



Frontenac

Missouri

2006 Comprehensive Plan

Draft Comprehensive Plan

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Introduction

The Comprehensive Plan for the City of Frontenac establishes a long-range vision for the changing land uses and design of new buildings within the community. It is a decision-making guide for public officials, residents, neighborhood associations, business owners/operators, public service and infrastructure providers, and the development community. The plan provides a framework for making development and zoning decisions, and implementing public improvements. In addition, the plan captures the residents' vision for Frontenac's future and identifies the strategies necessary to achieve that vision.

Figure 1—Vicinity Map



Planning Process

Community planning is a process whereby the community's collective values and aspirations are translated into a road map of incremental steps that allow the community to reach its desired destination. Figure 2 illustrates the process used to develop the Frontenac Comprehensive Plan.

The first step in this process focused on understanding what made Frontenac the community it is today and the real or perceived obstacles to reaching its desired potential. Community issues, a vision, and goals, were obtained through a professionally-facilitated public engagement program that included a series of public open houses, visioning sessions, planning workshops, and a survey of residents.



Appendix A—Existing Conditions Report provides an overview of social, economic, and physical conditions influencing past and future land use in Frontenac. Appendix B—Public Engagement Overview includes more details on the public engagement program. In addition, a Demographic and Real Estate Market Overview is contained in Appendix C, a Preliminary Assessment of Frontenac's Land Use Regulations is provided in Appendix D, and a summary of applicable Missouri Municipal Funding Programs can be found in Appendix E.

From this information, a set of planning goals was identified. The planning goals guided the development of planning concepts for community character, public facilities and transportation, commercial character, and residential character. Next, recommendations—in the form of a land use plan—were created. Plan implementation strategies were then developed to provide the City with the road map needed to achieve the Frontenac envisioned in this plan.

Key Community Issues

Key issues were identified through a series of public input meetings. Additional issues impacting the quality of life in Frontenac were identified during the data collection and market analysis phases. The issues captured community concerns and were used to formulate goals and implementation strategies. Issues were grouped into the following categories: Community Character, Public Facilities & Transportation, Commercial Character, and Residential Character.

Key community issues are summarized in the following paragraphs.

Key Issue: Community Character

- *Family orientation.* The condition of Frontenac's neighborhoods helps foster an emphasis on the family. These conditions include quiet and safe streets, financial stability, quality-constructed/high-value homes, active churches and schools, and a sense of community through tight-knit Neighborhood Associations.
- *Green space.* Landscaping, open spaces, public/private "public spaces", and mature trees are a source of pride and identity for residents. The upsizing of homes is seen as a threat to the amount of green space in Frontenac.
- *Good location.* Frontenac's central location within St. Louis County allows it to be a quiet, bedroom community. Everyday goods and services are available in nearby communities thereby permitting commercial activity in Frontenac to be more specialty/niche market-oriented.
- *City identification.* Identification markers and entrance signs across the City do not reflect the high level of quality, character, and community pride that exists in Frontenac.

Key Issue: Public Facilities & Transportation

- *Storm water plan.* The City of Frontenac is in the process of developing a storm water master plan. Localized flooding and storm water impacts of construction sites were the catalysts for the plan. Residents' current concerns revolve around communication issues: an understanding of the length of time it takes to complete a plan, and lack of community notification regarding its adoption process.
- *Lack of walkability/bikeability.* Residents would like to see improvements in pedestrian and bicycle safety and accessibility along main roads in Frontenac. Geyer, Clayton, Spoede, Conway and Lindbergh were specifically identified.
- *Traffic congestion.* Major roads experience congestion during peak hours. Residents would like to see improvements to key intersections to allow for better traffic flow.

- *Outdated city facilities.* City Hall, the Police Department, and the Fire Department are located in buildings that are physically and functionally undersized and outdated.
- *Inconsistent road maintenance.* With private subdivisions, the City, and the State (MoDOT) maintaining roads within Frontenac, the conditions of pavement, right-of-way landscaping, and traffic calming devices across the City vary. Residents would prefer a more consistent, higher level of public right-of-way maintenance.
- *Unreliable electric service.* Residents and elected officials are concerned about the lack of reliability of the public-utility electric service provided in the community as reflected by frequent power outages.

Key Issue: Commercial Character

- *No common character.* The character of existing commercial buildings in Frontenac does not reflect the residents' desires for an up-scale, attractive, people-friendly community. There are few similarities between business areas in Frontenac or even between adjacent buildings. The result is a lack of identification of specific business districts and a feel that areas are fragmented.
- *Upscale.* Businesses in general are viewed as having a niche market with upscale goods and services. Residents would like to continue this trend.
- *Lacks services for residents.* Residents of Frontenac must travel to other communities to purchase everyday goods and services. This can be interpreted as an inconvenience, but there is not a consensus among Frontenac residents that this is so since amenities in adjacent communities are only minutes away.
- *Outdated.* Some of the non-residential buildings in Frontenac have surpassed their peak of usefulness. Because of their size or configuration they are not ideal for modern retail activity or provision of services.
- *Out-lot development.* Land for new business development in Frontenac is limited. As a result, new buildings are being constructed on out-lots of existing establishments. This negatively affects the suburban feel of Frontenac increasing the density of commercial activity.
- *Auto dependent.* Business centers in Frontenac are very difficult to reach by anything but the automobile. It is even difficult to walk between adjacent businesses.

Key Issue: Residential Character

- *Character of housing development.* Most new homes being built in Frontenac are on the site of a home that was recently demolished to provide the site. Residents are concerned that the size and design of new homes does not blend well with existing neighborhoods. A balance must be found between the property rights of people selling their homes, the desires of new homeowners, and the expectations of neighborhood residents, so that neighborhoods are not significantly impacted by the new homes' size or character.
- *Housing Options.* Housing options in Frontenac are limited. Residents are split on the issue of offering a range of "Life-Cycle Housing"; however, a majority believes the addition of high-end villas would have a positive impact on Frontenac.
- *Impact of construction on current residents.* As older homes are torn down and replaced with new ones, several negative impacts have been reported as a result of demolition and construction. Residents' "view sheds" are damaged by removal of vegetation; storm water and debris flow onto neighboring properties; and construction vehicles create nuisances, safety hazards, and damage to private roads. Additionally, the City has no requirements for construction to be completed in a timely manner, with construction sites (or vacant homes awaiting demolition) sometimes standing idle for months.
- *Maximize green space.* An over-riding theme in public participation has been the maximization of open spaces, green areas, and landscaping. Abundant and quality landscaping is viewed as desirable for residential as well as commercial areas in Frontenac.
- *Autonomous neighborhoods.* Every subdivision in Frontenac has a degree of authority and local control through covenants, indentures, and deed restrictions and trustee representation. All local, residential streets are privately owned. However, the degree of control and level of enforcement varies across the City. Certain trustees have more experience and resources at hand to deal with issues affecting their neighborhood. Coordination between neighborhoods, or assistance available if needed, should be expanded.

Comprehensive Plan Goal Statements

Plan goals describe the desired outcomes achieved by implementing the Comprehensive Plan. Plan Goals are used to guide development of Recommendations and the Implementation Strategy. The Goals for Frontenac were developed during the public participation process.

Goal Statements: Community Character

- Contribute to community identity by establishing gateways and streetscape improvements along public streets, with special emphasis on gateways at the reconfigured I-64 interchanges at Spoede and Lindbergh and streetscaping on Clayton Road.
- Increase current balance of greenspace on both public and private property through landscaping and tree preservation requirements.
- Help foster a sense of community and family orientation through facilities, programs and events that bring residents together.
- Improve communications between residents, neighborhood trustees, and City elected/appointed officials.
- Establish indoor and outdoor community gathering places through public/private partnerships or private venues.

Goal Statements: Public Facilities & Transportation

- Improve off-street pedestrian and cyclist connectivity via sidewalks and trails.
- Improve on-street and street right-of-way safety for pedestrians and cyclists.
- Enhance the streetscape of public streets through improved landscaping and use of standardized fixtures.
- Update the municipal complex containing City Hall, Public Works, Police Department, and Fire Department facilities.
- Pursue supplemental funding sources for public improvements.
- Work with AmerenUE to improve the reliability of electric service in the community.

Goal Statements: Commercial Character

- Encourage upscale character and quality architecture of commercial buildings.
- Optimize use of space and tax-generating potential within existing commercial areas.
- Encourage mixed use development of commercial areas (e.g., retail, office, and restaurant uses).
- Require high quality landscape design for existing and future commercial developments.
- Prepare and enforce design criteria for Frontenac's identified business districts (e.g., Clayton Road and West End Park).
- Assist in attracting upscale retailers and restaurants to Frontenac's existing commercial areas.

Goal Statements: Residential Character

- Encourage renovation/expansion as opposed to tear down/rebuild of existing homes.
- Encourage the design of new homes to be compatible in scale and character to surrounding homes.
- Sustain the variety of housing types in Frontenac to allow residents to remain in the community throughout their lifetime and across multiple stages of housing need (i.e., first home, family home, empty nest, retirement).
- Supplement housing types with high-end villas as needed to meet the needs of the community.
- Regulate impacts of construction, such as erosion, heavy vehicle traffic, and long durations of inactive construction sites.
- Improve the family orientation of Frontenac through design (e.g., public sidewalks and bike trails connecting neighborhoods with neighborhoods and neighborhoods with schools).

Land Use Plan

Land use refers to how land is occupied or utilized. The City's existing land use is described in Appendix A. The Land Use Plan is a guide for changes that might occur with the City's existing land use. Any requests made to the City for development or a zoning change should be checked for consistency with the Land Use Plan and the prescribed definition of the associated Land Use Category. Specific policies associated with the Land Use Plan are as follows:

- The categories in the Land Use Plan represent the City's preferred option for situations where a land owner wishes to change the manner in which he or she uses the land (i.e., a request for rezoning). The Land Use Plan does not override the regulations associated with a parcel of land's current zoning or the manner in which the land owner can currently and legally use the land.
- "Institutional" as a proposed land use is not included in the Land Use Plan. There is no intention on the part of the City of Frontenac to suggest that any of the institutions currently located in the City be replaced. The Plan is only recommending acceptable land uses if the existing institutions wish to sell their property or a portion of their property for development.
- "Single Family Residential–Planned" is proposed as an overlay land use category. The intention of this is to recognize that the demand for housing options in the area is dynamic and to allow a degree of flexibility for the City of Frontenac to meet this demand. This district identifies areas within Frontenac where the type of residential development described below could easily fit into the fabric of the community. As an overlay, this district is only intended to be an acceptable alternative to the existing land use or the Future Land Use Plan. In addition to the specific areas identified on the map, land adjacent to and fronting on North Outer Forty Drive and South Outer Forty Drive has also been identified as appropriate for Single Family Residential–Planned.

Summary of Land Use Categories		
Land Use Category	Definition	Recommended Zoning Alternatives
Single Family Residential – Low Density	Single family detached homes on lots of one acre or more.	R-1, One Acre Residence
Single Family Residential – Medium Density	Single family detached homes on lots of 7,500 square feet (maximum of 5.8 units per acre) or more.	R-2, Residence, 7,500 SF
Single Family Residential – Planned (Overlay)	Single family detached homes or 2-unit attached villas, clustered to maximize open space and allow for flexible home siting and property maintenance arrangements. Requires the creation of a new Planned Residential District as an Overlay District within the City's Land Use Code of Ordinances.	New Planned Residential District (Overlay) for: R-1, One Acre Residence R-2, Residence, 7,500 SF C, Commercial
Community Commercial	Retail, office, and/or other commercial uses at a scale of community service.	C, Commercial C-1, Commercial PD, Planned Development
Regional Commercial	Retail, office, and/or other commercial uses at a scale of regional service.	PHFC, Planned High Fashion Center (along Lindbergh Blvd. between Clayton Rd. & Litzinger) PD, Planned Development

Figure 3—Existing Land Use Map

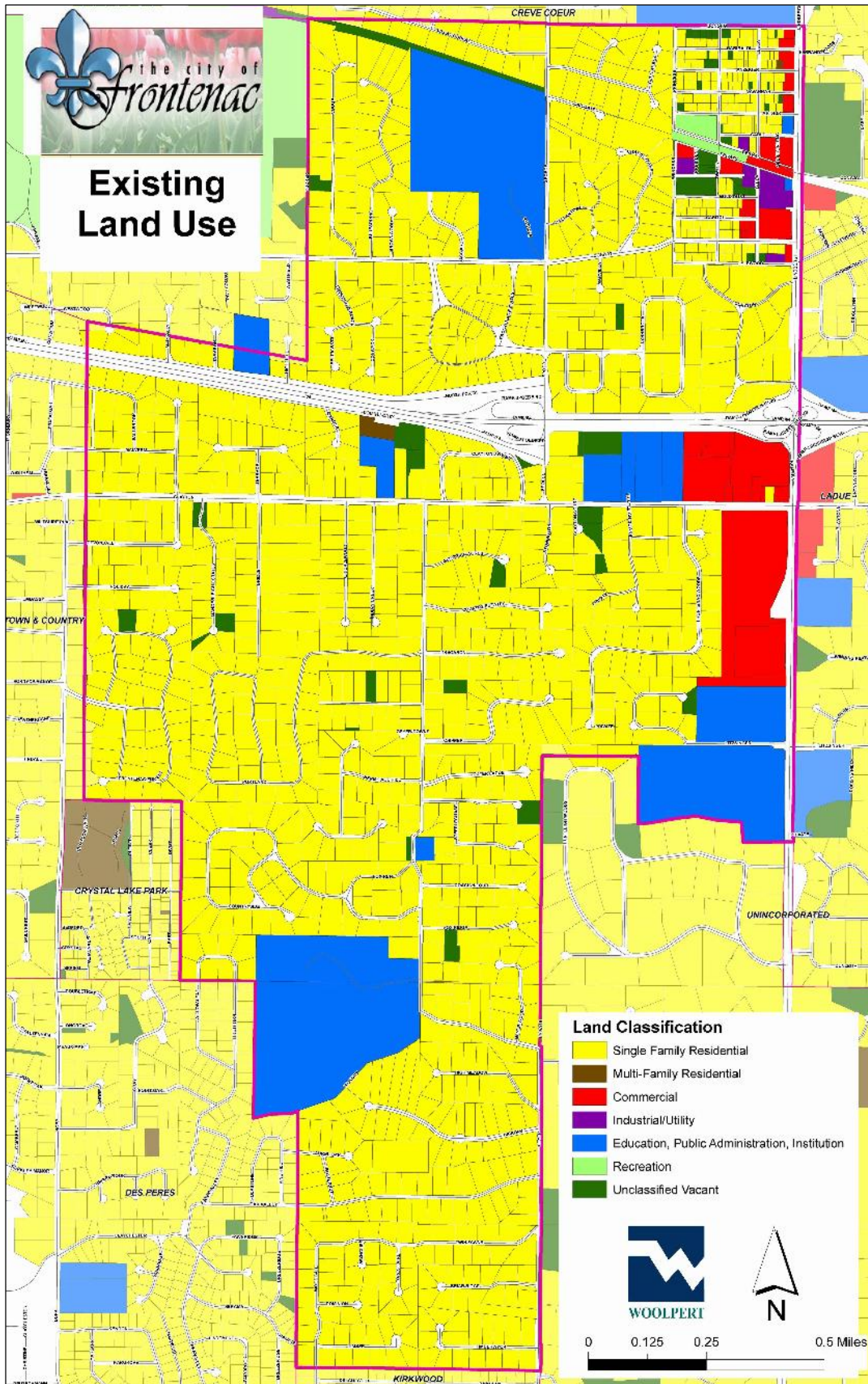


Figure 4—Existing Zoning Map

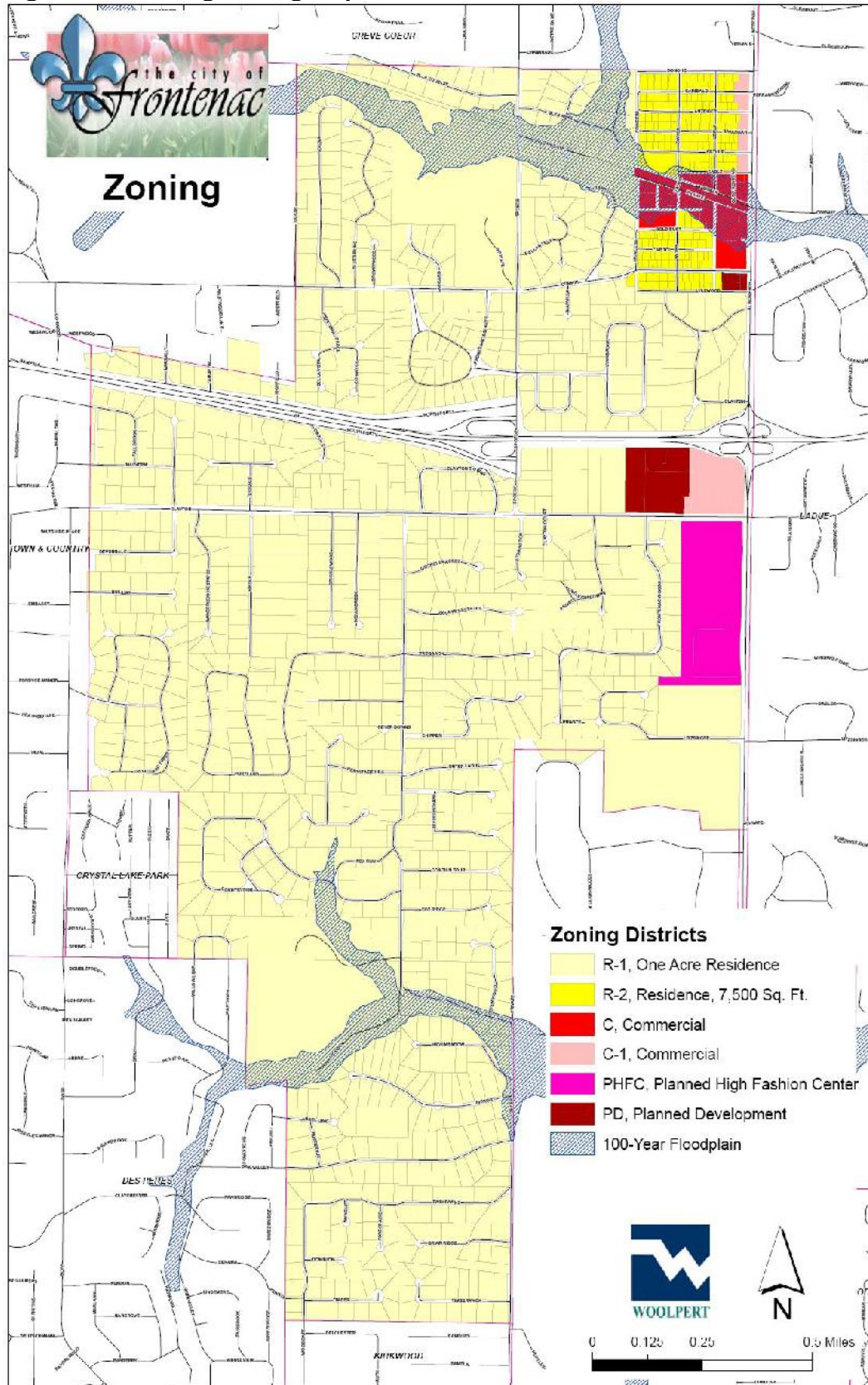
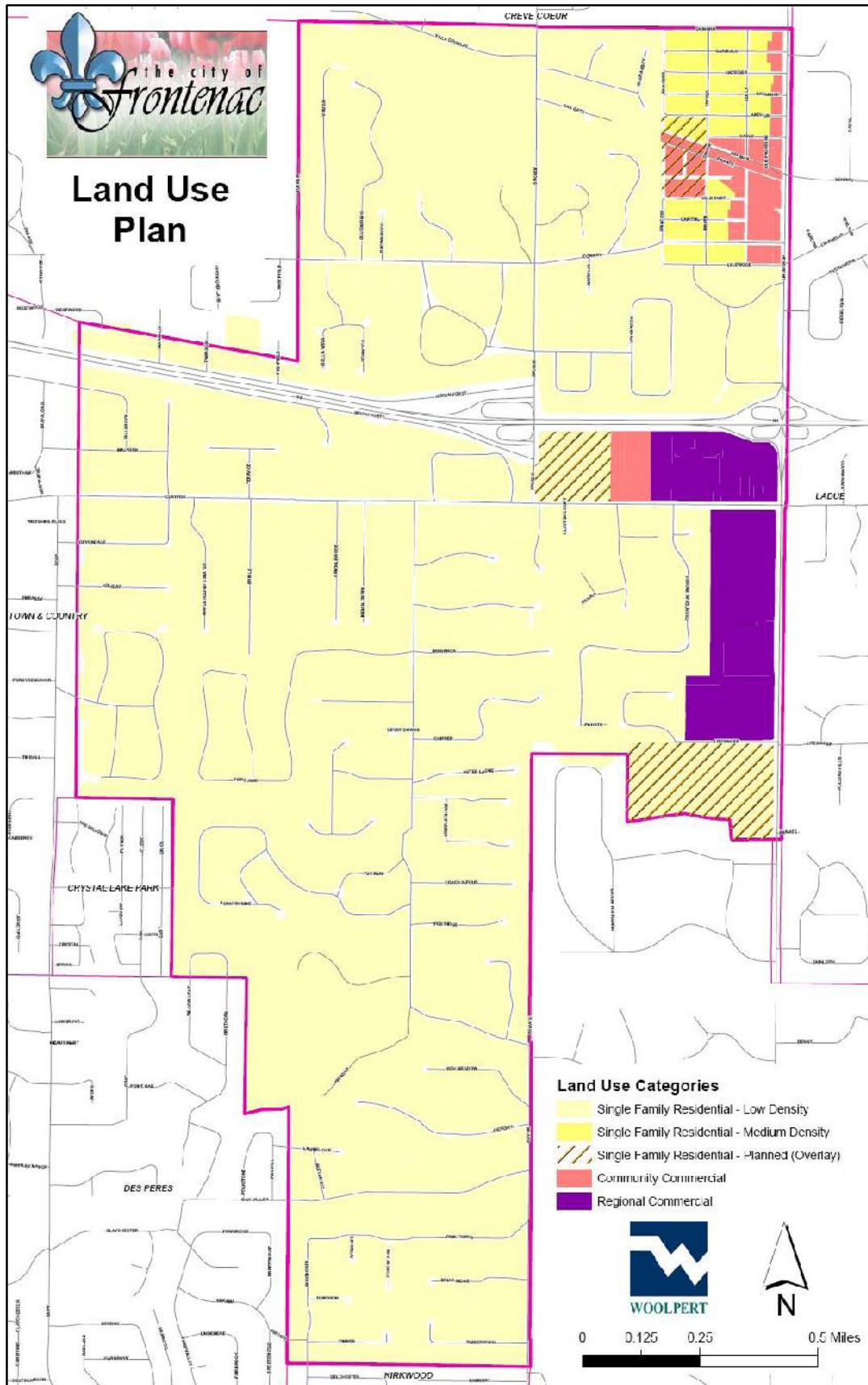


Figure 5—Future Land Use Map



Implementation Strategy

The Implementation Strategy consists of action statements for the City of Frontenac to realize the goals identified in this Comprehensive Plan. Actions are grouped according to Plan topics: General Plan Implementation, Community Character, Public Facilities & Transportation, Commercial Character, and Residential Character. Within each topic, implementation actions include those that should be taken by the City resulting in specific projects; those that recommend the City adopt a new or change an existing ordinance, code, or policy; and those that involve procedures that should be performed by the City on a regular basis.

Implementation Strategy: General Plan Implementation

1. Plan Adoption
 - The Planning & Zoning Commission should adopt the Plan.
2. Plan Adherence
 - Proposed developments and zoning changes should be recommended by the Planning & Zoning Commission and approved by the Board of Aldermen only if consistent with the Land Use Plan and Goals outlined in the Plan.
3. Plan Maintenance
 - The Plan should be reviewed regularly by the Planning & Zoning Commission and City Staff and updated every five (5) years for revisions relevant to current situations.
4. Plan Availability
 - The updated Plan should be made available electronically via the City website and hard copies at City Hall and the local library.
5. Land Use Code Revisions
 - The City's Land Use Code of Ordinances should be reviewed and modified to be consistent with the Comprehensive Plan's Goals.

Implementation Strategy: Community Character

1. Gateways

- Community gateways consisting of enhanced landscaping and City signposts or welcome signs create a unifying identification for the community. A new gateway/welcome sign design should be adopted and gateways installed at key City entrances. Particular emphasis should be placed on enhancements at the “exterior” gateways located at I-64 and Spoeede Road and at I-64 and Lindbergh Boulevard. “Interior” gateways should include enhancements at Lindbergh and Clayton Road and at Lindbergh and Conway Road.
- City entryways are currently marked with a two-pole mounted 2'x3' wood sign that reads “Welcome to Frontenac Established 1947.” An image of the current sign can be seen in Figure 6. A new welcome sign design would better match the decorative street signs seen in the City. Signs such as those installed in Shaker Heights, Ohio, (Figure 7) are a good example of a more appropriate design. New signs should be placed at all roadway entrances into the City.

Figure 6—Frontenac Welcome Sign**Figure 7—Example Welcome Sign**

Implementation Strategy: Community Character (continued)

- To coincide with construction of I-64 improvements, the City of Frontenac has identified a need for funds for enhancement of the highway’s interchanges at Spoeede Road and Lindbergh Boulevard. Plans for the enhancements have not been adopted, but the following illustration and table outline how and where aesthetic improvements could be made.

Figure 8—Typical Interchange Aesthetic Improvements



Areas of Interchange Aesthetic Improvements		
Bridge Surface Treatment	Bridge Face Treatment	Site Improvements
Match design of street lights with those along Clayton Road.	Install masonry pier coverings/facades and architectural details.	Landscape the bridge abutments.
Add a decorative iron railing instead of the standard aluminum.	Add decorative masonry patterns to the bridge abutments.	Landscape all open areas between the highway, ramps, and roads.
	Decoratively illuminate the structure and added architectural details.	Install Community Gateway with “Welcome to Frontenac” signs/markers.
	Encourage MoDOT to not hang road signage on the bridge.	Illuminate portions of the enhancements made around the bridge.

Implementation Strategy: Community Character (continued)

2. Greenspace

- Coordinate the City's landscape, greenspace, and tree preservation objectives and regulations.
- Review the City's Greenspace Requirements for Residential Districts to ensure "mature" landscaping requirements for residential and commercial improvements.
- In coordination with the Greenspace Requirements, adopt a Tree Preservation Ordinance to ensure preservation of selected size and species of trees for residential and commercial improvements. The ordinance should also apply to in-fill housing when a teardown and new construction is involved.

3. Community Facilities, Programs and Events

- Designate City Hall as the Community Center for the City to accommodate public meetings and events.
- Sponsor public events and consider partnering with local not-for-profit organizations or the business community to co-sponsor public events.

4. Community Communications

- Regularly update residents on the progress and status of City activities and projects through a user-friendly, regularly-updated City website, a regular City newsletter, active involvement of the City's Aldermen in communications with City Ward residents, and hosting of annual or more frequent Neighborhood Trustee meetings.

5. Community Gathering Places

- Encourage the provision of both indoor and outdoor gathering places for community socialization through public/private partnerships or design guidelines for new residential and commercial developments. Partnerships could involve privately provided space in an existing or new development with enhanced physical amenities provided by public or donated funds.

Implementation Strategy: Public Facilities & Transportation

1. Connectivity

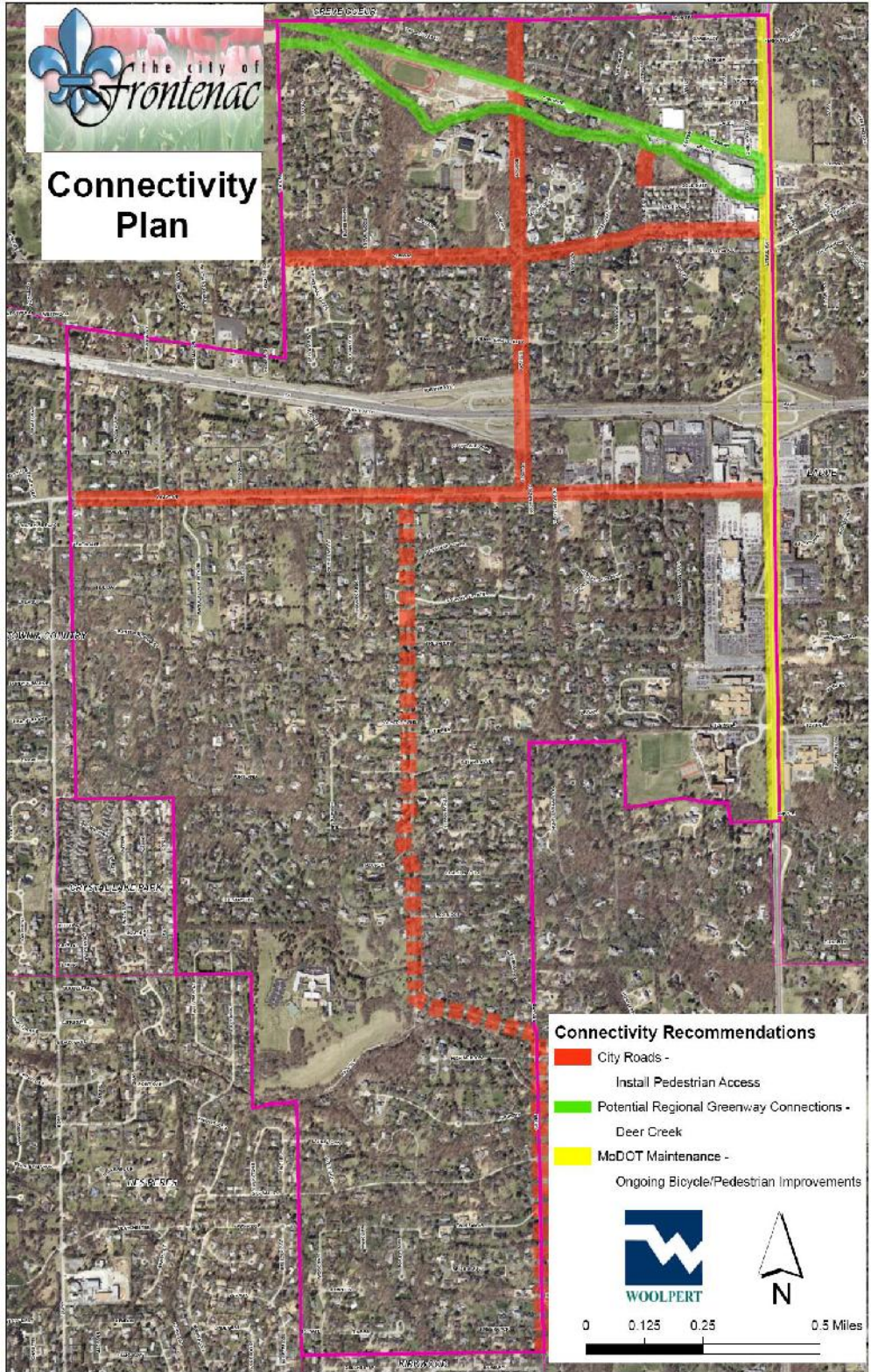
- The roadway network in Frontenac is well established. Manipulation of the network or addition of new roads is not necessary. Reconstruction of the I-64 interchanges will take place according to plans adopted by the Missouri Department of Transportation. Reconfigurations also will occur along Lindbergh Boulevard at the discretion of MoDOT. A limited amount of property must be acquired by MoDOT to complete the I-64 interchange construction, but no land use changes are expected as a result of the acquisition. Additionally, no changes will occur to the functional classification of adjacent roadways.

Connectivity refers to the ability of residents to access different areas of Frontenac as a pedestrian or bicyclist. The goal is to connect neighborhoods with commercial areas and commercial areas with each other. This method of access is for transportation as well as fitness and recreation. The location of proposed connectivity routes is illustrated on the map in Figure 9. Frontenac-maintained streets should have sidewalks or a right-of-way designated for non-motorized transport including Clayton Road, Spoede Road, and Conway Road. If residents of Frontenac in the future decide in favor of pedestrian access along Geyer Road, the connectivity concepts described below may be considered. Additionally, a pedestrian/bicycle-only connection is recommended from the southern portion of West End Park across Deer Creek to the German Boulevard area, potentially along the platted Princess Road right-of-way.

- A community-wide trail plan should be prepared in cooperation with the East-West Gateway Council of Governments and in coordination with the Great Rivers Greenway District. The City has already obtained funding through the East-West Gateway Council of Governments' walk-ability/bike-ability initiative (St. Louis Regional Bicycling and Walking Transportation Plan) for this connectivity plan.

Implementation Strategy: Public Facilities & Transportation (continued)

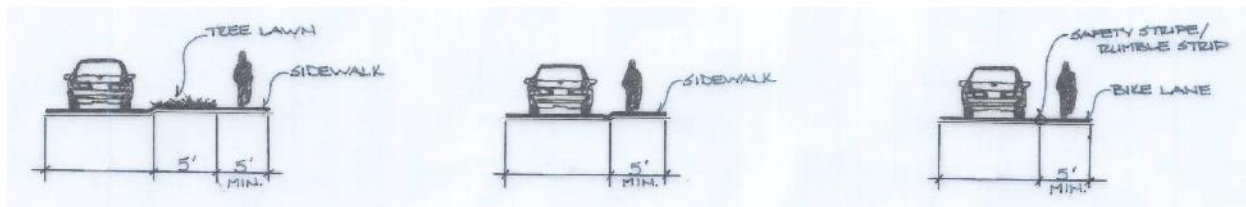
Figure 9—Connectivity Plan



Implementation Strategy: Public Facilities & Transportation (continued)

- Three concepts for bicycle and pedestrian access are presented in Figure 10. All are representative of a situation with a limited right-of-way width. The concepts are intended for consideration along various segments of the roads mentioned above as opposed to applying one concept to the entire length of the road. Consideration of the concepts should be made according to the character of the area as well as the right-of-way width associated with the road at different locations.
 - **Concept 1** is a sidewalk with a slight grade separation from the street, buffered by a tree lawn or planting strip. It is intended that faster moving bicyclists share the road with vehicles.
 - **Concept 2** includes a grade separated sidewalk without a landscaped buffer. This Concept also assumes faster moving bicyclists will use the road. In areas where cars and bicyclists share the road, the lane should be a minimum of 14 feet wide. This allows adequate room for cars to safely pass bicyclists.
 - **Concept 3** is illustrated for locations where grade separated sidewalks are not possible and a pedestrian/bike lane must be striped adjacent to the driving lane. All non-motorized traffic is intended to share the designated lane.

Figure 10—Bicycle/Pedestrian Access Concepts



Concept 1

Concept 2

Concept 3

- Deer Creek can also be used as part of the Connectivity network in Frontenac. Deer Creek is identified in the Great Rivers Greenway (GRG) Regional Plan as a “local greenway”. By coordinating with GRG, Frontenac could receive assistance with establishing this section of Deer Creek as a greenway and creating a linear park and/or walking/biking trail along the creek. Two alternatives are identified on the Connectivity Plan for Deer Creek in Figure 9: one directly adjacent to the creek and the other along the abandoned railroad corridor generally parallel to the creek. Further study needs to take place to determine if a trail is feasible and if so, which location would be more appropriate.

Implementation Strategy: Public Facilities & Transportation (continued)

2. Streetscape Enhancement

- Clayton Road heading west from Lindbergh Boulevard is recognized as the most prominent entryway into Frontenac. However, the visual quality of this roadway is much below its potential and the stated desires of the community. Presented below are three concepts that could be considered to improve the aesthetics of this portion of Clayton Road east of Spoede. The primary objective is to create a continuous, accessible, and safe sidewalk on at least one side of Clayton Road so pedestrians are not forced to cross the street to find suitable walkways. If required, acquisition of additional right-of-way would focus on commercial properties. **All three concepts include relocation of the utility poles and overhead lines to underground vaults.** The aesthetic enhancement that would result from burying the utilities alone is significant. Additional enhancements of sidewalks and landscaping have an even more dramatic impact as can be seen in Figure 11.

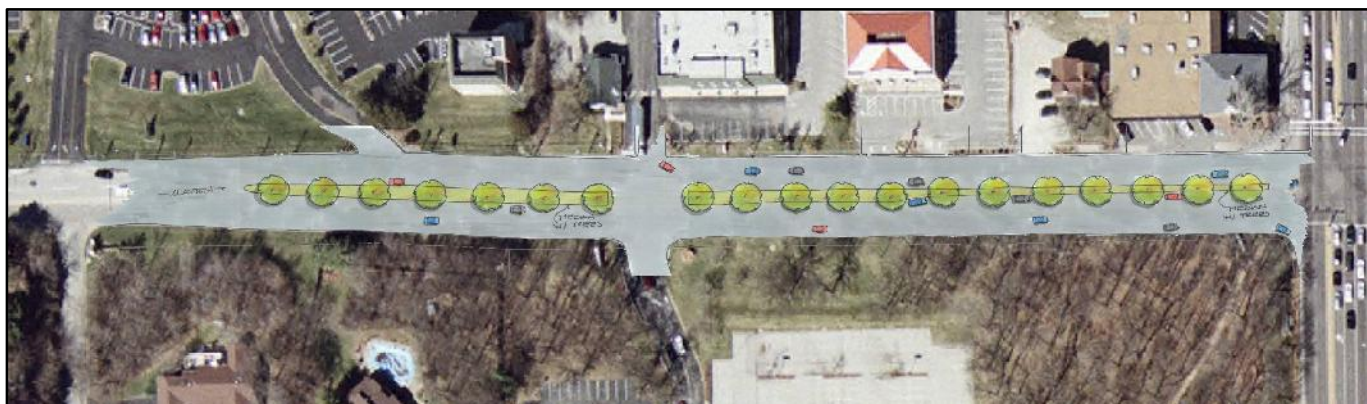
Figure 11—Clayton Road Utility Pole Removal & Streetscaping Model (Before & After)



Implementation Strategy: Public Facilities & Transportation (continued)

- **Concept 1** (Figure 12) presents Clayton Road with a landscaped median. The current center turn lane is reconfigured/expanded to include a median with enough space for trees and other landscape treatment. A continuous sidewalk would be constructed along the north side of Clayton Road. The roadway width must be expanded within the existing right-of-way to account for the median and sidewalk.

Figure 12—Concept 1: Landscaped Median



- **Concept 2** (Figure 13) presents Clayton Road with a landscaped tree lawn and sidewalk. The roadway is left unchanged and all improvements are made adjacent to the pavement. This concept involves additional landscaping and tree planting in the area between existing buildings and the roadway pavement. A sidewalk is included on both sides of Clayton Road to complete pedestrian access along this portion of the road. This concept can be altered to incorporate changes such as a sidewalk only on one side of the street. Portions of sidewalk and landscaping in this recommendation overlap private property lines and therefore owner permission, easements, or additional right-of-way must be acquired.

Figure 13—Concept 2: Landscaped Tree Lawn



Implementation Strategy: Public Facilities & Transportation (continued)

- **Concept 3** (Figures 14 & 15) presents a full boulevard design with a landscaped median and tree lawn with sidewalks. The center turn lane is reconfigured to include a median with enough space for tree planting and/or other landscape treatment. Additional landscaping and tree planting is proposed for the area between existing buildings and the roadway pavement. This recommendation involves widening the roadway; therefore, easements or additional right-of-way would need to be acquired.

Figure 14—Concept 3: Full Boulevard

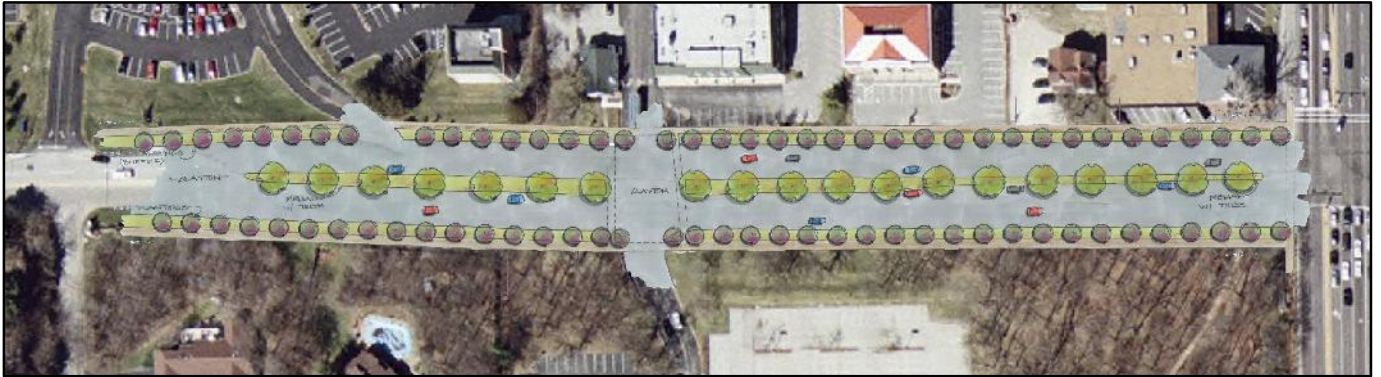
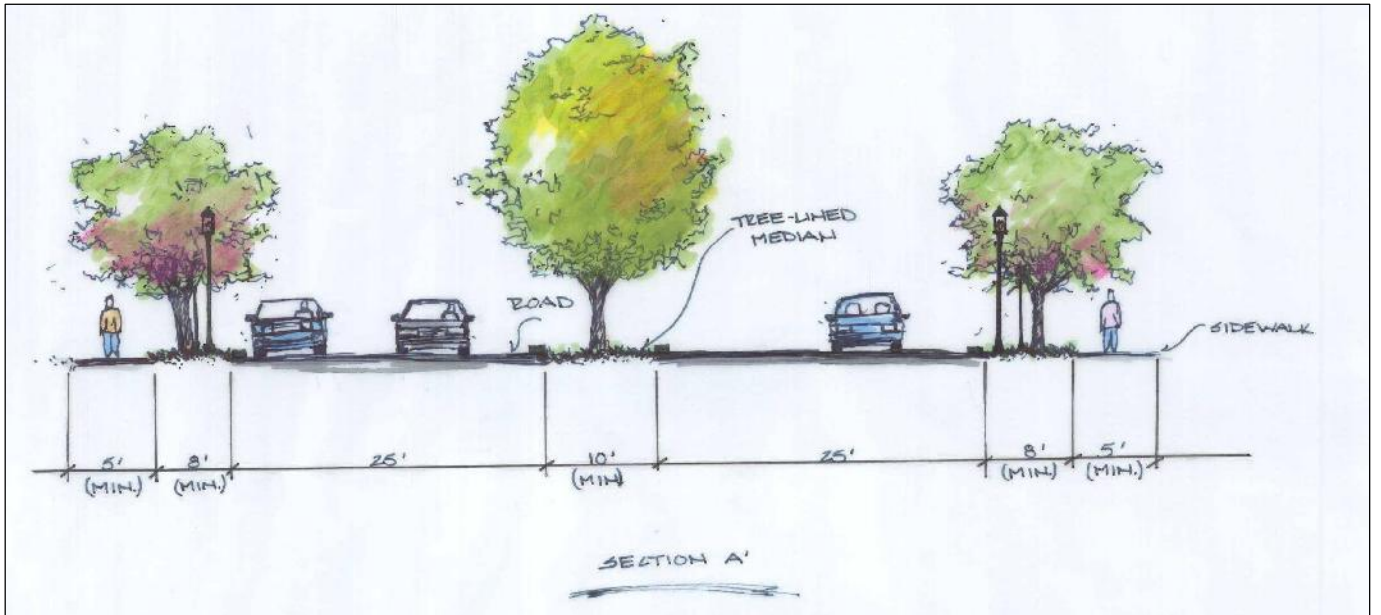


Figure 15—Concept 3: Cross Section



Implementation Strategy: Public Facilities & Transportation (continued)

3. Standardized Fixtures

- The City of Frontenac employs decorative traffic hardware as a means of City identification. Fixtures such as traffic lights, guardrails, electrical boxes, and sign poles have special treatment consisting of metallic black paint and fleurs-de-lis post caps on street signs. This simple treatment is very distinctive and gives Frontenac a unique look. Such treatment should be continued throughout the City.

Figure 16—Frontenac’s Decorative Traffic Hardware

4. Municipal Services and Facilities

- All municipal services are located in a single complex on Clayton Road between Lindbergh Boulevard and Spoede Road. The complex consists of 5 buildings including storage and maintenance structures situated on 2.75 acres of land. The services provided here include City Hall, Public Works, Municipal Court, Police Department, and Fire Department. The municipal complex is ideally located near the center of the City and along an arterial road. The age and original design of the structures and facilities are now outdated, insufficient, and inefficient. Further study is recommended to determine the feasibility of a new versus expanded City Hall facility and the proper size and design of new Public Safety facilities at the current location on Clayton Road.

Implementation Strategy: Public Facilities & Transportation (continued)

5. Storm Water Master Plan

- The City of Frontenac is experiencing increased localized flooding as a result of new construction and generalized flooding as a result of aging and failing infrastructure in adjacent upstream communities. To address flooding issues, the City is in the process of preparing a storm water master plan to identify existing problems. The City has adopted a storm water, erosion, and sedimentation control ordinance to prevent future problems. The associated control ordinance deals with local flooding by requiring developers to demonstrate that storm water runoff (including sedimentation and erosion) from a new development will not increase as a result of the development, regardless of lot size.

6. Maintenance of Electric Service

- City residents and businesses are experiencing higher frequency and longer duration power outages generally due to tree limbs falling on power lines and failing transformers and substations. The City should work closely with the electric utility provider, AmerenUE, to improve the reliability of electric service through regular tree-trimming practices and maintenance or replacement of aging infrastructure. In addition, the City and individual Neighborhood Associations should encourage the burying of power lines when new homes are constructed or existing homes undergo a renovation requiring utility upgrade.

7. Supplemental Municipal Funding

- The City should investigate alternative sources of funding for the projects identified in this Comprehensive Plan. Appendix E provides a directory of Missouri Municipal Funding Programs that should be considered to supplement City of Frontenac funds for such uses as roadway enhancement (including gateways, on and off-street connectivity, and streetscaping), neighborhood enhancement, and commercial business assistance.

Implementation Strategy: Commercial Character

1. Design Character & Quality Architecture

- Based on community input throughout the comprehensive planning process, design character and quality architecture are important community goals. To accomplish this, design guidelines should be developed for new or renovated commercial facilities within the community and an architectural review process enacted.
- These minimum guidelines should cover such key design aspects as setbacks, location and screening of parking, building materials, and compatibility with surrounding facilities and overall community context.
- Enhanced design guidelines and landscaping could occur through the Planned Development zoning district review process. To accomplish this, all commercially zoned land (C and C-1) should be transitioned to the Planned Development zoning classification.

2. Optimize Existing Commercial Sites

- The community desires that future commercial development occur primarily within existing commercially zoned and utilized property, such as the Clayton Road corridor, the West End Park area, and the Plaza Frontenac Planned High Fashion Center zoning district.
- To maximize the municipal revenue-generating capabilities of these areas, residential use should be avoided unless it is integral to a planned commercial/residential mixed use project.
- The City should review existing ordinances to allow for increased commercial density in exchange for higher quality construction and landscaping where it is determined to be appropriate.

3. Encourage Mixed Use Commercial Developments

- Mixing of uses (office, retail, services, entertainment, lodging, and public facilities) was identified as a desirable project type for the City of Frontenac. To achieve this, the City should ensure that the Comprehensive Plan, Zoning Ordinances, and Design Guidelines all are consistent in supporting mixed use commercial projects. However, as stated above, the character and quality of the architecture is much more important than simply mixing uses.

Implementation Strategy: Commercial Character (continued)

4. Quality Landscape Design

- Quality landscape architecture was also identified as important to maintaining and improving the character of the community. Landscape design guidelines should be incorporated in the design guidelines for new or renovated commercial facilities. This would provide minimum standards for the amount of landscaping, location, type of acceptable landscape and hardscape materials, and compatibility with surrounding facilities and overall community context.

5. Clayton Road Business District

- The establishments along Clayton Road and Lindbergh Boulevard constitute Frontenac's primary commercial districts. Major commercial landmarks in the City include Plaza Frontenac, Le Chateau Village, and The Hilton. Throughout the planning process, residents of Frontenac expressed opinions about these districts, both negative and positive. In summary, residents like the design of individual buildings but believe that the individual buildings do not constitute cohesive districts. Additionally, the intersection of Clayton Road and Lindbergh Boulevard is considered out-of-date and falls short of its development potential.

To improve the commercial character of Frontenac, the Clayton Road corridor between Lindbergh and Spuede was explored as a single business district with design standards adopted and applied as an Urban Design District. Urban design recommendations can follow increasing levels of detail from general master planning guidelines to specific architectural details. At this point only general recommendations can be made regarding urban design in the Clayton Road Business District. Further study and a more detailed Urban Design Plan should be completed in order for the area to be improved in an incremental, yet consistent, manner. In specific instances, the City of Frontenac may encourage consolidation of parcels and property development where necessary to ensure these high quality design and planned development objectives are met.

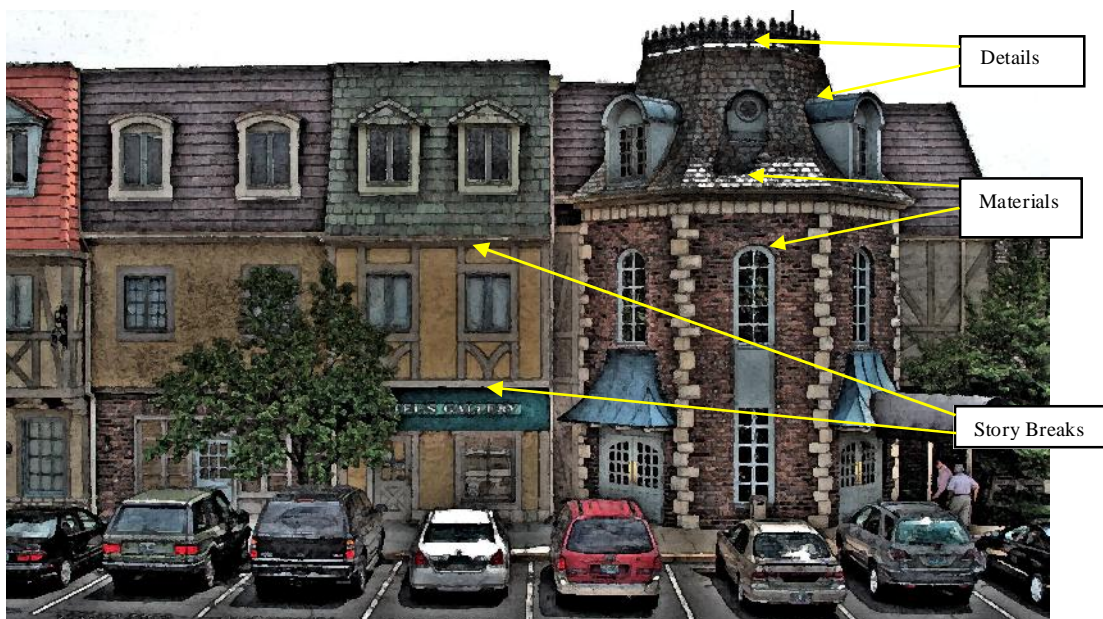
An Urban Design District should cover architectural and landscape criteria for both public and private areas, parking standards, open space/gathering area requirements, and multi-modal (vehicular, pedestrian, and bicycle) access with internal circulation.

Implementation Strategy: Commercial Character (continued)

General Recommendations:

- Site new buildings so as to create inviting public spaces.
- Building setbacks from the roadway should be adequate to install attractive landscaping.
- Parking should be sited to the side and rear of buildings and away from the fronting street.
- Building materials should reflect the construction industry’s highest standards. Full masonry is preferred to faux facades.
- Specific design guidelines have not been adopted, but the design of new buildings should reflect elements of the buildings around them. For example, certain distinguishable elements of Le Chateau Village are recognized in Figure 17. Future buildings in the vicinity should try to match one or more of these elements to help establish the District’s cohesiveness.

Figure 17—Clayton Road Urban Design Concept



Implementation Strategy: Commercial Character (continued)

6. West End Park Business District

- Located in the vicinity of Lindbergh Boulevard and German Boulevard in north Frontenac, West End Park stands out from the typical land use pattern in Frontenac. The homes and lots are significantly smaller than the residences common in the rest of the City and West End Park contains Frontenac's only local-scale commercial development. Future land use for the West End Park Business District is designated as Community Commercial. However, the Community Commercial land use category does not convey the vision or establish needed guidelines to insure the area redevelops according to expectations.

As in the Clayton Road Business District, only general recommendations can be made regarding urban design in this area. Further study of development constraints and a more detailed Urban Design Plan should be completed in order to establish more specific design criteria. An Urban Design District should cover architectural and landscape criteria for both public and private areas, parking standards, open space/gathering area requirements, and multi-modal (vehicular, pedestrian, and bicycle) access with internal circulation. In specific instances, the City of Frontenac may consider encourage parcel consolidation and property development where necessary to ensure that the community's design and planned development objectives are met.

General Recommendations:

- The West End Park Business District should be designed in a "town center" concept.
- Development and activities should be community-scale, meaning that the activities draw users from the West End Park neighborhood, other parts of Frontenac, and from nearby or adjacent municipalities.
- New buildings should reflect the goal of creating a town center and therefore be oriented toward German Boulevard as a main street or areas identified for civic or open space.
- Deer Creek should remain open and accessible as an open space amenity. Action should be taken to partner with Great Rivers Greenway and solidify this portion of Deer Creek within the regional greenway network.

Implementation Strategy: Commercial Character (continued)

Figure 18—West End Park Urban Design Concept



7. Attract Upscale Retailers & Restaurants

- The City should support commercial property owners or a local association of business owners in targeting, soliciting, and closing on prospective upscale retailers and restaurants that contribute to the desired character and business mix of the community.

Implementation Strategy: Residential Character

1. Encourage Renovation/Expansion

- The planning process recognized the desire of the community to encourage the renovation and/or expansion of existing homes in Frontenac, as opposed to tear-down of homes and new construction on the site, to retain the character of the area's neighborhoods. Several methods of supporting this goal include providing a FAR (Floor-to-Area Ratio) "bonus" for renovation/expansions, changing the permit fee structure to encourage renovations/expansions, or enacting residential design guidelines and an architectural review process.

2. Compatible Scale & Character

- An important factor affecting the character of Frontenac's neighborhoods is the redevelopment of residential parcels. In most cases, redevelopment involves the demolition of an existing home and replacement of the former home with a larger, more contemporary structure. Points of view vary on the impact of these new homes, but they often differ greatly in scale and character from surrounding homes in many of the neighborhoods.

A number of factors contribute to the situation described above. First, the City of Frontenac's Zoning Ordinances lacks restrictions that would limit the maximum size of a house. Second, subdivision covenants, indentures, and restrictions are often outdated, and vary in complexity and enforcement across the City. Third, the rising real estate market has dictated that the value of a residential lot for new home construction is equal to the cost of acquiring the lot and smaller home and demolishing the home for new construction.

Current zoning regulations specify only the minimum house sizes for each zoning district. Maximum house size and lot coverage are not covered by current zoning regulations (other than the general guidelines resulting from height restrictions and a 60% minimum greenspace requirement). The present statistics on the Floor-to-Area Ratio (FAR) between the size of the house (Floor) and the size of the lot (Area) in R-1 and R-2 Zoning Districts are provided in the next table.

A number of methods could be adopted by the City or Neighborhood Associations to address the issue of house size and neighborhood character. Where the issue of new house size is important to a subdivision, the subdivision indentures should be updated to address the issue.

The simplest methods would be to review front, side and rear yard setbacks; set minimum greenspace requirements; establish a maximum footprint or total house square footage; limit the number of floors (or height) above grade; or regulate the floor finish elevation of the first floor based on adjacent home grades or the street grade.

Implementation Strategy: Residential Character (continued)

City of Frontenac's Floor-to-Area Ratio Data			
Zoning District		FAR	Approximate House Square Footage
			<i>Based on 1 Acre Lot:</i>
R-1 District	<i>Smallest FAR</i>	.01	N/A
	<i>Largest FAR</i>	.28	12,200 SF
	<i>Average FAR</i>	.08	3,500 SF
	<i>Average FAR before 1990</i>	.07	3,050 SF
	<i>Average FAR after 1990</i>	.11	4,800 SF
			<i>Based on 7,500 SF Lot:</i>
R-2 District	<i>Smallest FAR</i>	.06	450 SF
	<i>Largest FAR</i>	.65	4,875 SF
	<i>Average FAR</i>	.25	1,875 SF
	<i>Average FAR before 1990</i>	.20	1,500 SF
	<i>Average FAR after 1990</i>	.40	3,000 SF

More specific methods of regulating house size could include one of the following:

- The first method would be to set a limit for new home construction based on a *Neighborhood FAR*. This could be adopted for the entire City or for individual neighborhoods. The *FAR limit* could be based on some percentage higher than the average FAR of homes built since 1990 City-wide or within a particular neighborhood. This recognizes the trend that buyers desire larger homes. Using 50% as an example, a new home would be permitted up to 7,200 square feet on a one acre lot, (150% X 4,800 SF) and up to 4,500 square feet on a 7,500 square foot lot (150% X 3,000 SF). This could be adopted in a manner that would not prohibit homes above the recommended FAR altogether, but instead allow homes larger than the FAR to be approved in limited cases through the zoning variance process.
- A second method would be to manage the size of new homes based on an *Adjacent-Home Percentage*, dealing more directly with the concerns of neighborhood scale and character. The house size limit could be established based on the average size of the two adjacent houses with which the proposed new house shares street frontage. For example, if a new house is proposed for a lot between a 2,500 square foot house and a 3,000 square foot house and an *Adjacent-Home Percentage* is set at 150%, the new home size limit would be 4,125 square feet, or $(2,500 \text{ SF} + 3,000 \text{ SF})/2 \times 150\% = 4,125 \text{ SF}$.

Implementation Strategy: Residential Character (continued)

3. Housing Variety

- Discussion was held on the desire to provide “life-cycle housing”, or a variety of housing types and sizes that would appeal to and serve the needs of residents throughout their life-cycle. Residents would find it attractive to move from smaller starter homes, to large family homes, to low or no-maintenance housing types as they progressed through various stages of age, income, and family size. To achieve this goal, Frontenac should continue to retain the R-2 (7,500 Square Foot Lot) zoning category and add a Planned Residential Development category.

4. Villa Homes

- Upscale Villa Homes were identified as an acceptable new housing type for the City of Frontenac. To achieve this, the City should ensure that the Comprehensive Plan, Zoning Ordinances, and Design Guidelines all are consistent in accommodating villa home projects. Villa developments should be particularly sensitive to the quality of the architecture and landscaping. A new Planned Residential Development category for detached and/or attached single-family planned residential developments (i.e., villas) should regulate unit density and establish a minimum lot size. Example lot size minimums and unit densities within underlying Zoning Districts are, for R-1, a five acre minimum lot size and up to 3.5 units/acre density, and for R-2 & C, a one acre minimum lot size and up to 6.0 units/acre density.

5. Impacts of Construction

- The impact of renovation/expansions or new construction in existing neighborhoods can sometimes be upsetting to the existing residents. In order to make this transition process as positive as possible, the City should improve or draft new ordinances regulating the off-site impacts of construction activity. These include the routing and timing of heavy vehicle traffic and the length of time permitted for construction activity or inactive periods.

6. Family-Oriented Neighborhood Design

- Family-orientation was recognized as an appealing residential characteristic of the community. One method of supporting this characteristic is through proper design. Wherever practical, site or connectivity improvements should be encouraged to connect neighborhoods with neighborhoods and neighborhoods with schools (e.g., safe walk or bike to school routes on public streets) and other community institutions.

Implementation Strategy Checklist

Frontenac Comprehensive Plan Implementation Strategy Checklist			
Plan Strategies	Project	Ordinance	Procedure
General Plan Implementation			
1. Plan Adoption			<input checked="" type="checkbox"/>
2. Plan Adherence			<input checked="" type="checkbox"/>
3. Plan Maintenance			<input checked="" type="checkbox"/>
4. Plan Availability			<input checked="" type="checkbox"/>
5. Land Use Code Revisions		<input checked="" type="checkbox"/>	
Community Character			
1. Gateways	<input checked="" type="checkbox"/>		
2. Greenspace		<input checked="" type="checkbox"/>	
3. Community Facilities, Programs & Events			<input checked="" type="checkbox"/>
4. Community Communications			<input checked="" type="checkbox"/>
5. Community Gathering Places			<input checked="" type="checkbox"/>
Public Facilities & Transportation			
1. Connectivity	<input checked="" type="checkbox"/>		
2. Streetscape Enhancement	<input checked="" type="checkbox"/>		
3. Standardized Fixtures			<input checked="" type="checkbox"/>
4. Municipal Services & Facilities	<input checked="" type="checkbox"/>		
5. Storm Water Master Plan			<input checked="" type="checkbox"/>
6. Maintenance of Electric Service			<input checked="" type="checkbox"/>
7. Supplemental Municipal Funding			<input checked="" type="checkbox"/>
Commercial Character			
1. Design Character & Quality Architecture		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. Optimize Existing Commercial Sites		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
3. Encourage Mixed Use Developments		<input checked="" type="checkbox"/>	
4. Quality Landscape Design		<input checked="" type="checkbox"/>	
5. Clayton Road Business District	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6. West End Park Business District	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Attract Upscale Retailers & Restaurants			<input checked="" type="checkbox"/>
Residential Character			
1. Encourage Renovation/Expansion		<input checked="" type="checkbox"/>	
2. Compatible Scale & Character		<input checked="" type="checkbox"/>	
3. Housing Variety		<input checked="" type="checkbox"/>	
4. Villa Homes		<input checked="" type="checkbox"/>	
5. Impacts of Construction		<input checked="" type="checkbox"/>	
6. Family-Oriented Neighborhood Design			<input checked="" type="checkbox"/>