

CITY OF MAPLEWOOD

COMPREHENSIVE PLAN

APPROVED 1990, WITH AMENDMENTS 1992, 2001, 2003 & 2005

The undersigned, as Secretary of the Planning and Zoning Commission of the City of Maplewood, Missouri, hereby records and certifies to the City Council and City Clerk of the City of Maplewood, Missouri, the attached Comprehensive Plan of the City of Maplewood, Missouri, dated 1990 with all amendments adopted through March, 2005.

Secretary of the Planning and Zoning Commission,
City of Maplewood, Missouri

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TABLE OF CONTENTS

	Page
CHAPTER ONE. PURPOSE AND CONTEXT OF COMPREHENSIVE PLAN	<u>1</u>
A. Purpose	<u>1</u>
B. Context of the Comprehensive Plan	<u>2</u>
C. Use of the Plan	<u>2</u>
CHAPTER TWO. POPULATION AND LAND USE	<u>4</u>
A. Introduction	<u>4</u>
B. Background	<u>4</u>
C. Housing	<u>4</u>
D. Average Population Age	<u>5</u>
E. Minority Populations	<u>8</u>
F. Population Affluence	<u>8</u>
G. Development Considerations	<u>8</u>
CHAPTER THREE. LAND USE	<u>9</u>
A. Existing Land Use	<u>9</u>
B. Land Use Planning Concerns	<u>9</u>
1. Quality	<u>9</u>
2. Image	<u>9</u>
3. Redevelopment of Downtown	<u>9</u>
4. Preservation of Residential Areas	<u>9</u>
5. Assumptions Regarding Future Land Use	<u>10</u>
6. Preservation of Property Values	<u>10</u>
CHAPTER FOUR. GOALS AND OBJECTIVES	<u>11</u>
A. Introduction	<u>11</u>
B. Economic Development	<u>12</u>
C. Public Services and Facilities	<u>13</u>

D. Environmental Conservation	<u>13</u>
E. Transportation	<u>13</u>
F. Residential Land Use	<u>14</u>
G. Commercial Land Use	<u>14</u>
H. Industrial Land Use	<u>15</u>

CHAPTER FIVE. LAND USE GUIDE 16

A. Introduction	<u>16</u>
B. Residential Land Use	<u>16</u>
1. Single-family Residential	<u>16</u>
2. Multi-Family Residential	<u>16</u>
3. Residential Land Use Policies	<u>16</u>
C. Public/Quasi-Public Land Use	<u>17</u>
1. Public/Quasi-Public Land Use	<u>17</u>
2. Public/Quasi-Public Land Use Policies	<u>17</u>
D. Parks and Open Space Land Use	<u>17</u>
1. Parks and Open Space Land Use	<u>17</u>
2. Park and Open Space Land Use Policies	<u>17</u>
E. Office, Service, And Commercial Uses	<u>17</u>
1. Office and Service Uses	<u>17</u>
2. Commercial Use	<u>18</u>
3. Office, Service, and Commercial Land Use Policies	<u>18</u>
F. Industrial Land Use	<u>18</u>
1. Industrial Land Use	<u>18</u>
2. Industrial Land Use Policies	<u>19</u>

CHAPTER SIX. PARKS AND OPEN SPACE 20

A. Introduction	<u>20</u>
B. Relationship to the Planning Process	<u>20</u>
C. Open Space	<u>20</u>
D. Recommended Standards	<u>21</u>
1. Playgrounds	<u>22</u>

2. Neighborhood Park	<u>22</u>
3. Sub-community Park	<u>22</u>
4. Community Park	<u>23</u>
E. Inventory of Existing Park Facilities	<u>24</u>
F. Park Master Plan for Development/Acquisition – 1990s	<u>25</u>
1. Introduction	<u>25</u>
2. Northwest Quadrant	<u>25</u>
3. Northeast Quadrant	<u>26</u>
4. Southeast Quadrant	<u>26</u>
5. Southwest Quadrant	<u>27</u>
6. Summary	<u>28</u>

7.

Park Master Plan Map

CHAPTER SEVEN. GENERAL DEVELOPMENT GUIDELINES 29

A. Introduction	<u>29</u>
B. Guidelines	<u>29</u>
C. Central Business District (CBD)	<u>29</u>
D. Neighborhood Shopping Center	<u>29</u>
E. Community Shopping Center	<u>30</u>
F. Other Commercial Areas	<u>30</u>
G. Offices	<u>30</u>
H. Industrial	<u>31</u>

CHAPTER EIGHT. ROAD STANDARDS AND CIRCULATION PLAN 32

A. Introduction	<u>32</u>
B. Existing Traffic Patterns	<u>32</u>
1. Arterials	<u>32</u>
2. Collectors	<u>33</u>
3. Residential	<u>33</u>
C. Planned Street Improvements	<u>34</u>
D. Road Classifications Map	
E. Road Standards	

F. Street and Parking Restrictions	<u>35</u>
G. Bus Routes	<u>35</u>
H. Summary/Conclusions	<u>36</u>
I. Implementation	<u>36</u>

CHAPTER NINE. IMPLEMENTATION AND ADMINISTRATION OF PLAN37

A. Introduction	<u>37</u>
B. Implementation	<u>37</u>
C. Administration	<u>37</u>
D. Interpretation with Other Documents	

CHAPTER 1. PURPOSE AND CONTEXT OF COMPREHENSIVE PLAN

A. PURPOSE

As provided in the Missouri Revised Statutes (RSMo Sect. 89.350), the purpose of a comprehensive plan is: "To guide and accomplish a coordinated development of the municipality which will, in accordance with existing and future needs, best promote the general welfare, as well as efficiency and economy in the process of development." The Comprehensive Plan provides a foundation for all land use regulations by the City and establishes a context within which individual development proposals may be evaluated.

The document that follows becomes the new Maplewood Comprehensive Plan. Specifically, this plan will update the 1978 Team Four Plan and consolidates several special development studies that have been conducted over the past ten years into one concise document. Wherever in this document the term "plan" is used, it shall be considered to mean the 1990 Maplewood Comprehensive Plan, as may be amended from time to time.

Throughout the past decade, Maplewood has experienced a major transformation of its public and private sectors. Publicly, the City's adoption of a charter and city manager form of government in 1978 has introduced professional, impartial administration of municipal services to Maplewood citizens. Privately, the business community has become more active as well by hiring a full-time executive director for the Chamber of Commerce and the by forming the Maplewood Community Betterment Foundation (MCBF). Together, both private and public entities have worked toward presenting a cooperative, development-friendly environment. Several economic development tools have been used to attract new businesses to Maplewood.

A thriving business community that is diversified will provide a diverse tax base for the benefit of all. Maplewood recognizes the importance of attracting and retaining quality retail, service and industrial businesses to achieve quality economic growth and development. Maplewood also recognizes the importance of maintaining quality residential neighborhoods by insuring that a neighborhood's integrity is not undermined by indiscriminate development or bad public policy.

Maplewood is looking toward the future and that means balancing the needs of business and residential neighborhoods as equally as possible. Business development expands the municipal tax base and provides the resources for residential and commercial services. In order to balance the needs of business and residential areas effectively, a viable comprehensive plan must be in place to provide a framework from which city officials can set future development goals and objectives.

Some will argue that Maplewood already has a plan in its zoning code, but this would be a gross misrepresentation. Several special studies do exist that also recommend development strategies to the city. The problem is that no one document states the development and redevelopment goals and objectives of the community. Further, while planning and zoning often go hand in hand, there are distinct differences in meaning and application.

Zoning is reactive; planning attempts to be proactive. Zoning evaluates proposed developments in light of their proposed use's compliance with the zoning districts in which the developer desires to locate.

Planning establishes general community development goals and objectives and evaluates proposed developments with respect to the development's impact on those goals and objectives.

It is for these reasons that the City of Maplewood must adopt a single comprehensive planning document that establishes the goals and objectives of the community for the future and that is reviewed and updated on a regular basis.

B. CONTEXT OF THE COMPREHENSIVE PLAN

By necessity, any comprehensive plan is a conceptual document. Because of its futuristic orientation, any plan must be general in nature. Thus, the 1990 Maplewood Comprehensive Plan, revised in July of 1992 and December 2001, is not a blueprint of the City's future; rather, it is a guide to direct, coordinate and evaluate its development, redevelopment, and progress.

The plan is intended to provide a framework for planning and working toward a desirable future for Maplewood. It is to imagine a destiny for our City and to provide a narrative of that vision. The principle components of this framework are the narrative, the land use guide, and the statement of community goals, objectives and policies. Discussion of these components is based primarily upon data analysis relating to the general trends in the area's growth and development, as well as any information concerning the needs and desires of the community.

A quantitative element is added into the planning process by assessing the best available data regarding land use trends, population change characteristics, and projections of future growth. A qualitative component is added to planning through the articulation of community goals and objectives.

While various projections and data analyses establish a context for expected volume of future growth and development, goal statements are the first step in providing a basis for controlling or governing the nature of such changes. Goals and objectives are expressions of the community's highest aspirations, thereby adding idealism to the planning process. They are statements of where the City wants to go.

Policies then direct specific actions which will aid in goal attainment. Goals, objectives, and policies provide the basis for well-informed judgments consistent with the long-term aspirations of Maplewood's citizens.

C. USE OF THE PLAN

To be effective, a comprehensive plan must be understood and used. Toward this end, every effort has been made to keep this plan concise.

Public officials and decision makers will utilize the plan as a means by which to evaluate various developmental proposals. Such proposals will be assessed relative to their conformance with stated land use recommendations and the applicable goals, objectives and policies. For the development community, it offers information which can assist in designing projects consistent with the City's objectives. Although development projects not in strict conformance with the plan are anticipated, approval should be granted only when substantial justification is provided as consistent with the planning concepts stated in this document.

As a landlocked community, the City of Maplewood recognizes that growth and development may depend on redevelopment of specific areas throughout the City. The City will entertain those redevelopment proposals that offer a comprehensive plan for the area in question, even if that area is predominantly residential. These redevelopment proposals will be evaluated for their contribution to the city's economic growth, image and quality of life.

CHAPTER 2. POPULATION AND LAND USE

A. INTRODUCTION

The following sections will discuss the population, demographic and business trends of the Maplewood community as represented in the 1990 Census. The conclusions on population and demographic trends are drawn from the data supplied by the U.S. Census Bureau and by the University of Missouri-St. Louis Urban Extension Project who conducted a study for the City of Maplewood in 1989. Census information is used wherever available, however, not all of the data from the 1990 Census relating to average income, household size, and specific population characteristics were available at the time this revision was made. Updates to this section will be made when the Census data is released. Where Census data is lacking, the City has used the figures supplied from the 1989 UMSL Extension study.

This chapter attempts to analyze the conclusions of the Census Bureau and the UMSL Extension project to arrive at meaningful data on the general characteristics of the Maplewood community. The various categories include average age of population, housing type and quality, and socio-economic trends of the citizenry as a whole. Knowing the characteristics of the Maplewood citizenry is essential to the planning process. A community cannot improve upon its services if it does not know who it serves.

B. BACKGROUND

Maplewood's population peaked in the early 1960s with a population of just over 12,000 people. As was the fate of many other landlocked, inner-ring suburbs in St. Louis County, Maplewood's population has steadily declined as people migrated to west St. Louis County. The 1980 Census reported the lowest population for Maplewood in two decades, 10,960. Since 1980, the population has steadily declined with the recent 1990 Census figures showing a population 9,640.

As one of the oldest suburbs in the St. Louis metropolitan area, Maplewood is making a comeback. Although Maplewood grew at a slower pace than west St. Louis County communities, it is beginning to attract more young people than other communities in the area. This trend is attributed to a quality, reasonably-priced housing stock in Maplewood.

C. HOUSING

The data presented by the Center for Business and Industrial Studies (UMSL-Extension) divides the city into four quadrants with Big Bend and Manchester as the axes. The north, south and west quadrants of the city appear to be growing at a faster rate than the eastern areas of the city. The Center's data shows that from 1980 to 1989, Maplewood's decline in population was greater than its decline in housing units. This indicates that the ratio of members per household has declined during this period. This follows national trends of smaller family size and more single-parent homes. As in other communities, Maplewood's population growth is in least-populated areas, the west and south regions of the city where homes tend to be larger.

The housing character of Maplewood is predominantly single-family residential. Of its 5,432 total housing units, almost 3,500 are single-family detached homes. While this is the predominant housing style, the number and location of multi-family dwelling units throughout the city has undermined the

integrity of single-family neighborhoods for several reasons. By not providing transition areas between the multi-family structures and adjacent single-family areas and by not providing adequate parking facilities for the apartment buildings, many multi-family structures have added to traffic congestion in neighborhoods.

Another striking figure is the number of rental properties in Maplewood. According to Census figures, 51.1%, or 2,777 of all housing units in the City are rental units. This compares with 2,107 or 38.8% owner-occupied. The lack of owner-occupied dwelling units is of major concern to the city. Absentee landlords tend to not care for their rental units as an owner living in the building would. This creates problems with appearances in neighborhoods throughout this city and can leave visitors to the area with a bad impression of the community.

Table A shows the trends in housing for the City of Maplewood from 1976 to 1985 as published by the St. Louis County Department of Human Resources, Office of Community Development. In most categories for repairs needed and improvements needed, the City of Maplewood demonstrated a steady increase in the number of units exhibiting the need for repairs or care to the property. Roofs, gutters/downspouts and porches/stairs were categories with the highest incidence of needed repairs. Incidents of high weeds also increased from 1976 to 1985. These factors are indicative of rental properties.

Several residential areas that are incompatible with surrounding areas should be targeted as possible areas for major redevelopment. Specific residential areas include (1) the area north of Manchester, west of Sutton and south of Lohmeyer; (2) the area east of Big Bend, south of Elm, west of Sutton, and north of Greenwood; and (3) the area south of Bruno, east of Hanley, north of Folk, and west of Laclede Station Road (commercial redevelopment in this area is likely to eliminate the West Bruno Tiny Tot Park #2). Other areas for possible redevelopment may be identified in the future.

Several residential areas throughout Maplewood should be preserved and protected whenever possible from encroachment of commercial activity. One area is in the southeast portion of the city where some of the oldest neighborhoods in Maplewood are located. Many of the homes date to the late nineteenth century and are characteristic of the Victorian Era. Efforts to classify these neighborhoods as historic areas have never fully taken hold. Other areas in the northwest, southwest and northeast quadrants are thriving neighborhoods with sound housing. These neighborhoods offer good location and a good quality of life. Future planning efforts should attempt to preserve these residential areas.

The adoption of a Housing Code has helped to preserve and improve the existing housing structures through aggressive enforcement of the code's provisions. In order to assure continued success, the City should regularly review this code and recommend any necessary additions or changes.

D. AVERAGE POPULATION AGE

The general character of any community's population centers around the average age of the population. If there is a predominant number of senior citizens, then services should be geared toward seniors. If there is a high population of children, then the community should provide programs and facilities to serve their needs.

Although Maplewood has a significant number of senior citizens (12%), it is attracting more and more younger residents with 25% of its population being younger than twenty-one (21) years of age. Based on the data provided by the Center, the average age of the Maplewood resident is 33.7 years. This is lower than the city/county average age which is 36.2 years. The national average age is 37.8 years which is evidence of the large "Baby Boom" population born during the post-World War II era. Given these figures, the conclusion can be drawn that Maplewood is attracting young people between the ages of 25 and 35 with children under the age of 21.

Future planning must take into consideration the age of the population. Trends indicate that although Maplewood's population is younger than average, its population probably will not grow significantly in the next twenty (20) years, and, therefore, its citizens will be getting older. A balance between the interests of the young and senior citizen must be achieved. Goals should be made that target the interest of the 30-40 year old resident.

Table A

MUNICIPALITY:	Maplewood			
	<u>1976</u>	<u>1979</u>	<u>1982</u>	<u>1985</u>
Structure index score (raw)	67	207	164	238
Structure index score (Standardized)	115	112	114	98
Lot Index score (raw)	59	109	111	125
Structures having one or more severe scores	5.0	10.6	3.0	9.8
% structures having codes of "repairs needed" "rehabilitation needed" or "remove, replace" on these individual items:				
Roof	5.5	5.5	11.6	25.9
Walls	9.2	5.6	13.2	11.1
Foundation	3.3	1.2	2.8	1.3
Porch/stairs	14.1	5.3	18.8	28.2
Windows/doors	15.7	2.6	13.4	17.8
Gutters/downspouts	14.8	4.0	18.9	32.2
Trim	18.3	7.8	12.9	26.6
Sidewalk	1.7	1.8	13.9	26.2
% lots having codes of "could be improved" or "clearly present" on these individual items:				
Trash	8.5	7.0	6.1	6.9
Weeds	2.6	6.6	7.1	22.9
Derelict vehicles	2.2	5.2	4.8	1.8

E. MINORITY POPULATIONS

Approximately fourteen percent (14%) of Maplewood's total population is Afro-American. The majority live in the northwestern quadrant as well as the eastern portion of the city. The income levels of this population are not significantly different from the average income of the city at large. The northwestern area of the city is predominantly single-family housing with most of the Afro-American residents owning their own home. Those residing in the eastern and central areas around the Central Business District live in apartments or other rental units. The portion of the population that is Afro-American is significant and their interests should be considered in future planning.

F. POPULATION AFFLUENCE

The increase in the number of young professionals living in Maplewood has boosted the city's overall population affluence. Since Census figures were not yet available for average income, the City utilized data collected by the Center for Strategic Business Studies at UMSL. The Center measured affluence by determining the average age of automobiles owned by Maplewood residents. The assumption being that the newer the automobile, the more affluent its owner. The average automobile age is 7.9 years which falls in the middle of the St. Louis County communities that were evaluated by the Center's study.

While average automobile age is not the most accurate assessment of a community's affluence, it must be noted that Ladue's average auto age is 3.9 years and the City of St. Louis's average auto age is 8.6 years.

Perhaps the most reliable indicator of affluence is the per capita income which was \$7,057 in 1980. By 1989, that figure had increased by 57.4% or \$12,947 per capita.

G. DEVELOPMENT CONSIDERATIONS

Perhaps the most complex issue to be addressed by Maplewood policy makers is how to achieve a balance between a thriving, diversified business sector and a desirable residential community. Maplewood is a landlocked City with finite space available for competing residential, recreational and business development interests.

The Center for Business and Industrial Studies has provided the city with informative data regarding the number of business types and the number of employees per business type. The prevalent commercial sector establishments include auto dealers, service stations, eating and drinking establishments and furniture/appliance stores. Based on this data it is evident that Maplewood's market area (generally considered to be a 3 to 5-mile radius) is highly desirable for retail businesses.

Recently, the Downtown Business Task Force is developing a strategic plan for improving Maplewood's image and increasing business activity, especially retail activity, in the downtown district. The Task Force believes that targeting specialty retail and attempting to get an anchor store in the downtown district is crucial to the stability and long-term growth of downtown Maplewood.

CHAPTER 3. LAND USE

A. EXISTING LAND USE.

The interaction of a host of factors ultimately determines the use of land in an urban setting. Among these are market dynamics, transportation access, the availability of utility services, land physical features, surrounding land uses, and the expression of community values as reflected in City policy. Future land use goals and objectives are the primary focus of a comprehensive plan. The planning process endeavors to incorporate all of the above factors into a coordinated strategy for guiding future land use decisions.

B. LAND USE PLANNING CONCERNS.

Throughout the comprehensive planning process, ideas were solicited as to land use problems that the plan should address. Below are described three areas which were identified and that have widespread consent.

1. **Quality:** While future development is important to the economic viability of the community, quality is the primary concern. Maplewood citizens desire only those developments that are efficiently located, well-designed and carefully integrated both visually and functionally within its surrounding environment.
2. **Image:** As in any community, city image is of utmost importance to the continued growth and development of an area. A comprehensive plan will aid this effort by recognizing all of the components that make up Maplewood's image. The preservation, restoration, and protection of community assets such as historical landmarks, residential neighborhoods, and commercial districts is a prime goal of the Plan. In addition, the proper incorporation of new development and redevelopment projects into existing areas of the City will enhance the city's image and carry it into the next century. By adhering to a creative, well-designed land use plan and following sound planning principles, Maplewood has the opportunity to build the City it deserves.
3. **Redevelopment of Downtown:** Maplewood takes pride in its downtown's history as a major shopping district within the metropolitan St. Louis area. For this reason, the importance of redeveloping this area is a major concern of the community. By combining creativity with sound planning, this district will once again be a prime commercial area having community-wide as well as regional impact. This will lead to greater community spirit and add a positive element to the City's image. Downtown Maplewood, located at the intersection of two arterial roads (Big Bend and Manchester), has always had and should strive to maintain a regional draw. Located just minutes from both I-44 and I-40, Maplewood offers easy access for shoppers and business people. Every effort should be made to see that this downtown district has the opportunity to develop and grow. While attracting a major retail anchor store would be the highest goal, the city will work with the Chamber of Commerce to foster specialty retail and service businesses as well.
4. **Preservation of Residential Areas:** As do most older urbanized communities, Maplewood faces conflicts between preserving its residential neighborhoods and the additional revenue derived from commercial and industrial development. Balanced communities achieve economic

and aesthetic quality by focusing on how commercial and residential properties interact with one another. Commercial development's impact on the residential neighborhoods surrounding it must be examined to ensure that proper sight, noise and traffic buffering is installed. Conversely, residential areas must be compatible with their surrounding uses by providing adequate and safe ingress and egress for residents and the opportunity to grow as a viable neighborhood. Balancing the interests of commercial and residential needs is important and must be done so as not to impact unfairly on one sector or the other.

Multi-family dwelling units adjacent to or within a single-family residential neighborhood should also be carefully examined to ensure that it assimilates into the neighborhood rather than denigrating its surrounding single-family neighborhood. All multifamily units should assimilate into its surrounding environment and not draw unsightly attention through mismanagement, inadequate parking, or lack of maintenance.

5. Assumptions Regarding Future Land Use: Maplewood is and will remain an urbanized community. Continued redevelopment of downtown as well as expansion of the existing commercial district is anticipated. The additional development will result in a more balanced tax base, a more dynamic and vital city, and more goods and services within the City's boundaries.

Because of the lack of undeveloped land, Maplewood's future will be shaped by its past. Large tracts of land currently underutilized may be targeted for major redevelopment. This may include residential as well as commercial areas throughout the City. Specific areas were mentioned in chapter two of this document.

6. Preservation of Property Values: Good development guidelines benefit both residential and commercial property owners. The more compatible adjacent uses are with one another, the more desirable those properties are to potential buyers therefore raise property values. The fundamental goal is the preservation and improvement of property values throughout the City.

CHAPTER 4. GOALS AND OBJECTIVES

A. INTRODUCTION.

Central to comprehensive city planning is the idea that any city plan should contain a statement of what the community as a whole wants. A recognition of these wants as a formal statement of community goals is a very important part of the planning process. The goal statements identify the problems that the plan will attempt to address, and makes recommendations of policies that are directed toward goal achievement.

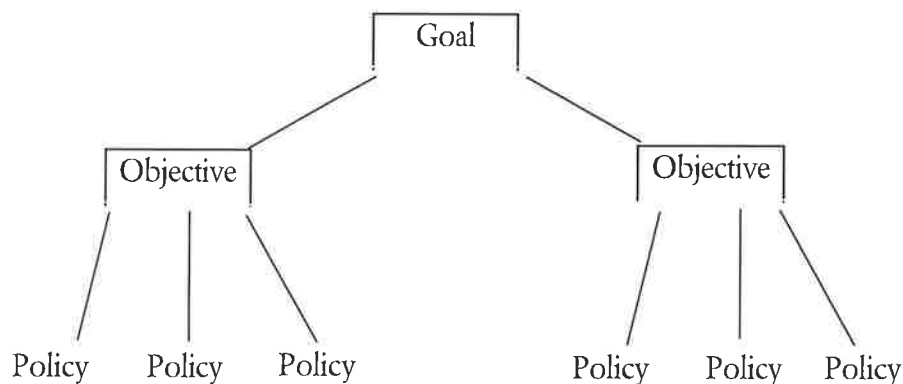
Because the terms “goals” and “objectives” are general in nature, it is useful to establish the meaning of these terms as used in this document.

Goals are statements based on the underlying long-term values of the community. Usually, goals are statements which provide a general direction for planning, consistent with the ultimate desires of the community.

Objectives are more specific statements which serve as guideposts toward goal achievement. Objectives represent the proposed solutions to problems which must be solved to achieve goals. Objectives have a narrower scope and cover a shorter time frame than goals.

Policies are definitive statements which direct the concrete actions necessary to achieve objectives. Typically, policy statements provide parameters for decisions which will be made in recurring situations. Policies incorporate standards or criteria to guide decision making in specific policy areas.

The relationship between goals, objectives and policies is demonstrated below:



There is no universal set of goals and objectives. Each community's goals and objectives must be identified in the planning process. The goals and objectives identified in the comprehensive plan address four over-riding concerns of the community: (1) to control the provision of timely and orderly growth in Maplewood; (2) to encourage good quality development; (3) to enhance the physical appearance and visual image of the community; and (4) to assure that any development will improve the quality of life for Maplewood citizens through economic growth and tax diversification.

In providing for orderly growth, the intent of the plan is to establish appropriate land use and development goals and objectives to insure the continued orderly growth of Maplewood. The plan will serve as a guide to the extension of public facilities and services, and to the conversion and development of land held in private ownership. The plan will serve to encourage quality development and redevelopment by creating the framework for the effective integration of all land use types, resulting in higher quality residential, commercial, and industrial developments.

Finally, the plan will improve the City's ability to address issues involving the physical appearance and visual image of the community. The plan will establish effective goals and objectives for the protection and preservation of the natural environment; improvement of the overall urban design of the built environment; and enhancement of the individual architectural quality of buildings and structures.

The goals and objectives identified in the following sections are statements of the community's priorities in resolving the problems and the needs for the next twenty years.

B. ECONOMIC DEVELOPMENT

Economic development is the process of creating wealth through the mobilization of human, financial, capital, physical and natural resources to generate marketable goods and services. To influence this process for the benefit of the community through expanding job opportunities and the tax base, the City of Maplewood should serve as a catalyst for the community's resources and institutions in order to influence private-sector decisions and attract investment.

Because economic development is of vital concern to the public sector, the City of Maplewood must create the framework to be responsive to economic development while retaining the ability to manage growth in a manner consistent with the community's goals.

Diversifying the tax base is of prime concern to the City of Maplewood. The City chooses to pursue quality development and redevelopment of the community to ensure that its residents are not burdened with high taxes. Commercial development provides one such vehicle by providing sales tax revenue, utility tax revenue, and business license fees.

GOALS: To encourage appropriate commercial, office and industrial development through a program that actively promotes Maplewood as a City with high standard and a high quality of life resulting in increased economic and service benefits to Maplewood citizens.

OBJECTIVES:

1. To increase the proportion of local income spent locally.

2. To encourage development that contributes to the economy of Maplewood without compromising safety, comfort, aesthetics, or neighborhood harmony.
3. To foster a positive attitude toward growth and development among local government, business groups, and the general citizenry.
4. To encourage adequate sewer and water for commercial and industrial development.
5. To provide an adequate arterial and collector street system for commercial and industrial development.

C. PUBLIC SERVICES AND FACILITIES.

GOAL: To provide for efficient and effective delivery of public services including public safety, utilities and storm drainage.

OBJECTIVES:

1. To encourage developments that require minimum public maintenance.
2. To encourage the provision of adequate sanitary sewers.
3. To minimize street maintenance costs.
4. To provide adequate water for fire protection.
5. To provide for adequate storm drainage.
6. To locate public land uses in accordance with their individual service area requirements, transportation access needs, utility demands, and in areas which help to shape the built environment in manners consistent with the Comprehensive Plan.

D. ENVIRONMENTAL CONSERVATION.

GOAL: To achieve an environmentally conscious and environmentally friendly community.

OBJECTIVES:

1. To provide programs encouraging recycling.
2. To promote tree and landscaping by business owners, commercial property owners and residents.
3. To encourage "clean" manufacturing and industrial developments.

4. To encourage environmental consciousness among all citizens.

E. TRANSPORTATION.

GOAL: To encourage a transportation network promoting efficient, rapid, and safe movement through the community which is coordinated with the regional transportation system.

OBJECTIVES:

1. To provide a transportation system to move people and goods in, around, and through the Maplewood area.
2. To support the provision of sidewalks and bicycle routes through the land development process.
3. To encourage a land use and street plan which can utilize density and location factors to reduce aggregate travel demand.
4. To restrict undesirable curb cuts along arterial streets which contribute to chaotic, inefficient, or unsafe vehicular movements.
5. To permit private streets only when developed to City standards and when justified as a minor local street serving only local traffic.
6. To mitigate the congesting affects of the mass transit system through the downtown business district and to work with the responsible agencies to achieve a mass transit system that works to the benefit of the city and the system's riders.
7. To mitigate and alleviate the overall traffic congestion problems through the downtown business district through road and parking improvements.

F. RESIDENTIAL LAND USE.

Maplewood is a residential community first and foremost. People move to the area because they like the character of the residential neighborhoods. Encouraging quality residential development, redevelopment and preservation of existing neighborhoods must continue to be a prime concern for Maplewood.

GOAL: To encourage a variety of residential living arrangements appropriately located throughout the community in high quality residential developments.

OBJECTIVES:

1. To provide the environment for safe, healthy and decent housing and pleasant neighborhoods in all areas of the City.

2. To encourage the protection and enhancement of the natural environment in the design of residential communities.
3. To promote diversity in housing design and placement.
4. To lessen the impact of intensive land use forms in close proximity to residential areas through extensive use of buffering and screening, where appropriate and feasible.
5. To ensure that multi-family residential development is of high quality and is compatible with surrounding land uses.
6. To ensure that residential areas no longer compatible with surrounding land uses are identified as potential residential or commercial redevelopment areas.

G. COMMERCIAL LAND USE.

GOAL: To provide sufficient and convenient locations for well-designed and compatible commercial and office developments assuring a wide range of goods and services.

OBJECTIVES:

1. To identify and preserve prime areas for commercial development.
2. To provide for the retail and service needs of Maplewood citizens and residents of other communities with commercial locations that are convenient, attractive, compatible with surrounding land uses while minimizing traffic conflicts.
3. To encourage the development of commercial "infill" areas.
4. To utilize and refine site planning requirements to ensure the visual integrity and compatibility of commercial developments.
5. To review zoning ordinances and revise where necessary to encourage quality development.
6. To identify and encourage the redevelopment of areas deemed best-suited for commercial uses.

H. INDUSTRIAL LAND USE.

GOAL: To provide sufficient land for future industrial use which is compatible with sound environmental management and integrated with surrounding land uses.

OBJECTIVES:

1. To identify and preserve prime areas for industrial development, and prevent encroachment of incompatible land uses.
2. To support efforts to attract clean industries into appropriately designated areas of the City to broaden the economic base of the City.
3. To enhance site planning procedures which ensure positive visual characteristics of industrial and commercial developments that are compatible with adjacent land uses.
4. To work with private developers to attract industrial corporations that bring employment opportunities, economic growth, and prestige to the Maplewood area.

CHAPTER 5. LAND USE GUIDE

A. INTRODUCTION.

A land use guide is designed to provide, a framework from which City policy makers can determine future planning and zoning decisions. It provides a long-range plan of how the citizens of an area feel their community should look. The land use guide addresses all development types including residential, commercial, retail, industrial, public uses and parks. The chapter discusses the City of Maplewood's land use categories.

B. RESIDENTIAL LAND USE.

1. Single-family Residential: This is the dominate land use in Maplewood. To enhance Maplewood's regional status and the City's quality of life, it is important that the single family residential areas of high quality and historical significance be improved and protected. Those residential areas that are in conflict with surrounding land uses should be targeted for redevelopment. Specific areas targeted for single-family use are shaded blue on the land use guide.
2. Multi-Family Residential: This land use will include all housing not designated as single-family such as attached housing, duplexes, townhouses and apartments. Due to the disproportionate amount of multi-family units that are rental property, it is recommended that such future multifamily development be discouraged. Only those developments of high quality that integrate well with surrounding uses by providing proper buffering and screening and off-street parking. Most of the areas designated for multi-family use are presently utilized as such. While the Commission recognizes the importance of providing a diverse range of housing options, it also recognizes the importance of compatibility among the various uses. Particularly, the Commission is concerned that multi-family residential structures not overburden neighboring single-family residential neighborhoods or public services. This use is designated orange on the land use guide map.
3. Residential Land Use Policies:
 - a. Protect the integrity of residential neighborhoods, not in conflict with surrounding uses, by requiring extensive buffering and screening of adjacent, higher-intensity uses. A landscape buffer zone incorporating berms and coniferous trees to protect residential areas should be provided by commercial/industrial developments that abut residential areas.
 - b. Avoid routing high levels of traffic through established residential areas.
 - c. Provide for the needs of diverse social and economic groups through various housing types and density levels that co-exist in harmony.
 - d. Require collector or arterial street frontage for new multifamily developments.
 - e. Make citizens aware of home improvement programs that offer assistance for home upgrades and improvements.
 - f. Work with community organizations to foster ownership of homes and provide information to residents or potential residents.

C. PUBLIC/QUASI-PUBLIC LAND USE.

1. Public/Quasi-Public Land Use: Public land uses, delineated in yellow on the land use guide map, identify existing schools, churches, civic halls and government-owned buildings and facilities.
2. Public/Quasi-Public Land Use Policies:
 - a. Work closely with the applicable school districts to provide suitable sites for future school facilities.
 - b. Encourage the adoptive re-use of school facilities that have been vacated as a result of shifting student populations.
 - c. Utilize the highest architectural and site planning guidelines on the construction of new civic buildings to ensure long-term community pride, and to serve as examples of the overall nature of development in Maplewood.

D. PARKS AND OPEN SPACE LAND USE.

1. Parks and Open Space Land Use: The provision of adequate and suitably-located parks and open space is an extremely important urban public function. Such land uses contribute significantly to the overall quality of life desired by Maplewood citizens. It is important, therefore, that more formal procedures be established to ensure the ongoing provision of additional park land, and to provide for adequate maintenance. Park land and open space is shown in green on the land use guide map.
2. Park and Open Space Land Use Policies:
 - a. Require compliance with the open space and park comprehensive plan.
 - b. Combine and coordinate school and park facilities which will provide for integrated site development.
 - c. Review all zoning, subdivision and capital improvement projects for their impact on parks, recreation and open space demand or need and evaluate reasonable accommodations for open space or parks.
 - d. Wherever feasible, flood plains or flood-prone areas should be utilized for park purposes. Intrusion in these areas by urban development should be discouraged.

E. OFFICE, SERVICE, AND COMMERCIAL USES.

1. Office and Service Uses: Office and service-oriented businesses provide economic and social diversity to a community. For these reasons, the Plan and Zoning Commission recognizes the importance of encouraging the growth of this portion of the business community. Specific areas delineated as prime locations for service and office space development include Sutton Avenue south of Manchester, buildings fronting Greenwood Boulevard on the south side of the street, the west side of Big Bend between Elm and the railroad overpass, and property bordered by South Hanley on the west and south, Flora on the north and Bartold on the east. This use is shaded pink on the land use guide.
2. Commercial Use: Certain areas of the City located on major arterial roads are well-suited for commercial development. Commercial areas provide the City with essential tax revenue sources that, in turn, result in quality municipal services and a diversified municipal tax base. Specific areas targeted for development and/or redevelopment include: (1) Area east of Big Bend, west of Oakview Terrace, south of Lohmeyer and

north of Manchester; (2) Area just east of Hanley Road, south of Bruno, west of Laclede Station Road, and north of Folk Avenue; (3) Area west of Sutton, east of Big Bend, South of Elm, and north of Greenwood. Several other "pockets" exist along the major arterial roads in Maplewood for redevelopment as well. These include, but are not limited to, areas along the west side of Big Bend between Rannells and Lohmeyer; areas along Manchester east of Marshall and west of Laclede Station Road; areas along Big Bend south of Flora to the City limits; and areas along Sutton Avenue. These areas are shaded red on the land use guide.

3. Office, Service, and Commercial Land Use Policies:

- a. Buffering and screening of these development types of adjacent residential and low-intensity use properties is of prime importance to the Commission when reviewing any office, service or commercial land use proposal.
- b. It shall be the general policy to emphasize and lend support to the Manchester corridor as the primary civic, cultural, and retail business center of Maplewood, and to evaluate any proposal for regional or community-scale commercial development in light of its potential impact on this area.
- c. Access to planned commercial roads with curb cuts limited to a minimum.
- d. Limit neighborhood commercial and office development to the intersections of non-local streets, and to not more than two of the four corners of such intersections.
- e. Buildings in a planned center or office park shall be architecturally unified, rather than a miscellaneous assembly of stores.
- f. Ample on-site parking with controlled access to adjacent thoroughfares and with a minimum of customer walking distance shall be provided.
- g. Parking areas of twenty (20) or greater spaces shall provide and maintain internal landscaping to alleviate paving monotony.
- h. Service areas for goods delivery shall be separated from the pedestrian circulation routes.
- i. Site plan review shall allow for the controlling of signs, ingress and egress, light glare, trash disposal, sound, odors, storm drainage, and related nuisance factors in a manner to eliminate conflicts with abutting properties.
- j. Strip commercial development shall require exceptional site planning to demonstrate an integration of development as a quality project compatible with the site and the perceived image of the area.
- k. Spot zoning shall not be tolerated.

F. INDUSTRIAL LAND USE.

1. Industrial Land Use: It is of utmost importance that the Plan identify and set aside land for industrial uses. Industrial uses are an important element in the overall urban land use mix, both in terms of providing employment for area citizens and in diversifying the tax base of the City. Several areas currently exist in Maplewood that are still suitable industrial locations in accordance with the industrial land use policies. Potential and existing industrial sites are shaded purple on the land use guide.
2. Industrial Land Use Policies:
 - a. Requests for industrial zoning will be given priority consideration if generally falling within the limits of the plan. However, other areas will be reviewed where the proponent provides evidence that the general intent of the plan will be met, and where abutting

properties can be protected from undue intrusion, pollution or other environmental degradation.

- b. The City will encourage those industries which are traditionally clean (producing no smoke, odor, sound, visual or other pollution impacts.)
- c. Open storage of either raw materials, products or waste will be reviewed carefully to avoid development of eyesores from adjacent property. Extensive screening and buffering will be required.
- d. Site planning to reduce visual pollution, including building design and landscaping, will be given priority.

CHAPTER 6. PARKS AND OPEN SPACE

A. INTRODUCTION.

The purpose of recreation planning is to formulate goals and develop alternatives, regulations, and guidelines for public and private decisions related to the use and preservation of open space for recreational purposes. The provision of park and recreational facilities designed to meet the present and future needs of all the residents of the community has long been advocated by the City of Maplewood.

B. RELATIONSHIP TO THE PLANNING PROCESS.

The adequate provision of parks and recreational facilities for the needs of all age groups is as important as providing adequate public educational facilities. In fact, it is recognized that the provision of public recreational facilities is a logical extension of the public education system. Therefore, no one should be denied a wide range of recreational pursuits because of a lack of money, in accordance with our same basic philosophy of providing public education opportunities.

Parks and open space areas are pivotal factors in the development of land use concepts since neighborhood parks tend to form the core and focal point of many neighborhoods along with elementary schools. The larger parks consume sizable tracts of land in the community and, when fully developed, are generators of traffic. Land values are affected by the proximity and quality of these facilities.

The recreational program, including the acquisition, development and maintenance of facilities requires a substantial public expenditure. Most cities expend approximately 1% of their total budget in this area.

The natural environment (open space) alone or with park and recreational facilities added to it, provides physical and emotional outlets critical to human behavior and essential to community development.

C. OPEN SPACE.

Open space is the sum of all natural environment to be found in a given region, city or town. It should be considered a resource, not a facility, such as a park or a school. The functions of open space are basically:

1. To establish and enhance recreational opportunities, thereby meeting the physical and psychological needs of citizens.
2. To establish and promote orderly development through the preservation of the natural landscape.
3. To improve real estate value, community image and provide alternative transportation modes such as walking, biking, etc.

4. To maintain nature and provide scenic venues for aesthetic relief throughout the community.

Open space must be regarded as an essential land use, equally as important as other uses commonly planned for in the growth and development of the community. The preservation of the natural environment is the key to developing and retaining aesthetic values throughout these growing areas. Open space can serve many purposes within a community. Perhaps the most important is that a "greenbelt" separation between cities, communities or neighborhoods and inhibit urban sprawl, or it can revitalize older neighborhoods as well as encourage renewed development in neighborhoods whose growth has stagnated.

One of the major opportunities for utilization of open space is development of trails or pedestrian networks which can serve as linkages between trip generators such as parks and schools as well as places of business and employment. If properly planned, stream corridors or abandoned railroad rights-of-way can be utilized as combined open space/recreation/pedestrian circulation corridors thereby providing aesthetic, environmental and economical community assets.

In other instances, open space needs may best be served by establishing natural preserves in those areas which have unique topographic, historic or groundcover (forestation) features. In these instances little development other than foot or bicycle trails might be anticipated.

Traditionally, the general public has viewed open space as an important asset to the character of the community, but the complications involved in acquiring or maintaining such resources are rarely understood.

Many cities have a sufficient amount of open space technically, but, frequently, the bulk of it is made of junk-strewn vacant lots, creeks, streams, and ditches (which have become overgrown receptacles for litter and a breeding ground for rodents and insects), and waste lots given to the City for park purposes (or abandoned lots) because the tract of land is unsuitable, inaccessible, flood-prone or otherwise undesirable for private use.

Conversely, some of the most magnificent parks in the nation were given to municipalities as gifts or donations. Examples include Forest Park in St. Louis and Swope Park in Kansas City.

D. RECOMMENDED STANDARDS.

In establishing a long-range park plan, acceptable and practical standards that are applicable to the community should be applied to determine the present and future needs. A number of standards have been adopted and developed by various local, state and federal agencies; however, they should be used only as general guidelines within the framework of the preferences of the community.

Park and recreation areas are classified according to how large an area they serve, their size and type, their primary function and the facilities they may offer.

There are eight basic public park categories, however, a city the size of Maplewood usually only has parks in the first four categories below:

- | | |
|------------------|------------------------|
| 1. Play ground | 5. Metropolitan |
| 2. Neighborhood | 6. Regional |
| 3. Sub-community | 7. Linkages |
| 4. Community | 8. Special usage areas |

The first four categories, those found throughout Maplewood, are described briefly in the following paragraphs.

1. Playgrounds:

The playground can be just a small plot of ground up to four acres in size and is designed primarily for children. If possible, it should be located within safe walking distance of the homes it serves. The area it should serve is one neighborhood segment.

The playground should offer imaginative play opportunities not found in the back yard such as large sand pit areas, play sculpture, wading pools, swings and slides. For adults, there should be benches, shelters and trees.

Playground development is usually the responsibility of the municipal government to develop such parks, but a few communities have subdivision regulations requiring private developers set aside land for development of such parks.

2. Neighborhood Park:

The neighborhood park is a little larger than the playground and serves a more diversified group of residents.

It is preferable to locate neighborhood parks next to elementary schools so both indoor and outdoor activities can be included. The school provides enclosed space for meetings, arts and crafts programs, restrooms and storage, while the park provides outdoor recreational opportunities.

The small children's area should have the same facilities as the playground park but should be zoned from the rest of the park for the children's protection. For older children, there should be larger scale play equipment, all weather courts and a game field area.

The adult area should have benches, horseshoe, shuffleboard and a walking/jogging trail. Again, these areas should be zoned so as not to pose a conflict with the children's areas.

As with playgrounds, the primary responsibility for developing neighborhood parks is with the community. Funding may be secured from Federal grant programs if necessary.

3. Sub-community Park:

The sub-community park is larger than the first two categories and is designed to serve teenagers and adults with various recreational activities. It should be centrally located to the neighborhoods

it serves and, ideally, should adjoin a high school so use can be made of its athletic field for team sports.

It should include a play field, children's play area, day camp center, hard surface courts for basketball, volleyball or tennis, picnic areas, and an outdoor swimming pool. It should also have a parking lot because some of its uses will live far enough away to desire driving to the facility.

4. Community Park:

The community park is much like the sub-community park in that it should be similarly located and serve much the same area. But it ideally is twice as large as a sub-community park and serves more recreational needs.

In addition to many of the same facilities found in the sub-community park, the community park may have trails, a shelter for concerts, ice skating, and spectator facilities for its athletic fields.

INVENTORY OF EXISTING PARK FACILITIES

<u>PARK NAME/LOCATION</u>	<u>SIZE</u>	<u>EQUIPMENT, AMENITIES OFFERED</u>
Tiny Tot Park #1 2600 Bredell (Playground)	.12 acres	Fenced in tiny tot lot, one slide, 1 tire swing, 3 play swing sets, 3 climbers, 3 saddle mates, 4 place buck abouts, 3 concrete tunnels, 1 surfaced basketball court adjacent to playground.
Tiny Tot Park #2 7800 W. Bruno (Playground)	.60 acres	1 climber, 3 swing sets, 1 slide, 1 tire swing, 2 place buck-a-bout, 2 saddle mates.
Greenwood Tiny Tot lot Kensington & Commonwealth (playground)	.23 acres	3 saddle mates, 2 place buck-a-bout, 2 back hoe play structure including: tunnel slide, open slide, 2 place swings, cable walk, net climber, merry-go-round.
Lindbergh Park End of Lindbergh Dr. (Neighborhood)	4.0 acres	Open space for pick up games of football, etc.
Kellogg Park Circle Drive (Neighborhood)	1.15 acres	Open space
Junior High Park 2400 Sutton (Sub-community)	5.04 acres	Jogging track, back stop for softball, picnic area, surfaced parking lot.
Deer Creek Park 3200 Laclede Sta. Rd. (Community Park)	11.10 acres	2 pavilions, small soccer field, 2 tennis courts, restrooms, walkway to Webster Groves, park maintenance house, softball, Astro City including: 4 swing sets, 4 adult swings, 4 buck-a-bouts, merry-go-round, tire swing, parking lot.
Community Center 7550 Lohmeyer (Community)	3.0 acres	Outdoor pool, 2 lighted tennis courts, exercise area. Center has meeting rooms, kitchen. Serves as YMCA Day Care Center.

PARK MASTER PLAN FOR DEVELOPMENT/ACQUISITION – 1990s

Introduction:

The Maplewood Parks and Recreation Commission has developed a Parks Master Plan for the City of Maplewood. This plan outlines the goals that the Parks Commission feels the City should strive to attain in the area of park acquisition and development. The Commission has presented the plan in the following pages. The Parks Plan divides the city into four geographic quadrants with Manchester and Big Bend as the axes: northwest, northeast, southwest, and southeast.

Northwest Quadrant:

The Northwest Quadrant has more park land than any other section of the City. It already houses Lindbergh Park, Kellogg Park, the Community Center, West Bruno Park and also has city-owned land available for future park expansion and development.

The Commission's long-term goal is to develop a parks system, including bike walking trails between parks. In this area, the City is afforded an immediate opportunity to have a network of interconnected parks. Property acquisitions and park development should be done with this overall goal in mind.

Specific plans for the northwest quadrant:

1. Develop Jerome and Weaver property. A survey is needed to determine the exact boundaries of this property.
 - a. The apartment dwellers who border the property use the park as a back drive. This should be blocked.
 - b. Grade and level the property, and plant new grass of a hardy variety, trees, and add sidewalks.
 - c. Add minimal playground equipment, such as a swing set with slide. The commission feels that this should be left as open space to allow the children of the area freedom of movement.
2. Consider acquiring property to enhance the parks in the northwest quadrant, in conjunction with the long-term goal stated above.
 - a. House next to Jerome and Weaver property should be acquired if it becomes available.
 - b. Small rights-of-way next to the creek for the future development of a biking/walking path between parks.
 - c. The biking/walking trail could be placed along the abandoned Brentwood Streetcar lines if possible.
3. Community Center, due to its central location, would be an ideal spot for additional green space. Also, additional parking for the center should be developed possibly along Bredell

where city-owned property already exists. These properties would also add more green space to the city facility grounds.

4. As a result of the Metropolitan Sewer District's rechannelization of the creek running through Lindbergh Park, this park facility will suffer some damage. With this in mind, as the funds become available, future development of this park should include the following considerations:
 - a. A basketball court
 - b. Minimal playground equipment
 - c. Consider dead ending Lindbergh Drive and eliminating the turnaround area that currently exists.
5. Planting and landscaping of all parks in this area should be emphasized to add a natural attraction to the parks. Some specific "target" areas are listed as follows:
 - a. The "point of the wedge" at Circle Drive and Rannells.
 - b. The creek corner which is currently owned by MSD.
 - c. Jerome and Laclede Station Road intersection.

Northeast Quadrant:

The Northeast Quadrant's major park facility will be Junior High Park. Due to the park's central location, the Commission's plans for the development of this facility are designed to meet the needs of many different groups of people in this area.

The Commission recommends the acquisition of additional property for parks development in this quadrant for "pocket park" development. Further, it is recommended that the City target specific areas for a landscape and treescape plan. Some of the Commission's recommendations are listed below:

1. On Big Bend, several small areas bordering the street directly are zoned PA, Public Activity. Bulb planting should be encouraged and developed in these areas. Trees should be planted in accordance with the Chamber's Streetscape Plan in these areas as well. It is believed that this effort will help to alleviate the pavement monotony that currently exists along this portion of Big Bend while adding a good transition buffer zone for the residential neighborhoods immediately east of here.
2. Property may be available in the 2400 block of Yale where at least one home and two adjacent properties have been demolished. Consideration should be given to acquiring these properties through purchase or dedication for development of a neighborhood "pocket park".
3. Treescaping should be continued and maintained on Yale Avenue.
4. Tree replacement and additional trees should be planted around Lyndover Park.

Southeast Quadrant:

This area of the city is as large as any other quadrant, yet there is currently only one park, and it is a "pocket park" geared for small children. Clearly there are great needs for park development in this area. Additionally, we feel that some of the area's property values could be greatly enhanced by the addition of neighborhood parks.

1. The Sutton Loop is strongly suggested as a future park. Should Bi-State change its routings, it is possible that this property would become available. Perhaps Bi-State would even consider a long-term lease or donation of this property. Conversion of this property into multi-purpose park land would greatly enhance residential property values in the area. Proposed uses for this park would include a play area for small children, a basketball court, lots of landscaped green space and park benches.
2. The railroad overpass at Greenwood/Marshall/Kensington is a key entry to the City of Maplewood. The Commission feels that this area should have an upgraded image, and, since the grass and weeds are already being cut by the Parks Department, it seems logical that we can do improvements as well. The Commission will consider fostering a community project to get this area looking its best.
3. Greenwood will be the target for daffodil bulb plantings in 1990. It is hoped that this will soften the harshness of this area's appearance.
4. There is currently vacant property at Picadilly and Oxford. This would be an ideal location for a neighborhood green space development. The Commission would encourage the placement of park benches through the property, and, if possible, a couple of paved winding paths through the area. The Commission recognizes that this is close to both Bruce School and to Greenwood Park. However, the Commission feels that this would be a good spot for older citizens living in the area, and it may encourage neighborhood gatherings.
5. Should any additional property become available east of Marshall Road, a "pocket" park should be considered for development.

Southwest Quadrant:

The Southwest Quadrant is anchored by the presence of Deer Creek Park. The recent and proposed developments in the area severely limit opportunities for further park development. Some of the Park Commission's suggestions for park development are as follows:

1. The path along Deer Creek should be upgraded and maintained. This can provide important linkages between residents coming from east of Big Bend to Deer Creek Park.
2. Businesses in the area involved in development should be encouraged by the city to incorporate greenspace into their development planning, and, if space allows, perhaps even provide small pocket park land to the City.

3. Should any property in the area of Valley School become available, serious consideration should be given to park development. There is a large residential section of the southwest quadrant with no ready access to parks unless a major thoroughfare is crossed. However, with Deer Creek on one corner and the Community Center and Bredell Park right across Manchester, the needs here are not perceived to be as great as they are in the Southeast Quadrant of the City.

Summary:

The Commission believes that parks are inherent to the mental wellbeing and spiritual growth of the community and its citizens. However, this Commission wishes to expand the definition of park property to include open space and image areas.

By encouraging park development, neighborhood involvement, and community projects, the Parks and Recreation Commission will foster community improvement and pride.

CHAPTER 7. GENERAL DEVELOPMENT GUIDELINES

A. Introduction:

The planning process shall strive to provide an environment which encourages identification and pride in both the neighborhood and the City. The Comprehensive Plan establishes the land use guide and community goals and objectives by which the development process is guided.

The City of Maplewood currently evaluates development proposals through the site plan review and zoning process. Site plan review is the process which provides for the detailed review of the proposed development or change in land use. The principal intent of the site plan review is to eliminate or minimize land use conflicts and prevent incompatible relationships and uses. The zoning process provides for a review of a change in land use to ensure compatibility with the City's goals and objectives.

In order to achieve a better environment for the residents of Maplewood, a policy of design standards outlining what is expected of architects, engineers, planners, developers and property owners should be adopted. These guidelines should help in establishing a more consistent and concise method of evaluating new developments.

The following text describes general development guidelines and standards as the first step in the development of a policy of design standards.

B. Guidelines:

The following definitions and development guidelines have been found to be generally accepted for measuring community development patterns and establishing efficiency and community well-being in development.

C. Central Business District (CBD):

Traditionally, the Central Business District is designed to serve as the major source of a community's shopping and office needs. In addition, the Central Business District is the focal point of the community's identity, attracting shoppers and business people from throughout the St. Louis metropolitan area. It should provide both commercial and public entertainment services including community meeting facilities and governmental offices.

In addition, the Central Business District should provide the environment around which Maplewood can develop a focal point for identification and pride in the community. The major design elements that must be accomplished are accessibility, compactness, parking, internal pedestrian circulation, peripheral development, and aesthetics.

D. Neighborhood Shopping Center:

The neighborhood shopping center will accommodate convenience retail shopping facilities at a scale and intensity of use that is compatible with adjacent and surrounding residential uses. Such centers usually are not extensive in area with their service areas being nearby houses and

apartments. Businesses include small convenience and service retail stores which do not require extensive parking areas or draw a large number of customers.

E. Community Shopping Center:

The community shopping center provides a greater depth and variety of merchandise than the neighborhood shopping center. Due to the expansion of services, the community shopping center usually requires a large area with parking substantial enough to accommodate patrons within a two-mile radius of the center.

F. Other Commercial Areas:

Certain commercial activities are more suited to arterial thoroughfares than to a specific shopping center development. Such activities as restaurants or service stations would fall into this category. Often such service businesses are located at an intersection of two major roads. Every effort should be made to provide for safe access and egress, good site distance and adequate parking are essential for the success of such businesses.

These commercial service centers may also include and combine retail, wholesale, service and repair services in various ways. Often such centers are neither retail nor industrial in character. Examples include businesses engaging in the sales and service of automobiles, construction or building equipment, the offices of construction contractors, and building materials establishments.

Due to the unsightly proportions of all such uses and zones, care should be taken to ensure that proper screening of storage areas and that landscaping of these properties is achieved and maintained. Such businesses, wherever possible, should be required to be a specific distance from single-family residences and wherever possible should be buffered by duplex, apartment or single-occupancy office uses.

Commercial uses strung out along major thoroughfares, which cause considerable inconvenience to both customers and business people, should be consolidated and boundaries established to eliminate or at least minimize commercial stripping and sprawl. Through consolidation, such areas can be shortened and deepened to provide the necessary off-street parking as part of a more aesthetically pleasing compact design. This can be achieved through the joint effort of the City, the business owners, and the property owners. Such an effort will help to improve the access to and circulation surrounding such businesses. In addition, an improved appearance of the commercial areas will be achieved by encouraging the installation and maintenance of landscaping in accordance with the coordinated site plan for physical improvement.

Continued efforts should be made to avoid commercial strip and spot zones. The continuation of such zones, will reduce even further the traffic carrying capacity of the major thoroughfares and will deter the use of such land (and adjoining land) for more suitable uses.

G. Offices:

Much of the existing office space in Maplewood is located in downtown Maplewood. Most of the second floor space along Manchester as well as spaces along streets that intersect Manchester

serve as office locations. The location of future sites should be based on accessibility, visibility, and surrounding land use. Such criteria will ensure that adjacent neighborhoods are not negatively impacted by Maplewood's continued development as an employment location.

H. Industrial:

In order to provide a diverse tax base and a variety of employment opportunities, industrial land uses should not be discouraged.

Future new development and redevelopment of existing industrial sites should reflect both proper layout and high quality design to avoid the negative impacts often associated with industrial developments. Industrial areas should be developed as industrial parks rather than isolated sites dispersed among other land uses. Attention will be given to comprehensive developments or redevelopments of industrial areas that incorporate attractive landscape plans and thoughtful traffic plans that consider traffic safety and traffic flow.

CHAPTER 8. ROAD STANDARDS AND CIRCULATION PLAN

A. Introduction.

The primary objective of this chapter is to establish a unified street, arterial and collector network with proper alignment and sufficient right-of-way to provide for long-range needs, especially in the potential redevelopment areas of the City, to coordinate the system with the surrounding communities and the regional highway and freeway system, and to prioritize improvements which must be sponsored and funded by the City.

The Circulation Plan is intended to be used as a guide to assure the maintenance of city rights-of-way; to establish adequate pavement widths and to aid in the development of a capital improvements program, including both priorities for expenditures, and design standard in order that future costs may be properly programmed. The Circulation Plan must permit maximum efficiency in the movement of people and goods with safety and convenience, and to do so with the maximum economy in the expenditure of city funds.

The arterial system must be maintained as a complete and continuous network throughout the community, and coordinated with adjacent communities in order to assure satisfactory traffic movements within the city and access to the city from the surrounding communities. It is essential to plan for a long-range period of time in order that the rights-of-way and alignments of adequate size and location may be available when they are needed without costly acquisition.

The width and type of construction of pavements must be properly related to the volume and type of traffic which can be anticipated. The Circulation System must handle traffic, control its movement, and establish traffic control devices that provide a priority of movement for traffic.

B. Existing Traffic Patterns.

Historically, Maplewood has been served by two principal streets, Manchester Avenue and Big Bend Boulevard. These two roads continue to be the main arteries serving the City, but since the completion of Interstate 40 and the extension of Hanley/Laclede Station Road, Hanley Road and McCausland Road (east of Maplewood's border) have gained importance in providing access to and through Maplewood.

Since 1971, St. Louis County has administered and maintained a county-wide arterial road system. The arterial system adopts uniform traffic regulations and standards for road construction and maintenance and enables the County and the many municipalities to establish a Comprehensive County Arterial System similar to the State Highway System.

1. Arterials.

In Maplewood two streets are included in the County Arterial System:

1. Big Bend Boulevard from Deer Creek to Bruno Avenue.
2. Hanley Road from West Bruno Avenue to Marshall Avenue.

Manchester Road, Route 100, is part of the State of Missouri's road system to Big Bend Boulevard. This portion of Manchester in Maplewood is maintained by the Missouri Highway and Transportation Department.

Arterial roads are the major traffic carriers in the urban community. The arterial has as its main objective the carrying of traffic through a community. A secondary objective is to carry the traffic across the community from one part to another. Arterials should have rights-of-way widths of 100 to 200 feet and pavement widths of 80 feet. Almost all urban highways other than freeways or expressways will be treated as arterials.

2. Collectors.

Within the City itself a number of lesser streets act to provide internal accessibility and to link to the larger street system. The main east/west streets in this category are Bruno, West Bruno, Folk, Oxford, Southwest, Flora and Greenwood Avenues. The main north/south streets include Bredell, Sutton, Oakview Terrace, Marshall, Bellevue and Yale Avenues. Canterbury also provides an important link between Marshall, Flora and Greenwood Avenues and Ellendale Avenue. The above collector streets are illustrated on the map in this chapter.

Collector streets are classified into two categories: residential and commercial or industrial collector streets. Residential collectors traditionally traverse neighborhoods collecting local traffic from residential streets and carrying it at low speeds to major arterial roads for distribution. The collector should be residential in character, and be able to easily carry 1,500 to 3,000 vehicles per day. It should have limited frontage development along its length, with residential streets meeting it at "T" intersections ideally 300 feet apart. This spacing will allow for two driving lanes at all times and parking on one side where necessary. Extra turning lanes should be provided where a collector intersects a major thoroughfare. A minimum right-of-way of 60 feet is required.

Commercial or industrial collector streets serve the same basic function as the residential collector only for different land use functions. This collector street has as its primary function, the movement of traffic directly from commercial or industrial areas to major arterials. Due to its high usage by trucks and potential traffic generation, rights-of-way should be 60 to 70 feet and pavement width should be 36 feet. Parking would be permitted on one side only, and where deemed in the community interest not permitted on either side. All streets within or abutting commercial or industrial zoning should be considered to be not less than a commercial or industrial collector.

3. Residential.

The residential streets of Maplewood represent an important part of the overall street system. They serve the single-family homes and apartment buildings and carry local traffic to the collectors and main arterials. Whereas some residential streets are tree-lined and have a quiet character, others presently suffer from too much through traffic. Better definition of the street hierarchy is required to rectify this situation and consideration should be given to street closings, one-way streets or, possibly, the creation of private streets.

The primary purpose of local residential streets is to provide access to abutting residential property and low speed circulation within the residential neighborhood. Traffic should not exceed 600 vehicles per day, or 60 to 70 vehicles at a peak hour. Local streets should intersect with major thoroughfares only where absolutely necessary, and should intersect with each other and with collector streets at 90 degree angle intersections wherever possible. Local streets should have a right-of-way of 50 feet in the single family zones, and 60 feet in areas of heavier density (approximately eight (8) dwelling units or more per acre) and high traffic generation (such as schools, parks, churches, etc.). Pavement width should not be less than 27 feet from the back of the curb, allowing two moving lanes and one parking lane. Where probable traffic flow will approach or exceed the 600 vehicles daily, the city shall have the authority to require a greater paving width to facilitate potential traffic flows.

C. Planned Street Improvements.

In recent months, discussion at the regional and state level of various transportation plan improvements has local policy makers to consider the impact of these proposals on the City of Maplewood. The State of Missouri Department of Highways and Transportation is currently studying the feasibility of extending I-170 south of I-40 to connect with I-44 south of Maplewood. Some of the proposed routes show the highway passing through Maplewood. The map in this chapter shows some of the possible locations of the future I-170. The City must be aware of the possibility of the I-170 extension coming through Maplewood and be prepared to plan for its impact on the community.

At the regional level, the East-West Gateway Authority is going forward with an east-west light rail line connecting East St. Louis and Lambert International Airport. The second phase of the regional light rail system will include a north-south line that could follow the abandoned Terminal Railroad right-of-way in Maplewood. Again, the City should plan for the possibility of the light rail system by evaluating the affects (both positive and adverse) on the City's circulation plan.

The relationship between I-44 and the present Maplewood street system is tenuous and the links are indirect; however, improvements may be possible. Both the City of Maplewood and the business district would gain from a more direct link to I-44. Arsenal and Jamieson streets, just to the east of the city limits, provide access to I-44. Arsenal intersects with McCausland Avenue which in turn is linked to downtown Maplewood via Southwest Avenue, Canterbury Avenue, Marshall Avenue, and Manchester. Access between Arsenal Street and the downtown business district should be made as easy as possible. Other suggestions for improvement include extending Arsenal street west into the downtown business district or extending Shrewsbury west to connect to Laclede Station Road along the existing Marshall Road alignment should be considered. Either option, however, will present a multitude of engineering problems and prove costly to realize.

The extension of Hanley/Laclede Station Road and the expansion of Big Bend Boulevard have made north-south travel in and through Maplewood safe and efficient. However, Manchester Avenue, as the only east-west route, increasingly suffers from traffic congestion both pedestrian and automobile. Efforts to alleviate the traffic congestion may prove costly both fiscally and politically. Currently, the Maplewood Chamber of Commerce's Downtown Business

Development Task Force is discussing proposals for mitigating the traffic congestion on Manchester through the downtown business district. Their report will be made available to the Maplewood Plan and Zoning Commission upon completion.

Street and Parking Restrictions.

The Maplewood Code of Ordinances records all street and parking restrictions as presently enforced. Some of the restrictions in the downtown business district have been discussed by the Downtown Business Development Task Force as to their effectiveness. A recommendation is anticipated from the Task Force to the City.

The pattern of one-way streets helps to keep Central Business District traffic off residential streets. This system should be expanded city-wide for the same effect. One-ways may also be considered for use in the downtown business district for alleviating congestion.

The through streets or boulevards designated do not suggest a clear traffic pattern. It is questionable whether Kensington Avenue should be so designated; the same is true of Bruno Avenue. Southwest Avenue should be a through street, yet it is not shown as one. Generally the through-street pattern should be reviewed with an eye toward making the residential streets more private and less travelled and making the commercial streets more accessible for use.

A. Bus Routes.

The Bi-State Transit System operates seven regular routes that serve the City of Maplewood:

1. Manchester
2. Wellston/Maplewood
3. McCausland/Delor
4. City Limits
5. Maplewood/Airport
6. Big Bend
7. Maplewood/Clayton

In addition to the seven routes, Bi-State operates three express routes:

1. Kirkwood Express
2. Manchester Road Express
3. Big Bend Express

Of these ten bus lines, eight use Manchester Road as a thoroughfare (between Yale and Sutton) and nine use the Yale Terminus. Sutton Boulevard is the next most heavily travelled bus route, handling a total of five routes.

As the diagram of bus routes shows, Manchester Road carries most of the east-west bus traffic, with Folk, Flora, Greenwood and Marshall Avenues also contributing. There is no direct through north-south bus route, but a number of routes use a portion, of the arterial and collector north-south streets including Hanley/Laclede Station, Big Bend, Sutton and Bellevue Avenues.

In general, the bus routes appear very circuitous, with the Yale and Sutton Termini proving to be the most intensively used. It is quite evident that the buses serve the Central Area well; however, consideration should be given to making the main Yale Terminus even more central so that bus travellers can utilize stores adjacent to the Terminus. Also, despite the customers that the buses bring to the downtown area, the traffic congestion through downtown is exacerbated by the number of buses traversing Manchester and Sutton Avenues.

B. Summary/Conclusions.

The foregoing discussion on traffic and circulation provides a number of pointers that will be useful to the establishment of a workable plan for Maplewood. Among the more important findings are:

1. Current plans for the extension of I-170 and the proposed light rail system will affect the city and planning should begin now to make these proposals as advantageous as possible for the City.
2. Through traffic on Manchester Road both helps and hinders the downtown business district. Manchester serves the business community needs, but the traffic congestion makes it inconvenient for drivers and pedestrians, both of which are potential shoppers in the downtown area.
3. The flow of traffic within the sub-areas of the City should be improved through the realignment of streets and improvements of intersections.
4. The residential (neighborhood) streets can be improved by controlling through traffic with cul-de-sacs and/or one-way loops.
5. Some bus routes should be re-routed to better service downtown interests and alleviate the traffic congestion in the central business district.

C. Implementation.

Implementation of the Circulation Plan is outlined below. The Plan and Zoning Commission's primary concern will be with the evaluation of future development proposals' effects on the existing transportation system.

1. Adoption of the Circulation Plan as shown in the Land Use Guide.
2. Maintain coordination and communication linkages with the state, regional and county agencies which have jurisdiction over the designation and improvement of certain facilities such as State and Federal highways and the county and regional secondary and arterial systems.
3. Establish considerations for right-of-way acquisition and improvement through:
 - a. The subdivision process
 - b. The rezoning process
 - c. The Capital Improvement Program of the City of Maplewood

CHAPTER 1. IMPLEMENTATION AND ADMINISTRATION OF PLAN

A. Introduction.

The plan provides a policy framework for stability in the developed areas and guidance for future development and redevelopment.

The very nature of planning requires adjustment to ever-changing conditions. Therefore, to maximize the effectiveness of the planning process and the comprehensive plan, review and refinement of the plan will be necessary. Because our vision changes as we refine and construct it, we must change our guide as we go forward.

The goals and objectives identified in the plan are tools to evaluate development proposals. They are implemented through the mechanisms of advice, controls, inducement and public development. Any or all of these mechanisms may be used to implement a specific goal or objective.

B. Implementation.

Advice is recommending a decision or course of action. This can be provided by the Planning and Zoning Commission, the City Council or interested citizens. Every effort will be made to encourage and utilize the advice of the general citizenry, the Plan and Zoning Commission and the City Council through public hearings.

Controls are generally legal instruments such as the zoning ordinance, subdivision regulations, and housing, building and health codes which are established to regulate development standards since nothing less is acceptable. It is through the active enforcement of these controls that development standards, which are extensions or goals and objectives, are maintained.

Inducements are encouragements to certain types of private development that can significantly contribute to the implementation of the plan. Inducements provide positive arrangements to develop in a favorable manner. They tend to be financial, such as tax abatements or bond issues, or an altering of certain land controls, such as open space or density requirements.

Public developments would involve capital expenditures for streets, utilities, drainage, public buildings, or other projects, to influence the growth patterns of the City. The coordinated planning of these investments offers the most effective mechanism for plan guidance and shaping the future of the City.

C. Administration.

A comprehensive plan is no better than the degree to which it is implemented. The implementation of the plan is the most difficult and demanding aspect of the Planning and Zoning Commission and the City Council.

This plan endorses the concept of management of the planning process rather than a rigid, graphic representation of community land use. The distinction between the two concepts is that the planning management process indicates an awareness of existing land use types as

demonstrated in the land use guide map. Planning is an ongoing process which requires periodic review and update of the planning document, its goals, and objectives.

Planning decisions are based upon careful review of the specific proposal in relation to goals, objectives, and recommended land use for the general area of the proposal. The evaluation is then extended to review of the proposal's impact upon the neighborhood and the community at-large to ensure orderly, quality development that enhances the image of the community and improves the quality of life for Maplewood citizens. The end result of the planning process will be a peaceful, livable community that provides a dynamic environment for its residents.

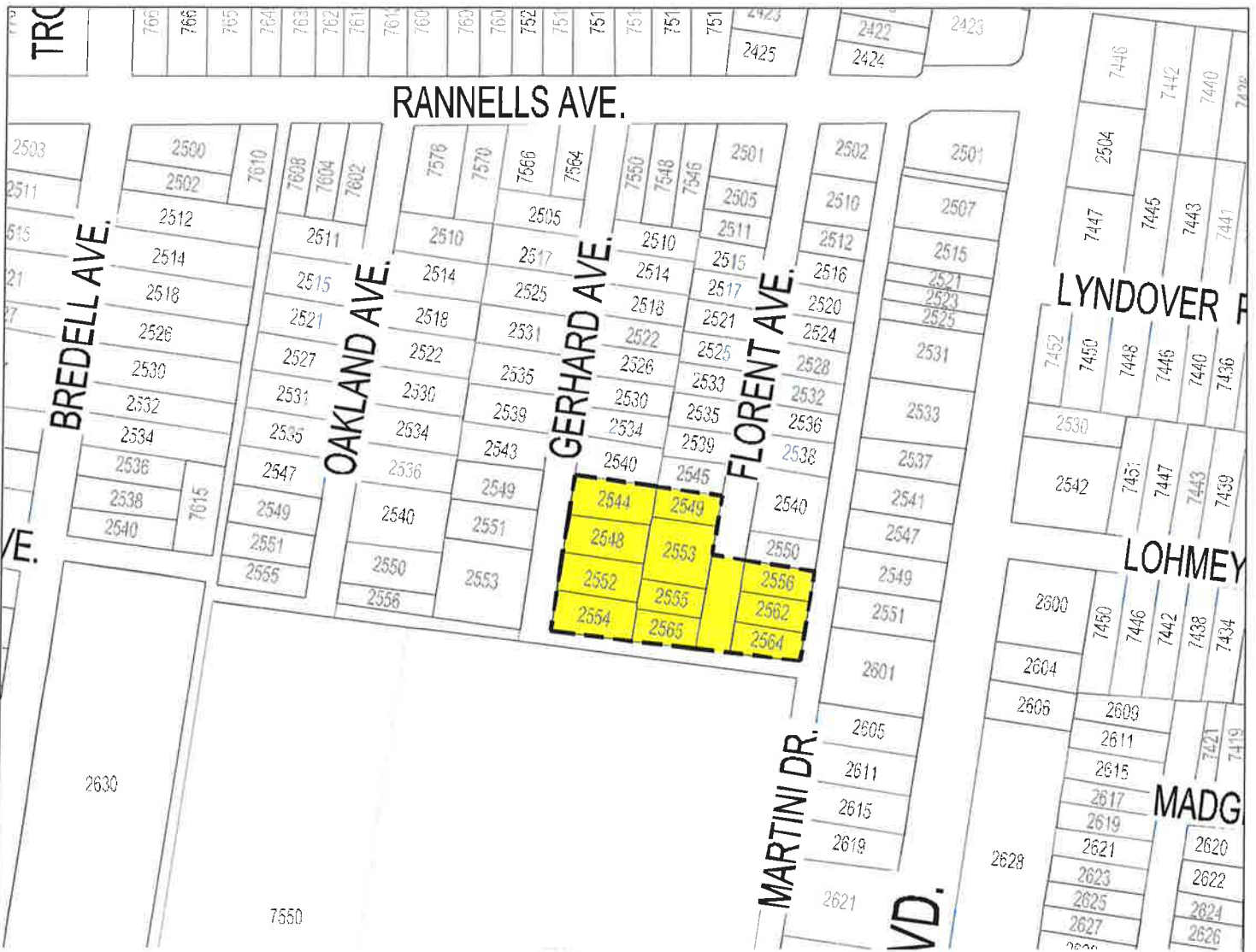
D. Interpretation with Other Documents.

Any and all portions of this Comprehensive Plan and Land Use Guide (including text, plan or other references) that may conflict with the specific amendments adopted December 2001 are amended to be consistent with the amendments adopted December 2001. The project proposed in the Redevelopment Plan, Hanley Road Redevelopment Area, as adopted by the City of Maplewood in 2002, shall govern over any contrary plan drawing, table, text, or other provision of the Comprehensive Plan and Land Use Guide.



PLAT 7 - EXISTING LAND USE GUIDE
 MAPLEWOOD RICHMOND HEIGHTS SCHOOL DISTRICT
 CITY OF MAPLEWOOD, MISSOURI

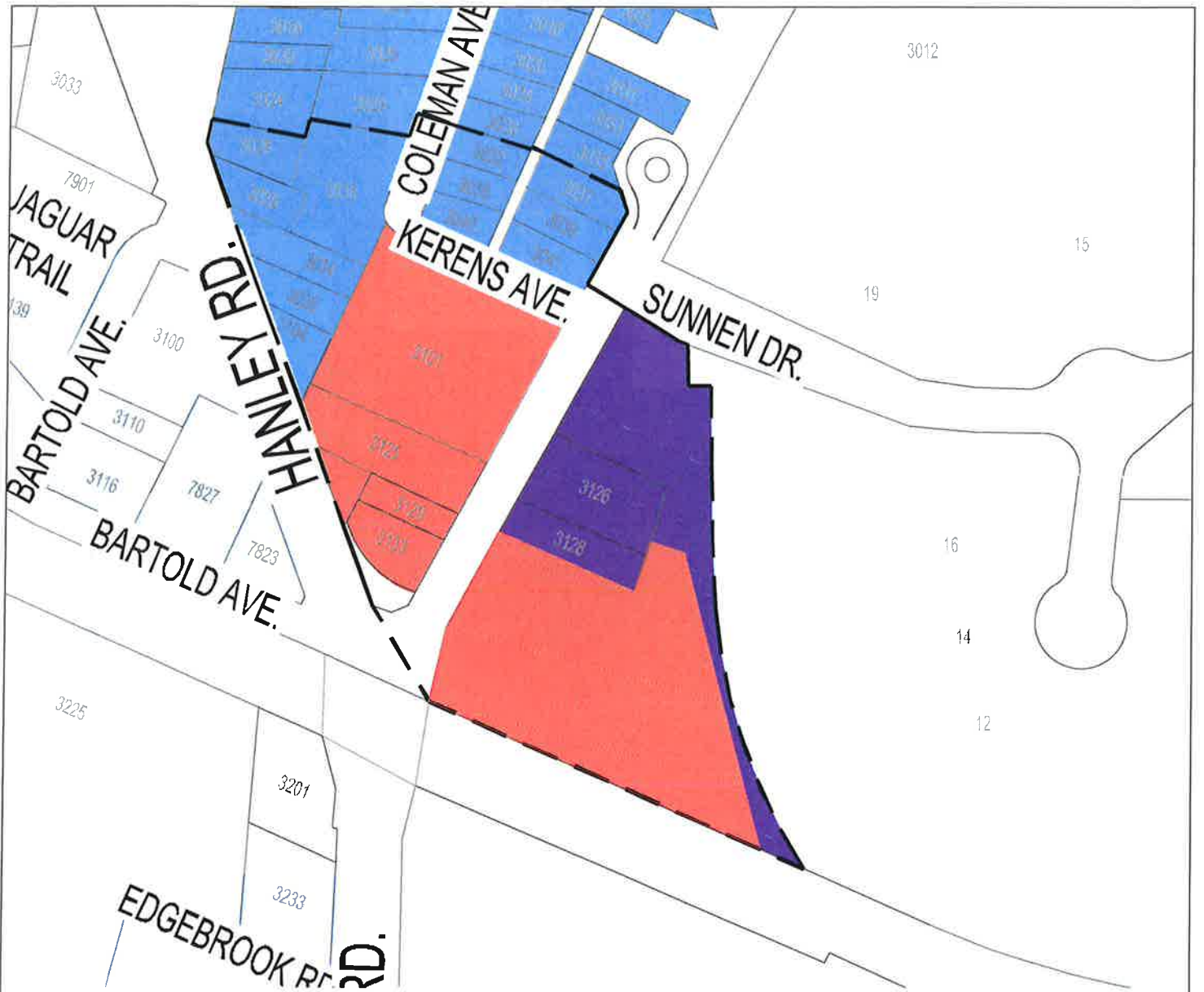
LEGEND
 SINGLE FAMILY RESIDENTIAL



PLAT 8 - AMENDED LAND USE GUIDE
MAPLEWOOD RICHMOND HEIGHTS SCHOOL DISTRICT
CITY OF MAPLEWOOD, MISSOURI

LEGEND

 = PUBLIC / QUASI - PUBLIC ACTIVITY






PLAT 9 - EXISTING LAND USE GUIDE

AUTOHAUS

CITY OF MAPLWOOD, MISSOURI

LEGEND

-  SINGLE FAMILY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  PLANNED UNIT DEVELOPMENT



PLAT 10 - EXISTING LAND USE GUIDE

AUTOHAUS
CITY OF MAPLEWOOD, MISSOURI

LEGEND
 = COMMERCIAL