



THE CITY OF

Weldon Spring

# Parks and Greenway Master Plan



City Park



A large, detailed stone sculpture of a turtle, likely a tortoise, is the central focus of the image. The turtle is positioned diagonally, with its head in the lower-left and its shell extending towards the upper-right. The shell is intricately carved with various geometric patterns, including hexagons and rectangles, representing the scutes. The head features a large, realistic eye with a blue iris and a brown pupil. The sculpture is set on a bed of light-colored wood chips or mulch. In the background, there are hints of a park environment with trees and a fence.

# Acknowledgments

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City Park - Lake





# SECTION 1 INTRODUCTION



# INTRODUCTION

## City of Weldon Spring Parks & Greenway Master Plan

### PURPOSE OF THE PLAN

Parks master plans ensure that a city is meeting the recreational needs of the community and that recreational needs will continue to be met as a community changes over time. Having a high quality system of parks, greenways, and recreation opportunities increases the quality of life for residents and helps to create an attractive and desirable place to live. Parks and greenway master plans focus on improving the physical structure and components of a city's parks and its greenway network.

The City of Weldon Spring, Missouri embarked on a Parks and Greenway Master Plan with the landscape architecture and park planning consultants at Planning Design Studio in July of 2021. The goal of the master plan is to guide development of Weldon Spring's parks and greenways over the next decade.

Parks and greenway master plans are community-driven, meaning that public input is a critical component in the planning process. This ensures that the plan's recommendations are tailored to the needs and desires of the unique community. Parks and greenway master plans build community support and enthusiasm for park improvements and new recreation facilities. Park master plans create a blueprint for implementing needed capital improvement projects. Strategically identifying and prioritizing projects allows the city to make the best use of available funds to achieve a high quality recreation system. The plan also

helps to identify funding strategies for the implementation of improvements. These strategies can multiply the impact of invested capital by making use of creative alternate funding strategies.

### THE PARK MASTER PLANNING PROCESS

The Weldon Spring parks and recreation master planning process includes three primary phases:

1. Data Collection
2. Analysis & Concept Development
3. Master Plan Development

The first phase, [Data Collection](#), involves information on the existing conditions of the City's parks, an overview of the community context, and documentation of the community wide trail system. The park existing conditions are assessed by the planning team. The Data Collection phase also includes collection of public input through an on-line community survey.

The [Analysis and Concept Development](#) phase is comprised of a park land distribution analysis and a park facilities analysis. The park land distribution analysis examines the amount of park land available compared to benchmarks based on the City's population, and the distribution of park land throughout the city. The park facilities analysis compares Weldon Spring's existing recreation facilities to benchmarks based on the City's population. The result of the

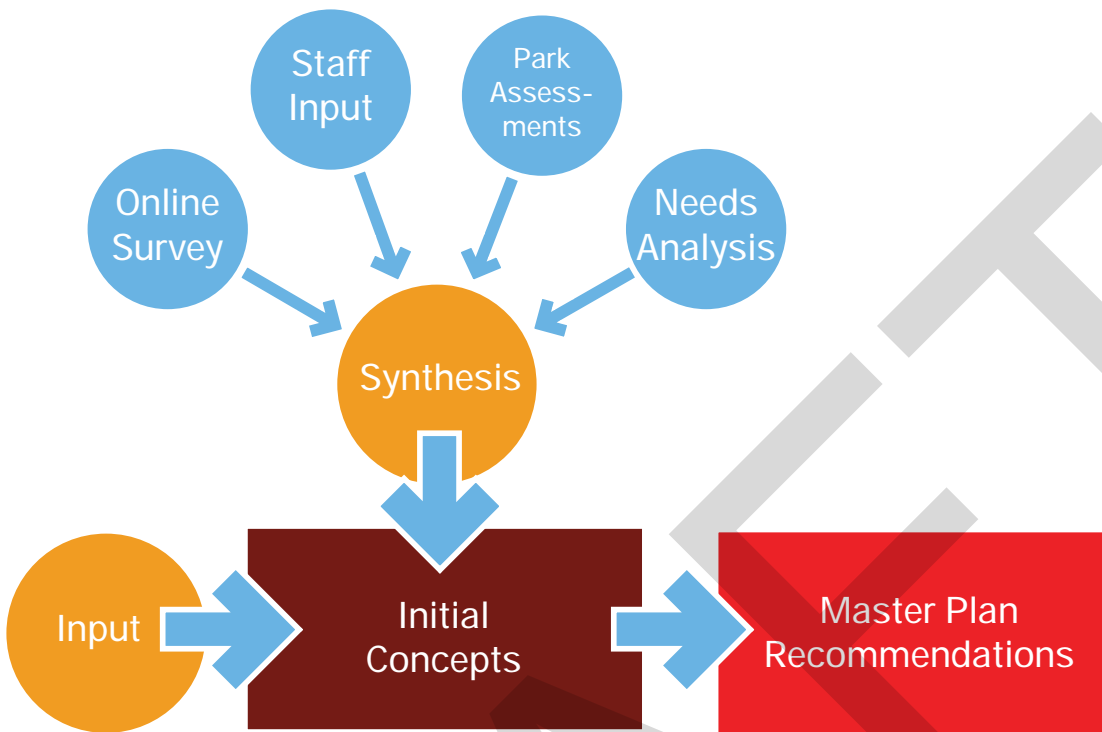


Figure 1.1: The Master Planning Process.

analysis may include a recommendation for additional parks or facilities that would help Weldon Spring adequately serve the recreation needs of the entire population.

The planning team then synthesizes the information gathered into recommendations for each park, and for the greenway trail system overall.

The **Master Plan Development** phase incorporates the information developed in previous phases to summarize the master plan recommendations. This phase includes the development of a list of suggested improvements for the master plan and outlines a direction for the parks and greenway system. The master plan recommendations are prioritized with input from the public and a phasing plan is developed that groups improvements into short-term (0-3 years), mid-term (3-6 years) and long term (6-10 years) phases. Broad, master plan-level cost estimates are developed for each recommendation

and each phase of development. The master planning process is graphically represented in Figure 1.1.

### Community Input

As a community-driven plan, public input is gathered from the Weldon Spring residents and park users during the planning process and is critical to creating a successful plan. The Data Collection phase included an on-line public survey that collected community input.

### Implementing the Plan

Implementing the recommendations in the plan should be a phased process. Starting with one small demonstration project can help to build momentum and public support for the improvements.

The first projects should be important to residents and make a tangible difference in the community's use of the parks system. Grant opportunities should be sought out to maximize the funding



Figure 1.2: New walking trail recently added on the east side of City Park

available for improvements. Partnerships can be sought out as well, and key leaders in the community can help drive the plan forward, build support and make progress. Additional Implementation Strategies are discussed further in the Master Plan section of this document.

## DOCUMENT ORGANIZATION

The master plan document is organized by the project phases. Section 2 covers the Data Collection phase, Section 3 is on the Analysis and Concept Development phase, Section 4 includes the Master Plan recommendations, as well as funding and implementation strategies for the recommendations. An Appendix is included as a separate document that includes the Park Assessment Sheets, On-Line Survey Results Data, and any Stakeholder & Public Meeting Notes.





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## SECTION 2

## DATA COLLECTION

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# DATA COLLECTION

## City of Weldon Spring Parks & Greenway Master Plan

### DATA COLLECTION PROCESS

The first phase of the master planning process involves gathering a wide variety of information on the existing condition of Weldon Spring's parks and greenway system and contextual information on Weldon Spring's community and region. Part of this phase is the compilation of a community profile with information on demographics, school districts, and local recreation opportunities outside the city parks system. This phase also includes an inventory and review of the existing conditions within the park system. The parks are inventoried and assessed by the planning team.

An essential component of the data collection process is gathering community input through a public survey. The results of the community input process are summarized in this report.

### COMMUNITY OVERVIEW

#### Community Profile

The City of Weldon Spring lies within St. Charles County along the southeast portion adjacent to the Missouri River. The city covers an area of about 7.7 square miles with the cities of O'Fallon, Cottleville, and St. Peters to the north, the Missouri River and the city of Chesterfield to the south, and Interstate 64 running along the western boundary.

The central and northern portions of Weldon Spring's landscape consists of flat to gently rolling hills. However, in the south this changes to larger hills, ravines, and bluffs before reaching the edge of the Missouri River. Missouri's famous Katy Trail runs along the base of these bluffs and there is a trail head located at the south end of Pitman Hill Road.

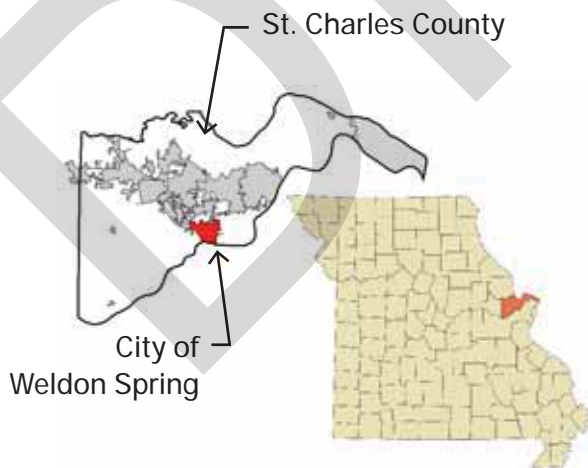


Figure 2.1: Location of the City of Weldon Spring in St. Charles County and within Missouri (Source: Wikipedia).



Figure 2.2: Weldon Spring City Hall



The land that would become Weldon Spring was first settled by Europeans in 1790 by John Weldon who received a 425-acre land grant from Spain. His home was located in land now occupied by Emmanuel United Church of Christ near Highway 94 and I-64.

In the early 1940's, 20,000 acres of land just west of Weldon Spring was acquired by the US Government to manufacture TNT and DNT for the war effort. After WWII, over 15,000 acres of the land was transferred to the State of Missouri, with large parts eventually becoming the August A. Busch Memorial Conservation Area and the Weldon Spring Conservation Area. Today, these large natural parks are used by people all over the region for passive recreation like hiking, bike riding, hunting, fishing, and archery.

In the mid 1980's Weldon Spring was incorporated as a town in 1984 and later upgraded to a forth class city. The most recent comprehensive plan was adopted in 2015 that included the following vision for the community:

"Make Weldon Spring a great place to live, work and play by preserving Weldon Spring's rural character, natural beauty and family-friendly atmosphere and increasing the confidence to invest in the City."

## Demographics

In 2020, Weldon Spring had a population of 5,326 people in 2,313 households. Most of the residents in Weldon Spring live along a central east-west axis of the city in planned single-family home communities. A large portion of the city land is made up of semi-rural farm and country estate properties located both north of City Park and in the south along the Missouri River bluffs.

### Diversity

Weldon Spring's racial makeup is about:

- 95% white
- 3% black
- 1% asian

The hispanic population (any race) is about 1.3%.

This is a little less diverse then the surrounding St. Charles County at 89.6% white, 5.3% Black, 2.8% asian. The county's hispanic population (any race) is 3.4%.

### Age

In 2019, Weldon Spring's median age is 55.8 which is significantly older than Missouri's at 38.9 years old. Those 65 and older make up about 27.1% of the total population. Children under 18 years old make up 15.6% of the population compared to 22.4% for Missouri.

### Education and Income

In education, about 50.3% of the population has a Bachelor's degree or higher compared to 30.2% for Missouri.

In 2019, the city's median household income of \$107,875 is much higher than St. Charles County at \$89,146 and almost double the state's at \$57,409. Home ownership is very high with about 88.5% housing units are owner-occupied. Median property values in Weldon Spring are the highest among neighboring cities at \$397,300.



## Francis Howell School District

The City of Weldon Spring lies entirely within the Francis Howell School District. The district covers over 150 square miles of southeast St. Charles County and enrolls over 16,700 students from Pre-K through grade 12.

Four (4) schools in the Francis Howell School District are located within the Weldon Spring city boundaries:

- Francis Howell Middle School
- Bryan Middle School
- Independence Elementary School
- Meadows Parkway Early Childhood Center

Bryan Middle and Independence Elementary are connected to Weldon Spring's multi-use path that runs along the west side of Patriotic Trail. Both Bryan Middle School and Francis Howell Middle School have running tracks and practice ball fields. Independence Elementary School has 2 playground areas located in the back of the school.



Figure 2.3: Bryan Middle, Independence Elementary, and Meadows Parkway are all located next to each other. (Source: Google)

## PARK & TRAIL SYSTEM OVERVIEW

The city of Weldon Spring maintains one main park, called City Park, located around City Hall. The city also owns two other small pocket park parcels. One is a less than 1 acre parcel located along Weldon Spring Parkway, just east of O'Fallon Road, and contains a picnic table, 4 on-street parking stalls, and has a multi-use trail that passes through it. The other pocket-park is an undeveloped 2.4 acre parcel located on the south side of Siedentop Road just west of Vogt Drive. In addition to parks, Weldon Spring has built just over 3 miles of multi-use trails.

### City Park

City Park is located in the very center of Weldon Spring at 5401 Independence Road and is also the city of City Hall. The park is just over 18 acres in size and contains:

- Large 13,000 square foot playground area.
- 2 Practice ball fields (one regular size at 250'-300', the other is T-Ball size at 100').
- 2 BBQ pavilions with electricity available for group events.
- 0.8 Acre pond and fishing deck.
- 0.9 Miles of multi-use path
- Heated, public restrooms (located adjacent to the park's building).
- 4 disk-golf holes (these are temporarily removed due to trail construction and need to be rebuilt)





Figure 2.4: One of the large playground structures.



Figure 2.7: The larger practice ball field



Figure 2.5: Long line of 12 swings at the playground.



Figure 2.8: The fishing deck next to the pond.



Figure 2.6: Large net climbing structure in the playground.



Figure 2.9: New multi-use path being built on the east side of the park.



## Multi-Use Trails

Weldon Spring has multi-use trails built along several roads in the central core of the city. The current multi-use trail network includes:

- Independence Rd. (E/W portion)
- Patriotic Tr. from Bryan Middle School south to Wolfrum Rd.
- Wolfrum Rd (N/S portion) from Grey Oaks Dr. to Hwy. 94
- Weldon Spring Pkwy from Independence Rd. to Center Point Hospital Dr.



Figure 2.10: Multi-use trail along Independence Road in front of City Park

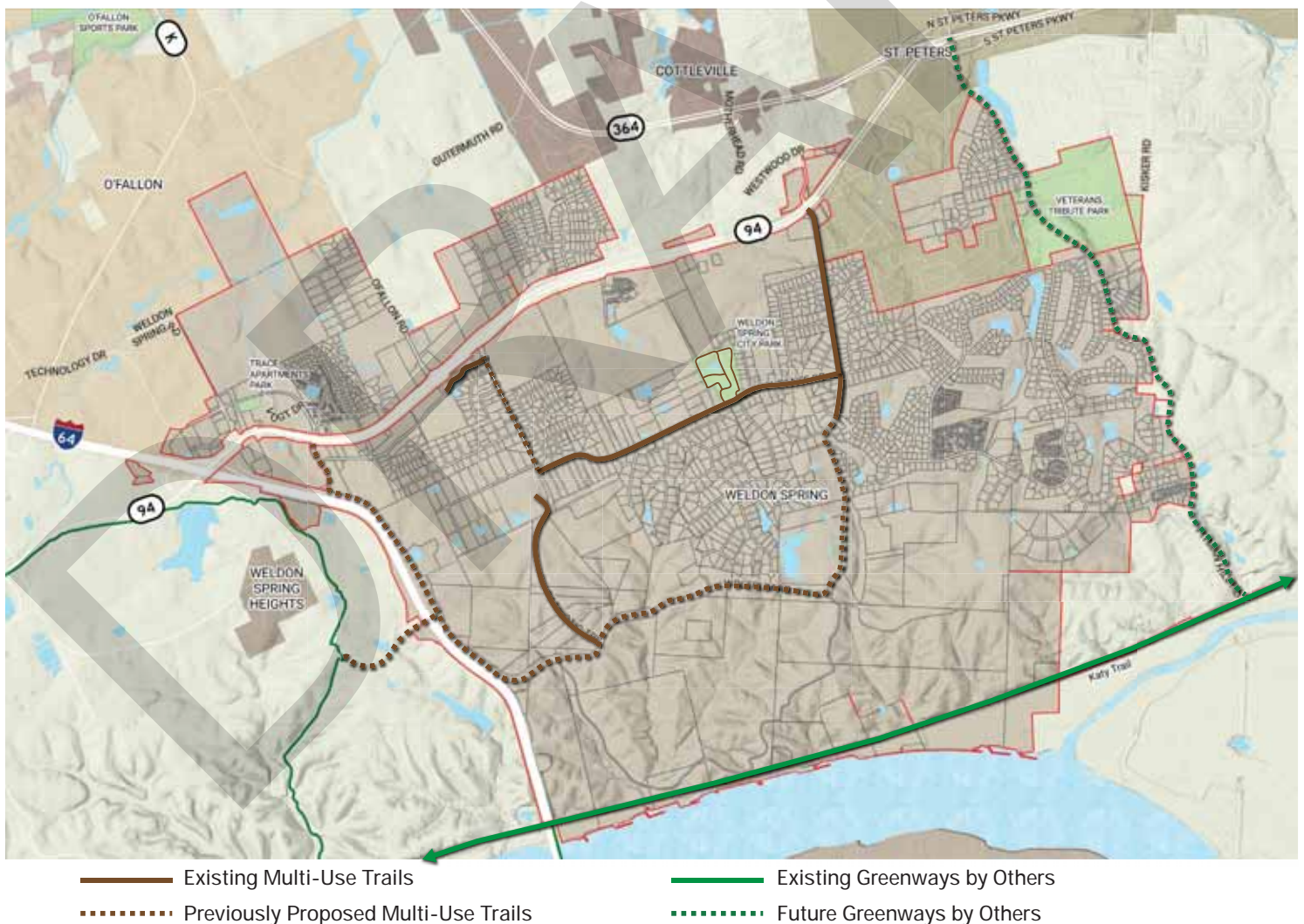


Figure 2.11: Map of existing trails and trails previously proposed by Weldon Spring.



## OTHER RECREATIONAL OPPORTUNITIES

Several other parks, greenways, and recreational opportunities exist around Weldon Spring that complement the services provided by the City. The parks and greenway master plan needs to take these other opportunities into account when analyzing and making recommendations to the city. The following is a brief description of these recreational opportunities.

### Veterans Tribute Park

This 120 acre park is owned and managed by St. Charles County and officially opened in October 2018. It is located on the eastern edge of Weldon Spring between Pitman Hill Road and Kisker Road. The large park features a destination playground with water play, 1.6 miles of walking and biking trails, 2 fishing lakes, 3 BBQ shelters, a 3-acre dog park, and 6 acres of open play sports fields.



### August A. Busch Memorial Conservation Area

This 6950 acre park was originally used by the US Army during WWII as a TNT munitions plant to support the war effort. In 1947 the Missouri Department of Conservation purchased the land with the help of Mrs. August A. Busch Sr.

After extensive cleanup efforts, the area today is a popular destination that features many natural recreational activities like hiking, hunting, fishing, bicycling, outdoor photography, wildlife viewing, & bird watching. The park features 28 fishable lakes and ponds totaling 550 acres. There is also a MDC managed visitor center on site as well.





## Weldon Spring Conservation Area

This 8398 acre park is another large tract of land originally used by the US Army during WWII as a TNT munitions plant to support the war effort. The area today features many similar natural recreational activities to the Busch Conservation Area like hiking, hunting, fishing, bicycling, outdoor photography, wildlife viewing, & bird watching. There are several trail connections between the two conservation areas and the surrounding region. Two significant trail connections include the Katy Trail, which runs along the southern border of the park, and Great Rivers Greenway's Busch Greenway along the eastern edge

## Katy Trail State Park

At over 240 miles long, the Katy Trail is the longest developed rail-trail in the country. Running between Clinton and Machens, there are 26 official trailheads and 4 fully restored railroad depots along the way.

The city of Weldon Spring sits halfway between the Greens Bottom trailhead and the Weldon Spring trailhead, which is actually located in the Weldon Spring Conservation Area just west of the city. There are only a few locations along this stretch of trail that people could potentially access the trail due to the large bluffs that adjoin the Missouri River. Currently, the closest public connection to the trail for local residents is a small parking area and unofficial trailhead located at the southern end of Pitman Hill Road.





## Great Rivers Greenway's (GRG) Busch Greenway and Dardenne Greenway

Greenways connect together neighborhoods, businesses, schools, rivers, parks, and conservation areas. They are trails where residents can take a walk, go for a run, ride a bike, get fresh air, and are paved and accessible for all. There are two greenways close to Weldon Spring, the Busch Greenway and Dardenne Greenway.

The Busch Greenway is located on the west side of I-64 and connects the Katy Trail, Weldon Spring Conservation Area, and the Busch Conservation Area together. The Dardenne Greenway is currently split into two parts along Dardenne Creek. One section is in Bluebird Meadow Park and Barathaven Park in Dardeene Prairie. The other section is in Legacy Park in Cottleville. A future greenway is also planned to connect the Dardenne Greenway to the Katy Trail roughly along Pitman Hill Road.



## Sports Park & Renaud Center (O'Fallon)

The Sports Park and Renaud Center are located just a little north of the city along Highway K. The Sports Park is a 95 acre parks featuring 12 soccer fields, restrooms, concession stands, a playground, cricket field, multi-use court, and pickleball courts. The Renaud Center is a 66,000 square-foot indoor recreation facility with a fitness center, 10,000 square-foot natatorium, gymnasium, and many types of aerobic workout classes covering all ages.





### Legacy Park (Cottleville)

Legacy Park is Cottleville's largest and most utilized park. The park is located north of Highway 364 and features 2 playgrounds, a dog park, sand volleyball courts, basketball courts, 6 BBQ pavilions for rent, the Rotary Amphitheater, a historic log cabin, sports fields, a community garden, 2 large lakes with walking trails, and access to the Dardenne Greenway by Great Rivers Greenway.



### Chesterfield Valley Athletic Complex (Chesterfield)

The Chesterfield Valley Athletic Complex is located just on the other side of the Missouri River in Chesterfield and a quick drive for many Weldon Spring residents. The 176 acre sports complex features 21 ball diamonds, 13 multi-purpose fields, 10 baseball/softball practice fields, 6 sand volleyball courts, 4 concession buildings, 2 playgrounds, and 2 entertainment plazas. Of the ball diamonds, 4 have synthetic infields and 1 is a premiere Catch 22 Miracle Field for individuals with disabilities.





## COMMUNITY INPUT

Community input is a critical component of a community-driven parks and greenway master plan. The primary purpose of the parks department is to serve the community, and the needs of each unique community should drive development. For this master plan, the community provided input through a public survey. The feedback from the survey is summarized below.

### On-Line Community Survey

The data collection on-line survey was open for approximately five weeks and received 86 respondents.

In the survey, 87% of the respondents indicated that they were residents of Weldon Spring with the rest indicating that they resided in either St. Charles County or other communities. Among the respondents, 50% were from ward II, 30% were from Ward III, and 20% were from Ward I. All but one of the respondents indicated that they were NOT business owners in Weldon Spring.

Approximately 44% of respondents had children under 18 in their household. On average, about 28% of the respondents visited City Park a few times per week and nearly 65% of respondents visited at least a few times per month.

### Should the City pursue and indoor recreation space?

About 49% of respondents said “yes”, with 27% saying “no” and the remaining being unsure. Of those saying yes, 11 thought it should be located near City Hall or in the park. 7 thought it should be located near major highways and 6 were unsure.

### Which parks in your area have you or members of your household visited in the past year?

The top three responses were:

- Veterans Tribute Park (85.7%)
- Weldon Spring City Park (78.6%)
- August A. Busch Conservation Area (60%)

Other responses like Weldon Spring Conservation Area, Legacy Park, and Woodlands Sports Park only received 26%-34%. All other parks on the list had less than 3% indicating they visited the parks.

As a followup, people were asked what they liked most about those parks that they visited in the past year and 66% indicated that their favorite features were the trails and playgrounds. The next largest group of responses at 13% identified nature, wildlife, and green space a favorites.

Using the park list in the question above, respondents indicated that they visit Weldon Spring City Park most often (49%), followed almost equally by Veterans Tribute Park (43%).

About 76% indicated they know Veterans tribute Park is owned and maintained by the St. Charles County instead of another jurisdiction like Weldon Spring.

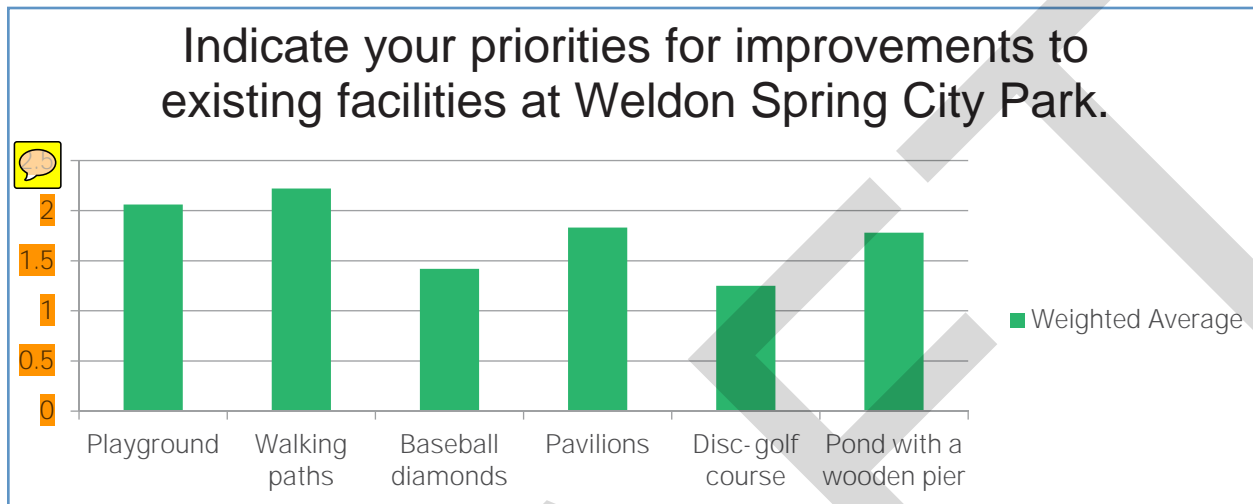
### Questions about Weldon Spring's City Park, Trails, and other Facilities.

Approximately 64% of respondents indicated they were very or somewhat satisfied with City Park. About 12% said the opposite and where very or somewhat dissatisfied.

About 81% indicated that it was important or very important for Weldon Spring to provide high quality parks, trails, and



other facilities. A further 68% indicated that the park needs to be upgraded. Below shows the priorities for improving existing facilities at the park.



#### Questions about greenways and destinations.

Respondents were given five greenway experiences and ranked them by importance. The top three experiences are as follows:

1. Having Greenways near your Home.
2. Being in Nature (woods, prairies, wetlands, etc.).
3. Connecting to the Katy Trail or Other Regional Parks and Trails.

Respondents were asked what destinations within Weldon Spring city limits are a priority to connect to via a greenway. A significant majority (78%) said that the Katy Trail was their highest priority. The second highest priority (at 39%) was connecting to Independence Elementary School. Bryan Middle School (29%), Frances Howell Middle School (24%), and Whitmoor Country Club (20%) followed with all other responses receiving less than 5%.



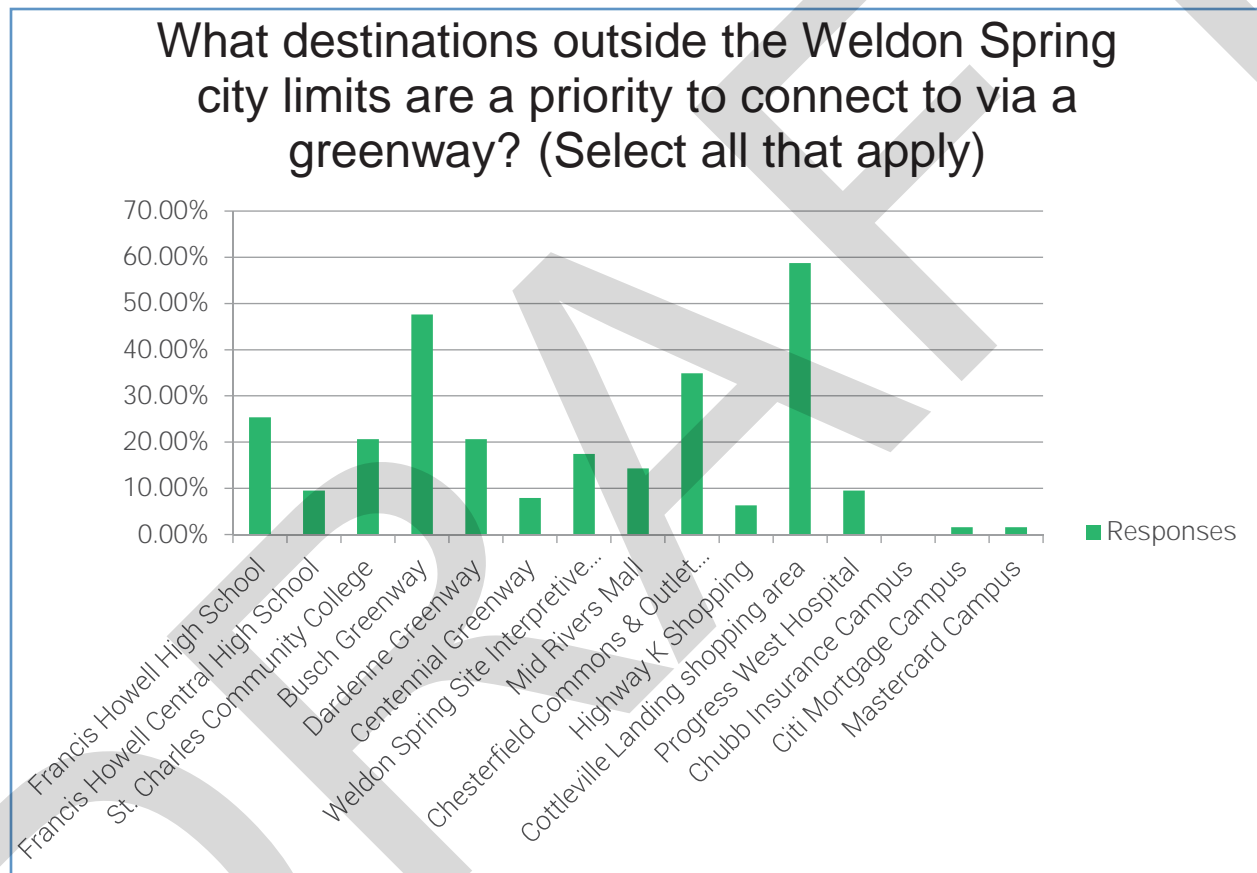
Figure 2.12: Nearby Weldon Spring Conservation Area Trail Head along the Katy Trail (Source: [katytrailmo.com](http://katytrailmo.com))



Respondents were asked which destinations outside Weldon Spring were a priority and the top three were:

1. Cottleville Landing Shipping Area
2. Busch Greenway
3. Chesterfield Commons & Outlet

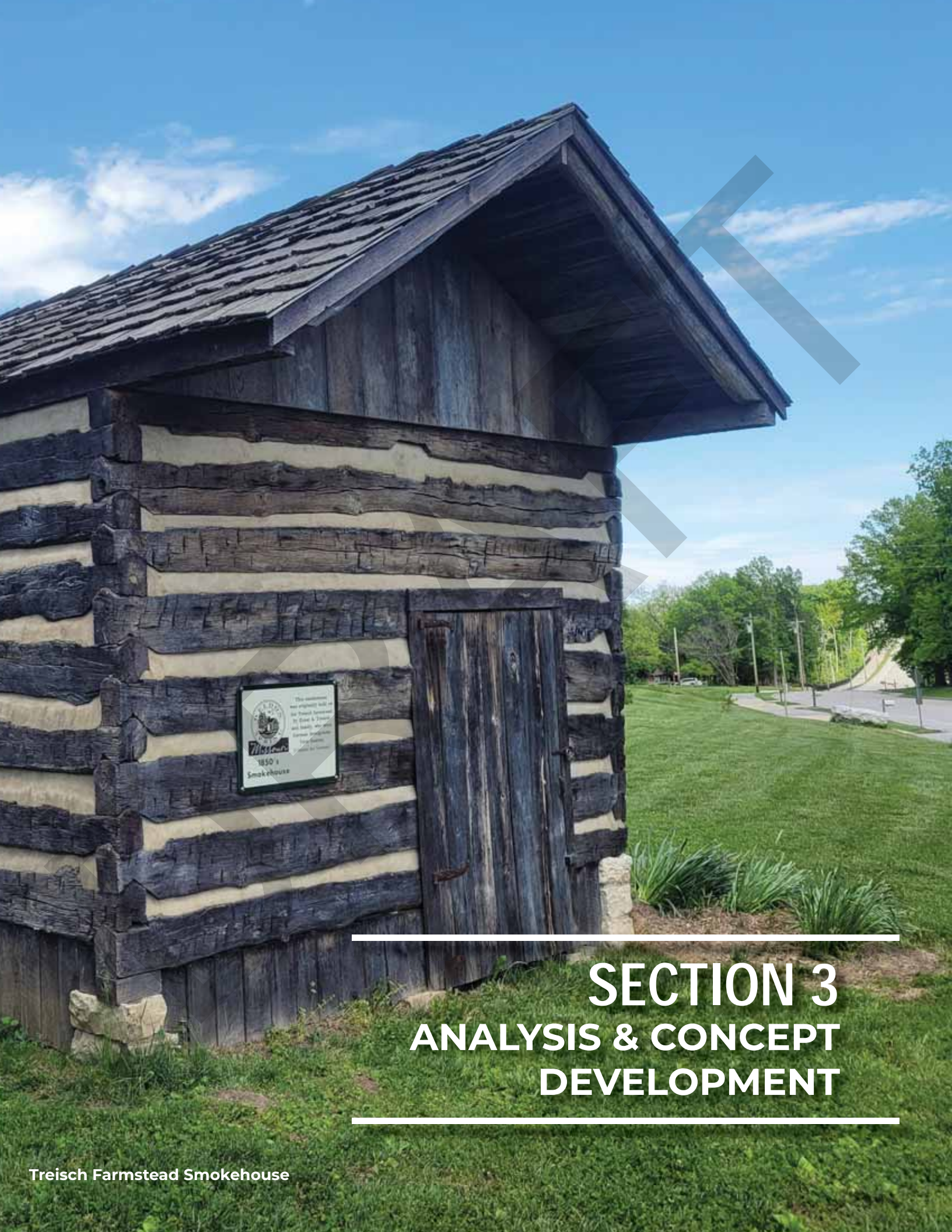
A summary of all destinations are shown in the table below.





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## SECTION 3

### ANALYSIS & CONCEPT DEVELOPMENT

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# ANALYSIS & CONCEPT DEVELOPMENT

## City of Weldon Spring Parks & Greenway Master Plan

### BACKGROUND AND PURPOSE OF THE PLAN

The second phase of the master planning process is the analysis of park land quantity, park land distribution, and recreation facilities based on industry standards. This analysis provides a baseline to evaluate if Weldon Spring is in need of more park land, which parts of the city might be under-served by parks, and what facilities the city could add to better meet the recreational needs of its residents.

The [park land analysis](#) is an evaluation of the total amount of park land and the amount of park land within each park size category. The first part of this analysis considers park land owned and maintained by the City of Weldon Spring, which is compared to benchmarks based on Weldon Spring's population. The second part of the analysis includes in the evaluation public open space within a certain radius of the city that is available for Weldon Spring residents to use. The [park land distribution analysis](#) evaluates the extent to which residents in all parts of the city have walkable access to park land. The results can indicate areas in which the city could consider adding new park land. The [recreation facilities inventory](#) compares the availability of various types of recreation facilities within Weldon Spring compared to benchmarks standards based on Weldon Spring's population. The first part of the inventory evaluates only recreation facilities owned and maintained by the City of Weldon Spring. The second part considers facilities managed by other

entities within Weldon Spring (such as public schools), as well as public facilities within a certain radius outside of the city. This process determines opportunities for the city to add additional recreation facilities.

### PARK LAND ANALYSIS

The park land analysis is an evaluation of the amount of park land available to the residents of Weldon Spring. The first step considers only parks owned and maintained by the city, while the second part considers park land near the city available for public use. Each park is classified into a park type category based on its size in acres from standards created by the National Recreation and Parks Association (NRPA). Each park type has a benchmark need (in acres) per 1,000 people and a service area radius, which represents the maximum distance that people are typically willing to travel to visit that type of park. For instance, a person might drive up to 30 miles to visit a large Regional Park, but would only be willing to walk one quarter of a mile to visit a Mini Park. The park types and the size range is listed below, and Figure 3.1 shows the park categories, their size ranges, the standard of acreage needed of each type per 1,000 people and the service area radius of each.

- **Neighborhood Park 5-15 acres**
- **District Park 16-79 acres**
- **Metropolitan Park 80-249 acres**
- **Regional Park 250+ acres**



Park Type Category	Size Range	Park Land Needed Per 1,000 People	Park Type Service Area (Typ. Max Travel Distance)
Neighborhood Park	5-15 acres	1.5 acres	1 mile
District Park	16-79 acres	2.4 acres	3 miles
Metropolitan Park	80-250 acres	4 acres	5 miles
Regional Park	>250 acres	6 acres	30 miles

Figure 3.1: Park Type Categories, Size Range and Acreage Need per 1,000 People.

Weldon Spring's only park is City Park. At around 18 acres in size, City Park is classified as a District Park. The city also owns two other land minimally developed parcels. One parcel is along Siedentop Road and 2.4 acres in size and the other parcel is located on Weldon Spring Parkway and less than 1 acre in size. Both are much smaller than a typical Neighborhood Park.

To meet the standard for total park acreage, Weldon Spring needs 95 acres of parks. When considering only parks owned and maintained by the city, Weldon Spring has enough District Park acres. However, the city needs an additional:

- 8 acres of Neighborhood Parks
- 21 acres of Metropolitan Parks
- 32 acres of Regional Parks

These needs are shown in Figure 3.2 below.

In addition to Weldon Spring owned and managed park land, residents also have access to nearby park land operated by other entities. The second part of the analysis considers these other parks located near Weldon Spring whose service area overlaps the city of Weldon Spring. This includes Neighborhood Parks within 1 mile, District Parks within 3 miles, Metropolitan Parks within 5 miles, and Regional Parks within 30 miles. The parks included are listed in Figure 3.3 on the following page with their owner, classification, size, distance from city, and a brief summary of the facilities that the park offers.

Weldon Spring ends up with a surplus of park land acres in all categories except neighborhood parks (need 1 acre) when including nearby park land operated by outside entities.

	Standard Acreage Needed	Weldon Spring Total Acres	Weldon Spring Need (-) or Surplus Acres	Existing Park Land Outside Weldon Spring Acres	Total Park Land Need (-) or Surplus Acres
Neighborhood Park (5 ac. - 15 ac.)	8	0	-8	7	-1
District Park (16 ac. - 79 ac.)	13	18	5	145	150
Metropolitan Park (80 ac. - 249 ac.)	21	0	-21	676	655
Regional Park (250 ac. +)	32	0	-32	15,344	15,312
Park Land Total Acreage Need	113	18	-95	16,172	16,059

Figure 3.2: Weldon Spring park land analysis.

Upon further analysis, the design team believes that the abundance of local District Park and Metropolitan Park acreage within the city makes up for any lack of Neighborhood Park acreage. The next section looks into the distribution of

park land around the city to help explain the design teams reasoning.

Park / Facility	Park Classification	Approx. Acreage	Approx. mi. from City Boundary	Facilities
Community Park (St. Peters)	Neighborhood	7	1	3 Ball Fields, 1 Pavilion, 1 Playground
Jack Gittemeier Park (St. Peters)	District	89	3	3 Miles of Trail
College Meadows Park (St. Charles County)	District	56	2.25	9-hole disc golf course, Fitness Trail with 10 exercise stations
O'Fallon Sports Park (O'Fallon)	Metropolitan	93	1.5	12 Soccer Fields, 2 Playgrounds, 2 Pavilions, 1 Community Center, 2 Restrooms, 0.75 Miles of Trail, 1 Basketball, 2 Pickleball
Woodlands Sports Park (St. Peters)	Metropolitan	95	3	8 Ball Fields, 8 Soccer Fields, 2 Playgrounds, 3.5 Acres of Lakes, 1.25 Miles of Trail
Legacy Park (Cottleville)	Metropolitan	105	1.5	2 Playgrounds, 2 Sand Volleyball, 1 Dog Park, 2 Basketball, 1 Amphitheater, 3 Pavilions, 9 Acre Lake, 1.7 Miles of Trails
Barathaven Park (Dardenne Prairie)	Metropolitan	88	2	3 Miles of Trails, 15 Acre Lake, 2 Soccer Fields, 1 Cricket Pitch
Veterans Tribute Park (St. Charles County)	Metropolitan	119	0	3 Pavilions, 3 Restrooms, 1 Dog Park, 1.6 Miles of Trails, 4 Acres of Lakes
Chesterfield Valley Athletic Complex (Chesterfield)	Metropolitan	176	1.5	21 Baseball Diamonds, 13 Multi-Purpose Fields, 10 Ball Fields Fields, 6 Sand Volleyball, 2 Playgrounds, 1.5 miles of Trails, 6 Restrooms
August A Busch Conservation Area (State)	Regional	6,947	0.5	550 Acres of Lakes, Hunting, Archery Range, Shooting Ranges, 4 Miles of Bike Trails
Weldon Spring Conservation Area (State)	Regional	8,397	0.5	40 Acres of Lakes, 3 Miles of Trails, Hunting
<b>Total</b>		<b>16,172</b>		

Figure 3.3: All parks managed by other entities within 3 miles that were included in the park land analysis. Only Neighborhood Parks within 1 mile of the city were included due to service area limitations.



## PARK LAND DISTRIBUTION ANALYSIS

The second part of the analysis evaluates the distribution of park land within the City of Weldon Spring. The examination of how evenly park land is distributed throughout the city can be used to reveal areas that are under-served in regards to easy access to parks. The park land distribution standard is to have a park within walking distance for each city resident. For this analysis, a maximum walking distance radius of one-mile was used for District and Metropolitan class parks.

All parks within 1 mile were overlaid on a map of the city. In addition, major pedestrian barriers like highways were considered as they are difficult for pedestrians to cross. The map is shown on figure 3.4 below, with transparent circles representing the walkable radius around each park. Neighborhood, District, and Metropolitan class parks are shown with transparent purple circles showing the 1-mile distance. Public schools are also shown with light blue circles at a distance of 1/2 mile. Public schools can provide part-time recreational needs to locals with their walking tracks, practice fields, and sometimes playgrounds that

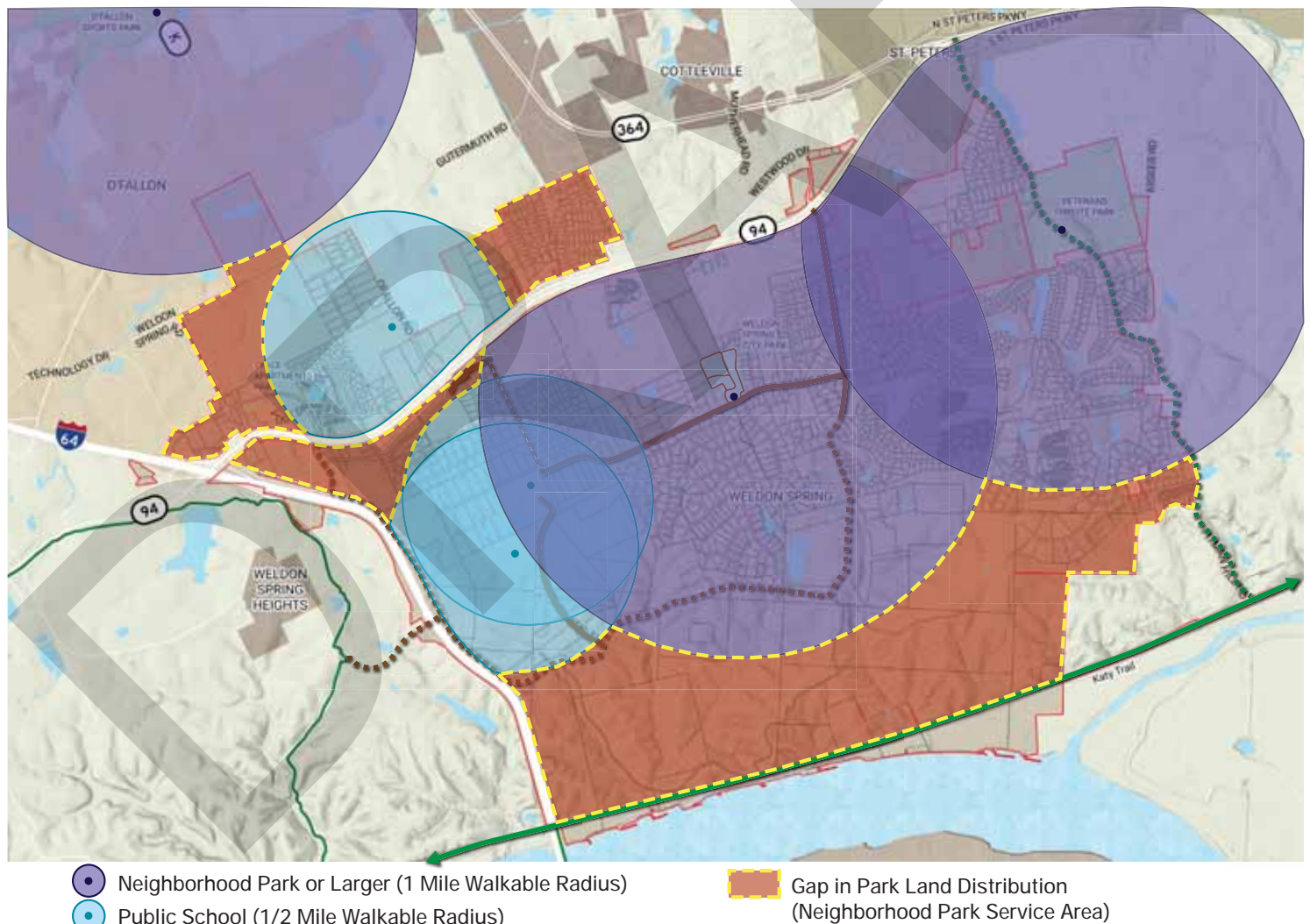


Figure 3.4: Weldon Spring Park Land Distribution Analysis

are available during non-school hours. At many schools, agreements can be made to allow local access to these outdoor facilities when school is not in session. Red shaded areas on the map represent gaps in the park land distribution at the Neighborhood Park service level.

Through this analysis, several apparent gaps can be observed around the city. However, not all of these gap areas truly need neighborhood park access. The southern portion of the city is primarily large farmland parcels or homes adjacent to a large golf course. The few residents living in this area are not lacking for abundant open space and so don't need additional parks at the neighborhood size. The red gap areas in the NW corner of the city along I-64 is primarily commercial land instead of residential. Likewise, the design team believes the city does not need to spend the money to provide walkable park space to these areas as well.

From the distribution analysis, the only remaining area that appears to need additional park land is the Wrenwyck Place neighborhood located between Hwy. 94 and Hwy. 364. No sidewalks exist within the Wrenwyck Place neighborhood making walkability within the neighborhood difficult. One method that Weldon Spring can provide better park access to this neighborhood is to provide a Shared use trail along Westwood Drive and then safe, pedestrian access across Hwy 94.

## RECREATIONAL FACILITIES INVENTORY

The recreation facilities inventory compares the availability of various park and recreation facilities to standard benchmarks based on Weldon Spring's population. Each facility has its own benchmark that represents the standard demand for that facility. The benchmarks for acres of open space and acres of lakes/ponds are determined as a percentage of the city's total land area. Benchmarks for the rest of the facilities are determined based on a standard population-based need. The recreation facilities that were inventoried, the standard need for each and the facility demand for the City of Weldon Spring are shown in Figure 3.5. The first part of the analysis inventoried only facilities within Weldon Spring city parks. The results of this analysis show that Weldon Spring falls short of benchmark standards in most recreational categories. The full results are shown in Figure 3.5 on the following page.

Like the park land analysis, a second part of the recreation facilities inventory takes into consideration public facilities managed by entities other than the City of Weldon Spring that are available for Weldon Spring residents to utilize. Facilities were surveyed at a distance within 3 miles from Weldon Spring. These include facilities at public schools within Weldon Spring and facilities in parks managed by the county, state, or nearby communities. All non-Weldon Spring facilities were calculated at 1/2 the actual quantity due to the assumption that they may not always be used by Weldon Spring residents.

**Weldon Spring has no need for additional recreational facilities when considering other facilities within a 3-mile radius of the city (See Figure 3.5).**



Recreation Facility	Standard Population Based Demand <sup>1</sup>	Facility Demand <sup>4</sup>	Weldon Spring Facility Inventory <sup>5</sup>	Facility Need (Weldon Spring Facilities Only)	Other Facilities within 3-miles (shown at 1/2 actual quantity)	Facility Need (Including Facilities Owned by Others)
Park Land Acres	1 acre / 47 people	113	18	95	8,096	0
Multi-Purpose Trail (Paved)	1 mile / 4,446	1	3.75	0	2	0
Nature Trail (unpaved)	1 mile / 4,814	1	0	1	4	0
Swimming Pool	1 / 6,500	1	0	1	1	0
Picnic Pavilion	1 / 1,356	4	2	2	5	0
Baseball / Softball Diamond	1 / 1,545	3	2	1	30	0
Soccer Fields	1 / 3,274	2	0	2	22	0
Multi-Purpose Field	1 / 7,886	1	0	1	7	0
Football	1 / 10,000 <sup>2</sup>	1	0	1	2	0
Golf Course (9 Hole)	1 / 25,674	0	0	0	0	0
Tennis Court	1 / 2,333	2	0	2	8	0
Basketball / Multi-Use Court	1 / 4,410	1	0	1	7	0
Volleyball Court	1 / 4,659	1	0	1	4	0
Playground	1 / 1,379	4	1	3	13	0
Lakes and Ponds	1 acre / 14,000 <sup>3</sup>	0	1	0	311	0
Outdoor Amphitheater	1 / 10,000 <sup>3</sup>	1	0	1	1	0
Skate Park	1 / 50,000 <sup>3</sup>	0	0	0	0	0
Roller Skating Rink	1 / 50,000 <sup>3</sup>	0	0	0	0	0
Community Center	1 / 25,000 <sup>3</sup>	0	0	0	1	0

<sup>1</sup> Standards from 2018-2021 Missouri SCORP unless noted

<sup>2</sup> Standards from MPRA

<sup>3</sup> Standards from Planning Design Studio

<sup>4</sup> Based upon Weldon Spring estimated 2020 population of 5,326

<sup>5</sup> Inventory based upon facilities maintained by Weldon Spring

<sup>6</sup> Other Recreation Facilities quantities shown reduced by 50%

Figure 3.5: Weldon Spring Recreation Facility Analysis

## PARK SUMMARIES

Below is a summary of the planning team's observations and initial concept recommendations for Weldon Spring's parks. These document initial ideas, and do not represent the final recommendations that will be given at the conclusion of the planning process.

### City Park

#### Primary Observations

- Both parking lots in front have lots of cracking and the lines are faded.
- Some playground features are new and in good condition. Others are old and will need replacing within the next 5 years.
- Some areas of the playground need more woodchips. The end of slide height seems too high.
- The large Red Barn (park office & maintenance area, built in 2009) is in good condition. The attached BBQ shelter and restrooms are also in good condition.
- The small wood BBQ shelter is in average condition.
- Most of the asphalt loop walking trail is in good condition. There is some cracking along the outside edges of the path.
- The ball fields are for informal practices or play only. The outfield on field 2 is very small, limiting its use to informal T-ball games or infield practice only.
- The Treisch Smoke House exterior seems to be in good condition. An access path to the structure would be nice for people to read the historical information about the building.
- The single exercise/fitness station located next to the parking lot is in a poor location that is not along

any of the walking trails or near the playground. There is a trash can blocking use of one of the stepping stations and the wood chip base does not adequately cover the use area. In addition, the center pole seems to be installed farther away from the stepping platforms than what the posted instructions show.

- The disk golf course was removed to make way for the new trail installed in 2021. If the city wants to reinstall the course, the course needs to be redesigned around the path to avoid conflict with trail users.
- The fishing dock wood stain is getting old and fading.
- The Lake Rules sign is located away from the pathway and difficult to read.
- Mowing so close to the pond edge causes excess nutrients to wash into the water and leads to algae blooms, cloudy water, and poorer water quality for the fish and other aquatic animals. In addition, many edges are eroding and in poor condition from people walking so close to the water's edge.
- Several of the fish habitat tube structures are out of place and turned over or sticking out of the water.
- The new trail connection at the north end of the park still leaves an unresolved entrance to the park from the adjoining neighborhood.

#### Initial Recommendations

- Resurface and re-stripe both parking lots.
- Replace older playground structures in the next 5 years.
- Add more woodchips to the playground, especially near high use areas like around slides and swings.



- Monitor the condition of the wood BBQ shelter and stain/paint the wood as needed.
- Patch or repair cracks along the edges of the loop walking path.
- Build a small access path to the Treisch Smoke House so people can read the historical information about the building.
- Relocate the exercise/fitness station to a location near a trail or the playground. Check the manufacturer's instructions to ensure it is installed correctly.
- Powerwash and then re-stain or repaint the fishing dock.
- Relocated the Lake Rules sign to be close to the pathway and easier to everyone to read.
- Consider adding more tall grasses grow near the edged of the pond with designated clear areas where people can get close to the water and fish from.
- Re-position the fish habitat tube structures that are out of position in the lake.
- The city should fully block off Nancy Lane between the Red Barn and the north end of the park so cars can no longer cut through the park. Residents can just as easily use John-Linn Pl to enter and exit the neighborhood without causing conflicts with park users.
- Create a pedestrian entrance to the north end of the park at Nancy Lane.



Figure 3.6: The close-cut, eroded edge of the lake that leads to poorer water quality.



Figure 3.7: The unresolved north park entrance at Nancy Ln.



Figure 3.8: The disk golf course does not work anymore due to the new trail construction passing through multiple holes.

## Progress Review of 2017 City Park Master Plan & Implementation

In 2017, the design team worked with the City of Weldon Spring to develop a master plan for City Park (see Figure 3.9 next page). Since that time, several of the recommended improvements have been implemented including:

- Added walking paths across the middle of the park and also to the eastern (Brock Property) portion of the park.
- Added several new play features to the playground.
- Added a small fishing deck to the lake.

These improvements make good progress towards implementing the City Park Master Plan. Upon further analysis of the Master Plan, the following recommendations are still valid improvements that the design team believes the city should make to the park.

1. **Lake, Forebay, & Stage:** Both should be dredged to re-establish the original designed depth. The forebay's current mowed lawn should be changed out with native wetland plants to increase bio-diversity within the park and improve water quality in the lake. Stone outcroppings around parts of the perimeter and mixed within should be added to provide improved aesthetics and a help the transition between mowed lawn and natural plantings. Native wetland plantings should be continued around the edge of the lake to improve water quality and prevent lake edge erosion. A stage by the lake is still a good addition that also takes advantage of the natural slope at the back of ball field #1.
2. **Family Pavilions, Restroom, and Parking (Back of park):** Adding parking, 2 shelters, and a restroom building at the back entrance to the park essentially doubles the small gathering event space at the park. Closing off Nancy Lane and terminating the road into a parking lot is one good option for ending the road at the park. If the city feels the current pavilions in the part are not meeting demand, then they should move forward with this additional pavilion and restroom expansion.
3. **Barn (Parks Building) & Maintenance Building:** Currently the red barn (parks building) is often used as partial storage of maintenance equipment. This equipment should be moved to the maintenance building next door at the Brock property so that the red barn can be used for city events as it was designed for.
4. **Other Improvements:** The park will benefit greatly from implementing the recommended landscaping, woodlands, and grassland improvements in the Master Plan. The new trail on the eastern Brock property is currently very exposed to the neighbors' homes and visual plant screening would benefit both parties. Maintaining some areas as open prairie while still keeping the grass close to the trail as mowed lawn fits in well with the semi-rural character of Weldon Spring.





Figure 3.9: The 2017 City Park Master Plan.

## Weldon Spring Parkway - Pocket Park

### Primary Observations

- The pocket park is very small and simple with only a single picnic bench and a Shared use trail that cuts through the site.
- Four (4) on-street parking stalls are located along Weldon Spring Parkway (2 on each side) for anyone who would like to stop here.
- The close proximity to the road and to Highway 94 makes stopping here to eat a small picnic with friends not very inviting.

### Initial Recommendations

- Locate the picnic table closer to the trail and possibly add some overstory trees to partially screen the road traffic (without blocking low level views for security)
- Add a small paved area below the picnic table to make mowing around the table easier.



Figure 3.10: The picnic table feels uncomfortably close to the road with no access path to the trail.



Figure 3.11: The curving route of the Shared use path creates a nice experience.

## Siedentop Road - (Possible) Pocket Park

### Primary Observations

- The vacant parcel sits several feet below the adjacent road and sidewalk. In addition, the whole site sits in the flood plane of the adjacent Crooked Creek. Any development on the parcel needs to take flooding into account.

### Initial Recommendations

- If the city chooses to further develop this parcel, the city should prioritize passive recreational uses with robust features that can survive flooding with minimal cleanup and maintenance.
- Possible features could include walking trails, pickleball courts, picnic area, and a small off-street parking area.



Figure 3.12: Open parcel that sits several feet below the elevation of the adjacent sidewalk & road.



## EXISTING SHARED USE TRAIL SUMMARY

Below is a summary of the planning team's observations and initial concept recommendations for Weldon Spring's existing shared use trails. These document initial ideas, and do not represent the final recommendations that will be given at the conclusion of the planning process.

### Trails along Patriotic Tr.

- Only exists on portion of the road south of Independence Road. North of Independence Road there are just standard sidewalks.
- The gap in the trail between the Independence Road Shared use trail and the section south of Bryan Middle School forces people to drive through the Bryan Middle School parking lot. During school hours this connection is potentially restricted or blocked off.

### Trails along Independence Road. (East-West section)

- This trail is in good condition and provides a nice connection for many residents to access City Park.
- Street crossings are provided on some, but not all road intersections on the south side of Independence Road. The city should build crossings for safer pedestrian access to these roads.

### Trails along Wolfrum Road.

- This trail runs from Hwy 94 south to Grey Oaks Drive on the west side of the road.
- Street crossings are provided on some, but not all road intersections on the east side of Wolfrum Road. A lot of people live in the neighborhoods on the east side of the road and many expressed comments in the ETC survey that stop signs and pedestrian

crossings are greatly needed at each of the neighborhood entrances. If the city does not want to install 4 way stop signs, another alternative are pedestrian activated crossing signs.

### Trails along Weldon Spring Parkway

- This short trail section currently runs between Independence Road and Center Pointe Hospital Drive.
- In the middle the trail curves around one of the city's tiny pocket parks that includes a picnic table and on-street parking for 4 cars.



Figure 3.13: Most of the shared use trails are lacking safe cross walks to the opposite side of the road at all road intersections

## SHARED USE TRAIL EXPANSION

The first step of planning Weldon Spring's Shared use trail network expansion is to consider the key destinations around the city that users want to travel to. In Weldon Spring, most users of the trail system are using it for recreation so recreational destinations were prioritized. In Figure 3.14 below, key recreational destinations are shown and broken out into two main categories. The red star icons show parks and greenways located around the city and the blue star icons show public schools around the city.

We can see that currently, only destinations in the center of the city, including City Park, Bryan, and Independence Schools, are connected to the existing trail network. Future trail expansion should focus on expanding outward from the current network and making connections to all the other destinations shown.

Weldon Spring should coordinate closely with area partners on trail expansion so that their projects can connect up with Weldon Spring's own trail network. On the west edge of the city, Great Rivers Greenway (GRG) has plans to eventually

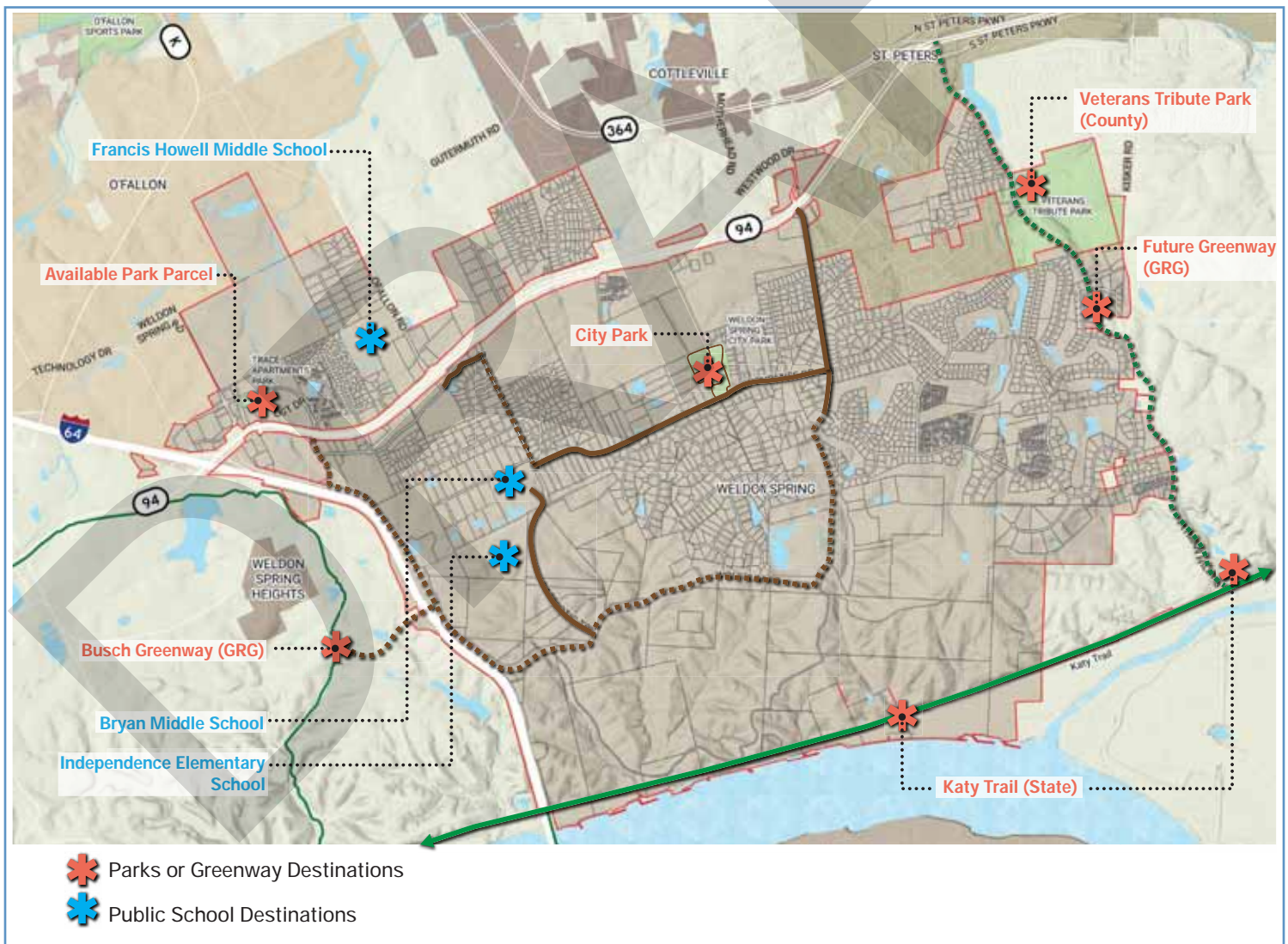


Figure 3.14: Map of key destinations in Weldon Spring that the trail network should connect together.



build a new greenway to connect the Dardenne Greenway to the Katy Trail and pass by Veterans Tribute Park. The final alignment has not been decided yet but it should roughly follow the direction of Pitman Hill Road.

### Key Connecting Routes

The design team outlined in Figure 3.15 below three new key connection routes, besides the existing planned routes, that the city of Weldon Spring should focus on constructing. The routes shown below are not exact alignments, but they demonstrate which elements should have a connection. The following is a description of each route and why the connection is important:

1. Highway 94 is a significant barrier in Weldon Spring and almost no pedestrian facilities exist for anyone to access the businesses or neighborhoods along the highway without a car. Building a shared use path along the north side of Hwy. 94 will greatly help connect up many of these neighborhoods and businesses and allow them better access to nearby recreational destinations. In at least three locations along the highway, safe pedestrian crossings should be built across Highway 94 to further connect up the new northern shared use trail to the rest of the city's trail network and recreation destinations.

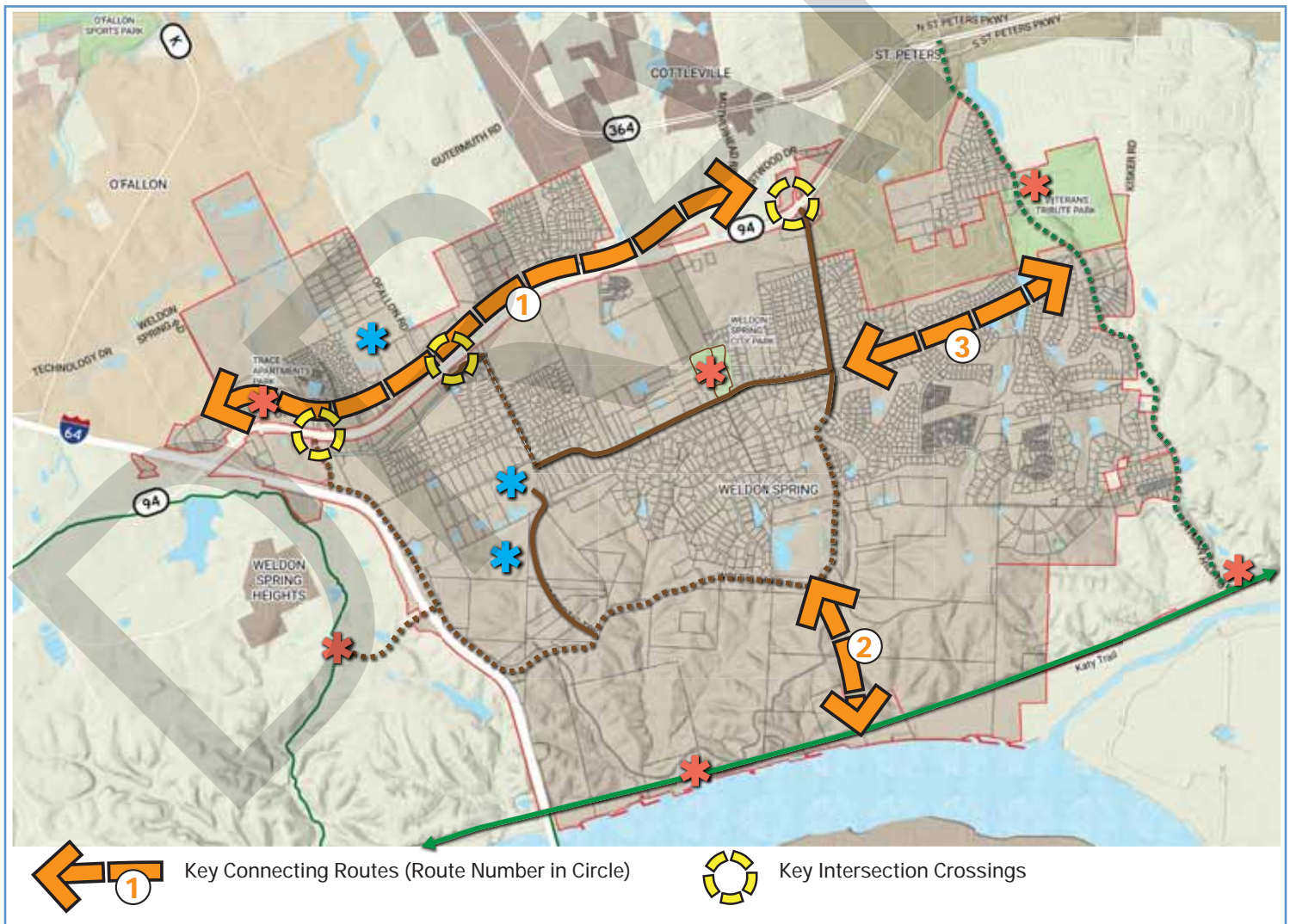
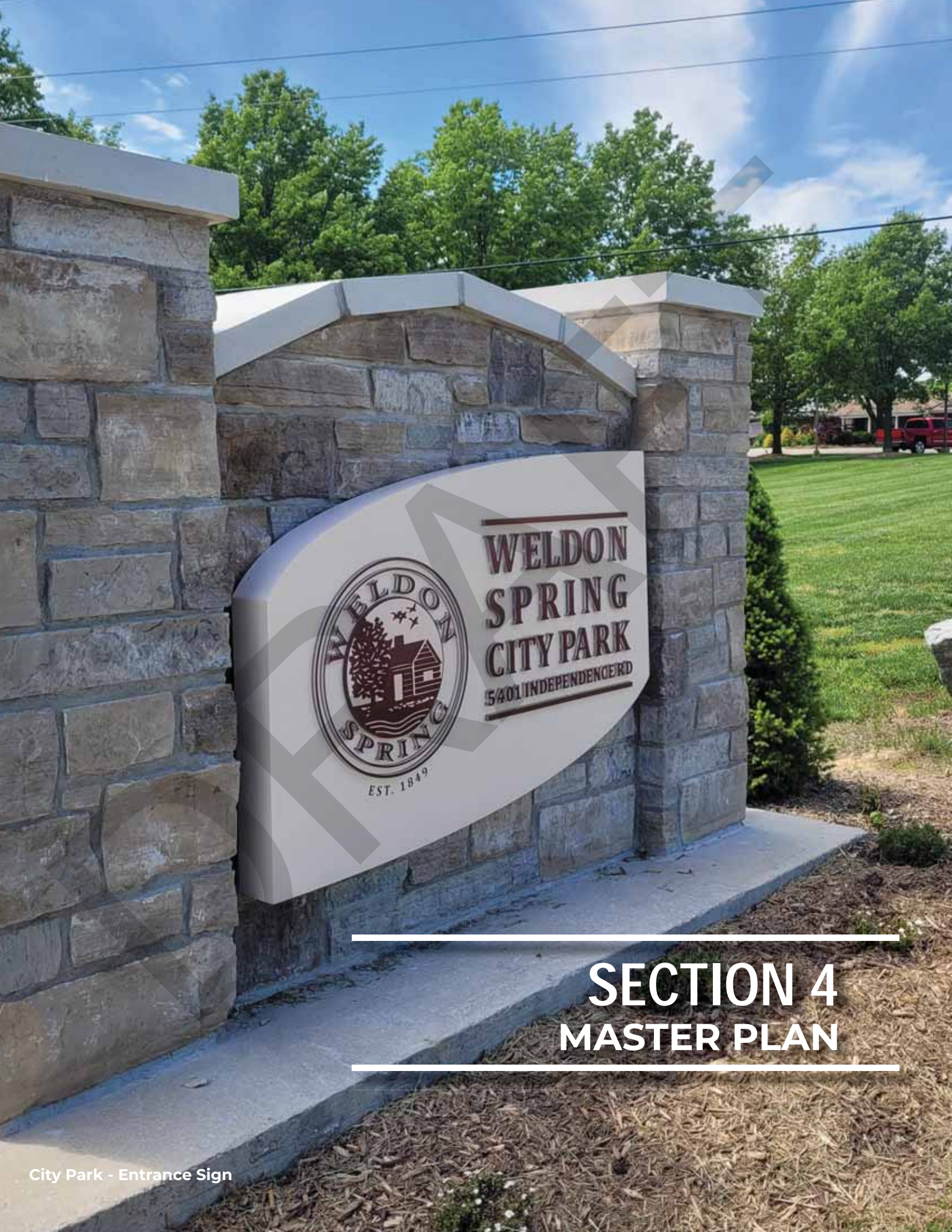


Figure 3.15: Map of key connecting routes and intersection crossings for future shared use trail expansion.

2. The Katy Trail is the most well known trail in Missouri and is a favorite travel destination all over the state. Despite having a trailhead named “Weldon Spring, MO”, the trailhead is not in Weldon Spring and the city of Weldon Spring has little to no easy connections to the Katy Trail. The design team believes that making a direct connection to the Katy Trail will be a great benefit to the city that the residents will greatly appreciate. Currently, all the roads and property south of Wolfrum Road are privately owned. The city will need to negotiate with the local landowners if they wanted to build a shared-use path in this area to connect the Katy Trail with the rest of the Weldon Spring trail network.
3. Weldon Spring is unfortunately divided into two parts east and west with no public roads connecting the two parts. Currently, there is no way to travel from Wolfrum Road to Pitman Hill Road without either illegally cutting through the private, gated streets of the Whitmoor Country Club neighborhood or going around and using Highway 94. This major disconnect means that most Weldon Spring residents can’t walk or bike to Veterans Tribute Park or connect to the Katy Trail south of Pitman Hill Road. The city of Weldon Spring can work with the different neighborhood associations, possibly utilizing neighborhood common ground, to find an acceptable path to connect together these separate halves of the city.





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## SECTION 4

### MASTER PLAN

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# MASTER PLAN

## City of Weldon Spring Parks & Greenway Master Plan

### MASTER PLAN RECOMMENDATIONS

The master plan recommendations come from a synthesis of all of the information and analysis collected throughout the planning process, as previously described in this report. The first section of this Master Plan will give recommendations for improvements of City Park and the undeveloped city parcel located near the new Trace Apartments on Siedentop Road. This includes master plan level budgetary cost information, phasing recommendations and a graphic representation of how the improvements could fit into the existing park. The second section of the Master Plan will present the recommendations for expanding Weldon Spring's use trail system.

### PARK SYSTEM RECOMMENDATIONS: CITY PARK

#### Summary of Recommended Improvements:

The following recommended improvements are highlighted on the following page in Figure 4.1 and explained in the corresponding numbers below:

1. **Forebay and Lake:** Dredge lake and forebay to restore to original design. After dredging, plant native wetland plants in the forebay and add them around the shore of the lake to reduce erosion, prevent excess nutrients from running into the lake, add fish habitat, and to improve overall water quality.

Select areas around the lake can be designated fishing spots if the city would like more locations besides the fishing dock.

2. **Nancy Lane Entrance Parking and Family Pavilions:** Nancy Lane can be converted into the north entrance into the park with a parking lot, (2) family pavilions that serve approximately 10-20 users, and an additional restroom building. The pavilions and restroom design should follow the general aesthetics of the park.
3. **Music Stage:** A stage set against the lake provides an informal amphitheater area where the city can hold small concerts and events. An access path past this location was recently completed in 2021 making the area easily accessible.
4. **Pickleball or Multi-Use Court:** Pickleball is becoming a very popular and requested sport across the region, especially with the older demographic that Weldon Spring has a lot of. Currently, no public courts exist within Weldon Springs and the closest public court residents can use are at the O'Fallon Sports Park. Adding courts to City Park provides a centrally located and easily accessible location for many people in the city. The large flat area next to the path just north of City Hall makes a good place to add several Pickleball courts or a large multi-use court. The area is already relatively flat and is in close proximity to City Hall, restrooms, the playground, and parking.



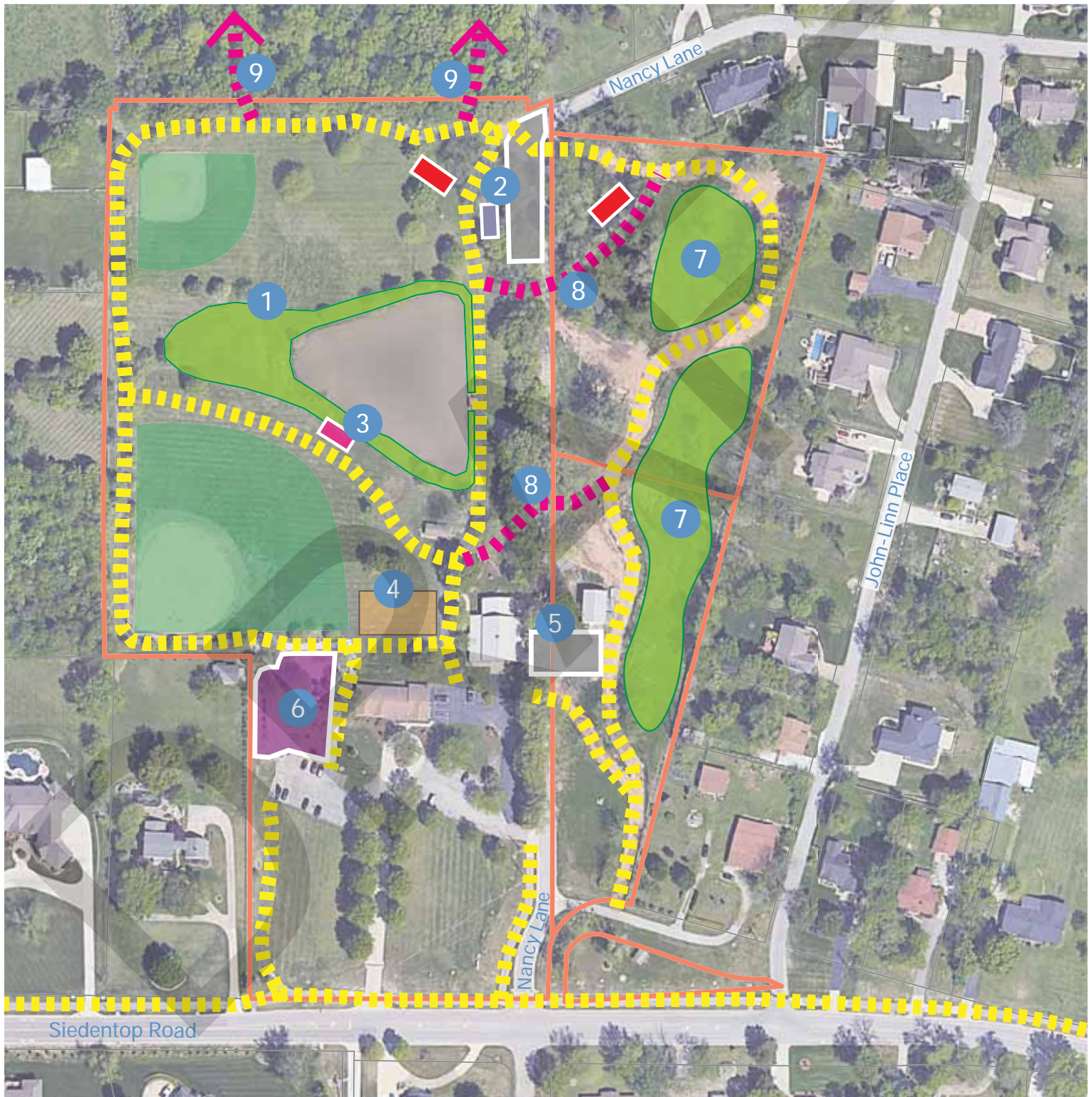


Figure 4.1 City Park Master Plan Recommendations

5. **Screened Maintenance Work Area.**

Most maintenance activities and equipment should move out of the Red Barn (Parks Building), which should be used for public events, and into the adjacent maintenance building. The city should build a screened maintenance work area between the two buildings with ease access from Nancy Lane. Currently, three public walking paths feed into the south side of the Red Barn and constructing this relocated work area will move the maintenance equipment to an area away from public view.

6. **Playground.** The city installed several new pieces of play equipment over the last few years. Some large, older equipment pieces still remain and the city needs to plan for their replacement within the next 3 years as well.

7. **Wildflower Meadow.** Weldon Spring's citizens greatly value the semi-rural character of Weldon Spring. The rolling topographic changes on the eastern Brock parcel and the new, winding walking path makes a great setting for a large Wildflower Meadow. The design team does not see that there is a safe way to add back in the 4 disk golf holes in this area. If the park ever expands north in the future, that new land may make a good location with enough area to add back in disk golf if there is enough demand within the community (current surveys put disk golf very low on their requested priorities).

8. **Additional Paths.** Some additional cross paths should be added connecting the new Brock property trail to the existing park trails. Currently, the only connections at the south end of the Brock property trail terminate in roads and guests must then walk on the roads to get back

onto park trails. New cross paths will allow for additional loop options for guests who would like to stay on trails the entire time and not deal with roads or vehicles while they exercise.

9. **Future Expansion North.** Long term, the city should consider expanding North if the property is available. Preserving this land as park land would help keep Weldon Spring's semi-rural character. This expansion would double the size of City Park and add lots of forested land that could be used to expand the park's trail network.


**Recommended Phasing & Cost of Improvements:**

The following organizes the list of improvements into Short Term (0-3 years), Medium Term (3-6 years), and Long Term (6-10+ years). Order of magnitude costs are given in Figure 4.2.

**Short Term (0-3 Years)**

- Change out oldest playground equipment.
- Build pickleball or multi-use court.
- Install wildflower meadow on eastern Brock parcel.
- Add screened maintenance work area.

**Medium Term (3-6 Years)**

- Replace remaining old playground equipment.
- Dredge lake and install wetland plantings in forebay and around lake edge
- Add music stage  lake.
- Add parking lot to north Nancy Lane entrance.

**Long Term (6-10+ Years)**

- Add (2) picnic shelters and new restrooms to north entrance area.
- Expand park north (if land is available) and add walking trails through forest.



Weldon Spring City Park		
Improvement	Timeframe	Order of Magnitude Cost
Replace Some Playground Equipment	0-3 years	
Pickleball/Multi-Use Court	0-3 years	
Wildflower Meadow	0-3 years	
Screened Maintenance Work Area	0-3 years	
Replace Remaining Playground Equipment	3-6 years	
Dredge Lake & Forebay, Install Wetland Plants	3-6 years	
Add Music Stage	3-6 years	
North Entrance Parking Lot	3-6 years	
(2) Picnic Shelters & Restroom @ North Entrance	6-10 years	
Expand Trails to North Forested Area (If Land is Available)	6-10 years	

Figure 4.2 City Park - Order of Magnitude Costs

## NEW PARK ALONG SIEDENTOP ROAD

### Summary of Recommended Improvements:

The following recommended improvements are highlighted on the following page in Figure 4.3 and explained in the corresponding numbers below:

1. **Parking Lot:** Siedentop has no space for on-street parking so a small parking lot must be created if the parcel is developed into a park. The parking area shown on the map is for 8 stalls, but this can be enlarged depending on need.
2. **Pickleball / Multi-Use Court.** The area shown on the map can fit at least (4) pickleball courts or be a multi-use courts that can accommodate several different activities depending on need. A court-based recreational activity should also accommodate occasional creek flooding without too much damage or cleanup maintenance afterwards.
3. **Shade Shelter & Gathering Plaza.** A small shade shelter and plaza can be built between the parking area

and the courts to provide a central, comfortable place to rest out of the sun. This parcel is currently an open field with no shade and a shaded place to sit will be greatly appreciated by visitors.

4. **Loop Walking Trail.** A loop walking trail that connects with the sidewalk makes the park a convenient place to exercise for the immediate locals who have no other off-street places to walk in the area.
5. **Wildflower Meadow.** The meadow areas on each end of the park help reduce mowing maintenance, add valuable wildlife habitat, and create visual interest along the walking trails that makes walking in the park much more enjoyable.
6. **Open Lawn.** The open lawn area provides one of the only safe, informal open places in the immediate area for kids and families in the nearby apartments and townhouses to run around or kick a ball.



Figure 4.3 New Park Along Siedentop Road - Master Plan Recommendations

#### Recommended Phasing and Cost of Improvements:

The design team recommends that the whole park should be constructed at the same time to save on construction costs. The estimated order of magnitude cost to design and build the park is given below in figure 4.4.

New Park Along Siedentop Road		
Improvement	Timeframe	Order of Magnitude Cost
Design & Construction of Park	0-3 years	

Figure 4.4 New Siedentop Road Park- Order of Magnitude Costs




## GREENWAY RECOMMENDATIONS:

The following recommended shared-use paths that expand on Weldon Spring's existing network are highlighted below in figure 4.5. These new shared-use path routes are **in addition to already proposed routes by Weldon Spring (dashed brown lines)** or Great Rivers Greenway (dashed green lines) which are also shown on the map.

1. **City Park Expansion:** Weldon Spring should build a loop trail north of City Park if the forested parcel ever becomes available for

acquisition. As described in the park recommendations, this forested trail would greatly expand the length of loop walking trails within the park and would provide an alternative trail setting than what currently exists within the park. Making this parcel part of city park would also preserve this land as open space.

2. **Patriotic Trail and Meadows Parkway Connect**  Currently, a gap exists at the north end of Patriotic Trail where the path turns into the Bryan Middle School parking lot and forces people to travel through the parking lot to connect with the path on

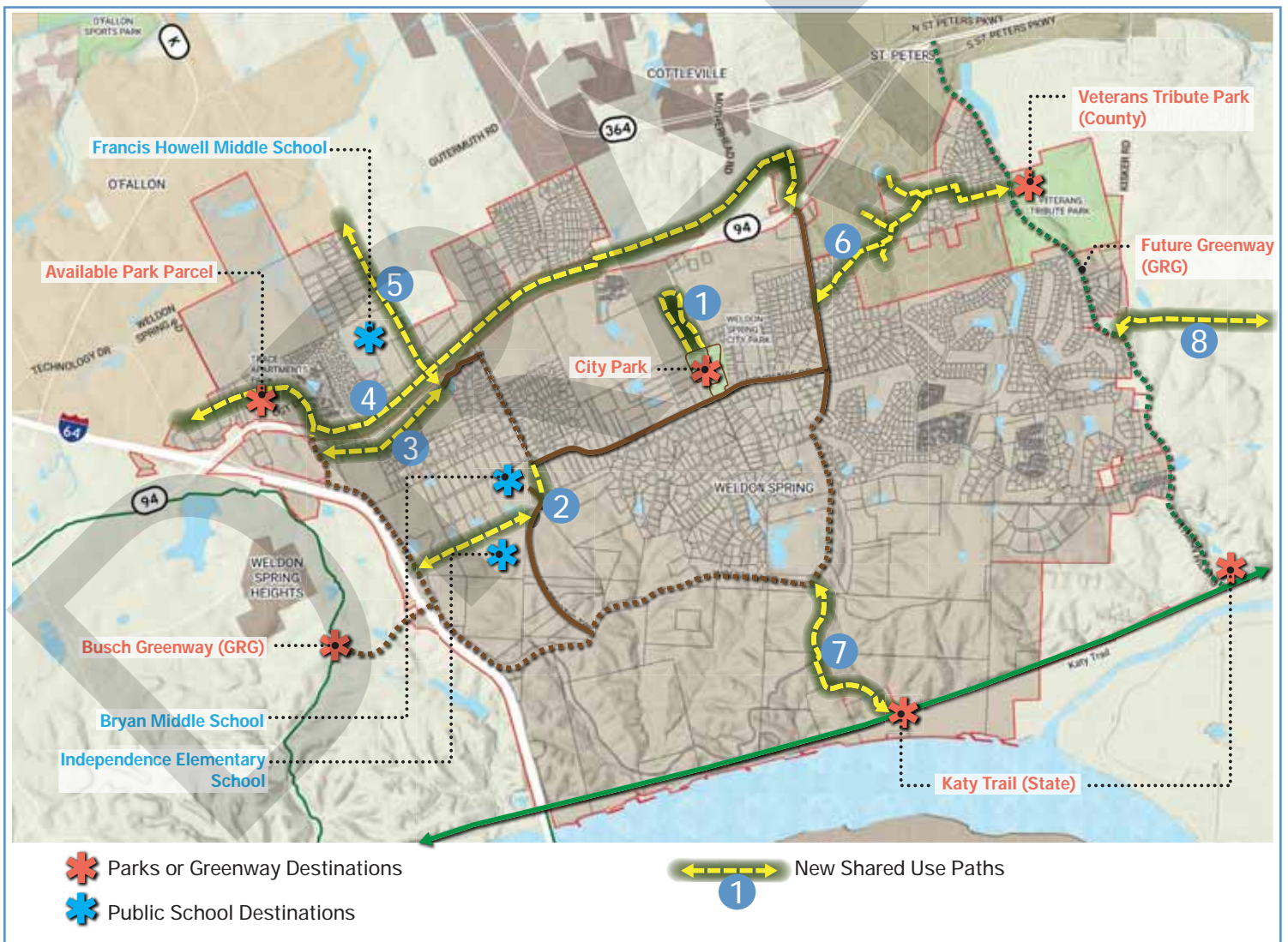


Figure 4.5: New Shared Use Path Locations

Independence Road. This diversion through the middle school potentially cuts off public use of the trail during school hours. The city should build a connecting piece that avoids going through the school parking lot. Likewise, a share-use path should be built along Meadows Parkway which would provide a major shortcut to anyone wanting to travel over to I-64 and to the Busch Greenway. The current planed trails would force people to loop around south along Wolfrum Road and is double the distance of using Meadows Parkway.

3. **Weldon Spring Parkway.** Currently, the city has a short shared-use path built along the eastern end of Weldon Spring Parkway. The city should expand this path along the entire length of the road to connect up with both the future trail coming up north along Technology Drive and also to cross Hwy. 94 at Siedentop Road. Several businesses are located along Weldon Spring Parkway and this path allows residents to access them without having to drive or get close to Hwy. 94.

4. **North Side of Highway 94 and Siedentop Road** Many neighborhoods and businesses located on the north side of Hwy 94 are cut off from each other and rest of the City. A complete trail along this route would connect up the entire north side of Weldon Spring. On the east half of the route the path could run alongside Westwood Drive. Then, between O'Fallon Road and Siedentop Road, the trail would need to stay on the north side of the highway on its own path. At Siendentop Road the path would travel north and follow the road to the hospital. The city should build pedestrian crossings at three of the intersections along Hwy 94 to meet

up with other shared-use paths on the south side of the highway.

5. **O'Fallon Road.** The sidewalk alongside O'Fallon road should be upgraded to a shared-use path to allow better access to both Francis Howell Middle School and further north to Highway K. Connecting to Highway K will join up Weldon Spring's network to O'Fallon's expanding bike lane and shared-use path network.
6. **Wolfrum Road to Pitman Hill Road.** Weldon Spring is divided into two distinct parts and connecting them together would significantly improve the quantity of recreational features available to both sides. Making a connection between Wolfrum Road and Pitman Hill Road requires careful coordination and negotiation between neighborhood associations, private landowners, and possibly the city of St. Peters. The design team has found one potential route that minimizes the amount of individual residential properties that must be crossed and follows neighborhood common ground for the majority of the route. The city should carefully consider this connection as it is one of the most impactful connections the City of Weldon Spring could add to its shared-use path network.
7. **Wolfrum Road to the Katy Trail.** The city's current Katy Trail connection at the south end of Pitman Hill Road currently requires the completion of connection #6 above to make it accessible to the rest of the city. However, a second route is possible through negotiation with the private landowners that use parts of the private roads of Old Wolfrum Road and Main Street. The route shown avoids going close to most of the homes so as to minimize disturbance.



8. **Towers Road.** Weld Spring's comprehensive plan showed potentially expanding the city west of Pitman Hill. If the city expands west, the best way to connect these neighborhoods together and to the rest of the city's shared-use path network is to build a path along Towers Road. All the neighborhoods in the area are isolated from each other and Towers Road is their only common connection.

These 8 proposed trails described above are in addition to the other proposed trails the city is already planning to make which are shown as brown dashed lines on the map. The city should consider both groups of trails when deciding which section to build next. When comparing between two different shared-use path sections to build, the city should prioritize sections that have no pedestrian facilities at all over sections that already have basic sidewalks.

Improving the city's existing shared-use paths to make them more accessible to the neighborhoods would also be easy to make improvements the city could take on soon as other sections are being planned and designed. The existing shared-use paths are typically only located on one side of the road. Unfortunately, this means that many people who live in neighborhoods on the opposite side of the road must cross the road, often with no stop signs or flashing pedestrian signs to cross safely. The city could easily add these crossings at many of the neighborhood entrances to make the existing path network much more safe and user friendly.



Figure 4.6: Installing either stops signs or a button activated flashing pedestrian sign greatly improves the safety and access to the city's existing shared-use path network.