



**CITY OF DARDENNE PRAIRIE
2032 HANLEY ROAD
DARDENNE PRAIRIE, MO 63368**

**PLANNING & ZONING COMMISSION
AGENDA
FEBRUARY 8, 2023
7:00 P.M.**

CALL MEETING TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL Alderman Wandling (Ex officio)
Chairman Etzkorn
Commission members:
Bailey
Detweiler
Fry
Helms
Musler
Rowley
Shea
Stankovich
Wilson
Wooldridge

OPEN FORUM

PUBLIC HEARING

1. Proposed Changes to Comprehensive Plan

NEW BUSINESS

1. Proposed Changes to Comprehensive Plan

COMMISSION COMMUNICATIONS

ADJOURNMENT



IX. FUTURE LAND USE AND DEVELOPMENT

Style Definition: Normal

2022 Amendment

In keeping with good urban planning practice, the Planning and Zoning Commission determined a need to conduct a review of the Future Land Use and Development component of the City's Comprehensive Plan – Vision 2020 (the "Plan"). This is appropriate practice since the direction for future development and subsequent zoning decisions are subject to change due to real estate market factors and other outside influences. These factors affect the types of land uses that may be appropriate for development consideration in the current market environment that may not have been recognized when the plan was originally adopted.

The comprehensive plan should have a linkage with a city's development code. Developer or property owner requests for changes in zoning that are dramatically different than land use recommendations in the comprehensive plan are indications that the future land use element of the plan should be revisited. Also, vacant or underutilized properties that continue in such a state suggest, at least in part, that the future land use designations in the plan may be impeding development interest. The City has also annexed certain properties that are not reflected in the current plan that should be included in the Future Land Use Plan map (Figure 13).

It should also be noted that the Future Land Use Plan designates certain uses or alternate uses that may not be in keeping with the current zoning of a property. Changes in zoning are to be expected. However, it is important that rezoning of properties not be patently counter to the recommendations of the Comprehensive Plan. There may be justification for such action in rare instances where development potential was not recognized, and the use is not inappropriate and/or has negative impacts on adjoining property. However, if this occurs consistently then it is time to analyze the direction of the plan. In its endeavor to avoid these situations, the Dardenne Prairie Planning and Zoning Commission has developed this Amendment as a result of their review of the Comprehensive Plan – Vision 2020.

Other sections of the Plan are not being updated at this time. These sections are less directly related to land use decisions. Demographic and economic data could influence certain land use decisions. However, the Comprehensive Plan currently contains data that reflects most of the data that is available from the Census and the other demographic data sources that were used in 2020. The release of the detailed demographic and economic data from the 2020 Census continues to be delayed and the data that is available continues to be estimates of demographic and economic information presently in the Plan. Therefore, update of this section of the Plan would be unproductive.

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The City's 2020 population based on the actual 2020 Census data is available and indicates the City's population in 2020 was 12,743 persons. This is an increase of 1,249 persons (11%). The Census estimate data in Section 4 of the Plan predicted that the City population would be 13,360 by 2018, an increase of 1,866 person (16%). Therefore, the City did not achieve the rate of growth predicted by the Census projections currently in the Plan but nevertheless still increased 11% since the 2010 Census. This is a rate of population growth only found in the St. Charles County portion of the St. Louis Region.

Future Development

A map of the City's neighborhoods is provided as **Figure 12** of the Appendix. As depicted on this map, the City of Dardenne Prairie will not grow significantly in land size due to previous annexations made by the City of O'Fallon and the City of Lake Saint Louis. A majority of the area within the City has been developed. However, there are still hundreds of acres of undeveloped and re-developable land within the City of Dardenne Prairie's growth area. Several of these areas include potential for mixed-use development, including Route 364 near Bryan Road on the north side of Route 364 east of Bryan Road, the areas along the north outer road along Interstate 64 between WingHaven Boulevard and Town Square Avenue, and the areas along Town Square Avenue as further described herein. A map depicting the Future Land Plan is provided as **Figure 13** of the Appendix.

Future Land Use

The City's Future Land Use Plan is provided as **Figure 13** of the Appendix. This map is based upon the current goals of City leaders, the existing land use patterns, and the anticipated growth of the area. This plan deals with land uses within the planning area including within the City limits of the City of Dardenne Prairie as well as within unincorporated areas within adjacent to the growth area current City boundaries that may be annexed into the City in the future. The Plan emphasizes providing reasonable residential, public, commercial, industrial, and recreational development while maintaining the City's high-quality housing character. The Plan is intended to provide for an optimum quality-of-life for the residents. Residential development will remain the primary land use in the City of Dardenne Prairie. Churches, schools, parks, open spaces, and public buildings are allowed in areas designated as residential. Where "mixed-uses" are noted for a given area the term is intended to mean that the area has potential to support a variety of uses. "Mixed-Use" is also intended to include situations where a building(s) has more than one type of use within (i.e. residential uses over ground floor retail, restaurant, and service businesses).

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In any area where mixed uses are potentially acceptable, it is assumed that the site or development plan for the proposed project will be subject to review and approval of the Planning & Zoning Commission and the Board of Aldermen under the PUD procedures that are used to enable the other types of non-standard development in the City. It is also presumed that approving projects in a location with a "mixed-use" designation may also result in rezoning to a different zoning district than that which is presently designated for the area (such as the "ND" New Development District).

The following discussion correlates to the future land use designations as shown on the Future Land Use Plan map, **Figure 13**.

364 COMMERCIAL – This area consists of properties in the vicinity of the MO Route 364 and the Bryan Road interchange on the northwest, southwest, and southeast sides of the interchange. Route N also interchanges with Bryan Road just to the north of the 364 interchange. The properties on the northwest side of the interchange have visibility from Route 364 and access to both of the interchanges. However, with a couple of exceptions, the developable parcels adjacent to the interchange are generally smaller in size, are bordered by significant drainageways, and have topography challenges. This limits their development potential for larger buildings. Some retail and service commercial uses are already located in these areas, but they are generally of the type that provide goods and services to the residents of the local area as opposed to uses that serve the larger region or sub-regional market. Retail and service uses that support the needs of residents in the general vicinity, particularly north of Route 364, would be appropriate. Such uses might include offices, service businesses such as dry cleaning and laundry establishments, convenience stores with gasoline sales, specialty grocery stores, medical or dental clinics, restaurants, etc. These uses would be housed in free-standing buildings dedicated to the individual business or multi-tenant buildings.

It is the intent of this Future Land Use Plan to recognize that many of these tracts are bordered by single-family residential developments. If developed commercially, appropriate buffers should be incorporated into any development plan. Also, development for residential uses is recognized as a potential alternate land use. However, any new residential development should consist of multiple parcels and no new residential development should be "sandwiched" between commercial uses.

There is a 10-acre parcel situated between the Cordoba subdivision to the west and Dardenne Center, a small commercial development, to the east. Access is limited, with one access point on Bryan Road shared with the property and the strip-commercial building to the east. Traffic at this location, particularly during peak traffic times, will make access to commercial uses potentially

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challenging. Development of commercial uses on this parcel should be subject to a traffic study that investigates the potential access issues and how Bryan Road and interchange traffic may be impacted. It should be noted that the existing access point on Bryan Road is about 700 feet north of the signal at the interchange ramps. Single-family residential land uses border the tracts to the west, the north, and (across Bryan Road) to the east. Like the other properties on the north side of Route 364 further east, development of these properties for single-family residential uses represents a logical alternative that might have lesser traffic impact.

A large tract of about 16 acres is located at the southwest quadrant of the interchange. This property, known as the Gilmer tract, has frontage to 364, Bryan Road, and Town Square Avenue. It is bordered by residential development on the west and across Town Square Avenue on the south. The larger size of this property presents the potential for mixed-use development that could combine residential development, probably of higher density than nearby subdivisions, with commercial uses. This site has an opportunity to provide a combination of residential and commercial uses where an upscale, multi-family component would have ground floor shop space for restaurants, coffee shops, and other commercial uses that support the residents of the development and nearby residential areas.

NORTH BRYAN ROAD COMMERCIAL – This area of about 80 acres is located at the northwest quadrant of the intersection of Bryan and Feise Roads. This is part of what was the largest single undeveloped tract of land in the City known as the Bopp tract (the name of the family ownership). This is the one location in the City where a larger retail development could behave been feasible given the ability to configure the proper site width to depth relationships that larger retail developments require. At least for the foreseeable future, the City and the property owners should reserve at least some part of the frontage of the property for such uses. These might include any of the The land use recommendation in the current version of this Section of the Plan suggested preservation of about 36 acres of this tract fronting Bryan Road be reserved for commercial development (...uses that can be found in larger shopping centers such as home improvement stores, furniture stores, discount department stores, home goods stores, clothing stores, and other such land uses along with service businesses, restaurants, and small office spaces (dentists, insurance agents, mobile phone providers, etc.). In the interim, decisions were made to allow most of this area to be developed as an expansion of the Inverness single-family housing development that occupies the rest of the Bopp tract to the west. This decision was made in light of the fact that current retail market conditions (and those of the predictable future) are not likely to produce the envisioned commercial development of the larger area. Also, development at this location on the larger scale envisioned might have negatively impacted the viability of the Town Square Shopping Center located in the western part of the City.

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At the same time it is recognized that real estate market conditions for the foreseeable future may not support commercial use of the entire area. The Future Land Use Plan (Figure 13) provides a Residential Alternative (North Bryan Road Commercial) land use designation for the western portion while preserving the Bryan Road frontage for non-residential development. The area designated as commercial and its general shape is only intended to indicate that the acreage at the corner of Bryan and Feise Roads and the Bryan Road frontage should be preserved for commercial use in the form of enough acreage and appropriate depth to provide for a quality commercial development. It should also be recognized that a roadway connection to Bryan Road, that also serves the adjacent Residential Alternative sector and the Inverness residential development that is adjacent on the west, may also be needed. Figure 13 is not intended to dictate the ultimate configuration of the area of commercial development or its size. This would be determined by subsequent zoning action by the City of Dardenne Prairie.

The Future Land Use Plan (Figure 13) now recognizes the approved residential use of most of this tract with the exception of the corner at the northwest intersection of Bryan and Feise Roads. This corner tract is separated from the larger Bopp property by a creek that causes the shape of the area to be triangular and about 13 acres in size with about 950 feet of frontage on Bryan Road and about 860 feet in Feise Road. It is presently occupied by four metal buildings of the type used for light-industrial or farming operations. The Plan now designates this land area to be "North Bryan Road Commercial." Because the City has limited locations for new sales-tax generating commercial development, preserving a commercial designation for this corner of two higher-traffic roadways is important.

I-64 COMMERCIAL/TECHNOLOGY DRIVE CORRIDOR – The properties fronting I-64 along Technology Drive between Post Road and Town Square Avenue are parcels that vary in size from 36 acres to less than one acre. Some of these properties are comprised of uses that represent a significant underutilization of the land and contain buildings in deteriorating condition. At the same time, this area represents one of the few developable areas along the I-64 frontage areas. It extends for approximately 1.25 miles from the intersection of Technology Drive and Post Road almost to the Route 364/I-64 interchange. Most of the properties have depth from the Technology Drive frontage of approximately 600 feet. The eastern property line of these parcels follows a significant drainageway and some of them have significant topography changes. This is part of a "technology corridor" envisioned in municipal and County planning for the area from prior years. This planning concept has a land use focus for the area on office uses and technology businesses as a primary target. In addition, other uses such as regional corporate offices, and companies with combined office and light manufacturing or assembly operations (e.g. aerospace, automotive, or computing/software-technology related). Supporting satellite This concept relied on development with significant levels of office space.

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The COVID pandemic established the “work-from-home” concept and gave it viability for some employers. Consequently, the construction of new office space in the St. Louis regional market has come to a virtual halt. New office construction has generally been limited to medical clinics/offices and “build-to-suit” buildings that support the needs of one large tenant (often with the intent of consolidating multiple existing locations). The degree to which the “work-from-home” concept will continue is extensively debated among the corporate and investment entities in the office markets. At present, there is no clear indication that this market will rebound any time soon and, even if it does, there are significant amounts of existing, quality office space on the market. Therefore, the uses for the properties in the portion of this corridor between Post Road and Town Square Avenue needs to be revisited. Retail and service uses are ~~also still~~ appropriate particularly for the properties that are along the south side of Town Square Avenue and Merz Farm Road. It is important that any retail uses in this area be complementary to, and not competitive with, the Town Square shopping development at the northern end of the Technology Drive area. This is the City’s single largest source of retail sales taxes with major retailers whose existence should be protected. ~~The proposed I-64 Outer Road Project will have significant impact on this part of the City (See Section VI, Transportation Plan).~~

The parcels north of Marian Drive have enough depth from Technology Drive and favorable topographic conditions to support logistics users. However, unless the Outer Road Project improvements are made, the present access to the highway would make most logistics entities uninterested in this location. There is a certain amount of activity noise associated with such uses related to truck entry/exist and loading/unloading. Therefore, impacts on adjacent residential uses to the east would have to be considered. The Future Land Use Plan is not intended to rule out such uses, but they would have to be carefully considered. However, attraction of the area to these uses could be an accelerator of the proposed I-64 Outer Road Project. Those improvements would have a significant impact on this part of the City (See Section VI, Transportation Plan). In the absence of those improvements, accommodating logistics uses along this corridor would likely require a reorienting and signalization of the Post Road intersection with Technology Drive due to the increased truck traffic. In addition, this would funnel more truck traffic through the Technology Drive/Winghaven intersection which might negatively impact the uses along that sector of Technology Drive.

Parts of this area may be suitable for residential development ~~however, the only potential for~~ in a mixed-use environment. This is a part of the City where higher density residential development ~~could be built without impacting the single-~~ family, larger lot environment which the City’s current residents prefer. If the City is to preserve its exiting retail development and encourage new retail uses, it must increase and diversify its

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population base. This means attempting to attract the type of development that has made the Streets of St. Charles a sought-after location. Two locations for higher density residential development are appropriate for this sector of the City. The area at the north end of the sector in the Town Square Avenue/Merz Farm vicinity could be the focus of a "Streets of St. Charles" development that creates a mixed-use high-density residential/commercial environment. This would add support for the current retail development already in the area. Unlike other areas that can support a mixed-use environment, this area could incorporate multi-story buildings with retail, restaurant, and service businesses on the ground floors and office and/or residential development above. Building heights of 3 to 5 stories could be developed without significantly impacting nearby single-family residential uses.

The southernmost part of the sector has the largest tract in the area (the so-called Hemsath parcel of about 32 acres). This parcel has frontage to both Technology Drive and Post Road. However, at the same time it has the most difficult topography change on the southern end of the parcel and is separated by a drainageway from the rest of the parcel at this location. Residential development is already located to the east across Post Road. It is possible to develop this part of the property for single-family uses while preserving the part of the parcel facing Technology Drive for commercial uses. Losing the its southern end. Again, mixed-use development that might combine a variety of residential unit types (but not including classic single-family unit replication from the rest of the City). This is an opportunity to provide townhouse, row-house, and conventional multi-family units in one development. Again, this is providing population density that could support commercial development or light-industrial development between the higher-density residential nodes that would "bookend" this sector of Technology Drive could provide development interest for some of the "Technology Corridor" uses originally envisioned.

There has been pressure for some of the properties in this sector to be developed for conventional single-family uses. The properties in this sector have the potential to contribute a vibrant "front door" to this side of the City, increase population, and support existing commercial development. Losing this potential to low-density residential development would be unfortunate. Also, the proposed improvements to the access to 161 for Technology Drive will further enhance commercial market development interest for the types of uses. This is now rezoned in the "ND" New Development district. This district provides some development standards that should guide the design of any development proposal. However, rezoning for any project of merit to whatever district can enable approval of a quality project that meets the concepts discussed above. The City should rezone this area to a new district that permits the desired uses, requires site plan review, and includes some basic design standards should not be avoided.

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~~As noted~~ The portion of the I-64 Technology Corridor that is between the land use concepts described above may be driven by the development that occurs at the north and south ends of the area. Office or flex-type buildings should be considered. "Flex" buildings typically contain uses that combine office and light-industrial uses. Often these are regional office and distribution facilities for large companies.

Figure 13, Future Land Use Plan now designates the land use in this sector as "I-64/Technology Drive Corridor Mixed Uses". In the context of this Plan, this means combining higher-density residential and retail, restaurant, service, office commercial uses, and possibly light industrial uses within the sector of the I-64/Technology Drive Corridor through the City in accord with the concepts described above.

Further south and east along the I-64/Technology Drive Corridor, another parcel of approximately 11 acres fronts the eastern side of I-64 and Technology Drive. The property is located between Barathaven Boulevard and Academy Place. This parcel is adjacent to St. Charles Community College on the northwest and a nursing home (Barathaven Alzheimer's Special Care Center) on the southeast. It has no immediate access to I-64 with the closest interchanges being Winghaven Boulevard to the northwest and Highway K to the southeast. As a result, while the property has great visibility to the highway, the access limitations make its commercial potential suitable largely to office-type uses or institutional uses. As noted previously, it is located between existing educational and institutional residential uses and it is bordered by residential uses to the east. ~~The Future Land Use Plan in the City's previous Comprehensive Plan designates this property for commercial use.~~ Given the parcel's I-64/Technology Drive frontage, commercial or institutional uses would not be inappropriate in the context of existing surrounding uses. However, somewhat like the situation with the ~~Hemath Bopp tract farther to the northwest and~~ discussed above, this parcel could be developed for residential purposes and remain compatible with the surrounding uses. Following adoption of the Comprehensive Plan in 2020, this tract was rezoned for a single-family residential development. The future land use designation on Figure 13 for this property has now been changed to "Single-Family Residential" reflecting the subdivision that is now being constructed.

TOWN SQUARE EAST – The City doesn't have a "downtown" in the traditional sense of community development patterns. The area which might be considered its commercial core is at the City's western edge in the cluster of commercial uses that are at Town Square Avenue and Merz Farm Lane in the MO 363/I-64 interchange triangle. Yet there is opportunity to stretch that to the east to the intersection of Town Square Avenue and Post Road/Hanley Road. At this

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location City Hall and the recreation fields are just to the north on the east site of Hanley Road and Immaculate Conception Church and School is at the northwest quadrant of the intersection.

In the vicinity of this intersection both along Town Square Avenue and Post Road are properties that are either vacant or have the potential for redevelopment because the uses are primarily older single-family residential uses. The City owns a 10-acre tract at the southeast quadrant of the intersection. Given the location of these properties, it might be expected that development activities might already have taken place. However, the traffic here that could otherwise spur development is heavy in the AM and PM peak periods. This is another situation where increasing population density, might generate interest.

Other than the location discussed previously at Bryan and Feise Road, this area is the only other location where a mixed-use combination of commercial and higher density residential development would be appropriate so long as site and building design can respect adjacent single-family properties. This area also lends itself to an "urban" development concept except probably not at the densities that could be developed in the area further west on Town Square Avenue that was discussed in the I-64/Technology Drive Corridor section previously. The future land use designation for these parcels on Figure 13 is "Mixed-Use (Town Square East)". As noted previously, in the context of this Plan, "Mixed-Use" means combining higher-density residential and retail, restaurant, service, and office commercial uses within a given development, sector, or area of the City. However, unlike development on the western end of Town Square Avenue as set forth in the I-64/Technology Drive Corridor discussion, building density and height would need to be more carefully considered in this area. Also, light-industrial or "flex" buildings would not be appropriate in the Town Square East area.

OTHER FUTURE COMMERCIAL DEVELOPMENT – Certain other properties on the Future Land Use Plan map have been simply designated "commercial." These locations represent existing commercial uses or are properties adjacent to existing commercial development that represent potential for future commercial uses. In this context, commercial uses may include offices and other service businesses.

OTHER AREAS OF THE CITY – The Future Land Use Plan for the remainder of the City generally reflects the existing land uses that are present throughout the community. Dardenne Prairie has limited potential for growth except through annexation. While there are portions of unincorporated St. Charles County adjacent to the City's boundaries, not all of this territory is vacant land. Other adjacent areas are within the boundaries of Lake Saint Louis or O'Fallon. The City has had success with annexation of some key vacant parcels and this process should continue. Annexation of developed areas can be beneficial from a revenue-production

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standpoint; however, the costs of services to such areas should be carefully analyzed. The Future Land Use Plan and other mapping in this Comprehensive Plan reflects the boundaries of the City as of the date of the document. On at least an annual basis, City maps depicting current boundaries, existing land uses, future land uses, and zoning districts should be updated.

RESIDENTIAL DEVELOPMENT – In terms of residential development, Dardenne Prairie is largely a city of single-family homes. While there are subdivisions comprised of larger lot sizes (one-half acre or greater), the average single-family lot size is slightly less than a third of an acre (approximately 14,000 square feet). During Planning and Zoning Commission discussions, there have been debates for and against preference for larger lot sizes. However, based on input from development community representatives and current market trends, the desire for large lots (one-half acre or larger) has been declining in the St. Charles County market area and the St. Louis region generally. While this hasn't diminished the desire for larger homes, the desire for those to be situated on large lots has waned. This is partly a function of demographic trends and age group preferences. "Family-sized" lots become less desirable as the children age and move out. Family-size has also been declining. Middle-aged professionals and even today's seniors have active lifestyles and the effort to maintain larger lots is no longer desirable. On the other hand, the individuals representing this market sector don't necessarily want a significantly smaller living unit.

These demographic trends and desires have also fueled a market for large-unit villa style development where the housing units are clustered closer together on smaller lot sizes with a greater proportion of the overall development devoted to green space. The maintenance of the common areas, yards, and landscaping is handled by a homeowner or condominium association. These residential development types, while higher in overall site density on a given site than traditional single-family residential uses, do not represent typical multi-family unit densities.

Dardenne Prairie residential development patterns indicate a desire on the part of residents to maintain lower densities. However, if the City's commercial revenue base is to be sustained and grown, and therefore minimizing the need for property tax increases the population must also grow.

Housing market trends have been changing for a number of years with a decided move away from traditional single-family, owner occupied units for a significant segment of the population. This is driven by changing demographics. There are several population segments driving this:

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- Professionals (either singles or couples, both younger and older) are less attuned to home ownership as an investment and are demonstrating a desire to do other things with their time and money other than maintaining a house.
- Older persons where the children are out of the house no longer want the ties associated with home ownership. Older adults today are far more active in the past and also prefer to many other things with their time. In other cases, there is a desire to own a home in a more temperate climate but retain a connection to the St. Louis area. Therefore, ~~the~~ the apartment or condominium is the place they come back to when they desire.

These market segments have appropriate income, want a multi-family unit in a high-quality development, and are willing to pay for it. The combination of these trends has driven the demand for multi-family units to record levels in most metro areas and the St. Louis region is among them. These units bring quality residents to the community and support local businesses.

This Plan suggests close scrutiny of proposals for multi-family development (~~walk-up or garden apartments, duplexes, townhouses, etc.~~) to ensure that the proposed development is providing what is termed is a "luxury" unit and that the quality of the design and amenities meets appropriate standards. Residential developments that are not conventional single-family types should be restricted to properties that have unique size, shape, and/or topographic characteristics that would not support a typical single-family layout. Other types of residential units can be built at greater densities than that of adjoining single-family developments, but the density of such development should not be so great as to significantly impact the character of the adjacent area. As noted in the previous subsections of this Section, there are select locations in the community where "luxury" apartment developments might be appropriate and should be consider.

Another trend driven by the aging population is the desire for various types of housing for senior citizens. This covers various types of housing developments that include properties where certain services including cleaning, laundry, and meals can be accessed on-site. Demand for assisted-living senior housing is also increasing. This type of housing provides greater levels of service for persons that need care and assistance, but not at a level that might be provided in a nursing home or memory-care facility.

~~Where the Future Land Use Plan proposes residential development for properties that are currently vacant, there is no attempt to make a distinction between the types of development. Rather this~~ This Plan recommends that consideration for the type and density of residential development be dictated by the adjacent land uses, roadway access, and other development considerations unique to the site. Any residential development that deviates from the underlying

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zoning densities, or is not traditional single-family detached in nature, should only be developed in accord with the City's planned unit development zoning regulations. This will allow the establishment of unit type, density, site plan, site amenities, and other such factors to be established by ordinance and unique to the development. Generally, intense developments such as villas (single-family attached housing), apartments and condominiums should be clustered and located along arterial streets to minimize traffic impact and the impact on single-family detached housing.

INDUSTRIAL DEVELOPMENT – In the context of current Dardenne Prairie development and future land uses, industrial uses really represent uses that are more commercial in nature. Current City zoning limits industrial uses to an area east of Technology Drive and south of Weldon Spring Road called the 64 West Business Park. Uses in this this area are largely corporate offices while any manufacturing or warehousing is a secondary component of the land use. This type of land use is typically called "light industrial" since it does not include manufacturing or assembly operations that have environmental impacts related to dust, noise, or odor. Similar types of uses to those already located in this area of the City could also be appropriate along the Technology Drive area north of Post Road. This concept is noted in the discussion of that area early in this Section. There are no other areas of the City where industrial development is appropriate.

ROAD IMPROVEMENTS – A separate section of this Comprehensive Plan relates to future road improvements throughout the community (See Section VI). However, for purposes of the Future Land Use Plan, certain road improvements are noted here because of their importance to the future land uses discussed above.

As a result of a larger roadway planning project that included participation by MoDOT, St. Charles County, and the Cities of Dardenne Prairie, O'Fallon, and Lake Saint Louis, certain roadway recommendations and designs are planned to improve access to Route 364 and I-64. These improvements are shown on the Major Street Plan and Future Land Use Plan and (Figure 8 and Figure 13). These improvements are critical for improved access to the City's commercial base and enhance the value and marketability of these areas both as support for existing uses and for adjacent undeveloped tracts.

Another roadway improvement that may be needed as a result of implementation of the Future Land Use Plan is related to Post Road. This roadway carries an ever-increasing level of traffic that may also increase as a result of future commercial development along Technology Drive. Post Road is a relatively narrow roadway that is not constructed to modern standards for its current function. By contemporary standards, and since it continues northward as Hanley Road at

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Town Square Avenue, its status is that of a secondary arterial roadway (or at the very least a major collector roadway). The average existing width of Post Road pavement is not more than 24 feet. St. Charles County standards for a major collector roadway would require a pavement width of 38 feet. Even minor collector design standards would require pavement width of 32 feet. The existing roadway does not have contemporary curbing and drainage standards. Three existing residential developments (all outside the City's boundaries) access this roadway and its intersection with Technology Drive is also substandard. Any future development at this location should include improvement of this intersection.

GOALS AND OBJECTIVES

The Goals and Objectives outlined below are general in nature representing community planning and land use direction and, in some instances, relate to elements such as parks and recreation and transportation. These are not intended to be all inclusive. The various preceding sections of this Comprehensive Plan discuss specific projects and direction that relate to the subject of those sections. These include:

Section V. Land Use, Section VI. Transportation Plan, Section VII. Utility Infrastructure Plan, and Section VIII. Parks, Recreation, and Trail Plan

General

Goal: To provide a high-quality, diverse-housing environment for City residents.

- Objective 1: Control the density of single-family residential developments by encouraging developments with lot line setbacks greater than those permitted in nearby cities and limiting overall development and lot sizes that maintain single-family densities through matching those that have established the zoning process. City's existing single-family housing character.
- Objective 2. Encourage creative and innovative alternate types of single-family developments on those unique parcels which would not accommodate typical detached single-family residential homes due to property size, configuration, and/or topography constraints.

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Objective 3. Consider quality, higher-density mixed use developments for appropriate locations as described in the Future Land Use Plan section of this Plan (Section IX) of this Plan.

Objective 4: Closely control development amenities such as trails, common ground, vegetative buffers, boulevards, mini-parks and waterway preservation through the use of Planned Unit Development procedures.

Objective 4.5: Actively pursue the preservation of wooded areas and floodplains as passive park areas, common ground and easements by working with neighboring communities, the County and the State to secure funding.

Goal: To provide high-quality municipal services to City residents while maintaining a modest tax burden.

Goal: To provide residents with convenient shopping opportunities while deriving sources of funding for City services.

Objective 1: Entice unique retail commercial endeavors that represent uses new to the market area to locate in the City.

Goal: Continue to expand the City's employment base with high-quality jobs that support the City's existing retail uses and which can generate retail expansion and expand the City's housing development.

Objective 1: Encourage a mix of office, light industrial, and retail development to locate along the Technology Drive frontage.

Transportation

Goal: Upgrade the roadway system to provide a safe and adequate system of thoroughfares for the City of Dardenne Prairie's citizens.

Objective 1: Review the present roadway network including current improvements to determine its adequacy for future development.

Objective 2: Continue to preserve identified corridors and require the dedication of right-of-way from developers.

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- Objective 3: Monitor and coordinate with MoDOT's regional plans to ensure compatibility with Dardenne Prairie's transportation plan.
- Objective 4: Work with surrounding municipalities and government entities (e.g., East-West Gateway Council of Governments) to identify various transportation needs, corridors and alternative modes.
- Objective 5: Continue to seek alternative or innovative funding sources for needed road improvement projects.

Goal: Provide for the preservation and maintenance of the roadway system within Dardenne Prairie.

- Objective 1: Review the City's public maintenance contract with St. Charles County through their Highway Department to coordinate with their plans, policies, and procedures.

Parks and Recreation

Goal: Continue to expand and improve the City's existing parks and recreation facilities and look for opportunities to add land and/or activity areas.

Goal: Continue to pursue planning and development of trail and bikeway systems as set forth in Section VIII. of this Comprehensive Plan.

Annexations

The existence of the City of Dardenne Prairie was made possible by voluntary annexations. As a result, some pockets of land within the City's boundaries are still unincorporated. The remaining unincorporated land should be annexed into the City through the following steps:

Goal: Develop an annexation plan.

Goal: To annex all unincorporated areas within the City growth boundaries through voluntary or involuntary annexation within the next five (5) years.

- Objective 1: Increase the City's population and create more contiguous and uniform municipal boundaries.

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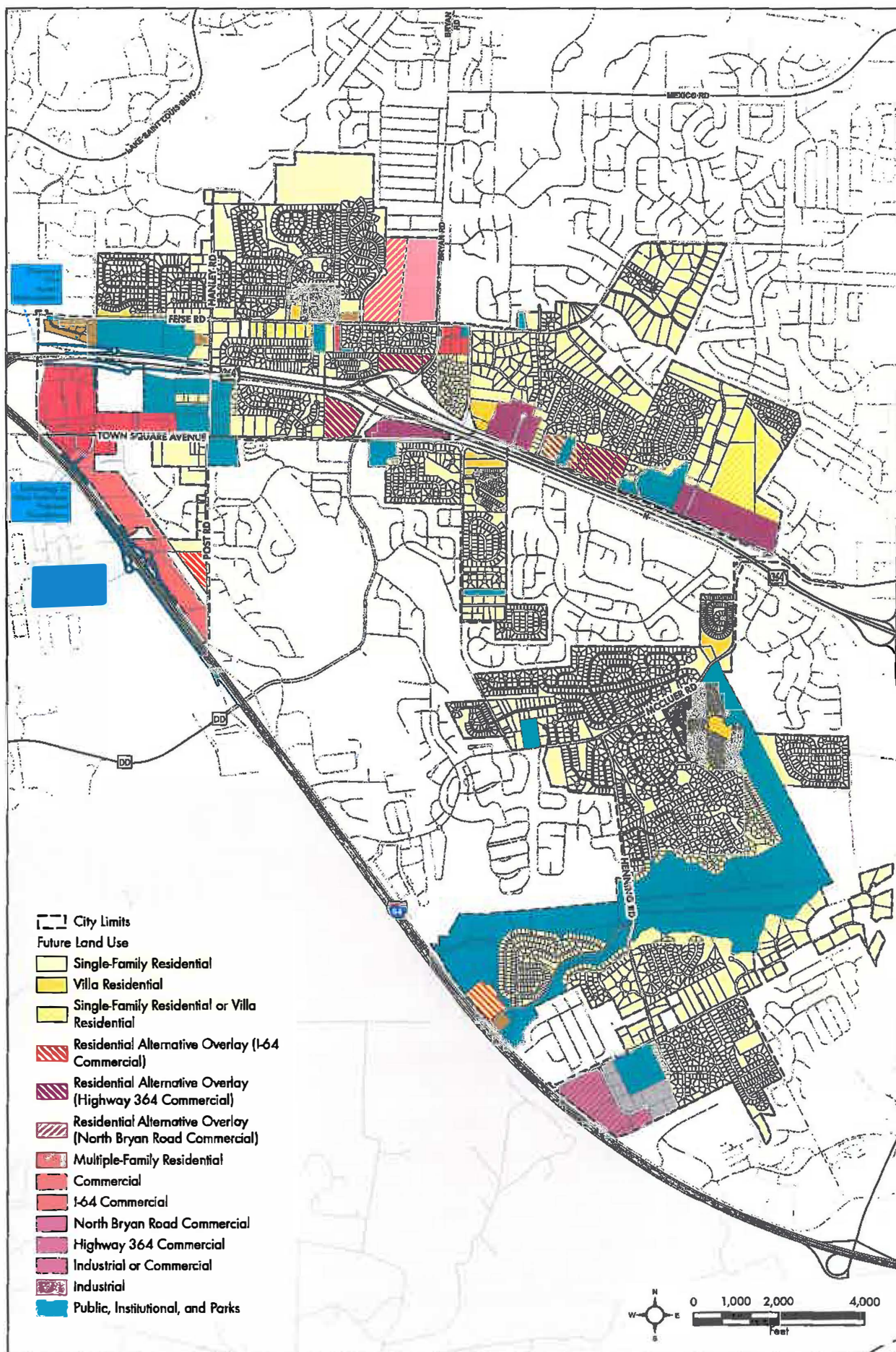


Figure 13 - Future Land Use Map

Comprehensive Plan - Vision 2020
City of Dardenne Prairie, Missouri

October 2020

PGW PLANNERS, LLC

DARDENNE
PRairie

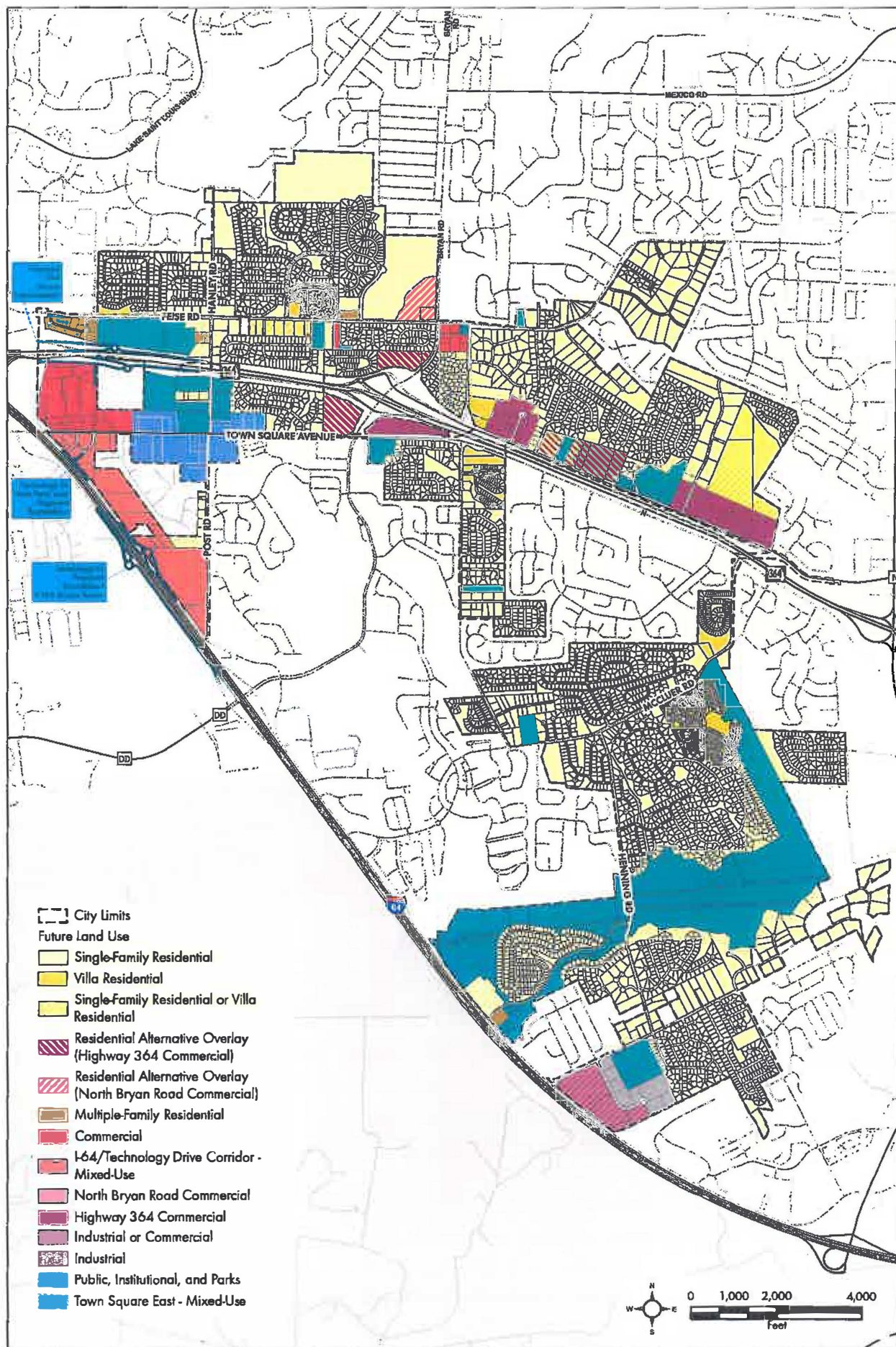


Figure 13 - Future Land Use Map

Comprehensive Plan - Vision 2020
City of Dardenne Prairie, Missouri

March 2022

PG&V PLANNERS

DARDENNE
PRairie

MEMO

TO: Dardenne Prairie Planning and Zoning Commission

FROM: James W. Knowles III, City Administrator

DATE: February 3rd, 2023

SUBJECT: Planning and Zoning Commission Meeting Scheduled for February 8th, 2023

Items for consideration at this meeting include:

PUBLIC HEARINGS:

1. Proposed Changes to Comprehensive Plan

On January 11th, 2023, a public hearing notice was posted and published in a paper of general circulation notifying the public of a public hearing for the consideration of changes to the city's Comprehensive Plan.

NEW ITEMS:

1. Proposed Changes to Comprehensive Plan

From above.

EXISTING ITEMS:

None.

INFORMATION ONLY:

1. None.

Enclosures

cc: Mayor John Gotway and Board of Aldermen
Kim Clark, City Clerk
John Young, City Attorney