



# WILDWOOD

June 18, 2019

The Honorable City Council  
City of Wildwood, Missouri  
16860 Main Street  
Wildwood, Missouri 63040

**Re: Acceptance of Taylor Road Extension for the Public Maintenance (Ward Five)**

Council Members:

**INTRODUCTION >>>** The development of Villages at Bright Leaf Subdivision required a number of infrastructure improvements to accommodate the future construction of one hundred ninety-two (192) single family dwellings on individual lots, all being located upon an overall seventy-eight (78) acre site. Among these improvements have been streets and alleys to serve these allowable lots, along with stormwater items. Collectively, these improvements and other items provide the support to accommodate the incumbent increase in use of this overall property relative to its past activity level, i.e. 192 homesites versus just several.

Key among those improvements was the completion of the extension of Taylor Road from one end of the development to the other. This connection is from State Route 100, at the southeast corner of the development site, to Eatherton Road, at the northwesternmost corner of the property. This roadway is the main collector type for the subdivision, where all other streets and alleys are connected to it for the purposes of ingress and egress into and out of the site. Accordingly, Taylor Road Extension is a significant roadway to the City and its Town Center Area and was required to be constructed to a very high standard relative to its planned function and safety.

The roadway, as mentioned, was designed and engineered to meet a collector standard to an almost arterial standard relative to its classification, specifications, and standards for design, engineering, longevity, and volume of traffic (use). Included in this design for the roadway were a number of traffic calming measures, landscape medians, pedestrian facilities, and stormwater improvements. The length of the roadway, and its associated width, led to it be one (1) of the most expensive infrastructure items the City required of this development. The extent and complexity of this roadway also led it to be constructed in two (2) phases by the development entity, which took a number of months to complete. The first half of the construction was the segment of roadway from State Route 100 to the limits of Villages A, B, and C, which were the planned first areas of new housing development within the project. The second segment followed thereafter.

Even with the completion of construction of the roadway, the development entity and the City did not open for through traffic for a number of reasons. Principle among these reasons that led the City to request the roadway not be opened to general through traffic were as follows:

1. The roadway lacked the needed safety signage for speed limits, stops, turns, etc.

2. The roadway lacked the traffic calming items that had been required as part of it.
3. The roadway lacked striping and the required pedestrian facilities.
4. The roadway lacked street lighting for visibility.
5. The roadway lacked groundcover to address erosion control abutting, and along, its edges.
6. The roadway lacked proper inspections for the work that had been completed.

All of these reasons caused the development entity and the City to block access through the development via the roadway, until a later date, which would be determined at some point in the future. For many months, this on-going closure was not problematic, given no new dwellings were occupied and no construction improvements had been initiated on the surrounding roadway network, i.e. State Route 109.

#### **IDENTIFICATION OF CURRENT NEEDS >>>**

With the development of new dwellings within the subdivision, and their occupancy, along with the construction project that began in May involving a large length of State Route 109, more questions have arisen about the opening of Taylor Road and when such might be expected. The questions have come from a range of parties, but have been heightened, again, since the construction project on State Route 109 began and the lane changes implemented on the bridge over State Route 100. Now, also requesting this consideration, is the Fire Marshal with the Metro West Fire Protection District, which is seeking a second access point into this large development, now with occupants in the dwellings that have been completed. The needs for this second access point and the benefit it would provide have become more clear in nature.

#### **DEPARTMENTS' REQUEST >>>**

The Planning and Parks Committee has been monitoring the progress of the roadway's construction and the addition of items needed to complete it over the last several months, as, again, more questions and requests were being received for its opening. The development entity has been making the necessary additions and improvements to complete the roadway, to the approved design and engineered standards, which, for all intent and purposes, occurred just this month (June). Inspections to verify this situation on Taylor Road have been undertaken the week of June 14<sup>th</sup> and June 20<sup>th</sup> by the City's Street Superintendent.

With the work, for all intents and purposes, completed on the roadway and many parties seeking its opening, the Planning and Parks Committee believes the needed acceptance of the roadway could be considered and allowed, given the current condition of it, which would benefit a large constituency of residents and others from the perspectives of safety, function, and design. The Committee Members also believe that allowing full access will improve the situation relative to traffic circulation in the area of the current construction on State Route 109, at State Route 100. Also, as noted, the fire district's concerns regarding a secondary, or another, point of access will be provided, which is a positive for all parties in this regard.

In endorsing this acceptance by the City of Wildwood of Taylor Road, it is important to note that such is unusual and not the typical process that is followed in this regard. However, as has been stated, reasons do exist for it to occur and be considered a one-time action on the part of the City. With that note, the Planning and Parks Committee do want to identify that, with the opening of Taylor Road Extension, traffic will increase in the Villages at Bright Leaf Subdivision, which means that new residents should be prepared for such. This increase in traffic ensures the roadway can no longer be used for construction parking or staging, walking/running, unless on the provided sidewalks, or other activities, while also increasing noise in its vicinity due to the traffic. Therefore, not all outcomes may be perceived as positive, when the roadway is available for full, public use. However, despite these considerations, the roadway is essential and is an

integral part of a network of roadways that is needed to facilitate safe and efficient movement of traffic in the area of State Route 100 and State Route 109.

**SUMMARY STATEMENT >>>** Accordingly, the Planning and Parks Committee is recommending the full acceptance of Taylor Road for public maintenance and upkeep, before construction is complete within the surrounding development, for public safety and welfare reasons. With this action, the City will assume all obligation/liability for the roadway and release of the development entity of any further responsibility in this regard. This item, given the Committee's favorable recommendation, is being presented to City Council at tonight's June 24, 2019 meeting for action.

**CONTACT INFORMATION >>>** If any of the City Council Members should have questions or comments in this regard, or need additional information, please feel free to contact the Department of Planning and Parks at (636) 458-0440. A presentation is planned at tonight's meeting on this matter. Thank you for your consideration of this information and direction on the same.

Respectfully submitted,  
**CITY OF WILDWOOD**

Debra Smith McCutchen, Chair\*  
Planning and Parks Committee

Cc: The Honorable James R. Bowlin, Mayor  
John A. Young, City Attorney  
Steve Cross, Co-Interim City Administrator  
Rick Brown, P.E. and P.T.O.E., Director of Public Works  
Kathy Arnett, Assistant Director of Planning and Parks  
Chris DeGuentz, Vice-President, Fischer and Frichtel

\* The Department of Planning and Parks developed this report, in conjunction with the Planning and Parks Committee. Content reflects the Committee's consideration of this subject and not necessarily an individual's position or opinion.