

**PLANNING AND ZONING COMMISSION
RESOLUTION ADOPTING THE
CITY OF TOWN & COUNTRY
COMPREHENSIVE PLAN**

WHEREAS, Section 89.340 of the Revised Statutes of the State of Missouri requires that the Planning and Zoning Commission of the City of Town & Country make and adopt a Plan for the physical development of the City; and

WHEREAS, it is necessary and desirable to update the existing Comprehensive Plan of the City; and

WHEREAS, the Commission has made careful studies of existing conditions and probable future growth of the City; and

WHEREAS, the Commission gave due and proper notice of a public hearing on the Comprehensive Plan held Wednesday, May 26, 2010 at 7:30 P.M. in The St. Louis Countian, a newspaper of general circulation in the City of Town & Country; and

WHEREAS, the Commission has carefully considered the Comprehensive Plan, including its maps, charts and narrative; and

WHEREAS, the Planning and Zoning Commission finds that the Comprehensive Plan will guide and accomplish a coordinated development of the City to best promote the general welfare, as well as efficiency and economy in the process of development, in accordance with existing and future needs.

NOW, THEREFORE, BE IT RESOLVED, that the Planning and Zoning Commission of the City of Town & Country hereby adopts the Comprehensive Plan of the City of Town & Country, a copy of which is attached hereto and incorporated herein.

Approved this 26th day of May, 2010.



Ron Sulewski, Chairman



Kraig Kreikemeier, Secretary

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Section 1: Introduction

INTRODUCTION

The City of Town & Country is recognized as a distinguished enclave within the St. Louis region. The community has maintained and enjoyed a comfortable, spacious suburban atmosphere centered around a one acre minimum residential lot size. Coupled with this, the City has attracted high quality office and retail development in specific limited areas. The community's open spaces, good city services, careful adherence to zoning and building codes, fiscal responsibility and community-minded residents have given the City a reputation as a well-established municipality with a high quality of life. It is this quality that sets Town & Country apart from other communities in the St. Louis area as a community committed to proactive planning and design excellence. The desire to preserve the community's character and high quality of life is the focus of this Comprehensive Plan.

PURPOSE OF THE PLAN

As development within the St. Louis region has expanded to the west, the location of Town & Country has become more and more desirable as a place of residence and as a business location. With the dynamics of the region and the community changing, the City of Town & Country has recognized the importance of a proactive stance in community planning.

The City's first Comprehensive Plan, approved in 1986, provided guidance to community leaders on issues related to land use and development. The 1992 annexation of land area north of Interstate 64 (U.S. Highway 40/61) spurred completion of an updated plan, adopted in 1996. As a part of the City's desire to continue a high quality of life and protect the low density residential core of the community, the City of Town & Country has updated the 1996 Comprehensive Plan with this document.

The purpose of this plan is to create a vision for the use of land in the community. The plan establishes goals and objectives which guide the community and provide parameters for decision making pertaining to the use and development of land in the community. This includes a framework for making development and zoning decisions and promoting orderly land use. The plan also identifies appropriate land uses for various sites and implementation strategies. The plan reviews the transportation network which serves the community, and identifies general types and locations of existing natural resources within the community, with the objective of protecting and preserving those resources and open spaces wherever appropriate.

COMMUNITY CHARACTERISTICS

The community is easily accessible.

Town & Country is located approximately twelve miles west of the City of St. Louis in central St. Louis County. Interstates 270 and Interstate 64 (U.S. Highway 40/61) pass through the City as well as Route 141. The major transportation routes, coupled with the regional arterial system and local road network, make the City easily accessible.

The community is predominantly residential.

The land use of the community is predominantly residential, with office, commercial and institutional development located primarily on major highway corridors. Preservation of the residential quality of the City has long defined the community and continues to be a strong focus in the City.

The community values high quality non-residential development in specific limited areas.

Impressive office development has occurred in Town & County, especially along the Interstate 64 (U.S. Highway 40/61) corridor. This has enhanced the community as a business location. Other non-residential uses which add to the quality of life of the residents are educational institutions, medical services, and religious institutions. No industrial uses are currently located in the City and none are anticipated.

The community protects natural resources and open space.

Coupled with the residential focus, preservation of natural resources is a community priority, accomplished in part by requirements for greenspace and open space. Green space is the area required by ordinance with each residential, commercial, and institutional development. This includes landscape and grass areas as well as swimming pools and lakes not used for detention purposes. Open space refers to areas specifically acquired or designated for preservation in a natural state.

Green space requirements, which were originally established to address drainage and detention, enhance the preservation of open space. Other ordinance requirements ensure the preservation of woodlands, streams, and flood plain areas.

Town & Country is a high quality community.

Other priorities which define the City include the enhancement of the City's image as a high quality community. The City preserves its assets by implementing stringent codes which mandate spacious lots, preservation of natural resources, landscaping, quality of construction, and architectural review of new buildings.

THE PLANNING PROCESS

In developing this plan, the City relied on a Committee of the Planning and Zoning Commission, enhanced by the addition of a highly qualified City resident who is not on the Commission. The meetings of the Committee extended over more than a year, to allow the most careful consideration of the City's past, present and future. The Committee was composed of:

- Mayor Jon Dalton
- Alderman Fred Meyland-Smith
- Commissioner Ron Sulewski, Chair
- Commissioner Harvey Schneider
- Dr. Susan Feigenbaum, resident

The Committee considered parameters, goals and products of the review process and identified the following:

- Identify factual information to be updated (existing land use, demographic, roadways, etc.).
- Evaluate Issues, Goals and Objectives for continued validity.
- Identify any Issues, Goals and Objectives requiring further review.
- Review 1996 proposed land uses and current land uses and conformance to 1996 Plan.
- Identify land uses and areas for further study.
- Update the Comprehensive Plan.

The Committee decided to separately review each of four planning areas used. As a part of the review, aldermen from each planning area reviewed the current Comprehensive Plan and then met with the Committee with comments related to their planning area and the whole plan. Proper notice was posted for all meetings, and all were open to the public.

The Committee then presented the draft Comprehensive Plan to a work session of the Planning and Zoning Commission to which the Board of Aldermen were invited to get their input before the Committee formally presented the draft plan to the Planning and Zoning Commission at a Public Hearing.

SIGNIFICANT REVISIONS

The revised Comprehensive Plan contains a number of significant revisions to the 1996 Comprehensive Plan, briefly summarized below.

- Deleted from consideration areas that have been developed since 1996, including:
 - Residential subdivisions, such as Lochinvar, Mason Grove, Amonte, Horton Place, Devonworth, Manderleigh, Polo Downs and Pointe Conway.
 - Schools and churches, such as the Moog School, Churchill Center and School, Delmar Baptist Church, St. Nicholas Family Life Center and Chapel, Westminster Christian Academy and Christian Brothers College High School.
 - The three city parks: Drace Park, Longview Farm Park and Preservation Park.
 - The Charter office campus on the east side of I-270.
 - The Town & Country Crossing mixed-use site.

- Added consideration of the property south of Mason Woods Village, west of Rutherford Lane Subdivision, the Principia campus and the site at the northwest corner of Mason Road and Interstate 64 (U.S. Highway 40/61), formerly occupied by the Missouri Highway Patrol.

- Deleted Open Space as a land use category, while identifying and considering open and/or undeveloped sites, acknowledging current private use and ownership.

- Added Community Identity and Participation as a topic.

- Updated demographic information.

- Updated all maps:
 - Existing Land Use
 - Future Land Use
 - Natural Resources
 - Planning Areas

- Updated and confirmed Town and Country area calculations, both for the city as a whole and for each of the land use categories for current and future land use:
 - Residential – both single family and cluster
 - Retail/Service
 - Office

- Institutional/Community Facility
- Recreation/Club Use
- Institutional/Hospital
- Right-of-Way

CITY OFFICIALS AND STAFF, COMPREHENSIVE PLAN UPDATE

Listed below are members of the City of Town & Country Board of Aldermen and Planning and Zoning Commission.

BOARD OF ALDERMEN

PLANNING AND ZONING COMMISSION

Mayor Jon Dalton (2005-)	
Nancy Marshall Avioli (2008-)	Ward 1
Lynn H. Wright (2005-)	Ward 1
Tim Welby (2006-2008, 2009-)	Ward 2
Al Gerber, Ph. D. (2010 -)	Ward 2
John W. Hoffmann (2008-2010)	Ward 2
William J. Kuehling (2007-2009)	Ward 2
Stephen R. Fons (2004-	Ward 3
Frederick J. Meyland-Smith (2005-)	Ward 3
Phil J. Behnen (2006-)	Ward 4
Jonathan Benigas (2005-2009)	Ward 4
David A. Karney (2009-)	Ward 4

Mayor Jon Dalton
 Ald. Frederick J. Meyland-Smith
 Ron Sulewski, Chair
 Dennis A. Bolazina
 Lyle F. Gulley
 Rodney W. Hightower
 Rick Kelly
 Kraig Kreikemeier
 Dr. Gary Omell
 Michael Zambrana

STAFF

Sharon Rothmel, Planning Director
 Thomas Blanchard, Assistant Planner

Section 2: Goals and Objectives

GOALS AND OBJECTIVES

The Goals and Objectives are the framework for the recommended plan for the City of Town & Country. They outline the general direction which the City intends to take, and they highlight the priorities of the citizens and leadership of the community.

The Goals and Objectives are organized around the issue categories which prevailed during the planning process. These include *Commercial Development, which includes Retail/Service and Office sub-categories, Housing, Zoning, Traffic and Circulation, Recreation and Leisure Activities, Natural Resources, Institutional Uses, and Community Identity and Participation.*

Areas referenced throughout the plan, including this section, include the crossroads and the corridors. The crossroads include the commercial nodes at Ballas and Clayton Roads, Mason and Clayton Roads, and at Clayton and Woods Mill Roads. The corridors include the frontage properties along several major roads, including the Interstate 270 corridor, the Interstate 64 (U.S. Highway 40/61) corridor, and the State Highway 141 corridor.

COMMERCIAL DEVELOPMENT

Retail/Service Development

Goal 1: Encourage retail and service development only as a part of the redevelopment of existing commercial centers and as support/accessory uses in office developments.

Objectives: Limit retail and service development to existing shopping areas at the crossroads, along the State Highway 141 corridor, and in Manchester Meadows Shopping Center.

Broaden scope of service and retail redevelopment to improve traffic flow and related infrastructure, e.g. pedestrian and bicycle ways, etc.

Goal 2: Ensure aesthetically pleasing retail/service developments.

Objectives: Continue to require and enforce landscape and green space requirements included in current City ordinances.

Continue architectural review process.

Encourage updating of existing retail/service development.

Periodically review sign and landscaping ordinances to ensure compatibility with community design standards.

Office Development

Goal 3: Consider the impact on traffic when reviewing proposals for additional office development.

Objectives: Locate additional office development along roadways with adequate capacity for additional traffic.

Limit office development to areas where traffic generated from these uses will generally not use the residential road system and will not adversely impact traffic.

Goal 4: Continue to preserve the character of the community by controlling the amount of commercial office development and encouraging high quality architecture and site design.

Objectives: Limit any additional office development to certain appropriate sites within the Interstate 64 (U.S. Highway 40/61) corridor, and the State Highway 141 corridor.

Periodically review sign and landscaping ordinances to ensure compatibility with community design standards.

Encourage improvement and redevelopment of existing office and/or retail development where appropriate, with the goal of adding value to the community as a whole.

HOUSING

Goal 1: Retain one acre as the primary minimum residential lot size in the community.

Objectives: Preserve the minimum one-acre lot size for single family residential development, except for specific higher density residential use limited to the corridor areas described in Planning Area Site Numbers 1-6 and 3-5 and to existing areas that have housing other than detached single family homes on one acre.

Maintain existing development codes to ensure the protection and enhancement of green space for storm water management.

- Goal 2:** Provide opportunities for a variety of housing types within the community.
- Objectives:** Permit alternatives to detached, single family homes on one acre lots in select corridor locations. See Planning Area Site Numbers 1-6 and 3-5.
- Goal 3:** Consider the impact of new housing development on established neighborhoods.
- Objectives:** Support activities of the City’s Architectural Review Board.

ZONING

- Goal 1:** Use zoning regulations to protect the priorities of the community, including green space and low density development.
- Objectives:** Allow no reductions in the green space requirements of the zoning regulations.
- Retain one acre as the primary minimum residential lot size in the community.
- Goal 2:** Preserve areas of large lot residential development in Town & Country.
- Objectives:** Discourage the rezoning of parcels previously zoned for a minimum lot size of 80,000 square feet.
- Goal 3:** Use zoning regulations as a means of preserving natural resources.
- Objectives:** Review and modify, as necessary, current regulations regarding streams and woodlands to protect these resources.
- Preserve the low density focus of the ordinance as an indirect means of protecting wildlife habitat.
- Goal 4:** Ensure compatibility between land uses.
- Objectives:** Continue to require landscape buffers, including evergreen landscaping which provides effective year-round screening, and berms between different land uses.

TRAFFIC AND CIRCULATION

Goal 1: Preserve the country-like nature of many local roads.

Objectives: Do not modify existing roads to increase shoulder widths or add lanes.

Goal 2: Encourage measures that divert through traffic to major arterials and manage traffic generally.

Objectives: Review methods of deterring traffic, such as stop signs, sticker systems, reduced speed limits, etc., where applicable.

Discourage widening of roads within the community, including Clayton Road, Ladue Road, Ballas Road, Weidman Road, Conway Road, Topping Road, Mason Ridge Road, Babler Road, Bopp Road and Mason Road.

Goal 3: Consider the impact on roadway systems when allowing additional development.

Objectives: Continue to require developers to provide road improvements, such as turn lanes and acceleration/deceleration lanes, to accommodate traffic from new development and redevelopment.

Permit development only in a manner that minimizes traffic congestion.

Goal 4: Encourage use of public transportation.

Objectives: Publicize availability of City-wide and regional bus transportation and the Ballas-Metro Bus Center.

RECREATION AND LEISURE ACTIVITIES

Goal 1: Encourage the preservation /conservation of open space within the City.

Objectives: Maintain contact with property owners of open space to understand and monitor their plans for the property.

Periodically assess the City's interest in acquiring land for open space preservation.

Maintain codes which require green space in all developments.

- Goal 2:** Encourage the maintenance of existing recreational facilities and develop plans for periodic improvements and upgrades.
- Objectives:** Inform residents of the City about recreational facilities and other available resources, including trail systems located at area institutions and office developments.
- Explore the creation of pedestrian/bicycle paths where possible.
- Goal 3:** Create partnerships with other public and private entities within the City to provide enhanced recreational opportunities for residents.
- Objectives:** Initiate contacts with private and not for profit institutions within the city.
- Maintain and expand joint programs with local institutions.
- Monitor future development within the City to encourage and require recreational facilities, such as trails, where appropriate.

NATURAL RESOURCES

- Goal 1:** Protect natural resources, including creeks and streams, wetlands, woodland areas, and wildlife habitat.
- Objectives:** Identify concentrations of natural resources.
- Maintain ordinances which require consideration of natural features in the development process.
- Review the ordinances/codes which specifically address tree preservation, flood plain and floodway protection, lakes, drainageways, and grading.

INSTITUTIONAL USES

- Goal 1:** Maintain an open relationship with institutions located in the City.
- Objectives:** Encourage the improvement and modification of institutions as appropriate and in keeping with existing codes.
- Goal 2:** Consider the impact on traffic when reviewing proposals for additional institutional development.

Objectives: Locate additional institutional development along roadways with sufficient capacity for additional traffic.

Limit institutional development to areas where traffic generated from these uses will generally not use the residential road system and will not adversely impact traffic.

Goal 3: Ensure aesthetically pleasing institutional developments.

Objectives: Continue to require and enforce landscape and green space requirements included in current City ordinances.

Continue architectural review process.

Encourage improvement of existing institutional developments where appropriate.

Periodically review signage and landscaping ordinances to include up-to-date standards.

COMMUNITY IDENTITY AND PARTICIPATION

Goal 1: Reinforce the City's identity as a community offering premiere residential, commercial, office and institutional opportunities.

Objectives: Continue to enforce City codes and regulations.

Maintain green space requirements.

Consider innovative approaches to further enhance the quality of life of the community.

Goal 2: Promote activities which encourage citizens, business representatives, and institutional representatives to identify more strongly with the community.

Objectives: Promote various community-wide activities.

Support Chamber of Commerce activities.

Encourage residents' participation on City boards, commissions, and committees.

Broaden publicity efforts to enhance public awareness of community events.

Promote the use of City-owned facilities and City-sponsored activities.

Section III: Existing Conditions

EXISTING CONDITIONS

DEMOGRAPHIC OVERVIEW*

Population: The population of Town & Country has remained relatively stable. The 2000 Census reported the population at 10,894. Estimated 2008 population is 11,092, a 1.8% increase, with estimated population per household of 2.50, based on a count of new housing units (2000 – 2007) and data from the St. Louis Regional Commerce and Growth Association.

Age: The median age of the City's population was approximately 42 in 1990, and rose to 46.7 in 2000. The most recent official census figures show that in 2000, 22.8% of the City's population was under age 18 and 21.8 % was over age 65. Only 4.2 % of the population was under 5.

Housing: The 2000 census showed 3,741 housing units in the City. Of those, 3,113 (83.7 %) were single-family detached units. Of all units in 2000, 87.8 % were owner-occupied. In 2000, 1,216 residents lived in group quarters, including institutions such as nursing homes, dormitories and convents. The total number of housing units was estimated to be 3,789 in 2008, a 1.3 % increase, based on new building permits, minus demolition permits. Median home value of homes sold in 2007 was estimated to be \$730,000. The 2000 census median home value was \$466,700.

Education: The education level in Town & Country is high. In 2000, approximately 66.2 % of the population over age 25 had a bachelor's degree or higher.

Labor Force Characteristics: The majority (66.1 %) of employed persons in 2000 were in managerial and professional occupations. A large percentage (23.4 %) was in sales and in administrative support occupations. The unemployment rate in Town & Country is very low. In 2000, the rate was only 2.8% of the civilian labor force.

ECONOMIC INFORMATION

The assessed valuation of Town & Country was \$765,753,234 in 2008, a 63% increase since 1998. Through prudent fiscal management and careful budgetary planning, the City has been able to maintain a strong financial position without levying a personal or real property tax. Town & Country's economic stability is also reflected in the City's annual financial report, which typically shows a surplus.

*Source: U.S. Bureau of the Census, Census 2000.

The sources of City revenue include sales taxes (44%), licenses & permits (14%), utility taxes (17%), road & bridge taxes (5%), other non-property taxes (3%), and other revenues (17%). Sales taxes and licenses and permits are the largest sources of revenue for the City. Within licenses and permits are the revenues which are generated by business license fees. These fees are paid by businesses located within the City limits, based on annual generated sales for retail businesses and occupied square footage for all other types of businesses. Business license fees make up 11% of the City's total revenues.

Town & Country is primarily a "point of sale" city; that is, the City retains sales tax revenues generated within most areas of the City. The area annexed in 1992, however, is part of the sales tax pool where sales taxes generated are pooled and then shared on a per capita basis by all "pool" areas throughout the county. The pooling and redistribution of these taxes impacts the point of sales revenues if the per capita average exceeds the county average. In those cases, the revenues are shared with the sales tax pool on a sliding scale. The City also receives a 1/2¢ sales tax for capital improvements and a 1/2¢ sales tax for parks and stormwater.

EXISTING CITY LIMITS AND AREA

The city limits of the City of Town & Country currently contain 11.53 square miles (7,376.72 acres). It is possible that the City may desire to annex unincorporated land adjacent to the current City limits. Sections 72.400-72.423 of the Revised Missouri Statutes provide for a Boundary Commission to review proposals affecting the boundaries of incorporated and unincorporated areas in St. Louis County. Most boundary changes must be approved by the Commission. The Boundary Commission holds meetings and public hearings open to the public to review all annexation proposals. To determine if any annexation would benefit the City, the City would use the following evaluation criteria.

- Is the considered area consistent with the character of the City of Town & Country in zoning, lot size and density, value and appearance?
- Would the financial impact be positive or negative? An annexation could increase the amount of City revenues in sales tax, gross receipts tax, business license fees and other sources of revenue. However, taking on newly annexed areas could increase City expenses, such as administration, police, fire and emergency services, fire dispatching, street and infrastructure maintenance, and stormwater control and management.
- Are there intangible benefits to annexation, such as protection of the character of the City by controlling nearby development, adjustment of City boundaries, and enhancement of public safety services in the annexation area?
- Does annexation carry out the will of existing City residents and businesses and those in the annexation area?

EXISTING LAND USE

Town & Country was originally established as a residential community, with the provision of high quality, single family development as the predominant land use focus. To serve the resident population, and after annexations, non-residential uses have also become part of the City. Office uses are oriented to the interstate corridors along Interstate 64 (U.S. Highway 40/61) and I-270. Retail and service uses, oriented primarily to serving residents of the City and nearby areas, are located along the State Highway 141 corridor and at crossroad locations at Ballas and Clayton Roads and Mason and Clayton Roads. Larger shopping centers are Manchester Meadows, on Manchester Road, and Town & Country Crossing, at the intersection of Clayton and Woods Mill Roads. No industrial uses are currently located in the City and none are anticipated.

A review of existing land use, as indicated on the Existing Land Use Map, indicates that single family residential uses predominate in the community, with lesser amounts of institutional uses and office and retail/service uses. The following chart indicates the approximate acreage and percentage of each category of land use. Discussion of each land use category is provided below.

Land Use Category	Percentage of Land Area	Acreage	Sq. Mi.
Residential—Single Family	61.82%	4,560	7.13
Residential—Attached/Clustered Units	.91%	67	.10
Retail/Service	2.70%	199	.31
Office	4.12%	304	.48
Institutional/Community Facility	11.14%	822	1.29
Recreation/Leisure Activities	3.97%	293	.46
Institutional/Hospital	.82%	60	.09
ROW – Right of Way	14.52%	1,071	1.67
Total	100.00%	7,376	11.53

Source: This data was prepared by CDG Engineers in August 2008, based on maps supplied by the City of Town & Country and prepared by St. Louis County Department of Planning, dated June 2008. Area calculations are approximate only and are not based on actual survey information.

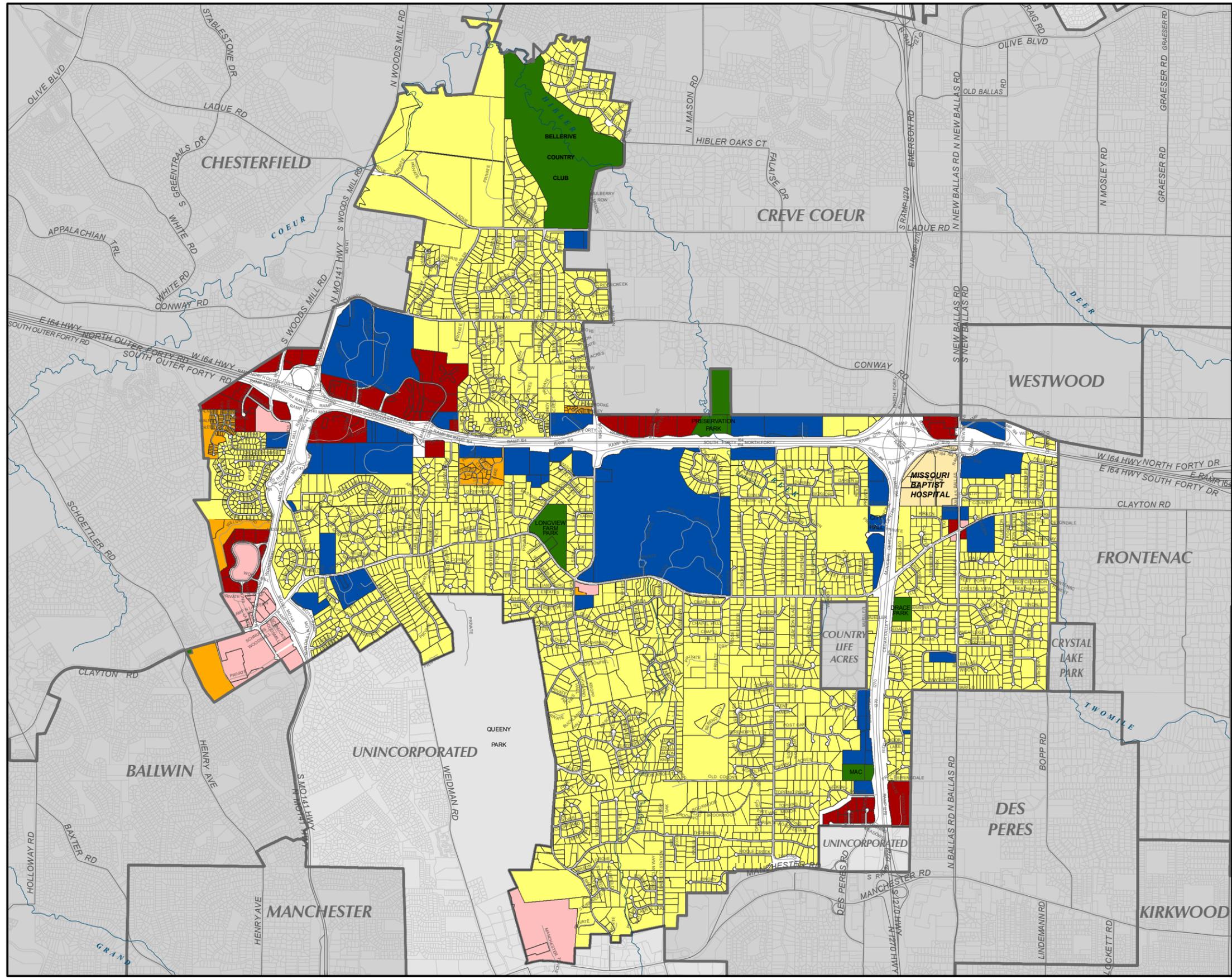
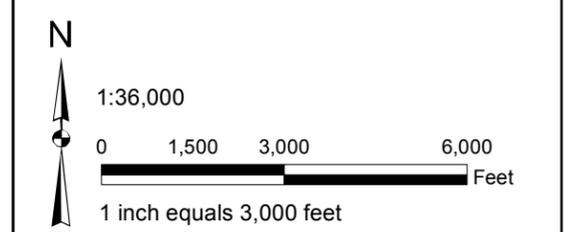
RESIDENTIAL USES

As indicated in the chart above, the City of Town & Country is developed with



Existing Land Uses

- Rivers and Creeks
 - Municipal Boundary
 - Land Use**
 - Residential - Single Family
 - Residential - Attached/Cluster Units
 - Retail/Service
 - Office
 - Institutional/Community Facility
 - Recreation/Club Use
 - Institutional/Hospital
 - ROW - Right of Way*
- * Not a designated land use.



Prepared by
St. Louis County
Department of Planning
June 2008



predominantly residential land uses. Residential development includes predominantly single family homes, most on sites of at least one acre. A modest number of attached units or multiple family units within Town & Country are located along through roadways, including Mason Road, State Highway 141 and Interstate 64 (U.S. Highway 40/61). A villa community is planned for acreage to the west of Town & Country Crossing Shopping Center, on the south side of Clayton Road.

Town & Country remains a popular location for new home construction, with new homes built on previously developed lots accounting for a significant portion of new home construction. The City Architectural Review Board's review process and neighborhood notification procedure minimizes the impact of such "tear downs" on the character of existing neighborhoods.

COMMERCIAL, INCLUDING RETAIL AND OFFICE DEVELOPMENT

Commercial development within Town & Country includes office development and retail and service establishments. These uses have been restricted to roadway intersections and within interstate and roadway corridors. Major retail development within the community includes two significant shopping centers: Manchester Meadows, a commercial center on Manchester Road, west of Mason Road, and Town & Country Crossing, on the south side of Clayton Road, west of Woods Mill Road. A commercial shopping area which serves the general area is located at Clayton Road and State Highway 141 and includes a supermarket and small retail shops on one corner and retail shops and services on two other corners.

Smaller retail areas are located at the "crossroads" of Ballas and Clayton Roads and Mason and Clayton Roads. The Ballas and Clayton Roads intersection includes two service stations and two office buildings. At the southeast corner of Mason and Clayton Roads is a neighborhood shopping center which includes a grocery store, a restaurant, a coffee shop, and specialty retail shops.

Office development within the community is oriented predominantly to the highway corridors, including Interstate 64 (U.S. Highway 40/61), Interstate 270, and State Highway 141 and at Clayton and Ballas Roads. These corridors typically have high visibility and a regional focus, drawing employees from outside the community.

INSTITUTIONAL AND COMMUNITY FACILITIES

This category includes the educational institutions within Town & Country, including Maryville University, The Principia, Visitation Academy, Neuwoehner School, Churchill Center and School, Moog School, Christian Brothers College High School, Mason Ridge School and Westminster Christian Academy. Several religious institutions are within the City, located on interstate corridors and along major roadways. Other institutional uses within the City include four nursing home/assisted living facilities.

Community facilities within Town & Country include the Municipal Center, located on Municipal Center Drive. Administrative personnel and the City's Police Department are located in the Municipal Center, along with the Assembly Room, where the Board of Aldermen and the City's Municipal Court meet. Meeting rooms for various committees and groups are also available in this facility. The City-owned fire station is located at Mason and Clayton Roads. The fire station is owned by the City, but is occupied by the West County EMS and Fire Protection District, which provides fire service to the community under contract with the City. The fire station also provides a community meeting room. Two Missouri Department of Transportation (MoDOT) facilities at State Highway 141 and Interstate 64 (U.S. Highway 40/61) are also classified as community facilities.

RECREATION/LEISURE ACTIVITIES

The City has developed and maintains three community parks:

- Longview Farm Park, at the intersection of Clayton Road and Mason Ridge Road,
- Drace Park, on Cedar Valley Lane, east of Highway 270,
- Preservation /Cadet Park, on North Forty Drive, east of Mason Road.

All three parks provide walking trails, shelters and playgrounds. The original house at Longview Farm Park has been renovated with an addition, to provide community meeting space and park personnel office space. Drace Park is the home of two historic log cabins. Preservation/Cadet Park was developed in cooperation with Christian Brothers College High School, and provides tennis courts and athletic fields for use when regularly scheduled school activities are not taking place.

The City has an active parks and recreation program under the direction of the Director of Parks and Recreation. The program provides community recreation activities and events throughout the year.

The largest private club within the City is Bellerive Country Club, located in the northern area of Town & Country, providing a golf course, club house, pool and other facilities for its members. Bellerive Country Club has served as the site of several national golf competitions. The Missouri Athletic Club West, on Des Peres Road south of Clayton Road, provides indoor and outdoor recreation facilities for its members. Woods Mill Racquet Club, located on Old Woods Mill Road, provides indoor tennis facilities year round for its members. Queeny Park, a county park, is located outside but immediately adjacent to the community, along the southwestern boundary of the City.

A post oak savannah with public access has been preserved at the northwest corner of the Town & Country Crossing mixed use commercial/residential development.

HOSPITAL

The sole hospital within Town & Country is Missouri Baptist Medical Center, located on Ballas Road near its interchange with Interstate 64 (U.S. Highway 40/61). The facility includes the main hospital buildings and several office buildings in a campus setting. The medical campus has a walking trail for public use along its southern boundary. The medical center has undertaken several major additions and renovations during recent years, providing a significant asset for both the City and the region, particularly in cardiology, obstetrics and cancer care.

TRAFFIC AND CIRCULATION

EXISTING ROADWAY SYSTEM

The transportation system which serves Town & Country includes roads under several jurisdictions and of varying functional levels. Interstates 270 and Interstate 64 (U.S. Highway 40/61) make the community highly accessible, while other state roads, county arterials, and City roads allow circulation within the City. The following functional classifications describe the transportation system.

- **Interstate:** These roadways provide the primary connection between major population centers and traffic destinations. Access to these roadways is controlled and there are no grade crossings. Interstates 270 and Interstate 64 (U.S. Highway 40/61) are in this category.
- **Arterials:** Arterial roadways link points of traffic generation and provide a system for intensive uses along their frontage. These roads are designed to carry through traffic; therefore, access onto them may be limited. Manchester Road, State Highway 141, and Woods Mill Road are major arterial roadways. Mason Road, Ballas Road, Clayton Road, Ladue Road, Conway Road, and Weidman Road are minor arterials.
- **Collectors:** Collector roadways distribute the traffic between arterials and local roads and can accommodate small scale activity centers, such as neighborhood shopping centers, and moderate density uses. Topping Road, Barrett Station Road, Old Woods Mill Road, Bopp Road and Mason Ridge Road are collector roads.
- **Local Roads:** Local roads provide direct access to residential, commercial and industrial land uses. In Town & Country, they are most often cul-de-sacs or loop roads. Local roads are not typically designed to carry through

traffic. These roads can be public or private roads. All subdivision streets within Town & Country fall into this category.

Roads within Town & Country fall under several jurisdictions. The interstate highways, Manchester Road, Clayton Road generally west of Old Woods Mill Road and on the Interstate 270 overpass, State Highway 141, Woods Mill Road, Ballas Road, and Ladue Road are within the jurisdiction of the Missouri Department of Transportation. Roads which are outer roads of the interstates, including North Forty Drive, South Forty Drive, Municipal Center Drive, Des Peres Road, and Cedar Valley Lane, are also under the state's jurisdiction.

St. Louis County has jurisdiction over roads within the county arterial system, including Mason Road, Conway Road, and Weidman Road. Roads controlled and maintained by the City of Town & Country include collectors such as Barrett Station Road, Mason Ridge Road, Old Woods Mill Road, Topping Road, and Clayton Road between Old Woods Mill Road and Bopp Road. During the past several years, a number of subdivisions have successfully petitioned the City to take over their streets. Those subdivision streets, as well as subdivision streets that were platted as public streets, are also controlled and maintained by the City.

ROADWAY PLANS

Only one major project is currently planned for State Highway 141, a major arterial roadway serving Town & Country and other cities to the north and south. State Highway 141, under the jurisdiction of the Missouri Department of Transportation (MoDOT), will be relocated to the east of the current alignment north of Ladue Road when it is improved and extended north to Olive Boulevard. A new State Highway 141/Ladue Road interchange will be constructed, and a new roundabout will be constructed just to the west of the proposed Highway 141/Ladue Road interchange, connecting existing State Highway 141 with Woods Mill Road to the south.

PUBLIC TRANSPORTATION

A bus transfer station named the “Ballas Metro Bus Center” is located at the intersection of Ballas Road and Interstate 64 (U.S. Highway 40/61) in the City of Town & Country and serves as a central hub for multiple MetroBus routes, connecting to major employment, educational, commercial, recreational, and health care centers throughout the City of Town & Country and St. Louis County via a single, coordinated transfer.

Within the city limits, the buses travel on Clayton Road, Ballas Road, Conway Road, Mason Road, Maryville Centre Drive, Woods Mill Road and both North & South Forty Drive to various destinations, including direct express bus service to the cities of St. Louis and Clayton, and to MetroLink train stations.

The bus center's architecture emulates historic train stations and has a climate-controlled waiting area and 80 commuter parking spaces. The bus center was funded by a grant from the Federal Transit Administration and the local ½ cent sales tax for transit.

TRANSPORTATION ISSUES

Issues related to the traffic and circulation system within Town & Country include the following:

- “Cut-through” traffic
- Pedestrian/Bicycle systems
- Maintaining arterial roadways at present capacities
- Traffic flow, Woods Mill Road/State Highway 141, between Clayton Road and Interstate 64 (U.S. Highway 40/61), especially access to adjacent properties
- State Highway 141 extension to Olive Boulevard

“CUT-THROUGH” TRAFFIC

"Cut-through" traffic has been identified as a problem on arterials within the community as well as local roads. The use of Clayton Road, Conway Road and Ladue Road for travel beyond the limits of Town & Country is likely to continue. At the City's urging, the Missouri Department of Transportation has agreed to maintain the present widths of Conway Road and Ladue Road, both under State jurisdiction. The City controls Clayton Road and does not anticipate any widening. This will limit the roadways' capacities and therefore may encourage some drivers to find alternative routes. Similarly, Mason Road and Weidman Road are arterial roads maintained by St. Louis County and are likely to be utilized by through traffic.

PEDESTRIAN/BICYCLE SYSTEMS

Limited facilities for pedestrian circulation within Town & Country include sidewalks serving residential areas. Sidewalks are also located along parts of some arterial roadways, including Clayton Road, along Mason Ridge Road and Bopp Road, and throughout the City's parks. The only facilities for bicycle travel are existing sidewalks and roadway shoulders, where they exist. The need for additional walking and biking areas has been identified by many residents. The City is continuing to pursue pedestrian systems linked to destinations such as parks and shopping areas, and recreational sidewalks/trails.

MAINTAINING EXISTING ROAD CAPACITIES

As indicated above, several arterial roads, including Clayton Road, Ladue Road, Mason Road and Ballas Road, carry traffic through Town & Country. The community generally opposes widening these roads, as a means to discourage additional traffic within Town & Country.

NATURAL RESOURCES

Natural resources in Town & Country include creeks and flood plain areas and woodland areas. These resources are located throughout the community as described below. The soil characteristics of the community are also discussed.

A “Final Report of the Stormwater Control Study” was prepared for the City of Town & Country in September 1990, and extended in 1994 to a study of the north annexation area. The report provides a review of major factors that influence development and future stormwater management strategies.

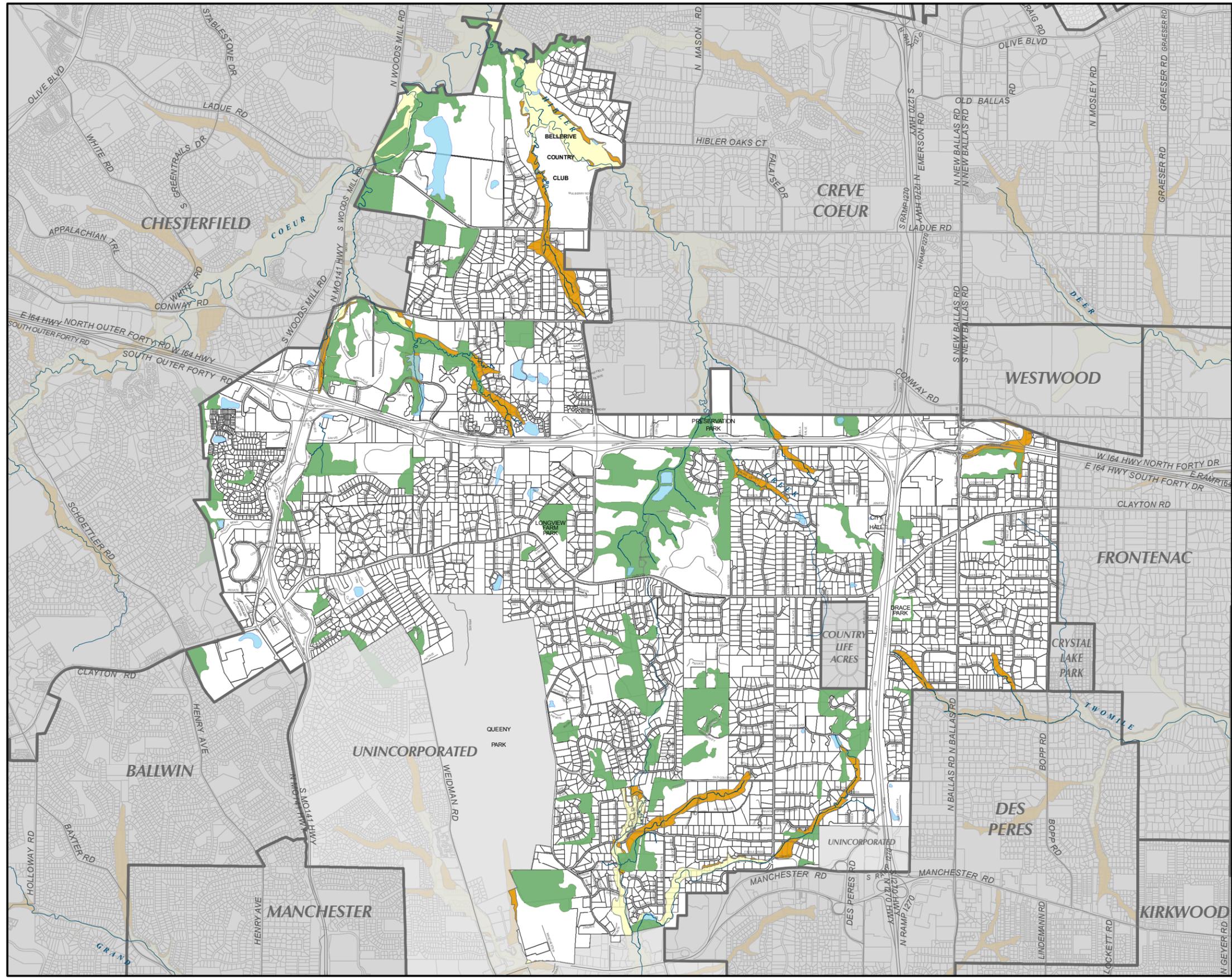
FLOOD PLAIN AND CREEKS

Several creeks flow through Town & Country, as indicated on the Natural Resources Map. These include:

- Deer Creek
- Two Mile Creek
- Smith Creek
- Grand Glaize Creek
- Hibler Creek
- Creve Coeur Creek

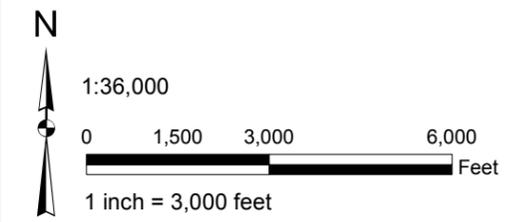
Flood plains tend to center around creek areas, with the most pronounced flood plains in the northern area of the City, annexed in 1992, and the southwestern area of the City near Grand Glaize Creek. Flood plains in the northern area are located in undeveloped golf course property along the east and west sides of Bellerive Country Club, along the west side of Hunter Farm, a large tract of land currently undeveloped and partially used for agricultural purposes, and north of Maryville Centre Office Park.

Grand Glaize Creek is in a more developed area of the City. Residential land uses have developed around the creek, resulting in some rear lot areas being in the flood plain. Other flood plains near residential development include areas on the east side of Interstate 270 along the east and west branches of Two Mile Creek. Residential development has also occurred near the Smith Creek flood plain, located in the northwest quadrant of Interstate 64 (U.S. Highway 40/61) and Interstate 270.



Natural Resources

-  Lakes/Ponds
-  Creeks/Streams
-  Tree Groups
-  100-Year Floodplain
-  500-Year Floodplain



Prepared by
St. Louis County
Department of Planning
June 2008



The flood plain and creek areas have had minimal impact in limiting development in Town & Country, as is evident on the Natural Resources Map. The predominantly one acre zoning in Town & Country can accommodate some flood plain area on a lot with ample building space remaining.

Upon review of the Existing Land Use map, it is noted that the flood plain may impact development on several relatively undeveloped tracts. These include the western area of Hunter Farm, fronting on State Highway 141/Woods Mill Road, and an open area between Conway Road and Maryville University. Although development of these tracts is not planned at this time, any future change in land use will require special treatment of the flood plain area.

Drainageways exist along many of the streams, although they are not part of the flood plain. They move stormwater in the absence of a stormwater system typically installed when a site is developed. They can also be used to supplement a stormwater system during heavy rains. Some drainage ways may also serve as retention areas.

Through a coordinated series of stormwater improvement projects, the City has addressed all stormwater and drainage issues identified in the “Final Report of the Stormwater Control Study”, prepared for the City by Zurheide-Herrmann, Inc., in September 1990 and 1994. Occasional flooding at the intersection of State Highway 141 and Ladue Road will be addressed when the State Highway 141 extension and relocation project designed by the Missouri Department of Transportation is implemented. The City continues to address site specific drainage issues through site plan review and the architectural review process, and has amended the Zoning Regulations to mandate buffers along significant mapped streams in the City.

SOILS

The General Soil Map prepared by the U.S. Department of Agriculture for St. Louis County indicates the soils in Town & Country are in two categories: Menfro-Winfield-Urban land association and Nevin-Urban land association. The majority of the community is in the Menfro-Winfield classification. A smaller area near the southern part of the City is in the Nevin classification. The characteristics of the Menfro-Winfield soil types are typically moderately permeable soils which are deep and well drained. The Nevin classification consists of deep, somewhat poorly drained, moderately permeable soils which typically have a slope of only 0 to 2 percent.

These soil types can support many types of landscape materials, as is evident from the wooded nature of Town & Country. Development of dwellings and small commercial buildings may have slight to moderate soil restrictions. However, issues related to building slides, sinkholes, or other soil related problems typical of other parts of St. Louis County are only rarely found in this community.

WOODLAND AREAS

Woodland areas exist throughout Town & Country due to the City's priority of preserving trees and vegetation within the community and because of the substantial green space and landscape requirements which are part of City development codes. Areas of concentrated woodlands are identified on the Natural Resources Map. Areas with significant woodland area include:

- Hunter Farm
- Maryville University and Office Park
- Southeast quadrant of Interstate 64 (U.S. Highway 40/61) and State Highway 141
- The Principia
- Clayton/Mason Ridge Roads intersection - Longview Farm Park
- North of Manchester Meadows Shopping Center
- Serendipity Lane and residential areas to the west
- Area behind the Municipal Center
- Post oak savannah on the south side of Clayton Road, west of Woods Mill Road and east of Henry Road

Other smaller wooded areas exist in Town & Country, especially along creeks and streams. It is anticipated that tree retention will continue to be a priority in the community and that future development will be designed to retain the maximum woodland area possible on a given site.

The natural resources in Town & Country have not limited development opportunities within Town & Country. However, existing development codes and the previous Comprehensive Plan encourage retention of woodland areas, protection of streams, and avoidance of construction in the flood plain. Therefore, development has tended to accommodate natural resources, rather than minimize or destroy the streams and woodland areas of the community. An example of the City's emphasis on natural resource preservation during development is the successful retention and rehabilitation of a remnant post oak savannah area in the Town & Country Crossing mixed use commercial/residential development on the south side of Clayton Road, west of Woods Mill Road and east of Henry Road.

Section IV: Plan Recommendations

PLAN RECOMMENDATIONS

Land Use

The City was divided into four planning areas. Recommendations regarding future land use are discussed below by planning area. For each planning area there is a general discussion of existing and future land use, followed by a detailed discussion of the proposed land uses for open/undeveloped sites. The Planning Areas Map indicates the individual planning areas and a map for each of the planning areas is included. The Future Land Use Map is located within this section.

Throughout the plan, the crossroads areas and the corridor areas are referenced. The crossroads refer to the commercial nodes at Ballas and Clayton Roads, at Mason and Clayton Roads and at Woods Mill and Clayton Roads. The corridors include the frontage properties along several major roads, including the Interstate 270 corridor, the Interstate 64 (U.S. Highway 40/61) corridor, and the State Highway 141/Woods Mill Road corridor.

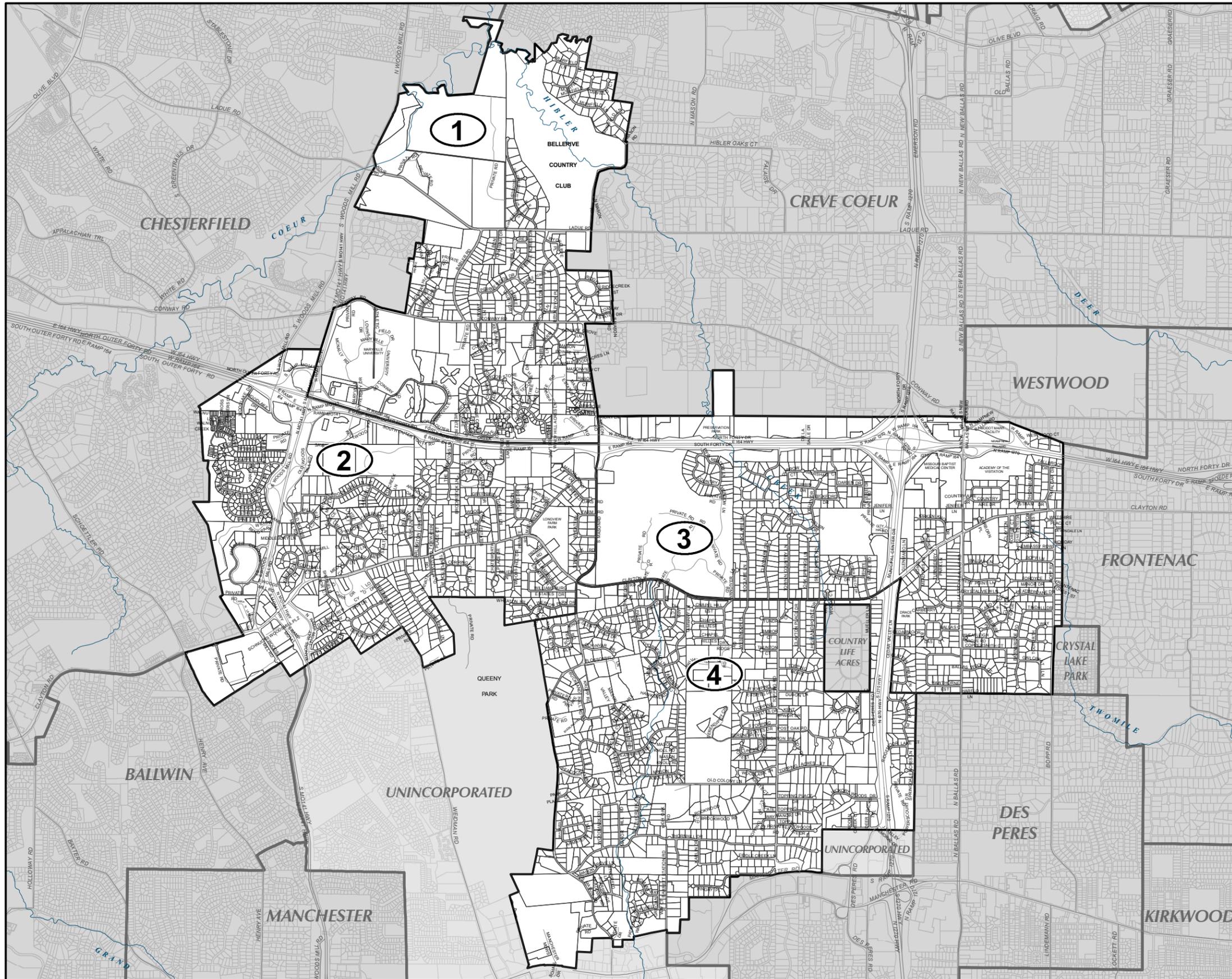
Planning Area 1

Existing Conditions

Planning Area 1 includes the area north of Interstate 64 (U.S. Highway 40/61) which was annexed by the City of Town and Country in 1992. It is bounded by State Highway 141 and Woods Mill Road on the west and Mason Road on the east. Maryville University and Bellerive Country Club are located in this area of the City. Also, Hunter Farm, a privately owned, largely undeveloped tract, is located in this planning area. Ladue Road and Conway Road cross this planning area, while Mason Road is along the east and State Highway 141 and Woods Mill Road are along the western boundaries of this area.

Existing land use in this planning area is predominantly residential, including Hunter Farm, a large estate with a single family residence and some agricultural use. Other land uses include Bellerive Country Club, Maryville University and several churches which are institutional uses, and Maryville Center, an office park development. This is also the site of a hotel.

The Interstate 64 (U.S. Highway 40/61) corridor and State Highway 141 and Woods Mill Road corridor run through this planning area. Along the corridors, land uses include residential, office, and institutional uses. Also, a facility previously used by the State Highway Patrol is located in the northwest quadrant of Interstate 64 (U.S. Highway 40/61) and Mason Road. Maryville University and residential development line the State Highway 141 and Woods Mill Road corridor.



Planning Areas

(X) Planning Area



1:36,000

0 7061,412 2,824

Feet

1 inch equals 3,000 feet

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St. Louis County
Department of Planning
June 2008



Future Land Use

The future land use plan includes a continued predominance of single family residential development in Planning Area 1. The pattern of development along the Interstate 64 (U.S. Highway 40/61) corridor in this planning area is unlikely to change, given the established development already in place. However, modifications to the State Highway 141 and Woods Mill Road corridor will impact land uses in the northern part of this planning area. Specifically, State Highway 141 will be shifted to the east as it extends north from Ladue Road. This road realignment will create a small land area between the new road and the existing road. This area is reviewed below as Site 1-2.

Individual sites with development or redevelopment potential in the future are reviewed below and identified on Planning Area 1 Map.

Site 1-1 (Hunter Farm)

This is a large site of approximately 350 acres. It is located in the northeast quadrant of State Highway 141/Woods Mill Road and Ladue Road. The large site includes a lake and other significant natural resource features, including significant woodland areas. The preservation of these natural resources is essential if the site is ever developed. The appropriate land use would be single family residences at a density and development style comparable to development in the area of the site. Low density development of 2 to 3 acres per site would be preferred in areas near Bellerive Country Club to ensure compatibility with other residential development in the area.

Site 1-2

The realignment of the State Highway 141 limited access roadway, which is planned to the east of the present alignment, will create this small site. The current Missouri Department of Transportation (MoDOT) plan indicates this remaining parcel will be generally triangular, about 1,500 feet long and 0 to 300 feet wide, containing about five acres. The parcel will have no access to the new State Highway. Some or all of this parcel may also be acquired by MoDOT for the intersection connection of existing Woods Mill Road and State Highway 141. A substantial portion of this site area is in the flood plain.

Given the site limitations due to the flood plain and varying site width, coupled with the probable use of much of this site for state right-of-way, development of this site is unlikely.

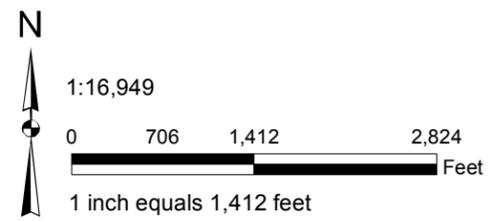
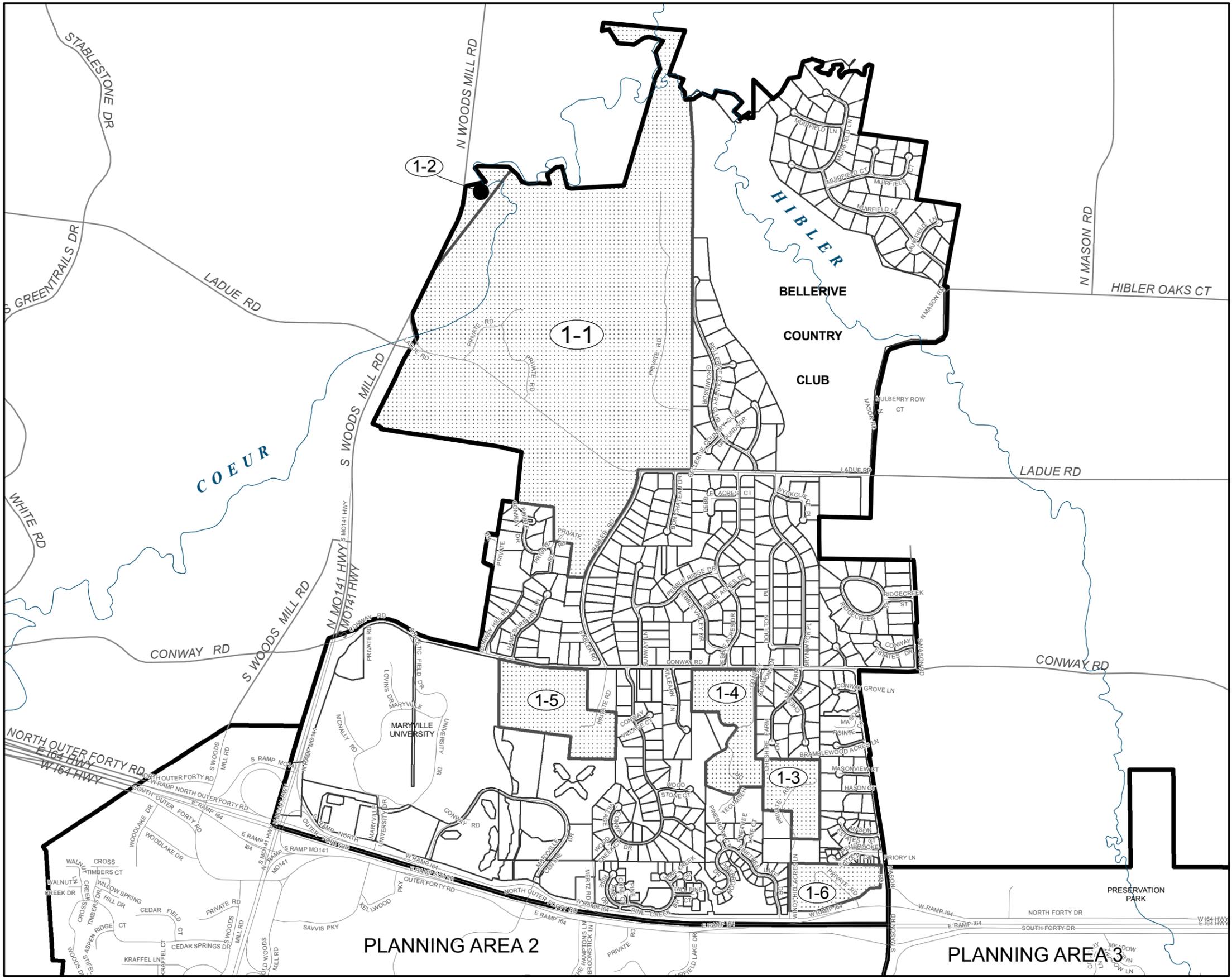
Site 1-3

This site does not have any direct road frontage. It is to the north of North Outer Forty Road and west of Mason Road. It is currently developed with two single family homes



Planning Area 1

1-X Site Number



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June 2008



and related outbuildings. The central area of the site is wooded and access to this site is via a private road. Given the predominance of single family residential development in the area, the appropriate land use for this site is limited to single family residences.

Site 1-4

Site 1-4 is located at the southwest corner of Conway Road and Tecumseh Drive. The site is undeveloped and includes significant woodland areas in the northern portion of the site. The appropriate land use for this site is single family residences, given the predominant single family residential land use pattern in the area. As an alternative, the site would be valuable open space given the mature woodlands located on the site.

Site 1-5

Site 1-5 is located on the south side of Conway Road, west of Conway Village Drive. The site includes natural features which constrain development on the site. These include flood plain, a creek, woodland area, and rough topography. Single family development would be an appropriate use for this site, given the residential land use pattern in the area. Because of the proximity to Maryville University, institutional land uses would also be appropriate for this site.

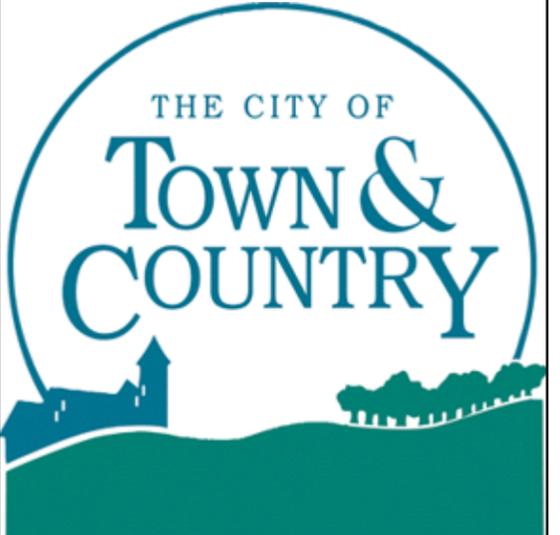
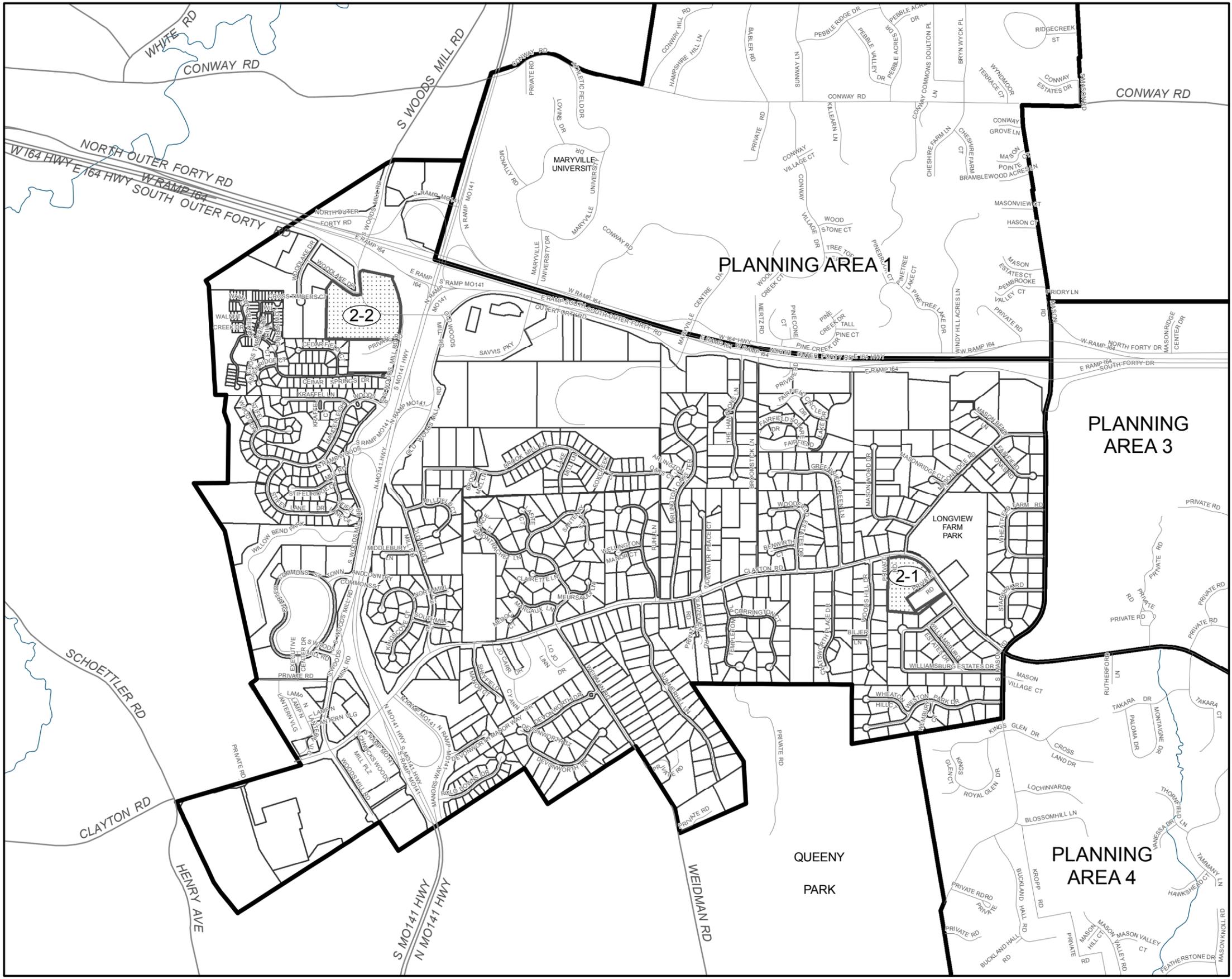
Site 1-6

Site 1-6 is located at the northwest corner of Mason Road and North Forty Drive. Until the end of 2008, it housed regional headquarters for the Missouri Highway Patrol. The site is bounded on its west and part of its north by detached single family houses, and on the remainder of its north side by attached single family houses. Given its proximity to the highway and shallow depth of the site, clustered residential uses or institutional uses such as churches or schools, highly compatible with residential use, are appropriate for this site.

Planning Area 2

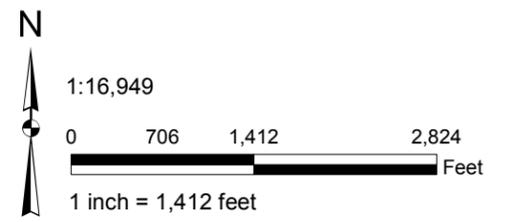
Existing Conditions

Planning Area 2 includes the area south of Interstate 64 (U.S. Highway 40/61) extending to the west of State Highway 141. This area of the City was part of the 1983 annexation and includes several large, non-residential land uses, including Charter Commons, the Schnucks Woods Mill Center, Clayton Village Shopping Center, Lamp & Lantern Shopping Center, Town & Country Crossing Shopping Center, Woodsmill Shopping Center and 141-Clayton Shopping Center. An area of high rise and low rise office buildings is south and west of Woodsmill Shopping Center, at the southwest corner of State Highway 141 and Interstate 64 (U.S. Highway 40/61). Mason Ridge School, a public elementary school in the Parkway School District, Westminster Christian Academy, and three nursing homes, including Mari De Villa Retirement Center, The



Planning Area 2

(2-X) Site Number



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Cedars at the JCA and Town and Country Healthcare Center, are also located in Planning Area 2.

Existing land use in this planning area includes a substantial residential area, including a large apartment complex, and two churches and a convent. A city park, Longview Farm Park, is located at the northeast corner of Clayton Road and Mason Ridge Road.

The Interstate 64 (U.S. Highway 40/61) corridor and State Highway 141 and Woods Mill Road corridor run through this planning area. Along the Interstate 64 (U.S. Highway 40/61) corridor, land uses include residential, office/retail, and institutional uses. Along State Highway 141 and Woods Mill Road there are commercial and office uses, retail/service uses, and some residential development. Clayton Road crosses this planning area; residential and institutional uses abut this major arterial roadway. Mason Road, fronted by a school and residential development, is along the eastern edge of this planning area.

Future Land Use

The future land use plan includes a continued predominance of single family residential development in Planning Area 2. The pattern of development along the Interstate 64 (U.S. Highway 40/61) corridor in this planning area is unlikely to change given the established development already in place. Similarly, the development pattern along the State Highway 141 and Woods Mill Road corridor, which is a mix of residential development, office and retail/service activity, is unlikely to change. The predominance of single family residential development will continue, and open space preservation is considered an appropriate alternative land use at several locations.

Individual sites with development or redevelopment potential in the future are reviewed below and identified on Planning Area 2 Map.

Site 2-1

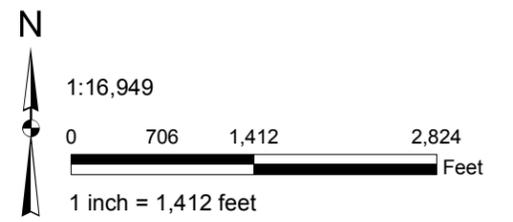
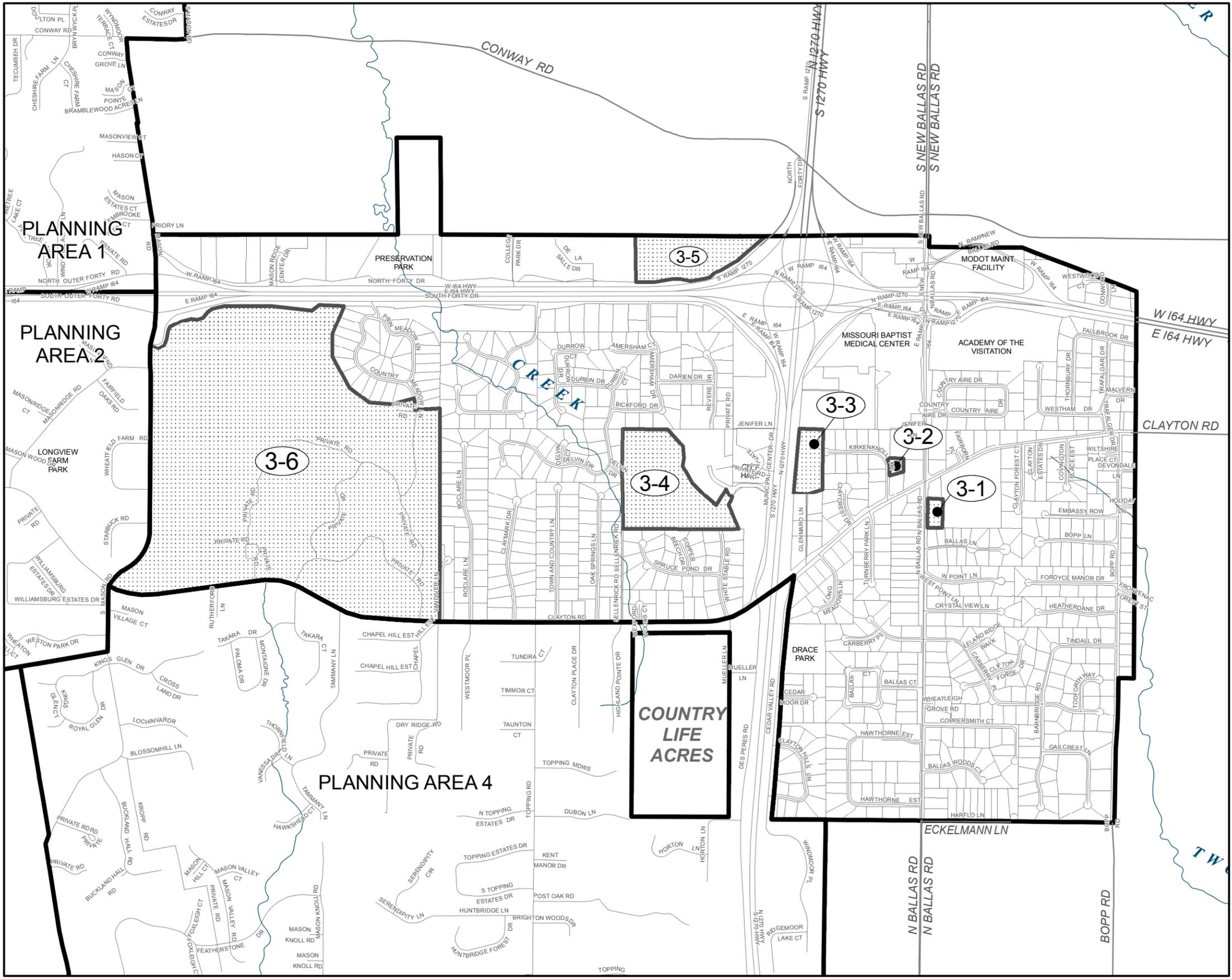
Site 2-1 is located on the south side of Clayton Road, west of Williamsburg Estates Drive. The site, which is developed with four single family homes, is heavily wooded and falls to the rear. Given the predominant single family land use pattern in the area, the appropriate uses for this site are single family residences. Preservation of the site for open space and auxiliary uses for Longview Farm Park would also be reasonable land uses.

Site 2-2

Continued commercial (retail and office) use is recommended for this site. Its use as a service resource has been diminished by poor accessibility due to rerouting of Highway 141 and Woods Mill Roads. A long-term goal for this site is to increase retail uses and



Planning Area 3
 (3-X) Site Number



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 July 2010



improve both its appearance and accessibility.

Planning Area 3

Existing Conditions

Planning Area 3 includes the area south of Interstate 64 (U.S. Highway 40/61) extending to the east of Mason Road. This area of the City includes the interchange of Interstate 270 and Interstate 64 (U.S. Highway 40/61). Existing land use in this planning area is predominantly residential, in addition to some office development along Interstate 64 (U.S. Highway 40/61). Several institutions, including Christian Brothers College High School, Moog School, Churchill School, The Principia, Visitation Academy, Neuwoehner School, St. Nicholas Family Life Center & Chapel and Missouri Baptist Medical Center, are located in this planning area. Also, the Municipal Center and Town & Country Fire Station are located in this planning area. Drace Park, on the east side of Cedar Valley Lane, south of Clayton Road, is a city park. Preservation/Cadet Park, a park developed through a partnership between the City of Town & Country and Christian Brothers College (CBC) High School, is north of Interstate 64 (U.S. Highway 40/61), in this planning area.

The Interstate 64 (U.S. Highway 40/61) corridor and Interstate 270 corridor run through this planning area. Along the Interstate 64 (U.S. Highway 40/61) corridor, land uses include residential, office/retail, and institutional uses. Along Interstate 270, there are primarily residential uses, in addition to some institutional development. Clayton Road crosses this planning area; residential and institutional uses line this route. Also, the crossroads area at Ballas and Clayton Roads is within this planning area. This crossroads includes two service stations and two office buildings. Mason Road, fronted by The Principia and the Town & Country Fire Station, is along the western edge of this planning area.

Future Land Use

The future land use plan includes a continued predominance of single family residential development in Planning Area 3.

The pattern of development along the Interstate 64 (U.S. Highway 40/61) corridor in this planning area includes several single family residences, a pattern which may change over time given the impact of the interstate interchange and the adjacent development pattern. In contrast, the development pattern along the Interstate 270 corridor, except near the interstate interchange, is predominantly residential in this planning area; this pattern is not likely to change. In general, single family development will continue as the predominant land use pattern. Open space preservation is an alternative for several sites.

Individual sites with development or redevelopment potential in the future are reviewed

below and identified on the Planning Area 3 Map.

Site 3-1

Site 3-1 is located on the east side of Ballas Road, south of Clayton Road. The site is currently developed with a single family home located near the north end of the site. The balance of the site is covered with substantial tree growth. Given the proximity to single family residential development, the appropriate land use for this site is single family residential.

Site 3-2

Site 3-2 is located on the east side of Kirken Knoll Drive, north of Clayton Road. The site is vacant and has a row of trees along the roadway frontage and some tree growth along the rear of the site. A church abuts the site to the north. Given the proximity of single family residential development, a single family home is an appropriate use for the site. An adjunct church use would also be appropriate, although access to Kirken Knoll Drive should not be permitted if a non-residential use is developed on this site.

Site 3-3

Located at the terminus of Kirken Knoll Drive along the east side of Interstate 270, Site 3-3 is tree-covered and undeveloped. Given its proximity to single family residential development and Interstate 270, open space preservation, including passive recreation activities such as trails and fitness stations, is an appropriate land use. Also, single family development would be a reasonable land use for the site.

Site 3-4

Site 3-4 is located west of Municipal Center Drive, south of South Forty Drive. A single family home is located in the southwest corner of the site. The rest of the site is undeveloped. A creek, lined with trees, runs through the central part of the site. Residential streets stub into the site along the north and south property lines. Given the proximity of residential development, single family development is an appropriate land use for this site.

Site 3-5

Site 3-5 is located on the north side of North Forty Drive, east of Mason Road. The site is developed with several single family homes and outbuildings on large tracts of land. A pond and several heavily wooded areas are located on the site. The reconfiguration of the interchange of Interstates 270 and 64/ U.S. State Highway 40 significantly impacted the eastern end of this site, bringing the interstate and related lighting very close to the site. Also, the grade level of the eastern end of the site is approximately 32 feet below street level.

A coordinated development of the entire site is desirable. Appropriate land uses for this site include clustered residential units and institutional uses. If clustered residential units are developed, a one-half acre density and some variation in unit heights for the eastern third of the site may be appropriate. Flexible design should be considered to accommodate the unusual topography. This higher density and building variation may be appropriate given the proximity of this end of the site to the interstate interchange. The western portion of the site should be developed at a one acre density with clustering if needed for buffering from the highway and from Christian Brothers College High School to the west.

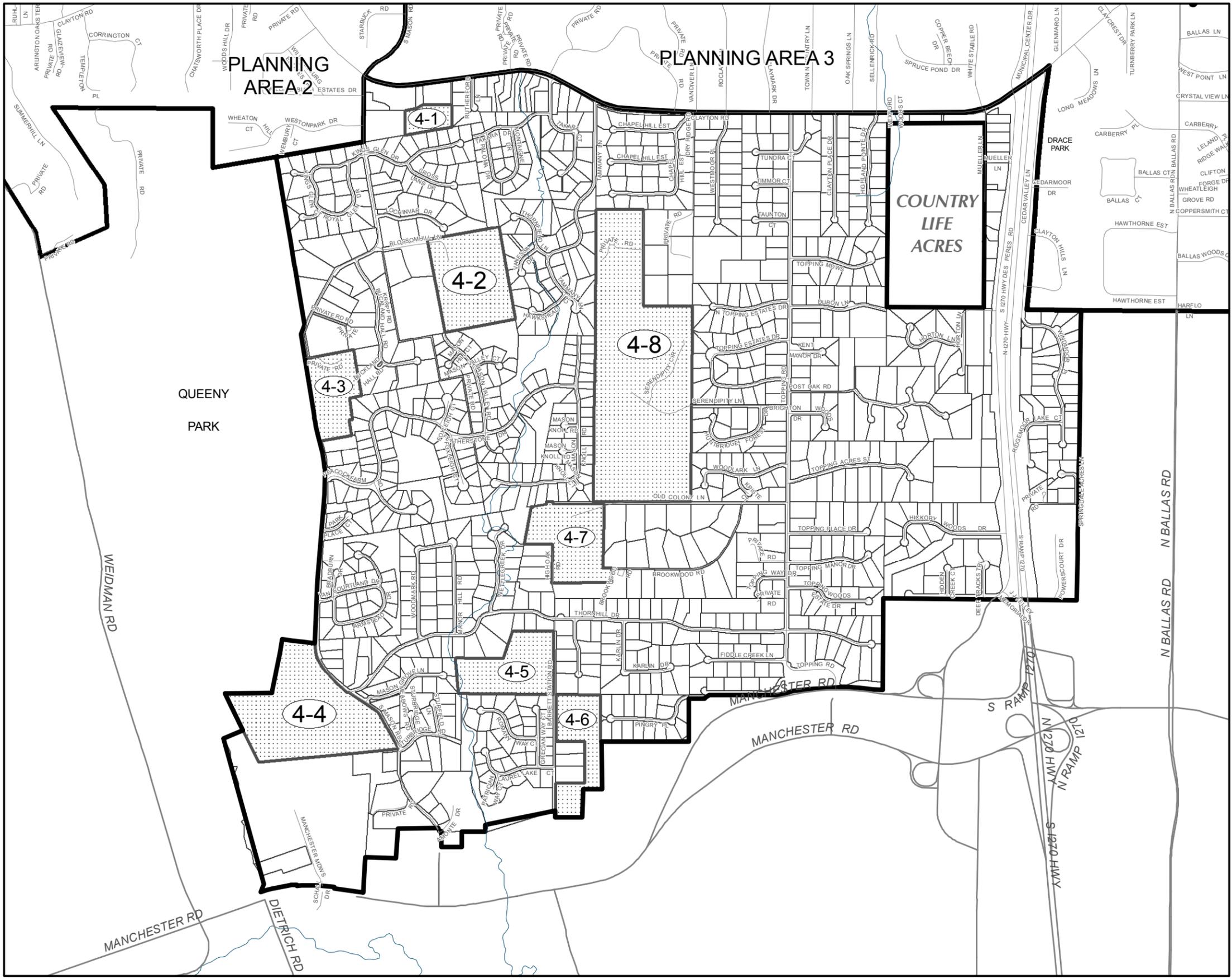
Institutional development would be appropriate for this location, given the other institutional uses along the Interstate 64 (U.S. Highway 40/61) corridor. Non-residential development would also require significant buffering of adjacent single family development.

Site 3-6

This is a large site of approximately 360 acres. It is bounded by Mason Rd. on the west, South Forty Drive on the north and Clayton Rd. on the south and is the home of The Principia School. A small commercial and condominium development lies south of the site, across Clayton Road, and the City of Town & Country fire station is immediately adjacent, at the southwest corner of the site. A residential subdivision lies to the west, across Mason Road. A church and parking lot are adjacent to the northwest corner of the site, and a 32-lot residential subdivision is at its northeast corner. The site is generally considered to be a central location within the city.

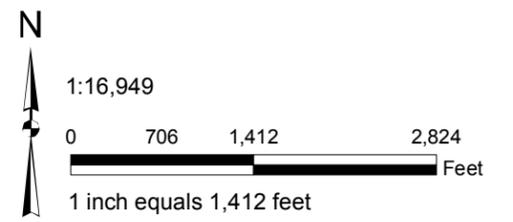
The site is crossed from southwest to northeast by high tension electric lines. Approximately 175 acres of the site east of the power lines are developed as an educational campus (including day and boarding capacity), with classroom buildings, dormitory buildings, faculty housing, athletic facilities and other structures commonly found on a school campus. The remaining acreage west of the power lines is currently undeveloped. The undeveloped land includes a lake, open fields and woodlands.

If the site is to be further developed, special consideration should be given to the central city location of this site and the preservation of its woodlands and other natural resources. Of particular concern in any proposed future development would be the effect of traffic and noise generated by development on residential areas to the west and south. Educational campus uses would be consistent with current uses at this site, as well as single family residential development of a density and development style consistent with nearby residential neighborhoods.



Planning Area 4

4-X Site Number



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Department of Planning
June 2008



Planning Area 4

Existing Conditions

Planning Area 4 includes the southern part of the City, extending south from Clayton Road. The western boundary of this planning area is Mason Road and the eastern boundary is the southeast perimeter of the City. A large commercial shopping center, Manchester Meadows, is within this planning area. Also, the crossroads at Mason Road and Clayton Road, which includes the Mason Woods Village shopping center, is within this planning area.

Existing land use in this planning area includes a substantial residential area in addition to some commercial areas. Also, some office development is located within this planning area along the western and eastern frontages of Interstate 270. Institutional uses located in this planning area include three churches located along the Interstate 270 frontage, and a church located on the east side of Mason Road, south of Clayton Road.

Future Land Use

The future land use plan includes a continued predominance of single family residential development for Planning Area 4. The pattern of development along the Interstate 270 corridor in this planning area is unlikely to change, given the established development already in place. Similarly, the development pattern along Mason Road, which is a narrow, country-like road, will remain residential. Open space preservation is an appropriate alternative for several sites in this planning area.

Individual sites with development or redevelopment potential in the future are reviewed below and identified on the Planning Area 4 Map.

Site 4-1

Site 4-1 is located south of Clayton Road and east of Mason Road behind Mason Woods Village Shopping Center. The site is undeveloped and access is presently limited to an existing private drive. Because of the commercial and institutional nature of the uses which abut this site to the north and west, buffering will be required if this site is developed. Single family development would be appropriate for this site, given the predominance of single family development in this area.

Site 4-2

Located at the terminus of Blossom Hill Lane, east of Mason Road, Site 4-2 abuts existing single family development. Given the surrounding land use pattern, the appropriate land use for this site is single family development. Open space preservation is an appropriate alternative land use.

Site 4-3

Site 4-3 is located on the east side of Mason Road, north of Peacock Farm Road. Site 4-3 includes several single family homes on large tracts of land. The southern half of the site is heavily wooded, while the northern area is spotted with tree growth. Given the predominance of single family development in the area and the narrow configuration of Mason Road in this area, single family development is an appropriate land use for this site. Open space preservation would also be appropriate for this site.

Site 4-4

This site is located on the west side of Mason Road at Thornhill Drive. The site is developed with single family homes on large lots fronting on Mason Road. The central site area is a large, undeveloped tract. There is substantial tree growth throughout the site, and a creek runs through the site. The site elevation is substantially higher than Manchester Meadows Shopping Center to the south. Given the location on Mason Road, which is a narrow and curving road, the proximity to residential development, and the substantial difference in elevation from the abutting commercial development, the appropriate land uses for this site would be single family residences or open space preservation.

Site 4-5

Site 4-5 is located on the west side of Barrett Station Road south of Thornhill Drive. The site is developed with two single family homes along the Barrett Station Road frontage. There are two creeks which cross the site and extensive tree growth which covers the site. Given the predominant single family residential land use pattern in the area, the appropriate land uses for this site are single family residences or open space preservation.

Site 4-6

Site 4-6 is located on the east side of Barrett Station Road, east of Laurel Lake Court. The site is developed with several single family homes on large tracts of land. A creek runs through the site and tree areas dot the site. A small portion of the southern end of the site is in the flood plain. The site abuts commercial development to the south and east. Given the predominance of single family development in the area, the appropriate land use for this site is single family residential development.

Site 4-7

Site 4-7 is located at the terminus of Old Colony Lane and the north end of High Oak, which extends north from Barrett Station Road. The site is currently developed with one single family residence. The site is partially cleared, with tree clusters dotting the site. Given the predominance of single family development in the area, single family

residences would be an appropriate land use for this site. Open space preservation would also be an appropriate land use for this site.

Site 4-8

Site 4-8 is located at the terminus of Serendipity Lane and Dry Ridge Road. The site includes one very large tract of land and several smaller tracts in the northern site area. The tracts in the northern area include several single family homes. The larger tract is also developed with several residences. Given the predominant single family land use pattern in the area, the appropriate land uses would be single family residential development or open space preservation.

Summary of Future Land Use

A review of future land use, as indicated on the Future Land Use Map and the following chart, shows that the Comprehensive Plan suggests few changes in overall land uses in the future. Residential uses will continue to dominate the City, with a potential slight increase in Attached/Clustered Units (from 67 acres to 116 acres) and a corresponding slight decrease in Single Family use (from 4560 acres to 4511 acres). All other categories of land uses are projected to remain in the same land uses as they are today, if the Land Use Recommendations of the Comprehensive Plan are carried out.

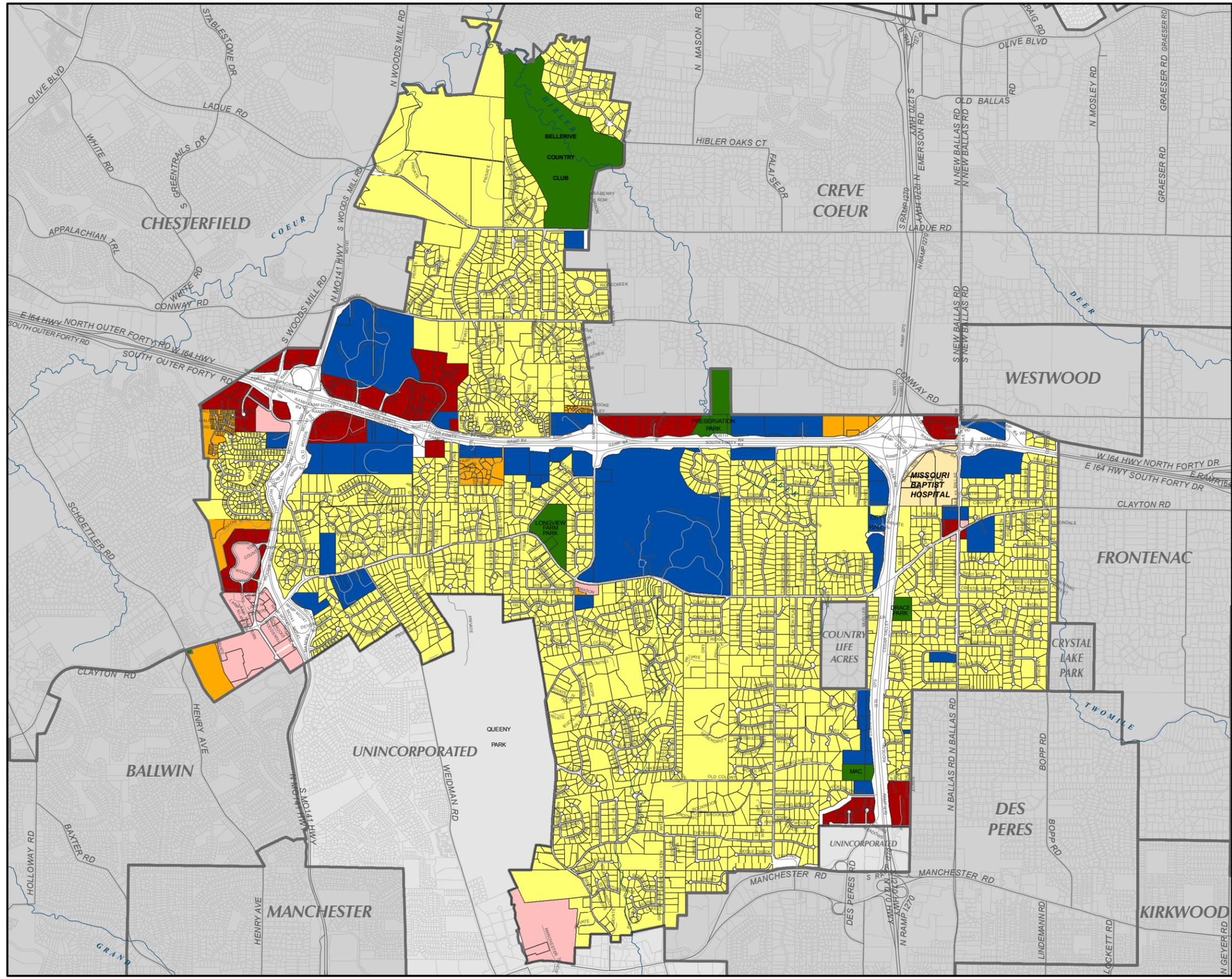
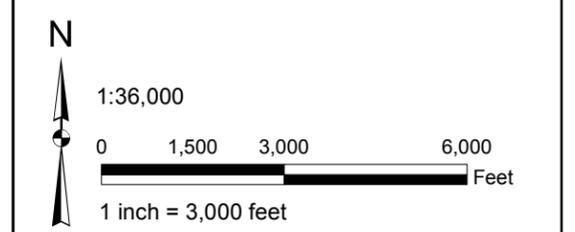
Land Use Category	Percentage of Land Area	Acreage	Sq. Miles
Residential			
Single Family	0.6116	4,511.44 acres	7.05
Attached Cluster units	0.0157	115.95 acres	0.18
Retail/Service	0.027	199.12 acres	0.31
Office	0.0412	304.11 acres	0.48
Institutional/Community facility	0.1114	821.96 acres	1.29
Recreation/Club Use	0.0397	292.74 acres	0.46
Institutional/Hospital	0.0082	60.12 acres	0.09
Right-of Way (ROW)	0.1452	1,071.28 acres	1.67
TOTAL	100.00%	7,376.72 acres	11.53

Source: This was data prepared by CDG Engineers in August 2008, based on maps supplied by the City of Town & Country, prepared by St. Louis County Department of Planning, dated June 2008. Area calculations are approximate only and are not based on actual survey information.



Future Land Uses

- Rivers and Creeks
 - Municipal Boundary
 - Land Use**
 - Residential - Single Family
 - Residential - Attached/Cluster Units
 - Retail/Service
 - Office
 - Institutional/Community Facility
 - Recreation/Club Use
 - Institutional/Hospital
 - ROW - Right of Way*
- * Not a designated land use.



TRANSPORTATION

Recommendations regarding transportation issues are reviewed below by planning area. Each planning area includes a portion of the City. For each planning area, there is a review of the functional classification of the roads in that area, a discussion of problems/ issues related to transportation, and recommendations.

City-wide recommendations related to transportation include the following:

- Discourage road widening except for safety and entrance requirements.
- Maintain the country-like nature of many local roads.
- Consider the road system when reviewing additional development proposals.
- Consider road improvements in key areas, such as continuous center turn lanes on major arterials throughout the city where possible.
- Encourage introduction of most recent technology to enhance traffic flow through improved and new signalization and other means.
- Encourage improvements and additions to road signs to better direct traffic to destinations.

Transportation issues related to each planning area are reviewed below.

PLANNING AREA 1

Functional Classification of Roads

Interstate:	Interstate 64 (U.S. Highway 40/61)
Arterials:	State Highway 141/Woods Mill Road Mason Road Conway Road Ladue Road
Collectors:	None
Local Roads:	All other roads in Planning Area 1

Problem Areas

- The intersections of Ladue Road and State Highway 141/Woods Mill Roads and Mason and Conway Roads are often congested, especially during peak hour travel.
- The intersection of Ladue Road and State Highway 141/Woods Mill Road is flood-prone.

Recommendations

- Ladue Road and State Highway 141/Woods Mill Road and Interstate 64 (U.S. Highway 40/61) and Mason Road intersection are under the authority of the Missouri Department of Transportation (MoDOT). City participation and involvement with MoDot should be encouraged.
- Conway and Mason Roads and their intersections are under the authority of St. Louis County. City participation and involvement with St. Louis County should be encouraged.

PLANNING AREA 2

Functional Classification of Roads

Interstate:	Interstate 64 (U.S. Highway 40/61)
Arterials:	State Highway 141 Woods Mill Road Clayton Road Mason Road Weidman Road
Collectors:	Mason Ridge Road Old Woods Mill Road
Local Roads:	All other roads in Planning Area 2

Problem Areas

- The intersection of the Highway 141 southbound off ramp for Clayton Road and southbound Woods Mill Road is confusing and creates traffic conflicts and potential hazards.

- There is limited access to commercial and office buildings at the southwest intersection of Interstate 64 (U.S. Highway 40/61).

Recommendations

- Encourage cooperation and involvement with appropriate jurisdictions (Missouri Department of Transportation, St. Louis County) to improve traffic flow and signage in locations identified as problem areas.
- Encourage the Missouri Department of Transportation to consider future planning and funding for major reconstruction of the intersection and ramp system at Interstate 64 (U.S. Highway 40/61) and State Highway 141/Woods Mill Road.

PLANNING AREA 3

Functional Classification of Roads

Interstate: Interstate 64 (U.S. Highway 40/61)
Interstate 270

Arterials: Clayton Road
Mason Road
Ballas Road

Collectors: South Forty Drive
North Forty Drive
Municipal Center Drive
Bopp Road

Local Roads: All other roads in Planning Area 3

Problem Areas

- If Missouri Baptist Medical Center expands, there could be an impact on traffic conditions in the Ballas Road corridor and on the surrounding neighborhoods.
- There is congestion along the Ballas Road corridor north of Clayton Road during peak hours.
- There is congestion along Clayton Road east and west of Ballas Road during peak hours.

- Further development on the Ballas Road corridor, both in and out of the City of Town & Country, will exacerbate congestion and may warrant extensive roadway improvements.

Recommendations

- Require that any future development include all necessary roadway improvements so that traffic problems on arterials, collectors and local roads are minimized.
- Recommend against additional access to Clayton Road from highways and institutional facilities.

PLANNING AREA 4

Functional Classification of Roads

Interstate:	Interstate 270
Arterials:	Clayton Road Mason Road Manchester Road
Collectors:	Des Peres Road Topping Road Barrett Station Road
Local Roads:	All other roads in Planning Area 4

Problem Areas

- Mason Road, from Clayton Road to Manchester Road, is narrow and winding, with limited sight lines, no shoulders and numerous fixed objects close to the pavement.
- There is no continuous sidewalk on Mason Road to provide pedestrian access to Queeny Park.

Recommendations

- To improve safety on Mason Road, encourage cooperation with St. Louis County to develop shoulders, including relocation of power poles and other fixed objects that create potential hazards, while maintaining the road's country-like character.
- Cooperate with St. Louis County to develop a continuous sidewalk on Mason Road to connect with the existing Queeny Park trail.

Section V: Implementation Strategies

IMPLEMENTATION STRATEGIES

Implementation strategies provide the steps needed to put this plan into action. These strategies are organized around the issue areas which have been referenced throughout the plan. These include *Commercial and Office Development, Housing, Zoning, Traffic and Circulation, Recreation and Leisure Activities, Natural Resources, Institutional Uses, and Community Identity and Participation.*

COMMERCIAL AND OFFICE DEVELOPMENT

Strategy 1: Evaluate architectural quality of new commercial and office buildings to enhance the appearance of the community.

Action Steps:

1. Continue to support the architectural review process established and implemented by the Architectural Review Board.

Strategy 2: Preserve aesthetic quality by maintaining and enhancing landscaping requirements and opportunities.

Action Steps:

1. Review and update as appropriate ordinance requirements related to landscaping. Research other alternatives for innovative concepts.
2. Review and update as appropriate ordinance requirements related to buffering. Research other alternatives for innovative concepts.

Strategy 3: Periodically evaluate sign ordinances to insure signage compatible with the community.

Action Steps:

1. Review ordinance requirements related to signage. Research other alternatives for innovative concepts.
2. Address the needs of large commercial centers in the City, consistent with the community's goals of quality design.
3. Support the work of the Architectural Review Board with respect to development of a City-wide signage plan.

Strategy 4: Develop an organized promotional strategy to educate the public and advance the City's interest in a vibrant local commercial sector.

Action Steps:

1. Encourage City leadership to build and maintain relationships with business owners/ representatives/developers through the Chamber of Commerce and other means.
2. Encourage City leadership to meet periodically with business owners/representatives through community oriented organizations.
3. Continue support of the Community Economic Opportunities Coordinator, supported by the Finance and Economic Opportunities Commission.
4. Encourage businesses to share information regarding business plans.
5. Work to attract businesses that are appropriate for the community.
6. Enhance two-way communication between business and community.

Strategy 5: Promote reconstruction and updating of existing commercial centers and redevelopment in locations where traffic would not adversely impact the City core.

Action Steps:

1. Establish dialogue with property owners.
2. Work with Missouri Department of Transportation to identify and develop solutions to access problems that limit redevelopment.

Consider creative design strategies for renovation and updating of existing centers to improve their attractiveness and mix of uses.

HOUSING

Strategy 1: Maintain relationships with the residential development community.

Action Steps:

1. Encourage the Architectural Review Board to meet periodically with developers to determine plans for new development.
2. Consider a requirement of berms and buffering for residential use along the interstate corridors.

Strategy 2: Enhance and protect existing residential neighborhoods during and after construction or other land disturbance.

Action Steps:

1. Continue to require innovative storm water management solutions on individual lots.
2. Continue to support the Architectural Review Board in its review of new construction and related matters.

ZONING

Strategy 1: Maintain existing zoning ordinance requirements related to green space and minimum lot size for both residential and commercial areas throughout the City.

Action Steps:

1. Periodically review community goals to provide a basis for maintaining ordinance requirements.

TRAFFIC AND CIRCULATION

Strategy 1: Analyze roads and road conditions to maximize safety and enhance circulation of motor vehicles, bicycles and pedestrians while maintaining the residential character of the city.

Action Steps:

1. Meet periodically with St. Louis County and Missouri Department of Transportation to review plans for area roadways.
2. Seek opportunities for maximizing safety and circulation.
3. Develop sidewalks and bicycle trails on arterial streets throughout the city, where

they can be developed without creating excessive amounts of pavement or intruding on residential property.

Strategy 2: Address traffic issues in the community.

Action Steps:

1. Identify areas/intersections with traffic problems.
2. Initiate review of problem areas and determine methods for addressing traffic.
3. Study development trends in community and surrounding communities which could impact the City.
4. Encourage the continued improvement of major arteries to absorb traffic and improve pedestrian and bicycle circulation.

RECREATION AND LEISURE ACTIVITIES

Strategy 1: Continue to promote, improve and maintain the City's parks and recreation programs.

Action Steps:

1. Periodically assess existing parks, trails and recreation programs for use and responsiveness to resident needs.
2. Implement newsletter/website/park user questionnaires to discover resident satisfaction with facilities.
3. Consider updates and new programs based on resident input.
4. Interact with Parks and Trails Foundation and other community organizations.

Strategy 2: Continue to promote relationships with local institutions and private property owners to expand recreational opportunities within the City.

Action Steps:

1. Encourage the City Parks and Trails Commission to inventory and publicize non-public recreational facilities available within the City.
2. Publicize availability of such opportunities within the community.

NATURAL RESOURCES

Strategy 1: Preserve natural resources.

Action Steps:

1. Identify, inventory, map and preserve woodlands and drainageways and other sensitive natural areas.
2. Review ordinance requirements related to natural resources. Research other innovative concepts.
3. Encourage innovative design to reduce the need for impervious surface.
4. Continue the program to identify historic trees within the community and urge their maintenance and preservation; communicate such information to appropriate City boards and commissions.

INSTITUTIONAL USES

Strategy 1: Maintain relationships with representatives of institutions.

Action Steps:

1. Encourage City leadership to meet periodically with institutional representatives to keep informed about institution plans for modification and/or expansion.
2. Develop opportunities for cooperation and joint use with community institutions.

COMMUNITY IDENTITY AND PARTICIPATION

Strategy 1: Promote the City as a premiere residential community with outstanding business, office and institutional facilities.

Action Steps:

1. Continue to advance the City's image through newspaper articles, membership in regional organizations, the City's website and other means.
2. Recognize the value of quality office and retail uses in the community and promote their importance.

3. Promote the City's strategic location and accessibility in the region.

Strategy 2: Promote citizen and business community involvement in the City.

Action Steps:

1. Explore community interests and preferences through periodic surveys.
2. Identify potential committee members through an ongoing nomination process.
3. Continuously inform residents about the community and opportunities for involvement.

Strategy 3: Strengthen and expand the City's sense of community.

Action Steps:

1. Continue to promote community-wide events and activities.
2. Encourage subdivision and neighborhood activities and interaction with the City.
3. Encourage the Community Relations Commission to develop an annual short term program with an annual progress report to develop and measure ways to enhance the City's sense of community.