

CHAPTER 2



Existing Conditions

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CHAPTER 2

Existing Conditions

History

In August of 1946, Woodson Terrace incorporated and became the Village of Woodson Terrace. At that time, Woodson Terrace was a farming community. There was a pig farm where the current John L. Brown Park is located. Neighboring community Saint Ann was becoming a large Catholic bedroom community, and nearby Overland was becoming a shopping community.

Woodson Road went as far north as St. Charles Rock Road. The City of St. Louis streetcar line ran north of St. Charles Rock Road and ended about one-half mile west. The Saint Louis County bus system's main storage garage was located at the intersection of St. Charles Rock Road and Brown Road.

Mr. Harry McKee (grandfather of Paul McKee of McEagle Properties) developed most of the housing in Woodson Terrace. He and his wife Helen loved Clearwater and Dunedin in Florida. He built homes on concrete slabs, like they did in Florida, because of the high water table. In 1952, they started building a shopping center: Woodson Hills Shopping Center. Each store had its own concrete floor elevation. That elevation is what kept larger stores from occupying space in Woodson Terrace.

As the population increased with the annexation of surrounding areas, a study was conducted and it was generally conceded that changing from Village to City (of the fourth class) would improve the government operations. In 1954, the Village of Woodson Terrace became the City of Woodson Terrace.

In 1952, plans for interstate highways were developed. By 1965, the airport and Highway 70 development were in full swing. Woodson Road was four lanes and the main artery to the airport. During the latter part of the 1960s, Woodson Terrace experienced a growth in both population and economic development. Several businesses were developed along the Woodson Road and Natural Bridge Road. These businesses included hotels, motels, strip malls, and both fast-food and dine-in restaurants. The businesses flourished along these corridors due to Woodson Road being the main transportation corridor through the area and served many customers from Clayton and West Counties. However, the opening of I-170 resulted in the loss of clientele for these businesses- a diversion of traffic often associated with bypass routes from roads through communities.

Woodson Terrace continues to be a stable, middle-income community, but has never fully recovered from the loss of business that occurred on late 1960s and 70s. The community has initiated the task of taking a fresh look at the situation and transforming the City into a distinct and identifiable community again. This comprehensive plan is the first step in that direction.

Peer Communities

Historic and current socio-economic trends affecting the City of Woodson Terrace provide foundation for future growth. The following information provides a better understanding of the City's resident population and helps dictate future planning and land use policies. In order for the community to develop on a path that will provide a sustainable future, it is critical to compare trends of socio-economic information from peer cities to provide a more dynamic socio-economic analysis and help differentiate between local, isolated events and regional trends. For the purposes of this plan, the following cities are selected as "peer" cities (refer to Map 2.1).

- City of Rock Hill
- City of Dellwood
- City of Shrewsbury
- City of Ferguson

Criteria for the selection of the peer cities include:

- Population and density
- Median age and population distribution by age group
- Size of the community (in terms of land area)
- Class of the City
- Location in St. Louis County
- Interstate access
- Recent development trends
- Types of business attracted to the community in recent past
- Median income
- Median housing value

The data for this analysis was assembled from the U.S. Census Bureau's decennial census and other reliable sources¹. An understanding of the regional socio-economic trends and local issues will help the City of Woodson Terrace plan for the future and meet the needs of its residential, institutional, and commercial population. This information also provides an important starting point for understanding future growth trends and existing market conditions that assist in determining recommendations for planning and implementation strategies.

¹ Missouri Circular Area Profiles, www.citydata.com

Demographic Profile

At the time of Census 2000, 4,189 people lived in the City of Woodson Terrace. The estimated population for the year 2008 was 4,008—a decline in population of 4.3 percent.

Exhibit 2-1 shows a comparison of population change in Woodson Terrace with respect to the peer communities between 2000 and 2008. While St. Louis County and the State of Missouri have gained population, all the peer communities show a trend of population loss. Woodson Terrace is composed of 83.1 percent Caucasians and 11.6 percent African Americans & 5.3 percent population belonging to other races (Exhibit 2-2).

EXHIBIT 2-1: PERCENTAGE CHANGE IN POPULATION (2000-2008)

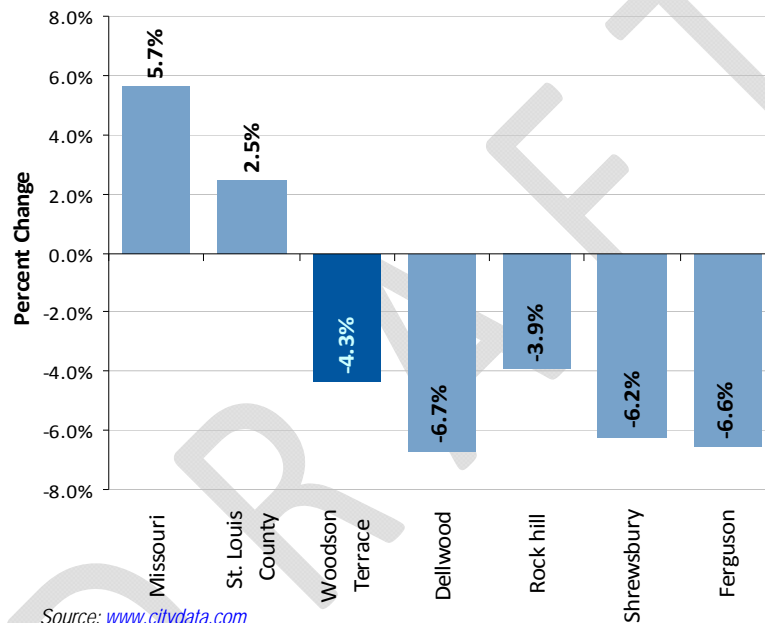


EXHIBIT 2-2: RACIAL MAKE-UP (2008)

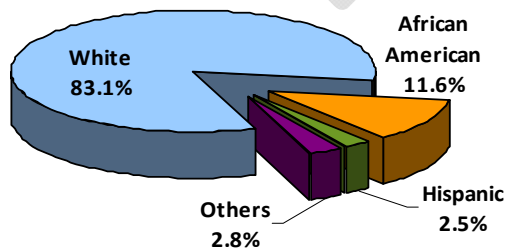
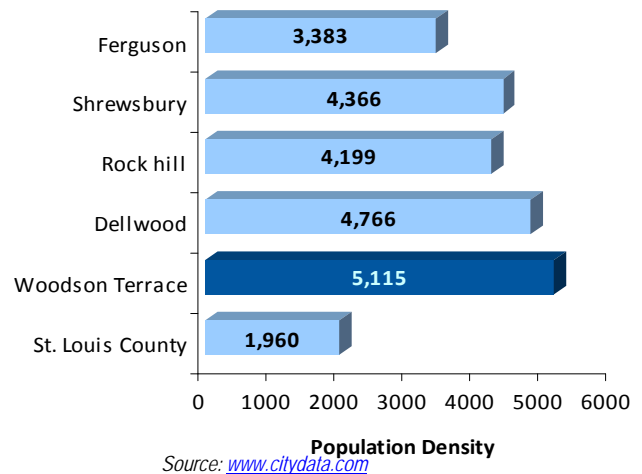


EXHIBIT 2-3: POPULATION DENSITY (POP/SQ MILES)

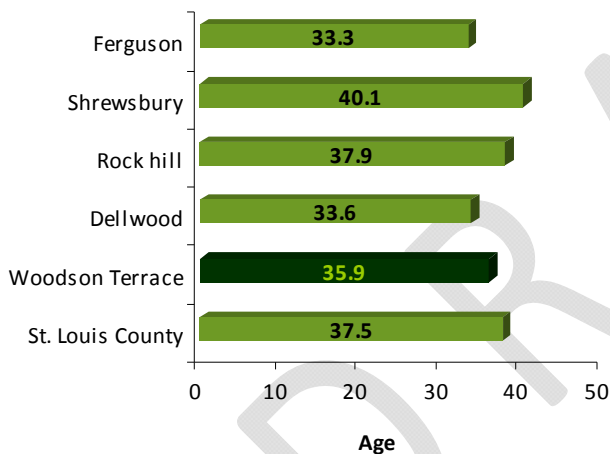


The population density, household size, median age, and population distribution by age group—along with the total population—paint a demographic profile of the area that can help communities and developers make preliminary decisions about the types of businesses and housing that can be successful for the area.

The estimated population density in the City of Woodson Terrace in the year 2008 was 5,115 people per square mile. It was substantially greater than the St. Louis County. Exhibit 2-3 represents population density of the community compared to the County and the peer communities.

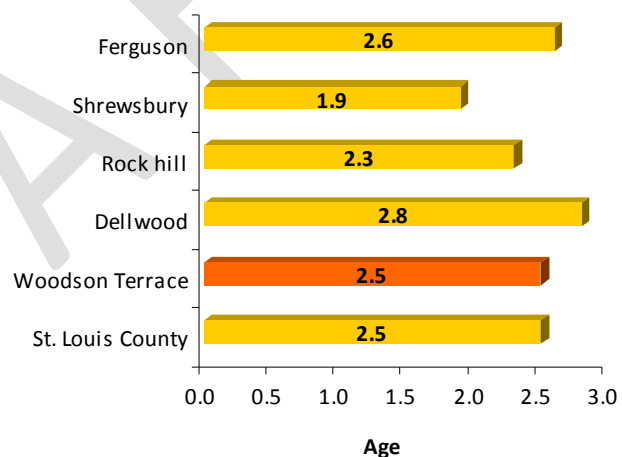
The median age in 2007, was 35.9 years, which is comparable to the County demographics and most of the peer communities (Exhibit 2-4). Average household size of Woodson Terrace was 2.5 in the year 2000 (Exhibit 2-4). Of all the communities, City of Shrewsbury has the highest median age of 40.1 years, but lowest household size suggesting larger percentage of singles in the older age group. Ferguson, on the other hand, has the lowest median age (33.3) years and the largest percentage of population under age 19. At the same time the household size is 2.6. These statistics suggest that there are a lot of younger families and young singles in the City of Ferguson (Exhibit 2-6).

EXHIBIT 2- 4: MEDIAN AGE (2008)



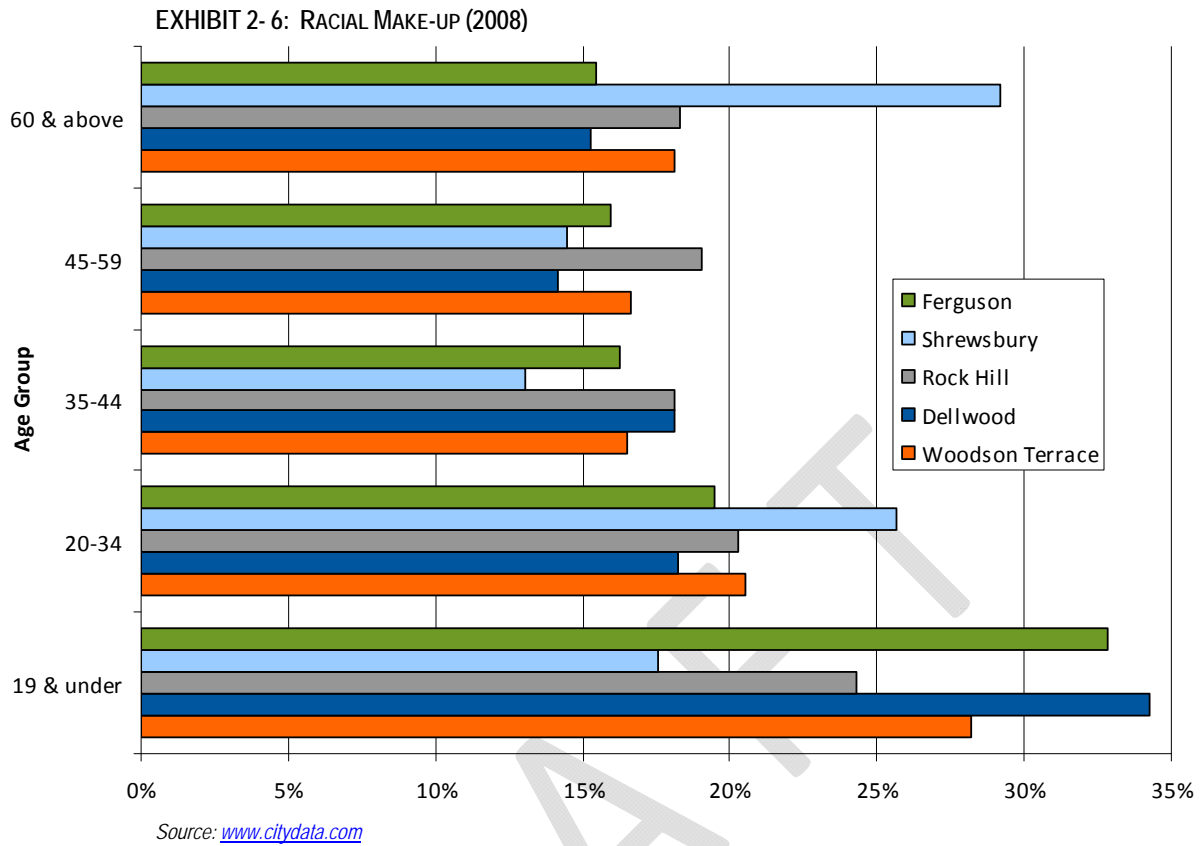
Source: www.citydata.com

EXHIBIT 2- 5: MEDIAN AGE (2008)



Source: www.citydata.com

In addition to good access and positive business climate, Ferguson is attracting the kind of development that creates a vibrant atmosphere in the community. The demographics of Woodson Terrace are comparable to Ferguson with respect to median age, household size, and age groups (Exhibit 2-4, 2-5 & 2-6)). Other factors, such as household income and cost of living, are also comparable. However, one of the most important factors that is helping Ferguson attract businesses is direct access from I-70. While the City of Woodson Terrace has good access from I-70, it is not as direct and welcoming as the City of Ferguson. Lack of proper signage also might play a role in difficult access issues. Interstate access challenges will be discussed in detail later in the chapter.



Educational Establishments

Map 2.2 shows the location of various educational establishments in the area including school district boundaries and college campuses.

Ritenour School District

Woodson Terrace is served by the in the Ritenour school district. It is one of the oldest districts in the metropolitan area. The district began with Buck School; a one-room log cabin built in 1846 and has grown to be a K-12 district. The district has earned national accolades for academic improvement, community engagement, and financial management. Ritenour has nine schools serving nine municipalities, with more than 600 professional employees. The school district is highly involved in community collaboration for the creation of a successful environment to learn, live, work, and play. The school district is keenly aware of the need for a healthy economic environment for growth in area municipalities. The school district has also sought to lead by example by attaining a Leadership in Energy and Environmental Design (LEED) Certification of Gold in their new Brown Early Childhood Center on Woodson Road. The school district is supportive of healthy, active lifestyles for an economically diverse population of children and young adults.

Columbia College

Woodson Terrace is also home to Columbia College extended campus. The main campus is located in Columbia, Missouri, and was founded in 1851. In 1970, the college became a 4-year liberal arts and sciences institution. Today the college serves nearly 25,000 students through over 30 nationwide campuses, online campus, evening campus, day campus and graduate studies program. Columbia College is accredited by The Higher Learning Commission and is a member of the North Central Association of Colleges and Schools.

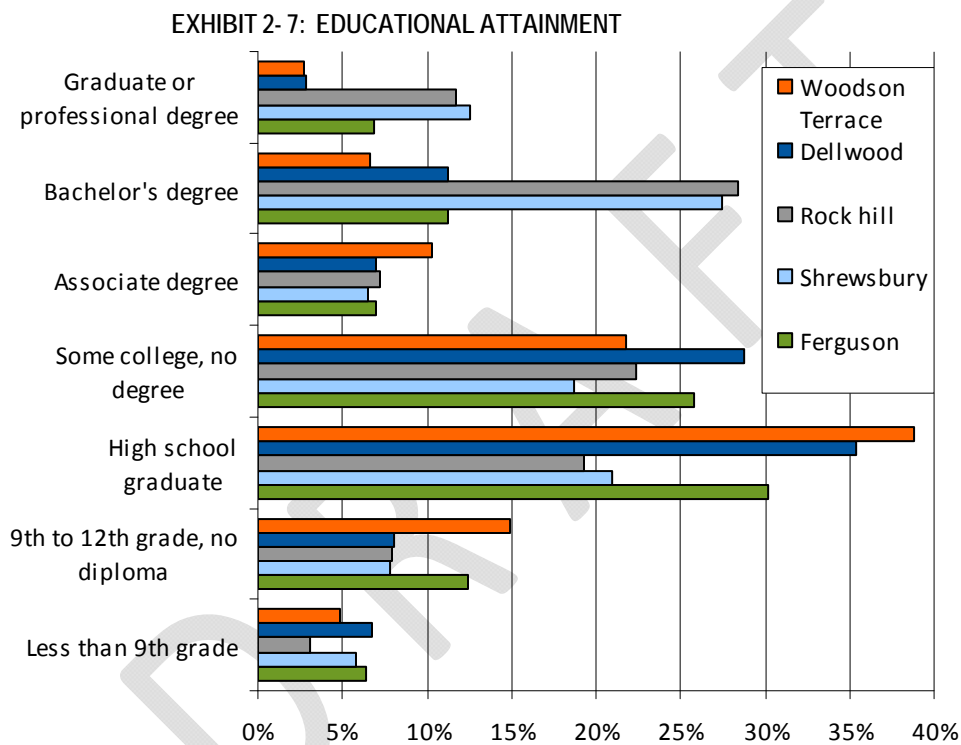
Columbia College campus in Woodson Terrace was established in 1973 and has an average enrollment of 5000 students a year. Campus amenities include two computer labs available to students during day and night, one student research lab, a student lounge, and a student dining area. The college offers associates', bachelors', and master's degrees. The college also offers 8-week courses and evening and online classes.

University of Missouri - St. Louis

Woodson Terrace is also in close proximity to University of Missouri at St. Louis. UMSL is the largest university in the St. Louis area and the third largest university in Missouri. Woodson Terrace is approximately 4 miles from the university.

Educational Attainment

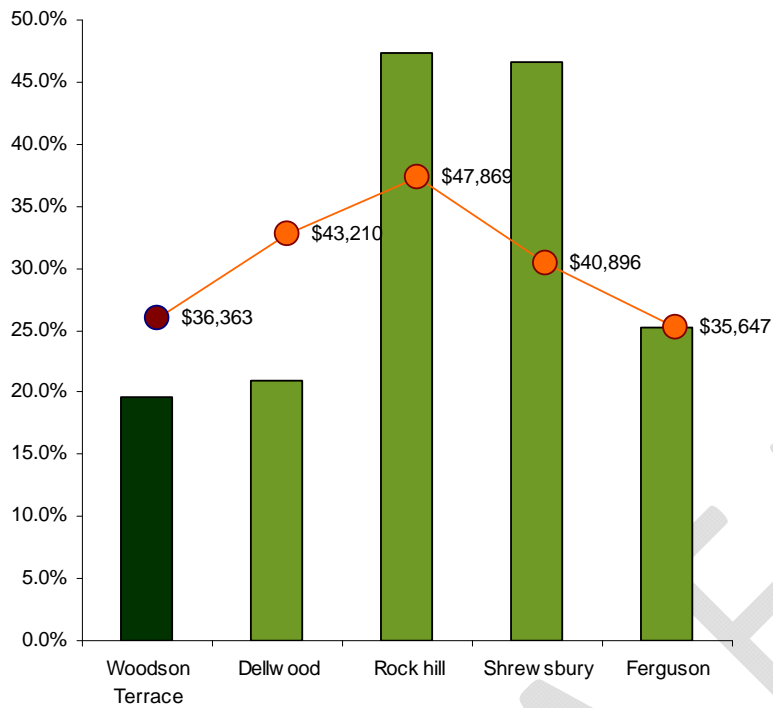
Exhibit 2-7 shows the educational attainment of the segment of the population 25 years and older. The graph shows that Woodson Terrace ranks high compared to its peer communities in high school level education. However, the education attainment drops in case of higher education. There could be several factors affecting these statistics. People generally tend to move out of the community to attain higher education. Also, industries offering white collar jobs are necessary to retain people with higher education in the community. The primary industries in and around Woodson Terrace are transportation, logistics, or manufacturing. These industries tend to be labor-intensive, and do not require people with graduate degrees.



Source: www.citydata.com

Educational attainment is an area that may affect the occupation of people living in the area. However, as Exhibit 2-8 suggests that it does not correlate to the median income and consequently the quality of life of the people living in the area. Therefore, it is vital that Woodson Terrace try to attract businesses and industries that can take advantages of its strengths, such as proximity to the airport, the central location, and access to interstate highways.

EXHIBIT 2- 8: HIGHER EDUCATION VS MEDIAN INCOME (2008)



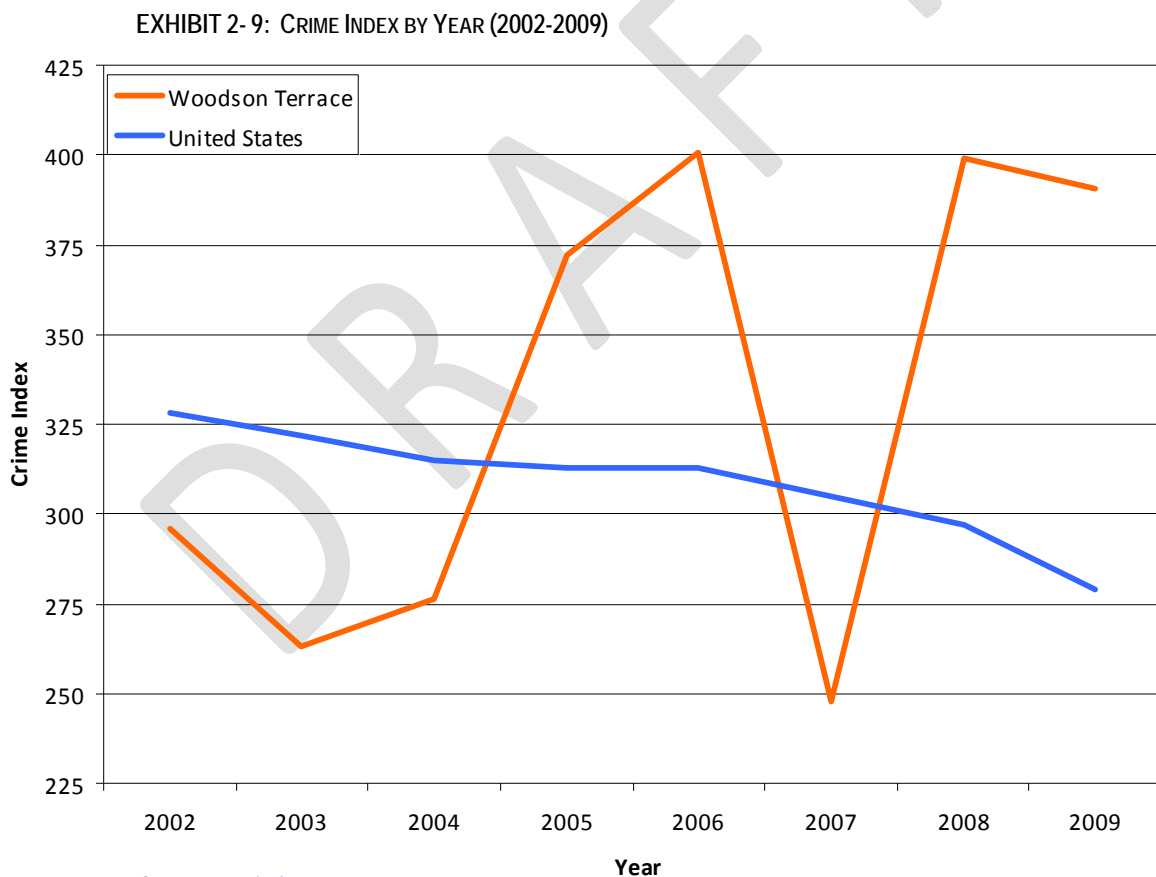
Source: www.citydata.com

Crime Statistics

There are seventeen (17) police officers, including the police chief, in the Woodson Terrace Police Department. There are three officers in each shift, and four to five officers on reserve. There are 4.24 police officers per 1,000 people living in the community.

Exhibit 2-9 shows the overall crime index in the community from 2002 to 2009. The average United States crime index has gone down over the years. The graph does not show a particular trend in Woodson Terrace. The years 2006 and 2008 show the highest number of crimes.

In a discussion with the police department, it was indicated that the department mainly deals with calls related to car thefts, mostly because of failure to return cars to the rental car agencies, thefts at the hotels, teenage crime, speeding, domestic violence, and drug-related incidents, especially in the mobile home park. Almost 65 percent of the calls to which officers respond are from the hotels.

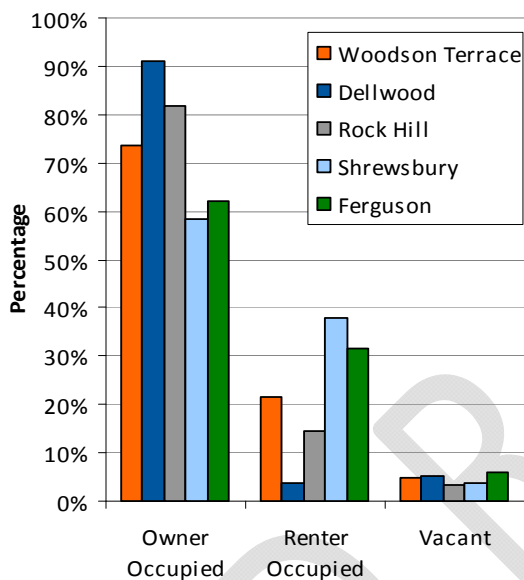


Housing

There were 1,788 houses in the City in the year 2000. Of these, 1,314 were owner-occupied and 385 were renter-occupied. Around 89 units were vacant at that time. Exhibit 2-10 shows the comparison of owner-occupied housing, renter-occupied housing, and vacant housing with peer communities.

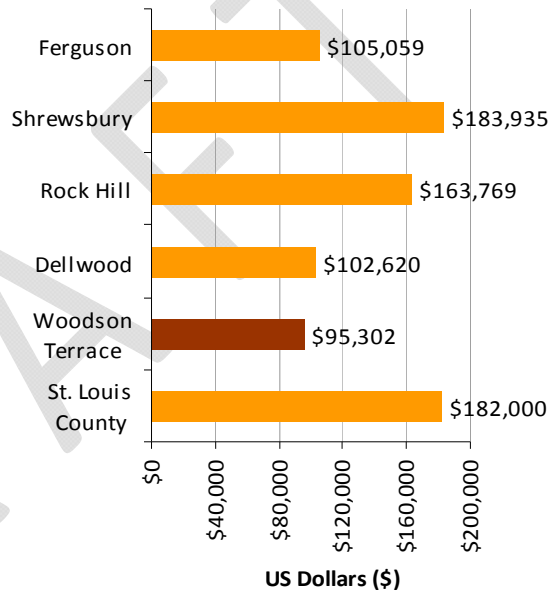
The estimated median value of homes owned in the community (houses and condominiums) in Woodson Terrace in the year 2008 was \$95,302. A comparison of estimated values of homes in peer communities with Woodson Terrace is shown in Exhibit 2-11. The graph shows the highest values were reported in the Shrewsbury (\$183,935).

EXHIBIT 2- 10: HOUSING OCCUPANCY STATUS



Source: www.citydata.com

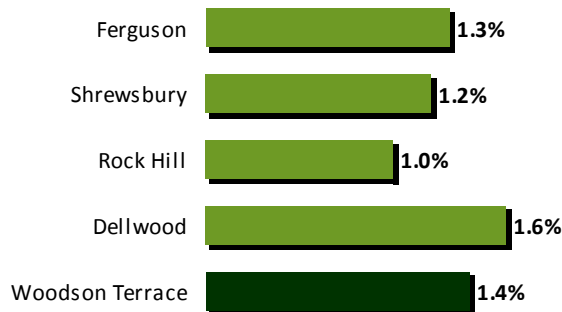
EXHIBIT 2- 11: MEDIAN VALUE OF HOMES (2008)



Source: www.citydata.com

The median real estate tax in the City of Woodson Terrace is 1.4 percent. Exhibit 2-12 shows the real estate taxes for other peer communities compared to Woodson Terrace.

EXHIBIT 2- 12: REAL ESTATE TAXES (2008)



Source: www.citydata.com

An analysis of building permit data reveals that the community has not seen significant new home building activity in recent years. The permits include building improvements such as new fencing and construction of garages and patios, etc. Most recent housing development called “The Villas at Woodson Ridge” built on the south of Ambro Lane, west of Woodson Road. Of the 19 sub-divided lots, four villas have been built to date. Poor economy and general housing slump in recent years could be the main reasons for lack of building activity in the community. Besides, Woodson Terrace is primarily a land-locked and built-out community with very little vacant land for new housing. The building permits data also shows a drop in the permits in the past 2 years compared to previous years.

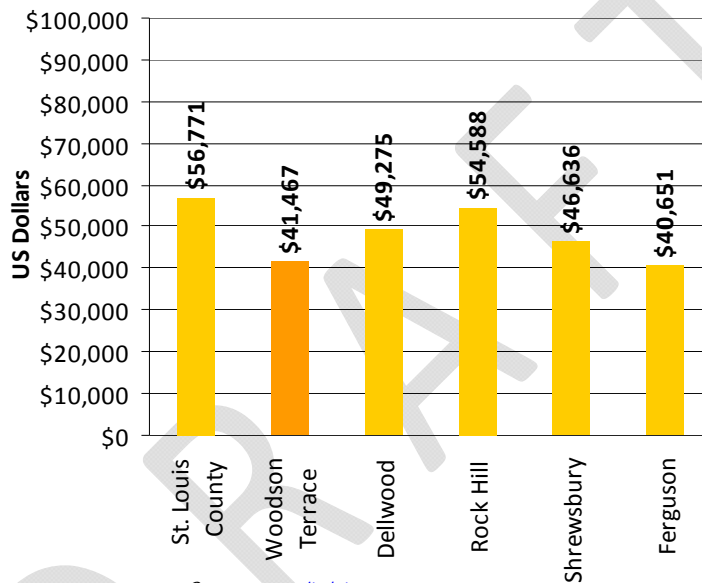
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Economic Profile

The median household income in the City of Woodson Terrace was \$41,467 in the year 2008 (Exhibit 2-13). It was \$35,647 in the year 2000 a rise of 16.3 percent.

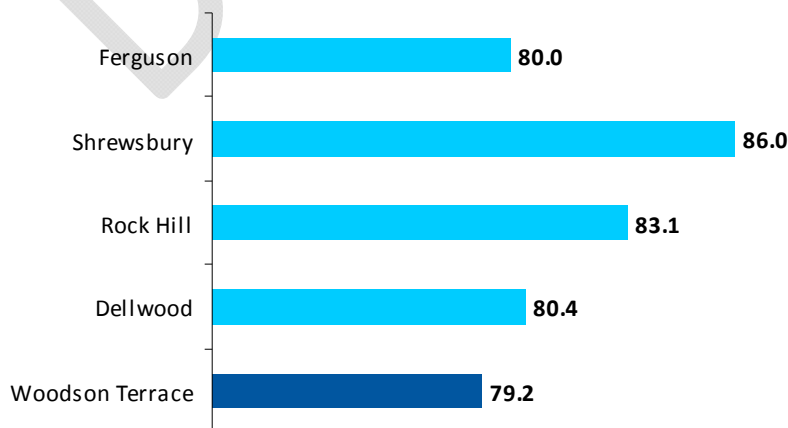
The cost of living index is calculated by using income and living expense information. It takes various incomes, in a certain area, and estimates how the income can handle living expenses. A cost of living index 100 indicates that the community is more affordable compared to US average (100). Exhibit 2-14 shows cost of living index of Woodson Terrace in comparison with its peer communities. Of the peer communities, Woodson Terrace has the lowest index of the communities identified.

EXHIBIT 2- 13: MEDIAN HOUSEHOLD INCOME (2008)



Source: www.citydata.com

EXHIBIT 2- 14: COST OF LIVING INDEX (2008)



Source: www.citydata.com

Table 2-1 shows the most common industries and occupations for men and women in the City of Woodson Terrace.

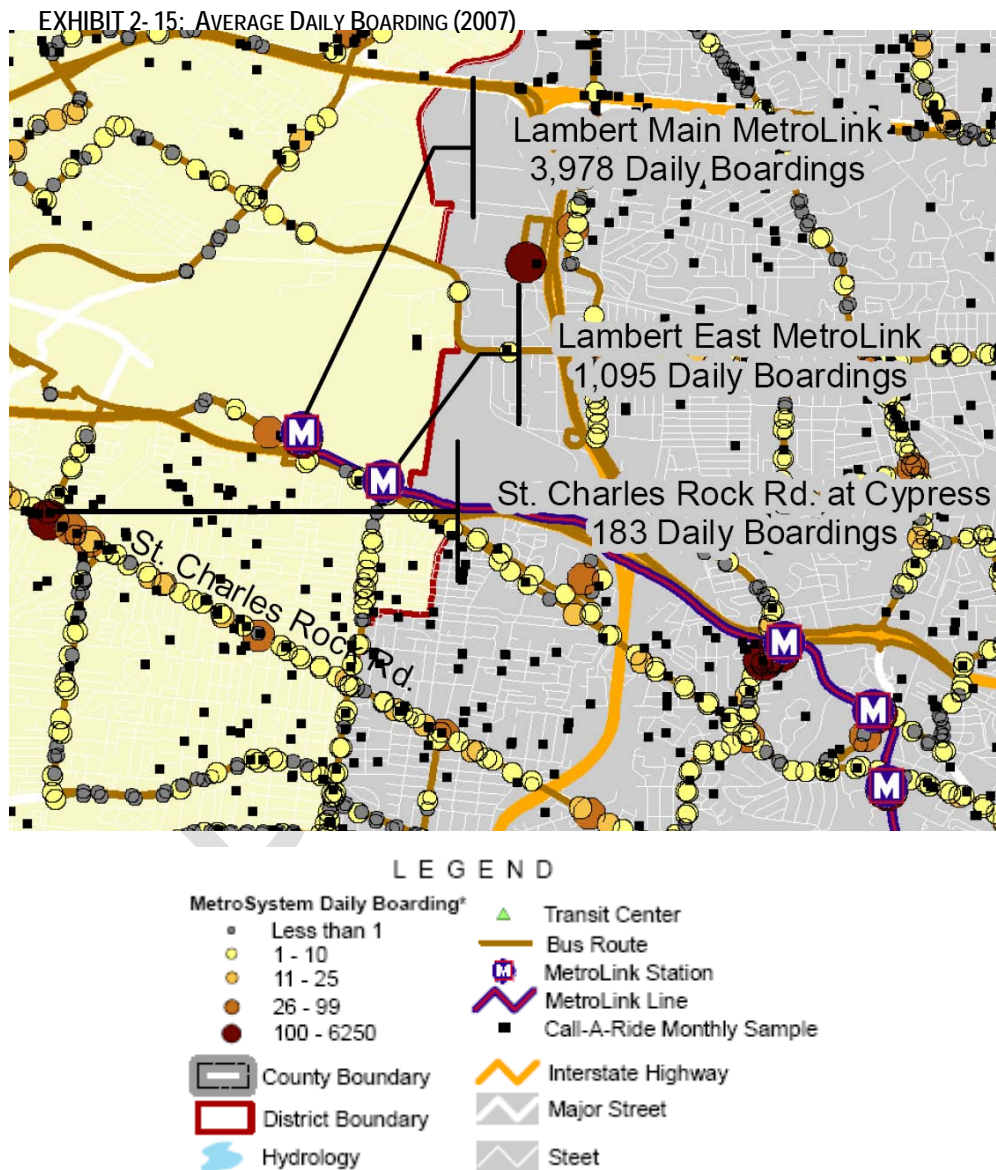
TABLE 2-1: MOST COMMON INDUSTRIES AND OCCUPATIONS IN WOODSON TERRACE

Most common industries			
Males	(%)	Females	(%)
Construction	17	Health care	15
Other transportation, and support activities, and couriers	6	Accommodation and food services	11
Health care	6	Finance and insurance	9
Repair and maintenance	6	Educational services	8
Accommodation and food services	5	Administrative and support and waste management services	5
Transportation equipment	5	Public administration	5
Truck transportation	4	Construction	4
Most common occupations			
Males	(%)	Females	(%)
Computer specialists	8	Secretaries and administrative assistants	9
Material recording, scheduling, dispatching, and distributing workers	7	Waiters and waitresses	8
Vehicle and mobile equipment mechanics, installers, and repairers	6	Other management occupations except farmers and farm managers	5
Other management occupations except farmers and farm managers	6	Cashiers	5
Driver/sales workers and truck drivers	6	Retail sales workers except cashiers	5
Assemblers and fabricators	5	Registered nurses	4
Construction trades workers except carpenters, electricians, painters, plumbers, and construction laborers	4	Nursing, psychiatric, and home health aides	4

Source: www.citydata.com

Transit Facilities

Mass transit facilities are of prime importance to the businesses in the City of Woodson Terrace. A lot of employees who commute to and from Woodson Terrace for work depend on these facilities. Therefore, a reliable and well-connected network of these facilities is vital for the success of this area. Map 2.3 shows the MetroLink and Metro bus facilities available in the area. Exhibit 2-15 shows the daily boarding ridership information of Metro System (bus and light rail) in the area based on data collected in the year 2007.



Source: Metro St. Louis (www.metrostlouis.org)

MetroLink

MetroLink is a major regional investment in infrastructure that remains an important market growth element providing linkage to the airport, downtown, and Clayton that otherwise would not be provided to the immediate market area. MetroLink provides transit market capacity to the immediate market area.

The closest MetroLink station is on the north of the city (Exhibit 2-16). The station is focused on airport access. There is no viable access from Woodson Road or Natural Bridge Road due to lack of pedestrian, bicycle, or automobile access. I-70 cuts off access between the East Terminal MetroLink station to Woodson Road and Natural Bridge Road in Woodson Terrace. These roads are home to numerous businesses that employ people from the region who depend on transit facilities to commute to work. People using MetroLink currently have to use the bus system to get to work, adding time and inconvenience to the commute.

EXHIBIT 2- 16: METROLINK STATION ACROSS I-70



Source: CH2M HILL

MetroBus Services

In large metropolitan areas, bus transportation is an integral part of regional transportation options and connectivity. This is especially true in Woodson Terrace. The bus service available within the area adds to the multi-modal elements in the marketplace and provides connectivity at the MetroLink station to

the entire Metro service area. As of August 2010, there are four MetroBus routes that serve the community (refer Map 2-3):

- **Route 34:** This route connects Hanley station to Riverport and Harrah's Casino. The bus is focused on minimal stops along I-70, but does serve Lambert International Airport.
- **Route 35:** This route connects Rock Road station to North Hanley Station, connecting Northwest Plaza, DePaul Medical Center, Boulder Industrial Drive, Rock Industrial Park Drive, and St Louis Mills. A connecting route (Route 66) can be taken at the Woodson Road and St. Charles Rock Road intersection.
- **Route 49:** This route connects North Hanley Station to Ballas Road, mainly connecting Natural Bridge Road and Lindbergh Road. A connecting route (Route 66) can be taken at the Woodson Road and Natural Bridge Road intersection. The bus also stops at the Lambert airport.
- **Route 66:** This route connects the Village Square Center to Clayton MetroBus Center, connecting North Lindbergh, Natural Bridge, Woodson, North, and South Roads. This is the bus line that currently serves Woodson Road and connects MetroLink Station to St. Charles Rock Road. However, there are only 3 trips between 6:00am to 7:30am and 3 trips between 3:30pm and 6:00pm serving this region. There is no service during nights and in weekends.

Bus Stops

Any transit facility requires adequate spacing of stops to maintain speed and walking distance between the stops. The optimal bus stop spacing for most transit routes is between 1,000 and 2,000 feet. In most U.S. cities, the typical bus stop spacing is between 650 and 900 feet. Reviews of bus stop locations on Woodson Road reveal that some of the stops are located as closely as 400 feet, well below the preferred spacing (Map 2-3). The quality of bus stops also varies dramatically from the sheltered bus stop, with amenities such as bench and lights as shown in the Exhibit 2-17, to a bus stop with no pad or bus route numbers.

EXHIBIT 2- 17: SHELTERED BUS STOP ON NATURAL BRIDGE ROAD



Source: CH2M HILL

Private Free Shuttle Service

There are several hotels along Woodson Road and Natural Bridge Road. Most of these hotels operate shuttle service for their visitors to and from airport. These shuttles are free and operate at 20-minute intervals during peak hours. The visitors also use the shuttle to get to the MetroLink Station at the airport in order to go to various places in the St. Louis region.

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Existing Road Infrastructure

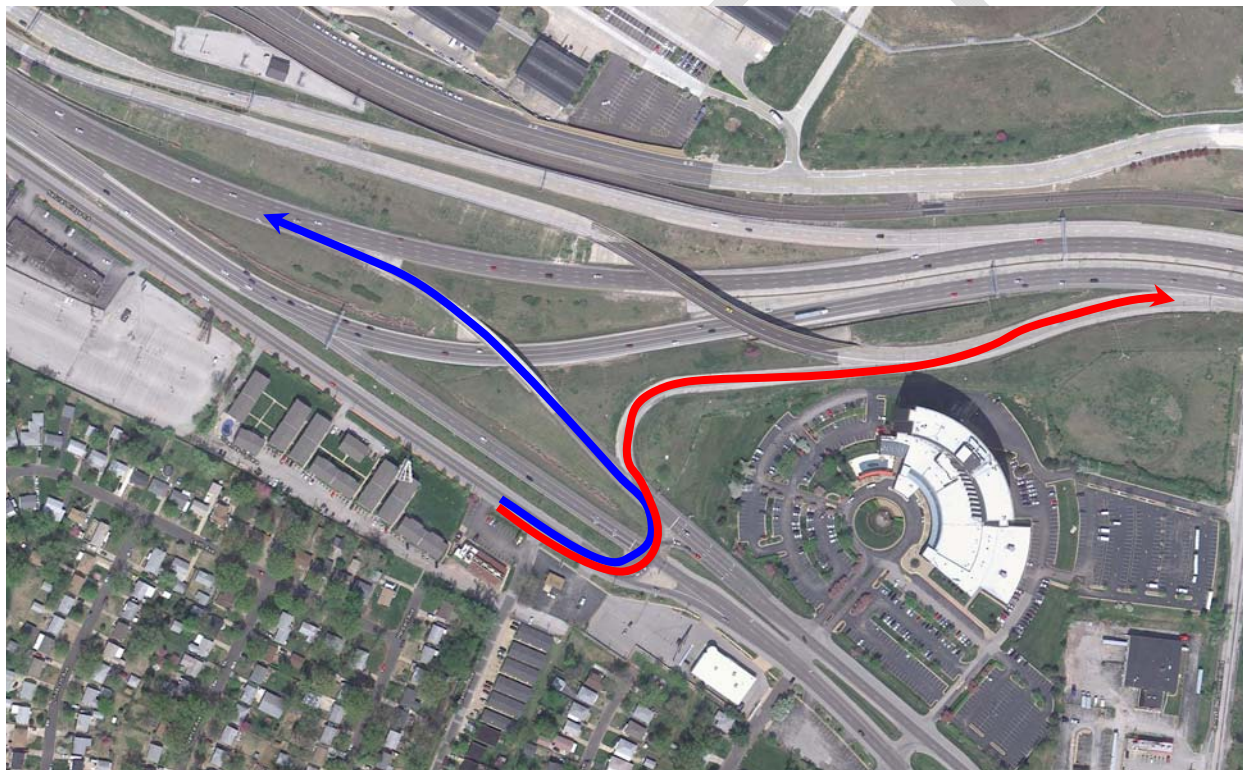
Access from I-70

There are two access points to the City of Woodson Terrace at I-70, but neither provides direct access. One interchange is located at I-70 and Natural Bridge Road, and the other at I-70 and Airflight Drive.

I-70 at Natural Bridge Road

The interchange, or ramp termini, at Natural Bridge Road and I-70, east of Woodson Terrace, is one-half mile from Woodson Road in the City of Berkley. This interchange provides access to the City. The ramp terminus is located at a signalized intersection at Natural Bridge Road, providing access to both directions of I-70; however, it only provides an eastbound exit from eastbound I-70. There is no westbound exit at Natural Bridge from westbound I-70 (Exhibit 2-18).

EXHIBIT 2- 18: RAMP CONFIGURATION AT NATURAL BRIDGE ROAD AND I-70, EAST OF WOODSON TERRACE

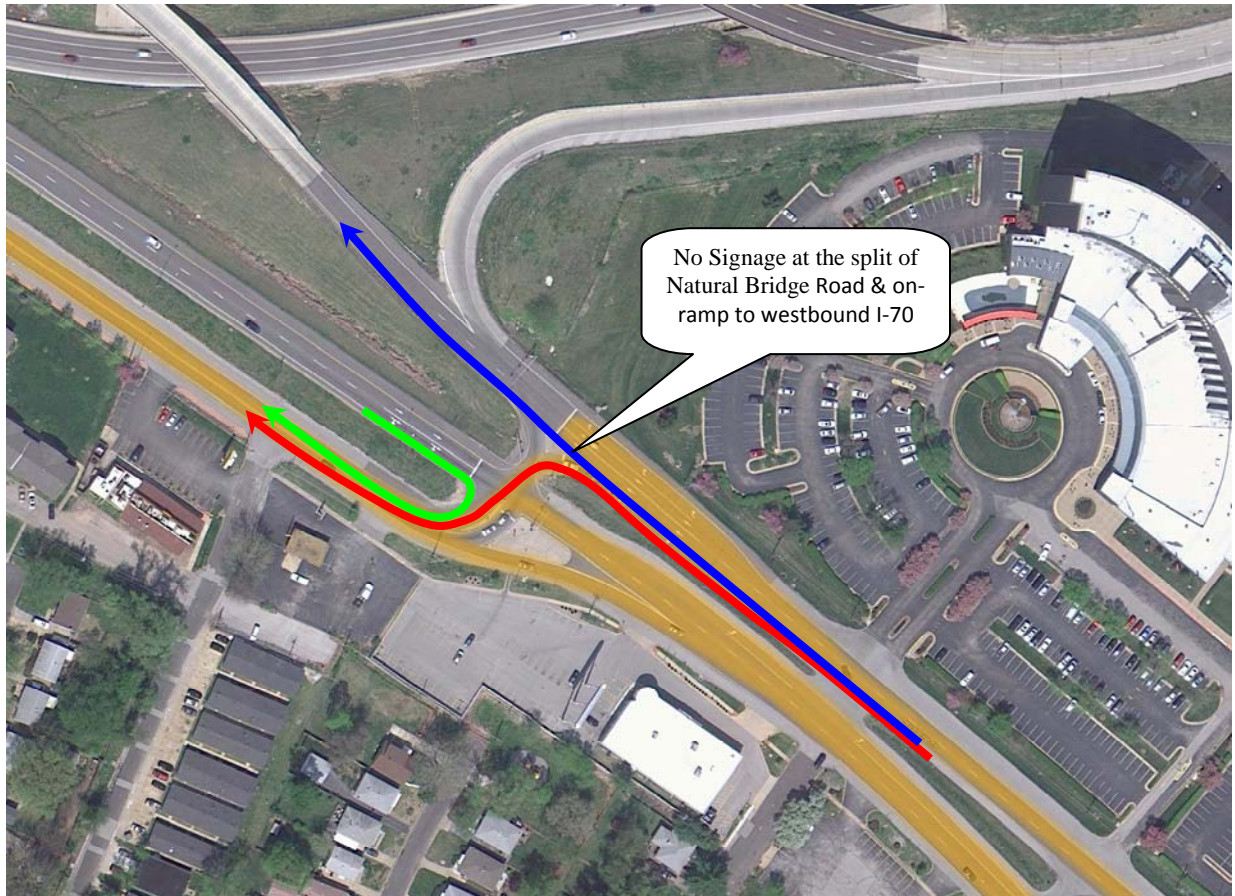


Source: St. Louis County GIS, CH2M HILL

The intersection where the entrance ramps and exit ramps meet with Natural Bridge Road is an extremely confusing intersection for both residents of the community and visitors to the community (See Exhibit 2-19). The exit ramp from westbound I-70 is in the same area, but only provides access to Lambert International Boulevard for access to Lambert International Airport. The ramp is just west of the Brown Road overpass of I-70. This ramp is intended only for travelers going to the airport, and does not connect any communities in the south unless one travels approximately 1.5 miles to Air Flight Drive.

The exit ramp for the eastbound I-70 to Natural Bridge Road leads straight to eastbound Natural Bridge Road, but a U-turn is required to travel westbound on Natural Bridge Road leading to the City of Woodson Terrace. The entrance ramp from Natural Bridge Road onto westbound I-70 is equally confusing. Westbound Natural Bridge Road essentially becomes the entrance ramps to both east- and westbound I-70. Roadway users must make a left turn to continue on Natural Bridge, an “S” movement. This interchange/intersection is extremely confusing, in addition to there being no clear directional signage. This intersection provides a major difficulty for the visitors to access the City of Woodson Terrace.

EXHIBIT 2- 19: ACCESS TO NATURAL BRIDGE ROAD AND SIGNAGE ISSUES



Source: St. Louis County GIS, CH2M HILL

The Missouri Department of Transportation has performed project scoping for this intersection for signal replacement and addition of pedestrian signals. No funding for the project has been identified.

I-70 at Airflight Drive

The west access that serves Woodson Terrace is located at Airflight Drive. The interchange consists of an unusual combination of ramps on the north and south side of I-70. This interchange is approximately 0.7 mile from Woodson Road. Eastbound I-70 exit at this interchange is actually a “T” intersection to Pear Tree Lane in the City of Edmondson. A left turn will lead to a traffic signal at Airflight Drive were travelling directly eastbound will lead to the City of Woodson Terrace, and to the north to the Airport.

The westbound I-70 exit leads to a traditional tight diamond intersection on the north side of I-70. A motorist would need to make a left turn to southbound Airflight Drive, then another left turn at Natural Bridge Road to travel eastbound to the City of Woodson Terrace. Access from Woodson Terrace to eastbound I-70 at this interchange is by way of a U-ramp. A right turn from Natural Bridge at Airflight Drive and a left turn to the I-70 entrance ramp will access westbound I-70.

Access from I-170

There are two ways to access Woodson Terrace from I-170: via St. Charles Rock Road and Natural Bridge Road. The Natural Bridge Road exit can be used by way of an exit ramp then travelling 1.3 miles to the intersection of the I-70 ramps at Natural Bridge Road. The South Outer Road for I-70 is Natural Bridge Road, and the configuration of Natural Bridge Road from the east to enter the city limits is difficult to navigate. Traveling westbound from I-170, a motorist must travel through the Brown Road intersection to the traffic signal at the I-70 ramps. At this intersection, a motorist must make a left turn to stay on Natural Bridge Road travelling west to Woodson Terrace. If one does not make the left turn at the ramps, a motorist would travel to westbound I-70 partially due to the configuration of Natural Bridge Road and partially due to lack of any way finding signage warning the driver in advance of the turn.

The St. Charles Rock Road access to Woodson Terrace is easier but requires travelling 1.8 miles farther. Motorists northbound on I-170 would exit to St. Charles Rock Road; make a left turn to westbound St. Charles Rock Road, travelling 1.3 miles to Woodson Road, then travel north 0.5 mile to the City limits.

Arterial Roads

Map 2.4 shows the street network and the hierarchy of streets in and around the City of Woodson Terrace. Natural Bridge road is a major east-west arterial in the community and the front door to the community from the I-70. This MoDOT-owned, two-lane asphalt roadway has a wide shoulder. The road surface is in generally in good condition. It is separated from the interstate by a barbed fence and non-landscaped green space ranging from 10 to 30 feet. The road way is unattractive to the passerby and does not leave a lasting impression of the community. The average daily traffic count on Natural bridge road at the interchange, east of Woodson Terrace is 20,312 (Exhibit 2-20).

Woodson Road, a major north south arterial through the community is also an asphalt roadway, not in a good condition. This MoDOT-owned road has shoulders converted to sidewalks with rolled curbs. This major, four-lane roadway has medians and turn lanes in some sections. The average daily traffic (ADT) on Woodson Road, south of the community and close to Guthrie is 14,159, and that on the north closer to Natural Bridge road is 9,941 (Exhibit 2-20). In the spring of 2011, Woodson Road will be resurfaced by MoDOT contractors, and American Disability Act (ADA) improvements will be made at intersections. In addition, lanes will be narrowed and a bike lane added in the north- and southbound directions.

The ADT on Woodson Road ranges from 10,000 north of Guthrie Road, to 14,000 south of Guthrie Road. Traffic rates on Natural Bridge Road through Woodson Terrace are not available, but are expected to be much lower than on Woodson Road. The general conditions are listed in Table 2-2.

TABLE 2-2: GENERAL CONDITIONS OF ARTERIAL ROADS IN WOODSON TERRACE

Roadway	Pavement Condition	Pavement Width	Sidewalks	Parking	Posted Speed
Natural Bridge Road	VG - Asphalt	46 feet	Yes (south side)	No	40 mph
Woodson Road	Poor - Asphalt	56 feet (3 feet C&G)	Yes (both sides)	No	40 mph

Source: St. Louis County GIS, CH2M HILL

EXHIBIT 2- 20: AVERAGE DAILY TRAFFIC (ADT)



Source: ESRI Business Analyst Software

Local Streets

Table 2-3 lists the general conditions and statistics of all the local streets in the City. The City of Woodson Terrace recently completed a three year micro-surfacing program of all streets in order to preserve the pavement until future resurfacing is needed. This treatment usually lasts several years and is considered preventive maintenance. Table 2-3 shows detailed information for local streets and provides a general characterization of the roadway infrastructure, including the following observations:

- Generally in good condition
- Only five local streets have pedestrian accommodation
- Most local streets are 26 feet wide
- Most local streets have parking on both sides
- Most local streets have a 20 miles per hour (MPH) speed limit

TABLE 2-3: GENERAL CONDITIONS OF ARTERIAL ROADS IN WOODSON TERRACE

Street	Street Condition	Street Width (feet)	Sidewalk (Y/N)	Parking (Y/N)	Speed (MPH)
Margo Ann	VG - Asph.	26	Y (both; W/W Edm.)	Y (both)	20
Beauty Lane	VG - Asph.	26	N	Y (both)	20
Aerospace Drive	Poor - Conc.	26	N	N	20
Lilly Jean	VG - Asph.	26	Y (both)	Y (both)	20
Raton	VG - Asph.	26	N	Y (both)	20
Nace	VG - Asph.	26	N	Y (both)	20
Guthrie (west of Woodson)	VG - Asph.	36	N	Y (both)	20
Guthrie (east of Woodson)	VG - Asph.	26	N	Y (both)	20
Corregindor	VG - Asph.	26	N	Y (both)	20
Winn	VG - Asph.	26	N	Y (both)	20
Keats	VG - Asph.	26	N	Y (both)	20
Tevis	VG - Asph.	26	N	Y (both)	20
Harold	VG - Asph.	26	N	Y (both)	20
Amity	VG - Asph.	26	N	Y (both)	20
Tipton	VG - Asph.	26	N	Y (both)	20
Chester	VG - Asph.	26	Y(both)	Y (both)	20
Trefore	VG - Asph.	26	N	Y (both)	20

TABLE 2-3: GENERAL CONDITIONS OF ARTERIAL ROADS IN WOODSON TERRACE

Street	Street Condition	Street Width (feet)	Sidewalk (Y/N)	Parking (Y/N)	Speed (MPH)
Holman	VG - Asph.	26	N	Y (both)	20
Dombard	New - Conc.	26	N	Y (both)	20
Ambro	VG - Asph.	20	N	N	20
Lambert Terrace	VG - Asph.	24	N	N	20
Edmundson	VG - Asph.	26	Y (west side)	Y (east side)	20
Kathlyn	VG - Asph.	26	N	Y (both)	20
Muriel	VG - Asph.	26	Y(both)	Y (both)	20
Bataan	VG - Asph.	26	N	Y (both)	20
Calvert (South)	VG - Asph.	24	N	Y (both)	20
Calvert (North)	VG - Asph.	36	N	Y (both)	20
Marvin	VG - Asph.	26	N	Y (both)	20
St. William	VG - Asph.	36/24	N	Y (both)	20
Gordon	VG - Asph.	26	N	Y (both)	20
Macon	VG - Asph.	26	N	Y (both)	20
Stansberry	VG - Asph.	26	N	Y (both)	20
Telscher	VG - Asph.	26	N	Y (both)	20
Lindscott	VG - Asph.	26	N	Y (both)	20
Leith	VG - Asph.	26	N	Y (both)	20
Vance	VG - Asph.	26	N	Y (both)	20
Macon	VG - Asph.	26	N	Y (both)	20
Brenton	VG - Asph.	22	N	Y (east side)	20
Bosswell	VG - Asph.	26	N	Y (both)	20
Herbert	VG - Asph.	26	N	Y (both)	20
Boswell	VG - Asph.	26	N	Y (both)	20
Tutwiler	VG - Asph.	26	N	Y (both)	20

Notes: VG = Very Good; Asph. = asphalt; conc. = concrete; Y= Yes; N=No; MPH= Miles Per Hour
Source: CH2M HILL

Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities are an important factor in the success of any transit system. Safety, aesthetics, and public amenities experienced by pedestrian traffic determine the long-term use of sidewalks and crosswalks and continued public interest in commercial and recreational areas. A 15-foot sidewalk is considered optimum for commercial areas in walkable, vibrant communities. This space should provide approximately 6 feet of space for planning, street furnishings, and lighting, and the rest of the space for walking. Wide sidewalks are among the foremost requirements to attract businesses such as cafes with outdoor seating areas that add to the vibrancy of commercial areas. In residential areas, in addition to planning area, 5-foot wide sidewalks are optimum and comply with ADA standards.

Currently, there are 5-foot-wide sidewalks along Woodson Road and Natural Bridge Road (See Exhibits 2-21 & 2-22). The sidewalks on both of the roads are not designed to current ADA guidelines. On Woodson Road, the sidewalks are former shoulders are converted to sidewalks. This is not an optimal situation for pedestrians due to rolled curbs; however, the addition of bike lanes to Woodson Road will provide a buffer between motor vehicles and pedestrians. Both roads have minimal planting. However, there is large amount of trees on non-landscaped green space on Woodson Road and some parts of Natural Bridge Road. There are no bike accommodations on any street in the community, but they will be installed on Woodson Road this spring. Both Woodson and Natural Bridge Roads have sufficient space in the public right-of way to create an appealing pedestrian and bicycle-friendly environment as alternate modes of travel in the city. Besides these two roads, only four other residential streets (Muriel, Chester, Margo Ann, and Lilly Jean) have sidewalks. The sidewalks on these streets are 4 feet wide and not ADA compliant.

EXHIBIT 2- 21: EXISTING PEDESTRIAN REALM ON WOODSON ROAD



Source: CH2M HILL

EXHIBIT 2- 22: EXISTING PEDESTRIAN REALM ON NATURAL BRIDGE ROAD



Source: CH2M HILL

Existing Block Structure and Walkability

Block structure affects walkability in various ways. Short blocks and frequent cross streets create the potential for more direct routing, which is more important to pedestrians than to high-speed motorists. More intersections make a walk seem more eventful, since it is punctuated by frequent crossing of streets. Frequent intersections also shorten the sense of elapsed time on walk trips, since progress is judged, to some extent, by the milestone of reaching the next intersection. Block size and walkability are related as follows

- Block lengths of 300 feet, more or less, promote a high degree of walkability
- Blocks lengths of 400 to 500 feet still work well and are typical of older urban areas
- Blocks lengths of 600 to 800 feet, or superblock dimensions, make adjacent blocks seem isolated from each other

Map 2-5 shows that the block structure in Woodson Terrace forms grid iron or modified grid iron pattern of streets that are helpful in movement of traffic. Most of the blocks are shaped as elongated rectangles with shorter sides ranging from 250 to 400 feet and longer side ranging from 400 to 1,300 feet. Most of the blocks facing Woodson Road are in a walkable range of 300 to 500 feet. This block structure, if paired with appropriate land use and infrastructure facilities, can lead to a walkable and vibrant corridor.

Existing Zoning Districts

The zoning code for Woodson Terrace was adopted in the year 1974. Since then several amendments have been made to the zoning code. Map 2-6 depicts existing zoning district boundaries into which the city has been divided. The City of Woodson Terrace currently has eight (8) zoning districts ranging from residential to commercial and industrial zones.

Legally, the Zoning District Map is adopted as part of the local zoning code. This map and code are tools to be used by the city to determine the land uses that will be permitted on a particular piece of property or parcel. Additionally, each zoning district has specific guidelines and regulations that developers must follow in order to be in compliance with the City's zoning code. Only the land within the city limits is represented on the City's Zoning District Map. The following is a list of the City's current zoning districts, and the approximate amount of land zoned for each district.

Residential Districts

The city has two (2) residential districts, R-1 and R2, representing various housing types and densities. R-1 Single-Family Residential Zoning District is the largest single zoning district within the city.

R-1: Single-Family Residential Zoning District

- Primary land use: single- and two-family residential units
- Minimum lot size for two family units: 9,000 square feet
- Minimum frontage: 50 feet
- Height: 35 feet or 2.5 stories
- Set backs: front, 42 feet; side, 5 feet ; rear, 20 feet or 20 percent of lot depth (whichever is greater)

R-2: Multi-Family Residential Zoning District

- Primary land use: Multi-family residential units
- Minimum lot size: 6,000 SF for two family units and 2,000 SF per dwelling unit for structures with more than two units
- Minimum Frontage: 50 feet
- Height: 35 feet or 2.5 stories
- Set backs: front, 20 feet; side, 10 feet ; rear, 15 feet or 20 percent of lot depth (whichever is greater)
- Parking: two spaces per dwelling unit

Commercial Districts

The city has four (4) zoning districts for commercial uses ranging from "C-1" to "C-4." Commercial land uses includes retail, car rentals, office, and service-oriented businesses.

C-1 Neighborhood Commercial Zone

The intent of this zoning district is to authorize certain limited sales and service facilities in the residential communities constituting a convenience to residents in the immediate neighborhood.

Neighborhood commercial areas are intended to service an area within 5 minutes walking distance or a 1,200-foot radius. However, only one parcel is zoned as C-1. Based on the size of the community and the analysis of walking distances, certain well-located parcels zoned as C-1 could increase the walkability of the neighborhood.

C-2 Highway Commercial Zone

Most of the land in the commercial districts falls within C-2 zone. The parcels zoned C-2 have frontage on Natural bridge Road and have a variety of uses ranging from hotels, car rental agencies, multi-family residential units, mobile homes, retail and service stores, and fast-food restaurants.

C-2 is one of the zoning districts that overlaps the land use with residential, industrial, and other commercial zones. There are certain discrepancies between the permitted and additional uses allowed by the zoning code and the existing land uses. Examples of such uses include the multi-family residential units (Pembroke Apartments) and the mobile home park.

While zoning districts generally allow for multiple land uses, it is necessary that these uses be compatible and able to share similar requirements such as regulations related to parking, landscaping, lighting, set-backs, building materials, signage etc. However, the uses such as hotels and car rentals that are permitted in C-2 are very different from one another and will be better served if placed in separate zoning districts.

C-3 and C-4 Districts

Parcels falling under C-3 and C-4 zones flank Woodson Road and allow for a variety of uses ranging from offices, hotels, strip malls, restaurants, gas stations, and carwashes. Currently, the zoning code for C-3 requires the front set-back to be a minimum of 30 feet. This requirement conflicts with the street designs that encourages walkability of the area

Industrial District

The City has one (1) zoning districts for industrial uses, zone I. The industrial uses are located in the community and do not consume large frontage on the arterial streets. The allowed uses overlap with C-2 District. For example, car rental companies Hertz and National fall in both C-2 and I zones.

Parks and Scenic Zones

Parks and scenic zones include green spaces, utilities, recreational areas, historic sites, and similar uses in the community. The City of Woodson Terrace has one community-scale park and one neighborhood-scale park. In addition to these there are four properties that are zoned PS.

Overall, the zoning code of a district is obsolete and needs to be updated to encourage the kind of development envisioned by the community. Special attention should be given to minimum lot sizes, set-backs, densities, parking, and heights in order to make the community walkable and vibrant.

Existing Land Use

Map 2-7, illustrates the general location of various land use categories. This existing land use map is used to evaluate current patterns of land use and assess needs for future growth. By dividing the City into existing land uses, one can determine the location, amount, and type of development throughout the planning area. This information may then be used to determine the most suitable future land use categories.

Each land use category is designated by standard colors on the Existing Land Use Map. The map is intended to categorize all development within the City into specific land use types. The existing land uses identified for the City of Woodson Terrace include:

- Single and two-family residential
- Multi-family residential
- Commercial
- Industrial and utilities
- Institutional
- Parks and recreation
- Airport
- Vacant land

The land uses depicted on the Existing Land Use Map are not to be confused with the City's zoning districts. While similarities may exist, the Zoning Map and the Existing Land Use Map do not illustrate the same information. The Zoning Map is a legal instrument that depicts how parcels are zoned and could include various land uses, whereas the Existing Land Use Map documents exact use of each particular parcel. For example, the R-1 single-family residential zone shown on the existing zoning map shows single-family residential units as well as churches and schools in same color. However, they are shown as different uses, and therefore different colors, on the existing land use plan. Unlike the Zoning District Map, local roadways, state highways, and other rights-of-way are not included as land uses on the Existing Land Use Map. A brief description of the land use categories used on the Existing Land Use Map follows.

Single and Two-Family Residential

Most of the residential structures in the City of Woodson Terrace are single-family, detached houses. Exhibit 2-23 is an example of residential structures in Woodson Terrace. The residential land uses are shown in light yellow color in the Existing Land Use Map 2-7.

Most of the single family structures are post World War II housing built in 1940s and 1950s (Map 2-8). These are ranch style homes with small footprints. Most homes have 700 to 1500 Square Feet in built-up area (Map 2-9). The condition of housing is generally good in the City of Woodson Terrace. However, there are several pockets in the community that are not well maintained. Most of these homes are renter-occupied housing.

EXHIBIT 2- 23: EXAMPLE OF SINGLE FAMILY RANCH TYPE HOUSING IN WOODSON TERRACE



Source: CH2M HILL

Multi-Family Residential

There are two multi-family complexes (Pembroke Apartments and Edmundson Square Park) and one mobile home park (Airline Mobile Park). These are shown in golden yellow color in the existing land use map. Most of the units in these complexes are in fair condition. However, the location of Pembroke Apartments and Airline Mobile Park on Natural Bridge Road is questionable. The multi-family residential use in this highly visible location from the highway is not the best use of land. The land can be used for other uses that are aesthetically appealing and need highway visibility, thus defining the front door to the community.

The Pembroke apartment complex (Exhibit 2-24) is located along Natural Bridge Road and was built in 1975. There are 64 units in this apartment complex, which occupies 3.11 acres of land area. The housing is in poor to fair to condition. These units are less than 700 square feet in area.

Edmundson Square Park is located in the west side of Woodson Terrace along Edmundson Road and was built in 1960. There are six structures with four living units in each building, totaling 24 living units in the complex. These units are less than 700 square feet in area and are in fair condition.

The Airline Mobile Home Park (Exhibit 2-25) is located along Natural Bridge Road. Built in 1948, the mobile home park occupies 1.63 acres of land. The condition of housing ranges from poor to fair. The structures in this park are 8 feet tall. The structures have concrete bases with wood frame construction.

EXHIBIT 2- 24: PEMBROOKE APARTMENTS



Source: CH2M HILL

EXHIBIT 2- 25: AIRLINE MOBILE HOME PARK



Source: CH2M HILL

Commercial

The commercial land uses in the community range from hotels to strip malls to freestanding establishments. These commercial uses in Woodson Terrace are shown in red on the Existing Land Uses Map 2-7.

Woodson Terrace is home to five hotels/ lodging facilities, including a Hilton, Holiday Inn, and Quality Inn. Almost all of the hotels' clientele come from airport. Located across from the regional airport, Woodson Terrace seems to be an ideal location for hotel establishments. Lack of direct access does not seem to be an issue for the hotels because all lodging facilities in Woodson Terrace, except Motel 6, have free shuttle facilities to pick up and drop off airport visitors. The shuttles also connect to the MetroLink station at the airport for visitors and employees.

There are 4 strip malls in the community. All strip malls in the city are single-storied structures with large set-backs. Built in the 1960s and 70s, these strip malls are architecturally obsolete, unattractive, and partly vacant. NHBD Shopping Center (the old Shop-n-Save site) has been vacant for several years and is in need of major repairs.

TABLE 2-4: ACREAGE, SQUARE FOOTAGE OF STRIP MALLS IN WOODSON TERRACE

Name of the Strip Mall		Year Built	Building Square Footage	Land Area (Acres)	Condition
1	Airport Plaza Building	1963	22,579	± 2.6	Good to fair condition
2	Woodson Square	1972	20,150	± 2.6	Good to fair condition
3	NHBD Shopping Center – North Parcel	1958	26,981	± 2.16	Old Shop-n-Save; Very poor condition
	NHBD Shopping Center – South Parcel	1965	18,567	± 1.67	Poor Condition
4	Woodson Plaza	1960	6,435	± 0.85	Fair to poor condition

Source: St. Louis County Assessors office and CH2M HILL

Airport Plaza Building, the strip mall along Natural Bridge Road, was built in 1963 and houses multiple tenants ranging from liquor shops to hair salons. The strip mall is mostly occupied with a few vacancies. The businesses at this location do fairly well. This single-storied structure has large set-backs and is architecturally obsolete. While some effort has gone into the landscaping of the frontage, the structure does not leave a lasting impression

Woodson Square is located east of Woodson Road and north of Stansberry lane. This partially vacant single storey strip mall is home to long standing businesses such as Erio's and yesterdays and a few other ethnic restaurants.

NHBD Shopping Center is located south east of Guthrie and Woodson Road intersection. This is divided into two parts. The north side of the shopping center was previously occupied by Shop n Save. However the chain store relocated to St. Charles Rock Road. The place has been vacant ever since. The area occupied by the Shop-n-Save lacks HVAC system and has asbestos issues. This part of strip mall is in very poor condition. The south part of strip mall is partially occupied.

Woodson Plaza is located at the Woodson Road and Kathlyn Drive. This single storied structure has some vacancies and maintenance issues

Industrial and Utilities

Woodson Terrace has several parcels classified as industrial land use. These are shown with purple color in the Existing Land Use map. The uses range from rental car companies to manufacturing units and logistic companies. A major part of the industrial land use belongs to the rental car companies. The industrial uses are concentrated in the north part of the community. The rental car companies can be accessed from Natural Bridge Road. Most of the industrial parcels can be accessed from Aerospace Drive. This 26-foot wide street ends in a cul-de-sac, forcing truck traffic to use Woodson Road to get properties to Aerospace Drive. There is a private road of same name that is connected to Natural Bridge Road.

Hertz Corporation (Exhibit 2-26) is located along Natural Bridge road on the west side of Woodson Road. It has a secondary access on Aero Space Drive. The office and maintenance facility is located at the cul-de-sac end of Aerospace Drive. This facility has a frontage of approximately 350 feet along Natural Bridge Road and occupies roughly 11 acres.

EXHIBIT 2- 26: HERTZ RENTAL CAR ALONG NATURAL BRIDGE



Source: CH2M HILL

The National-Alamo rental car company is located on the east side of Woodson Road along Natural Bridge Road, with secondary access on Woodson Road. This facility has a frontage of approximately 600 feet along Natural Bridge Road and occupies roughly 8.5 acres.

Though the rental car companies are a major part of Woodson Terrace's economy, the vast tracts of open asphalt surface on Natural Bridge road give an unpleasant first impression to the visitors. Being some of the most visible sites from the highway, the rental car land use is not the best use for land in this location. This majorly asphalted surface has minimum landscaping within the facility. Together, the rental companies occupy approximately 25 percent of the highly visible frontage along Natural Bridge Road from I-70, within the city boundaries.

There are several parcels along Woodson Road classified as industrial land use. This 32,320-square-foot warehouse structure was built in 1977 and has several tenants. The single-storey blank structure with metal exterior has approximately 350 feet of frontage along Woodson Road. The building sits close to the road, with a single row of parking and minimum landscaping making it an unattractive stretch for pedestrian traffic.

Institutional

The parcels that belong to the institutional land use in the City are shown in blue on the existing land use map 2-9. These include municipal facilities such as Community Resource Center, City Hall, the Police Department, and the Public Works Facility. Table 2-5 summarizes the general conditions of these facilities.

TABLE 2-5: GENERAL CONDITIONS OF INSTITUTIONAL FACILITIES

Community Resource Center				
	Year Built	Size (square feet)	Condition	Notes
Storage	1957		Good	Former City Hall building renovated to storage.
Community Gathering	1957		Good	ADA compliant area used for committee meetings of the City.
City Hall/Police/Courts				
City Hall/Council/Court	1989	10,000	Very good	Administration moved in 2010, newly renovated offices and council chamber. Parking lot sealed but in distressed condition.
Police Department	1989	5,000	Very good	Three holding cells and administrative offices.
Public Works Facility				
Upper Building/Office	1968	2,250	Good	Wood frame
Lower Building	1998	1,638	Very good	Wood frame
Salt Building	N.A.		Very good	Wood frame, open front
Outdoor Storage	N.A.		Good	Organized, storage shelving present

Source: Woodson Terrace Public Works Department & CH2M HILL

Besides the municipal facilities mentioned above, other buildings that belong to this classification of land use in the city include the following and are shown in the Community Facilities Map 2-10.

- Churches
- St Louis Church Of Christ Jesus
- New Beginnings Missionary Baptist Church
- Columbia College
- Catholic Health Association

Though architecturally unattractive, almost all the buildings belonging to this land use are in good to excellent condition. Built in the 1980s, most of these buildings have large set-backs from the road, with underutilized surface parking lots in front, thus making it less appealing for pedestrian traffic.

Parks and Recreation

There are two parks in the City of Woodson Terrace. These are shown in green color in the existing land uses map 2-9 and community facilities map 2-10

The John L. Brown Park is a state-of-the-art park occupying approximately 15 acres of land. It is located 1 block west of Woodson Road near the intersection of Stansberry and Calvert. The park land houses the Woodson Terrace Veterans' Memorial (built in 2003), a 150,000-gallon swimming pool, ball fields, pavilions, and other park structures. Table 2-6 provides a list of facilities in this park.

TABLE 2-6: GENERAL CONDITIONS OF JOHN L. BROWN PARK

	Condition	Remarks
Ball Fields	Excellent	Two baseball fields and a running track that were recently improves encompass the baseball fields.
Park House	Good	Building used for storage at the present time.
Detached Bathrooms	Very good	Wood frame.
Parking Areas	Good	No bicycles permitted in the park.
William Ratchford Pavilion	Very good	Open air structure; wood frame with some vinyl siding.
Large Pavilion #2	Very good	Open air structure, wood frame
Large Pavilion #3	Very good	Open air structure; steel frame.
Small Pavilions (5)	Very good	Wood frame pavilions.
Pool	Very good	150,000-gallon pool facility.
Pool House	Very good	Exposed wood frame structure.
Track	Very good	Track has new seals and was recently paved. Circle ball fields.

TABLE 2-6: GENERAL CONDITIONS OF JOHN L. BROWN PARK

	Condition	Remarks
Ball Fields	Excellent	Two baseball fields and a running track that were recently improves encompass the baseball fields.
Park House	Good	Building used for storage at the present time.
Horse Shoe Pits	Good	
Veterans Memorial	Very good	Built in 2003.
Pathways	Very good	All paths are ADA compliant.
Parking Areas	Good	7 ADA Spaces in the small upper lot, 39 parking spaces. Approx. 63 spaces in lower lot.
Fencing	Excellent	Fencing secures entire park and has electronic gate to secure the park.

Source: Woodson Terrace Public Works Department & CH2M HILL

A 1.6-acre passive neighborhood park is located 3 blocks east of Woodson Road. This park is large enough to serve the area east of Woodson Road in the City of Woodson Terrace. Playground equipment in the center of the park area is in good condition. The park is served by three (3) sets of non-ADA compliant steps and one 10-foot wide access path from Guthrie Ave. This 140-foot pathway to the park is between two properties and driveways to those properties. The concrete path is relatively uninviting and the pavement is in poor condition. Since this access abuts the adjacent driveways, there is no landscaping or anything to indicate that a park exists at the end of the access. The other three access points are from Stansberry Avenue, Lindscott Avenue, and Herbert Avenue. These three access points have 4-foot wide sideways and only steps leading to the park. None of the access points and the park is

EXHIBIT 2- 27: ACCESS PATH FROM GUTHRIE AVE



Source: CH2M HILL

EXHIBIT 2- 28: ACC PLAY EQUIPMENT IN PARK



Source: CH2M HILL

ADA-compliant.

Airport

A sliver of land belonging to the airport falls within the City limits and is shown in peach on the existing land use map. The airport land within the City limits is mostly occupied by the MetroLink tracks and station. The airport is a major asset to the community. However, lack of direct access makes it difficult to reap the benefits of being in close proximity to one of the largest employers in the region. Market impacts and opportunities will be discussed in greater depth in the Market Research section of this report.

Vacant Land

There are several vacant parcels and structures along Natural Bridge Road and Woodson Road. These are shown in gray on the existing land use map 2-9. These parcels and buildings can be viewed as opportunity areas for the City of Woodson Terrace for future development. Some of the critical vacant properties in need of redevelopment and revitalization are listed in Table 2-7. The future development chapter map will discuss appropriate uses for these parcels.

TABLE 2-7: TITLE: IMPORTANT VACANT PROPERTIES IN WOODSON TERRACE

Property Address	Building Square footage	Parcel Acreage	Year Built	Remarks
10000 Natural Bridge Rd. St. Louis, MO 63134	No Building	3.32	NA	Previously used as Alamo car rental lot.
4409 Woodson Rd. Saint Louis, MO 63134	7,980	1.97	1969	Previously used as a restaurant/bar named Celebrity Nites.
4349 Woodson Rd. Saint Louis, MO 63134	53,350	2.49	1960	This office building is next to new City Hall and is in good condition with ample parking space.
4032 Woodson Rd. Saint Louis, MO 63134	26,981	+ 2.16	1958	Old Shop-n-Save site; Very poor condition; No HVAC System; Asbestos issues.

Source: CH2M HILL

Utilities and Services

The City of Woodson Terrace is served by Ameren Electric, Laclede Gas Company, Missouri American Water Company, AT&T, and the Metropolitan St. Louis Sewer District. The community has adequate utilities and services to serve their needs.

Ameren Electric

There have been no electricity service problems in Woodson Terrace, for either capacity or reliability of the system. Since 2006, Ameren has taken steps to improve reliability all over the St. Louis region, including Woodson Terrace. Steps taken to provide reliable service include an ongoing tree-trimming program to keep wires from damage in storms, undergrounding of backbone service lines, re-conductoring of lines, and general maintenance. One such effort has been inspecting the circuits between and on each pole to identify maintenance needs.

In terms of economic development, any proposal will require a load structure study requested by the developer. Overall, elasticity service to Woodson Terrace is not a problem.

Natural Bridge has distribution facilities on the south side of the roadway, while Woodson Road is free of power lines. Most, if not all, facilities serve properties from the rear yards.

Laclede Gas Company

At this time, Laclede Gas Company has no problems with supply or service to Woodson Terrace. An increase in development that may happen along Natural Bridge or Woodson Road is within the capacity of the existing system of facilities.

Missouri American Water Company

There have been no out-of-the-ordinary service issues in Woodson Terrace, other than the typical water main breaks. The water supply to the area is very well served by a 20-inch main on Natural Bridge Road, as well as Woodson Road. The water main replacement program by Water Company has to address old facilities, as well as facilities with a history of breaks. The main replacement program is a system-wide look at the water facilities, and all problems are tracked and monitored.

Metropolitan St. Louis Sewer District

Several problems have been documented by metropolitan sewer district (MSD) in the City, including both sanitary and stormwater concerns. MSD has been in the process of reviewing issue numbers from its enterprise database, which has resulted in some requests being dropped since the issues have not been validated. The issues being dropped are a result of updated pipe cleanout program, or other investigations that have led to the resolution of a reported concern.

Table 2-8 shows issues that are still open in the City, including identification numbers, project numbers, name, description of the problem, and approximate cost of fixing it. The projects are prioritized along

with others in the MSD service area based on problem severity and severity of impact to residents or businesses.

TABLE 2-8 SEWER ISSUES IN WOODSON TERRACE

ID No.	Project No.	Type	Name	Problem	Solution	Cost
4468	86002	Storm	Herbert Ave. 4200-4400 Blocked Storm Sewer	Frequent. structural flooding.		\$249,000
7879	T03110501	Sanitary	Lambert Terrace San. Relief	Existing 10-inch sanitary sewer discharges to 8- inch; multiple backups.		\$165,000
4151	2010121	Storm	9262 Stansbury Ave. Storm	Infrequent structural flooding from over land flow.		\$255,000
9268	2010239	Sanitary	Natural Bridge at Woodson Road	Deteriorated 12- inch sanitary sewer, collapsed sewer.	To be determined, replace line in Natural Bridge.	

Source: Metropolitan Sewer District

Several issues have been resolved. The concerns that have been corrected were along Beauty; St. William is underway right now, Leith, and Margo Ann.

The problem identified along Lambert Terrace is a sanitary relief project. The project is in the conceptual phase, which is included in planning documentation for the area. This is part of an infiltration and inflow reduction program for the St. Louis County. The area in question is between Edmondson Road and Woodson Road. The main focus will be to disconnect downspouts and drains from homes to the sanitary laterals.

The Natural Bridge Sanitary Relief project (No. 6866) is scheduled for 2011.

Trash Service

Trash pickup in the City of Woodson Terrace is for trash, recycling, and yard waste, and is negotiated by the City. Contracts are negotiated every 3 years. The most recent contract includes once-a-week curbside collection from receptacles provided by the contractor. Recycling is single-stream and bins used for recycling are provided by the contractor through a grant from the St. Louis County. There is a collection for large items once per month, at the end of the month.

Problems with trash service are called in to City Hall directly, and the contractor is notified of the problem. As a general rule, the contractor contacts City Hall on collection days to check on misses or concerns, and the concerns are addressed on the same day, if possible.

Fire Department

Woodson Terrace is served by the Community Fire Department that provides fire protection and emergency response services to 7 communities and unincorporated St. Louis County (Map 2-11). It has Class 4 rating and complies with 2003 IBC IRC and code. The district currently has a staff of 68 people, 3 Engine Houses- St. Ann, Overland and St. John (the newest being 4 years old), Ladder truck is parked in Overland engine house, Pumper trucks are in St. John and St. Ann. All engine houses have ambulances.

Woodson Terrace is adequate as for as hydrant placing and water supply. However, in event of larger changes such as large development an upgrade may be needed. Woodson Terrace does not have any major infrastructure issues that will hinder the performance of fire district.

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