

Schedule

Be sure to attend the final open house for the Comprehensive Plan.

Open House #4: Summer 2017

<h2>1</h2>	<h3>Discovery and Awareness</h3> <ul style="list-style-type: none"> ■ Project kickoff ■ Existing conditions analysis ■ Stakeholder and focus group meetings ■ Community survey ■ Open House #1 	<p>July - Oct 2016</p>
<h2>2</h2>	<h3>Community Vision and Goals</h3> <ul style="list-style-type: none"> ■ Visioning and goal development ■ Market and economic analysis ■ Preference survey ■ Sub-area plans ■ Open House #2 	<p>Nov - Jan 2016/17</p>
<h2>3</h2>	<h3>Draft Plan Recommendations</h3> <ul style="list-style-type: none"> ■ Draft plan components and recommendations ■ Follow-up stakeholder meetings ■ Open House #3 	<p>Feb - April 2017</p>
<h2>4</h2>	<h3>Plan Refinement and Adoption</h3> <ul style="list-style-type: none"> ■ Draft comprehensive plan for city and steering committee review ■ Draft comprehensive plan for public review ■ Open House #4 ■ Adoption by Planning and Zoning Commission and Board of Aldermen 	<p>May - Sept 2017</p>



Open House #2 - January



Other Engagement Activities

We Are Here



Our City.
Our Plan.
Our Future.



www.MyFutureLakeSaintLouis.com

Welcome!

Thank you for attending tonight's open house for the Lake Saint Louis Comprehensive Plan. Be sure to visit all the stations and talk with the planning team.

What is a Comprehensive Plan

A comprehensive plan is a strategic guide for the community to follow as it considers decisions, both large and small, over the next 20 years in relation to future land use decision-making and the physical development of the City. A comprehensive plan translates a community's values into specific actions. It is closely integrated with other municipal documents and initiatives.

Why a Comprehensive Plan is Needed

Since incorporation in 1975, Lake Saint Louis has grown, without a comprehensive plan, to be one of the premier cities in the region. However, a comprehensive plan will have several advantages including developing a consensus on a community vision and community priorities that will help shape growth in the community for the next 20 years.

The Purpose of Open House #3

Tonight's open house is the second of four open houses during the planning process. The purpose of tonight's meeting is:

- Review the results of the Visual Preference Survey
- Review the Draft Plan Components

Ways to Stay Involved in the Planning Process

Resident involvement is a very important part of this process. There will be four open houses during the planning process. Visit www.MyFutureLakeSaintLouis.com to stay up to date and sign up for the City's email list. You can share your thoughts and comments via social media with the hashtag #MyFutureLakeSaintLouis.

Starting at 5:30pm, there will be a brief presentation that will repeat at 6:15pm and 7:00pm.

#MyFutureLakeSaintLouis

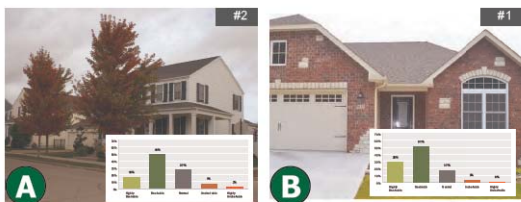


www.MyFutureLakeSaintLouis.com

Our City.
Our Plan.
Our Future.



Visual Preference Survey Results



Residential

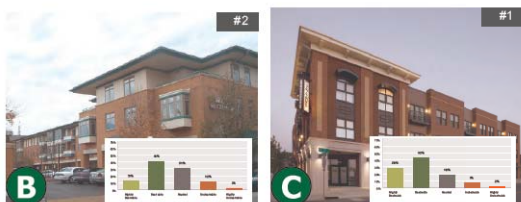
BRICK AND STONE EXTERIOR

"I prefer brick and the stone is beautiful"
 "I like one story homes. I like the landscaping and the brick."
 "The brick on the front of the house and the look at the whole picture. It is a clean look."

TREES AND SIDEWALKS

"Tree lined streets with sidewalks; walkable community; friendly."
 "Trees and Sidewalks."

"Sidewalks, generous grassy lots, trees, modest Midwest house styling with classic lines. Nothing avant-garde or McMansionsque."



Office

PARKING

"Parking should be disguised or in the rear of the building. A lot with many cars is very unattractive. We should not want our commercial offices to look like used car lots."
 "These appear to be various community business options. The least desirable is image D, the old style parking lot configuration, that option needs much more buffer landscaping."

LANDSCAPING

"Green space on A is very nice. B in Kirkwood has unique architecture, but the parking is unsightly. C and E are pedestrian friendly. D is a sea of parking with few trees and medians, etc to break it up."
 "Surrounded by trees and greenery with nice landscaping. Not just a building on a street corner."



Retail

"B. Some landscaping, benches, nice sidewalk, no shopping cart. Inviting colors."

"Clean, classy and updated - everything else looks a little dated, with the exception of Option A, which is OK too"

"I like the look of a small town feel but in modern times"

"Upscale and pleasant to the eye."

MULTI-FUNCTIONAL USES

"Convenience parking, architectural interest, landscaping around the building, green space around it."

"Offers commercial and bends for relaxing time."

"Convenient parking is nice, and the architecture is a good mix."



Walkability

"Like tree-lined sidewalks and uniformity"

"I want to be able to walk everywhere in Lake St. Louis. I care less about how it looks and more about availability. Bike trails too please!"

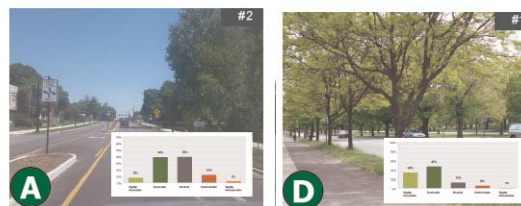
"I'm happy with the sidewalks. The road is so dangerous."

"Mix of nature and development good."

"Prefer something that looks "finished" with landscaping, safety fences that are attractive."

"Trees soften the exterior."

"Mature trees around it and it feels like a neighborhood"



Hwy N Corridor

"I like the use of landscaping"

"Love the trees"

"Wide, tree-lined, not overdeveloped and more sidewalks"

"Show the trees and the beauty"

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

"It has great traffic management, bike lanes, sidewalks separated from the street, good visibility for traffic, and good green areas adjacent to the street"

"Looks like I want to take a nice walk"

"Loving the trees and the wide walking/bike path in D. The others are OK. Image B has very small bike lanes that looks dangerous since it is so close to the traffic."



Enhancements / Gateways

"The landscape is beautiful"

"E has flowers and greenery making it bright and fresh"

"I prefer Image C because overall it looks more natural, even though it is obviously planned out."

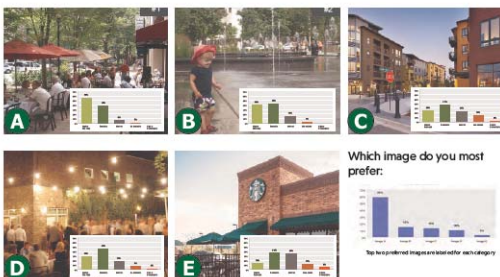
"Greenery is what is most beautiful about the area. We come from an area that brown is the color of everything dead...grass, trees...etc. Emphasize the beauty of the area. Stay away from lots of concrete."

"To see the highways with flowers and mowed"

"I like crisp looking landscaping and not overgrown."

"Uncluttered and inviting"

"Large plantings of shrubs and flowers give a welcoming image to an area"



The Meadows

A VILLAGE CENTER

"More things for the kids to do/enjoy in the midst of retail/commercial"

"A sense of community, fine dining and good balance of nature and industry."

"I love the idea of having a district similar to the Lofts in St. Charles. It would be great to develop the night life with original restaurants and clubs and to build apartments for singles and young professionals to help revitalize the area. The Meadows would be a good area to expand in that regard."

"Please save the Meadows!"

"Walkable neighborhood with outdoor dining is highly desirable. Apartments over storefronts would bring in younger residents and increase foot traffic and patronage of the meadows stores."

"Water feature attractive and kids can play in it."



Download the full 'Results of the Visual Preference Survey' at www.MyFutureLakeSaintLouis.com

Our City.
Our Plan.
Our Future.



Results of Open House #2

A Prosperous Local Economy

Core Value: Accommodating retail and office growth to ensure job opportunities, needed public revenue, and entrepreneurship, but preserving the character and charm of the City.

Key Goals:

- Ensure that The Meadows thrives through a mixed-use focus.
- Revitalization of the Uptown District.
- Fuller range of dining and retail options that encourage residents to "buy local."
- Dedicated attention to economic development, job retention, and entrepreneurship.

Neighborhood Vitality

Core Value: Preserving the small-town atmosphere and high quality housing that make the City's neighborhoods great.

Key Goals:

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

Community Cohesion

Core Value: A cohesive community, where all residents feel they are part of a single community.

Key Goals:

- Work to overcome physical barriers of I-64, Hwy N, and other major roads.
- Use educational/school facilities as a strategy to strengthen neighborhood cohesion.
- Improve cohesion of LSL, CA residents and non-LSL, CA residents.
- Use a network of open space and natural elements as unifying elements west of I-64.
- Identify a community meeting center, ideally a multi-functional space.

Community Character

Core Value: The appearance of our community, especially the impression of our city for visitors and residents, that preserves and enhances property values.

Key Goals:

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

An Outdoor Lifestyle

Core Value: A natural setting that makes our City unique from surrounding communities and provides outdoor recreation opportunities.

Key Goals:

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

Fiscal Responsibility

Core Value: Community services, infrastructure, and utilities that are well-planned, fiscally responsible, and well-maintained.

Key Goals:

- Sustained strong property values to assure sufficient funding for all public services including those provided by city government and other public jurisdictions.
- Attraction of more retail development to expand the tax base of the City.
- Forward looking capital improvement plan (CIP) covering five years, updated annually, with well-planned budgeting and identification of a wide range of funding sources.
- CIP that is coordinated with all other infrastructure and service providers.
- Maintenance of strong bonding.



At the January 26th Open House, we asked if we were on the right track with plan principles and key goals. Tonight, we are showing draft plan elements such as the Land Use, Open Space, Transportation, Enhancement and Sub-Area Plans that begin to provide the details of the plan goals.

Draft Plan Principles and Key Goals

Let us know if we are on the right track for the plan principles and key goals. Vote below (vote only once).

Sounds great. Definitely on the right track! (10 votes)

Generally good, but will need to see additional details or minor changes. (25 votes)

Not on the right track. Major changes needed. (5 votes)



Uptown

How do you envision the future of the Meadows? Vote for your preferred scenario below (vote only once).

Scenario 1: Stay the Course

The Uptown area stays primarily the same with minor improvements.

Vote Here

Scenario 2: Traditional Design

Redevelop and add shopping, restaurants, housing, and offices with a traditional design.

Dining opportunities and public spaces that overlook the lake.

Vote Here

Scenario 3: Modern Design

Redevelop and add shopping, restaurants, housing, and offices with a modern design.

Dining opportunities and public spaces that overlook the lake.

Vote Here

The Meadows

How do you envision the future of the Meadows? Vote for your preferred scenario below (vote only once).

Scenario 1: Stay the Course

The Meadows stay primarily retail with office on the perimeter.

Vote Here

Scenario 2: Walkable Village Center

Adding a mix of uses. More retail, restaurants, offices, and housing.

Scale of development is more compact, destinations are closer together and easy to walk to.

Incorporates more public open space.

Vote Here

Scenario 3: Suburban Mixed-Use
















Adding a mix of uses. More retail, restaurants, offices, and housing.

Scale of development is less compact. Destinations are easier to reach by car but spaced farther apart (not as easy to walk).

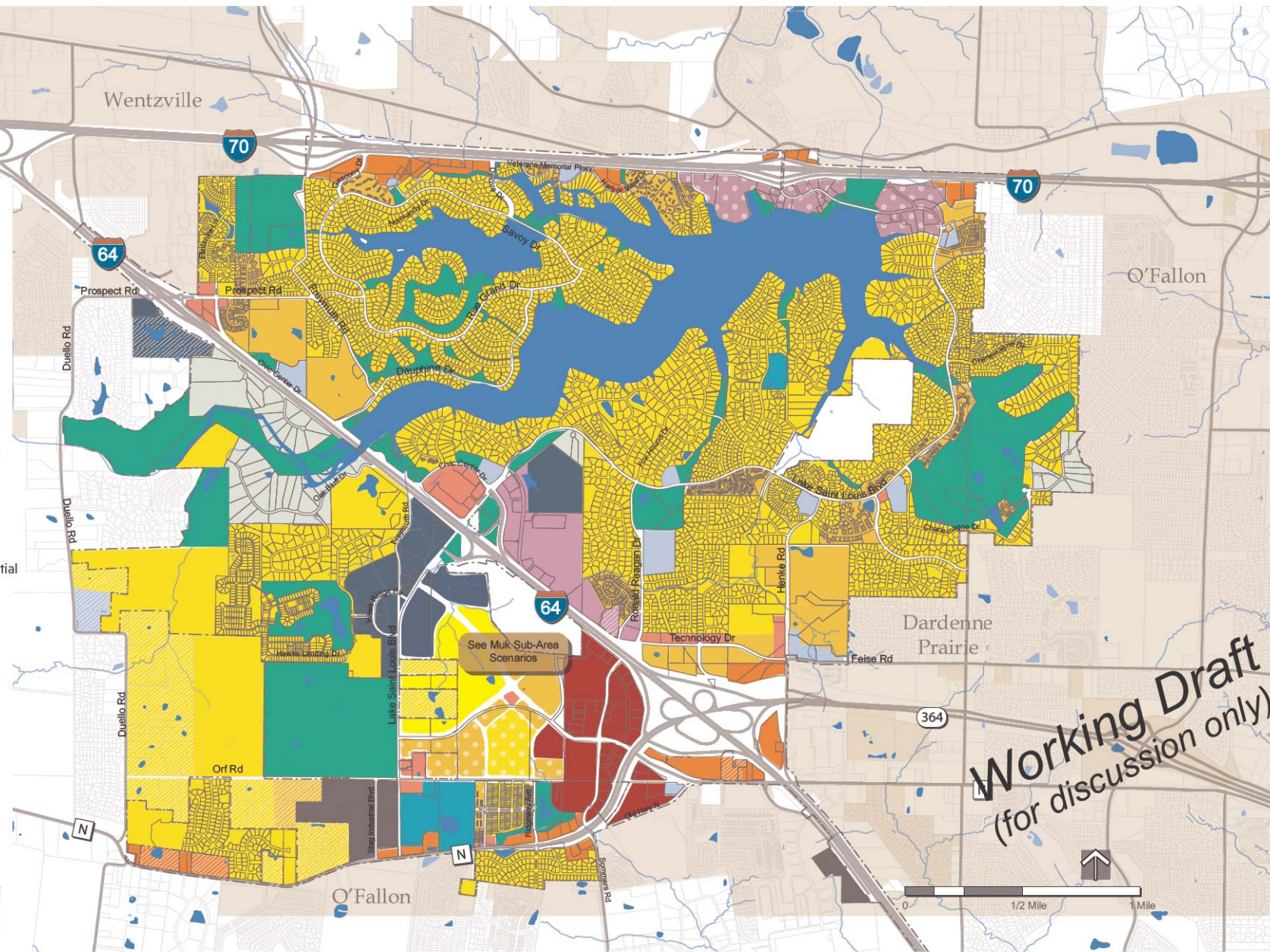
Vote Here

Future Land Use Plan (Draft)

LEGEND

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

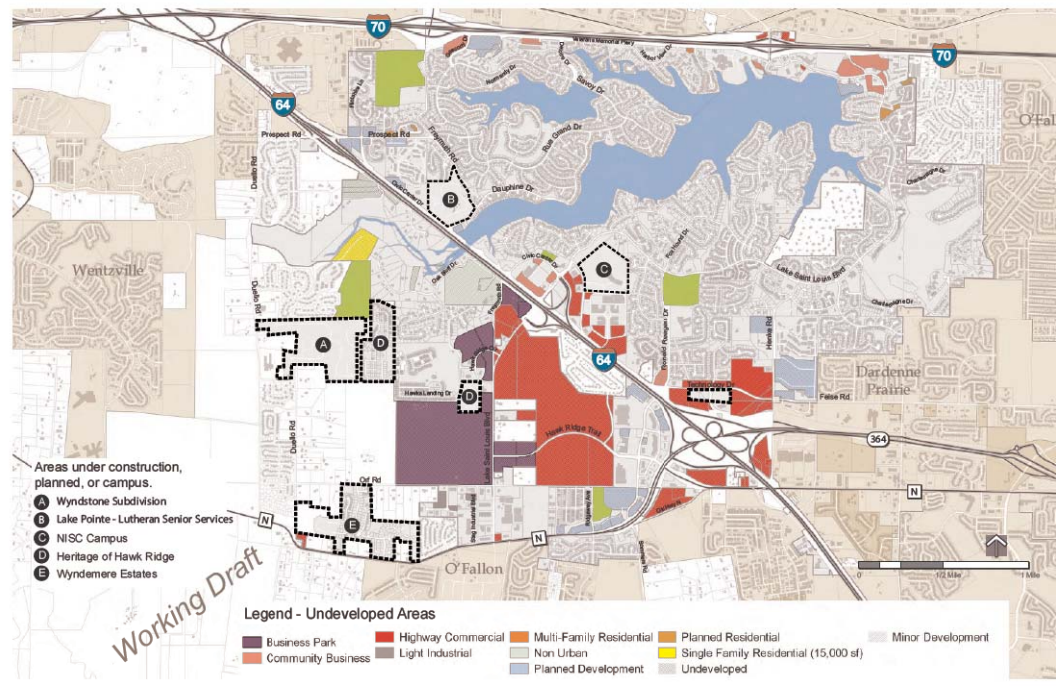
Note: Striping represents proposed land use for areas if annexed in the future.



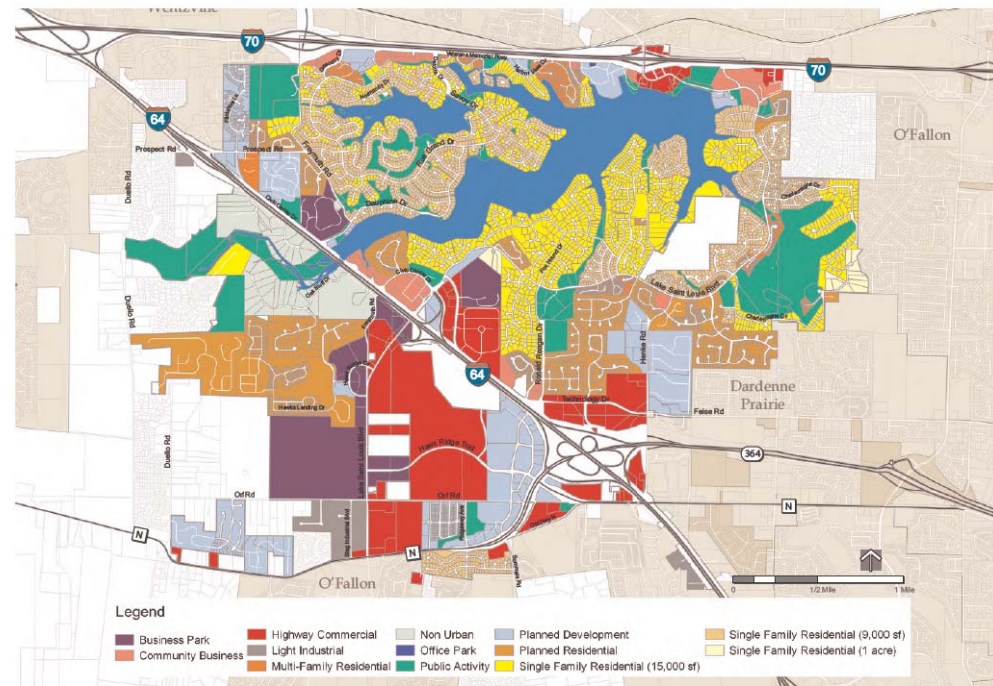
Working Draft
(for discussion only)



Future Land Use Plan (Draft)



Undeveloped Areas (or minor development)



Existing Zoning

Almost 900 acres in Lake Saint Louis is undeveloped (or has minor development) as the map above illustrates. Of this area, almost 90% is currently zoned as non-residential uses (highway commercial, business park, planned development, etc).

The future land use plan provides for a better balance of residential areas while also providing for core areas of office, retail, and commercial.

Zoning vs Land Use Plan

A land use plan is a guide for the future use of the land while zoning regulates the use of the land in the present. 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.

Draft Land Use Categories

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 primarily 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	■ Amalgamation to help define streets, sidewalks, and public areas should be encouraged.
Building Height	■ 35 feet max. Taller structures may be allowed near I-64 and areas not impacting residential.
Density	■ 1.25 FAR. Higher densities allowed if public amenities are provided.
Parking	■ Off-Street. Shared parking between businesses. Side and rear parking should be encouraged.
Landscape	■ Extensive landscaping, including street trees along internal drives and adjacent streets.
Other	

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 primarily have multiple businesses including retail, restaurants, grocery, and office. 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	■ Front setback limited to one parking bay. Additional parking along side or rear.
Building Height	■ 35 feet max. Taller structures may be allowed in areas not impacting residential.
Density	■ 1.25 FAR. Higher densities allowed if public amenities are provided.
Parking	■ Off-Street. Sidewalk, street trees, and landscaping between parking and street.
Landscape	■ Extensive landscaping, including street trees along internal drives and adjacent streets.
Other	

Neighborhood Commercial

Neighborhood Commercial are locations intended to provide neighborhood scale businesses that service everyday needs of residential neighborhoods. The scale and architectural of neighborhood commercial should reflect and complement 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 complement surrounding residential areas.	
■ Outdoor glass 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	■ Buildings fronting the street should be strongly encouraged.
Building Height	■ 30' max.
Density	■ 1.25 FAR. Higher densities allowed if public amenities are provided.
Parking	■ Off-Street. On-street may be allowable. ■ Rear and side parking strongly encouraged.
Landscape	■ Extensive landscaping, including street trees.
Other	

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.



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	■ Limited setbacks to promote a pedestrian friendly environment.
Building Height	■ 40' max. Taller structures may be allowed near I-64 and areas not impacting residential.
Density	■ Non-Residential: 3.0 FAR ■ Residential: High Intensity.
Parking	■ Structured parking encouraged. ■ Off-street with on-street permissible.
Landscape	■ Extensive landscaping including street trees along internal drives and adjacent streets.
Other	

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	■ Limited setbacks to promote a pedestrian friendly environment.
Building Height	■ 70' max.
Density	■ Non-Residential: 3.0 FAR ■ Residential: High Intensity.
Parking	■ Structured parking encouraged. ■ Off-street parking.
Landscape	■ Extensive landscaping.
Other	

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 as brick, stone, and glass shall be utilized. Quality of design should be visible from a distant 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	■ Grouped for campus-like layout that promotes pedestrian and bicycle connections.
Building Height	■ 65' max. Taller structures may be allowed near I-64 and areas not impacting residential.
Density	■ 2.0 FAR. Higher densities allowed if public amenities are provided.
Parking	■ Off-street. Shared parking is encouraged.
Landscape	■ Extensive landscaping, including street trees along internal drives and adjacent streets.
Other	■ 50% of the site retained for open space. ■ Public, multi-use trail connections shall connect to adjacent sites.



Draft Land Use Categories

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 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 that allow for opportunities to walk 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"> Limited front setbacks. 15' - 35' front setbacks.
Building Height	<ul style="list-style-type: none"> 2 Stories or 35'
Density	<ul style="list-style-type: none"> Moderate intensity. 4 - 10 units/acre
Parking	<ul style="list-style-type: none"> Primarily off-street. On-street permissible.
Landscape	<ul style="list-style-type: none"> Extensive landscaping. Emphasis on street trees, minimum 20-40' o.c.
Other	

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

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 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 space should be provided in new development 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.

Details

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

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, apartment, 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 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.

Details

Building Placement	<ul style="list-style-type: none"> Moderate front setbacks. 30' - 35' front setbacks.
Building Height	<ul style="list-style-type: none"> 3 stories or 40' feet.
Density	<ul style="list-style-type: none"> Moderate to moderately-high intensity. 6 - 12 units/acre.
Parking	<ul style="list-style-type: none"> Off-street.
Landscape	<ul style="list-style-type: none"> Extensive landscaping. Emphasis on street trees, minimum 20-40' o.c.
Other	

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.

Details

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

Draft Land Use Categories

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	
	<ul style="list-style-type: none"> Extensive landscape buffering between adjacent uses. Individual building should have massing variation, modulation, and horizontal and vertical articulation.
Details	
Building Placement	<ul style="list-style-type: none"> Moderate to large front setbacks. Minimum 50'.
Building Height	<ul style="list-style-type: none"> 50' max.
Density	<ul style="list-style-type: none"> Minimum 1 acre site. 1.0 FAR. Higher densities allowed if public amenities are provided.
Parking	<ul style="list-style-type: none"> Off-street. Shared parking is encouraged.
Landscape	<ul style="list-style-type: none"> Extensive landscape buffering between adjacent uses.
Other	

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.



Design Expectations	
	<ul style="list-style-type: none"> 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, should be LEED certified for building and Sustainable SITES certified for site development.
Details	
Building Placement	<ul style="list-style-type: none"> Limited to moderate front setbacks.
Building Height	<ul style="list-style-type: none"> 3 stories or 40' feet. Taller heights allowed if not impacting adjacent uses.
Density	<ul style="list-style-type: none"> 2.0 FAR. Higher densities allowed if additional amenities are provided.
Parking	<ul style="list-style-type: none"> Off-street.
Landscape	<ul style="list-style-type: none"> Extensive landscaping.
Other	

Conservation / Open Space

Conservation / Open Space are locations that include active and passive open spaces such as parks, greenways, golf courses, and equestrian. 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	
	<ul style="list-style-type: none"> 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. Riparian buffers should be 50' minimum with 100' recommended. 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"> Should follow recommendations of park and open space master plans.
Building Height	<ul style="list-style-type: none"> 2 stories or 35' feet.
Density	<ul style="list-style-type: none"> Development should be limited to non-intrusive enhancements to provide public access.
Parking	<ul style="list-style-type: none"> Should follow recommendations of park and open space master plans.
Landscape	<ul style="list-style-type: none"> Native vegetation. Steward and removal of invasive species.
Other	

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	
	<ul style="list-style-type: none"> Areas shall meet the design expectations of the secondary land use as listed.
Details	
Building Placement	<ul style="list-style-type: none"> Areas shall meet the expectations of the secondary land use as listed.
Building Height	<ul style="list-style-type: none"> Areas shall meet the expectations of the secondary land use as listed.
Density	<ul style="list-style-type: none"> Areas shall meet the expectations of the secondary land use as listed.
Parking	<ul style="list-style-type: none"> Areas shall meet the expectations of the secondary land use as listed.
Landscape	<ul style="list-style-type: none"> Areas shall meet the expectations of the secondary land use as listed.
Other	



Uptown Sub-Area Plan (Draft)

Uptown Sub-Area Overview

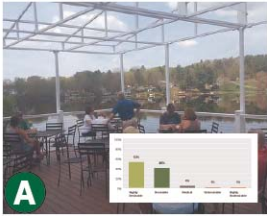
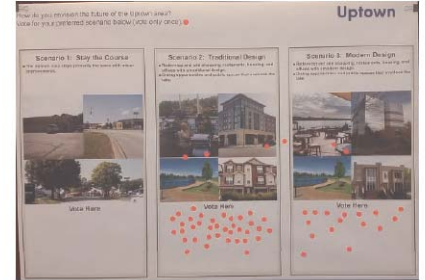
As a main exit from I-70, the Uptown area is one of the key gateways into Lake Saint Louis.

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.

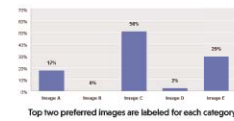
The sub-area plan includes three scenarios that evaluate various conceptual options within Uptown. The scenarios for development shown in this section are concepts that express the principles and goals of the Comprehensive Plan. It is not intended to express action by the City to acquire and redevelop privately held properties. Final redevelopment will depend on many factors including property ownership and market conditions.



Uptown Sub-Area Plan: Location Map



Which image do you most prefer:



Results from the Visual Preference Survey for Uptown

CONNECTIONS TO THE LAKE

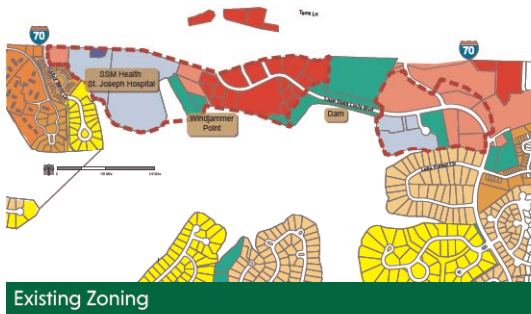
- "Relaxing atmosphere around the water is always enjoyable."
- "Image E allows everyone to use and appreciate the area around the lake. Image B and D are detractors from a lake setting. Images A and C preclude some from enjoying due to financial constraints."
- "Natural setting, very well landscaped with walkway and safety fencing."
- "Outdoor dining is wonderful"
- "We have a wonderful asset with Lake Saint Louis. It would be great to use it as a backdrop to bring in restaurants and clubs that people to live and work both in or outside of Lake Saint Louis to enjoy."
- "A public place that will attract visitors and growth."
- "We need more restaurants on the lake or available from the lake for residents who use the lake to enjoy while boating."

AREA AESTHETICS

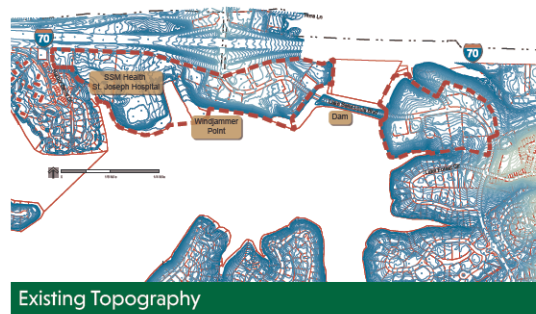
- "Relaxing, clean, vacation like."
- "The use of coverage and open air is a great combination."
- "Open walkways EVERYONE can enjoy, not specialized views and sport for only a few."
- "Image A, C and E are reasons to live in Lake Saint Louis."

BUSINESSES

- "I think there should be more restaurants that have a view of the lake."
- "It would be amazing to have restaurants and entertainment with a water view. What are great way to meet others in the community and enjoy the beauty of our city?"



Existing Zoning



Existing Topography



Existing Buildings



Existing Streets

Uptown Sub-Area Plan (Draft)



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 Sub-Area 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).



Uptown Sub-Area Plan (Draft)



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 Sub-Area 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

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.



Uptown Sub-Area Plan (Draft)



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 Sub-Area Plan: Scenario 2 - Holistic Redevelopment

POTENTIAL IMPROVEMENTS

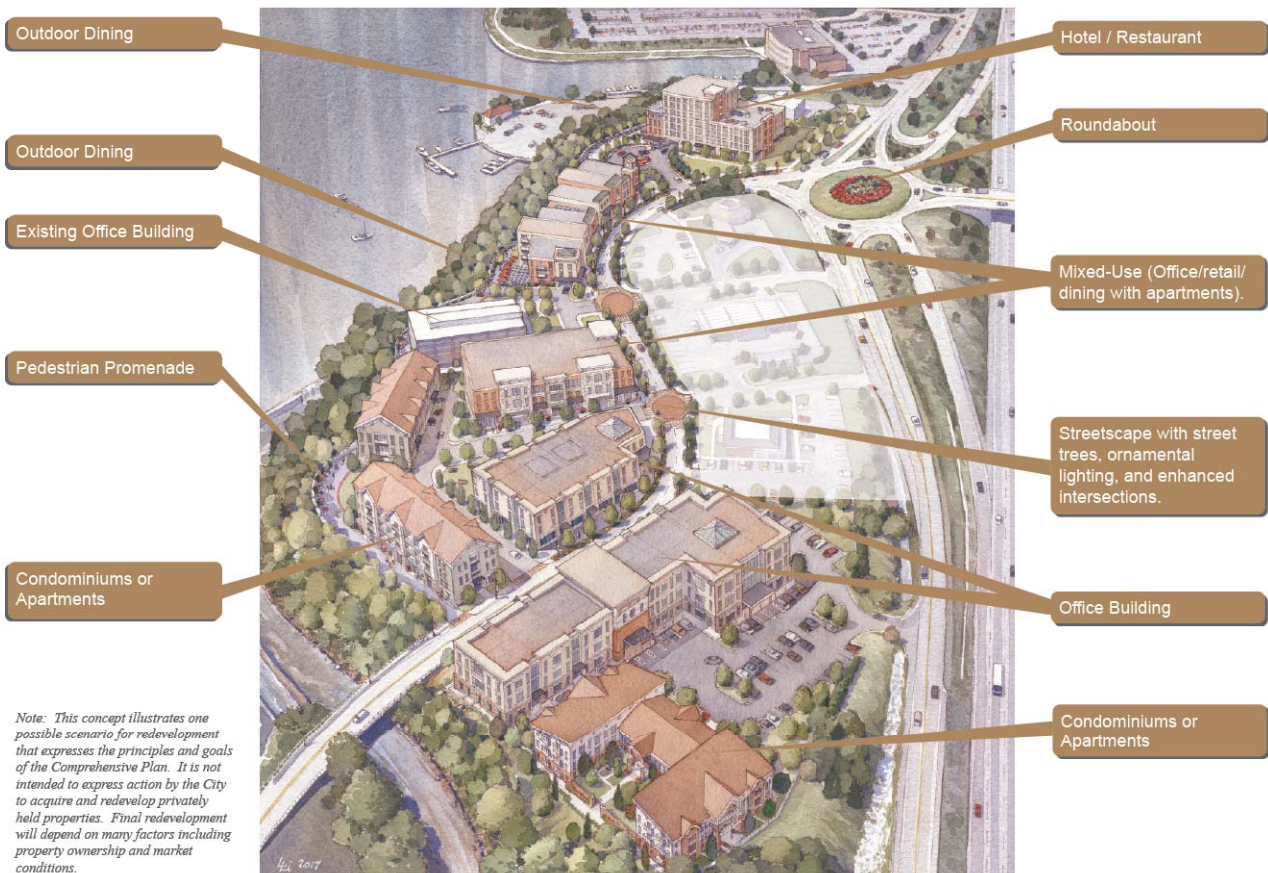
- ① Roundabout at Lake Saint Louis Boulevard and I-70.
- ② Four-way stop with enhanced intersection paving and crosswalks.
- ③ Pedestrian promenade with views of the lake.
- ④ Outdoor dining areas.
- ⑤ Hotel / Restaurant.
- ⑥ Mixed-Use (Office/retail/dining with apartments).
- ⑦ Canopy trees to soften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



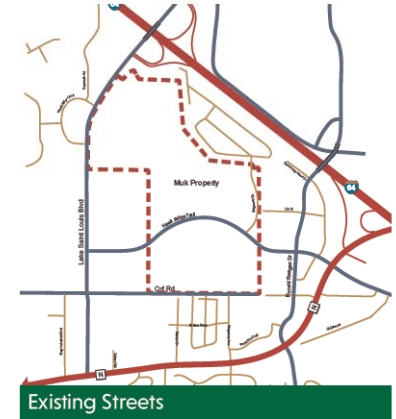
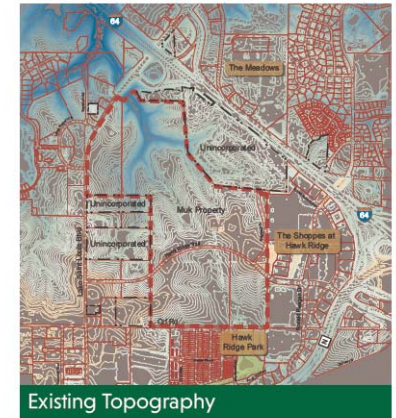
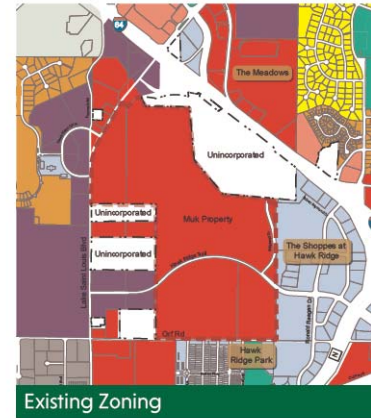
Muk Sub-Area Plan (Draft)

Muk Sub-Area Overview

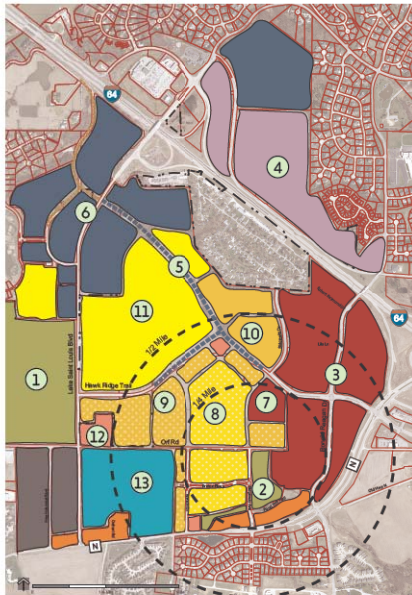
At over 240 acres, the Muk property, as it is commonly referred, is one of the largest undeveloped, continuous areas of land in the City. The future of this area will have a tremendous impact on the character of the western part of the City.

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 includes three scenarios that evaluate various land use and conceptual options within the vicinity of the Muk property. The scenarios will help inform the City's land use plan and comprehensive plan recommendations. The scenarios also explore development / redevelopment of unincorporated areas. However, 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 (Draft)



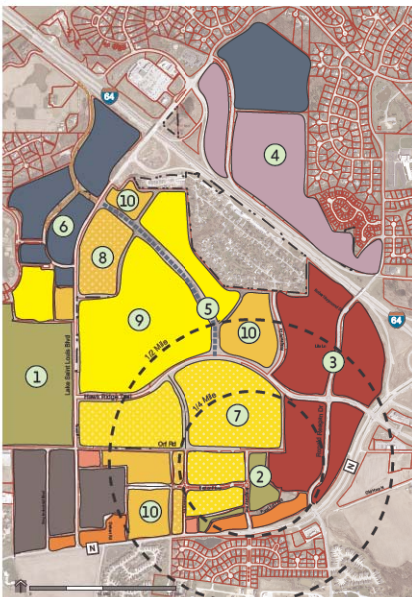
SCENARIO OVERVIEW

- 1 Our Lady Cemetery
- 2 Hawk Ridge Park
- 3 Shoppes at Hawk Ridge
- 4 Meadows District
- 5 Hawk Ridge Trail Road 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

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.

Muk Sub-Area Plan: Scenario 1



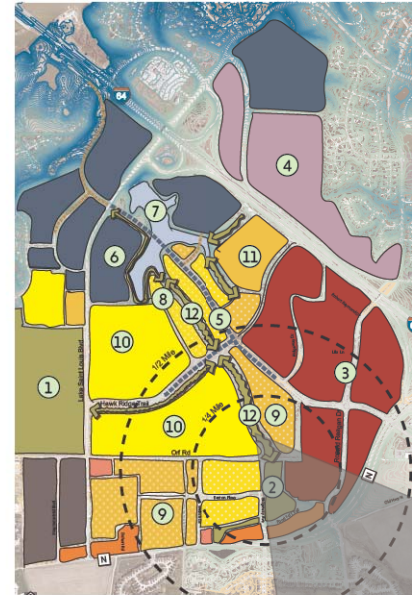
SCENARIO OVERVIEW

- 1 Our Lady Cemetery
- 2 Hawk Ridge Park
- 3 Shoppes at Hawk Ridge
- 4 Meadows District
- 5 Hawk Ridge Trail Road Extension
- 6 Business / Office Park
- 7 Village - Single Family Residential
- 8 Village - Mixed Residential
- 9 Suburban - Single Family Residential
- 10 Suburban - Mixed Residential

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 Road 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.

Muk Sub-Area Plan: Scenario 3



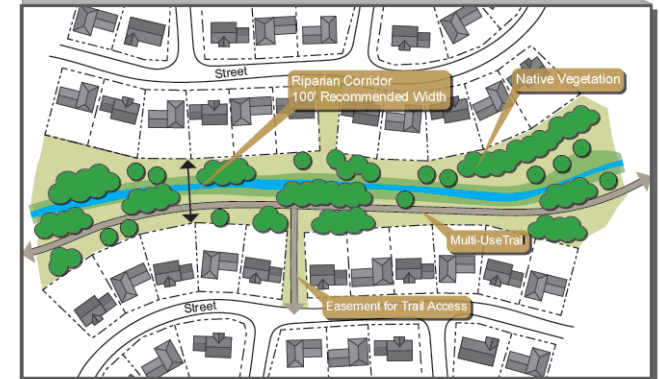
SCENARIO OVERVIEW

- 1 Our Lady Cemetery
- 2 Hawk Ridge Park
- 3 Shoppes at Hawk Ridge
- 4 Meadows District
- 5 Hawk Ridge Trail Road 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.

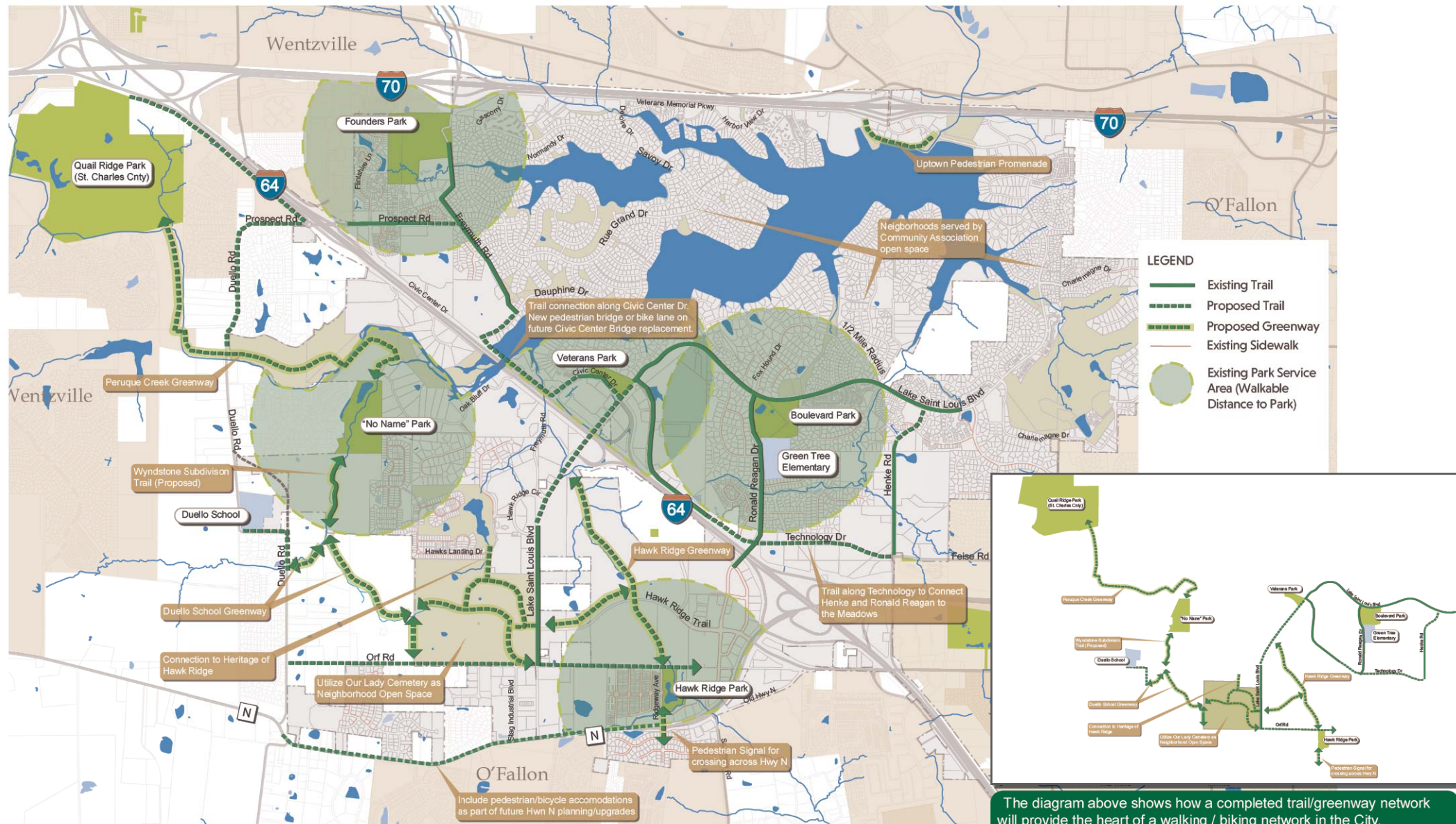
Muk Sub-Area Plan: Scenario 2



How would a greenway network be implemented?

There are several strategies to implement a greenway network. One strategy is to have a riparian buffer along stream / drainage corridors. In addition to a greenway connection, a benefit of the riparian buffer is improved water quality.

Open Space, Parks, and Trails Plan (Draft)



The diagram above shows how a completed trail/greenway network will provide the heart of a walking / biking network in the City.

Street Tree and Enhancement Plan (Draft)

