

COMPREHENSIVE PLAN



Prepared for

THE CITY OF **Valley**
VP
Park

January 2010

Prepared by
PGAVURBANCONSULTING
St. Louis • Kansas City

**A RESOLUTION OF THE
PLANNING AND ZONING COMMISSION
OF THE CITY OF VALLEY PARK, MISSOURI**

WHEREAS, the Planning and Zoning Commission of the City of Valley Park, Missouri, has conducted a lengthy review process of issues regarding the City Comprehensive Plan, and

WHEREAS, the Planning and Zoning Commission has held a public hearing on December 8, 2009, at Valley Park City Hall wherein the public was invited to review and comment on a proposed Comprehensive Plan, and

WHEREAS, upon due consideration of all studies, surveys, and public comments during regular and special meetings and public hearings mandated by Section 89.360 RSMo.,

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION OF THE CITY OF VALLEY PARK, MISSOURI, AS FOLLOWS:

Section One

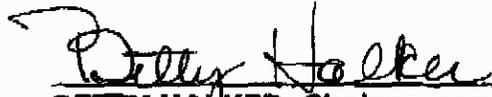
The Comprehensive Plan document, attached hereto and incorporated herein, together with all data, maps, plats, diagrams, matter and appendices contained and referenced therein, is hereby adopted as the Comprehensive Plan for the future development of the City and as the "City Plan" for the City of Valley Park, Missouri, as that term is used in Sections 89.300 through 89.480 RSMo.

Section Two

In accord with the provisions of Section 89.360 RSMo., the Secretary of the Commission shall attest to the adoption of this Resolution and Plan attached hereto and file same in the Commission offices, as well as certify a copy of the Resolution and Plan to the City of Valley Park, Missouri, and the Clerk of the City of Valley Park, as well as provide a copy of same to the Recorder of Deeds of St. Louis County and available at the City Clerk's office for public inspection during normal office hours.

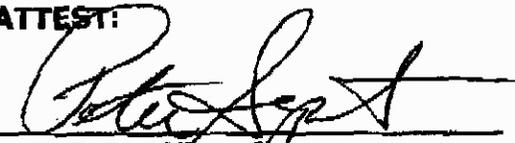
It is also noteworthy that on January 12, 2010, the City of Valley Park Planning and Zoning Commission for the has initiated the preparation of a new Comprehensive Plan and a Draft of that document which is dated October 2009, was presented at a public hearing of the Valley Park Planning and Zoning Commission on October 13, 2009. That draft Plan confirms some of the recommendation of the 1988 Plan and, in so doing, also recommends commercial development for the entire Redevelopment Area. Additionally, the Plan recommends a series of roadway improvements that will support commercial redevelopment. Included among those improvements are roadway and intersection enhancements in the vicinity of Marshall Road, Beckett Memorial Drive as well as railroad crossing improvements associated with the right-of-ways for the Union Pacific and Burlington Northern Santa Fe Railroads as they cross Marshall Road.

This Resolution adopted by the Planning and Zoning Commission this 12th day of January, 2010.



**BETTY HALKER, Chairperson
Valley Park, Missouri, Planning
and Zoning Commission**

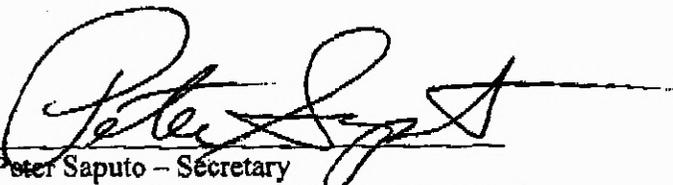
ATTEST:



**PETER SAPUTO, Secretary
Valley Park, Missouri, Planning
and Zoning Commission**

STATE OF MISSOURI)))
ST. LOUIS COUNTY)))

I, Peter Saputo, Secretary, Valley Park Planning and Zoning Commission within and for the City of Valley Park, St. Louis County, Missouri, do hereby certify that the foregoing constitutes a full, true, and complete copy of a Resolution adopting the Comprehensive Plan on January 12, 2010 by the City of Valley Park, Missouri Planning and Zoning Commission.



Peter Saputo - Secretary
Valley Park Planning and Zoning Commission

ACKNOWLEDGEMENTS

CITY OF VALLEY PARK, MISSOURI

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PREFACE: PURPOSE OF PLANNING & ZONING

In very general terms, planning can be defined as a scheme for making, doing or arranging something. A comprehensive plan, in essence, sets the framework for guiding future development (e.g., what type and where various land uses should occur). The plan is a "policy" document that recommends the future physical make-up of a community. It is normally "comprehensive" in scope, whereby land use, major streets, parks and open space are integrated into a unified scheme.

Zoning is the "legal" tool a municipality uses to regulate land use. The City is afforded this regulatory authority per Chapter 89 of the Revised Statutes of Missouri (R.S.Mo.). Specifically, a zoning ordinance regulates items relating to the use of land, height and size of buildings, size of lots, size of yards (building setbacks), parking, etc. It establishes definitions, standards, and procedures for a municipality to review and approve specific land developments.

Zoning regulations should be based on a comprehensive plan for the community and it is a statutory requirement in Missouri. Similarly, case law reveals that land development control regulations cannot be arbitrary and capricious. For these reasons, it is imperative that a community carefully considers its development policies and adopts a comprehensive plan that reflects these policies. If done properly, the plan will provide a strong foundation for the city's zoning authority.

Reasonable but relatively stringent control is important to encouraging private development. Zoning enables an individual or business investing money in a residential or commercial property, the opportunity to proceed with confidence that the city's land use patterns and, more particularly, their immediate surroundings are stable. Figure 1 on the following page provides a summary of the key features of a comprehensive plan and a zoning ordinance.

Figure 1

SUMMARY OF PLANNING AND ZONING

COMPREHENSIVE PLAN	ZONING ORDINANCE
<ol style="list-style-type: none"> 1. Serves as a guide for decisions concerning the community’s physical development. 2. Takes a comprehensive approach to a wide range of community development issues (e.g., land use, major streets, parks & open space, etc.) 3. Designed to reflect community development goals and objectives. 4. Recommends location and intensity of land uses, major street improvements, parks and open space, redevelopment, etc. 5. Provides a rational basis for administering the zoning ordinance and other development regulations. <p style="text-align: center;"><i>The plan is a “POLICY” document</i></p>	<ol style="list-style-type: none"> 1. Is the legal tool for achieving community development goals & objectives established through the planning process. 2. Regulates specific items relative to land development: <ol style="list-style-type: none"> a. use of land b. height and size of buildings c. size of lots d. yards and other open space e. buffers between incompatible land uses f. parking 3. Establishes definitions, standards and procedures for reviewing and approving land development. <p style="text-align: center;"><i>The zoning ordinance is a “LEGAL” document</i></p>

CHAPTER 1: PLANNING AREA, HISTORIC OVERVIEW & PLANNING PERIOD

The Planning Area

The City of Valley Park is strategically located in south St. Louis County at the intersection of Interstate Highway 44 (I-44) and Missouri Route 141 (Rt. 141), two major roadways within St. Louis County and the region. Valley Park’s placement within the regional setting provides it with convenient access to other highway facilities that comprise the bulk of the regional transportation network including I-270, I-64, I-70 and I-55. The City’s proximity to these high-ways is illustrated on **Plate 1**.



Plate 1
Valley Park Location Map
 City of Valley Park, Missouri



The area encompassed by this Comprehensive Plan is illustrated on **Plate 2** and has as its focus the City of Valley Park. **Plate 2** provides an aerial photograph of the City as well as portions of neighboring communities and unincorporated areas of St. Louis County.

Historic Overview

Valley Park was founded late in the 19th century and began to boom with the building of the glass factory and other local industries. Grocery stores and restaurants opened as churches went from missions to fully fledged congregations. Some of Valley Park’s attractiveness for new residents was the result of the railroads which bisected the City, the Meramec River which was then a major recreation resource and vacation spot, and the City’s surprisingly good accessibility by way of several main roads that served this area.



Railroads played a significant role in the establishment and growth of Valley Park. In the late 1800's and early 1900's, the Missouri Pacific and the Frisco were the dominant railroad lines with 88 trains a day stopping in Valley Park. Today, the Union Pacific, Burlington Northern & Santa Fe, and Amtrak all traverse the City, but none have scheduled stops and the 88 trains per day have been reduced to 20 to 25. The City's train depot was destroyed many years ago.

Many St. Louis City's residents had summer or weekend homes along the Meramec River. Clubhouses were also built on the banks of the River and some of those were still standing in the 1990's. They were removed to accommodate the building of the Meramec Valley River Basin Levee.

One of the most charming old buildings, formally the Frisco Hotel was built in 1880 and is located at 28 Front Street. Still standing, the building is now the Whittle Short-line Railroad Shop; a business that produces and sells toy wooden trains.

The Valley Park Grain Elevator at MO Route 141 and Marshall Road consists of several buildings built at different times. Of the buildings currently on site, the old elevator building was constructed in 1895. It is a dominant structure with a vivid green roof and, as such, it has become a landmark that announces one's arrival in Valley Park.

A historic inventory of structures in Valley Park was conducted by the St. Louis County Parks Department in 1992. That inventory identified fifty-four buildings in Valley Park that were of historic interest. Of those original fifty-four buildings, forty-five remain standing. That listing of buildings is provided in this document as Appendix A to provide current and future residents with a better opportunity to familiarize themselves with the history of Valley Park.

Planning Period

This document was prepared for the purpose of updating to the City's last Comprehensive Plan which was adopted by the City in 1988. This Plan in part builds on decisions and recommendations reflected in the 1988 document. The process for updating the 1988 Plan involved an examination of the Plan's recommendations as well as a review of existing conditions including current land use patterns, the general condition of buildings and infrastructure improvements, a review of traffic and circulation issues, as well as an examination of growth trends and both City and developer-driven redevelopment plans. Given the significant changes to the City that have taken place since 1988 and the likelihood of future new developments as a result of the new levee and the annexation of the former City of Peerless Park, a review of the 1988 Comprehensive Plan was both warranted and required if the City is to capitalize on opportunities for new development and redevelopment.



The previous Comprehensive Plan had been in effect for more than 20 years. In terms of a policy document, it contained concepts that remained applicable to the current conditions within the City. However, because of the significant changes noted above as well as changes that have been identified as a result of the discovery process conducted for this effort, other factors have come to light that are now affecting development or may soon have a drastic impact on development. As with all comprehensive plans, at some point this new Plan will also need to be revisited to ensure compatibility with changing community goals and development trends. This should occur when the recommendations and policies put in place by this document are no longer adequately serving the needs of the City and its residents. To guarantee that the Comprehensive Plan continues to provide the best possible service for the City of Valley Park, the plan should be re-examined and, to the extent necessary, modified to accommodate changing circumstances. This re-examination should occur approximately after five years of the Plans adoption. The City should not expect the life of this Plan to exceed ten to fifteen years.



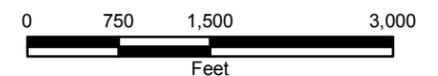
Plate 2
Aerial Photo
2009 Comprehensive Plan Update
City of Valley Park, Missouri

Legend

 Valley Park City Limits



SEPTEMBER 2009



PGAVURBANCONSULTING

CHAPTER 2: DEMOGRAPHIC AND HOUSING TRENDS

Population

Table 1 lists the decennial population figures for the City of Valley Park from 1950 to 2000. This estimate of the current population is based on Missouri’s Incorporated Place Population Estimates by County: 2000 – 2008.

It is noteworthy that the City’s population decreased during the decade of the 1970’s, but quickly rebounded during the ensuing decade. These Census figures reveal a significant increase in the City’s population since 1980. During the period between 1980 and 2000, the City’s population more than doubled. In the 1990’s the City of Valley Park annexed large areas to the west of the City and many single-family homes were then developed on this land. This rapid growth in population can be explained by annexation of surrounding areas by the City during this period and a corresponding large increase in residential construction as shown in **Exhibit 1**.

As illustrated in Tables 1 and 2, between 2000 and 2008 the City’s population is estimated to have decreased by 244 people, or -3.7%. While a decrease of any size in population of a community may be discouraging to those who are dedicated to its growth and development; these decreases need to be examined in light of current circumstances. For example, the surrounding communities of Fenton, Manchester and Twin Oaks (Tables 2 A & B) each had population losses during the same period of time of -1.7%, -3.1% and -4.4%, respectively. Furthermore, during that period, St. Louis County had a population loss of -2.4%. While the precise reasons for population decline are varied and complex, it is likely that in this instance they are tied to an aging population, and, earlier in the decade, to increasing opportunities for housing in other portions of the region and somewhat modest energy costs.

Table 1
POPULATION TRENDS 1950-2008
City of Valley Park, Missouri

Year	Population	Percent Change
1950	2,956	-
1960	3,452	16.8%
1970	3,662	6.1%
1980	3,232	-11.7%
1990	4,165	28.9%
2000	6,518	56.5%
2008	6,274	-3.7%

Source: U.S. Bureau of the Census



Table 2
MISSOURI'S INCORPORATED PLACE POPULATION ESTIMATES FOR
ST. LOUIS COUNTY AND SELECTED CITIES : 2000 to 2008

Table 2-A
(By Percentage Change)

Area name	Current Estimate, 2008	Change 2000-08	
		Number	Percent
St. Louis County	991,830	-24,471	-2.4
Valley Park	6,274	-244	-3.7
Fenton	4,285	-75	-1.7
Manchester	18,569	-592	-3.1
Twin Oaks	346	-16	-4.4

Table 2-B
(Annual Change 2000 - 2008)

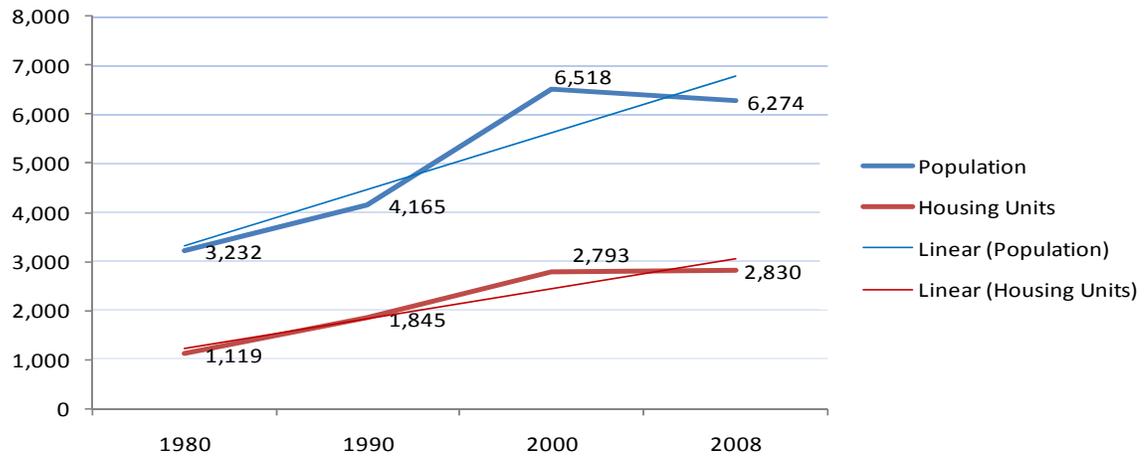
Area name	Estimates as of July 1st								
	2008	2007	2006	2005	2004	2003	2002	2001	2000
St. Louis Co.	991,830	993,512	996,953	999,817	1,004,466	1,009,045	1,013,003	1,015,690	1,016,330
Valley Park	6,274	6,292	6,330	6,374	6,379	6,384	6,430	6,477	6,511
Fenton	4,285	4,298	4,324	4,355	4,342	4,324	4,350	4,355	4,360
Manchester	18,569	18,626	18,742	18,877	18,966	19,036	19,094	19,146	19,161
Twin Oaks	346	347	349	352	353	353	356	359	361

Last Updated: Mon Jul 06 12:28:12 2009
 Source: U.S. Census Bureau, Population Division

Although the linear trend line for population that is provided in **Exhibit 1** might, if continued out to 2010, indicate a population in the vicinity of 7,000. Realistically, however, given that the City is nearly fully developed, if all land that is currently undeveloped in Valley Park were to be developed as suggested in the **Future Land Use Plan, Plate 8**, the current population would only increase by approximately by approximately 1,250, for a total population of about 7,500. Again, this is not an expected scenario since for the past eight years the City has issued building permits for the construction of only thirty-seven housing units. In reality, housing construction and population growth are currently flat; and significant population growth in Valley Park beyond 7,000 to 8,000 people will only occur through annexation of new territory that is or will likely be developed for housing.



**EXHIBIT 1
Trends In Population and
Number of Housing Units
(1980-2008)**



Source: U.S. Census Bureau, Population Division; July 6, 2009

Household and Age Characteristics

The household characteristics of the City of Valley Park are relatively homogenous to that of the rest of St. Louis County. In 2000, the average size of households in Valley Park was 2.45 persons per household and for the rest of the County it was 2.47. The percentage of family households, married couple households, married couples with children households, and householders living alone in Valley Park virtually matched that of the rest of St. Louis County from 1980 to 2000. Valley Park is distinguished from the rest of the County by its enormous increase in households in the period between 1980 and 2000. During this period the number of households in the City doubled, with the majority of this increase (56.5%) occurring during the 1990s. St. Louis County, by comparison, only grew 4.2% between 1980 and 2000.

The percent of the population under 18 for the City was 27% in 2000, comparable to 25% in St. Louis County. The percentage of the population over 65 in Valley Park is 9% and has been decreasing since 1980. St. Louis County, on the other hand, has seen its population over 65 increased by 3% since 1980 so that in 2000, 14% of the population of St. Louis County is over 65. The relative youth of the citizens of Valley Park is reflected in the median age of the City which was 31.8 in 2000, while in St. Louis County this number was 37.5.



Table 3

HOUSEHOLDS AND AGE CHARACTERISTICS 1980-2000 ¹
 City of Valley Park and St. Louis County, Missouri

Households & Age Variable	Valley Park				St. Louis County			
	1980	1990	2000	% Change (1990-2000)	1980	1990	2000	% Change (1990-2000)
Total Population	3,232	4,165	6,518	56.5%	973,896	993,529	1,016,615	2.3%
Average Household Size	2.90	2.30	2.45	6.5%	2.83	2.61	2.47	-5.5%
Median Age	29.4	30.3	31.8	5.0%	31.2	34.7	37.5	8.1%
Population under Age 18 (Percent of Total Population)	932 29%	958 23%	1,781 27%	85.9%	267,497 27%	243,853 25%	255,991 25%	5.0%
Population Age 65 and Over (Percent of Total Population)	459 14%	471 11%	567 9%	20.4%	102,273 11%	129,906 13%	143,262 14%	27.0%
Number of Households	1,036	1,731	2,603	50.4%	344,706	380,072	404,312	6.4%
Family Households (Percent of Total Households)	812 78%	1,054 61%	1,664 64%	57.9%	263,876 77%	271,679 71%	270,810 67%	-0.3%
Married Couples (Percent of Total Households)	676 65%	859 50%	1,260 48%	46.7%	225,654 65%	222,963 59%	206,240 51%	-7.5%
Married Couples with Own Children (Percent of Total Households)	393 38%	394 23%	693 27%	75.9%	113,446 33%	101,249 27%	91,733 23%	-9.4%
Householder Living Alone (Percent of Total Households)	198 19%	527 30%	735 28%	39.5%	69,903 20%	93,107 24%	113,172 28%	21.6%

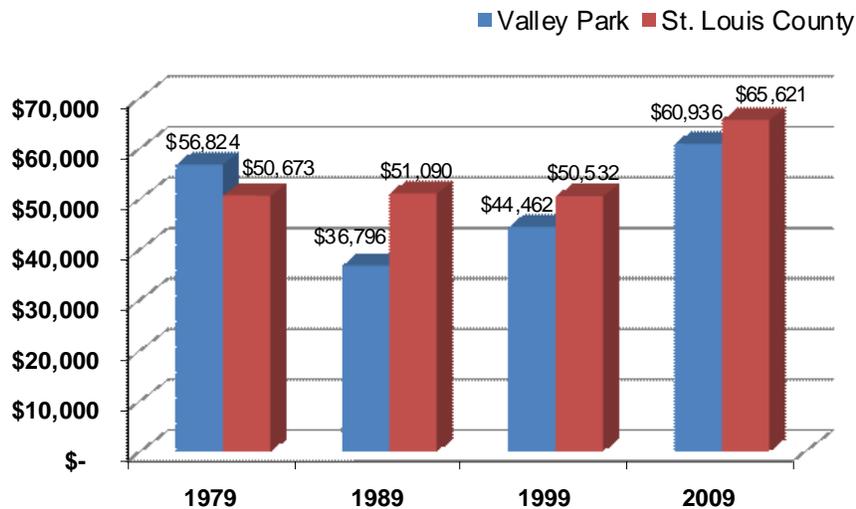
¹ Source: U.S. Bureau of the Census.



Socio-Economic Characteristics

This section presents various socio-economic characteristics for Valley Park, and compares several key indicators to the County. In 1979, Valley Park surpassed St. Louis County in terms of median household income. The following decade in 1989, the median household income in Valley Park plummeted by -35.2%. This should not be construed as a -35% decrease in aggregate earnings for the City, however, as the per capita income for the City only decreased by 18%. The decrease in household earnings for the City can be described by the 11% increase in householders living alone, and a corresponding decrease in dual income family/married households. In 1999, the median household income for Valley Park grew to \$44,462, below the \$50,532 for St. Louis County as a whole. Between 1989 and 1999, there was little change in the composition of households in Valley Park and per capita income grew by 19%. Data recently made available for 2009 shows that the median household income in Valley Park in 1999 grew by 37% to \$60,936, an amount that for 2009 is estimated to be nearly 8% below the median household income for the County. These trends are illustrated in **Exhibit 2 – Median Household Income** and **Table 4 – Socio-Economic Characteristics**. It should be noted that the dollar figures provided in Exhibit 2 for 1979, 1989 and 1999 are in constant 1999 dollars, and estimates for 2009 are in 2009 dollars. It is particularly noteworthy that for at least the past two decades that the median household income in Valley Park has been consistently below that of St. Louis County.

**EXHIBIT 2
Median Household Income**



Source: U.S. Bureau of the Census and ESRI 2009 Demographic and Income Profiles



The percentage of persons below the poverty level in Valley Park is relatively high when compared to St. Louis County. In 1999 the percentage of persons below the poverty level in Valley Park was 10.7%, while for the whole of St. Louis County it was 6.9%. Although household income fluctuated during the period between 1979 and 1999, the percentage of persons below poverty steadily decreased from 15.4% to 10.7%. This trend is opposite to that of the County which saw a 2% increase in poverty between 1979 and 1999.

The population of Valley Park is becoming overwhelmingly more educated. Between 1979 and 1989 the percentage of the population that were college graduates rose 8.6%. Between 1989 and 1999 the educational attainment of Valley Park ballooned. The percentage of the population whose highest educational attainment was high school went from 31.5% to 85% and the percentage of college graduates rose to 32.6% from 12.8%. There is no reason to assume that this trend has not continued during the current decade. See **Table 4 – Socio-Economic Characteristics** for details related to poverty and educational levels.

As incomes and education levels have changed in the City, so also have the types of occupations the population of Valley Park hold. In 1979, Valley Park was predominantly a blue-collar town with 64% of residents employed in service, construction, and production occupations. By 1999 these occupations accounted for only 31% of total employment. Occupations shifted to professional and managerial type and office-related employment which accounted for 69% of total employment in 1999. And, again, there is no indication that this trend is one which is not continuing during the period from 2000 to 2010. See **Table 5 – Occupational Trends** which shows employment across occupations.

Table 4
SOCIO-ECONOMIC CHARACTERISTICS ¹
 City of Valley Park and St. Louis County, Missouri

	Valley Park				St. Louis County			
	1979 / 1980	1989 / 1990	1999 / 2000	% Change (89/90-99/00)	1979 / 1980	1989 / 1990	1999 / 2000	% Change (89/90-99/00)
Median Household Income ²	\$56,824	\$36,796	\$44,462	20.8%	\$50,673	\$51,090	\$50,532	-1.1%
Median Family Income ²	\$65,883	\$43,488	\$54,063	24.3%	\$57,859	\$60,587	\$61,680	1.8%
Per Capita Income ²	\$21,114	\$17,370	\$20,720	19.3%	\$20,342	\$24,958	\$27,595	10.6%
Percent of Persons Below Poverty	15.8%	11.0%	10.7%	-2.7%	4.9%	5.6%	6.9%	23.2%
Education - Population Age 25+	1,878	2,756	4,243	54.0%	588,975	660,909	677,027	2.4%
High School Graduate (Cumulative Proportion of Population Age 25+)	597 31.8%	869 31.5%	3,606 85.0%	315.0%	201,445 34.2%	174,886 26.5%	162,405 24.0%	-7.1%
College Degree (4+ Years) (Cumulative Proportion of Population Age 25+)	79 4.2%	354 12.8%	1,385 32.6%	291.2%	135,086 22.9%	193,308 29.2%	239,729 35.4%	24.0%

¹ Source: U.S. Bureau of the Census and PGAV (conversions to 1999 dollars).

² Income figures expressed in 1999 dollars (1979 & 1989 income figures converted to 1999 dollars using annual average Consumer Price Index for All Urban Consumers)



Table 5
OCCUPATIONAL TRENDS (1970-2000)
 Valley Park, Missouri

OCCUPATION	1979*		1989*		1999	
Management, professional, and related occupations	203	17.3%	516	23.5%	1435	40.80%
Service occupations	234	19.9%	406	18.5%	405	11.50%
Sales and office occupations	203	17.3%	550	25.0%	979	27.80%
Farming, fishing, and forestry occupations	12	1.0%	32	1.5%	19	0.50%
Construction, extraction, and maintenance occupations	194	16.5%	268	12.2%	303	8.60%
Production, transportation, and material moving occupations	328	28.0%	428	19.5%	380	10.80%
	1173		2200		3521	

*Data has been recategorized by PGAV to reflect Census 2000 occupational categories.



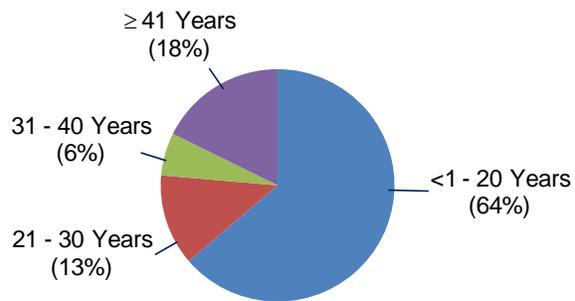
Housing Characteristics

A total of 948 housing units were added to the City’s housing stock between 1990 and 2000, a 51.4% increase (see **Table 6 – Housing Characteristics**). This increase is largely the result of several annexations that took place in the 90’s. It is particularly noteworthy that the housing units that were located within these annexed areas are almost entirely single-family. The annexations which occurred during this period allowed the City to extend its utility service area encouraged development of additional large tracts of single-family housing.

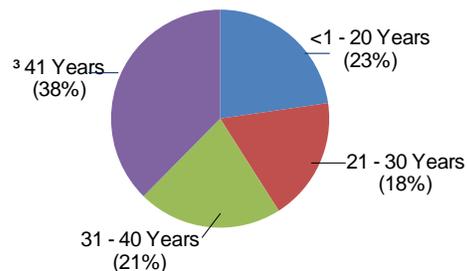
Although not illustrated in Table 5, it is estimated that an additional 91 residential units were added to the City’s housing inventory between the years 2000 and 2008. As relatively new units, it is assumed that all are occupied and in sound condition. Since specific details regarding these additional units are not available, they are not reflected in Table 5.

The age of the housing stock in Valley Park is relatively new when compared to that of St. Louis County as illustrated in **Exhibit 3a – Age of Valley Park Housing Stock** and **Exhibit 3b – Age of St. Louis County Housing Stock**. 77% of the City’s housing stock is under 30 years old while 59% of the County’s housing stock is over 30 years old. The abundance of new housing constructed during the 1990’s has led to a 67.0% increase in median home value between 1990 and 2000. The median home value in 2000 in Valley Park was \$130,000, above the \$116,000 median value for the County.

**EXHIBIT 3-A
Age of Valley Park Housing Stock**



**EXHIBIT 3-B
Age of St. Louis County Housing Stock**



Source: U.S. Bureau of the Census

Table 6
HOUSING CHARACTERISTICS¹
 City of Valley Park and St. Louis County, Missouri

Housing Characteristics	Valley Park				St. Louis County			
	1980	1990	2000	% Change ('90 - 2000)	1980	1990	2000	% Change ('90 - 2000)
Total Housing Units	1,119	1,845	2,793	51.4%	357,827	401,839	423,749	5.5%
Percent Occupied	92%	91%	95%	3.8%	96%	95%	95%	--
Percent Owner Occupied	63%	49%	59%	21.3%	74%	74%	74%	--
Median Year Built	1947	1974	1986	0.6%	N/A	N/A	N/A	N/A
Single Family Units ² (Percent of Total Housing Units)	836 75%	1,005 54%	1,952 70%	94.2%	274,843 77%	300,515 75%	324,547 77%	8.0%
Multi-Family Units (Percent of Total Housing Units)	283 25%	840 46%	841 30%	0.1%	81,611 23%	97,386 24%	98,024 23%	0.7%
Other (Percent of Total Housing Units)	0 0.0%	0 0.0%	0 0.0%	--	1,373 0.4%	3,938 1.0%	1,178 0.3%	-70.1%
Median Value (Owner Occ. Units) ³	\$106,586	\$77,435	\$130,000	67.9%	\$134,805	\$109,886	\$116,600	6.1%
Median Contract Rent (Renter Occ. Units) ³	\$683	\$637	\$628	-1.4%	\$437	\$522	\$601	15.0%

¹ Source: U.S. Bureau of the Census & PGAV (conversions to 2000 dollars).

² Includes one unit, attached.

³ Median value of housing units and median contract rent for 1980 and 1990 have been converted to 2000 dollars using CPI inflation factors of 2.090 and 1.316 respectively.

CHAPTER 3: EXISTING LAND USE

Current land use patterns, to a large extent, set the stage for planning future development. For the comprehensive plan to be realistic and effective, careful consideration should be given to the existing, developed, uses of land. Existing development patterns should also be considered in determining the suitability of undeveloped land for possible future uses.

An updated land use survey was completed for the City in August 2005 and revisited again in late 2008. This land use inventory is presented quantitatively in **Table 7** which appears on the following page, and graphically on **Plate 3**. To further demonstrate the dramatic changes that have occurred in Valley Park relative to its corporate boundaries and land use, **Plate 4, 1988 Existing Land Use**, visually provides the reader with some idea as to the City's size and use of land as it was when the last Comprehensive Plan was prepared. Table 7 also provides data regarding the amount of land devoted to various uses in 1988, the last time the Comprehensive Plan was prepared.

Conducting a quantitative comparison of the various land use categories within a community over time is a common land planning analysis exercise. Such an analysis provides information regarding the rate of land "absorption" by land use category. This information is particularly useful when planning for communities that have relatively balanced local economy (e.g., the amount of retail space is largely predicated on the disposable income of "local" residents).

Although the size of the City has dramatically increased between 1988 and 2009 (868 acres or 52%), the greatest change in the City's total area will occur in October of 2009, when the annexation of the area encompassed by the former City of Peerless Park becomes effective. That annexation adds 527 acres bringing the City's total acreage to 2,552 acres.

Again, Table 7 shows that land use within the City has changed significantly as a result of annexations. Single-family residential and Public-Semi Public constituted the largest increases in the various categories of land uses between 1988 and 2009 (a 120 acre and 400 acre increase respectively). The increase in single-family residential is the result of the annexation areas (especially in the western portion of the city) and the development of new housing on land that was undeveloped in 1988. The increase in Public-Semi-Public, and the corresponding decrease in undeveloped land uses is primarily the result of the land acquired as part of the levee project and the development of new park land.



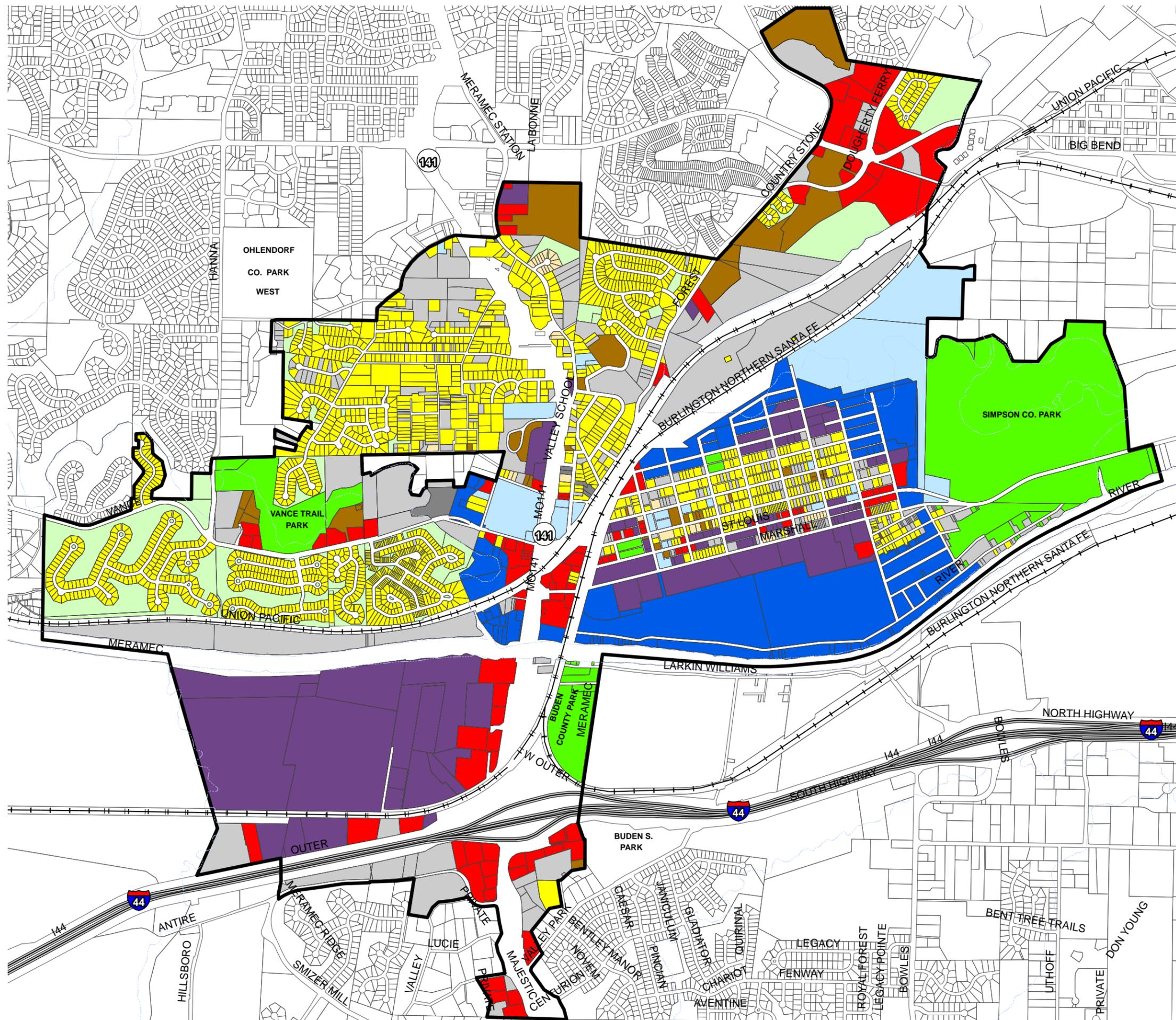
Table 7

**EXISTING LAND USE (1988¹, 2005 & 2009)
City of Valley Park, Missouri**

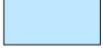
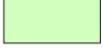
Land Use Category	Acres (1988)	Percent	Acres (2005)	Percent	Acres (2009)	Percent
Single-Family Residential	274	16%	389	19%	394	15%
Multi-Family Residential	80	5%	78	4%	92	4%
<i>Subtotal Residential:</i>	<i>354</i>	<i>21%</i>	<i>467</i>	<i>23%</i>	<i>486</i>	<i>19%</i>
Public & Semi-Public	288	17%	574	28%	106	4%
Commercial	77	5%	82	4%	138	5%
Industrial/Utility	45	3%	83	4%	314	12%
Streets & Other Right-of-Ways	230	14%	351	17%	506	20%
Parks					244	10%
Common Ground					124	5%
Levee Area					214	8%
Total Developed Area	994	59%	1,556	77%	2,132	84%
Undeveloped Land	611	36%	300	15%	347	14%
Water Surface Area	79	5%	169	8%	73	3%
Total Undeveloped Land	690	41%	469	23%	420	16%
TOTAL CITY AREA	1,684	100.0%	2,025	100%	2,552	100%

¹ 1988 Land use based on 1988 Comprehensive Plan Table 12.

Plate 3
Existing Land Use Map
2009 Comprehensive Plan Update
 City of Valley Park, Missouri



Legend

-  Valley Park City Limits
-  Single-Family
-  Two-Family
-  Multi-Family
-  Commercial
-  Industrial
-  Public / Semi-Public
-  Park
-  Common Ground
-  Utility
-  Vacant / Undeveloped Land
-  Levee

SEPTEMBER 2009

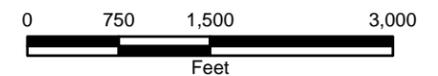
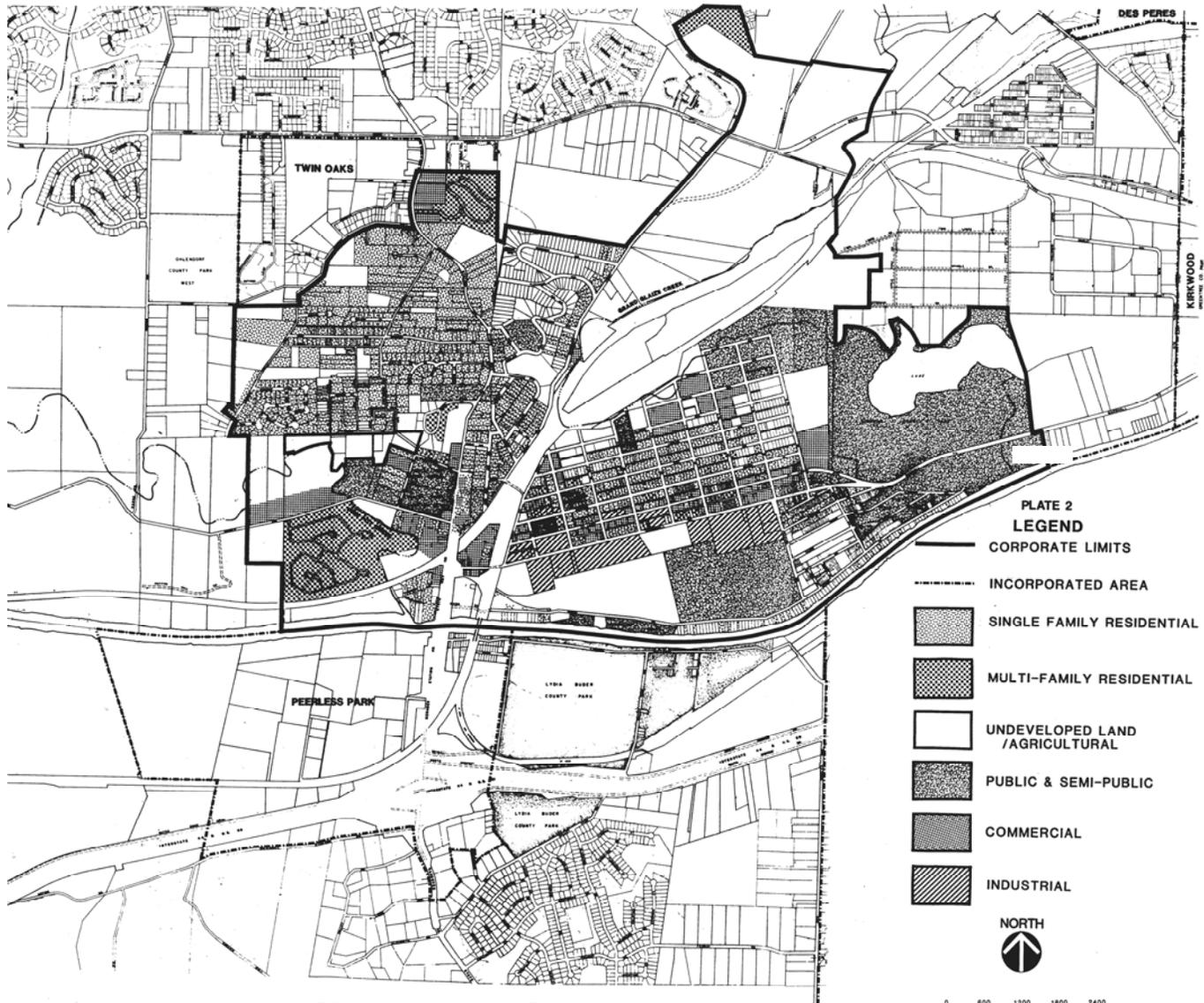


Plate 4

Source: Comprehensive Plan, Valley Park, Missouri, 1988



**EXISTING LAND USE
CITY OF VALLEY PARK, MISSOURI**

1988

Campbell Design Group
Architects Engineers Planners

Land Development Patterns

Comparison of the 1988 and 2009 existing land use maps show that some in-fill development has occurred within the City limits. Most notably along the Dougherty Ferry Road and Forest Avenue Corridor (multi-family) and the Dougherty Ferry Road/Big Bend Intersection (commercial). In addition, the Vance Road Corridor has developed both as a residential area (predominantly single-family with some areas of multi-family) and neighborhood type commercial along Vance Road. The remainder of the City, the northwestern and north central portions of the City as well as the historic central business district (lower area), have remained relatively unchanged.

For comparative and analytic purposes the City has been divided into five planning areas. The boundaries of these areas were chosen to reflect general conditions (i.e. land use, topography, transportation, etc.) that are generally consistent and/or characteristic of a given area. These areas will also be used to discuss future land use considerations and other factors that will influence land use and roadway planning. The five planning areas are identified on **Plate 5** on the following page and these areas are:

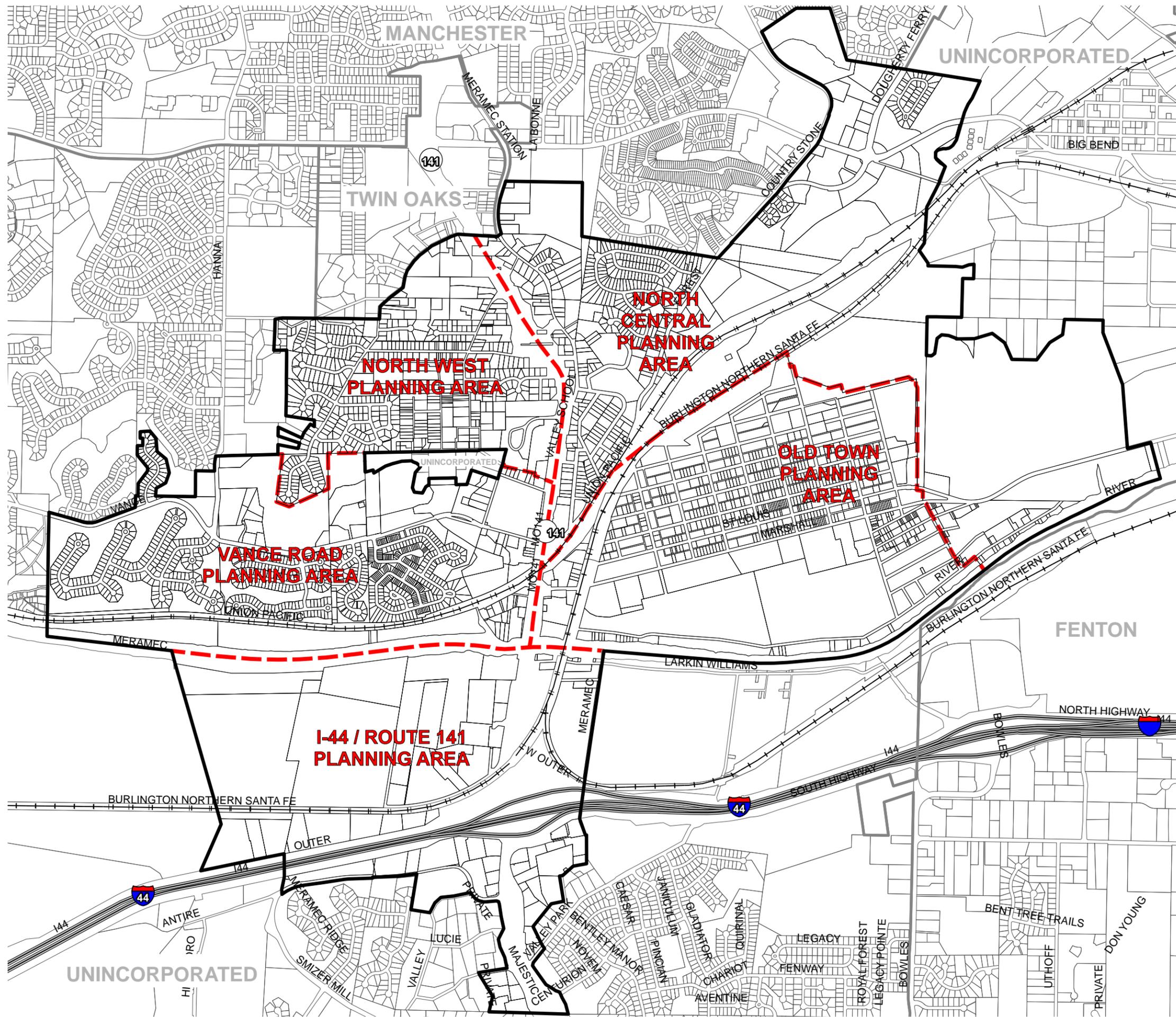
Vance Road Planning Area

The Vance Road Planning Area generally encompasses the portion of the City bound by the Meramec River on the south, State Highway 141 on the east, the southern line of the residential area accessed via Crescent Avenue and Boyd Avenue (Northwest Planning Area) to the north, and the City Limits to the west. The Area also includes the commercial node at the intersection of Vance Road and State Highway 141. There are several primary features about this planning area that will influence future planning and development. First the Area is primarily residential and nearly built out in terms of developable land, and second there are several large vacant tracts associated with the City Park and the floodway associated with Fish Pot Creek that limit development in the Area.

Along Vance Road, neighborhood type commercial uses, restaurant, gas station, day care center, two small office buildings have developed in a planned fashion as described in the 1988 Comprehensive Plan. To the rear of the commercial strip along Vance Road several multi-family uses have developed in recent years.

In addition, the Vance Road Corridor includes the commercial node located at the intersection of Vance Road and State Highway 141. This commercial node

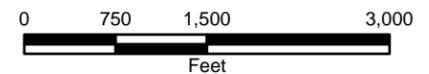
Plate 5
Planning Area Map
2009 Comprehensive Plan Update
 City of Valley Park, Missouri



Legend

-  Valley Park City Limits
-  Planning Area Boundary

SEPTEMBER 2009



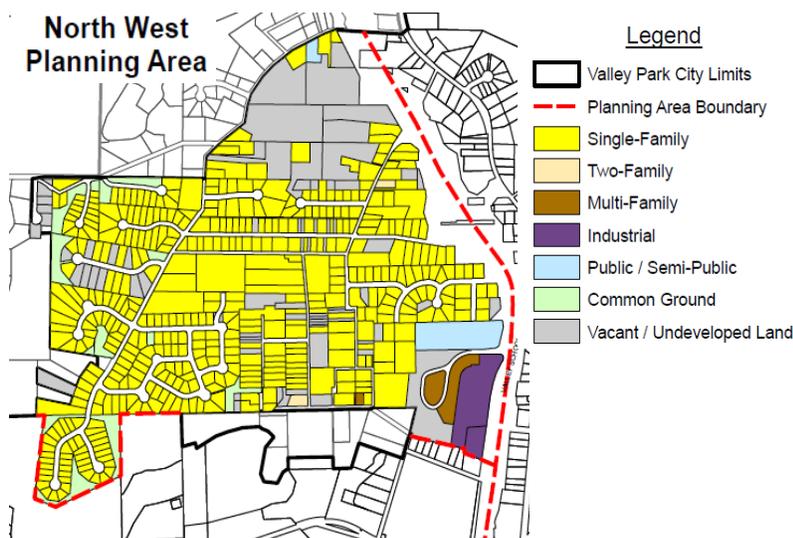
represents one of the older commercial areas within the City and is fully developed. In recent years land acquisition for the levee project has limited the ability for commercial expansion in this Area. Given the mix of uses, the change that has occurred over the years with respect to access, levee acquisition, road windings, and expansion by the School District, redevelopment of this Area should be focused on the modernization and/or general improvement of the existing business environment at this node.

Given that the existing development patterns are well established, there is little opportunity for further single-family residential development and limited opportunities for further commercial development in Vance Road Planning Area.



This Area also includes the only location within the corporate limits of the City that consists of property that is not part of Valley Park. This area consists of eleven parcels, covers approximately 19 acres and is used primarily for large lot residential purposes.

Northwest Planning Area



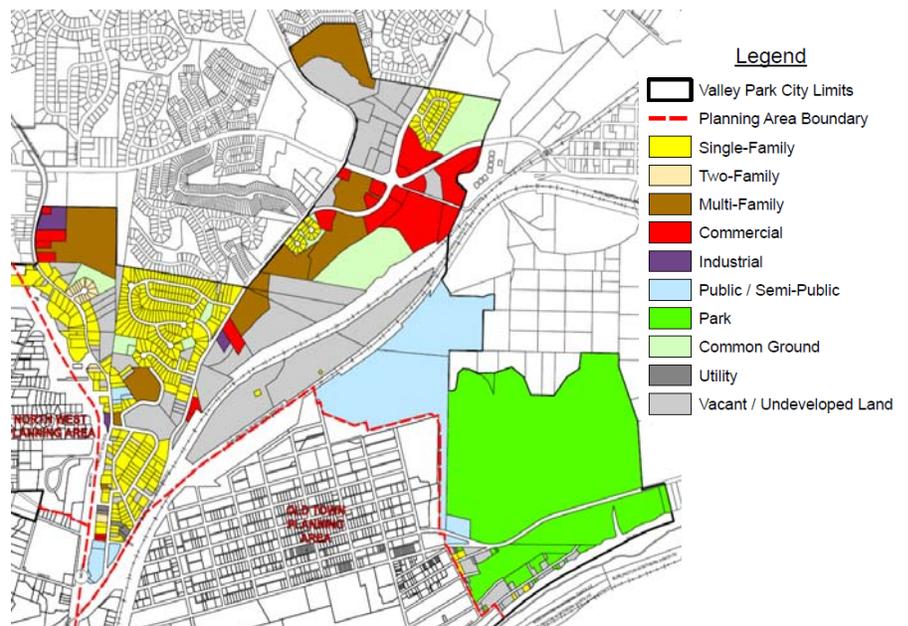
The Northwest Planning Area consists of the portion of the City generally bound by the City limits to the west and north, the relocated section of State Highway 141 on the east, and Plainview Avenue and the Vance Road Corridor Planning Area to the south.

The prominent land use in this planning Area is single-family residential. The extreme south east corner of the planning area includes a small pocket of non-single-family uses, some limited light industrial activity and public / semi-public uses.

The Northwest portion of the City is interspersed with vacant lots that have the potential for infill development and that infill should be consistent with the existing single family character of the Area. The northern portion of the Planning Area still has several large tracts of vacant land that are potential locations for additional single-family development. However, one over all limiting factor in this Planning Area is the lack of access and under designed street layout. Access has been improved with the upgrade of Boyd Avenue in association with the improvement to State Highway 141. However, additional improvement of the street layout in this planning area is needed if further in-fill residential development is to occur.

North Central Planning Area

The North Central Planning Area is bound by relocated State Highway 141 on the west, the City limits on the north and east, and the Union Pacific and Burlington Northern Railroad Rights-of-way which bi-sect the City to the south and southeast.



The North Central Planning Area encompasses three distinct areas within the City. The northern portion of the Planning Area includes the Dougherty Ferry Road / Big Bend Boulevard intersection. This intersection includes some of the more recent development in the City. The area near the Dougherty Ferry Road/Big Bend Boulevard intersection is primarily commercial. Portions of the properties adjacent to the intersection remain undeveloped. More specifically,

the northwest quadrant of the intersection continues to offer some opportunities for commercial development. Additionally, the southeast quadrant of that intersection contains several parcels totaling approximately twenty acres that are largely underdeveloped.

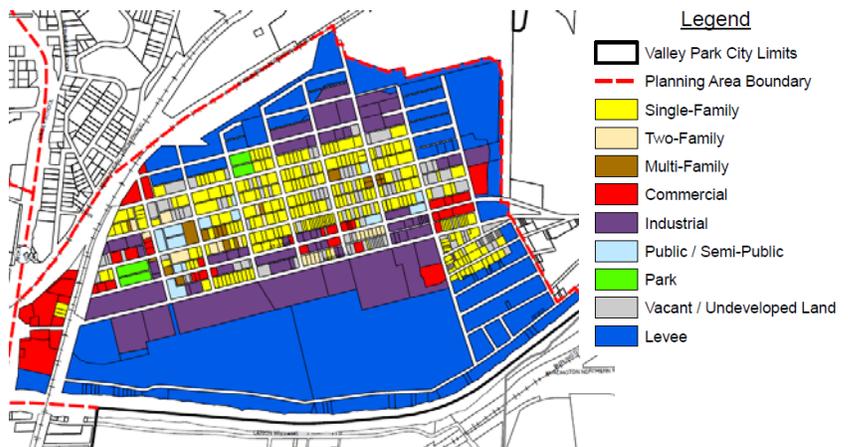
Immediately south of the Dougherty Ferry Road/Big Bend Boulevard intersection along Dougherty Ferry Road and Forest Avenue several multi-family and institutional projects were developed in the last decade. While there are several large areas of undeveloped land along this corridor, access and the presence of Grand Glaize Creek significantly inhibit development on these properties.

The central portion of the Planning Area is represented by the wedge of properties located between Forrest Avenue and Old State Highway 141. For the most part this portion of the City is built-out. While several vacant tracts still exist, they are primarily associated with opportunities for minor single-family infill development.

The western portion of the planning area is represented by the Old State Highway 141 corridor. This portion of the Planning Area is characterized by the residential land uses located along the Old State Highway 141 corridor and the northern portion of the corridor which encompasses several commercial and multi-family uses. While there are several larger lots which provide opportunities for development, topography and access will likely limit further development in this portion of the planning area. Commercial uses along the Old State Highway 141 corridor should be limited to their present extents.

Old Town Planning Area

The Old Town planning area represents the original downtown portion of the City. Old Town area encompasses a variety of uses including residential, commercial, industrial, and public/semi-public.



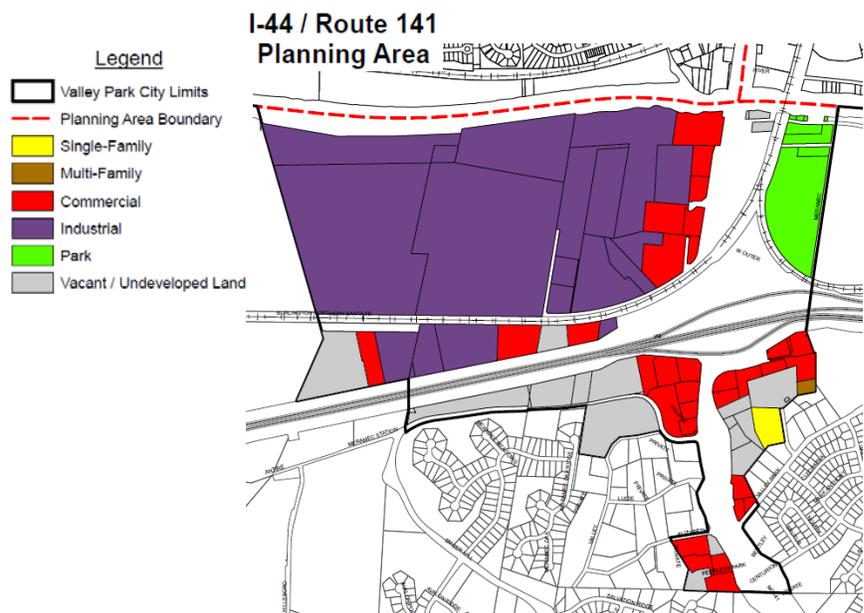
The downtown portion of the City has historically been plagued by flooding from the Meramec River. This has limited development and investment in this portion of the City. The recent completion of construction of a flood control levee has renewed interest in the potential for redevelopment or expansion of existing businesses in Old Town.

The Old Town area includes some of the oldest buildings (both residential and commercial) in the City. The condition of many of these buildings is poor in comparison to the remainder of the City due to a lagging ability to invest in the properties as a result of the historic presence of flooding from the Meramec River. One example of this lagging investment is the numerous vacant lots and deteriorated buildings that are located in this Planning Area. The construction of the levee and the recent demonstration of its ability to control flooding in this area bode well for the possibility that additional investment will occur. This planning area offers opportunities for increased investment in a mix of land uses (industrial, commercial, public/semi-public and residential). It should be recognized that even with the construction of the levee, some flooding continues to occur during heavy rain events. This temporary, but damaging and disruptive, flooding can be resolved with the construction of an adequate storm water system.

I-44 / Route 141 Intersection Planning Area

The I-44 / Route 141 Planning Area is the newest addition to the City of Valley Park. Located immediately south of the Meramec River and encompassing the four quadrants of the intersection of I-44 and Missouri Route 141. This strategically important area will

add considerable opportunities for advancing the economic base of the City through commercial, Industrial and perhaps even office development. While only two residentially developed parcels exist within this Area – one single family structure and a condominium complex consisting of twenty-eight units – further



residential development should not be encouraged by the City. Conversely, those existing residents should be extended the same level of support and attention as is provided to residents in other areas of the City. To that end, and particularly with regard to the multi-family condominium complex, any new development adjacent to that site should be designed so as to provide adequate buffering to screen parking, service and other high activity areas from the those residents.

CHAPTER 4: PROPOSED ANNEXATION AREAS

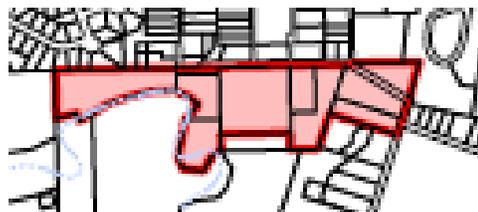
On June 28, 2006, the City of Valley Park filed a “Map Plan” with the Boundary Commission of St. Louis County, pursuant to the Boundary Commission Rules. This Map Plan identified the unincorporated areas that the City intends to annex. Since that Plan was submitted in 2006 the City has aggressively pursued the annexation of one of the first areas identified on that map, the 526 acre site of the former City of Peerless Park which is located immediately south of the Meramec River. That area officially became part of the City in October 2009 and, as such, is no longer illustrated on the General Map of Proposed Boundary Changes for Valley Park.

Plate 6 on the following page identifies six specific areas that the City proposes to consider for annexation during the coming years. Two of these areas are identified as the first areas to be annexed and the remaining areas are identified as Annexation Areas 2 through 5. It should be recognized however that, if, for a variety of reasons, it would be beneficial to the City and the proposed annexation areas to alter the sequence of annexation, then such re-scheduling would be appropriate. In other words, this proposed sequencing of areas to be annexed by the City of Valley Park should remain somewhat flexible.

While flexibility in the annexation schedule is important, the areas identified as Areas No.1 should be pursued at the first possible opportunity. The rationale for this statement is based on the following facts:

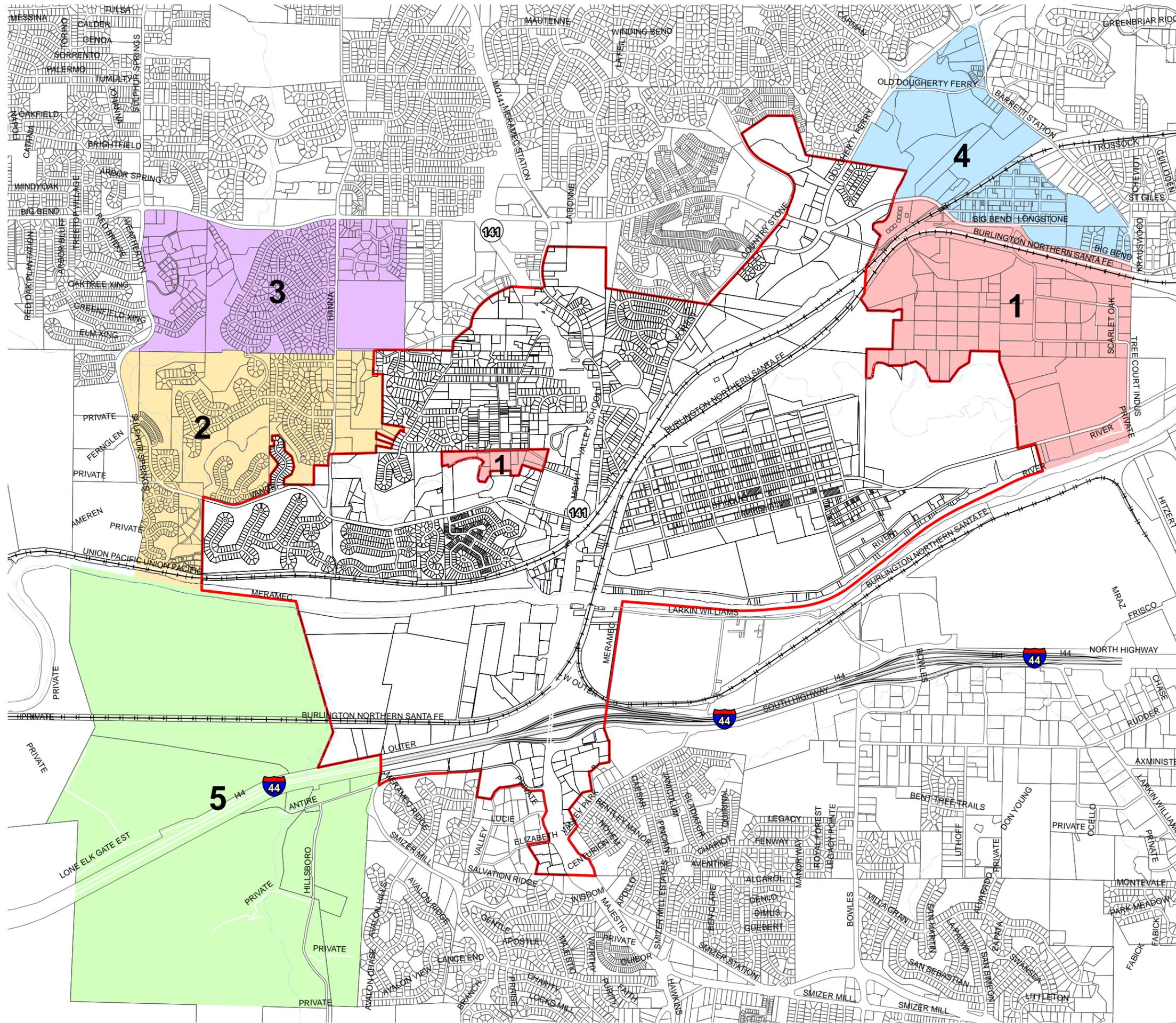
Annexation Area No. 1

- 1-a This unincorporated area located within the corporate limits of the City represents what might be referred to as the hole in the center of the doughnut. In other words, it is an area within the City that doesn't quite fit. Given that the municipal services required by this area are provided by the City, this area should be part of Valley Park. As noted previously, it consists of approximately 19 acres and eleven parcels that are primarily dedicated to large lot residential uses.



It should be noted that previous attempts to annex this area have not been well received by the majority of individuals who reside within this enclave. Nevertheless, the City should continue its efforts to convince residents of the benefits of annexation into the City of Valley Park.

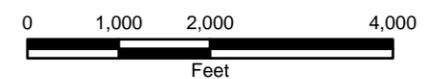
Plate 6 Annexations 2009 Comprehensive Plan Update City of Valley Park, Missouri



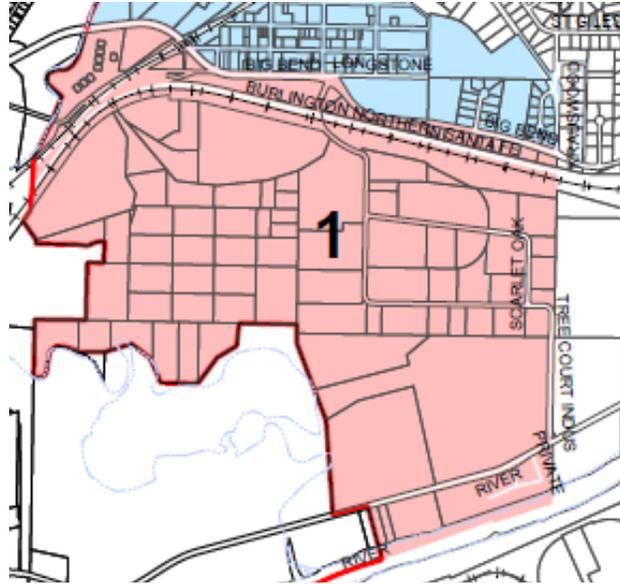
Legend

- Valley Park City Limits
- Annexation Area No. 1
- Annexation Area No. 2
- Annexation Area No. 3
- Annexation Area No. 4
- Annexation Area No. 5

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1-b Located along the current eastern limits of the City, this 437 acre area abuts the City of Fenton on the South, Kirkwood on the east, unincorporated St. Louis County on the north and, of course, Valley Park on the west. Of these entities, Valley Park has the longest contiguous boundary with the subject annexation area. This area consists primarily of St. Louis County park land and the Tree Court Industrial Park. This is an area that would clearly benefit from the municipal services provided by Valley Park. Similarly, taxes generated by this area would likely more than offset the cost to the City for providing needed services. This is an area that would be attractive for annexation by the Cities of Fenton and Kirkwood. As such, the City should pursue annexation of this area sooner rather than later.



Annexation Area No. 2

Annexation of this 366 acre area would extend the City’s western boundary to approximately Sulphur Springs Rd. Predominantly residential in character, this area is already largely built out. While some portions of this area remain suitable for further residential development some parts of the area will be difficult to develop for topographic and other environmental reasons. While this area would add significantly to the City’s population it would also add to its financial burden given that residential property generally costs more to service than do commercial or office settings.

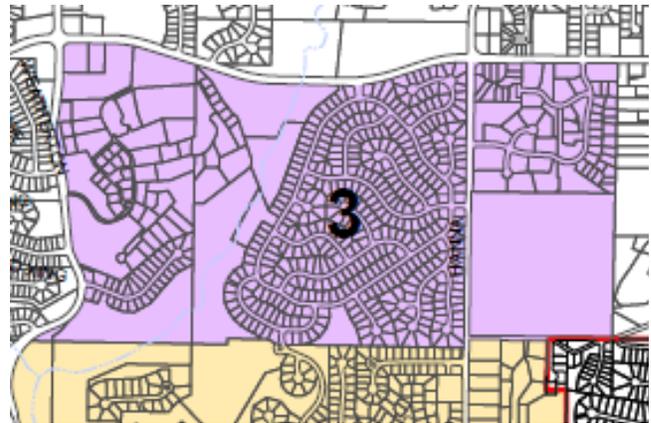


ter, this area is already largely built out. While some portions of this area remain suitable for further residential development some parts of the area will be difficult to develop for topographic and other environmental reasons. While this area would add significantly to the City’s population it would also add to its financial burden given that residential property generally costs more to service than do commercial or office settings.

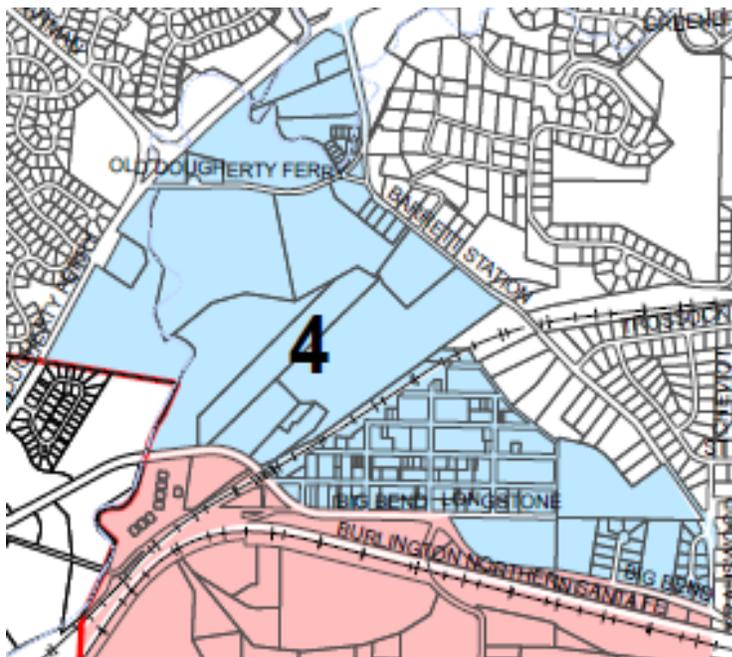
Annexation Area No. 3

This annexation area is immediately north of Annexation Area No. 2 and since only a limited portion of this area is adjacent to the City’s current boundary, it could only be added to the City after annexation of Area No. 2.

This 327 acre area is also pre-dominantly residential and is zoned accordingly by St. Louis County. Ohlendorf County Park is also located within this area. As with Area No. 2, the primary benefit from annexation of this area would be the overall growth of the City’s population and size.



Annexation Area No. 4



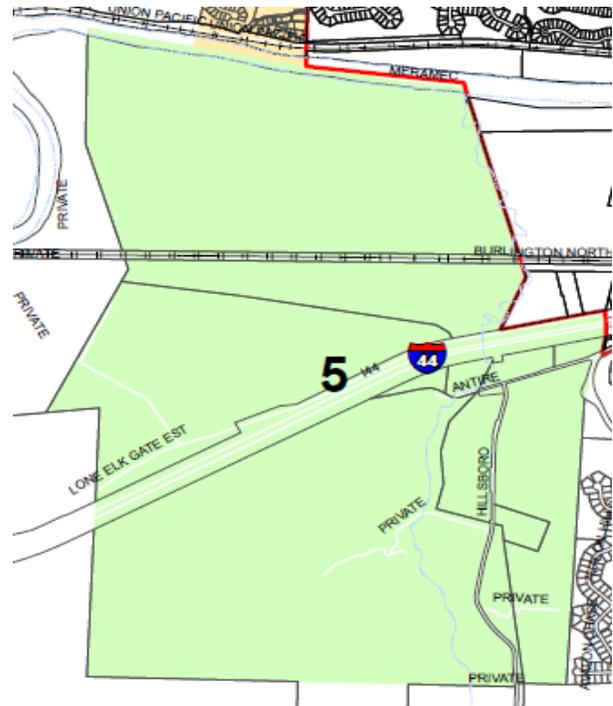
Annexation Area 4 is located along the northern limits of the area referred to herein as Annexation Area No. 1-b and is not currently contiguous with the corporate limits of the City of Valley Park. As such, this 259 acre area can only be annexed after Area 1-a.

The addition of this fourth area to the City would provide future opportunities for residential growth and perhaps some commercial development in the vicinity of Dougherty Ferry and Barrett Station Roads.

Annexation Area No.5

North of I-44 this nearly 1,100 acre area is contiguous with the current boundaries of the City; however this is not the case south of the highway. Flooding in this area may be an issue that would need to be dealt with prior to any major development.

Assuming flooding issues can be reasonably dealt with, that portion of the Area north of I-44 would be suitable for commercial and/or industrial use. The largely undeveloped area to the south of I-44 might be more appropriately used for residential purposes.



It should be understood that it is not the purpose of this Comprehensive Plan Update to prepare land use plans for possible future annexation areas. That level of planning will occur only during considerations for boundary expansion that will be undertaken by the Planning & Zoning Commission and the City Council. This section is only intended to provide those bodies with some thought as to what might ultimately be in terms of City growth and expansion. Clearly, with the progression of time other factors will come to play that may modify the considerations provided herein.

It should also be recognized that, in general, there is a five-year cycle in which the Commission considers specific annexation proposals, based upon the final Map Plan. More specifically the five-year annexation planning cycle is as follows:¹

January 1, 2006 – July 1, 2006: Map Plan Submission – Map plans for boundary changes and established unincorporated area were submitted by municipalities, the County, and citizen groups to the Commission for its review. Such a map was submitted by the City but, due to the recent annexation of the former Peerless Park territory, changes occurred and Plate 5 now more accurately reflects or updates the City’s thinking regarding future annexations.

¹ Source: Boundary Commission Rules, effective May 4, 2000.

August 1, 2006 – December 31, 2006: Public Comment Period – St. Louis County Boundary Commission solicited written comments on map plans and held informational public hearings in or near affected areas.

August 1, 2006 – April 15, 2007: Negotiations and Amendments – Commission encouraged negotiation between parties with competing map plans. Submitting parties had the opportunity to amend map plans until April 15, 2007. No amendments could enlarge the boundary change or establish unincorporated area map plan beyond what was originally submitted.

April 1, 2007: Commission Comments – By April 1, 2007, the Commission could have provided written comments to notify proponents of merits/demerits of map plans.

April 15, 2007 – July 1, 2010: Proposals – Specific proposals, including a plan of intent, for boundary changes and established unincorporated areas consistent with the final map plan on file as of April 15, 2007, shall be submitted to the Commission. Proposals shall be submitted to the Commission no later than July 1, 2010.

April 1, 2011: End of Commission Review – End of the nine (9) month review period for proposals submitted on July 1, 2010.

January 1, 2012: Pending Proposals Expire – Any proposal, which has not been approved by the Commission by January 1, 2012, expires.

January 1, 2012 – July 1, 2012: Map Plan Submissions – A new five-year planning cycle commences with submission of map plans.

CHAPTER 5: TRANSPORTATION

Introduction

This Chapter of the Comprehensive Plan is intended to provide an overview of the major components of the existing transportation/circulation system that services the City of Valley Park. That system includes the Interstate and state highway systems, as well as county arterial roads and municipal roads. It also includes issues associated with the Union Pacific and Burlington Northern Railroads as they bisect the City. This examination focuses on an identification of current problems, proposed solutions, and recommendations for resolution of those problems where specific solutions have not already been identified.

In addition to an analysis of existing roadway conditions, the Plan also looks at other modes of transportation that are currently available to residents and business of the City. Those modes of transportation include mass transit, bicycle and pedestrian routes.

Each component of the transportation network identified above is examined in light of the specific goals and objectives that were identified during planning workshops and other community engagement sessions that were held for the purpose of updating the Comprehensive Plan. Where appropriate, specific recommendations are provided to coordinate and support the various plan recommendations.

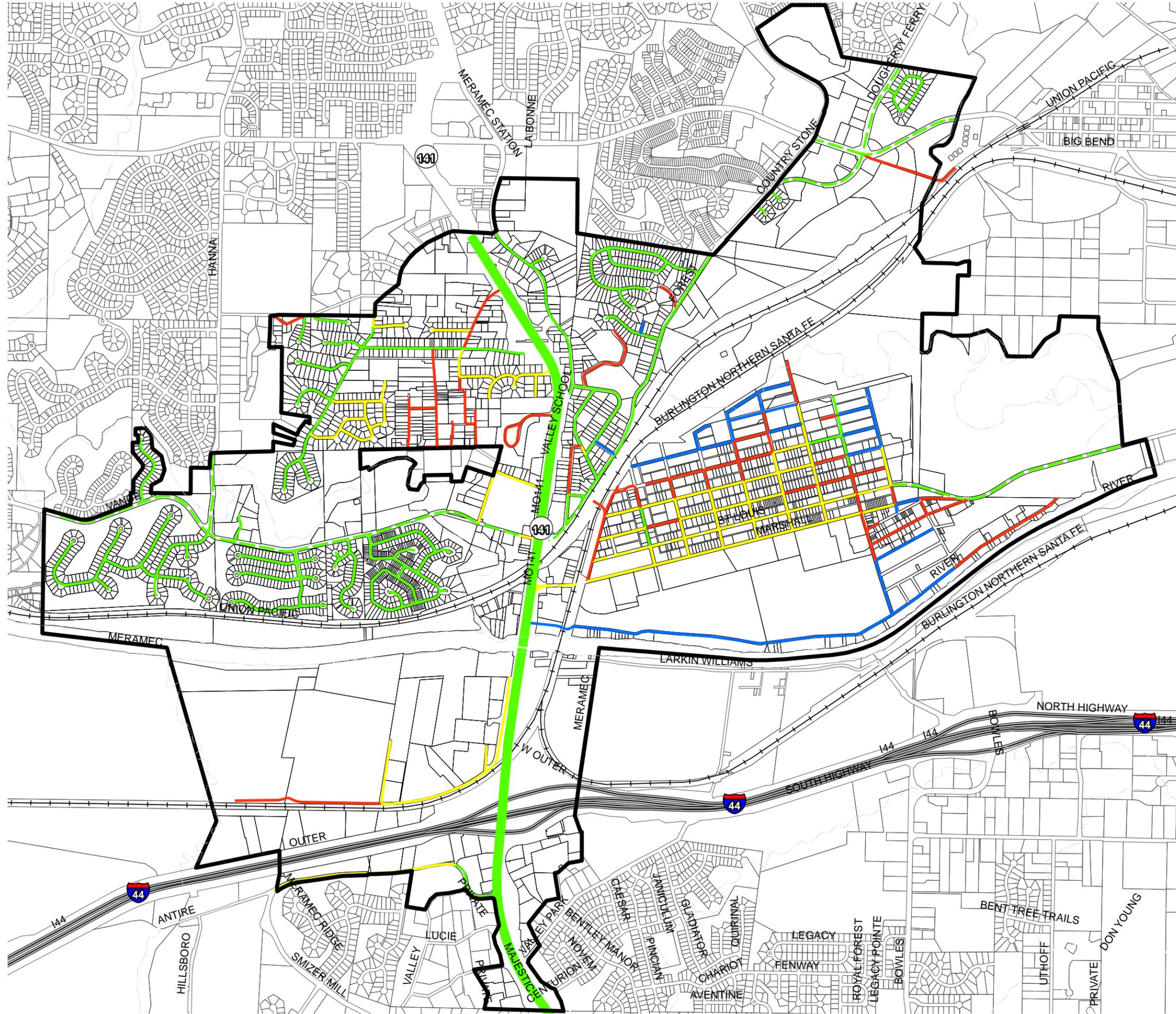
Existing Roadway System

The City of Valley Park is particularly well positioned relative to convenient access to the interstate and regional highway systems that serve virtually the entire mid-west. I-44, for example traverses the southern portion of the City as it cuts through the City along what was the northern boundary of the former City of Peerless Park. I-44 provides direct access to I-270 and other components of the regional interstate highway network including I-64 and I-70 to the north and I-55 to the south. Also, State Route 141 traverses the City in a north/south direction thereby providing further access to the interstate highway network previously described. Route 141 also provides convenient access to other state and county roadways including Highways 21 (Tesson Ferry), 30 (Gravois), Marshall Road, Big Bend Road, Route 100 (Manchester), and Clayton Road. The City is also served by an extensive network of municipally maintained collector and local streets.

Plate 7 on the following page illustrates the general condition of all existing roads within Valley Park. Roadway conditions were determined by visual inspection by senior PGAV staff. As one might expect, the more recently developed neighborhood roads tend to be



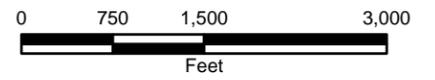
Plate 7
Road Conditions Map
2009 Comprehensive Plan Update
 City of Valley Park, Missouri



Legend

-  Valley Park City Limits
-  Good City
-  Good County
-  Good State
-  Fair City
-  Fair County
-  Poor City
-  Poor County
-  Abandoned / Paper

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in the best condition. Also, much of Route 141 was recently relocated and rebuilt within the City and, as such, is able to accommodate considerably more traffic and is, of course, in excellent condition. The roads in older residential neighborhoods generally have a mix of conditions ranging from fair to poor. Also, in the Old Town Area of the City it is not uncommon to find a significant number of abandoned or paper streets. Abandoned streets are frequently in the poorest condition and paper streets are those that are shown on official records as being constructed, but are rarely found in the field.

Roadway Issues Requiring Attention

- *Route 141 and Elam Avenue*

Route 141 and Elam Avenue has been recognized by St. Louis, County Department of Highways & Traffic, the Missouri Department of Transportation (MoDOT), and the City of Valley Park as an intersection with insufficient capacity to handle current traffic demands. As a result, a study was conducted in 2005 by Crawford, Bunte, Brammeier, a local traffic and transportation engineering firm, to develop and evaluate transportation improvement options that would complement and enhance economic development opportunities along Route 141 between Vance and Meramec Station Roads, both within the City of Valley Park.

Specifically, the study focused on the 141 / Elam intersection and identified actions for improving access to the commercial and industrials to the west of Route 141; while also examining alternatives for mitigating the traffic and circulation impacts of the two solid waste transfer facilities, the Meramec Valley Processing Center and other developments that, individually and combined, generated huge volumes of truck traffic in and around this intersection. It should also be recognized that this intersection is literally the only major entry into the City from the south.

A variety of roadway improvement options were developed to provide improved access, roadway connectivity, user mobility, and safety, thereby potentially accommodating opportunities for new economic development and /or redevelopment. This effort resulted in a multi-agency plan for a road network that would foster high-quality business and employment opportunities and diversified, long-term growth and redevelopment in this area of Valley Park.

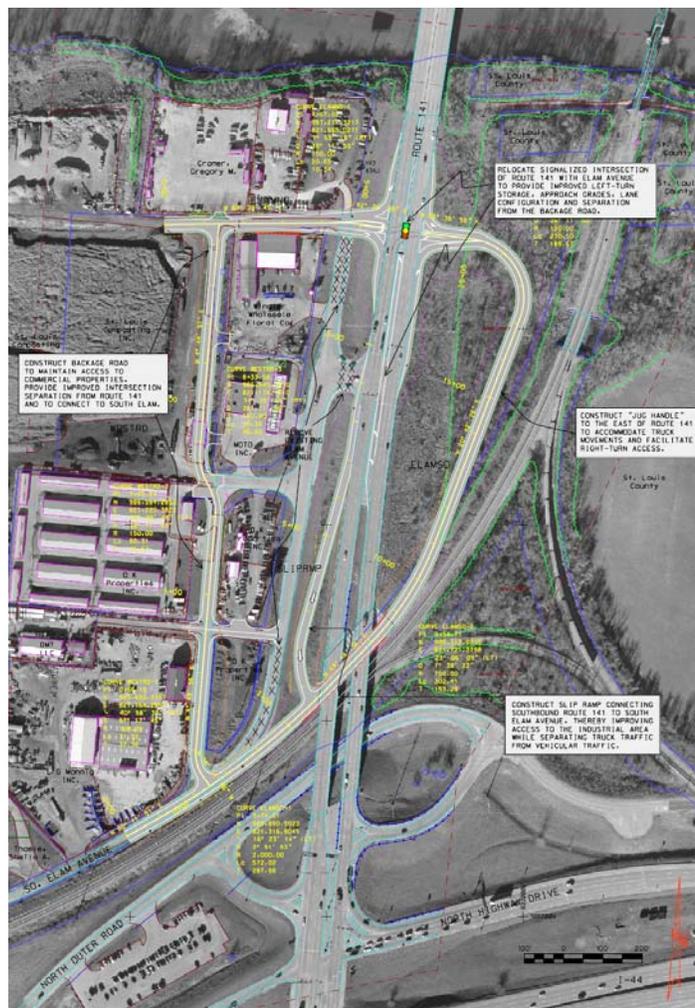
As a result of this analysis, three primary deficiencies were identified and they were:

- 1) The intersections of Route 141 with the I-44 ramps and Vance Road are over-saturated during peak periods;

- 2) Access to the North Outer Road is constrained during peak periods and is confusing to motorists;
- 3) The Elam Avenue intersection has several geometric deficiencies that limit its effective capacity and its ability to properly accommodate the heavy truck traffic associated with the industrial uses which dominate this area.

The analysis conducted by the consultant eventually resulted in the identification of five alternative design concepts. Ultimately, one alternative was selected not only by the major participants in the project, but also by area residents who attended a public meeting on this subject that was held in July 2004. That alternative, the realignment of local roads with a jughandle, is presented in **Exhibit 4**.

Exhibit 4
Recommended Access Improvements
Elam Road at Route 141 - Conceptual Design



- **Marshall Road / St. Louis Avenue**
Marshall Road is the primary access route to the industrial complex located in the Old Town Planning Area, via Route 141. It is also noteworthy that access to Marshall Road industrial area is also available from Big Bend Road and I-270 north. This road (Marshall) not only serves the Old Town area but also the Tree Court Industrial Park which immediately east of the current municipal boundaries.

As a result, Marshall Road carries considerable volumes of truck traffic which, at times, flows over to St. Louis Avenue.

Because of the parallel nature of St. Louis Avenue and Marshall Road, truck traffic needing access to industrial sites fronting on St. Louis will frequently use that St. Louis. In many instances truck traffic on Marshall Road will use any of the numbered streets to gain access to St. Louis Avenue. This creates safety, noise and other environmental problems for residents located along the north side of St. Louis Avenue.

As a result of the truck traffic issues associated with these two streets, a number of alternatives for addressing these conditions were examined. Included among them were:

- Converting Marshall and St. Louis to a one-way pair;
- Upgrading both St. Louis and Marshall and connecting the two roadways with a diagonal connector; and
- Improving Marshall Road as the primary truck route servicing the industrial area in Old Town and encouraging automobile and small truck use on St. Louis Avenue.

After consideration of the alternatives listed above it is recommended that upgrading Marshall Road to accommodate truck traffic would be the most appropriate method for supporting industries within this area and separating truck and automobile traffic. St. Louis Avenue should be encouraged for use by local small businesses and area residents. St. Louis Avenue should not be encouraged as a cut through for truck traffic servicing the Tree Court Industrial Park. The improved Marshall Road should be upgraded to arterial roadway status.

- *Collector Street Upgrades*

To accommodate future residential growth in the North West Planning Area the following streets should be improved and/or to collector status:

- Inez – between Boyd and Main should be improved to provide better access to the north central portion of the Northwest Planning Area; and
- Main – between Plainview and Francis currently serves as a collector street within the Northwest Planning Area and should be designed and improved to accommodate collector road traffic volumes.
- 9th Street in the Old Town Planning Area should be upgraded to accommodate truck traffic that services the industrial areas along 9th Street between Marshall and Glover. The objective of this improvement would be to remove truck traffic from local residential streets in the Old Town Planning Area.

- Glover between 6th and 9th Streets should also be redesigned and improved to accommodate truck traffic that services this industrial portion of the City.
- *Street Maintenance*

As illustrated in Plate 6, nearly all of the streets with the City that are classified as in poor condition are City maintained streets that require immediate attention. To support neighborhood betterment, the City should establish a priority improvement program that targets those streets that are in poor condition.

While streets in poor condition need the immediate attention of both the City and County, those shown to be in fair condition also need the continued attention of both the City and County.

Pedestrian Safety

Many areas within the City of Valley Park have been developed for the convenience of the developer and not necessarily for the benefit of the general public – the people, who live, work or do business within the City. This is perhaps best illustrated by the lack of or deteriorated condition of sidewalks in many parts of the City. While this is not a new phenomenon in the City, it is an issue that should be addressed and one that may be addressed in conjunction with street maintenance or rebuilding programs.

Good sidewalks encourage residents to walk their neighborhoods and children to ride bicycles without using the streets. They add to the overall stability and attractiveness of neighborhoods and, at the same time, provide for the safety of area residents.

Railroad Crossing Safety Issues

As previously noted, the City of Valley Park is bisected by the Burlington Northern Santa Fe and the Union Pacific Railroads. The alignment of the tracks which service these railroads create barriers to development that may have limited or constricted development within the City. While little can be done to modify these alignments, the City needs to ensure that using these tracks do not endanger area residents and that any restrictions they place on development of adjacent land are of little impact.

In light of the above, it is recommended that two railroad crossings should be evaluated for improvements that will improve safety to surrounding areas and enhance opportunities for economic development. Those crossings include:

- *The Marshall Road / Burlington Northern Santa Fe Crossing:*
Improvement of this crossing would be provided to increase safety resulting from congestion related to the Route 141 / Marshall Road traffic signal; the existing and future growth of truck traffic that will result from the creation of a Marshall Road truck route; and the future commercial/office development that is anticipated to occur in the area bounded by Route 141, Beckett Memorial, and the Burlington Northern Santa Fe right-of-way.
- *Didian / Forest Avenue / Union Pacific / Burlington Northern Santa Fe Crossing:*
The major issue associated with this crossing is a result of the fact that the crossing the Burlington Northern Santa Fe tracks occurs at grade and the Union Pacific crossing is through an underpass. That underpass is an antiquated design that does not accommodate contemporary truck traffic. To provide an alternative truck route into this Old Town Area and the industrial park, this crossing should be redesigned.

Mass Transit

Metro, the St. Louis regional transit agency provides a variety of bus service alternatives to the City of Valley Park. Most notable among those are the four bus routes that provide daily service. These routes include:

- #58X – Twin Oaks Express provides service to the east to Mid-Town and Downtown St. Louis via Big Bend Rd.; and to the northwest by way of new Ballwin, Clarkson, Clayton and Ballas Roads.
- #410X – Eureka Express provides service to the Cities of Eureka and Grey Summit to the southwest and Mid-Town and Downtown St. Louis via I-44;
- #57 – Manchester; staying primarily on Manchester Road, this bus line services the City of Wildwood to the west and the Civic Center MetroLink Station in Downtown St. Louis to the east; and
- #210 Fenton Gravois Bluff provides service from the MODOT I-44 Park-Ride Lot at Route 141 and I-44 to the Shrewsbury I-44 MetroLink Station. The MetroLink System services Clayton, Lambert St. Louis International Airport and Scott Air Force Base in the Metro East portion of the region.

It must be pointed out that at this time Metro bus service is considered temporary and could be terminated if appropriate funding sources are not quickly identified to sustain existing bus services throughout the metropolitan area. This is a regional funding issue and is not simply confined to the bus routes listed above.

In addition to the current bus service noted above, three park-ride lots are conveniently located in or near the City of Valley Park. These lots are:



- Ohlendorf Park-Ride Lot near Hanna Road and Big Bend Road has a total of twenty-five spaces. This lot provides direct access to #58X – Twin Oaks Express bus line;
- Brunswick Bowl Park-Ride Lot at Big Bend and Dougherty Ferry Roads provides direct access to #58X – Twin Oaks Express; and
- MODOT Park-Ride Lot at Route 141 and I-44 has 147 parking spaces and provides connections with #410X – Eureka Express and #210 – I-44 Shuttle.

Metro Call-A-Ride Service

Metro Call-A-Ride provides curb-to-curb van service in St. Louis County with advance reservations. Service in the West County area is available Monday-Sunday and is open to the general public. Service in the County Call-A-Ride Plus area is limited to Monday-Friday to persons with disabilities who have registered to use the service but is open to the general public on Saturday and Sunday. Persons wishing to use Call-A-Ride service can call the day before or up to seven days in advance to reserve your ride. Again, as with the Metro bus service, available funding for the Call-A-Ride Service is limited and this service could be reduced if sustainable funding cannot be found.

CHAPTER 6: PLANNING GOALS AND OBJECTIVES

Introduction

The City of Valley Park's Comprehensive Plan Update has been formulated to ensure the future and harmonious development of the City. It is intended to be an expression of the City's interests, values and aspirations. In that regard, the City's goals and objectives that are presented on the following pages and which will be contained in the Final Plan will be the result of planning workshops and Planning & Zoning Commission meetings where community-wide goals and objectives will continue to be discussed. Broader community input into the refinement of these goals and objectives will be sought during upcoming Planning & Zoning Commissions meetings, a planned public "Open House" meeting and a Public Hearing that will be held for the Comprehensive Plan prior to adoption by the City.

Community input is critical in the planning process and was and will continue to be specifically encouraged in the formulation of planning goals and objectives. This input must be obtained throughout the planning process. In Valley Park this was and continues to be accomplished through a workshop held on April 2, 2008, a follow-on workshop scheduled for May 7, 2008, and the yet to be scheduled Planning Open House and Public Hearing. These events, sponsored by the Planning and Zoning Commission, will provide all residents, business and/or property owners, institutions, City officials, and other City stakeholders the opportunity to participate in the planning process for this Comprehensive Plan.

The end result will be a set of goals and objectives that will have been reviewed by the Planning and Zoning Commission and the City Board as part of the planning review process. They will also be goals and objectives that were and continue to be subject to public scrutiny through the previously described public review process.

The order of listing set forth below does not infer priority or preference.

1. Land Use

Goal: Land development and redevelopment in the City should be undertaken in a manner consistent with the Comprehensive Plan, existing development patterns and provide for additional single-family residential, commercial, recreational, and light industrial land uses while maintaining adequate buffers/green space.





Participants in the Goals & Objectives Workshop

Objective: Development of vacant land in residential areas should be limited to single-family type developments (Low-Density).

Objective: Development of vacant land for commercial and industrial uses should be limited to those portions of the City which provide for adequate access to arterial class streets and in areas where commercial and industrial uses are currently established.

Furthermore, all improvements to the public rights-of-way that are required as a result of such new or expanded commercial and industrial developments should be paid for by the developer.

Objective: Development and redevelopment in the Old Town Area should consist of a mix of land uses (Industrial, Commercial, Office, and Residential) while providing for adequate buffer areas and appropriate access between dissimilar uses. Furthermore, any additional expansion of industrial uses in the Old Town Area should only be permitted after careful identification, consideration and remediation of the impacts that such developments can have on nearby residential developments.

Objective: The City's zoning ordinance and other land development regulations should be reviewed and amended if necessary to be consistent with this plan and provide for implementation of the plan.

2. Transportation & Infrastructure

Goal: *A safe, efficient and convenient transportation system should be provided to residents of the City and those traveling through the City while providing choices in the mode of travel where possible.*

Goal: *Infrastructure improvements should be implemented and coordinated to support the further development and redevelopment of the City consistent with the City’s Comprehensive Plan.*

Objective: Developers shall install necessary transportation improvements in conjunction with receiving final site plan approval for new developments.



Workshop participants

Objective: Extension of MetroLink and/or commuter rail service to Valley Park and the surrounding area should be encouraged to provide for connectivity to the existing regional transportation system.

Objective: Both the Marshall Road and Lookout/Leonard Drive Railroad Crossings should be upgraded.

Objective: The City should work with Metro to improve bus service to Valley Park and surrounding areas of St. Louis County.

- Objective: Marshall or St. Louis Avenues should be improved to provide at a minimum two traffic lanes and a center turn lane.
- Objective: Streetscape improvements to all designated State, arterial, and collector streets should be undertaken.
- Objective: Direct access to arterial and collector streets should be limited to primary intersections and major trip generators.
- Objective: The City should work with St. Louis County to determine if relocation/modification of the Vance Road/Highway 141 intersection and the relocation/modification of Vance Road is possible.
- Objective: The City should work with St. Louis County and adjacent municipalities to improve the road and transportation system in and adjacent to the City of Valley Park.

3. Economic Development

Goal: Sufficient economic development in the City will be provided to ensure stable municipal finances, to provide business and employment opportunities for residents, and to present the image of a vibrant community.

- Objective: Build-out of the northern portion of the Vance Road corridor should be encouraged to continue the pattern of neighborhood commercial/office and multi-family uses.
- Objective: Redevelopment of the commercial areas south of Vance Road and immediately west of Highway 141 should be encouraged.
- Objective: Infill low-density residential uses should be encouraged in the existing residential portions of the City.
- Objective: Redevelopment of Old Town should be encouraged to include opportunities for new development, redevelopment of existing uses, and expansion of existing business and industry where appropriate.



Objective: Where appropriate the City should investigate the potential for use of the various redevelopment mechanisms available to Missouri municipalities to encourage redevelopment.

Objective: Creation of a historic district with appropriate design guidelines should be considered for the area around the existing City Hall and in the area between Beckett Memorial Drive and Highway 141.

4. Annexation

Goal: *The Tree Court area to the east of the existing City Limits and the unincorporated pocket along Main Street should be annexed into the City.*

Objective: The City should investigate the potential for annexation of the Tree Court area and include in any proposals means to improve access and infrastructure in the area upon annexation.

Objective: The City should encourage voluntary annexation of the unincorporated pocket along Main Street.

5. Parks & Recreation

Goal: *Park and recreation facilities should be expanded and improved to maintain an optimum level of leisure and recreational services for residents.*

Objective: Fifth & Leonard Park should be maintained as a recreational opportunity for residents of Old Town.

Objective: Passive recreational uses should continue to be developed within the levee right-of-way where possible.

Objective: The City should explore the opportunity to cooperate with the Valley Park School District to improve the Levee Recreation Master Plan, currently within the levee right-of-way, as recreational fields for use by the City, School District, and athletic associations within the City.



Objective: Continue to encourage the development and expansion of the park and trail system along the Meramec River in conjunction with St. Louis County and the Metro Parks and Recreation District.

6. Community Facilities

Goal: Community Facilities will be provided throughout the City to provide services to residents.

Objective: The City should investigate the potential to construct a new City Hall/Library/Police/Community Center facility adjacent to the existing City Hall, or on other appropriate sites within the City.

Objective: The City should investigate the potential to construct a new Public Works facility outside of the Old Town area.

Objective: The City should incorporate into any new City Hall design on the existing City Hall site a public open space/plaza and other public amenities to encourage new development adjacent to the existing City Hall site and serve as a model for new design guidelines.

CHAPTER 7: FUTURE LAND USE & MAJOR STREET PLAN

The Future Land Use and Major Street Plan for the City of Valley Park sets forth a land use pattern that is intended to stimulate development of undeveloped and/or underdeveloped land in a manner that is sensitive to the functional relationships which exist among various types of development. The proposed roadway improvements are intended to support the land use or development patterns that are set forth in **Plate 8, Future Land Use and Major Street Plan**. In general, this Plan has been influenced by existing land use patterns, current zoning classifications, the availability and capacity of supporting infrastructure, the presence and availability of community amenities, and site accessibility via the existing street and highway network. The Plan was also influenced by the Goals and Objectives developed during a planning workshop that was held in April 2008.

Land Use Plan

The Land Use and Major Street Plan for the City of Valley Park is presented on the following page. It should be understood that the Plan, as presented, incorporates most of the existing land uses that were identified during the initial land use survey of the City. In fact, the most significant changes proposed are associated with what is currently vacant or underdeveloped land as well as areas that are in transition from one land use to another. Again, the land use plan incorporates both existing and proposed arterial and collector streets that are configured to support areas of future growth and development.

It should be emphasized that the Future Land Use and Major Street Plan for the City of Valley Park, Plate 8, is not a proposed zoning map; rather it will function as a guide to assist the City in determining the appropriate type, location and intensity of new development. City decisions on rezoning applications and other development considerations may be based in part on this map but those decisions must also take into consideration surrounding development patterns and changes in conditions over time. Provisions of the text of this plan which indicate a maximum development intensity will be approved through the existing application process and, if necessary, through rezoning. In the event of a conflict between the provisions of the text of this land use plan and the map depicting the Land Use and Major Street Plan, the provisions of the text shall prevail.

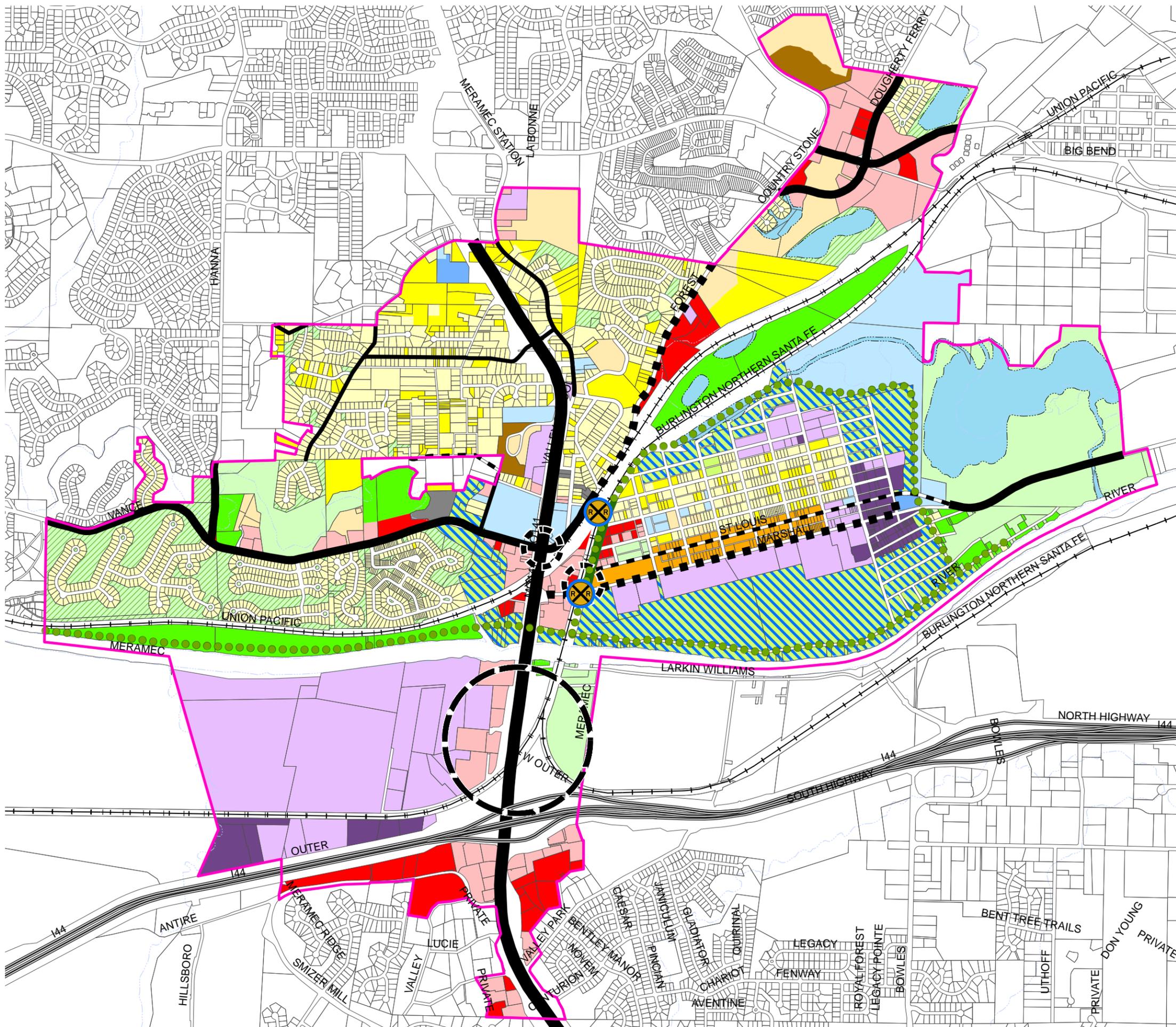
While Plate 7 clearly sets forth the Future Land Use and Major Street Plan for the entire City, the narrative which follows divides the plan into the five planning areas described in Chapter III, Existing Land Use.



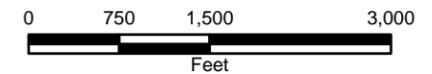
Plate 8 Future Land Use & Major Street Plan 2009 Comprehensive Plan Update City of Valley Park, Missouri

Legend

- | Existing | Proposed | |
|----------|----------|--|
| | | Valley Park City Limits |
| | | Low Density Residential (SF-2F) |
| | | Multi-Family (3 Family >) |
| | | Mixed-Use |
| | | Commercial (Inc. Office) |
| | | Industrial |
| | | Public / Semi-Public |
| | | Levee / Open Space |
| | | Park / Open Space |
| | | Farmers Market / Park |
| | | Common Ground |
| | | Utility |
| | | Future Bicycle / Pedestrian Trail |
| | | Interstate |
| | | State Highway |
| | | Arterial Street |
| | | Collector Street |
| | | Improve Rail Crossings |
| | | Proposed Access Improvements:
Elam Ave. at Route 141 |
| | | Proposed Round-About /
Intersectional Upgrade to
Facilitate Traffic Movement |



SEPTEMBER 2009



VANCE ROAD PLANNING AREA

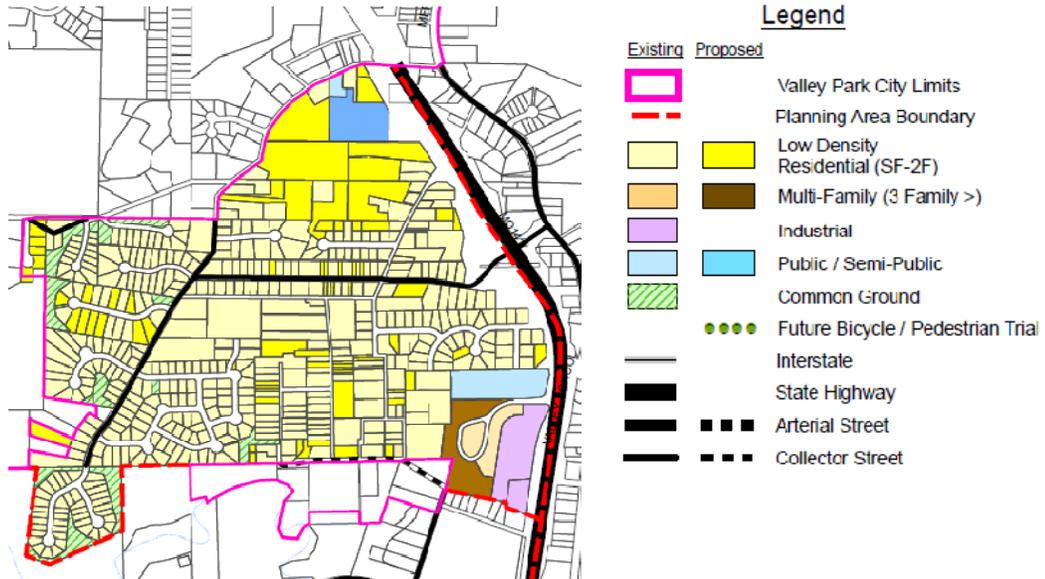


The Vance Road Planning Area generally encompasses that portion of the City bound by the Meramec River on the south, State Highway 141 on the east, the southern line of the residential area accessed via Crescent Avenue and Boyd Avenue (Northwest Planning Area) to the north, and the City Limits to the west. The Area also includes the commercial node at the intersection of Vance Road and State Highway 141. It is an area that is currently largely developed for residential purposes but also contains some commercial uses along Vance Road and is more commercially oriented along its eastern perimeter.

Specific land use and street improvement recommendations for the Vance Road Planning Area include:

- Initiate aggressive code enforcement to ensure sustainability of existing residential and retail centers;
- Maintenance of existing streets, particularly Main Street should be a high priority;
- Continue development of Vance Trails Park;
- Continue development of the Valley Park Meramec Greenway and trails;
- Support single- and multi-family development in the northeast portion of the Planning Area
- Encourage in-fill new commercial development that would be adjacent to existing commercial activity along Vance Road.
- Provide intersection (lane) improvements at Vance/Forest/MO Rt. 141 to encourage and accommodate commercial redevelopment at this intersection.

NORTHWEST PLANNING AREA



The Northwest Planning Area consists of the portion of the City generally bounded by the City limits to the west and north, the relocated section of State Route 141 on the east, and Plainview Avenue and the Vance Road Planning Area to the south. The dominant land use within this Planning Area is single-family residential and there are literally no reasonable opportunities for any other land use types within this Planning Area.

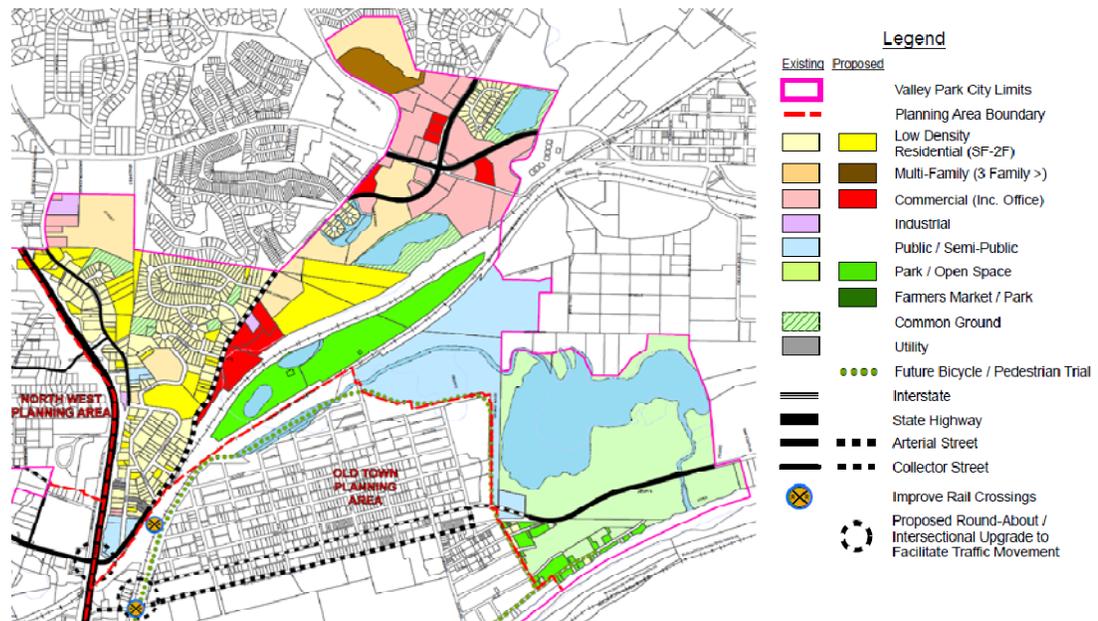
Key land use and street improvement recommendations for the Northwest Planning Area are:

- Execute an aggressive code enforcement program to ensure sustainability of existing residential properties;
- Promote construction of quality in-fill housing on vacant lots that are located throughout the Area;
- Encourage and support consolidation of small lots for reuse as single-family residential;
- This Area has a significant amount of streets that are inadequate and should be redesigned and rebuilt. Two examples of such streets are Inez Avenue and Main Street. Inez is a narrow two lane roadway that has neither curbs, gutters nor sidewalks and is generally in moderate to poor condition. The street appears to carry considerable amounts of traffic since it is one of only a few north/south access roads between Boyd Ave. and Main St. Additionally, Inez is a street that is included as part of the local school bus route.

Also, as part of the improvements to Inez, Main St. should also be rebuilt and designed as a collector street. Again, such an upgrade is warranted due to the fact that Main St. currently functions in that capacity.

From a practical perspective, the most appropriate actions for the City to take with regard to this Planning Area are related to the continued long-term maintenance and enhancement of the building stock and public infrastructure. Every effort should be made to ensure the stability of existing quality housing.

NORTH CENTRAL PLANNING AREA



The North Central Planning Area is bound by relocated State Highway 141 on the west; the City limits on the north and east, and the Union Pacific and Burlington Northern Railroad Rights-of-way which bi-sect the City to the south and southeast. As noted in Chapter III, this Area is comprised of three sub-areas which are:

1. **The northern subarea** is comprised of the Dougherty Ferry Road / Big Bend Boulevard intersection. This intersection has some of the more recent development in the City and is primarily commercial. Portions of the properties adjacent to the intersection remain undeveloped. However, to the south of the Dougherty Ferry Road/Big Bend Boulevard intersection are several multi-family and institutional projects. While there are several large areas of undeveloped land along this corridor, access and the presence of Grand Glaize Creek significantly inhibit development on these properties.

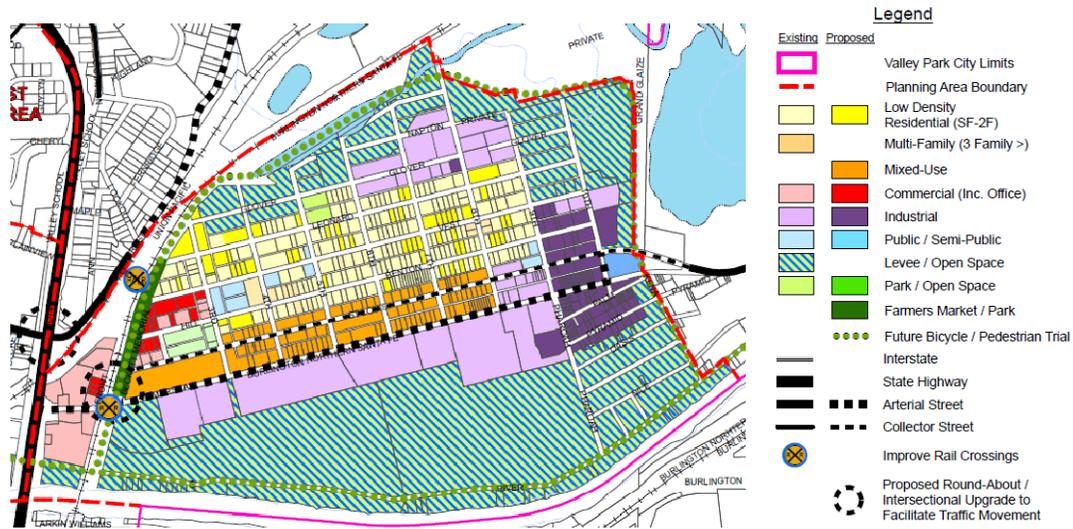
2. **The central subarea** of the Planning Area includes a wedge of properties located between Forest Avenue and Old State Highway 141. Although largely built-out, several vacant tracts still exist and they are primarily associated with opportunities for minor single-family infill development.
3. **The western subarea** of the Planning Area is represented by the Old State Highway 141 corridor. This portion of the Planning Area is characterized by the residential land uses located along the Old State Highway 141 and the northern portion of the corridor which contains several commercial and multi-family uses. Though several larger lots present opportunities for development, topography and access will likely limit further development in this portion of the Planning Area. Commercial uses along the Old State Highway 141 corridor should be limited to their present extents.

Principal land use and street improvement recommendations for Valley Park's North Central Planning Area are:

- Carry out an aggressive code enforcement program to ensure sustainability of existing residential properties;
- Promote construction of quality housing on vacant lots that are located throughout the Area;
- This Area has a significant amount of streets that are inadequate and should be redesigned and rebuilt – this should be a City priority;
- Street segments identified as being in poor condition should be upgraded by the City and County and Forest Avenue should be upgraded to an arterial roadway by the County to provide improved access to the Area;
- Neighborhood commercial should be encouraged along Forest Avenue as a support to existing and future residential development;
- Neighborhood commercial should also be encouraged as in-fill to existing commercial development in the vicinity of the Dougherty Ferry Road/Big Bend Boulevard intersection;
- Although single-family use is shown on the land that is situated between the Burlington Northern Santa Fe and Union Pacific right-of-ways, such development should only be permitted if adequate access (two points) and egress can be provided.
- Provide intersection (lane) improvements at Vance/Forest/MO Rt. 141 to encourage and accommodate commercial redevelopment at this intersection.



OLD TOWN PLANNING AREA



The Old Town Planning Area is bounded by Route 141 and the Burlington Northern Santa Fe Railroad right-of-way on the west and the new Valley Park Levee on the north, east and south. In other words, this area is nearly surrounded by flood prone areas on three sides. As noted previously, the Old Town Planning Area represents the original downtown portion of the City.

It encompasses a variety of uses including residential, commercial, industrial, and public/semi-public. The downtown portion of the City has historically been plagued by flooding from the Meramec River, a factor that has significantly limited development and investment in this portion of the City. However, the recent completion of construction of a flood control levee has renewed interest in the potential for redevelopment or expansion of existing businesses in Old Town.

The old town area includes some of the oldest buildings (both residential and commercial) in the City. The condition of many of these buildings is poor in comparison to the remainder of the City, a circumstance that is partially due to a lagging ability to invest in the properties as a result of the historic presence of flooding from the Meramec River. Evidence of this lagging investment is illustrated by the numerous vacant lots and deteriorated buildings that are located within this Planning Area. The construction of the levee and the 2009 demonstration of its ability to control flooding bode well for the possibility that additional investment will occur in the near future.

This Planning Area offers opportunities for increased investment within a mix of land uses. However it should be recognized that even with the construction of the levee, some flooding continues to occur during heavy and/or prolonged rain

events. This temporary, but damaging and disruptive flooding can be resolved with the construction of an adequate storm water system.

It is also noteworthy that because a significant portion of the Planning Area is dedicated to both light and heavy industrial uses, truck traffic along Marshall Road and St. Louis Avenue is relatively constant and frequently heavy. While this is typical in areas designed and developed for industrial purposes, the industrial portions of Old Town are often interlaced with or at least bordered by residential uses. And, from a planning perspective, residential and industrial activities are incompatible uses that are generally separated by commercial or office developments. When such gradations in development intensity are not practical, adequate buffering measures should be employed.

Recognizing that the industrial areas in Old Town are so well established, efforts should be taken by the City to minimize the impacts of truck traffic on existing residential areas. This can be accomplished by limiting large truck traffic on residential streets (unless they are providing a service to a local resident) and selected collector streets.

As a result of the analysis conducted heretofore, major land use and street improvement recommendations for the Old Town Planning Area include:

- Initiate aggressive code enforcement to ensure sustainability of existing residential and retail centers and to support new in-fill housing as it occurs;
- Encourage the development of in-fill housing on vacant parcels designated for single-family housing;
- Encourage, where possible, the consolidation of smaller lots designated for single-family units to provide larger open areas.
- Routine maintenance of existing streets within this Area will be a critical issue that must be addressed if new infill housing is to become a reality since too many streets are currently shown to be in poor condition;
- Although the levee has been successful in protecting Old Town from flooding associated with the Meramec River, the levee also holds water during heavy rain events. Adequate storm water sewerage has not been provided and, as such, flooding frequently occurs during periods of heavy rain. This issue must be resolved before any effective program for new housing and renovation of the existing stock can be initiated;

- Because of the existing industrial nature of property in the northeast and southeast portions of the Area, limit industrial infill to the area that falls east of 9th Street;
- Vehicular traffic either entering or leaving Old Town is restricted to one of three routes – Marshall Road on either the east or west ends of Old Town and Didian Avenue. Several issues associated with Didian include:
 - The narrow underpass that exists beneath the Burlington Northern Santa Fe right-of-way can restrict traffic and particularly large trucks, and
 - Didian also crosses the Burlington Northern Santa Fe tracks at grade.
 - Didian empties traffic on to Ann Avenue which was not designed to accommodate truck traffic or any major traffic loads.

As a result of these issues, the railroad crossings at Didian should be improved and Didian should be enhanced aesthetically as it is a major automobile entry into the Old Town residential neighborhood.

- Marshall Road, in addition to being a major entry into the Old Town Planning Area is also the primary road serving the industrial area that extends the entire length of Marshall between St. Louis Avenue and the Levee area. Truck traffic along both St. Louis Avenue and Marshall Road is often at conflict with automobile traffic generated by residents of the area. While several alternatives are available for separating automobile and truck traffic, the most prudent solution is one that is associated with upgrading both roadways, keeping them bi-directional and encouraging, through design techniques, the use of Marshall Road for truck traffic that services both the industrial area in Valley Park and the Tree Court Industrial Park which is further to the east.

As part of the Marshall Road upgrade, the City should examine the potential for creating a roundabout that would service Marshall Road, Beckett Memorial and, perhaps, St. Louis Avenue. Such an improvement would create a much more pleasant entry into the Old Town Area.

- Marshall Road from Route 141 to Beckett Memorial, St. Louis Avenue, Front Street and Beckett Memorial should all receive streetscape enhancements as they provide major entries into the fabric of the Old Town Planning Area;
- 9th Street and Glover should both be redesigned and upgraded to accommodate truck traffic that services the industrial areas in the northeastern and eastern portions of Old Town;
- Large over-the-road trucks should not be permitted in the area generally encompassed by 4th Street, Leonard, 8th Street and Benton;
- Bicycle and pedestrian trails should be extended from the Arnold's Grove Section of the Valley Park Meramec Greenway which starts in the Vance Road Planning Area to the Old Town Planning Area to connect the Meramec Landing Section and Simpson Park Section of the Greenway.

Bicycle trails should also be provided along the levee property in a manner that generally encircles the entire Old Town Area.

- Support new and/or redevelopment of the triangle that is bounded by Didian Avenue on the north, Beckett Memorial Drive to the east, Marshall Road to the south and Route 141 and the Union Pacific Railroad right-of-way to the west. With the likely expansion of Carol House Furniture, the City should pursue other opportunities to redevelop this area as a retail/office center. A variety of options for this type of development has been explored which includes office and retail space, enhancements to the existing park area that parallels Beckett Memorial Drive, and creation of an open-air

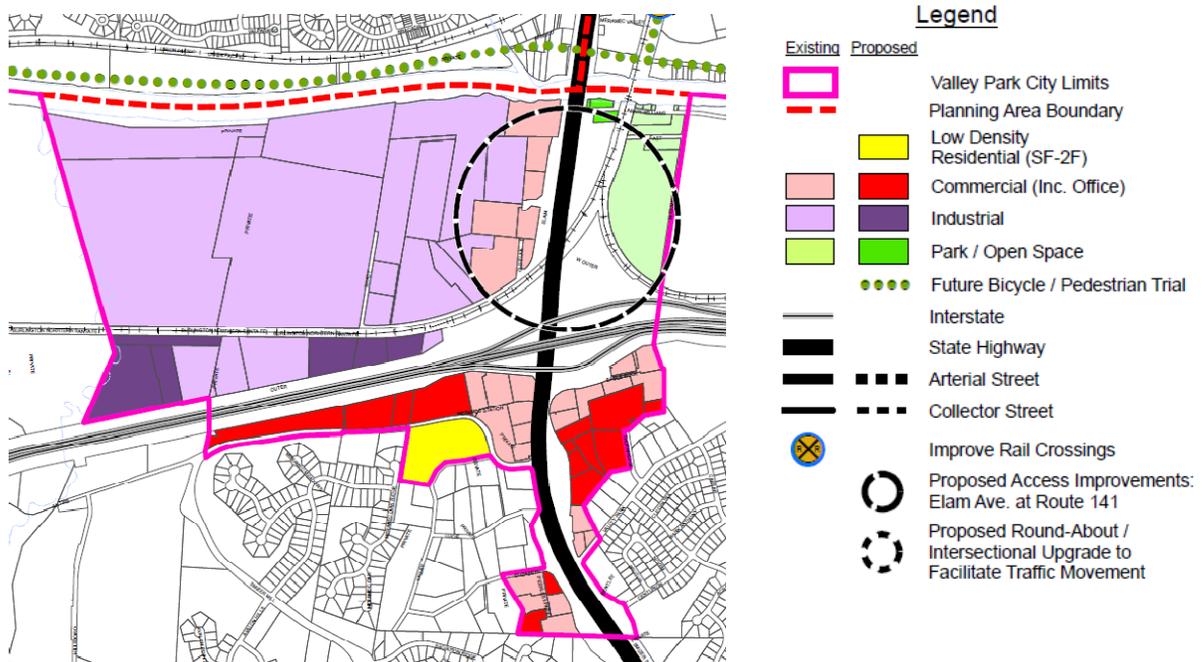


Concept plan for redevelopment of the triangle bounded by Beckett Memorial, Marshall, Rt. 141 and the BNSF RR.

farmers market. The market could become a gathering place on weekends for area residents and during special scheduled events. An illustration of what such a development might look like is provided to the right. Also, as mentioned, a proposed bicycle and pedestrian trail that would be constructed on levee property could also traverse this area, thereby connecting to the Valley Park Meramec Greenway.

- City Hall is located within a building that is both dated and crowded. Although there are many good locations within Valley Park that could accommodate a new City Hall; if and when a decision is made to construct such a facility efforts to relocate within the Old Town Planning Area should be encouraged. For example, a new facility could be erected on existing City property or in the area designated for office development in the triangle containing Carol House Furniture. City Hall presents to the public an image of what the City is and the image that is currently conveyed is one that should be improved.
- Where new commercial or industrial uses abut residential areas, adequate buffering should be provided.
- Given the historical influences provided by buildings constructed in the late 1800's, every attempt should be made to keep and maintain the few brick streets that are located within Old Town. Where possible, the theme established by these streets should be carried over into any new or restoration projects that are contemplated along these streets.

I-44 / ROUTE 141 PLANNING AREA



The I-44 / Route 141 Planning Area is the newest addition to the City of Valley Park. Located immediately south of the Meramec River and encompassing the four quadrants of the intersection of I-44 and Missouri Route 141, this strategically important area will add considerable opportunities for advancing the economic base of the City through commercial, industrial and perhaps even office development. While only two residentially developed parcels exist within this area – one single family structure and a condominium complex consisting of twenty-eight units – further residential development should not be encouraged by the City. Conversely, those existing residents should be extended the same level of support and attention as is provided to residents in other areas of the City. To that end, and particularly with regard to the multi-family condominium complex, any new development adjacent to that site should be designed so as to provide adequate buffering to screen parking, service and other high activity areas from existing residential development. Furthermore, as part of an annexation agreement the City has agreed to make certain storm water improvements in this area.

Specific land use and street improvement recommendations for Valley Park's I-44 / Route 141 Planning Area include:

- Resolve issues associate with falling rock from the bluff area;
- Provide adequate storm water measures;
- Promote commercial/office development in the area south of I-44;
- North of I-44, promote infill light industrial development of a type and character that already exists, but not landfills;
- Resolve the Elam Road / Route 141 traffic issues in a manner consistent with the Consultant's 2005 Plan.

APPENDIX A



VALLEY PARK HISTORIC INVENTORY SURVEY
St. Louis County Parks Department
September 15, 1992

	Address	Use	Year Built	Removed
1	10 Ann Avenue	Sacred Heart Catholic Church	1907	
2	17 Ann Avenue	Union Congregational Church	1896	
3	26 Ann Avenue	John Reddinger House	c. 1910	
4	114 Ann Avenue	Knabb House	c. 1905	
5	118 Ann Avenue	Halbach-Vance House	c. 1906	
6	220 Benton Street	St. Louis Boat & Canoe	c1904-09	
7	237 Benton Street	Telephone Building	c. 1904	
8	318 Benton Street	Benton School (City Hall)	c. 1908	X
9	336 Benton Street	W. Vance House	c. 1903	
10	47 Crescent Avenue	Krth-Lowe House	c. 1900	
11	800 Forest Avenue	The Beehive, Nelson House	c. 1921	
12	14 Front Street	House	c. 1880	
13	16 Front Street	House	c. 1880	
14	18 Front Street	House	c. 1880	
15	24-26 Front Street	Frisco Inn	c. 1880	X
16	14 Highland Avenue	Joseph Babka House	c. 1922	
17	229 Jefferson Avenue	Kurth-Doering House	c. 1900	
18	407 Jefferson Avenue	Schluter-Pfotenhaure House	c. 1900	X
19	409 Jefferson Avenue	Schluter-Hubacek House	c. 1900	
20	15 Lookout Avenue	Nellie Donnewald House	c. 1907	X
21	229 Lookout Avenue	Frank Susek House	c. 1923	
22	46 Marshall Road	Meramec Valley Bank Building	c. 1915	
23	269 Marshall Road	Gem Theater	c. 1909	X
24	340 Marshall Road	House	c. 1911	X
25	342 Marshall Road	House	c. 1911	
26	1000 Marshall Road	Lions Club	c. 1945	
27	26 Meramec Station Road	Steigerwald Garage	c. 1920	
28	107 Meramec Station Road	Valley Park Elevator	c. 1895	
29	216 Meramec Station Road	House	c. 1880	
30	300 Meramec Station Road	Valley Park Bottling Co.	c. 1926	
31	356 Meramec Station Road	Valley Park High School	1937	
32	505 Meramec Station Road	House	c. 1911	
33	516 Meramec Station Road	Charles B. Fischer House	c. 1902	
34	517 Meramec Station Road	House	c. 1912	
35	531 Meramec Station Road	Zion Evangelical Lutheran Church	1913	X
36	539 Meramec Station Road	Lawrence Weggemann House	c. 1935	
37	544 Meramec Station Road	William M. Woods House	c. 1906	
38	545 Meramec Station Road	Milks-Burton House	c. 1898	
39	610 Meramec Station Road	William A. Koons House	c. 1906	
40	632 Meramec Station Road	Mary Welling House	1866-70	
41	641 Meramec Station Road	John O. Sturdy House	c. 1900	
42	646 Meramec Station Road	Pape- Sanders House	c. 1880	
43	695 Meramec Station Road	Olivia Schlueter House	c. 1890	
44	704 Meramec Station Road	Alexander Bolte House	c. 1910	
45	707 Meramec Station Road	Schlueter-Marcus House	c. 1900	
46	716 Meramec Station Road	Kurth-Hill Debrant House	c. 1908	
47	718 Meramec Station Road	Kurth-Stephens House	c. 1906	
48	809 Meramec Station Road	Warner-Hartje House	c. 1906	X
49	3310 Quinette Road	George W. Baumhoff House	c. 1924	
50	238 St. Louis Avenue	Valley Park Trust Co. Building	1903	
51	300 St. Louis Avenue	Dietrich Building	c. 1903	
52	309 St. Louis Avenue	Wichmann's Hotel & Restaurant	1907-09	
53	601 St. Louis Avenue	James Mercantile Co.	c. 1905	
54	401 Vest Avenue	Meramec Valley Baptist Church	1904	

Source: St. Louis County Parks Department, Valley Park Historic Inventory, September, 1992.



PGAV**URBAN**CONSULTING

200 North Broadway, Suite 1000 • Saint Louis, Missouri 63102
1900 West 47th Place, Suite 100 • Westwood, Kansas 66205

www.pgav.com