

# Appendix

## City of Clayton, Missouri board of aldermen

Hugh Scott, III, Mayor

Elizabeth Robb	Anthony J. Cuneo
Edwin L. Ellston	Ben Uchitelle
Francis L. Kenney, III	Steven F. Wolken

## city plan commission

Richard T. Stith, Chairman

Patricia Barrett, Vice Chairman

Lillian Fernandez	Steven E. Lichtenfeld
Alan C. Richter	Elizabeth Robb

Lee R. Evett, City Manager

## municipal officials

A. Wimmer Carr, City Attorney  
Terrence B. Keran, Public Works Director  
Douglas E. Geldbach, Planning Director

## master plan consultant

Development Strategies, Inc.

## resolution

WHEREAS, on February 14, 1957 the citizens of the City of Clayton adopted a charter for the City of Clayton under the provisions of the Constitution of the State of Missouri adopted in 1945, and

WHEREAS, Article IX, Section 2 of the Charter provides that the City Plan Commission shall have the authority and the duty to submit to the Board of Aldermen for its approval a Master Plan for the physical development of the City, and

WHEREAS, the Mayor and members of the Board of Aldermen, pursuant to Article IX, Section 2, adopted a master plan in 1958, and

WHEREAS, a revision of the Master Plan was adopted by the Mayor and members of the Board of Aldermen in 1975, and

WHEREAS, the City Plan Commission, in conformance with the City Charter, has submitted for approval amendments to the Master Plan, and

WHEREAS, public hearings have been held before the City Plan Commission and the Mayor and members of the Board of Aldermen,

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF CLAYTON, MISSOURI, meeting in regular session on April 25, 1989, that the following amendments to the Master Plan are authorized and ordered to be printed and made part of the official Master Plan of the City of Clayton:

## foreword

The Master Plan, since its adoption by the Board of Aldermen in December 1975, has served as a valuable guide for planning and development decisions to achieve desired goals and policies.

The original Master Plan was adopted in 1958 and established goals and policies the City should undertake to bring about orderly growth and solve the current problems. The plan was followed closely regarding development decisions and actions leading to improvements in the quality of life and development of the City.

The 1975 plan built upon the success of the previous plan and was broadened in scope to include all the planning elements required for a complete Master Plan. The Board of Aldermen and the City Plan Commission have committed themselves to follow these plans in detail whenever possible regarding planning and development decisions.

Since 1975 the quality of life has continued to be maintained and improved. Small and obsolete dwellings have been selectively replaced with low density luxury dwelling units, efforts to minimize traffic and parking in residential areas have been instituted, sidewalk, curb and street repaving programs have been successfully conducted in several residential areas, and continued enforcement of the housing and commercial building maintenance ordinances has deterred deterioration.

Commercial development has continued in the Central Business District at a healthy pace on existing commercially zoned land.

The majority of all new development has proceeded according to the Master Plan recommendations. The area frontage on the north side of Kingsbury Boulevard between Brentwood and Meramec was recommended for new mid-density housing in the hopes it would encourage improved maintenance of the single family dwellings

to the north. New condominiums were constructed along Kingsbury Boulevard. The dwellings to the north along Brentwood Boulevard, due to their age, size and condition, were not good candidates for upgrading and improvements and no subsequent improvements came about after the improvements on Kingsbury Boulevard.

The City, with the assent of the neighborhood, authorized a new low density residential development district to replace the obsolete frame dwellings on four lots with six attractive two family dwellings that are compatible with the single family homes in Clayton Gardens.

Another area of significance required a change in future land use. The former St. Louis County Hospital medical facilities, situated on 23 1/2 acres, were relocated and the property was sold to a developer. The City succeeded in establishing a Special Development District and in limiting the use of the property to campus type offices and an extended care medical facility. The total floor area was limited to 600,000 square feet.

A review of the Master Plan indicated no major overhaul was required. The goals and policies were still valid and the majority of the recommendations can continue to serve as guides for the future. There were five areas, however, that needed updating and further study, resulting in the following amendments to the approved master plan.

# master plan amendments

## COMMERCIAL AREA ON THE NORTH SIDE OF FORSYTH BOULEVARD BETWEEN LEE AND HANLEY ROAD

The 1975 Clayton Master Plan recognized this portion of the Forsyth commercial corridor as one of the "Special Planning Areas" requiring specific planning attention and emphasis. Those concerns were addressed in the plan with several generalized recommendations regarding land use, lot depth and buffering. However, in the very near future this area will assume increasing importance as the buffer or transition zone between the "Clayton Plaza" commercial uses and the single-family residential homes to the north. To insure that the residential character of the areas along Maryland Avenue are protected, a more detailed set of planning guidelines is now required.

The property consists of the Forsyth Boulevard frontage from Lee Avenue to Hanley Road and extends northwardly to the rear yards of single-family dwellings on Maryland Avenue.

Three vacant lots to the west of Hanley Arms apartments comprise approximately one-half acre of land which has little development potential by itself, but which will be a significant part of any proposed redevelopment plan. The large amount of surface parking in the area between Lee and Hanley may also have development potential if lot consolidation and redevelopment were on a scale of sufficient magnitude to justify structure parking.

The maximum site depth which can be achieved by assembling lots from Forsyth north to the rear of the single-family residential lots is 250 feet. As redevelopment occurs, the City intends to acquire 10 feet of right-of-way along the north side of Forsyth to accommodate an additional traffic lane between Lyle and Lee Avenues. This will further reduce site depth to approximately 240 feet. Without a coordinated development plan for the entire area from Hanley Road to Lee Avenue, it will be very difficult for any developer to provide

adequate access, parking and internal vehicular circulation within the constraints imposed by the site.

## recommendation

Quality redevelopment of the north side of Forsyth between Hanley and Lee can occur only if extensive land assembly is completed. This would produce a site or sites large enough to allow optimum orientation of buildings, the necessary landscaped buffers along the north property line, and a coordinated access system serving the entire area.

Map 1.5 indicates the minimum consolidation that should be considered for redevelopment and rezoning to be considered by the City. This would result in three parcels: Area A containing approximately 2.3 acres; Area B containing approximately 0.8 acres (1.1 acres if Lyle were vacated); and Area C containing approximately 0.8 acres. The most desirable option would be the total consolidation of these three sites into a 4.2 acre site. Because this scenario would permit an overall development approach, the City should encourage consolidation by providing zoning incentives to any developer who can assemble the entire site. The next most desirable scenario would involve the consolidation of areas B and C. With this approach, Lyle Avenue would be vacated and relocated where the alley between areas B and C is currently situated. Access to areas B and C would then align with the signalized intersection of Lyle Avenue south of Forsyth. The minimum consolidation warranting consideration by the City would be an assembly of parcels forming areas B and C with each under separate ownership. This could accommodate some coordination of access but would make street vacation and reconfiguration more difficult. The following development criteria are provided as a guide for evaluating proposals for redevelopment on the north side of Forsyth. They are intended to mitigate impacts on the homes on Maryland, to provide incentives for high quality development to minimize traffic generation, and to provide good site access and internal traffic circulation.

A. Land Use - The preferred uses for this planning area are retail commercial or any combination of retail, office and residential. Redevelopment for total office use should not be encouraged because of the greater peak hour traffic that would be generated. Incentives or development bonuses should be considered to encourage retail development.

B. Density - If Areas A, B and C, or Areas B and C are consolidated under a single ownership and developed as a unified site plan, the City should consider extending the depth of the existing C-2 zoning designation but retain a portion of the R-4 Multiple Dwelling District zoning along the northern portion of the site to provide adequate separation between the new commercial buildings and the residences on Maryland Avenue.

It is understood that a Conditional Use Permit would be considered for parking on the R-4 zoned land if it were part of an overall high quality development plan (see map 1.5) provided any parking structure erected on any portion of the R-4 zoned land does not extend more than one level above the elevation of the adjacent residential rear yards.

C. Landscaped Buffer - To screen the view from single family residences, a dense landscaped buffer of at least 20 feet in width should be provided along the north property line of any portion of Areas A, B or C which is redeveloped. At the discretion of the City, this could be located partially within the alley right-of-way if feasible. Plant materials should be carefully evaluated to insure that year-round screening is achieved.

D. Access and Interior Circulation - Primary access to the development site(s) should be from Forsyth Boulevard. It would be desirable to align the access with the present signalized intersection of Lyle Avenue and Forsyth. If this were done, the Lyle Avenue right-of-way north of Forsyth could be vacated and become developable property. Lee Avenue should not provide an entrance to the site because of potential traffic problems it might create on Maryland Avenue. However, an

exit on Lee could be feasible. The City might consider removing the electric signal at its intersection with Forsyth. Map 1.51 represents a conceptual site plan illustrating one option related to access and circulation.

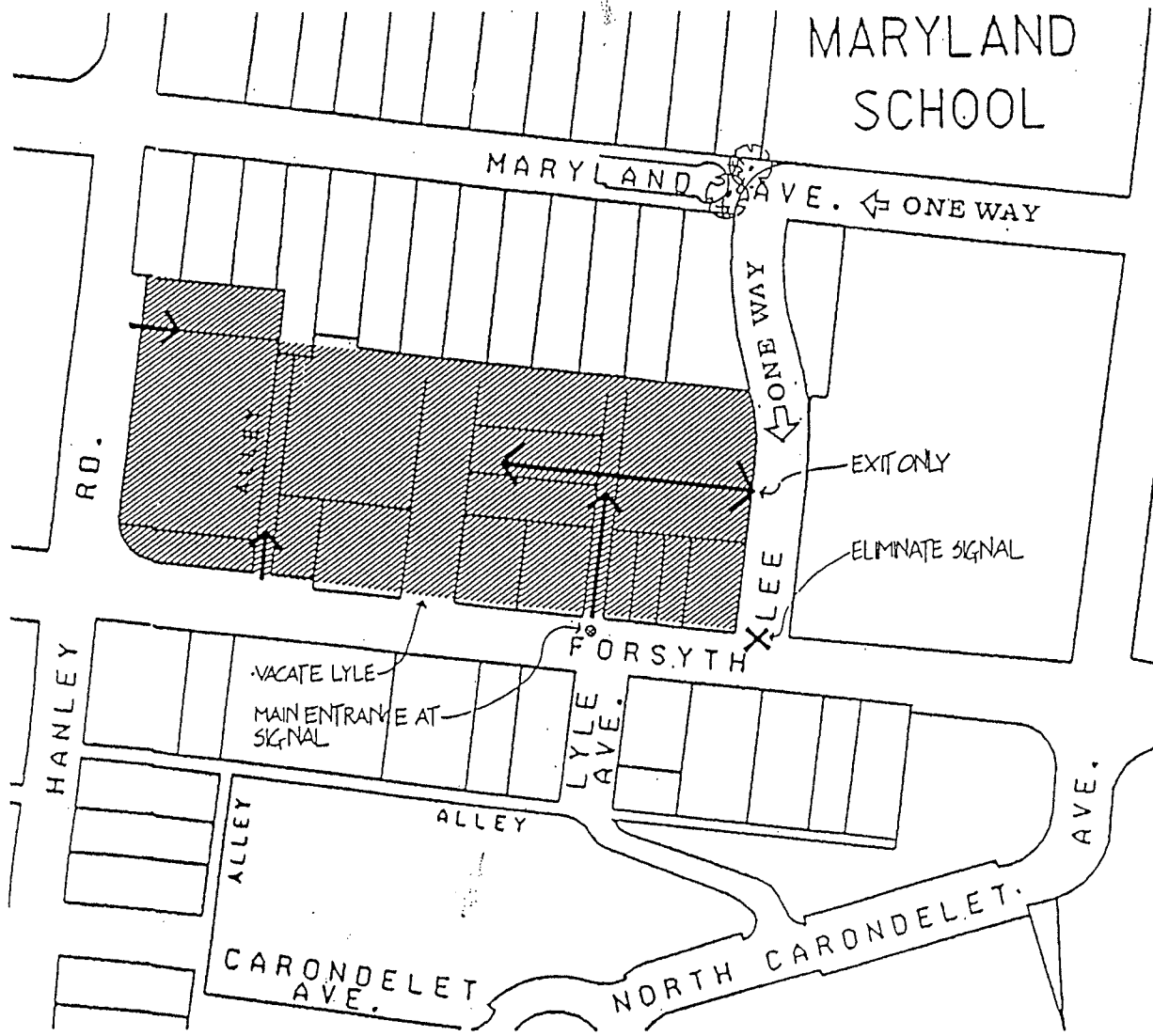
### HANLEY ROAD FROM FOREST PARK EXPRESSWAY TO CLAYTON ROAD

In 1975, the City recognized a set of circumstances pertaining to the Hanley/Wydown commercial intersection which required particular attention. Traffic volumes and congestion, limited parking, and the general appearance of some of the commercial buildings were cited as specific problems. The Plan also suggested that mid-density (25 - 45 units per acre) housing should be encouraged to replace commercial uses opposite Wydown Boulevard on the west side of Hanley at Walinca Drive.

Three areas with development potential are identified along Hanley: a) the site where Clayton Regency condominium complex was proposed, b) the commercial, residential area west of the Hanley/Wydown intersection, and c) other existing low-density apartment complexes on the east side of Hanley such as the area between Wydown and the Central Presbyterian Youth Center. The west side of Hanley Road from Clayton Road to the Central Presbyterian Church is improved with low density, multi-family dwellings. Since these units abut single family dwellings in Davis Place, the preservation of these low density dwellings should be encouraged.

#### Clayton Regency Site

This 1.8 acre site has obvious development potential in view of the 81-unit condominium complex which was proposed for construction there. The relative low-intensity use represented by the existing three story buildings combined with the excellent location inherent to the site afford the opportunity for its redevelopment.

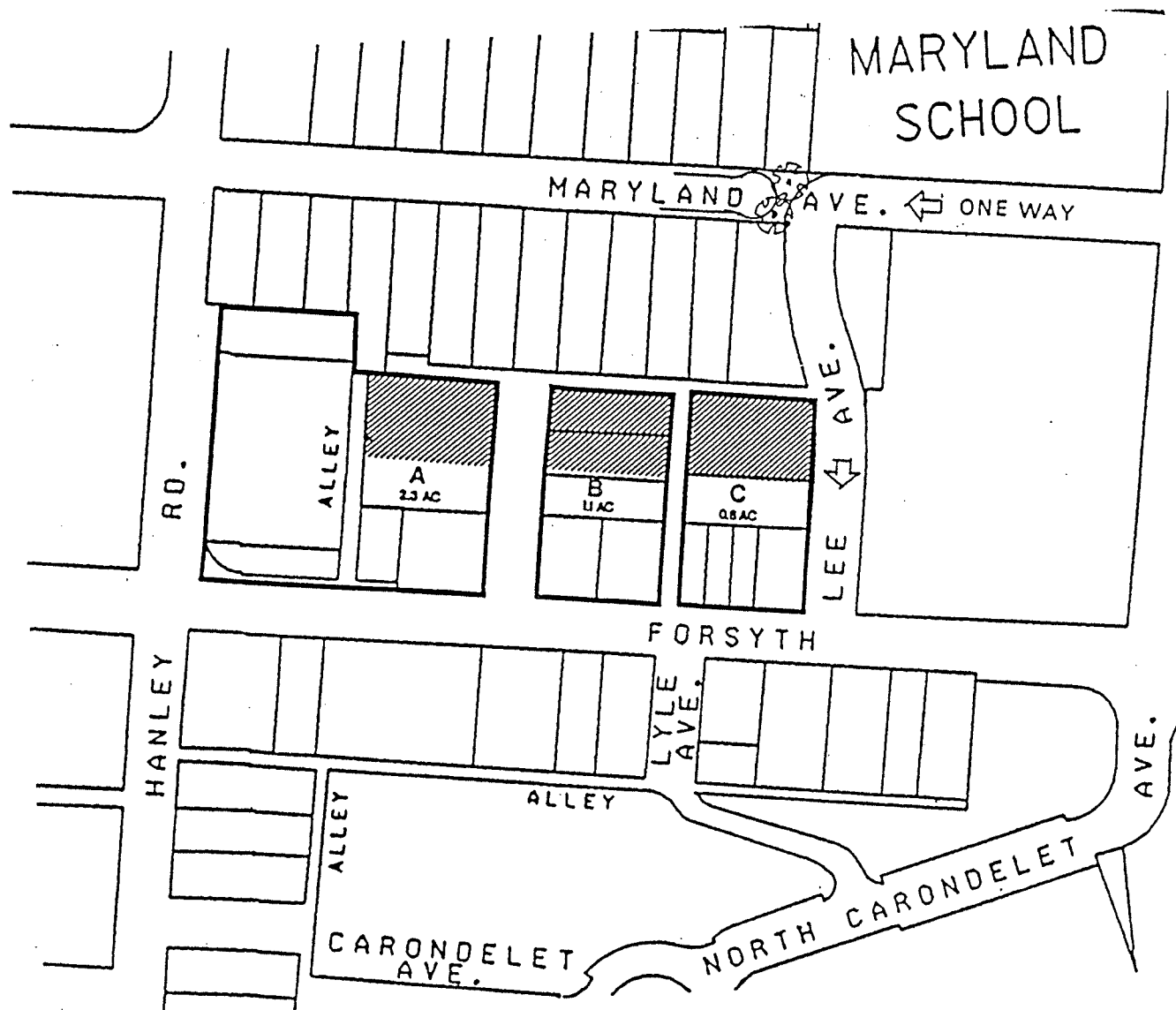


FORSYTH HANLEY to LEE  
 CONCEPT PLAN

map 1.5



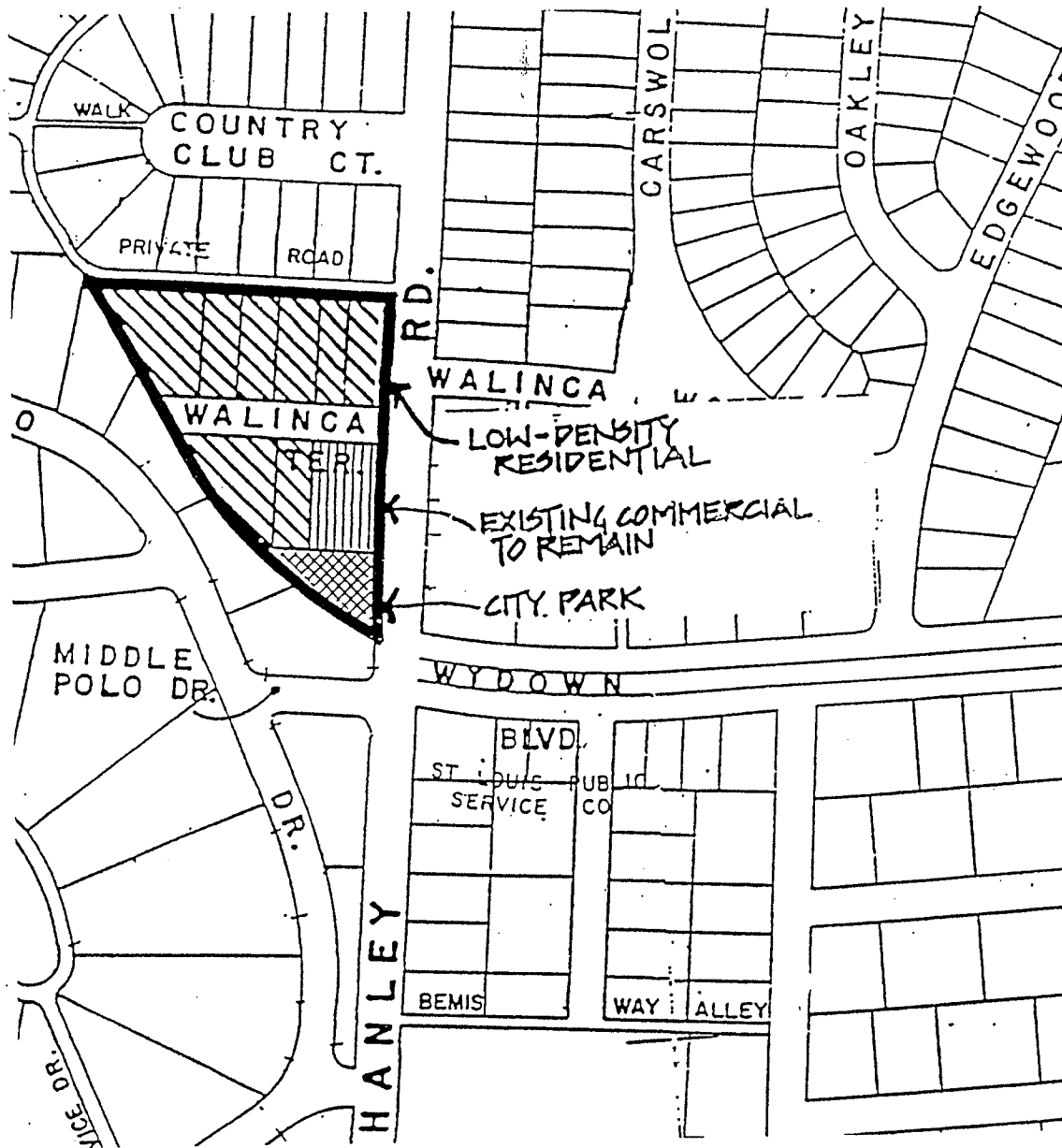
DEVELOPMENT STRATEGIES INC.



map 1.51

MINMUM CONSOLIDATION AREAS  
 BUFFER RESERVED FOR PARKING  
 AS A CONDITIONAL USE

DEVELOPMENT STRATEGIES INC.



map 2.3.3

DEVELOPMENT STRATEGIES INC.

POTENTIAL CONSOLIDATION AREA CONCEPT PLAN  
HANLEY/WYDOWN

## recommendation

Redevelopment should conform to the existing R-6 Multi-Family Dwelling District regulations. Parking and access are the primary constraints affecting the site and its proposed use. A new multi-family development of 81 units conforming to the present R-6 zoning regulations would result in a 45-unit per acre density requiring two levels of underground parking and careful attention to vehicular access. The surrounding multi-family and institutional uses pose no significant land use compatibility problems to the redevelopment of this site.

East Side of Hanley Between Wydown and Central  
Presbyterian Youth Center

## recommendation

Future redevelopment of this area for high quality multi-family should be permitted and such redevelopment should conform to the existing R-6 zoning district regulations.

Commercial, Residential Area, Hanley and Walinca Drive

The 1975 plan stated that development of mid-density housing should be encouraged to replace the existing commercial uses in this location. Concerns over incompatibility with adjacent residential uses, appearance of the commercial buildings, and traffic congestion and parking problems are cited in the report. Though redevelopment as yet has not occurred in the area, the City has received inquiries concerning proposed development concepts. Opportunities for redevelopment continue to be present, and some aspects of the original objectives and rationale which the City stated to support redevelopment in 1975 remain valid.

## recommendation

The city should not allow mid-density housing on this tract or the adjacent residential area as recommended in the 1975 Master Plan. The City should consider redevelopment at a density of ten (10) units per acre for the residential property on both sides of Walinca. If these properties can be assembled, a planned residential development should be encouraged.

The triangular lot occupied by the vacant service station is not in itself of adequate size and shape to accommodate high quality development and its access in relationship to traffic flow creates potential hazards. To mitigate against the separate reuse of this site for either commercial or multi-family purposes, it is recommended that the City consider acquisition of the site for public open space.

A small park would be an attractive amenity to the neighborhood and provide a buffer for the single-family homes on Polo Drive. This concept is illustrated on Map 2.3.3.

Should the entire tract be assembled, the City should consider replacing the existing commercial shops with neighborhood commercial development that incorporates the former filling station and providing new residential dwellings on the existing residential property to the west and to the north.

The existing commercial properties currently represent viable, convenient retail businesses serving the neighborhood. For this reason, the City should consider only private redevelopment proposals for the commercial properties that produce a significant set of improvements for the neighborhood and the City as a whole. Any such development should be required to address the traffic volumes and congestion, provide landscape buffers and screening and to enhance the appearance of the area.



## HELIPORT

The East-West Gateway Coordinating Council has developed a Heliport System Plan and has designated the general Clayton area as a potential heliport site.

### **recommendation**

No appropriate site exists for a heliport in the City of Clayton however, the city may wish to consider a helipad location to be made available for infrequent or emergency operations.

#### **6400 BLOCK OF CLAYTON ROAD AND ALAMO AVENUE**

The concept of permitting mid-density housing and encouraging mixed-use development in this portion of the DeMun area was suggested in the 1975 Master Plan. Though additional parking was provided by the City on the western end of the 6400 block of Clayton Road and the City constructed a small park mid-block on the south side of Alamo, the redevelopment envisioned in the 1975 plan has not materialized.

Though problems exist, the area has made improvement in recent years due to owners' efforts and the substantial improvements made to the public amenities by the City. While property values have increased substantially, the rental income is still proportionately sufficient and yet remains affordable by many younger families. Property owners indicated the threat of redevelopment was a factor in limiting reinvestment in their properties. Hopefully, the following recommendation will encourage such reinvestment and establish a new interest by property owners in further improvements to their property.

### **recommendation**

Encourage continuation of the existing residential area for multi-family use and encourage new investment and improvement of the existing buildings.

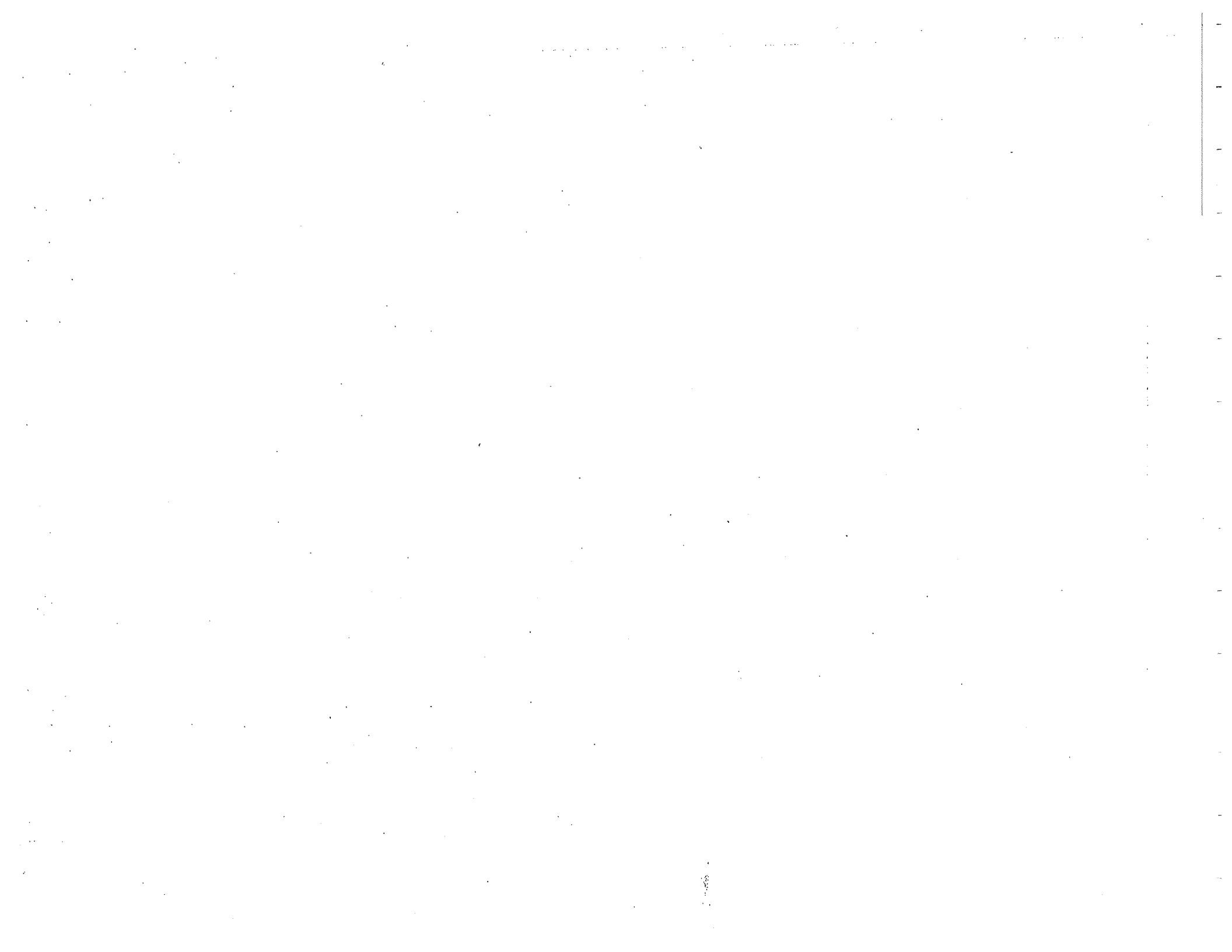
Owners of the commercial lots on Clayton Road should be encouraged to join their properties together for any redevelopment rather than rebuild on an individual lot basis so as to provide for a more unified development. Any such redevelopment should be compatible with the adjacent residential area.

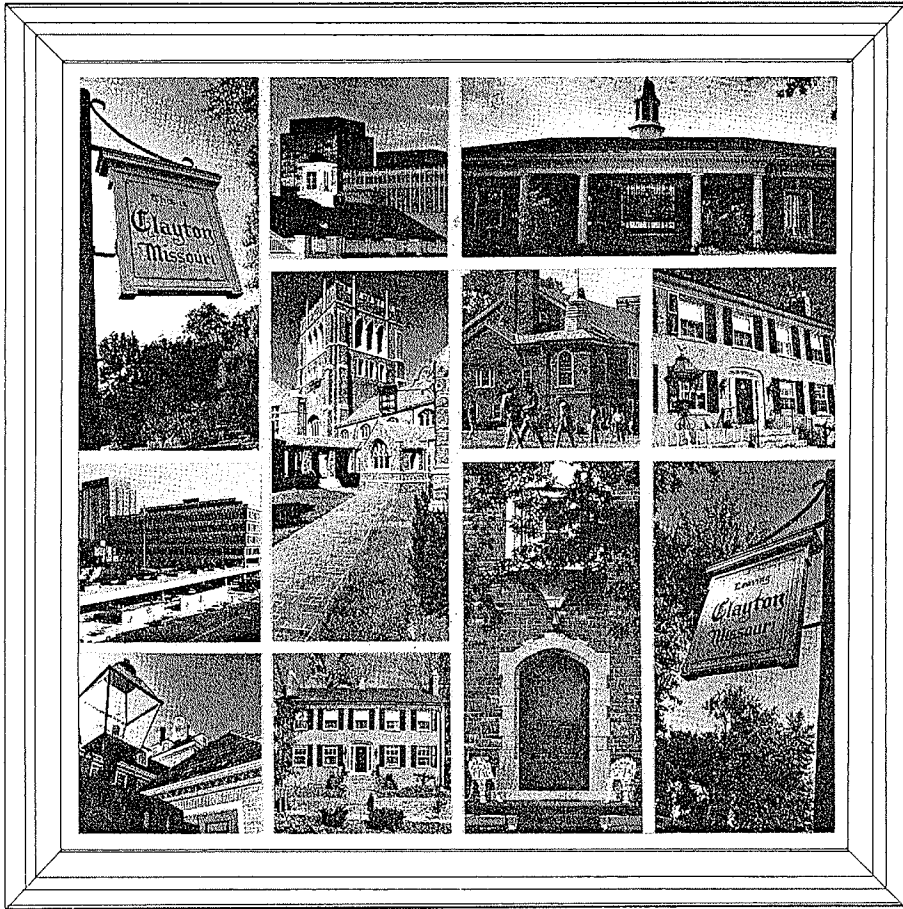
#### **NEIGHBORHOOD PARKS AND RECREATION/ CLAYSHIRE AND MOORLANDS AREAS**

The City's 1975 Master Plan recommended that neighborhood parks be developed in the Clayshire and Moorlands residential areas. The objective was to reduce the hazard to young children traveling to Shaw Park and to bring recreational areas closer to the neighborhoods. Although neighborhood parks have not been built in the Moorlands or Clayshire areas, the Glenridge School playground has been upgraded to increase the recreational opportunities for children in that vicinity. Lack of neighborhood interest has been cited as the principal reason these recommended parks have not been developed, although the unavailability of vacant land is certainly another factor.

### **recommendation**

The present system of parks and recreation facilities available to the Clayshire and Moorlands residents is generally adequate for their needs so long as access to Glenridge School is available to the Moorlands and Shaw Park is accessible to Clayshire residents via the existing tunnel. However, the household composition in Clayshire should be monitored over the next five years to evaluate any increase in the number of young children in the area. A significant change might require a reassessment of the neighborhood's recreation needs in five to ten years.





this is clayton, missouri

