

**DOUGHERTY FERRY
ROAD/ BARRETT STATION
ROAD**

PLANNING STUDY

Completed February 2, 1995

by

**the Citizens of the Area
and
the St. Louis County
Department of Planning**

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I. INTRODUCTION TO STUDY AREA AND PROCESS

The major realignment and improvement of Dougherty Ferry Road precipitated the need to undertake a coordinated planning effort in the general corridor adjoining this roadway. The changes to this roadway have implications for land use, public safety, traffic circulation, and recreation. Additionally, over the past two years, a number of rezoning requests have been submitted to St. Louis County for consideration in this area. Some of these requests have dealt solely with residential subdivisions of larger properties, while others have been for commercial or non-residential land uses. Regardless of their nature, community interest has been high in terms of the conclusion of these zoning activities. These factors necessitated the development of a more proactive approach to the decision making process for the area.

In response to this need for a more proactive approach to the decision making process, a three month planning study was undertaken for this area by St. Louis County. The planning study's focal point is the intersection of Barrett Station Road and Dougherty Ferry Road and south to the Museum of Transportation. The study area is approximately 200 acres in size and located in an unincorporated portion of West St. Louis County. Adjoining the area to the east are the cities of Des Peres and Kirkwood with Valley Park to the south.

The intent of this study is to provide a variety of policy guidelines to address issues identified at a public forum held at the beginning of the process. These guidelines were developed by a working group of residents from the area, County officials, and a representative of the City of Des Peres. Six (6) individuals were identified and selected from adjoining subdivisions to serve on this working group. These individuals were:

- Mr. John Kelly (Seven Oaks Subdivision)
- Mr. William Burmeister (Barrett Meadows Subdivision)
- Mr. Ronald Huelsmann (Dougherty Estates Subdivision)
- Ms. Anne Barnstead Klos (Seven Oaks Subdivision)
- Mr. Mark Gorman (Barrett Springs Subdivision)
- Mr. Patrick Sanders (Dougherty Ridge Subdivision)

County representatives which assisted and participated with the citizen's working group in formulating this document included the following individuals:

- Mr. Jack Gallai (Department of Highways and Traffic)
- Mr. William Murphy (Department of Highways and Traffic)
- Ms. Susan Sedgwick (Department of Parks and Recreation)
- Mr. Wayne Schmidt (Director - Museum of Transportation)
- Officer Doug Seewoester (St. Louis County Police Department)
- Officer Scott McGinnis (St. Louis County Police Department)
- Officer Don Harris (St. Louis County Police Department)
- Ms. Jan Whipple (Department of Planning)
- Mr. Joe Vujnich (Department of Planning)

These six (6) individuals, with the assistance of the aforementioned County representatives, participated in the development of policy guidelines to address the responses generated from facilitated discussions held at the public forum. The meetings were held on a bi-weekly basis in the community, with a presentation of the final document to all residents on January 11, 1995. This study process was open to all individuals who submitted written comments to any member of the working group or through contact with the Department of Planning.

II. BACKGROUND ANALYSIS OF STUDY AREA

Zoning History and Policy

As previously noted, the study area is centered around the new intersection of Dougherty Ferry Road and Barrett Station Road. Of the approximate 200 acres in the study area, over half of this acreage is within the floodplain of Grand Glaize Creek. The characteristics of these properties have limited their development potential due to the costs associated with elevating them out of the floodplain as established by the Federal Emergency Management Agency and St. Louis County. However, relocation and widening of Dougherty Ferry Road, along with its new intersection at Interstate 270, east of the study area, have caused concern among residents about future land use within the area. Of specific concern were two recent commercial zoning petitions which sought a convenience store with gas pumps on the northwest corner of Dougherty Ferry Road and Barrett Station Road. These two requests represent the extent of commercial proposals in the study area; both within the last few years.

An industrial land use pattern has existed in this area for a long time. In fact, industrial utilization of properties in the vicinity of the Museum of Transportation predates the 1965 adoption of the County's Zoning Ordinance. Subsequently, the majority of zoning requests submitted in this older industrial area were for small expansions to existing facilities or to bring legal non-conforming uses into compliance with current ordinance requirements. This process began in 1966 and has continued till now; the last request just heard in 1993.

A significant amount of property in the study area is part of the Museum of Transportation and is owned by St. Louis County. In 1975, a request for a Conditional Use Permit (C.U.P.) was approved to expand the museum while it was still under private ownership. The Planning Commission granted the C.U.P. citing it was for the expansion of the existing museum and could be adequately conditioned so as not to adversely impact surrounding land uses. Since that time, the St. Louis County Department of Parks and Recreation has acquired the museum and expanded it to its present size of approximately 125 acres.

Within the study area, residential development has been limited to housing on large tracts of land, which existed prior to the adoption of the St. Louis County Revised Zoning Ordinance in 1965. However, adjoining residential development in the vicinity of the study area has occurred at greater densities upon smaller lots. This pattern is summarized in the following chart.

	PETITION NUMBER	SUBDIVISION NAME	ZONING DESIGNATIONS	NUMBER OF LOTS/ MINIMUM SIZE	YEAR APPROVED
Prior to 1965					
1.		Meramec Heights	R-2	679 Lots/2500 sq. ft.	1896
2.		Ozark View	R-2	30 Lots/0.789 to 3.343 acres	1925
3.		Barrett Brae	R-2	53 Lots/15,000+ sq. ft.	1956
4.		Barrett Woods	NU/R-1	7 Lots/2 to 3 acres	1964
1970s					
5.	117 & 118-71	Hidden Meadows Condominiums	R-3/FPR-3 with P.E.U.	154 condominium units	1973
6.	P.C. 69-73 and P.C. 48-73	Dougherty Ridge Subdivision	R-2 with P.E.U.	172 Lots/10,000 sq. ft.	1974
7.	P.C. 175-76	Dougherty Estates	R-2/FPR-2	177 Lots/10,000+ sq. ft.	1977
8.	P.C. 187-76	Seven Oaks	R-2/R-3/FPR-3 with P.E.U.	276 Lots/7,500 sq. ft.	1977
1980s					
9.	P.C. 98 & 99-78	Dougherty Oaks (previously Barrett Meadows)	R-3 with R.D.D.	25 Lots/7,500+ sq. ft.	1981
10	P.C. 52-80 and 70-80	Dougherty Estates 2nd Addition	R-2 with R.D.D.	22 Lots/10,097 to 50,100 sq. ft.	1980
11	P.C. 175-86	Barrett Crossing	R-2/R-3 with P.E.U.	12 Lots/10,800 to 15,000 sq. ft.	1988
1990s					
12	P.C. 191-88 & 243-88	Barrett Cove	R-2/FPR-2 with P.E.U.	8 Lots/10,500 to 24,000 sq. ft.	1991
13	P.C. 241 & 242-88	Johnson Place	R-2/FPR-2 with P.E.U.	20 Lots/10,000 to 16,629 sq. ft.	1991
14	P.C. 5 & 6-91	Barrett Station Place	R-3/FPR-3/R-6/ FPR-6 with P.E.U.	82 Lots/4,500 to 5,000 sq. ft.	1991
15	P.C. 22 & 23-92	Barrett Springs	FPR-2 with P.E.U.	32 Lots/8,200 to 13,134 sq. ft.	1993
16	P.C. 49 & 50-92	Barrett Meadows	R-3/FPR-3 with P.E.U.	40 Lots/7,200 to 33,500 sq. ft.	1993
17	P.C. 28-90	Barrett Manor Estates	R-1	10 Lots/1 acre+ lots	1992
18	P.C. 35 & 36-93	Loehr Estates	R-2 with P.E.U.	23 Lots/10,000 to 50,750 sq. ft.	1994

NOTES: P.E.U. - Planned Environment Unit
R.D.D. - Residential Density Development

Highway Systems Plan

The Department of Highways and Traffic has formulated a long range plan for improvements to the Arterial Road System (ARS) and the County Road System (CRS) for this general area, as well as for the County as a whole. The Highway Systems Plan depicts ultimate improvements to lane requirements, bridge replacements or construction, proposed realignments, and new interchanges with existing roadways to a specific level of detail. This plan does not set definitive dates for completion, but represents a comprehensive inventory of all possible future improvements regardless of funding capability. However, when development proposals are reviewed and acted upon by St. Louis County, the Highway Systems Plan is used to gauge required improvements along impacted roadway frontages. Therefore, the plan is an integral part of the development process in terms of its impacts on rezoning proposals.

Within or adjacent to the study area, there are a number of improvements programmed to be completed according to the Highway Systems Plan. These improvements include the following projects:

NAME AND DESIGNATION	GENERAL LOCATION	NATURE OF IMPROVEMENT
Barrett Station Road Arterial	Manchester Road to Big Bend Road	Improve to a three (3) lane arterial standard, with five (5) lanes of right-of-way
Barrett Station Road Bridge	South of Museum of Transportation at Union Pacific Railroad right-of-way	Replace structurally deficient bridge
Carman Road Arterial	Missouri Route 141 to Dougherty Ferry Road	Improve to a three (3) lane arterial standard
Carman Road/Dougherty Ferry Road intersection	Same	Realignment of intersection
Dougherty Ferry Road Arterial	Big Bend Road to Ballas Road	Improve to a five (5) lane arterial standard; four (4) lanes between Interstate 270 and Ballas Road
Interstate 270 at Dougherty Ferry Road	Same	Construct new interchange
Big Bend Road Arterial	Dougherty Ferry Road to Barrett Station Road	Improve to a three (3) lane arterial standard

* Inconsistencies between the attached maps from the Highway System Plan and the table above reflect modifications based upon the outcome of this planning study. The recommended nature of improvement contained in the table supersedes those graphically depicted on the maps for this study area.

Recreational and Acquisition Goals for the Linear Park and the Museum of Transportation

A major feature within the study area is the Museum of Transportation. This park comprises an area of 125 acres within the study boundaries. Although no graphic depiction of future plans for the park has been undertaken since 1982, the long range goal is to acquire additional properties for the expansion of the museum to encompass the entire area between Big Bend, Barrett Station, Old Dougherty Ferry, and Dougherty Ferry Roads. The exception to this acquisition is Dougherty Lakes Subdivision currently under development within the City of Valley Park. The Department of Parks and Recreation has identified the expansion of the Museum of Transportation as a top priority and is actively working to acquire these identified properties.

Also noteworthy is the Grand Glaize Creek corridor within the study area. The Department of Parks and Recreation is developing a linear park between Love County Park and the Museum of Transportation. This linear park corridor would parallel Grand Glaize Creek and acquisition has begun through the dedication of land by developers. Plans are to continue requiring these land dedications to complete the corridor as development proposals are approved in the vicinity of Grand Glaize Creek.

III. POLICY GUIDELINES FOR STUDY AREA, INCLUDING CORRESPONDING ISSUES OR CONCERNS

The following policy guidelines, with corresponding issues or concerns, reflect the working group's recommendations for the provision of services, the planning and development of infrastructure improvements, and the determination of appropriate land uses. These recommendations consider the study area's physical characteristics, as well as existing improvements and the community's consensus on the issues.

Community consensus was developed first through the identification of issues or concerns at a public forum held within the community on September 27, 1994. At this public forum, over 110 residents of the area attended and were asked to identify issues or concerns regarding their community (a copy of these responses is contained within Appendix A) and its ultimate character in terms of service delivery, infrastructure improvements, and land use. This identification was accomplished through the use of facilitated discussion group techniques to encourage participation. Out of these responses, groupings were developed to assist the working group as it began the formulation of policy guidelines to address them.

This section of the document - Policy Guidelines - is structured to identify issues or concerns which were grouped by subject content and provide corresponding policy guidelines developed by the working group to promote their resolution.

ISSUES OR CONCERNS IDENTIFIED: Residential

- ! Maintain and protect primarily residential character of area.
- ! Residential development should be single family homes only.
- ! Residential/parks/green space/no commercial.
- ! Future land use - What elements will be brought into residential area?
- ! Development of traditional subdivisions is inappropriate - larger land plots, not smaller.
- ! Density should not go below the current standard (7500+). However, preference is 10,000 to 15,000 square feet.
- ! Residential subdivisions at the same or lesser density than existing ones would be appropriate.
- ! Buffers to existing residential properties.

POLICY GUIDELINE

- I. The predominant land use pattern adjoining the study area is residential in nature and began developing as such in the early 1970s. Subsequent activity has seen the development of three (3) new residential subdivisions between 1992 to 1993 (Barrett Springs, Barrett Meadows, and Loehr Estates Subdivisions). This new residential development has further defined an established single family pattern of use. Given its proximity to the study area and longevity, this residential pattern should be retained here.

The establishment of new residential uses must be sensitive to floodplain issues, impacts from adjoining roadway systems (noise, sight, and pollution), and design components. Specifically, these design components would include lot sizes at the perimeter of any development to be a minimum of 10,000 square feet in size, while overall densities remain comparable to surrounding development. In order to accomplish these specified components, the use of the Planned Environment Unit Procedure should be encouraged as the appropriate method to promote more creative site design concepts, while protecting environmentally sensitive or unique areas of the properties.

determination that the property lacks any potential for residential use as an individual lot or as part of a larger single family development. If a non-residential use is proposed at this location, it should be one of the following (in order of preference): day care center, plant nursery, office, or institutional use, i.e. church, school, library, government building, or parkland/open space.

The development of this corner, if considered for the described uses, would be accomplished only through the use of the C-8 Planned Commercial District. The C-8 District, and accompanying conditions, would assure that the appropriate mix of uses would be promoted here, thereby insuring the duplication of development patterns is avoided and the probability of abandonment or long term vacancies lessened. The conditions of the C-8 District offer control over uses and design criteria to better integrate them within the limits and characteristics of the site and create a more sensitive development scheme.

Should this type of small scale, low intensity development occur at this one (1) corner, it should adhere to the following design criteria elements: a maximum of one (1) story in height; adequate setbacks around the perimeter of the property; abundant landscaping; residential in appearance; low level lighting; restricted deliveries, if any; minimum sign size limited to monument type in style; no twenty-four (24) hour uses; and access into this site from Dougherty Ferry Road should be limited to right-in/right-out only and bi-directional access entering from Barrett Station Road may be appropriate, but right-out only for exiting traffic.

Additionally, the remaining three (3) corners of the intersection should be viewed as follows due to differing site characteristics:

- * Northeast corner - due to the adjoining, recently approved residential development (Barrett Meadows Subdivision), including the construction of several stub streets which terminate at its southern boundary, and the narrowness of these tracts of land which comprised this area, commercial development should not be allowed here. The best potential for its use would be as an extension of the existing residential subdivision to the north. An alternative would be its dedication and use as public parkland to further the recommendations regarding the linear park as described in Policy Guideline XIII. Commercial development is not acceptable here.
- * Southwest corner - due to floodplain constraints and grades, this portion of the corner should be considered best suited as part of the Museum of Transportation's acquisition area. This area being north of Old Dougherty Ferry Road and south of the watercourse of Sugar Creek. Interim uses could include planting areas for nurseries or limited recreational activities. Other land uses which would be appropriate for the remaining area of this corner would include residential (either retaining the existing homes or as stated in Policy Guideline I) or other uses which are sensitive to the floodplain/floodway restrictions inherent to the site, i.e., expansion of the existing recreational facility or open space/parkland. Commercial development is not acceptable here.
- * Southeast corner - due to its current use as a plant nursery, no change is recommended. If this use were to vacate this corner, the reutilization of it should be limited to residential development (as outlined in Policy Guideline I.) or other appropriate uses which are sensitive to the floodplain/floodway restrictions inherent to the site. Commercial development is not acceptable here.

- ! Museum of Transportation causes traffic pressures on Barrett Station Road.
- ! Carman Road becoming too busy because of the new interchange.

POLICY GUIDELINES

- IV. The St. Louis County Department of Highways and Traffic should initiate discussions with neighborhood trustee associations to institute an adopt-a-highway program for surrounding roadways. These discussions should lead to the ultimate designations of certain segments of Barrett Station, Dougherty Ferry, and Carman Roads for limited maintenance of rights-of-way as part of a joint community beautification effort. St. Louis County Government should assist in providing appropriate signage, landscaping materials, supplies, and other resources to insure roadway corridors retain appropriate aesthetics, while adhering to current departmental design criteria for safety and function.
- V. Future improvements to Barrett Station Road should be limited to the dedication and improvement of right-of-way to accommodate a maximum of three (3) lanes of pavement, excluding additional area for pedestrian and stormwater drainage facilities and any other modifications necessary to insure proper geometrics for required sight distance are met. This improvement level would be limited to the portion of Barrett Station Road located between Manchester Road and Dougherty Ferry Road. As part of any improvement plan for Barrett Station Road, appropriate measures to insure safe ingress and egress from adjoining residential subdivisions should be incorporated into its design, including signage, where needed. The improvement of this roadway should include a component for citizen input in the early stage of plan development and participation throughout the design and construction phases to eventual completion.
- VI. Future improvements to Carman Road should be limited to the dedication and improvement of right-of-way to accommodate a maximum of three (3) lanes of pavement, excluding additional area for pedestrian and stormwater drainage facilities and any other modifications necessary to insure proper geometrics for required sight distance are met. This improvement level would be limited to the portion of Carman Road located between State Route 141 and Dougherty Ferry Road. As part of any improvement plan for Carman Road, appropriate measures to insure safe ingress and egress from adjoining residential subdivisions should be incorporated into its design, including signage, where needed. The improvement of this roadway should include a component for citizen input in the early stage of plan development and participation throughout the design and construction phases to eventual completion.
- VII. With improvements to the area's roadway system, particularly to Interstate 270 and Dougherty Ferry Road, and eventually Manchester Road, the potential for additional truck traffic in the area could increase. Given the residential nature of Barrett Station Road and Carman Road, limitations or prohibitions on truck traffic should be placed on these roadways. This limitation should restrict access for through truck traffic to local deliveries only and be implemented at the time all roadway improvements to the intersection of Interstate 270 and Dougherty Ferry Road have been completed.
- VIII. As traffic volumes and patterns change due to improvements to Dougherty Ferry Road

and its interchange with Interstate 270, the speed limit along this roadway should be limited to a maximum of thirty-five (35) miles per hour, given the residential nature of the area. The speed limit on all area roadways, including residential streets, should be vigorously enforced by the St. Louis County Police Department through the application of accepted procedures and standards for compliance.

- IX. With new residential and commercial development occurring to the west and south of the study area, anticipated traffic volumes on the surrounding roadway systems are expected to increase. This anticipated increase, given the existing roadway system, may lead to congestions and delays. Additionally, the area's sole dependence upon the automobile does not reflect appropriate environmental sensitivity with regards to air, noise, and water pollution impacts. The success of multiple-modal transportation systems in other areas of the country suggests commuter rail facilities and similar systems should be pursued in this area. The St. Louis County Department of Parks and Recreation's Museum of Transportation would be an excellent location for a commuter train stop. Parking facilities could be provided on the site through the use of existing facilities and the construction of others. Design, location, and the appearance of such facilities should be consistent with the theme and status of the Museum of Transportation. The size of any park-and-ride lot should be limited to a scale where it remains accessory to the Museum use and does not overburden the property or surrounding roadway system. If such a facility is proposed, a public meeting in the community should be provided to receive input from residents.
- X. The improvement of Dougherty Ferry Road has made area residents and commuters aware of several design or operational aspects creating delays, unsafe conditions, or poor aesthetics. To address these areas, several modifications or additions are necessary within the roadway corridor. These modifications include the following items: **provide additional reflectors and striping at the intersection of Barrett Station Road and Dougherty Ferry Road for increased visibility** and add landscaping on the north and south sides of its right-of-way to screen views onto the roadway from adjoining properties and reduce off-site noise spillage. These landscaping materials should consist of appropriate plantings to maintain a year round screen and an unbroken pattern of design. **The need for better visibility and improved striping cannot be minimized at this intersection due to its current condition and corresponding traffic volumes.**

Similarly, access to Grand Glaize Creek under Dougherty Ferry Road is being utilized by children, despite obvious safety hazards in this floodway/floodplain area. Any access into this area from Dougherty Ferry Road should be restricted to the greatest extent possible without impeding or obstructing water flow through the structure. Restricted access may be accomplished by fencing, signage, increased police patrols, neighborhood intervention, or a combination of any or all of these efforts. Additionally, with the development of the linear park system, access across Dougherty Ferry Road should not be encouraged at this location, rather utilizing the existing and proposed system of sidewalks along area roadways to complete this link.

- XI. The improvement of area roadways, specifically Barrett Station Road, Dougherty Ferry Road, and Carman Road should include a component for safe pedestrian/bicycle use. A pedestrian/bike pathway adjacent to these roadways should incorporate and be linked to the linear park system as well. Particular interest should be paid in the design of access

- ! access to linear park and Museum of Transportation.
- ! Reconfigure entrance; redesign both roads (Barrett Station and Old Dougherty Ferry Roads).
- ! Improve/replace fencing along Museum of Transportation.
- ! Clean up of Museum of Transportation owned properties.
- ! Screen view of storage areas along roadways.
- ! No air strip in conjunction with Museum of Transportation.
- ! Expansion of park, including the area bordering Grand Glaize Creek.
- ! In favor of Parks Department plan.
- ! Museum of Transportation to be taken over as a National Park.
- ! Expansion of Museum of Transportation preferable to commercial uses.
- ! Revise northern property limit of the Museum of Transportation to the area of Old Dougherty Ferry right-of-way.
- ! Push for parks to buy property.
- ! Like Sverdrup's plan.
- ! Concerns over noise from auto shows at Museum of Transportation.

POLICY GUIDELINE

XVII. The proposed expansion of the Museum of Transportation should be actively pursued by St. Louis County Government. Given the uniqueness of this facility in the St. Louis Metropolitan Area, additional property acquisitions within the boundaries of Barrett Station Road, the Union Pacific railroad right-of-way, and Old Dougherty Ferry Road should be considered as the immediate goal of the Department of Parks and Recreation.

Long term acquisition plans may include the Museum's expansion to an ultimate boundary of Big Bend Road, Barrett Station Road, and the defined watercourse of Sugar Creek to the north. With its expansion, certain design elements should be considered integral to its appearance and function. These elements include more pedestrian facilities, including identifiable access points; limited hours of operation for special attractions like the automobile shows; landscaping along the perimeter of the facility, specifically for storage areas along roadways; improved entrance aesthetics by a redesign, which would include appropriate signage; restricted lighting within park boundaries, possibly low level type only; replacing and improving fencing along the perimeter of properties; maintaining current areas in terms of appearance; and incorporating more active recreational facilities, where appropriate.

The ultimate planning and review of expansion programs for this facility should include a citizen input component throughout each individual phase of its development. This component would allow for timely input to insure the Museum's mission and growth are reasonable and consistent with the community's character as perceived by the most impacted neighbors.

IV. APPLICABILITY OF THE STUDY IN THE COMMUNITY

This document is intended to address future development issues and the provision of services within the general community centered around the intersection of Dougherty Ferry Road and Barrett Station Road. In this role, the Planning Study has been structured to provide recommendations and design guidelines for public and private improvements to properties and infrastructure and the formulation of policies to promote the development of community facilities, open space, and adequate services to meet demand for years to come. The audience intended to use this document is varied and numerous. Specifically, the study is to serve residents, property owners, business and development interests, government officials, and the St. Louis County Planning Commission and County Council.

V. APPENDICES

APPENDIX A

**IDENTIFIED ISSUES OR CONCERNS
FROM THE SEPTEMBER 27, 1994
PUBLIC MEETING**

GROUP 1

1. **WHAT DO YOU BELIEVE ARE THE MOST PRESSING LOCAL ISSUES FACING THE COMMUNITY TODAY?**
 - ! Commercial development is a concern. No commercial development - a park.
 - ! Community needs a voice in deciding land usage. Final decision for zoning, so people do not have to continually worry about what's next.
 - ! County not sensitive to residents who have lived in area (on large lots) - forced buyouts - maybe commercial, day care, nurseries.
 - ! Maintain residential nature of the area
 - ! No subdivisions - larger land plots
 - ! Not opposed to some business operations, if appropriate. Do not want park next door.

2. **HOW WOULD YOU LIKE THIS COMMUNITY DEVELOP IN THE FUTURE?**
 - ! Parks, residential
 - ! Residents want a say in deciding future
 - ! Linear park - concern over area being patrolled
 - ! Concern over traffic area future plans

3. **IF NEW DEVELOPMENT OCCURS, WHAT CHARACTERISTICS SHOULD IT IDEALLY POSSESS?**
 - ! Concern over hours opened, traffic increase, lights; noise, how would businesses be separated from residences (i.e. walls, roads, etc.)?
 - ! Should not effect flood plain. Creek flow is a big concern.

4. **WITH THE BARRETT STATION ROAD/DOUGHERTY FERRY ROAD INTERSECTION ACTING AS THE MAIN POINT OF ENTRY INTO THE MUSEUM OF TRANSPORT, WHAT CAN BE DONE TO ENHANCE THIS AREA AND THE CORRIDOR'S OVERALL APPEARANCE?**
 - ! Like Sverdrup's plan
 - ! Nice sign, trees
 - ! No neon signs
 - ! Tasteful entrance
 - ! What is Des Peres doing on 270 and Dougherty Ferry Road? (Concern)

GROUP 2**1. WHAT DO YOU BELIEVE ARE THE MOST PRESSING LOCAL ISSUES FACING THE COMMUNITY TODAY?**

- ! Will Dougherty Ferry Road turn into another Manchester? (Traffic and commercial development)
- ! Carman Road becoming too busy because of the new interchange
- ! Flooding - effect on roadways
- ! Barrett Station Road busy, can't pull out
- ! Museum of Transportation causes traffic pressures on Barrett Station Road
- ! Gowert acquisition will help traffic in area
- ! What are the stages of the widening of Barrett Station Road?
- ! Want more information on trails and linear park
- ! Barrett Station Road, Dougherty Ferry Road, and Carman Road are residential and should remain so
- ! Prevent commercial development - it will hurt the neighborhood
- ! Old Dougherty Ferry east - are they going to reopen it? Do not reopen - 3 deaths.
- ! Gowert property should be given a decent price to acquire - don't steal it
- ! Flood plain property should be reserved so as to grant building on hills. Better way to deal with floodway.
 - Control of water (same criteria as the hills)
 - Fair compensation
- ! Can we stop commercialization of Dougherty Ferry and Barrett Station Roads?
- ! Will Dougherty Ferry Road take traffic from Manchester Road? How busy will Dougherty Ferry Road get?
- ! Planning of sidewalks and traffic lights. Concerned about safety for kids and pedestrians.
- ! Security - as we improve access, will it increase security concerns?

2. HOW WOULD YOU LIKE THIS COMMUNITY DEVELOP IN THE FUTURE?

- ! Zero commercial on Dougherty Ferry and Barrett Station Roads
- ! Can revamped roads handle future residential development?
- ! Residential development should be single family
- ! Density should not go below the current standard (7500+) (preference is 10,000)

Group 2

continued

- ! Museum of Transportation entrance off Old Dougherty Ferry Road
- ! No airfield on Museum of Transportation property
- ! Development of bike paths because roads are dangerous (have a bike lane when widening roads)
- ! Would like to keep green space in the area
- ! In favor of Park's Department plan
- ! Can billboards be put up on Dougherty Ferry or Barrett Station Roads? (Do not want them.)
- ! Light at Carman and 141?
- ! What will influx - increase of residential do to school system?

3. IF NEW DEVELOPMENT OCCURS, WHAT CHARACTERISTICS SHOULD IT IDEALLY POSSESS?

- ! Normal business hours - no 24-hour convenience mart
- ! Limit height and size of building
- ! Set back from road
- ! Landscaping
- ! No mini-mall
- ! Limit the size of signs and lighting (small, no neon)
- ! Dislike lighting at driving range (can be blinding when on Dougherty Ferry Road)
- ! More business like - not continuous traffic flow
- ! Increased development in the hills is causing more runoff - need retention basins
- ! Development in the hills is held to a 15-year flood plan - should be held to 100-year plan as in lower levels
- ! Retention basins not maintained - need to be. Some are not functioning.
- ! Water backup in sewer and flooding in yard.
- ! Museum of Transportation to maintain a park like setting
- ! Want sidewalks all the way down Barrett Station Road

Group 2

continued

4. **WITH THE BARRETT STATION ROAD/DOUGHERTY FERRY ROAD INTERSECTION ACTING AS THE MAIN POINT OF ENTRY INTO THE MUSEUM OF TRANSPORT, WHAT CAN BE DONE TO ENHANCE THIS AREA AND THE CORRIDOR'S OVERALL APPEARANCE?**

- ! Keep it park like, large evergreens
- ! Limit development in area
- ! Want impact study on Metro Link
- ! Let neighborhood have input into development of Museum of Transportation
- ! Clear access points - avoid walkers and bikers from going onto private property to access park (linear and Museum of Transportation)

GROUP 3**1. WHAT DO YOU BELIEVE ARE THE MOST PRESSING LOCAL ISSUES FACING THE COMMUNITY TODAY?**

- ! Gas stations and other commercial uses trying to develop in the area
- ! Control of commercial uses
- ! Low density - minimal scale use of the property
- ! Best use would be residential
- ! Museum of Transportation expansion - residents who have been here should have priority
- ! Not paying enough to buy land. Should keep the Museum the same land use.
- ! Annexation of the area (Des Peres and Kirkwood)
- ! Flooding and stormwater runoff
- ! Expansion of parks - connecting linear parks
- ! Development - should only be residential
- ! Expansion of Dougherty Ferry Road has caused more traffic problems

2. HOW WOULD YOU LIKE THIS COMMUNITY DEVELOP IN THE FUTURE?

- ! All residential developments
- ! County parks buy land to preserve green space (at a reasonable price)
- ! Linear park
- ! Use unsaleable lot for common ground (i.e. QuikTrip proposal)
- ! No commercial development
- ! No multiple family

3. IF NEW DEVELOPMENT OCCURS, WHAT CHARACTERISTICS SHOULD IT IDEALLY POSSESS?

Answered as part of Question #2.

Group 3

continued

4. **WITH THE BARRETT STATION ROAD/DOUGHERTY FERRY ROAD INTERSECTION ACTING AS THE MAIN POINT OF ENTRY INTO THE MUSEUM OF TRANSPORT, WHAT CAN BE DONE TO ENHANCE THIS AREA AND THE CORRIDOR'S OVERALL APPEARANCE?**

- ! Do not put in too much signage
- ! Park hours should be limited
- ! No bright lights in the park
- ! Low profile
- ! Keep area residential
- ! Problems with abandoned sites
- ! Push for parks to buy property
- ! Buy before commercial development gets started

GROUP 4**1. WHAT DO YOU BELIEVE ARE THE MOST PRESSING LOCAL ISSUES FACING THE COMMUNITY TODAY?**

- ! Representation of Ozark View Subdivision
- ! Residents feel they live in an "emerging industrial zone" area
- ! Do not need gas station in residential area
- ! Traffic; cars, 18-wheelers, speeding
- ! Maintenance of residential character of area
- ! Police coverage - County coverage is not like it used to be. Old Dougherty Ferry Road
- ! Traffic/speeding
- ! Commercial makes me cringe
- ! 85 miles per hour
- ! Capt. Mizzell - speeding within subdivision a priority
- ! Make sure developers build improvements "specified" and approved by St. Louis County
- ! Left turn into Barrett Springs - It is not there.

2. HOW WOULD YOU LIKE THIS COMMUNITY DEVELOP IN THE FUTURE?

- ! Keep area residential
- ! What provisions will be made for services?

3. IF NEW DEVELOPMENT OCCURS, WHAT CHARACTERISTICS SHOULD IT IDEALLY POSSESS?

- ! Residential/parks preferred
- ! Enough space for floodway
- ! Residential/parks/green space/no commercial
- ! Day care center
- ! Church/school

Group 4

continued

4. **WITH THE BARRETT STATION ROAD/DOUGHERTY FERRY ROAD INTERSECTION ACTING AS THE MAIN POINT OF ENTRY INTO THE MUSEUM OF TRANSPORT, WHAT CAN BE DONE TO ENHANCE THIS AREA AND THE CORRIDOR'S OVERALL APPEARANCE?**

- ! More trees along Dougherty Ferry Road
- ! Sidewalk
- ! Eliminate old lumber yard
- ! Reconfigure entrance; redesign both roads
- ! Widening of bridge on Old Dougherty Ferry Road
- ! Straighten the curve at that point.
- ! Have a swimming pool and incorporate pool in park
- ! Small groups are a good way of getting input

GROUP 5

1. **WHAT DO YOU BELIEVE ARE THE MOST PRESSING LOCAL ISSUES FACING THE COMMUNITY TODAY?**
 - ! Pedestrian traffic
 - ! No Manchester Road
 - ! Need sidewalks with roads
 - ! Widened roads bring outside traffic/crime, racing, and noise
 - ! Pedestrian crosswalks - Carman and Dougherty Ferry Roads
 - ! Dougherty Ferry Road was suppose to have sidewalks
 - ! No more industrial zoning - traffic
 - ! Cut through truck traffic - road damage
 - ! Zoning enforcement

2. **HOW WOULD YOU LIKE THIS COMMUNITY DEVELOP IN THE FUTURE?**
 - ! No Metro Link Station - crime, more than is reported

3. **IF NEW DEVELOPMENT OCCURS, WHAT CHARACTERISTICS SHOULD IT IDEALLY POSSESS?**
 - ! Low intensity "C" residential style office, medical, church, child care, landscape nursery, park

4. **WITH THE BARRETT STATION ROAD/DOUGHERTY FERRY ROAD INTERSECTION ACTING AS THE MAIN POINT OF ENTRY INTO THE MUSEUM OF TRANSPORT, WHAT CAN BE DONE TO ENHANCE THIS AREA AND THE CORRIDOR'S OVERALL APPEARANCE?**

GROUP 6**1. WHAT DO YOU BELIEVE ARE THE MOST PRESSING LOCAL ISSUES FACING THE COMMUNITY TODAY?**

- ! Future development - What elements will be brought into residential area?
- ! How Dougherty Ferry Road "will be commercialized"
- ! Need to understand land use options which "can be considered" and what can be deleted immediately.
 - Would like a list of districts and supporting services
 - Concern over existing/expanding industrialization so close to residential property
- ! Barrett Station Road traffic is/will continue to increase
- ! Future land use
- ! Dougherty Ferry Road is wide enough
- ! Concern over flooding and impact change in grades along Dougherty Ferry Road has had on drainage (natural). Previous fall's flooding saw water higher than in past.
- ! Industrial development along Barrett Station Road contains no sewers.
- ! Commercialization of Dougherty Ferry Road - fear of Dougherty Ferry Road becoming "another Manchester Road."
- ! Flooding and concern over construction of homes in Dougherty Lake Estates
- ! Commercial along intersection of Dougherty Ferry/Barrett Station Roads
- ! Concern over excessive speeding on roads
- ! Park at Des Peres/Dougherty Ferry Roads needs larger parking lot
- ! How wide is County easement on either side of Dougherty Ferry Road?
- ! Drag racing on new Dougherty Ferry Road, it is a problem
- ! Any correlation between commercialization and crime?
- ! Don't want Dougherty Ferry Road "commercially stripped out".
- ! Concern over raising of elevations and impacts on flooding.
- ! Jones Company petition and not abiding by ordinance requirements. (Would not receive relief when they called County.)
- ! Building within flood plain, which seems redundant given Flood of '93. Even with fill, seems questionable to allow homes to be built within the flood plain. Problem is where water goes once development comes.
- ! Concern over future of "horse farm" in Des Peres

Group 6

continued

- ! Lights on golf driving range shine too brightly on Dougherty Ferry Road/Interstate 270 in Des Peres
- ! Commercial development - specifically need to define kind of commercial development that is acceptable and which is unacceptable.

2. HOW WOULD YOU LIKE THIS COMMUNITY TO DEVELOP IN THE FUTURE?

- ! No to QuikTrip - high intensity uses
- ! Okay libraries, day care centers, churches - low intensity uses
- ! Okay to residential subdivisions at same density as existing
- ! No to more industrialization
- ! Rezoning of M-1 District properties is needed (down zoning)
- ! No to air strip in conjunction with Museum of Transportation
- ! Subdivisions should come together and buy properties which are vacant
- ! No to strip malls, no to office buildings
- ! Would like nothing done to property, however residential support services are okay
- ! Concern over precedence of commercialization once one is allowed to go in
- ! Development of more parkland
- ! Buffers to existing residential properties
- ! Possibility of condominium development? (More preferable to commercial development, but still objectionable)
- ! All residential
- ! County parks buy land to preserve green space (reasonable price)
- ! Linear park
- ! Use unsaleable (QuikTrip) lot for common ground
- ! No commercial
- ! Linear parkway within flood plain.

Group 6

continued

3. IF NEW DEVELOPMENT OCCURS, WHAT CHARACTERISTICS SHOULD IT IDEALLY POSSESS?

- ! Adequate setbacks all around property
- ! Landscaping
- ! Architectural standards - brick is preferable
- ! No hazardous bulk/chemicals
- ! One story
- ! Need adequate buffers
- ! Compatible appearance with neighborhood
- ! Day light operations only
- ! Low level lighting only
- ! Low traffic generator
- ! Low noise level
- ! No large deliveries/minimum truck traffic
- ! Limitations on curb cuts

4. WITH THE BARRETT STATION ROAD/DOUGHERTY FERRY ROAD INTERSECTION ACTING AS THE MAIN POINT OF ENTRY INTO THE MUSEUM OF TRANSPORT, WHAT CAN BE DONE TO ENHANCE THIS AREA AND THE CORRIDOR'S OVERALL APPEARANCE?

- ! Concerns over noise from auto shows at Museum of Transportation.
- ! Clean up of Museum of Transportation owned properties
- ! Use of Old Dougherty Ferry Road as entrance
- ! Improve/replace fencing along Museum of Transportation
- ! Shrubbery along perimeter (white pines)
- ! Park Mark needs improvement in appearance/actually prefer they relocate
- ! Dougherty Ferry Road should become a "model road" for County
- ! Why was Dougherty Ferry Road permanently fenced off? It is a scenic old road.
- ! Landscaping

GROUP 7**1. WHAT DO YOU BELIEVE ARE THE MOST PRESSING LOCAL ISSUES FACING THE COMMUNITY TODAY?**

- ! Pedestrian safety
- ! Unwanted commercial and industrial development
- ! Increased traffic due to the improvement of Dougherty Ferry Road
- ! Truck traffic and resultant road damage
- ! Enforcement of zoning regulations
- ! Potential for increased crime that future development might bring
- ! Future development of property to east in the City of Des Peres
- ! Lack of land use plan for unincorporated areas
- ! NU Non-Urban District zoning allows just about anything
- ! Plans to expand Museum of Transportation
- ! Annexation of area

2. HOW WOULD YOU LIKE THIS COMMUNITY DEVELOP IN THE FUTURE?

- ! Commuter Rail Service - no - will bring crime as Metro Link has to those service areas
- ! Commuter Rail Service - yes - will reduce traffic on roadways
- ! More sidewalks and crosswalks for a more pedestrian friendly environment along arterial roads
- ! Create alternative pedestrian pathway system along a combination of Old Dougherty Ferry Road and the northern portion of the Museum of Transportation property
- ! Some limited scale and low intensity commercial and/or institutional usage would be reasonable at the intersection, but not a duplication of more intensive commercial land uses to the north along Manchester Road
- ! No Manchester Road style strip commercial
- ! No further widening to Dougherty Ferry Road
- ! Park expansion widely supported
- ! No expansion of industrial zoning
- ! Annexation by any municipality not wanted - another layer of government
- ! No service stations or fast food restaurants
- ! Maintain and protect primarily residential character of area

Group 7

continued

3. IF NEW DEVELOPMENT OCCURS, WHAT CHARACTERISTICS SHOULD IT IDEALLY POSSESS?

- ! Small scale commercial or institutional uses okay - serve surrounding area only
- ! Expansion of Museum of Transportation preferable to commercial uses
- ! Residential architecture
- ! Offices, medical offices, library, child care, landscape nursery, churches, parks
- ! Small office park in southwest quadrant

4. WITH THE BARRETT STATION ROAD/DOUGHERTY FERRY ROAD INTERSECTION ACTING AS THE MAIN POINT OF ENTRY INTO THE MUSEUM OF TRANSPORT, WHAT CAN BE DONE TO ENHANCE THIS AREA AND THE CORRIDOR'S OVERALL APPEARANCE?

- ! Provide more pedestrian facilities
- ! Eliminate older industrial uses
- ! Expand park ownership to the north
- ! Revise northern property limit of the Museum of Transportation to the area of Old Dougherty Ferry Road right-of-way
- ! No strip commercial

OTHER COMMENTS

- ! Dougherty Ferry Road improvement was a bad decision - brings cut-through traffic
- ! Property to the east in the City of Des Peres is not zoned commercial and there are no plans to change this pattern
- ! Approval of Steuer petition was a mistake

APPENDIX B

**IDENTIFIED RESPONSES
FROM THE JANUARY 11, 1995
PUBLIC MEETING**

GROUP 1

GUIDELINE I

Explore the possibility of requiring 9500 square foot lots throughout residential development in this area. (Only one person advocated this position. Others in the group were very comfortable with guideline as written.)

GUIDELINE II

Strengthen language on southeast corner regarding no commercial development.

GUIDELINE V

On Barrett Station Road, note extent of improvements is from Manchester Road to Dougherty Ferry Road in description.

GUIDELINE VI

Carman Road, note extent of improvements.

GUIDELINE XV

Need to require the Metropolitan St. Louis Sewer District and St. Louis County to follow-up with developers to insure required improvements are completed before escrows are released.

GROUP 2

GUIDELINE II

Be sensitive to location of curb cuts, particularly on the northwest corner of the Dougherty Ferry/Barrett Station Roads intersection.

GUIDELINE III.

Park-Mark's use of property along Old Dougherty Ferry Road for parking and derelict vehicles.

GUIDELINE IX.

Metro-Link facilities should be at other County locations - don't overburden the park property with a large Metro-Link parking lot.

GROUP 3**GUIDELINE I.**

Politicians have not been responsive to flood plain issues; some existing developments should not have been permitted.

Downstream development permitted by the City of Valley Park is damaging the Dougherty Ferry Road area. What can be done?

GUIDELINE II.

Northwest corner - It is spot zoning as proposed? Is this reasonable?

Shouldn't it be a decision for all corners?

Southeast corner - What if nursery vacates? Should provide an explicit statement as to our intent that it not be commercially developed.

Wouldn't any commercial development add to the problem at this corner due to future increase in traffic? Expanded right-of-way has reduced the size of these parcels of ground.

GUIDELINE III.

Planning Commission made a reference to west side of Barrett Station Road and Old Dougherty Ferry Road, south to Museum of Transportation, as an "emerging industrial area." This statement is not acceptable.

GUIDELINE V.

Sidewalks should be provided along the entire right-of-way of Barrett Station Road. These same standards should be applied to the Missouri Highway and Transportation Department's property.

GUIDELINE VIII.

The following actions should be considered along Barrett Station Road:

- ! Vigorous enforcement of speed limits
- ! Increasing County police patrol. There is a perception that Dougherty Ferry Road is more heavily patrolled than Barrett Station Road, and Barrett Station Road residents feel they need assistance to reduce speeding.
- ! No increase over 35 M.P.H. (existing)

Automobile dealers should be put on notice, re: speeding on test drives/changing drivers in residential subdivisions.

Group 3

continued

GUIDELINE IX.

Crime follows mass transit, no Metro-Link.

Hours of operation for commuter trains should be limited to regular business hours.

Better lighting suggested; not wanted by adjoining residents.

Still a difficult intersection; review design of intersection.

Luminous paint? Curbs and interior lefts.

GUIDELINE XI.

Completion of sidewalks would help on Barrett Station Road.

Dougherty Ferry Road: not enough shoulder.

Residents don't want wide paved shoulder.

GUIDELINE XIII.

Area behind Barrett Springs Subdivision (County owned?) is an eyesore.

How will trail users get under bridge at New Dougherty Ferry Road? We should divert users to pedestrian crossing.

GROUP 4

GUIDELINE II.

Assurances relating to the C-8 District zoning as requested.

- Likelihood of another commercial district is minimal.
- Southwest corner: what is value of property with restrictions?

GUIDELINE IV.

Organizing for adopt-a-highway program.

GUIDELINES XVI. and XVII.

Schedule for developing Museum of Transportation further.

- Dependent on funding.
- Bond issue.
- Sverdrup plan?
- Flooding from Grand Glaize Creek.
- Does County have priority/power over private developers in terms of acquiring property?

APPENDIX C

**ZONING ORDINANCE
SUMMARY SHEET**