



## City of Bridgeton, Missouri - ***Comprehensive Plan Update***

# CHAPTER 3 VISION, GOALS & OBJECTIVES



## Vision, Goals and Objectives

### What Bridgeton's residents want:

*"We need to closely monitor the school system."*

*"Attract more retail businesses to generate sales tax- this is the City's lifeline."*

*"The residents of Bridgeton are Bridgeton's biggest strength"*

*"Public services are excellent"*

*"Bridgeton is at the crossroads...."*

*"The City is run properly, services are great."*

*"The city should avoid growth that over-extends the cost, capacity or quality of infrastructure"*

*"The City is attracting transients."*

Source- Anonymous  
Statements recorded during  
public engagement activities.

### Section 3.1 Vision, Goals & Objectives

The formulation of a vision, goals and objectives is a key focus in the preparation of a Comprehensive Plan. Goals are general statements that address the City's long-range plans and desired outcomes. They provide the framework upon which the objectives of the Comprehensive Plan are based. Objectives and implementation strategies more specifically define how a goal will be achieved and provide physical actions or steps recommended to achieve the goals.

The identification of goals and the formulation of objectives and implementation strategies are the first part in the process of establishing a common vision. Goal and objective statements provide the policy framework upon which all land use decisions, both now and in the future, must be supported. The Comprehensive Plan is a declaration of intent, it is advisory and does not itself constitute a regulation. When the Plan is adopted, via resolution by the Planning Commission, all goals, objectives, and implementation strategies therein become policy. The following goals and objective statements are based on the established goals for growth and development identified in the 2010 Draft Comprehensive Plan Update. The updated goals and objectives contained herein also incorporate new information, ideas, and direction obtained in the spring and summer of 2013 from citizens, property owners, business persons and public officials from the City.

The stability and future growth of Bridgeton depends directly on its ability to provide the desired public services, administrative duties and well informed decision-making. These and other factors that influence the growth of Bridgeton have been considered in the development of the following vision, goals and objectives.

### Section 3.2 Vision

The vision, as determined after studying the values and critical issues shared by the community, is to:

***"Make Bridgeton a great place to live, work and play by preserving Bridgeton's family-friendly atmosphere and increasing the confidence to invest in the city's business districts, parks and neighborhoods."***

The intent of this plan is to achieve this vision by providing Bridgeton's elected and appointed officials the information and direction needed to make well informed decisions.

### Section 3.3 Goals & Objectives Overview

The goals adopted for the Bridgeton Comprehensive Plan represent realistic conditions that Bridgeton should strive to achieve in the next 10-



20 years. This plan also includes several objectives and implementation strategies that provide the focus and direction needed to obtain the Plan's vision. The implementation strategies form a work program the City should follow to achieve the goals and objectives adopted as part of this plan. Some strategies are clear actions the City should take; others are recommendations for additional planning, more study or further public input.

## Comprehensive Plan Goals

The following sections include the community-defined critical Issues and the goals, objectives and implementation strategies for each of the six (6) planning elements identified in Chapter 2.

### Section 3.4 Business Stability & Economic Development

Bridgeton's residents want more variety in shopping and entertainment. Participants support businesses and community investments that offer new jobs, better retail selection and commercial services and more things to do and see. There is a consensus that Bridgeton residents spend too much money in other towns shopping, dining and on entertainment. The business stability and economic development critical issues include the following:

- Better retail selection is needed. More shopping would be nice, but keep the shops unique. Bridgeton needs more quality retailers.
- Bridgeton would benefit from a better selection of full-service restaurants offering a memorable dining experience.
- Bridgeton needs more jobs. Recruit industry that provides places for people to work.

**Business Stability & Economic Development Goal:** Stabilize regional and neighborhood shopping and business districts throughout the community, while encouraging infill and modernization of existing districts.

### Business Stability Objectives & Implementation Strategies

As the Nation moves from an industrial-based economy towards a more intellectual-based economy, small business and entrepreneurs will play a significant role in the future stability of the economy. Entrepreneurs help build local communities through their contributions in the area of technological innovations, job creation, creating and participating in entrepreneurial networks and investing in community projects. The City should focus on nurturing existing, local businesses and entrepreneurs. This is a strategy known as "**economic gardening**".

Economic gardening is an economic development approach that embraces the fundamental idea that entrepreneurs drive economies. Economic gardening seeks to create local jobs by supporting existing companies in a community. The concept, pioneered in 1987 in Littleton, Colorado, when the state was in a recession, is an alternative to traditional economic development practices. It initially was based on research by MIT's David Birch, who suggested that most new jobs in any local economy were produced by the community's small, local businesses. Economic gardening connects entrepreneurs to resources, encouraging the development of essential infrastructure and providing entrepreneurs with information needed to survive and succeed.



Another economic development challenge facing the City of Bridgeton is reducing retail leakage, which occurs when local residents leave Bridgeton to shop, dine and be entertained. Retail leakage is a serious problem for the local economy. The following objectives include strategies to reduce retail leakage and promote economic development, including *economic gardening*. The City cannot accomplish the following objectives on its own. Ultimately, it will take a coordinated effort between the public and private sectors in order to achieve the desired community results.

### **1. Facilitate Business Recruitment and Expansion.**

- a) Concentrate efforts and resources into existing businesses, assisting local entrepreneurs and minimizing retail leakage by implementing the economic development objectives and implementation strategies listed in this Section.
- b) Evaluate and work towards expediting the business licenses, review/approval process.
- c) Facilitate future reinvestment efforts that promote economically sustainable and locally supportable business and industry.
- d) Continue to support the seasonal festivals, events and activities that bring people together and support local businesses.

### **2. Improve Access to Information.**

- a) This plan recommends the City of Bridgeton work with the St. Louis County Economic Council, Small Business Alliance (SBA), City of St. Louis, St. Louis Regional Chamber, the Chamber of Commerce and other local and regional entities to provide local entrepreneurs and small business owners with access to competitive information on resources, markets, technology, customers and competitors.
- b) Develop a brochure and include information on the City's website highlighting incentives for establishing and/or expanding a business.
- c) Develop a business/developer toolkit to help increase the level of predictability and efficiency in the permit/license review process.
- d) Use the internet and social media for economic development and as a tool to inform residents, create a sense of community and attract visitors.
- e) Advertise vacant building and undeveloped sites on the City's website. Establish a relationship with commercial brokers knowledgeable of the Bridgeton area and utilize their expertise to help recruit businesses (tenants) and spur restorative development efforts.

### **3. Target Niche Businesses.**

- a) Promote the recruitment and expansion of uses that establish viable retail development "niches" and/or cater to the daily needs and lifestyles of the City's resident population and daytime workforce. These uses include, but are not limited to: Businesses that offer goods or services not currently available in the area or at a scale not currently available and established industries (i.e. Airline, vehicle maintenance, bio-tech/plant science, education, refrigerated storage etc.)



- b) As the population ages, the percentage of income spent on housing related costs and medical expenses increases. The housing, medical and retail industries that provide the aforementioned services will benefit from the increased demand. The City should encourage the development of these markets and related service delivery sectors.
- c) Additional uses that the City needs that were mentioned during the public engagement process included: coffee house, ice cream parlors, specialty food/beverage/retail, book stores (family-oriented), quality clothing, sit-down restaurants and other establishments that provide a place for people to gather, shop, work and linger. This includes uses known as “3rd Places” which is a planning term referring to uses where people do not live or work, they come to simply meet and linger. The community would like to have a town center to serve as a focal point or central gathering area located near City Hall.

**4. Development Strategic Partnerships to Promote Bridgeton.**

- a) Work with local economic development groups, St. Louis County, neighboring municipalities and the private sector to develop partnerships for the purpose of enhancing Bridgeton as a commercial center.
- b) Strengthen or built relationships with the Chamber, SLCEC, St. Louis Regional Chamber, SBA, City of St. Louis and private entities to create strategic economic development partnerships to promote regionalism, obtain grants and increase the confidence to invest in the community.
- c) Continue working with other point-of-sale municipalities in a leadership role to protect and expand existing sales tax revenues.
- d) Work with the private sector in efforts to establish and promote a positive image of Bridgeton, particularly as viewed from the many regional roadways that cross the City, and the proposed/new interchanges at I-270 and M-370. Rebrand and rename Natural Bridge to “*Bridgeton Parkway*”.
- e) Coordinate with the Chamber and local businesses in developing a brochure, website and encouraging key stakeholders within the City to attend conventions to promote the locational strengths of Bridgeton and the greater trade area.
- f) The City should continue aggressive business development efforts and procure outside funding to help implement the goals and recommendations of this Plan.
- g) Promote the City's low taxes, hardworking, educated workforce and strategic location to help attract new industry and encourage the expansion of existing industry.

**5. Promote Economic Diversification.**

- a) Promote economic diversification that facilitates long term economic stability and reduces the City's economic dependence on a few industries and/or revenue sources.
- b) Establish an on-going, proactive business retention and expansion program to coordinate economic development opportunities and partnerships.



- c) Identify potential sources of funding, promote civic activities and coordinate with local and regional economic development agencies to help attract targeted businesses to Bridgeton.
  - d) Develop a policy and procedures for offering economic incentives to lure desired business/industry.
6. **Promote a “Buy Bridgeton First” Campaign.** Bridgeton’s residents and workforce spend a considerable amount of money outside the City shopping, eating and on entertainment. Local businesses cannot survive if residents do not support them. This Plan recommends creating a “Buy Bridgeton First” program that offers incentives for supporting local businesses.

### Section 3.5 Housing

Bridgeton’s residents believe housing is one of the City’s strengths. Participants in the public engagement process would like to see efforts to maintain and strengthen the City’s existing neighborhoods. The community supports new residential development in the form of well-planned single-family attached villas and estate-style single-family homes. The housing and neighborhood stability critical issues also include the following:

- Bridgeton would benefit from a better selection of low maintenance dwellings for seniors and professionals on the run.
- Hotels should not be used for residential purposes.
- Bridgeton needs to increase code enforcement efforts to address property maintenance and substandard housing conditions.
- There is a positive correlation between the City’s apartment complexes and crime.

**Housing and Neighborhood Stability Goal:** Provide for housing densities and types that meet market demand, while maintaining existing neighborhoods, encouraging rehabilitation of deteriorating areas and increasing the confidence to invest in all residential properties.

### Housing & Neighborhood Stability Objectives & Implementation Strategies

#### 1. Facilitate Neighborhood Stabilization.

- a) Maintain the character of existing residential neighborhoods and encourage reinvestment in the City’s residential subdivisions.
- b) Continue a strong code enforcement program by increasing the number of inspections of housing exteriors and performing inspections at the point of sale and/or occupancy.
- c) Increase the number of inspections for rental units and maintain an up-to-date inventory of landlords/property owners.
- d) Secure assurances through zoning/subdivision regulations for maintenance of common grounds, appropriate homeowners associations, etc.

#### 2. Promote High Quality, Long Lasting Future Single-Family Residential Development.



- a) Require new residential development to incorporate high quality housing standards and subdivision design into projects.
- b) Update the City's regulations relating to townhouses and condominium housing in order to accommodate the private market for multifamily housing and to provide appropriate standards for development design.
- c) Provide areas for single-family subdivision development near existing single-family development (at similar densities) to promote continuity between residential uses, while accommodating the latest trends in residential development.

**3. Encourage Well-Planned Higher-Density Residential Development.**

- a) Make higher-density residential compatible with low-density residential land use, while accommodating a mix of housing types.
- b) Update site plan standards to include clear, enforceable requirements for site design and landscaping for higher-density residential developments.
- c) Discourage the conversion of existing single-family dwellings to multifamily dwellings.
- d) Provide procedures and requirements for multigenerational households and/or allowing accessory dwelling units as a conditional use to strengthen the family unit and extend affordable housing options to immediate family. The intent shall not be to generate revenue off a spare bedroom or accessory structure.
- e) Locate high and medium-density residential development conveniently near shopping and on arterial roads.
- f) Update site plan standards to ensure adequate transition areas between high- and low-density residential uses.

**4. Plan for the increasing demand for retirement housing:**

- a) Identify and market sites for senior housing linked to community and health care resources.
- b) Support the "Continuum Care Residential District" development near the hospital for elderly housing development.
- c) Assist the private sector in marketing areas designated for retirement housing and sites that provide easy access to health care, transportation, entertainment and shopping services.

**Section 3.6 Quality of Life:**

There is a consensus among the participants of the public engagement process that maintaining the local school system, parks and residential neighborhoods would have the most positive impact on the quality of life in Bridgeton. The following quality of life comments were also identified during the public engagement process:

- Continued organized promotion is needed- improve upon the City's website, create a brochure listing places to go, recreation activities and a calendar of seasonal events.
- Make Bridgeton known as a healthy community by improving and expanding recreation programs and developing a walking/hiking/biking trail and promoting healthy lifestyles.



- Step-up code enforcement efforts to improve curb-appeal and eliminate substandard housing.

**Quality of Life Goal:** Provide Bridgeton residents with a high quality of life and create a positive community identity that is built upon the unique qualities of an active, hard-working, family-oriented community that distinguishes itself from other area communities.

### Quality of Life Objectives and Implementation Strategies

1. **Make Bridgeton a “Healthy Community”.** This plan recommends the City promote healthy, active living by providing ongoing maintenance, repair and expansion of recreational programs, parks, sidewalks, lighting and landscaping throughout the City to encourage walking, running and other healthy community initiatives. The World Health Organization (WHO) defines a healthy community as; “one that is continually creating and improving those physical and social environments and expanding those community resources that enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.” Healthy communities strive to provide the following quality of life objectives:
  - a) A clean, safe, high-quality physical environment (including housing quality)
  - b) An ecosystem that is currently stable and sustainable for the long term
  - c) A strong, mutually supportive and non-exploitative community
  - d) A high degree of public participation in and control over the decisions affecting one's life, health, and well-being
  - e) The meeting of basic needs (food, water, shelter, income, safety, work) for all the city's people
  - f) Access to a wide variety of experiences and resources with the possibility of multiple contacts, interaction, and communication
  - g) A diverse, vital, and innovative city economy
  - h) Encouragement of connectedness with the past, with the cultural and biological heritage, and with other groups and individuals
  - i) A city form that is compatible with and enhances the above parameters and behaviors
  - j) An optimum level of appropriate public health and sick care services accessible to all
  - k) High health status (both high positive health status and low disease status)
2. **Explore the possibilities of implementing “Move It Bridgeton” as described by a Bridgeton resident.** “Move it Bridgeton” is an exciting, homegrown fitness program concept. It targets all ages, especially youth, with the goal of providing a wide range of heart healthy, free activities, including nutrition counseling to residents, business owners and employees.



3. **Keep Bridgeton Affordable.** Continue to maintain the City's low cost of living through the provision of quality, competitively priced public services and reasonable tax rates. Police, Fire, Parks and other City Services are currently very good. The City should strive to maintain the current level of service and implement incremental infrastructure upgrades (to avoid costly large-scale projects).
4. **Plan for and implement incremental infrastructure improvements.**
  - a) Provide continued investment in the City's infrastructure and services to ensure quality, affordable public services and infrastructure that meets Bridgeton's present and future needs.
  - b) Incremental upgrades to the City's aging infrastructure are recommended to avoid costly one-time expenditures and allow the City to spread the costs out over several years.
  - c) Provide annual evaluations of the City's park and recreation services, public safety, public transportation, code enforcement and police services to ensure they meet the needs and expectations of the community.
5. **Support Continuing Education:** Plan for the development of training facilities to provide the continuing education and job skills needed to position Bridgeton's workforce for new and emerging technologies, trends and opportunities. Partner with the Pattonville School District to improve the utilization of existing facilities, create more programs for adult learning, and expand upon options available to graduates. This can be accomplished by establishing a mentoring program to encourage young professionals to return home to Bridgeton after they go off to college.
6. **Initiate City-Wide Branding Efforts:** Promote and restore Bridgeton's economic health, community pride, and quality of life by "Branding" the City. This Plan recommends focusing branding efforts on the City's website, gateway entry signage, events, and marketing campaigns. Build from the lifestyles, strengths, school spirit, recreational programs and heritage of the community. Revisit past branding efforts to memorialize the City's rich history, entrepreneurial spirit and other nostalgic qualities. Rebrand and rename Natural Bridge to "Bridgeton Parkway".
7. **Promote quality property maintenance.** Hire an additional code enforcement officer to increase the presence of code enforcement and assist in the consistent, ongoing enforcement of city codes.
  - a) Adopt Crime Free Housing initiatives into the City's ordinances and provide consistent, ongoing implementation efforts.
  - b) Implement a landlord registry.
  - c) Adopt a criteria for interior inspections for residential rental properties and perform inspections prior to authorizing occupancy.
  - d) Maintain a tenant registry- similar to the City's hotel ordinance.
  - e) Identify and maintain an inventory of derelict/vacant buildings and create a "Hot Docket" program to intervene before properties fall into conditions beyond repair when property owners are willing to actively participate in addressing code violations.



Property owners who are not responsive to the City's violation notices should, after proper notice, be sent directly to the City Prosecutor.

8. **Enhance emergency preparedness.** Develop an emergency preparedness manual, co-authored by each department head or chief, and adopted into City policy.
9. **Develop and implement a plan for open space preservation.** The City's stream and wetland corridors constitute a large percentage of the open space within the City and provide opportunities for the expansion of the existing and/or proposed trail system, which was viewed as a highly valuable resource by the community. The airport buyout area also offers unique recreation opportunities for the residents. Efforts should be made to link existing recreational amenities and destinations via future trails and greenways.

### Section 3.7 Transportation

Connecting residential neighborhoods to schools, recreation areas, employment centers and highway access is important according to Bridgeton residents.

**Transportation Goal:** *Develop a balanced, efficient, safe, and attractive transportation system that allows for the movement of motor vehicles, pedestrians, and bicyclists through, around, and into the community.*

### Transportation Objectives and Implementation Strategies

1. **Provide for new alignment, signalization and access improvements which allow greater auto and truck travel ease throughout Bridgeton to the highways.**
  - a) Use the planning process to develop and implement the Major Street Plan to provide adequate rights-of-way, property line setbacks and infrastructure improvements for future transportation development.
  - b) Require developer dedication of roadway rights-of-way in accordance with both the design and classification of the roadway.
  - c) Maintain a thoroughfare system which allows safe and efficient travel through Bridgeton.
  - d) Improve truck routing to St. Charles Rock Road and other major arterials.
  - e) Adopt and Implement Access Management Standards.
  - f) Direct access onto major thoroughfares shall be carefully controlled by minimizing the number of curb cuts and the use of frontage roads for adjacent commercial and residential land uses and by upgrading existing substandard thoroughfare roads.
  - g) Coordinate with MoDOT to upgrade left-turn lanes where possible.
  - h) Coordinate with MoDOT to comprehensively study signalization.
  - i) Commission a computerized signalization study with the intent of easing traffic congestion and increasing the functional capacity of existing intersections.



2. **Plan for future interchange and/or interchange enhancements.**

- a) Zone strategically for maximum and appropriate use of new interchanges at the regional roadways, establishing north and west Bridgeton as another "Commercial Front Door" of the City.
- b) Plan new industrial sites to allow truck access from the new interstate interchanges.

3. **Enhance traffic access to Lindbergh Boulevard from the Radisson Hotel/Home Depot complex north of St. Charles Rock Road.** Extend Lone Eagle Street west to intersect with Fee Fee Road, west of the hotel. This would provide full alternative access for the property to St. Charles Rock Road through a new signalized intersection with Fee Fee Road.

4. **Enhance the Lindbergh Boulevard experience.** Lindbergh does not support an adequate pedestrian infrastructure. It has fragmented and deteriorated walks and related deficient right-of-way access for bike and pedestrian use. This plan recommends the following:

- a) *Amend Right-of-Way Profile.* Reducing the width of traffic lanes will create room within the right-of-way to accommodate pedestrian features. Additionally, this will free up space within the right-of-way to install median treatments and other streetscape improvements. One alternative is to reduce the current twelve (12) foot road width to eleven (11) feet. This reduction will help reduce traffic speed and provide an additional four (4) feet of right-of-way for streetscape improvements. By reducing the lane widths the following improvements would be possible without acquiring additional right-of-way of changing the functional capacity of the roadway.
- b) *Implement median island improvements.* By reducing lane widths, an additional four (4) feet could be provided for improvements to the median. The total median width would then be increased to approximately eight (8) feet in width. The recommended median improvements are intended to achieve the following objectives:
  - Aid in traffic calming and maintaining acceptable traffic speeds,
  - Create a median that aesthetically and physically enhances Lindbergh Boulevard, and
  - Establish an identity along the corridor, particularly at key locations to create more discrete "districts."

One cost-effective median treatment consists of the installation of two rows of jersey barriers, four (4) feet apart, to create a median island. The area created between the median would be used for landscape plantings that would be at a level visible to motorists. The use of Jersey barriers would minimize damage from snow plows and other vehicles that would otherwise damage other median barrier designs. This landscaped improvement, however, requires additional right-of-way for a paved shoulder or greater setback from the barrier. As the median approaches street intersections, the barriers would be eliminated in favor of a 6-inch curbed median with a brick or concrete paved surface to assure the necessary vertical sight clearance are maintained.

- c) *Promote the installation of a multi-use path:* Reducing lane widths also provides an opportunity to install an eight (8) foot wide striped multi-use path along Lindbergh Boulevard. This path would provide pedestrians a safe alternative to walking along



- the existing shoulder and would attract more pedestrians. It will give less experienced cyclists a safer alternative to riding on Lindbergh Boulevard. MoDOT's "Share the Road" program would remain for those cyclists who feel more comfortable on the road. The layout and design of the path would have to safely accommodate both pedestrian and bicycle traffic.
5. **Gateways:** Major entrances into the city are ideal locations for the development of primary focal points. These are highly visible locations that offer prominent areas for beautification opportunities. The following implementation strategies will provide an immediate impact on the visibility and economic vitality of the city.
    - a) Install landscaping and gateway features that integrate the road system within the community and enhance and preserve the scenic character of the streets, without sacrificing safety.
    - b) Utilize public/private partnerships to implement gateway features whereby private industries may incorporate corporate logos, etc. within the gateway improvements in exchange for sharing in the costs of implementation and maintenance.
    - c) The use of direct and indirect lighting and other signage/branding elements should be incorporated in these locations to reinforce the strengths and unique qualities of Bridgeton.
  6. **Improve Bike & Pedestrian Access:** Improve pedestrian circulation by continuing sidewalk improvement efforts and implementing trail and bicycle facilities. The City's Bike/Pedestrian Plan is included as part of this plan via Appendix. The goals and objectives of the Bike/Pedestrian Plan should be included herein by reference. Adherence to said goals and objectives are recommended to help improve bike and pedestrian access citywide.
  7. **Ongoing Maintenance.** Continue the City's excellent road maintenance and winter snow removal efforts. Develop and adopt into policy an emergency snow removal plan to address winter maintenance to both streets and sidewalks.
  8. **Future Planning:** This plan recommends the City take a holistic approach to future transportation planning by considering land use, transportation, economic development, environmental quality, and community aesthetics in all transportation decisions to ensure planned improvements meet today's needs without compromising the ability to address the needs of future generations.
    - a) Maintain arterial and collector streets with a pavement management system.
    - b) Street Lighting: Update the street lighting program.
    - c) Sidewalks: Adopt a Sidewalk Master Plan Improvement Program with policies for implementation and variances.
  9. **Plan for potential extension of MetroLink to Bridgeton.**

### Section 3.8 Parks & Recreation:

Each participant in the public engagement process was asked to describe the strengths, weaknesses, opportunities and threats facing the City's parks and recreation activities. The following findings were reported:

- Maintain what we already have.



- Promote outdoor activities, active lifestyles.
- Develop a regional trail for walking, hiking, and biking.
- Expand and improve the City's Community Center.

**Parks & Recreation Goal:** *Ensure the availability of year-round recreational activities for all ages and excellent park and recreational facilities to serve the City's present and future needs.*

### **Parks & Recreation Objectives & Implementation Strategies**

1. **Continue the City's excellent park maintenance and reinvestment efforts.** Continue to maintain, enhance and expand the City's parks and recreation system. This includes making improvements, as needed, to keep pace with the latest trends in park and recreation services, facility market demands, the acquisition of additional park land and the establishment of open spaces, trails, restrooms and parking areas as needed to serve the City's growing resident population.
2. **Upgrade and Expand the City's Community Center:** Conduct a study to determine the feasibility of expanding the City's Community Center. The study should explore funding options, partnerships (public and private), site design and which amenities are most supported within the community.
3. **Continue organizing and promoting special events.**
  - a) Promote events that raise awareness of the importance of healthy lifestyles and active living.
  - b) Promote events and activities that bring the community together and attract people to Bridgeton.
4. **Continue development of a community-wide park system.**
  - a) Develop strategic plans for recreation funding and planning.
  - b) Develop active and passive recreation facilities at the Missouri River.
  - c) Plan for a linear park at the Missouri River linking the Great Rivers Greenway to the City recreation facilities.
  - d) Assess market demand for building on regional recreational facilities and the successful sports complex near the river.
  - e) Create a marina and fishing docks.
  - f) Coordinate with the State "Riverwoods Wildlife Area" and neighboring facilities, such as Earth City, in providing linkages to regional linear parks and hiking trails.

### **Section 3.9 Future Growth and Annexation**

The Bridgeton community strongly desires to retain its family-friendly atmosphere, while recognizing the diverse and evolving needs of its citizenry. In order to maintain Bridgeton's high



quality of life and improve neighborhood stability, the City must carefully consider future growth. Future growth that stifles the City's ability to provide adequate municipal services or results in economic losses should be avoided. However, well planned growth and annexation that supports existing uses and creates an environment ripe for economic growth should be pursued.

**Future Growth & Annexation Goal:** Promote well planned development and redevelopment and compatibility among land uses.

### Future Growth & Annexation Objective and Implementation Strategies

1. **Improve zoning requirements for parking, landscaping, lighting, and signage and establish urban design guidelines for architecture in all commercial, industrial and multi-family areas.**
  - a) Amend the City's Zoning Code to include a tree inventory requirement and updated landscape requirements to help preserve the City's existing trees and ensure new development replaces natural vegetation with well-planned, long-lasting landscaping and complimentary landscape amenities.
  - b) Amend the City's Zoning Code to allow picket fences and split rail fences in front yards of residential lots and certain fences and gates in manufacturing districts on a case by case basis when needed to provide/enhance security.
  - c) Amend the City's Zoning Code to restrict, to the extent provided by law, commercial signage for businesses that are no longer in operation.
  - d) Develop and enforce architectural guidelines and site plan standards to help implement the urban design goals and objective of this Plan.
  - e) Develop a tower ordinance that regulates cell towers to the extent permitted by law. This Plan recommends the City of Bridgeton support the injunction initiated by the City of Liberty requesting HB 331 and HB 345 be enjoined and stayed from becoming effective for any purposes.
2. **Redevelop the airport buyout area.** Redevelop the airport buyout area with uses that would benefit most from a highly accessible, highly visible, centrally located site. Such uses include, but are not limited to large-scale retailers, outdoor outfitters and a wide range of commercial and industrial uses developed in a well-planned campus setting with interconnected pedestrian/trail system, parks and other recreational offerings. Uses that provide employment opportunities including office, warehouse, manufacturing and distribution are also recommended. The recommended landscaping, trails and recreational amenities should be funded, at least in part, by revenue generated by the airport expansion / City of St. Louis.
3. **Recruit Biotechnology/Life Science Businesses.** Build from the continued success of Monsanto and the Danforth Life Science campus by promoting life science, laboratories, professional office and supporting industries as key economic targets.



4. **Recruit and develop specialty shopping centers.** Specialty retailers such as building supplies, outdoor outfitters, home furnishings, furniture, appliance and automobile sales and accessories should be allowed where the following criteria are met:
  - a) Location of arterial street;
  - b) Maximum size of 10 acres; minimum size of 1.25 acres;
  - c) No vehicular access through residential areas; and
  - d) Adequate buffering between adjacent residential uses.
  - e) Airport buyout areas designated for future commercial development on the Future Land Use Map.
5. **Promote and enhance the commercial viability of the “Rock Road”.** The following recommendations are provided to help protect and enhance the capacity of St. Charles Rock Road to function as a successful, self-renewing commercial corridor:
  - a) Discourage strip development in commercial areas and promote cluster commercial development.
  - b) Encourage smaller commercial uses to locate in discrete retail districts to minimize curb cuts on arterial streets and to discourage long commercial strips.
  - c) Adopt a curb cut separation policy to coordinate with MHTD driveway policy;
  - d) Study incremental access improvements, such as:
    - shared parking configurations (modeled after new developments on the south side of St. Charles Rock Road, at Harmony Lane, extended);
    - strategic landscaping; and
    - curb and drive delineations.
6. **Develop and adopt a nodal development overlay district(s) to better integrate land use and transportation planning.** The new overlay zone, the “ND” Nodal Development overlay zone, is a recommended zoning measure to protect the designated nodes from incompatible development. The recommend nodal development areas include:
  - St. Charles Rock Road & Lindbergh (Including I-70 Interchange and surrounding area)
  - St. Charles Rock Road & I-270 (including intersection with Natural Bridge)
  - St. Charles Rock Road & I-70
  - Highway 370 & I-270

The recommended Nodal Development Overlay District(s) should be adopted into the City’s Zoning Code and include the following fundamental characteristics.

- Design elements that result in pedestrian-friendly environments that support transit use, walking and bicycling; that promote a sense of community, and that improve livability;



- A transit stop that is within walking distance (generally 1/4 mile) of anywhere in the node;
- Mixed land uses that offer a variety of services, activities and destinations within easy, comfortable walking and biking distance of most homes;
- Public spaces, such as parks and open space, and other public facilities that can be reached without driving.

Include the following definitions in the recommended Overlay District:

- **Node**: Living, shopping, and employment activities concentrated in an area where walking and transit services are emphasized.
- **Nodal Development**: Nodal Development seeks to increase concentrations of population and employment within nodes with good transit service, encourage a mix of diverse and compatible land uses, and design development and public right-of-way improvements to be pedestrian oriented.

Goals and Objectives served by Nodal Development include:

- increase use of transit, bicycles, and walking;
- improve overall public and private economy;
- increase the success and vitality of neighborhood small business;
- improve public safety and reduce crime;
- structure positive opportunities for profitable real estate development (and redevelopment) beneficial to the community; and
- increase the attractiveness of living, working, and doing business in pockets of increased density

7. **Transform St. Charles Rock Road into a living corridor.** Promote a mixture of commercial and residential land use along St. Charles Rock Road that is more compact than the previous pattern of strip commercial development to create a “living corridor” in which pedestrian traffic will become more and more important to economic viability. The expansion of the already successful housing and residential neighborhoods along St. Charles Rock Road will add more “eyes and feet on the street” which will improve the safety, security and retail-commercial viability along the corridor.
8. **Update the City’s zoning code to reduce the impact of large parking lots and large retail buildings.** Consider a minimum setback (versus a maximum) to pull buildings closer to the street and other site design standards and architectural guidelines to help reinforce pedestrian scale and enhance pedestrian accessibility.
9. **Conduct a market study to determine the feasibility of creating a mixed-use town center on Natural Bridge near the new Government Center.**
10. **Consider rebranding and renaming Natural Bridge to “Bridgeton Parkway”.** The intent of these efforts is to help differentiate this important commercial corridor from other areas of Natural Bridge that are associated with negative land use externalities.



**11. Strategically plan for and recruit new commercial development and redevelopment activity.**

- a) Encourage new commercial development as shown on the Future Land Use Map.
- b) Encourage economic growth by guiding development plans toward high quality projects and controlling the cost in Bridgeton.
- c) Focus commercial land use planning on the following retail/service districts to set strategic policies for redevelopment, stabilization and/or new development given airport buy-outs in discrete areas:
  - West of Lindbergh Boulevard, north and south of I-70;
  - West side of Cypress Road, south of I-70;
  - Intersection of McKelvey and Natural Bridge Road out of the floodplain;
  - St. Charles Rock Road, east of the I-70 interchange;
  - At intersection of arterial roads, such as at Taussig Avenue and Gist Road;
  - At intersections of arterial roads, adjacent to airport buy-out areas; and
  - In the I-270 and Gist Road area.
  - The Airport buyout area as shown on the Future Land Use Map.
- d) Plan for continued utilization and appropriate zoning of land at new interchanges:
  - Earth City Expressway/M-370;
  - M-370/Taussig Avenue; and
  - M-370/I-270.

**12. Strategically plan for and recruit new industrial development.**

- a) Encourage new industrial development as shown on the Future Land Use Map; however, prioritize industrial locations in the existing platted industrially zoned areas which are already served by improved roads and infrastructure prior to permitting new industrial sites.
- b) Encourage industrial development on major arterials with controlled access to the new interstate and highway interchanges.
- c) Zone strategically for appropriate use of new infrastructure at the regional roadways, establishing north and west Bridgeton as the new "Industrial Front Door" of the City.
- d) Industrial development shall be located so as to minimize negative environmental and land use impacts.
- e) Heavy industrial development shall be located on the edges of the community away from existing or projected residential growth areas.
- f) Evaluate future industrial expansion areas in terms of impacts on traffic flow.
- g) Site plan review of architectural features, such as mass, bulk, material, and appearance from I-70, I-270 and other public right-of-way shall be required as part of new industrial development proposals.



13. **Residential:** Maintain and improve the quality and stability of residential neighborhoods.

- a) Develop better ordinances and code enforcement policies to more effectively address absentee landlord issues.
- b) Update zoning and subdivision regulations to link the policies of the Comprehensive Plan update to revised land use regulations, in particular:
  - Allow multifamily housing in new appropriate locations at current permitted densities;
  - Ensure that new multifamily housing is compatible next to existing neighborhoods;
  - Update the Site Plan Review Procedure.

14. **Develop and Approve a Capital Improvement Program (CIP).** Develop a Capital Improvement Program (CIP) to ensure improvements are based on prioritized needs and guided by public policy.

- a) Emphasizes maintenance of existing facilities in neighborhoods, as well as extension of utilities to serve areas of the City most affected by airport buy-outs. The Capital Improvement Program should be implemented to provide a schedule for maintenance as well as improvement of city infrastructure.
- b) Establish the need for funding local infrastructure improvements based on changes in the level of local sales tax revenue given changes in point-of-sales status and given the high demand on infrastructure from commercial land uses and customers.

15. **Promote sustainable subdivision design.** Continue to ensure that new subdivisions are designed to minimize initial and future public costs.

- a) Plan for linkages of local streets to major thoroughfare roads.
- b) Require cul-de-sacs at terminal streets and limit the length of street segments.
- c) Update subdivision regulations that give the Planning and Zoning Commission the authority to vary minimum lot sizes according the prevailing lot size in established subdivisions in the neighborhood-ensuring orderly transition of housing development densities.
- d) Encourage maintenance of existing trees and the planting of new trees in all development. Consider placing new trees adjacent to streets in front yards.
- e) Develop and adopt a policy addressing criteria for when the City takes over ownership and maintenance of streets, sidewalks, street lights, trails, drainage facilities and other public improvements. The intent of the policy should be to protect the City from costs and other liabilities associated with improperly installed or designed public improvements while providing a financial incentive to developers for quality workmanship and design.
- f) Develop and adopt a policy that includes criteria for authorizing waivers from the County's street standards when it is determined a better design is offered. Consideration should be given to sustainability, stormwater control, aesthetics, safety and pedestrian accessibility.



- 16. Update zoning regulations to ensure consistency with the Future Land Use goals, objectives and implementation strategies contained herein.**
- a) Develop land use policies and regulations that respond to the identified needs and preferences of Bridgeton in ensuring quality development.
  - b) Draft amendments to the Zoning and Subdivision Ordinances to incorporate the policies of the 2013 plan update. Adopt and enforce said amendments, as needed, to promote planned growth and encourage commercial, residential and industrial growth and stabilization in accordance with the Future Land Use Plan.
  - c) All rezoning applications or development plans should be reviewed for consistency with this Plan and the City's Zoning Ordinance.
  - d) Update the Bridgeton Zoning Regulation site plan review procedures for all proposed residential, commercial and industrial developments.
  - e) Establish land use policies for reclamation of environmentally impacted areas.
  - f) Establish guidelines for determining acceptable and permissible land uses in relation to airport buy-out areas.
  - g) Continue to place a strong emphasis on the implementation and enforcement of the Bridgeton building codes and other property codes to ensure approved plans are carried out and that violations are corrected.
  - h) Develop policies and design standards to guide the Design and Review Board to provide for aesthetically designed and compatible building exterior.
- 17. Update the master storm water management plan and improvement program, revising standards for residential, commercial and industrial land uses in discrete districts of the City; coordinate with the regional MSD.** Include standards and requirements for stream buffer protection and adopt them as part of the Master Storm Water Management Plan and Improvement Program.
- 18. Facilitate future annexations that are consistent with the Future Land Use Map and the future growth and annexation goals, objectives and implementation strategies contained herein.** Areas to be annexed should be accessible to cost-effective public service extensions and not possess natural hindrances to these extensions.
- 19. Encourage quality development in levy-protected floodplains, and appropriate land use protections in natural floodplains.**
- a) Target storm water capital improvements to alleviate local flooding in neighborhoods.
  - b) Work with levy districts to plan for capital improvements in levy-protected floodplains.
  - c) Administer appropriate FEMA guidelines when regulating development in levy-protected floodplains, taking into account flood risks up to and including levees failing or overtopping:
    - Construction to meet floodplain guidelines, including improved buildings above the elevation of the one percent annual-chance-flood,
    - Purchase of flood insurance recommended, and
    - Adoption of evacuation plans and procedures.



- d) Administer appropriate FEMA guidelines in natural floodplains, restricting land uses to non-urban development that meets flood hazard standards.
- e) Coordinate with the U.S. Army Corps of Engineers and appropriate agencies on levee improvement plans in the floodplain.

**20. Promote compact, low impact development throughout the community that addresses the following land use principals.**

- a) **Low impact development (LID):** Low impact development (LID) is development that utilizes green building and site design strategies to reduce its impact on the environment. Examples include “restorative development” (improving an existing home or building); “redevelopment” (demolishing a building or home that has outlived its usefulness and replacing it with a new building) and “infill development” (constructing a home or building on an empty lot along an existing developed block). Low impact development uses Best Management Practices (BMP). Examples of BMP include the use of rain gardens, alternative energy (i.e. solar), well insulated windows, walls and roofs, high efficiency HVAC, geothermal and compact building and site design. Compactness can be achieved by building up (vertical) instead of out (horizontal) and by encouraging development within or adjacent to developed areas rather than allowing “leap-frog” development, which skips over large tracts of undeveloped land.
- b) This Plan recommends clustering future development and uses which have the greatest need for fire and police protection. Clustering uses increases service delivery efficiency by concentrating the need for services and infrastructure and minimizing the length of utility runs, streets/sidewalks and other infrastructure costs and public services (police, fire, code enforcement, etc.). This plan recommends updating the City’s subdivision code to include these concepts.
- c) All future development should be designed and constructed to minimize the disturbance to natural drainage patterns, natural landscape, and vegetation, prevent erosion and maximize the ability of land to absorb rainfall.
- d) Encourage land use patterns which preserve the integrity of existing environmental corridors as a means of natural erosion control and protecting the environmental quality of the community.
- e) Establish minimum setback and buffer areas along creeks, streams, and wetlands to reduce the impact of development on water quality while preserving existing trees and vegetation, and provide additional trees and vegetation where necessary.
- f) Ensure that all new developments provide storm water retention capacity equal to the capacity displaced by that development and whenever possible, safe, and practical, retention areas should be set aside for recreational uses.
- g) Create a “Green Team” committee to advise the City Council on ways to reduce the impact on the environment. Model the committee after Creve Coeur’s Green Team.



## Vision, Goals & Objectives Summary

This Plan calls for neighborhood stabilization, business development focused on economic gardening and the recruitment of “niche” businesses and industries that complement the success of existing industries (Lambert International Airport, Hunter Engineering, Danforth Plant Science, etc.) and balanced and carefully considered growth. The intent of the Plan is to preserve Bridgeton’s family-friendly atmosphere and promote economic vitality that creates jobs and ensure the City’s revenues remain reliable for the long-term. It foresees:

- Redevelopment of the airport buyout area into a regional commercial-retail destination and light industrial/warehouse/manufacturing employment center.
- Commercial redevelopment focused along the City’s existing commercial corridors and commercial nodes;
- Promoting existing Bridgeton businesses and recruiting key industries to the City’s commercial and industrial areas;
- Preserving the diversifying the City’s housing stock to provide a wide variety of housing options while addressing conditions associated with substandard housing;
- Improving pedestrian and bicycle accessibility;
- Preserving the City’s family-friendly atmosphere while maintaining the current level of public services, quality education, family-friendly activities, parks, recreational programs and seasonal events;
- Protecting the quality of life in Bridgeton by maintaining high standards of living and working conditions;

Expectations for the implementation of this Plan need to be placed in a realistic context. The goals and objectives will not be obtained overnight. Economic and financial conditions have slowed or in some markets brought new development and redevelopment to a standstill. As a result, major development or changes will take time and considerable coordination. As the economy recovers it will become more economically viable for development to occur. This development, in some cases, will create synergies that could create additional opportunities and challenges. The goals and objectives contained herein should be viewed as a plan of action that will become reality through daily, incremental implementation efforts executed over the next several years. The intent of the Plan is to better prepare Bridgeton to respond to the changing market demands, to accommodate new trends in land use and seize the opportunity to compete regionally for industrial and commercial businesses. The Plan recognizes that if Bridgeton does not proactively position itself to take advantage of, or even create economic development opportunities, they will occur elsewhere and Bridgeton will see a decline in both its financial situation and the financial situation of businesses located in Bridgeton. This plan recommends building for the coming era, not the last one; think “long life, loose fit” when making future development or financial decisions.

Bridgeton is well known for its excellent city services, schools, parks and family-oriented atmosphere. To maintain and enhance these highly valued assets, the City must continue providing excellent municipal services and develop innovative approaches to encourage on-going investment within the community’s industrial parks, commercial districts and residential neighborhoods.



## Future Land Use Map

The Future Land Use Map serves as a guide for the planned and orderly growth of the City of Bridgeton. The Future Land Use Map, Future Land Use Matrix and future land use recommendations contained in this Plan must be considered when making decisions regarding any new development, new use or change in use. This Plan anticipates population stabilization and modest restorative development activity provided the long-range goals of this plan are implemented incrementally. The future land use recommendations were developed with consideration given to the comments recorded during the public engagement process and collaboration with Bridgeton elected and appointed officials. Zoning changes, land subdivisions, new development and redevelopment should be reviewed for consistency with this Plan during the development review process. The future land use recommendations consider the compatibility of various land uses, development scenarios and promote land use decisions that help achieve the community's vision; which states:

***“Make Bridgeton a great place to live, work and play by preserving Bridgeton’s family-friendly atmosphere and increasing the confidence to invest in the city’s business districts, parks and neighborhoods.”***

The intent of the Future Land Use Map, land use matrix and future land use recommendations is to preserve and enhance the City's successfully established residential and commercial areas and promote revitalization efforts along Natural Bridge and within the Airport Buyout area. However, the Future Land Use Map and future land use recommendations will not become reality unless the daily decisions and implementation activities in Bridgeton support the Plan. This Plan recommends evaluating future development based upon social, environmental and economic impacts by considering factors such as the impact on existing development, capacity of adjacent streets, and the compatibility between the built and natural environment. The Comprehensive Plan recommendations should be used with a sense of flexibility. Development proposals that do not exactly match the Future Land Use Map and future land use goals, objectives and recommendations, but reflect marketplace demands, should be given reasonable consideration so long as they do not present significant new public service burdens on the community or negatively impact the health, safety, and welfare of the community.

### Section 3.10 Future Land Use Map Categories

The Future Land Use Plan breaks the planning area into various land use categories. The colored areas shown on the Future Land Use Map include all land within the city plus areas identified by the community as desirable for annexation. The future land use categories are described in detail on the Future Land Use Matrix located on the following pages.

The Future Land Use Map portrays a conceptual plan for future development. It is not meant to be a parcel by parcel use map like the City's Official Zoning Map. Some parcels may have more than one future land use designation. There may be slight modifications to the precise boundaries of the future land use designations when a lot-by-lot analysis is conducted during plan implementation and rezoning. If inconsistencies exist between zoning categories and future land use categories, the City should update the Comprehensive Plan to be consistent with the Zoning Map.



*Insert Future Land Use Map Here*



## Future Land Use Matrix

Future Land Use Categories & Descriptions		
<b>Description</b> <i>(Companion zoning district)</i>	<b>Density</b>	<b>Proposed Uses</b>
<b>Single Family</b> <i>(R1, R1A, R2, R3, R4, R4A, R5, R6, CUP, PUD)</i>	Average minimum lot size: No less than 5,000 SF per single family dwelling.	-Single Family Detached -Single Family Attached -Churches/Institutional/Gov't -Parks
<p>Areas designated as "Single-Family" are intended for single-family homes on lots over 5,000 square feet. Infill development should maintain a density that does not exceed 125% of the average surrounding density. New homes should have entryways and at least one window facing the street. Front porches and other architectural entrance features are encouraged. Garages should not dominate the primary façade. Homeownership is encouraged. Single-family attached dwellings (villas) are recommended on a case by case basis as planned/conditional uses.</p>		
<b>Attached Single Family</b> <i>(CUP, PUD, B5)</i>	Average minimum lot size: Single family: 5,000 SF. Two-family: 2,500 SF per dwelling unit,	-Single Family Detached -Single Family Attached -Churches/Institutional/Gov't -Parks
<p>Areas designated as "Attached Single Family" generally consist of two-family dwellings on lots no less than 5,000 or 2,500 SF per unit. Doors and windows should be oriented towards the street and designed to ensure privacy of the residents from passersby through the use of elevated porches and entryways. Infill sites adjacent to existing (or approved) higher density development may increase the site density to three (3) attached units for lots over 6,000 SF. Approval should be based on the developer's ability to blend in with the adjacent structures and minimize the impact on the surrounding uses. Homeownership is encouraged.</p>		
<b>Multiple Family</b> <i>(R6, CUP, PUD, B5)</i>	Average minimum lot size: Single family: 5,000 SF. Two-family: 2,500 SF per du Multi-family: 1,800 SF per dwelling unit.	- Single Family Attached - Duplex, triplex & townhomes - Apartments - Churches/Institutional/Gov't - Parks
<p>Areas designated as "Multiple Family" generally contain apartments, condos and townhomes. Any new use or major redevelopment of an existing multi-family structure should provide buffers between single family residential and non-residential uses and additional improvements necessary to bring streets and other infrastructure into compliance with the City's standards. Unified ownership and perpetual control and maintenance of any multi-family structure and common use areas are recommended. The recommended maximum density is 24 units per acre, or as approved by the Planning Commission. Parking areas and garages should be located in the rear of the buildings. Doors and windows should be oriented towards the street and designed to ensure privacy of the residents from passersby. Structures should no more than three stories unless as approved by the Planning Commission. Common open space as well as private outdoor spaces shall be provided for all dwelling units.</p>		



Future Land Use Categories & Descriptions		
Description (Companion zoning district)	Density	Proposed Uses
<b>Commercial</b> (B1, B2, B3, B4, B5, M3)	Densities should be equivalent to the underlying zoning or as approved by the Planning Commission.	<ul style="list-style-type: none"> <li>- Commercial Service</li> <li>- Office</li> <li>- Retail</li> <li>- Mixed Use</li> <li>- Light Industrial</li> <li>- Warehouse/Distribution</li> <li>- Church/Institutional/Gov't</li> </ul>
<p>Areas designated as Commercial are intended for a wide range of office, laboratory, business, retail, restaurant, hospitality, medical, warehouse, distribution, light industrial uses and any mix of said uses. Any new use or change in use in the Commercial areas should integrate the new or changed use(s) with the existing uses and transportation system. All uses that generate high volumes of traffic or require more than 25 parking stalls should have direct access to an arterial road, unless waived by the Planning Commission. Any use that abuts a less intense land use, property zoned residential or property being used for residential purposes should include screening and/or landscape buffering to shield light, sound and views of the site from the abutting residential or less intense use(s). All uses should utilize monument signage (in lieu of pole signage). The intent of the Heavy Commercial land use category is to encourage reinvestment in the City's existing developed areas, while increasing the level of compatibility with adjacent land uses.</p>		
<b>Industrial/Utility</b> (M1, M2, M3)	All industrial uses should include buffering and set-backs, as required by the zoning order, from less intense uses and public use areas.	<ul style="list-style-type: none"> <li>- Manufacturing / Assembly</li> <li>- Warehousing / Distribution</li> <li>- Outdoor Storage</li> <li>- Vehicle &amp; Equipment Sales</li> <li>- Church/Institutional/Gov't</li> </ul>
<p>Areas designated as "Industrial" are intended for environmentally clean manufacturing and industrial operations, including warehousing, transportation, distribution and assembly related uses. All industrial uses should provide on-site buffering to screen outdoor storage areas and other operational impacts from any existing or proposed uses that are less intense, including any public use area or right-of-way. Building types may include concrete, masonry and tilt-up buildings. Pole buildings should be prohibited. All uses that include outdoor storage of equipment, inoperable automobiles, boats, RVs or other such inoperable equipment should contain sight proof screening, approved by the City. Any new use or extension of an existing use that requires outdoor storage should be required only as a conditional use.</p>		



Future Land Use Categories & Descriptions		
Description	Density	Proposed Uses
<b>Airport</b>	Densities and proposed uses should comply with the underlying zoning, or where applicable, the St. Louis County/City Intergovernmental Commission and/or applicable FAA regulations regarding airport development.	
The purpose and intent of the land use designation is to promote and protect the health, safety and welfare, to recognize and protect those areas devoted to public-use aviation and associated activities from airspace obstructions or hazards, to impose land use controls within the Airport District that will protect airport operations and ensure a compatible relationship between airport operations and other uses in the vicinity of such airport operations and to ensure comprehensive, uniform development of the Airport District.		
<b>Institution</b>	Not applicable	<ul style="list-style-type: none"> <li>-Schools, Churches, Libraries</li> <li>-Public and Private Parks</li> <li>-Trails &amp; Greenways</li> <li>-Government Facilities</li> <li>- Police &amp; Fire Stations</li> </ul>
Areas designated “Institution” generally includes existing government facilities, police/fire stations and public schools or adjacent to said uses. Future development should include the recommended uses. Privately owned property that is designated “Institution” should be developed in a manner that is consistent with surrounding uses and rezoned to a compatible district.		
<b>Park</b>	Not applicable	<ul style="list-style-type: none"> <li>-Parks, trails &amp; greenways</li> <li>-Recreational facilities</li> </ul>
Areas designated “Park” include existing parks and recreational facilities or areas adjacent to said uses. Uses include government uses, active and passive public parks, open space and recreational areas. All areas containing public improvements should provide public access, pursuant to ADA standards. Privately owned property that is designated “Park” should be developed in a manner that is consistent with surrounding uses and rezoned to a compatible district.		
<b>Common Ground</b>	As determined on a case-by-case basis and depending on the level of compatibility with surrounding zones and uses	<ul style="list-style-type: none"> <li>-Public and Private Parks</li> <li>-Trails &amp; Greenways</li> <li>-Schools, Churches, Libraries</li> <li>-Government Facilities</li> </ul>
Areas designated “Common Ground” are areas that have been set aside for open space and passive recreation and should remain open and undeveloped in perpetuity.		



## **Appendix A: Citizen Survey**