

OLD JAMESTOWN AREA STUDY COMPLETED

It was a year ago this month that County Executive McNary appointed a citizens' committee to assist in the preparation of a plan that would be used as a guideline for the emerging development of the "New" Jamestown Area. The timetable called for completion of the plan by October, 1987.

Much has happened between last July and April of this year when the final report was transmitted to the County Council.

-the committee was expanded to better represent area residents.
-the project name was changed to "Old" Jamestown as being more appropriate.
-the Old Jamestown Association, established in 1942, was reactivated.
-the Association presented a forty page position statement to the County which expressed concerns and provided extensive background information to the committee members describing the unique characteristics of the karst topography.
-the County, upon recommendation of the citizens' committee, eliminated the timetable to allow as much time as required for completion.
-the committee conducted a series of public meetings at which residents had the opportunity for input.
-the committee held ad hoc meetings with parties having an interest in development in the area.
-the Association played a major role in defining issues and informing the County of residents' concerns.
-the boundaries of karst topography in the study area were established by the Department of Natural Resources. 4.5 square miles of the 7 in the study area were identified as karst and thereby subject to restrictions they would cause to development.
-a staff geologist from the Department of Natural Resources visited the area upon request of the Association. His report confirmed the unique characteristics of the areas karst topography and the restrictions they would cause to development.
-the Association hand delivered and mailed over two thousand informational flyers announcing the public hearing at which the final draft of the area study would be presented.
-over 250 residents (not the "more than 100" as reported in the Journal) attended the March 2nd. public hearing. It was the largest crowd ever to attend an area study public hearing. The statement made on behalf of the Association expressed both support and concern for the plan. The concerns focused on upon the density of development in the karst area, the commercialization of the Lindbergh corridor, and residential density along Lindbergh. Those concerns were incorporated into the wording of the final plan.
-the plan was adopted by the Planning Commission on April 14, 1988 and transmitted to the County Council where it was filed for record. The Council, for legal reasons, does not officially adopt such documents as they could be used as evidence in litigation brought against the County.

The seventy-eight page document is very specific but at the same time very general. Detractors will say that the plan makes no difference and that the politics of the County will ultimately determine what happens. That may turn out to be the case in some instances, but if

it does, it means that someone in the governmental system will have disregarded the plan and must be held accountable. This plan is significantly different than one that would have been approved last October without the active involvement of the Association or the assertive posture taken by a nucleus group of the citizens' committee. The persistence of that committee resulted in lower density recommendations in virtually every sub area as well as commercial restrictions on major portions of the Lindbergh corridor.

The effect of the study has already been observed in the guidelines established for recent projects. They are the Mobil Oil proposal, Mazander (Glen Eagle), Kemp (Portland Lake Estates), Wallace/Rees (Jamestown Forest) and the Waldbart Nursery.

Support of area residents by membership in the Association and attendance at the public hearings has been extremely important in demonstrating to the County administration that residents in the unincorporated areas do have an interest in what happens in their community. The Old Jamestown Association is one of the few effective residents' associations in unincorporated St. Louis County.

Ken Smith, President

UPDATE ON DEVELOPMENT PROPOSALS AND PROJECTS

A number of projects have been proposed in the area during the past year, some of which have been denied and others proceeding. The following list is an attempt to summarize the status of those projects. Please advise the Association if you have current information.

J.L. Mason Group - 1700 homes/36 hole golf course - East of Highway 367 on Lindbergh extension.

Status - Inactive due to geological problems and extensive road development costs. Purchase options returned to property owners.

Mobil Oil - Gas/carwash/convenience store - Southeast corner of Old Halls Ferry Rd. and Lindbergh.

Status - Original proposal approved by Planning Commission (5-4). The County Council returned it to the Planning Commission for reconsideration because it did not comply with the Old Jamestown Study guidelines. Planning Commission denied approval by a 6-2 vote. The Association advised residents in the immediate area of the details of this proposal.

F.M. Kemp Group - Portland Lake Estates - Thirty-two acres/R-2 single family (Planned Environment Unit) - Northeast side of Old Halls Ferry Rd., northwest of Vaile Ave. (Keeven sod farm).

Status - Approved by County Council. Construction has started. Seven acres of this project were sold to the Hazelwood School District for a potential school site. This project was originally requested for R-3 density but was reduced to R-2 because of area study guidelines.

Donald Basford - Village of Fours - sixty-eight units on eighteen acres arranged in fourteen four family buildings at R-2 and R-3 density (PEU) - North side of Lindbergh approximately one half mile west of Old Jamestown Rd.

Status - Construction underway last year but stopped last Fall. No activity since then due to apparent financial problems.

Inwood Corporation (George Mustermann) - Bay Pointe - Twenty-three acres of R-2 and R-3 single family (PEU) consisting of 69 units - North side of Lindbergh immediately adjacent to the west of the Village of Fours.

Status - Approved by County Council. Awaiting developer's start.

Behlmann Associates - Parc Argonne Forest - Forty-nine acres/R-1 single family (PEU) - Old Jamestown Rd. and Vaile Ave..

Status - Project under construction. Sewage from this project will be pumped along Vaile Ave. to Old Halls Ferry Rd.

- Gary Mazander - Glen Eagles -** Twenty-one single family units (three acre lots) on sixty-six acres in Non-Urban zoning. Southeast side of Vaile Ave., northeast of Old Halls Ferry Rd.
 Status - Site development underway. This project was approved in 1985 for 106 single family units in R-1 and R-1A density. The developer subsequently became aware that the ruggedness of the karst topography made the site unsuitable for the density of development initially approved. The developer subsequently requested the zoning revert back to non-urban development in three acre sites.
- New Halls Ferry Landfill -** New Halls Ferry Rd. and Douglas Rd.
 Status - The landfill's construction permit has been upheld by the permit board. There appears to be no legal obstacles hindering the opening of the landfill at this point. The next move would be to appeal the air pollution permit to the state courts.
- Chouteau Petroleum Co. -** Service station and convenience store South west corner of New Halls Ferry Rd. and Shackelford Rd.
 Status - This project was being proposed on property owned by the Desloge family. Request denied by the Planning Commission.
- Westlake Quarry -** Fort Bellefontaine Rd. and New Jamestown Rd.
 Status - Truck entrance and weigh station moved to Highway 367. Expanding quarry operations on ninety-nine acres along the east side of New Jamestown Rd. south of existing quarry. The County began work on July 18th to the culvert on New Jamestown Rd. to alleviate water backup on adjacent property caused by quarry operations. The Association was involved with the County on this project.
- Wallace and Rees - Jamestown Forest -** Three acre Density Development on fifty-six acres (19 sites ranging from 2 to 5 acres) - South side of Old Jamestown Rd., approximately one half mile north of Fort Bellefontaine Rd.
 Status - Site development underway. The Density Development procedure (where some lots are smaller but the overall average is three acres) was utilized because the ruggedness of the karst area topography was too severe to accommodate an adequate building site on uniform three acre tracts. St. Louis County water main will be extended from present terminal point at the American Legion Post to the project.
- Bob Evans Restaurant -** Southwest corner of Lindbergh and Highway 367.
 Status - Site cleared, but no progress in several months.
- Walters-Kroenke Development Co. -** Jamestown Centre - Thirty acres of commercial including a large retail store (originally a Wal-Mart), grocery store, banking facility, two fast food restaurants, small retail shops, and two medical/office buildings - Northwest corner of Lindbergh and Old Jamestown Rd..
 Status - This project was approved in 1985 but did not proceed after Wal-Mart withdrew their interest in the location. The karst topography to the North of this property causes a major problem in the disposal of storm water runoff. The County has tentatively approved an elaborate automated pumping system in the event the sinkholes back up. The developer submitted a revised site plan this Spring so the project will apparently proceed in the near future.
- Waldbart Nursery -** Nine acres on the west side of Old Jamestown Rd. just north of Lindbergh (not their present location).
 Status - The Planning Commission approved a request for a Conditional Use Permit on five acres of the nine acre site. Waldbart received the nine acres in exchange for relinquishing the lease at their present location on Lindbergh. The entire operation will relocate this Fall into a new building on Old Jamestown Rd. The Association provided details of the Waldbart proposal to residents in the immediate vicinity.

The Association supported the move as being consistent with the Area Study by providing a suitable transition from commercial on Lindbergh to large lot single family residences to the north.

The Waldbart relocation will be the key to the progress of Jamestown Centre and to the development of the fifty-one remaining acres of the original Walters-Kroenke property. The Inwood Corporation has development rights to that property in addition to ownership of fifty acres adjacent to the West with frontage on Lindbergh. Therefore, there will most likely be a major development of at least 100 acres consisting of single/multi-family/commercial within the year at that location.

Dalton Construction - Diane Marie Estates - Twenty-nine acres R-1 single family - Old Jamestown Rd. opposite Shamblin Dr.. Status - Site development underway. Sewage from this project will be pumped along Vaile Ave. to Old Halls Ferry Rd.

DNR GEOLOGIST VISITS OLD JAMESTOWN AREA

Mr. Jim Van Dyke, staff geologist for the Division of Geology and Land Survey of the Department of Natural Resources, visited the Old Jamestown area for a one day field trip in February. His visit followed a meeting in Rolla of assistant state geologist, Jerry Vineyard, and Ken Smith, Association president. The Association had requested the state agency to provide information that would confirm the unique characteristics of the karst area in North County and how development would affect the area.

The field trip contingent of five persons included Mr. Ross Soper, staff planner for the County Department of Planning, who had expressed an interest in the DNR visit. The itinerary for the field trip included a one mile walk along the Missouri River and visits to known springs, caves, and major sinkhole formations in the area. Several springs and caves previously unrecorded were documented by Jim Van Dyke for state records. Water samples taken at several springs tested to be of drinking quality. That evening, after dinner at the Thurman residence, he met with the Association executive board.

The following excerpts are taken from the four page followup letter of the field trip. A copy of that letter is on record with the St. Louis County Planning Department as part of the area study and is therefore available to developers and their engineering consultants.

"The Florissant karst area is different from other regions of intense sinkhole development in eastern Missouri. It even differs from the karst in south St. Louis County, even though only a few miles separate the areas and they are developed in the same stratigraphic units."

"One of the key differences between the type of sinkhole development in south St. Louis County and that of the Old Jamestown area is the size of the sinkholes. As you well know, urban development in the Oakville area has taken place in sinkhole plains. Some of the sinkholes were plugged and filled; drainage wells were installed in others. However, based on data from the Oakville 7 1/2 minute topographic map, the sinkholes were mostly 10 to 20 feet deep, and relatively small diameter. Sinkholes in the Old Jamestown area, shown on the Florissant 7 1/2 minute topographic map, are quite different. The sinkhole development is more intense here, sinkhole density is greater, and the sinkholes are deeper. Many shallow sinkholes are present, but there are also many that are 30, 40, and even 50 feet or more deep. Sinkhole diameters range from less than 100 feet to more than 1,000 feet."

"It is difficult to imagine intense residential development in the sinkhole plain of the Old Jamestown area. Parts of the

sinkhole plain in the areas between sinkhole sub-basins, where sinkholes are shallower and fewer, could be selectively developed using techniques similar to those used in development in south St. Louis County. Much of the area, though, contains steep-sided, deep sinkholes and high sinkhole density. Where these conditions exist, I feel low-density residential development similar to that already existing in the Old Jamestown area is a far wiser and more environmentally sound choice. The karst area is so unique; preserving its natural state as much as possible would certainly be desirable."

There were a number of locations that were not visited due to shortage of time that day. Jim Van Dyke is coming back this fall or winter for further study of those and other features. Please advise the Association if you are aware of any unusual features on your property.

NEW DIRECTOR APPOINTED

Christine Boyce has been appointed as a Director of the Association by president Ken Smith. Chris is a resident of Lake James Manor. She was a member of the Citizens' Advisory Committee for the Old Jamestown Area Study and assumed an active role in the work of the committee.

ANNOUNCEMENT

The 5th annual BAR-B-QUE sponsored by Citizens For Safe Waste Management will be held on Saturday, July 23rd from 12 noon till 10 p.m. at 16870 New Halls Ferry Rd. (.6 mi. N. of Shackelford) Dinners-\$4.50 Children-\$2.50 Carry outs available.

ASSOCIATION GENERAL MEETING IN OCTOBER

There will be a general meeting of the Association in October. Election of officers and adoption of by-law revisions will be important items on the agenda. Prospective members of the Association will also be invited to attend. Location and details will follow.

Those members who attended the organizational meeting of the Association in October, 1987, perhaps recall that election of officers and revision of the by-laws were to occur in April, 1988, according to the timetable proposed. The area study at that time, was scheduled for completion in October '87, but eventually was extended to April '88 when it was submitted to the County Council. The Association board has been actively involved in the area study project and as a result organizational matters were delayed.

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THIS MEMBERSHIP FORM HAS BEEN INCLUDED FOR ANY FAMILY MEMBERS, NEIGHBORS, OR FRIENDS INTERESTED IN JOINING THE ASSOCIATION. ANNUAL DUES ARE \$10.00 PER EACH INDIVIDUAL MEMBERSHIP. MAKE CHECKS PAYABLE TO - OLD JAMESTOWN ASSOCIATION MAIL TO - OJA, P.O. BOX 2223, FLORISSANT, MO 63032

OLD JAMESTOWN ASSOCIATION MEMBERSHIP FORM

MR. _____ DATE _____
NAME MRS. _____
MISS _____
MS _____

ADDRESS _____ TELEPHONE NO. _____

INDICATE THE NAMES OF OTHER PERSONS 18 YRS. OR OLDER LIVING AT THE ABOVE ADDRESS WHO WISH TO BE REPRESENTED BY THE ASSOCIATION:

(FIRST) (LAST)

ACKNOWLEDGEMENT

A special thanks to Kim Smith-Stout for the graphic design of this newsletter and the Old Jamestown Association logo. Her time and creativeness are very much appreciated.

THE FIRST COUNTY ROAD

According to records at the County Surveyor's office in Clayton, Hall's Ferry is designated as Road # 1. The road was surveyed in 1815 following old trails from St. Louis west to the farm and ferry of Mrs. Sarah James on the Missouri River. In the petition for Hall's Ferry Road it was stated "that the only road which leads from the ferry to St. Louis was laid out by United States soldiers more for the purpose of the express riders from Portage des Sioux to headquarters (Fort Bellefontaine and, later, Jefferson Barracks) and it is difficult to use it even on horseback."

The ferry on the James farm was referred to as 'James Ferry' or 'Spring Ferry' in court entries up to 1836. That year, Edward Hall took over ownership of the ferry and since then the road has been known as Hall's Ferry.

The property was acquired by Ruben Musick in 1848, who then operated the ferry under his name. To accommodate weary travelers, Musick built an Inn and Tavern. The Inn's 19 rooms were encased in a stone hulk, the walls of which measured nearly two feet in thickness. Musick's Inn and Tavern was known for the good food and parties as the early settlers would travel miles over rough roads to participate in the gaieties at the tavern. Later the Inn was used as housing for workmen at the quarry. Around 40 years ago the historic building was torn down.

At the same site Musick also owned a grist mill, a quarry, and a sawmill. Many of the boards used in planking Hall's Ferry Road came from this sawmill. Records show that the cost of planking the road a distance of 10 miles was about \$15 a mile.

As for Hall's Ferry, a map drawn in 1852 showing planned plank roads included New Hall's Ferry. Old Hall's Ferry was described as an "Old road not wanted when the new road is finished."

Beverly. Dalton. Historian