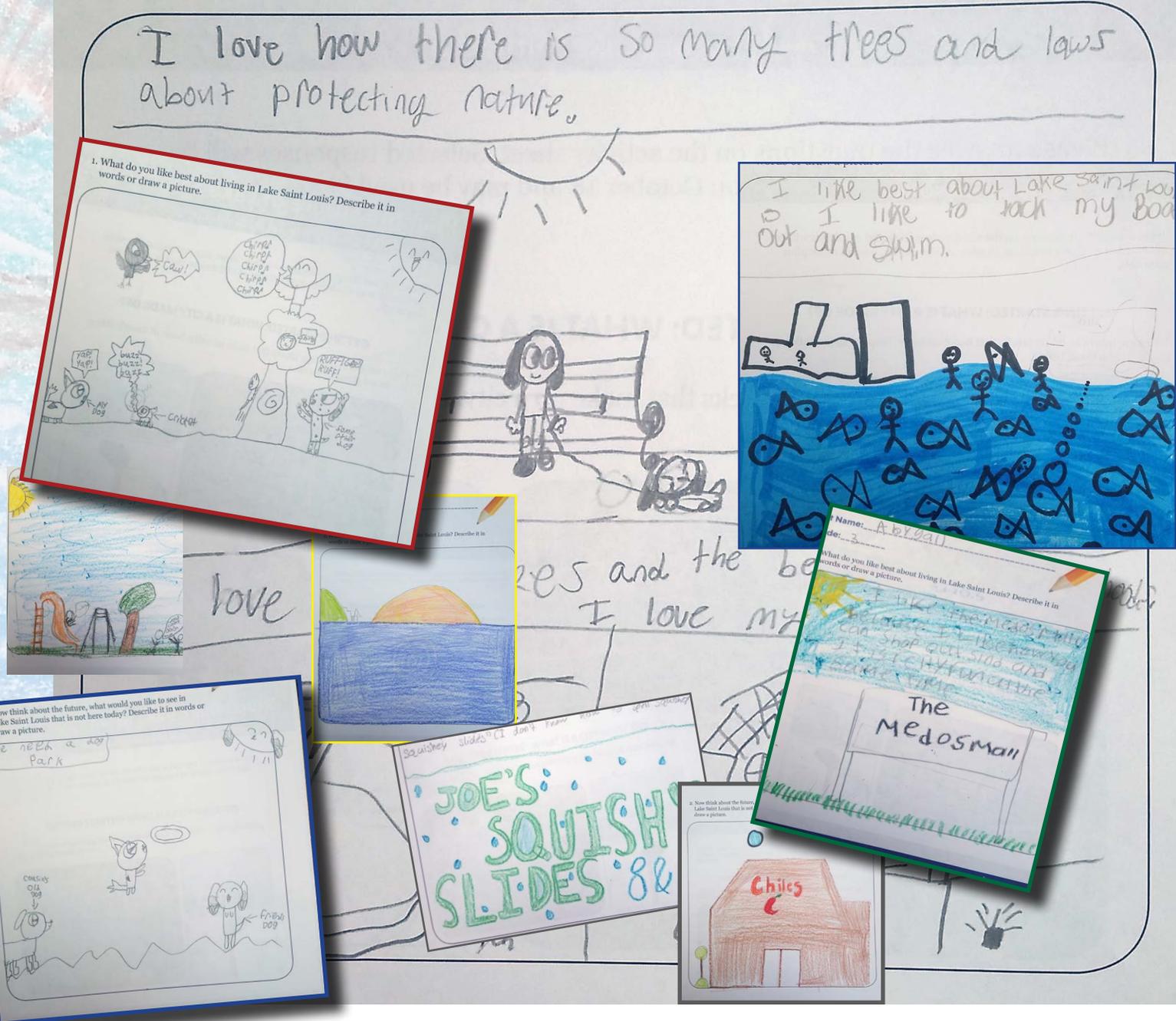
Comments focused on the need to improve the entry into the community from I-70. Comment on the need to improve the Prospect Road corridor. 4 comments.

1. What do you like best about living in Lake Saint Louis? Describe it in words or draw a picture.

### KIDS CHARRETTE

The planning team coordinated with Green Tree Elementary to have 3rd, 4th, and 5th graders conduct a “kid’s charrette”. The students were asked what they liked best about the city and what they would like to see in the future. The purpose of the charrette was to gain insights from youth about what they value about their community and their vision for the future. Over 150 students participated.

With the age of the students, a lot of interesting and funny ideas were shared. But the planning team also received a lot of input that spoke to the values of the community. Many students said they liked the natural setting and parks of the City. Ideas for the future included suggestions for dog parks and more spray fountains.



## RAISING AWARENESS

Multiple materials have been used to raise awareness of the comprehensive plan and to engage residents.

Engagement materials have included:

- Postcards
- Brochures
- E-Newsletters
- Social Media
- Website
- Banners
- Press Releases

Approximately 2,500 postcards were distributed during the planning. Two mailings of 500 postcards each were mailed to residents. Remaining postcards were distributed to community organizations, at meetings, and to residents and stakeholders.

Updates during the planning process are shared via social media including Twitter, Instagram, and the City's Facebook page with the hashtag #MyFutureLakeSaintLouis.

#MyFutureLakeSaintLouis




Brochure, postcards, and newsletter.



Banners



### Great Response to Citywide Survey!

Thank you to everyone who took the citywide survey! The received over 810 responses to the survey. The survey was active from September 15th - October 31st.

The survey will help inform the beginning of the comprehensive plan process by identifying key issues, ideas to improve the city, areas of concern, and information that will help the overall planning process.

Look for the full results of the survey to be available later this fall. Highlights of the survey can be found under "Documents" and then the PDF "Steering Committee #1 Presentation".

You can continue to contribute comments and ideas via the Mapping Tool section below.

### Thanks for Attending Open House #1 on October 18th

Thank you to everyone who attended Open House #1 on October 18th, from 5:00 - 7:00pm at City Hall. Attendees at the open house reviewed existing conditions, talked with the planning team, and shared their thoughts on the future needs and vision for Lake Saint Louis.

The open house on October 18th was the first of four community open houses during the Comprehensive Plan process. Stay tuned for the date of the next open house in late January, 2017.

If you missed the open house, you can review the boards that were shown at the open house under the "Documents" tab.

### Schedule

**Recent Event:**  
Aug - Oct - The planning team met with stakeholders and community groups.

**October 18th:** Open House #1 at City Hall

**Sept 15 - Oct 31:** Citywide Survey

**Upcoming Open House and Event:**  
Open House #2 - Late January 2017  
Open House #3 - April/May 2017  
Open House #4 - Summer 2017

**Next Comprehensive Plan - Summer 2017**



Website: [www.MyFutureLakeSaintLouis.com](http://www.MyFutureLakeSaintLouis.com)

# Community Survey

## OVERVIEW

A citywide comprehensive plan survey took place from September 15 thru October 31, 2016. The survey was available online via the website [www.MyFutureLakeSaintLouis.com](http://www.MyFutureLakeSaintLouis.com) and via paper copies at the first Open House and at City Hall.

Response to the survey was strong. There were 821 responses to the survey. Of the 821 total responses, 814 took the survey online and seven (7) took the paper version of the survey.

An important aspect of the survey is that the survey is a tool at the beginning of the planning process to help inform the overall plan. The survey helps the planning team confirm trends and identify issues that may have been missed during other engagement activities. The survey is not an end product, but is a beginning.

The survey included 30 questions. The survey sought to balance the time commitment of respondents while gaining insights into particular areas and issues.

The majority of the questions were multiple choice. However, most questions also allowed respondents to make additional comments to provide further insights.

An online survey has several advantages. One, the online survey allows respondents to make in-depth comments. Second, the survey connects residents to the process. By taking the survey, respondents are connected to the project website and other forms of project communications for the remainder of the planning process. Finally, the online surveys allows a greater range of responses including those who work, visit, or shop in the City.

The distribution of survey respondents are shown on the following page. The full survey results are included as part of the appendix.



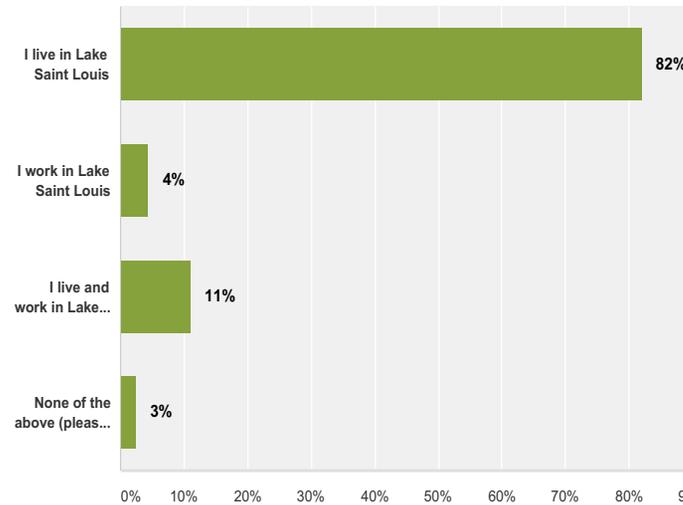
## DISTRIBUTION OF RESPONSES

The map on this page shows the distribution of survey responses. Overall, there were 821 survey responses. As the map shows, there were several responses from outside the City limits. Some of these responses were from respondents that only work in the City or for other reasons such as owning property in the City. As can be seen in Question 3, seven percent of total respondents identified as either working in the Lake Saint Louis or 'None or the above'. In addition, there were respondents that identified as living in Lake Saint Louis, but based on the address provided, do not actually live in the City.

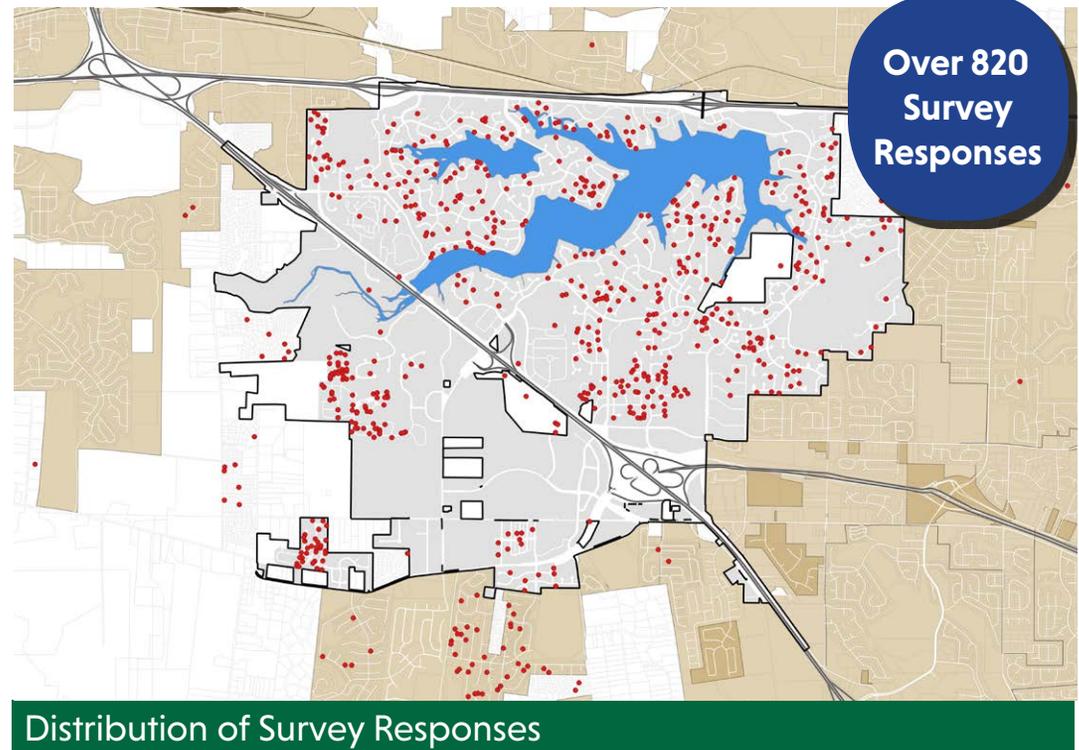
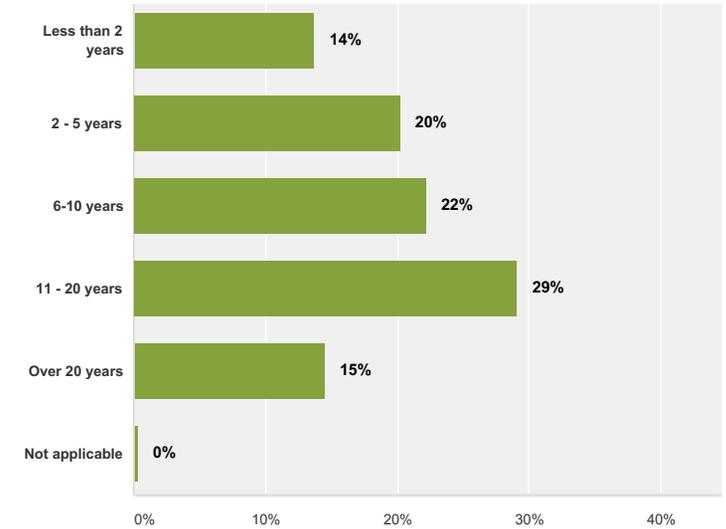
For the results of Questions 4 thru 29 that follow in this report as an appendix, 668 survey responses are included that have been determined to be from City residents.

All 821 survey responses were kept for future reference by the City. These survey responses are important as the data includes insights from not only residents, but from those who work, visit, shop, or may own property in Lake Saint Louis.

### What best describes you?



### How long have you lived or worked in Lake Saint Louis?



# Visual Preference Survey

## OVERVIEW

The Visual Preference Survey is a tool to start to translate what has been heard into a preferred community design. The images are intended to illustrate conceptual ideas and do not represent specific or actual proposals.

There were eight categories of images with five images in each category. Categories include:

- Residential
- Office
- Retail
- Walkability
- Community Enhancements / Gateways
- Hwy N Corridor
- Uptown
- Meadows

Participants had two opportunities to take the Visual Preference Survey. The first opportunity was at the second open house for the comprehensive plan on January 26, 2017, at the Lake Saint Louis City Hall. The second opportunity was online from February 1st through the 28th via the project website at [www.MyFutureLakeSaintLouis.com](http://www.MyFutureLakeSaintLouis.com).

Over 260 responses were collected as part of the Visual Preference Survey. 220 responses were collected via the online survey with the remaining responses from the January 26th open house.

Participants were shown a series of five images in each of the categories. For each image, they reported on how desirable that type of development would be from “Highly Desirable” to “Highly Undesirable”. Participants also voted on which image was most preferred among the five shown in each category.

Participants were instructed to respond to their first impression of each image with a focus on the characteristics and elements of each image and not brand or store names.

Participants who took the survey online also had an opportunity to provide open ended responses to each category that asked, “What elements or characteristics to you find desirable? Undesirable?” For some categories, over 55% of the online participants provided additional comments. Representational comments are included in this report that reflect the comments received.

## BACKGROUND OF PARTICIPANTS

Online participants were asked several background questions in addition to the Visual Preference Survey.

Background information included:

- 90% of respondents lived in Lake Saint Louis.
- 8% lived and worked in Lake Saint Louis.
- 2% worked in Lake Saint Louis.

Age of respondents:

1%	20 - 24 years old
8%	25 - 34 years old
18%	35 - 44 years old
16%	45 - 54 years old
25%	55 - 64 years old
22%	65 - 74 years old
10%	75 and over

Respondents lived or worked in Lake Saint Louis:

15%	Less than 2 years
21%	2 - 5 years
21%	6 - 10 years
29%	11 - 20 years
13%	Over 20 years



Attendees at the January 26th Open House took the Visual Preference Survey using key pad polling devices.

# SAMPLE OF VISUAL PREFERENCE SURVEY RESULTS

Rate each image:



## RESIDENTIAL

This page highlights two pages of results from the Visual Preference Survey. The complete results can be found in the appendix.

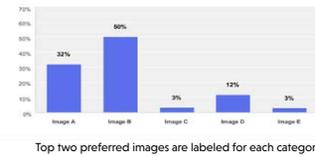
Major take aways from survey include:

- Desire for high quality architecture, especially stone and brick.
- Desire for walkable neighborhoods.
- Desire for landscaping, especially trees, that create a natural setting.

The results of the survey helped shape the design expectations of the land use categories.



Which image do you most prefer:



Rate each image:

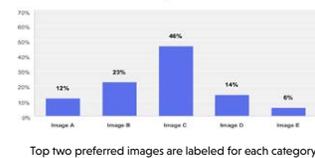


## WALKABILITY

The results of the survey helped shape the design expectations of the land use categories.



Which image do you most prefer:



## MUK SUB-AREA PLANNING PROCESS

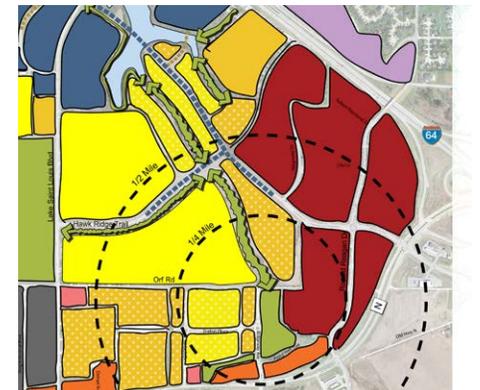
The following three planning scenarios were developed to evaluate various land use and conceptual options within the vicinity of the Muk property.

The three scenarios were shown at the third and fourth open houses during the planning process. The scenarios were used to inform the preferred concept plan and the goals for the Muk Sub-Area (See Chapter 7 ‘Uptown District and Muk Sub-Area Plans’).

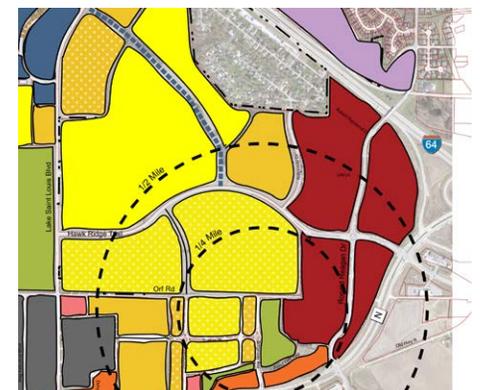
Details of the three scenarios are included on the following pages as reference.



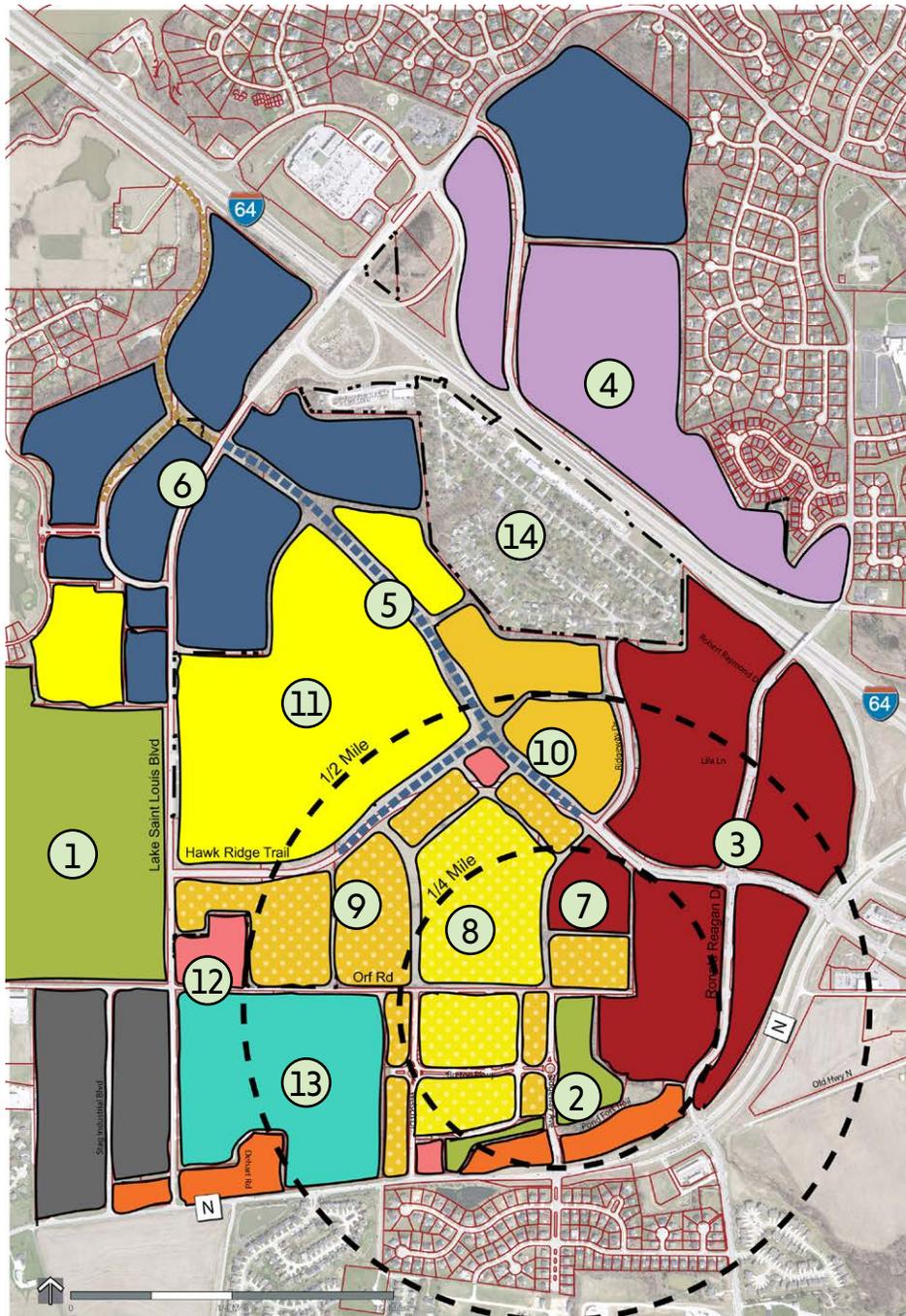
Scenario 1



Scenario 2



Scenario 3

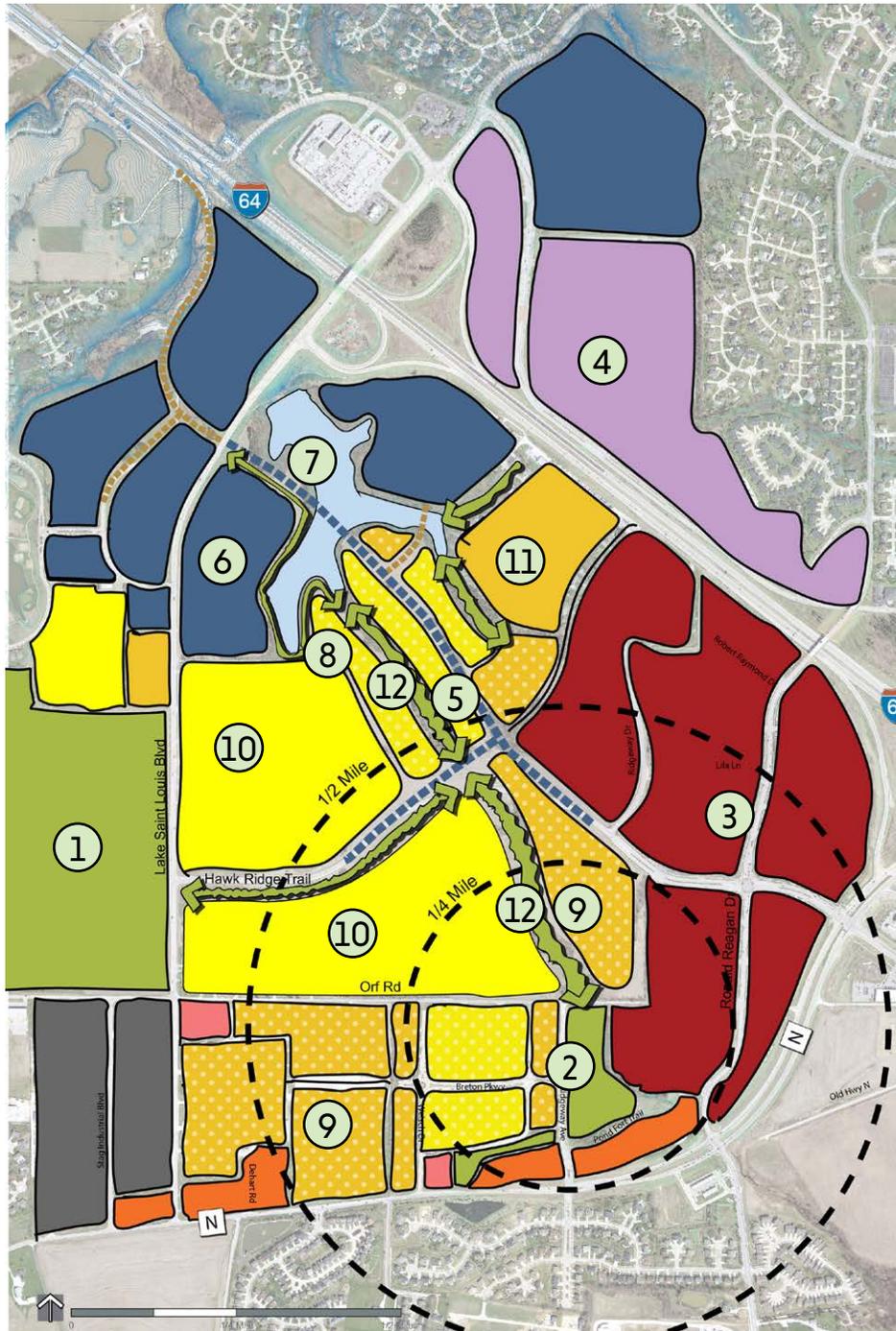


## SCENARIO #1 OVERVIEW

- 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

Scenario 1 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.*



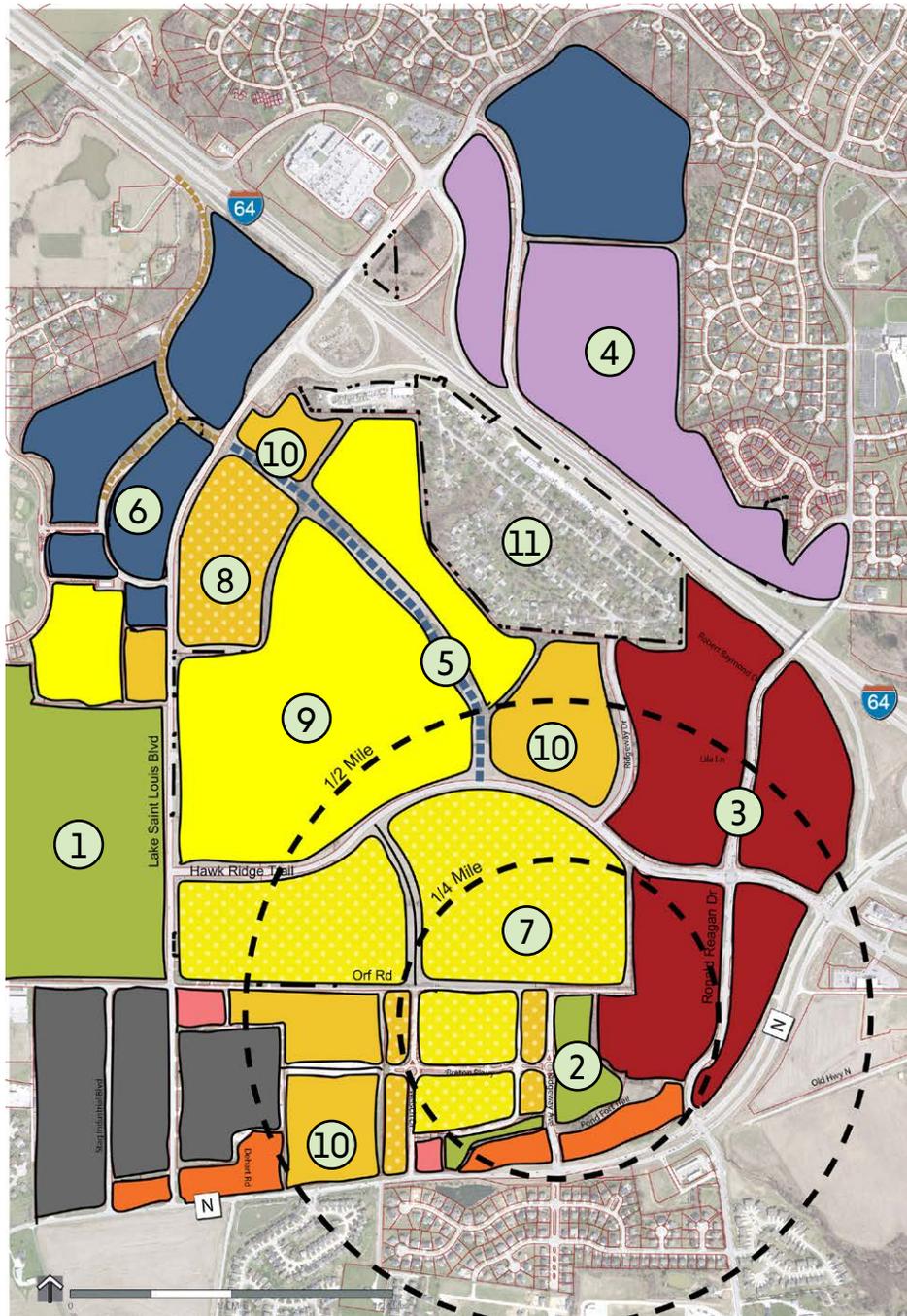
## SCENARIO #2 OVERVIEW

- 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 Business / Office Park Campus Lake
- ⑧ Village - Single Family Residential
- ⑨ Village - Mixed Residential
- ⑩ Suburban - Single Family Residential
- ⑪ Suburban - Mixed Residential
- ⑫ Greenway Network

Scenario 2 includes additional conceptual details such as a greenway network and a campus lake. The greenway network will create a framework of interconnected open space. The greenway network could be achieved through stream riparian buffers, subdivision openspace, and/or a street parkway. The existing topography is well suited for a potential campus size lake near the north end. The lake, as part of a private office park development, could serve functionally to meet stormwater requirements while also providing an aesthetic amenity. Additional study will be required to determine the extent and feasibility of any proposed lake. Both the greenway network and lake concepts could apply to other scenarios. Scenario 2 also shows a future scenario of all unincorporated areas and the Equestrian Center if those areas are developed or redeveloped in the long-term.

*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.*

### Muk Sub-Area Plan: Scenario 2



## SCENARIO #3 OVERVIEW

- 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 Village - Single Family Residential
- ⑧ Village - Mixed Residential
- ⑨ Suburban - Single Family Residential
- ⑩ Suburban - Mixed Residential
- ⑪ Existing Unincorporated Subdivision

Scenario 3 includes almost all residential. Higher density ‘Village - Single Family Residential’ within walking distance of Hawk Ridge Park transitioning to ‘Suburban - Single Family Residential’ to the north. ‘Business / Office Park’ is to the north of Lake Saint Louis Boulevard with ‘Mixed Residential’ to the south within walking distance of the office campus. Scenario 3 also shows a future scenario of the Equestrian Center if the area is redeveloped in the long-term. The Hawk Ridge Trail extension varies in Scenario 3 with a connection into the existing road alignment.

*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.*

# Review of the Draft Comprehensive Plan

## OVERVIEW

The draft comprehensive plan was available for community review from July 7th - August 25th, 2017. Residents had the opportunity to review the draft comprehensive plan in multiple ways including:

- Open House #4 on July 19th
- Download of the draft plan from [www.MyFutureLakeSaintLouis.com](http://www.MyFutureLakeSaintLouis.com) website.
- Digital viewer of the draft plan on Issuu.com
- Hard copies of the draft plan at City Hall.
- Presentation of the draft plan at the August 3rd Planning and Zoning Commission meeting.

While direct downloads of the draft plan were not tracked from the website, over 770 reads of the draft plan occurred on the digital viewer Issuu.com.

## COMMENTS TO THE DRAFT PLAN

Residents had multiple ways to comment on the draft plan including:

- Speaking to the planning team at the July 19th Open House.
- Submitting comments via an online or paper comment form between July 7th - August 25th.
- Speaking at the August 3rd or September 7th Planning and Zoning Commission meeting.

There were 48 comments received in regards to the draft plan from the online and paper comment form.

Below is a summary of comments received in regards to the draft plan from the online and paper comment form.

Age of respondents:

0%	20 - 24 years old
6%	25 - 34 years old
21%	35 - 44 years old
13%	45 - 54 years old
35%	55 - 64 years old
19%	65 - 74 years old
6%	75 and over

Respondents lived or worked in Lake Saint Louis:

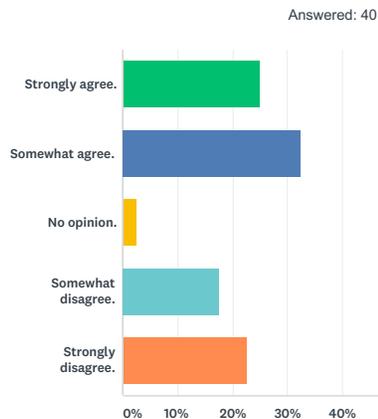
10%	Less than 2 years
19%	2 - 5 years
8%	6 - 10 years
31%	11 - 20 years
31%	Over 20 years

Members of the Lake Saint Louis Community Association:

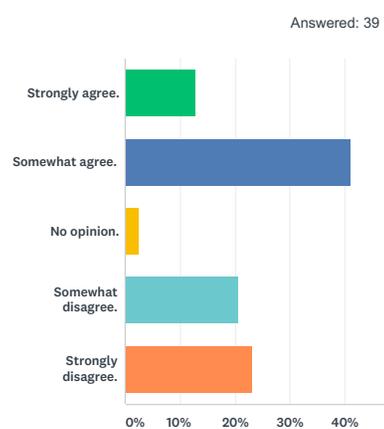
75%	Yes
25%	No

## COMMENTS TO THE DRAFT PLAN (cont.)

The six plan principles (An Outdoor Lifestyle, Neighborhood Vitality, A Prosperous Local Economy, Community Character, Community Cohesion, and Fiscal Responsibility) were presented at the January Open House with additional information at the April Open House. At both open houses, comments toward the plan principles were positive. After reviewing the draft plan, how strongly do you agree with the plan principles, goals, and recommendations?



The intent of the Implementation Chapter is to list 8-10 priority actions. By having a list of 8-10 top priorities, it will allow the City to better focus on key actions. After reviewing the draft plan, how strongly to you agree with the top priorities listed in the action plan?



The two major topics of the written comments were in regard to the Meadows and the Uptown District. About 25% of comments dealt with each topic. Below is a summary of comments.

The Meadows (about 25% of comments)

- Meadows should be a priority.
- Make sure adjacent residential areas are buffered from development.

Uptown (about 25% of comments)

- Support for “facelift” (streetscape improvements, etc).
- Concerns about mixed-use, especially residential. But also some supporting comments.
- Concerns about residential in the Uptown District are visual (building heights), noise, and lake access.



[www.MyFutureLakeSaintLouis.com](http://www.MyFutureLakeSaintLouis.com)

Printed October 2017