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690 Chesterfield Pkwy W • Chesterfield MO 63017-0760
Phone: 636-537-4000 • Fax 636-537-4798 • www.chesterfield.mo.us

Department of Planning & Public Works Public Hearing Summary Report

P.Z. 09-2009 City of Chesterfield (Comprehensive Plan Amendment): A proposal to update selected sections of the City of Chesterfield Comprehensive Plan relative to the following elements: Plan Policies, Land Use, Land Use Plan, Transportation, and Chesterfield Valley Policies for Development.

SUMMARY

Over the past six months, the Comprehensive Plan Committee, along with several residents of the community, has been working on updates to the Comprehensive Plan. Their agenda focused on updating language which has become out of date, removing inconsistencies and other minor amendments. It is recommended that a city regularly revisit its Plan and update it as necessary every 5 years. While the changes being proposed were minor in nature, the Comprehensive Plan Committee intends to reconvene early next year to undertake a more intensive, detailed look at necessary updates.

Below is a brief description of each chapter or “element” of the Comprehensive Plan updated by the Committee:

PLAN POLICIES ELEMENT

Plan Policies serve as a guide for decision making related to future land use and development and serve as the framework for the Comprehensive Plan. There were 3 specific plan policies looked at by the Committee: Urban Core, Transportation, and Wild Horse Creek Road Sub Area.

1. Urban Core policies were updated to more accurately reflect the purpose for the area as the physical and visual focus for the City providing housing recreational, institutional, educational and cultural amenities for its residents.
2. Transportation policies were updated to remove language referencing an outdated transportation model that is no longer used.
3. Wild Horse Creek Road Sub Area policies were relocated from the Appendix and simply placed in the Plan Policies Element section with all other policies. Language regarding specific design requirements is now in the Zoning Ordinance and therefore not necessary in the Comprehensive Plan. Those items relate to signage, building height, and open space and again have not changed and are still required but are found in the Zoning Ordinance with all other specific development criterion.

 **LAND USE ELEMENT**

The Land Use Element identifies existing land uses and helps to evaluate patterns of growth, location of services, potential land use conflicts and areas for development or redevelopment. Page 60 of the existing Comprehensive Plan provided information on the “Corridor for Future Highway 141 Expansion.” Recently, this project has not only been funded, but new maps detailing the location and description of the work have been made available from MoDOT. This section has been updated to accurately reflect this project.

 **LAND USE PLAN**

The Land Use Plan is used as a guide used to help determine future land use and development or redevelopment of an area. Due to the recent updates with the Highway 141 Corridor project, removal of the Chesterfield Valley sub areas and discussion of the boundaries of the Urban Core, three amendments are proposed to the land use plan.

 **TRANSPORTATION**

The Transportation element has not been updated or re-examined for since 2003. The current language refers to a transportation model or “T-Model” which is no longer used and there have been updates to many roadway maps which needed to be included in the Comprehensive Plan. The Committee also updated language pertaining to non-motorized travel methods such as Pathway on the Parkway and Great Rivers Greenway District.

 **APPENDIX A-CHESTERFIELD VALLEY POLICIES FOR DEVELOPMENT**

In 2003, Appendix A was created which provided general policies for development as well as design criteria for 4 sub areas of the Chesterfield Valley. These subareas contained a series of development standards which conflicted with the Zoning Ordinance as well as required outdated requirements based on the lack of infrastructure; which now exists. The sub-areas have been removed and language pertaining to public improvements which have been completed was also included.

A public hearing explaining the recommendations from the Comprehensive Plan Committee will be held at the June 8, 2009 City of Chesterfield Planning Commission meeting.

Respectfully submitted,

Aimee E. Nassif, AICP
Planning and Development Services Director

Cc: Michael G. Herring, City Administrator
Rob Heggie, City Attorney
Michael O. Geisel, Director of Planning and Public Works



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This booklet provided for you contains all the new language to be incorporated into the Comprehensive Plan. Existing language which is not being amended was not included here. The existing Comprehensive Plan is available, in its entirety, on the City's website at www.chesterfield.mo.us

CITY OF CHESTERFIELD COMPREHENSIVE PLAN UPDATE



PLAN POLICIES ELEMENT

PLAN POLICIES

Plan Policies are the guiding principles for this Comprehensive Plan. These policies create the framework for decision-making related to future land use and development. They were developed through extensive meetings with the Citizens' Advisory Committee and community meetings. These policies serve as the framework for the Comprehensive Plan.

The following policies have been identified for specific areas or projects.

1.0 GENERAL POLICIES

The General Policies reflect the over-riding principles of general comprehensive planning and, more specifically, their relationship to the City of Chesterfield. They summarize the purpose of the Plan and how adherence to the Plan, while remaining adaptable to changing needs, will achieve the common vision. The two (2) key policies derived from the community involvement process were the desire to maintain a high quality of development standards and to expand the current offering of residential, employment, and recreation opportunities.

1.8 Urban Core – The Urban Core should be developed to contain the highest density of mixed-use development in Chesterfield. It should serve as the physical and visual focus for the City and include both residential and commercial developments with parks, municipal services, and preservation of historic structures and areas, with cultural, entertainment and pedestrian amenities for its residents.

3.0 COMMERCIAL DEVELOPMENT POLICIES

Like residential development, commercial development should reflect character and sense of identity of the community. In Chesterfield, that character is one of high quality, well-planned and uniquely designed “places.” These places attempt to integrate the workplace with business and personal services, shopping and recreation opportunities. If Chesterfield is to be known as a place to “live, work, and play,” commercial development must support these principles by providing a complete mix of goods, services, jobs, and leisure facilities. This set of Plan Policies addresses the quality of development, defines appropriate development for Chesterfield Valley and the Urban Core, places an emphasis on the need for landscape buffering between adjacent residential uses, recognizes a hierarchy of retail centers, provides guidance to avoid strip commercial development, and establishes sign control policies.

Policies

3.7 Urban Core - The Urban Core should be developed to contain the highest density of mixed-use development in Chesterfield. It should serve as the physical and visual focus for the City and include both residential and commercial developments with parks, municipal services, and preservation of historic structures and areas, with cultural, entertainment and pedestrian amenities for its residents.

3.7.1 High-Density Development - High-density development should be developed as part of the Urban Core. High-density development encourages clustering of buildings with diverse building form through minimum restrictions for building height, openspace and setback requirements.

3.7.2 Mixed-Use Development - The Urban Core should accommodate office, retail, high-density housing, government facilities, multi-modal transportation, cultural and entertainment facilities, and park space. Horizontal and vertical integration of uses is encouraged.

3.7.3 Regional Shopping Area - The Chesterfield Mall area should remain a retail focus for the Urban Core and should be modified, as necessary, to meet the demand for region-oriented retail facilities.

3.7.4 City Center - The development of a “City Center” within the Urban Core will create a community hub for public use, arts, with open-air restaurants, walkable shops, cultural and entertainment venues, and public gathering “places.” Particular attention should be on providing first-floor pedestrian activities and architectural design.

3.7.5 Chesterfield Village - Chesterfield Village constitutes a significant portion of the Urban Core. Development in Chesterfield Village should incorporate the

vision of high density, mixed-use residential and non-residential development with pedestrian amenities.

3.7.6 Multimodal Transportation Choices – Developments in the Urban Core should be designed to accommodate a variety of motorized and non-motorized transportation choices such as mass transit, pedestrian, and vehicular. An emphasis on pedestrian connectivity is encouraged.

3.7.7 Parking Structures - The use of parking structures in the Urban Core is encouraged.

3.7.8 Historic Preservation – Historic structures, districts, and sites should be preserved and protected and the City’s historical heritage should be promoted where appropriate.

7.0 TRANSPORTATION POLICIES

Traffic congestion in the City of Chesterfield is a major concern of area residents and community leaders. Prior to this Comprehensive Plan, the City commissioned the development of the Chesterfield travel demand model using VISUM. The City's travel demand model depicts the current state of traffic congestion, and projects the state of traffic congestion in the near-term, when already zoned properties are built, as well as in the long-term, when the City has reached "build-out" conditions. In each of the model's forecast years, the road network is revised to reflect improvements that are already planned for implementation or that are identified in the Comprehensive Plan. Road segments were identified where volume exceeded 80% of the segment's capacity and intersections where the Level of Service (LOS) was at Level E or worse (i.e., at capacity). The resulting maps suggest that, in addition to road expansion and new construction, alternative solutions to Chesterfield's transportation challenges should be explored.

The travel demand model, like traffic in the "real world," is dependant upon two (2) main factors: land use and transportation decisions. Land use decisions, such as mix of uses, density, and site design, impact traffic because those issues help determine our transportation choices and needs. Deep building setbacks discourage pedestrian activity. Lack of inter-connectivity requires automobile traffic to rely solely on the street network to access adjacent uses. Low-density development encourages automobile use due to issues of distance and impracticality of transit. An over-separation of uses increases dependency on automobiles because of issues of distance and impracticality of transit. Likewise, transportation decisions, such as the inter-connectivity of the street network, capacity building, and system management, help determine the feasibility of land use needs and choices. Subdivisions with access to only one arterial street result in all the traffic generated from those subdivisions impacting the same arterial street. High capacity roadways, with multiple lanes in each direction and high travel speeds, are not attractive to pedestrians and bicyclists, and the City should not encourage the continuation of land use practices that exacerbate the situation.

A goal of good land use and transportation planning should be the reduction of dependence upon the automobile. Relying on traditional methods for dealing with traffic congestion has been to make it easier *to drive*. The new standard for land use and transportation planning is to make it easier *not to have to drive*. While capacity improvements are essential, as we will continue to be an automobile-centered community, a combination of transit/pedestrian-oriented land uses, transit/bicycle/pedestrian improvements, and transportation-demand management represent a strategy to accommodate projected growth, improve quality of life, and allow for continued economic vitality.

Policies

7.1 Chesterfield Travel Demand Model - The Chesterfield travel demand model should be used as a decision-support tool to assist local government officials and

citizens in visualizing alternative scenarios of transportation and land use development in the City of Chesterfield. The model should also be used to provide reliable projected volumes of traffic on city streets to developers for use in required traffic studies for decisions relative to proposed changes in use or density.

7.2 Multi-Modal Transportation Design - Sites should be designed for all types of transportation choices including pedestrian, bicycle, mass transit, and vehicular. Sites should be designed to provide for pedestrian, bicycle, mass transit, and vehicular inter-connectivity to adjacent sites.

7.2.1 Maintain Proper Level of Service - Level of Service (LOS) of a roadway or intersection describes the efficiency and ease of flow of traffic as perceived by users, and is quantified by using methodology described in the most recent Highway Capacity Manual or other accepted procedures.

Six (6) Levels of Service range from A (free flow with little interruptions) to F (complete breakdown of flow conditions). The City should require that each new or expanded development be reviewed against other previously approved but not built parcels and/or undeveloped parcels (consistent with uses proposed by the Conceptual Land Use Plan) relative to traffic volumes shown to reasonably impact Level of Service by the City travel demand model. New or expanded development shall not degrade the traffic system's Level of Service by more than one (1) level, and a minimum Level of D (where E represents operating conditions at capacity) should be achieved or maintained. (A detailed explanation of Level of Service is found in the City-Wide Transportation Plan.)

7.2.2 Arterial Medians - As existing arterials are widened and improved, landscaped medians should be developed subject to engineering feasibility.

7.2.3 Maintain Proper Traffic Flow - In order to maintain the functional integrity of arterial roads to move traffic, cross-traffic turning movements should be limited, existing curb cuts should be eliminated or consolidated where feasible, and future curb cuts should be limited.

7.2.4 Encourage Sidewalks - Sidewalks should be required of all new developments and encouraged along existing roads in the City of Chesterfield, allowing creative placement to protect the natural environment.

7.2.5 Right-of-Way Dedication - Developers should be required to dedicate necessary right-of-way along their frontage for existing roads requiring widening.

7.2.6 Cross-Access Circulation - Internal vehicular and pedestrian connections between commercial developments should be encouraged.

7.2.7 Collectors and Local Streets - Collectors and local streets primarily serving residential neighborhoods should be preserved as neighborhood streets through transportation system design and individual street character design.

7.2.8 Traffic Control Devices and Signs - All new traffic control devices and signs should be reviewed to determine their appropriateness and conformance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).

7.2.9 Access Management– Control the placement of new driveway and intersection placement to maintain the safety at the roadway's full traffic carrying capacity while encouraging smooth and safe traffic flow.

7.2.10 Multimodal Transportation Choices – Sites in the Urban Core should be designed for all types of transportation choices including pedestrian, bicycle, mass transit, and vehicular. Sites should be designed to provide for pedestrian, bicycle, mass transit, and vehicular inter-connectivity to adjacent sites.

7.3 Multi-Modal Transportation System - The transportation system within the City of Chesterfield is essential to the proper function of the City. Maintenance of an efficient and safe multi-modal transportation system is a high priority.

7.3.1 Alternative Transportation - Alternative forms of transportation should be expanded to provide local traffic relief without expanding existing roads to serve the employment needs in the Urban Core, Chesterfield Valley, and other major commercial developments.

7.3.2 Public Transportation - Improved public transportation and other means of reducing increased traffic should be encouraged, including plans for the extension of MetroLink light rail transit to Chesterfield.

7.3.3 Transportation Enhancement Projects - Alternative forms of transportation and access, such as pedestrian and bicycle paths, and expanded right-of-way acquisition without adding pavement to preserve greenspace and buffer the adjacent land uses from the impacts of the road, should be incorporated into transportation enhancement and improvement projects.

7.3.4 Transportation Demand Management - Permit alternative site plan design which make more efficient use of existing transportation resources.

7.4 Cooperation with Other Agencies - Discussions should be held with representatives of adjacent municipalities, St. Louis County and Missouri Department of Transportation on transportation issues affecting the City of Chesterfield.

The following policies have been identified for specific areas or projects.

7.4.1 I-64/Highway 40 Access - To manage traffic generated by development in Chesterfield Valley, the I-64/US 40 interchanges at Long Road and Chesterfield Airport Road should be upgraded to full-access interchanges.

A half-diamond interchange is proposed at the Spirit of St. Louis Boulevard interchange providing access to and from the east with improvements to westbound ramps. If Highway 109 is extended to I-64/US 40, a new full interchange could be substituted for the proposed Spirit of St. Louis Boulevard improvements. A second half-diamond interchange is proposed at the Baxter Road Extension to provide access to and from the east.

7.4.2 Encourage Highway 109 and Chesterfield Valley Spur Road Projects -

To relieve future congestion on Highway 340 and to enhance access to Chesterfield Valley, the improvement of Highway 109 between I-44 and I-64/US 40 should be advocated with MoDOT. A road also should be encouraged in the Valley to the north of I-64/US 40 that would run between the terminus of the Earth City Expressway at Woods Mill Road (Highway 141) and the eastern edge of Chesterfield Valley at the future extension of Baxter Road to the north of I-64/US 40.

7.4.3 Encourage Highway 141, Page Avenue, and Earth City Expressway Projects -

The City should encourage the expedient completion of proposed projects to relocate and improve Highway 141, extend Page Avenue west to St. Charles County, and extend the Earth City Expressway south to Highway 141. The alignment of these highway improvements should be determined and protected as soon as possible so that future development could avoid right-of-way conflicts.

7.4.4 Encourage North Outer Forty, Chesterfield Parkway Projects -

To relieve future congestion on North Outer Forty and Chesterfield Parkway and to enhance access and egress to I-64/US 40, the City should encourage the expedient completion of proposed improvements to the corridor. Improvements include the construction of a "triple-left" from North Outer Forty to Chesterfield Parkway East.

11.0 WILD HORSE CREEK ROAD SUB-AREA POLICIES

The Wild Horse Creek Road Sub-Area is unique in its characteristics due to its close proximity to Spirit of St. Louis Airport in the valley below, the residential area to the south and west and the commercial areas to the east. The following specific policies for the Wild Horse Creek Road Sub Area reflect the over-riding principles of general comprehensive planning and, more specifically, their relationship to the City of Chesterfield. They summarize the purpose of the Plan and how adherence to the Plan, while remaining adaptable to changing needs, will achieve the common vision.

Policies

11.1 Internal Roadway System – As development occurs in the area, an internal roadway system, complete with buffers, landscaping, pedestrian circulation, and cross access should be reviewed.

11.2 Maintenance of Wild Horse Creek Road Character - In an effort to maintain the scenic character of Wild Horse Creek Road, all development should be setback from the road and screened from view.

11.3 Open Space – To emphasize the scenic character of the Wild Horse Creek Road Sub Area, the preservation of open space is essential and shall be addressed with all development.

11.4 Pedestrian Circulation- To achieve pedestrian circulation, all development should address trails and sidewalks.

11.5 Preservation of Natural Features - The importance of natural features must be recognized in the Wild Horse Creek Road Sub Area. Future development should minimize any impact to the bluff, existing tree coverage, and waterways.

11.6 Preservation of Slopes – Slopes in excess of twenty percent (20%) should not be developed.

11.7 Protection of Historic Features –The protection and preservation of significant historic and heritage sites, building, and archeological sites should be of utmost importance.

The following policies have been identified for specific areas within the sub-area.

11.8 NEIGHBORHOOD OFFICE DEVELOPMENT POLICIES

11.8 Neighborhood Office Development - In 2004, the City of Chesterfield approved the Tara Estates Subdivision. Currently, the closest newly constructed home is setback 1,920 feet from the airport runway located in this Subdivision. Due to concern regarding airport noise, it is recommended that all development within this 1,920 foot setback be developed as neighborhood office. Neighborhood Office shall be defined as set forth in the Policies and Guidelines of the Wild Horse Creek Road Study. Uses include Office and Medical and Dental offices, excluding surgical centers.

11.8.1 Building Style – Architectural design shall be compatible with the developing character of the neighboring area. Design compatibility includes complementary building style, form, size, color and materials.

11.8.1.2. Building Height - Building height should be compatible with residential structures

11.8.1.3 Building Design - Harmony and continuity of design shall be achieved in the exterior building design. Features on all elevations shall be coordinated with regard to color, types of materials, number of materials, architectural form and detailing.

11.8.1.4 Architectural Consistency - Architectural consistency of colors, materials and detailing shall be provided between all building elevations. False or decorative facade treatments, where one or more unrelated materials are placed upon the building, should be avoided. All elevations need not look alike; however, a sense of overall architectural continuity shall occur.

11.8.2 Open Space - Project design should emphasize open space and preservation of natural features. Open Space includes preserved natural features, grass areas, landscaped areas, water features or drainage ditches, sidewalks and plaza areas or seating; but specifically excludes any portion of a site covered by a building, any paved area for vehicular circulation or parking, and any outdoor storage areas.

11.8.3 Parking - Parking should be screened and buffered from Wild Horse Creek Road and all adjacent residential development.

11.8.4 Site Design – Overall project design should emphasize pedestrian circulation, landscaping, open space, innovative parking solutions, common amenities, and significant landscape buffering between adjacent residential uses.

11.8.5 Signage - Comprehensive sign packages should be encouraged for all developments.

11.9 RESIDENTIAL DEVELOPMENT POLICIES

11.9.1 One-Half Acre Residential Development - One-half acre or larger development should be encouraged between Wild Horse Creek Road and Neighborhood Office to the north. Uses include Single Family Attached and Detached.

11.9.2 One Acre Residential Development - One-acre and larger development shall be encouraged for properties located west of Long Road, north of Wild Horse Creek Road, east of Neighborhood Office. Uses include Single Family Detached.

11.9.3 Building Style - Rear and side facades should be designed with similar detailing and should be compatible with the principal facades of the building.

LAND USE ELEMENT

(Highway 141), just north of I-64/US 40. Public School sites are located throughout the community.

Park/Recreation Land Use. The Land Use Map displays Park/Recreation uses throughout Chesterfield, many along the Missouri River bluff line. Public Park/Recreation land use is identified on the north side of Olive Boulevard including Howard Bend Park and Faust County Park, adjacent to the Urban Core at Central City Park, and along the railroad tracks at the base of the bluffs including Railroad Park. Two (2) proposed parks west of Clarkson Road are also shown for the future sites of Baxter Park and Schoettler Park. A Park/Recreation area is designated near Woods Mill Road and Olive Boulevard associated with a private golf course.

Corridor for Route 141 Improvement. The Missouri Department of Transportation has designated a corridor for the extension/relocation of Woods Mill Road (Route 141) between Ladue Road and Olive Boulevard and extending north to connect with the Maryland Heights Expressway. At Olive Boulevard and Ladue Road, the new alignment is to be constructed east of the existing intersections with Woods Mill Road (Route 141). Properties being impacted near these intersections are designated as the Corridor for the Route 141 Improvement on the City of Chesterfield Land Use Plan and are precluded from development. Upon completion of the Corridor Improvements, the land use designation for these areas will be re-evaluated.

Urban Core

The Urban Core was defined as the area known as Chesterfield Village, centered at the intersection of I-64/US 40 and Clarkson Road/Olive Boulevard and primarily served by the Chesterfield Parkway. Land uses for the Urban Core include a mixture of high-density residential, retail, and office uses containing the highest density development in Chesterfield.

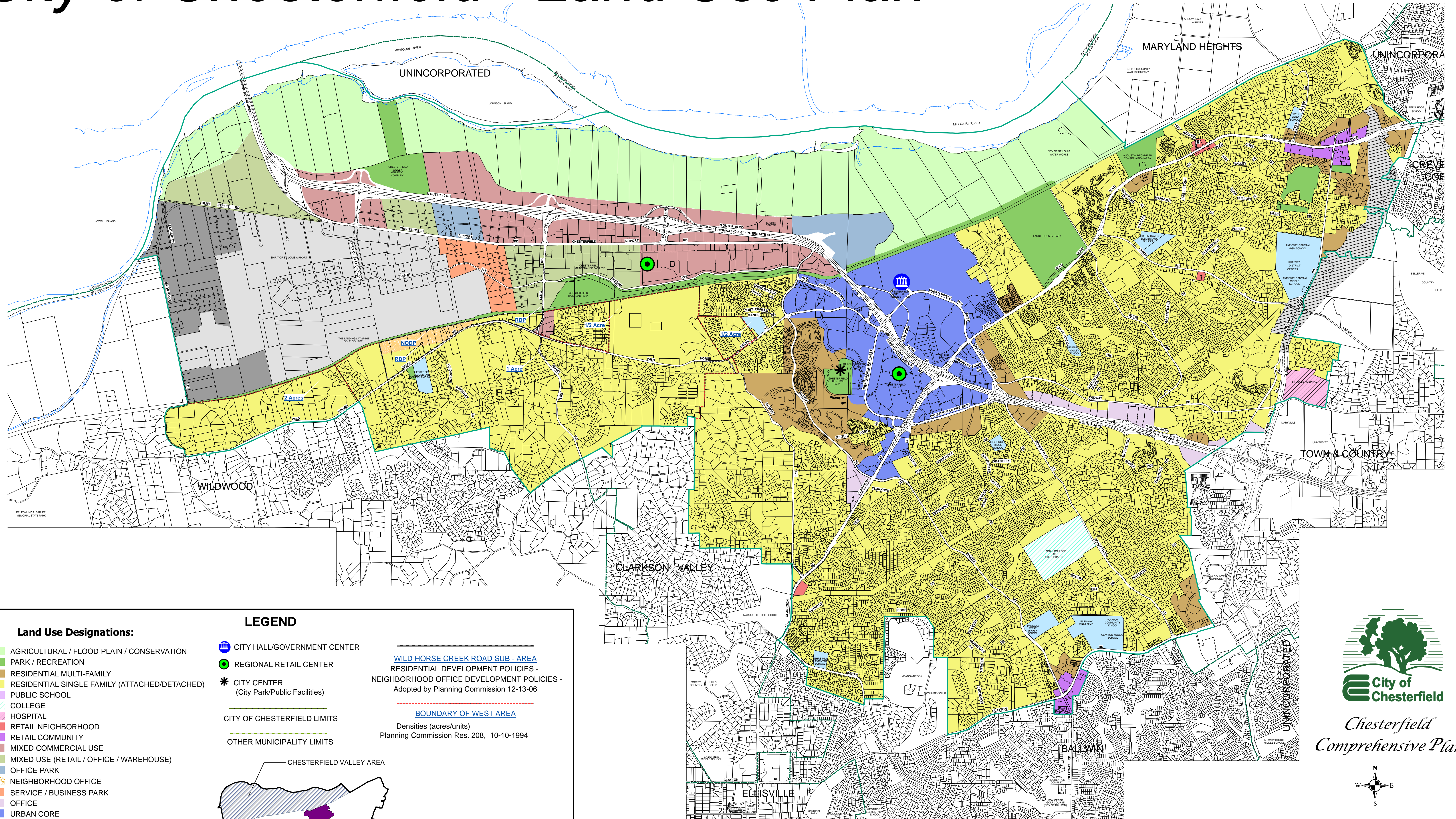
Chesterfield Valley

The Chesterfield Valley area of the City of Chesterfield contains both levee-protected and unprotected portions of the Missouri River floodplain. The levee-protected portion includes the I-64/US 40 corridor, the Spirit of St. Louis Airport, and the Chesterfield Commons retail complex. The area located immediately adjacent to the highway, both north and south, is planned for Mixed Commercial Use, Office Park, and Mixed Use (Retail/Office/Warehouse) to take advantage of the high visibility and access to I-64/US 40.

The Spirit of St. Louis Airport area, located south of Chesterfield Airport Road and west of Long Road, is planned for Spirit Airport use. Low-Intensity Industrial is located west of the Airport, and Service Business Park is located east of the Airport. The Chesterfield Commons retail complex dominates the area south of Chesterfield Airport Road and east of Long Road. The Land Use Plan for this area includes Mixed Commercial Use and Mixed Use (Retail/Office/Warehouse). The area south of Edison Avenue in Chesterfield Valley generally is planned for Park/Recreation use.

LAND USE PLAN

City of Chesterfield - Land Use Plan



Land Use Designations:

- AGRICULTURAL / FLOOD PLAIN / CONSERVATION
- PARK / RECREATION
- RESIDENTIAL MULTI-FAMILY
- RESIDENTIAL SINGLE FAMILY (ATTACHED/DETACHED)
- PUBLIC SCHOOL
- COLLEGE
- HOSPITAL
- RETAIL NEIGHBORHOOD
- RETAIL COMMUNITY
- MIXED COMMERCIAL USE
- MIXED USE (RETAIL / OFFICE / WAREHOUSE)
- OFFICE PARK
- NEIGHBORHOOD OFFICE
- SERVICE / BUSINESS PARK
- OFFICE
- URBAN CORE
- SPIRIT AIRPORT
- INDUSTRIAL - LOW INTENSITY
- CORRIDOR FOR ROUTE 141 IMPROVEMENT

LEGEND

- CITY HALL/GOVERNMENT CENTER
- REGIONAL RETAIL CENTER
- CITY CENTER (City Park/Public Facilities)

CITY OF CHESTERFIELD LIMITS

OTHER MUNICIPALITY LIMITS

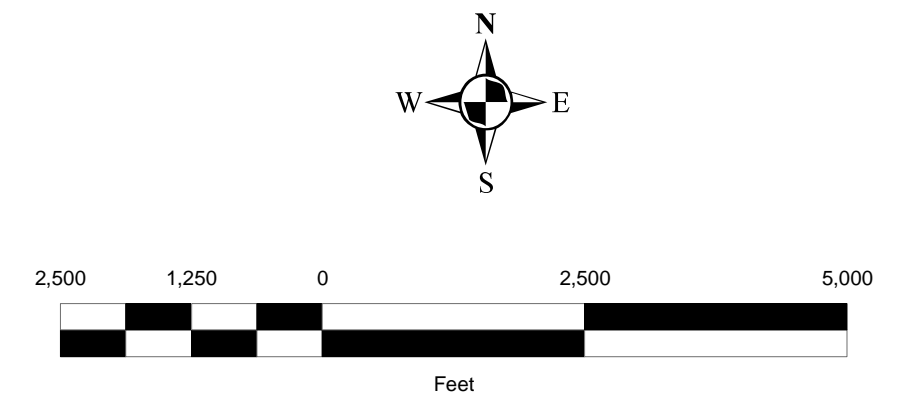
WILD HORSE CREEK ROAD SUB - AREA
RESIDENTIAL DEVELOPMENT POLICIES - NEIGHBORHOOD OFFICE DEVELOPMENT POLICIES - Adopted by Planning Commission 12-13-06

BOUNDARY OF WEST AREA
Densities (acres/units)
Planning Commission Res. 208, 10-10-1994

CHESTERFIELD VALLEY AREA

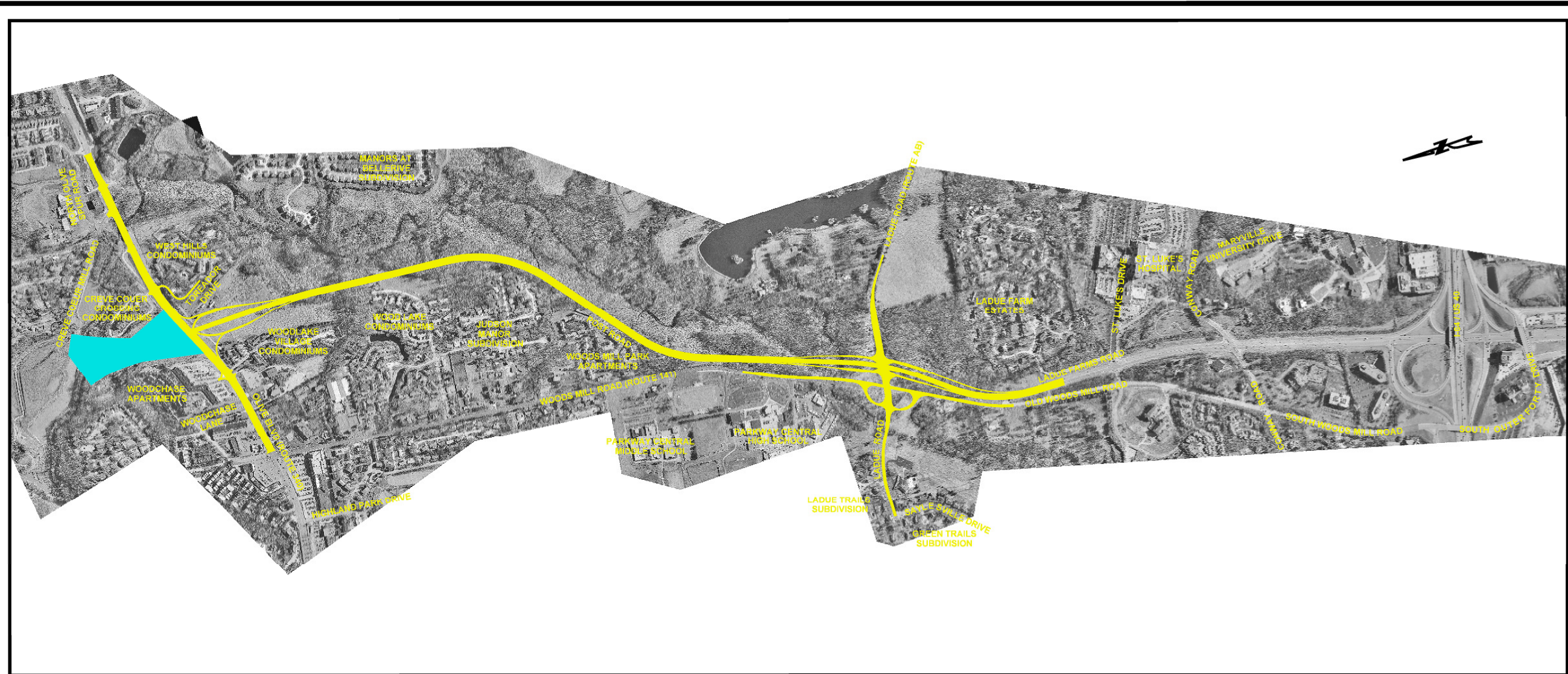
URBAN CORE AREA

Updated Through May 29, 2009



This Map has been prepared from the most reliable information obtainable. We cannot, however, due to circumstances beyond our control, guarantee complete accuracy. Any errors or omissions brought to our attention will be appreciated and will be corrected in subsequent updates. Rev: 5-29-2009

ROUTE 141 - ST. LOUIS COUNTY



LEGEND



PROPOSED ECONOMIC RECOVERY AND REINVESTMENT PROJECT

ALREADY FUNDED

**Provided By The Missouri Department of Transportation
May 2009**

**ROUTE 141 RELOCATION
OLIVE BOULEVARD TO
SOUTH OF LADUE ROAD**

TRANSPORTATION ELEMENTS

TRANSPORTATION ELEMENT

INTRODUCTION

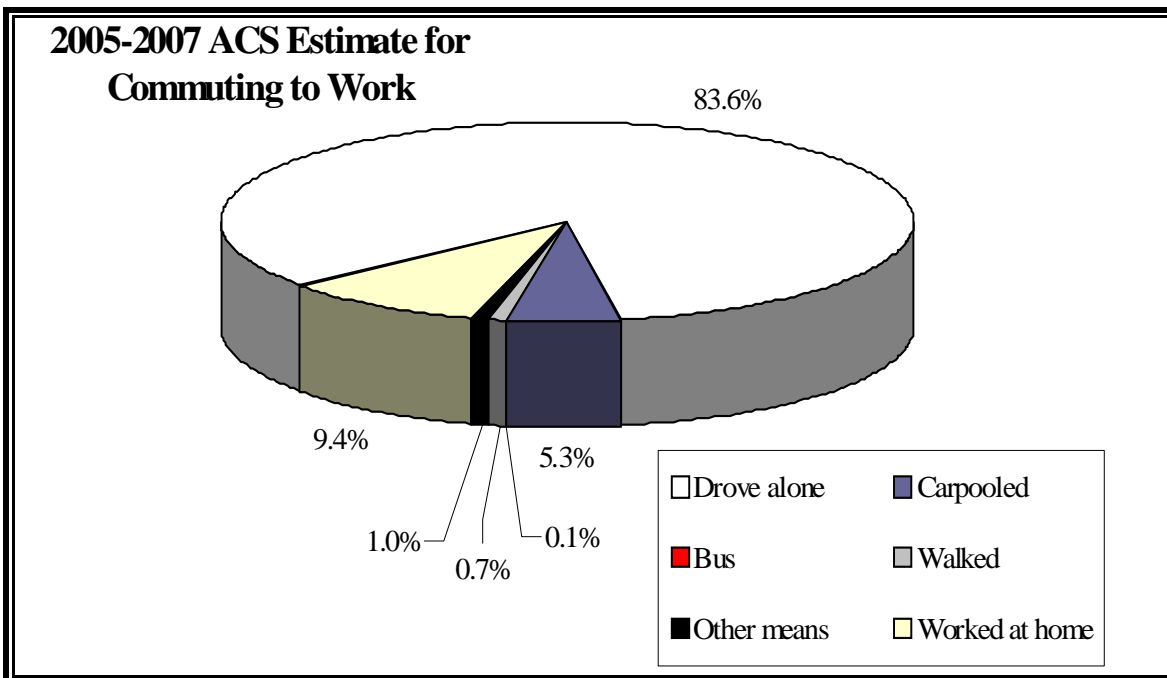
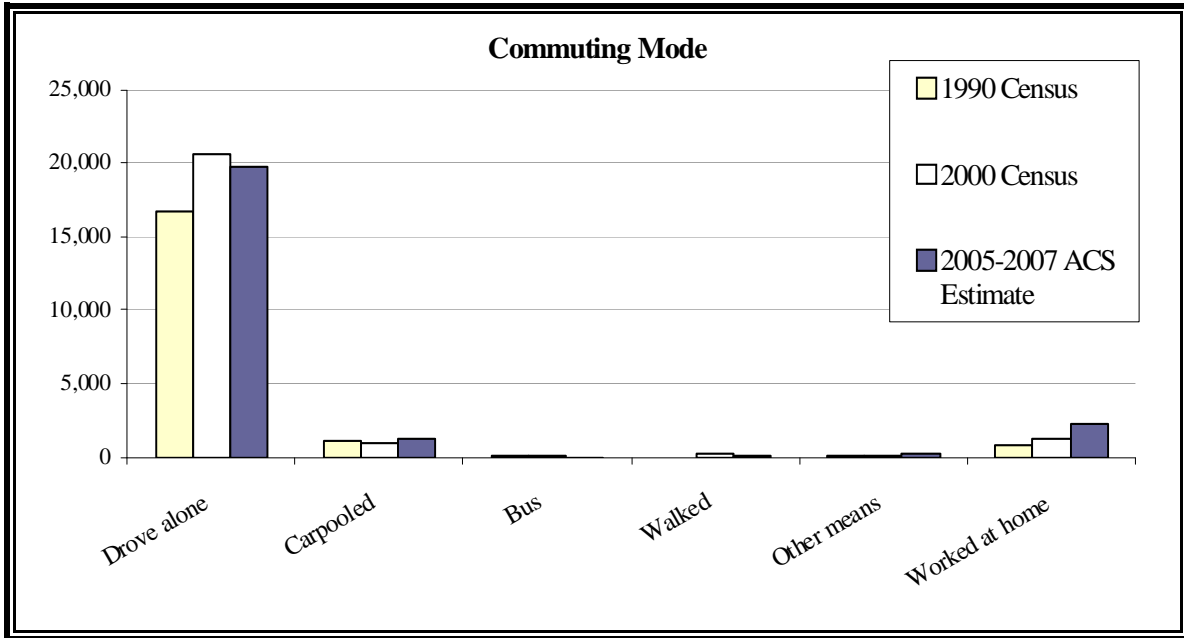
Over the past several decades, the transportation network in the City of Chesterfield has seen dramatic changes. These changes include improvements to the roadway, airway, public transportation, bicycle, trail, rail, water, and pedestrian networks within the City of Chesterfield. It is in the best interest of the City of Chesterfield to ensure that a proper mix of transportation routes is available to residents. The goal is to diversify transportation opportunities so that residents have options to choose from and may decide for themselves which opportunity is best for them and their situation. This also reduces the reliance on one (1) route or mode that may otherwise lead to over congestion.

This element of the Comprehensive Plan identifies transportation and circulation trends and needs in the City of Chesterfield. The information contained within the Transportation Element is provided to support the Plan Policies of the Comprehensive Plan. This element seeks to provide guidance on development, infrastructure, and policy related decisions within the City.

TRAVEL CHARACTERISTICS

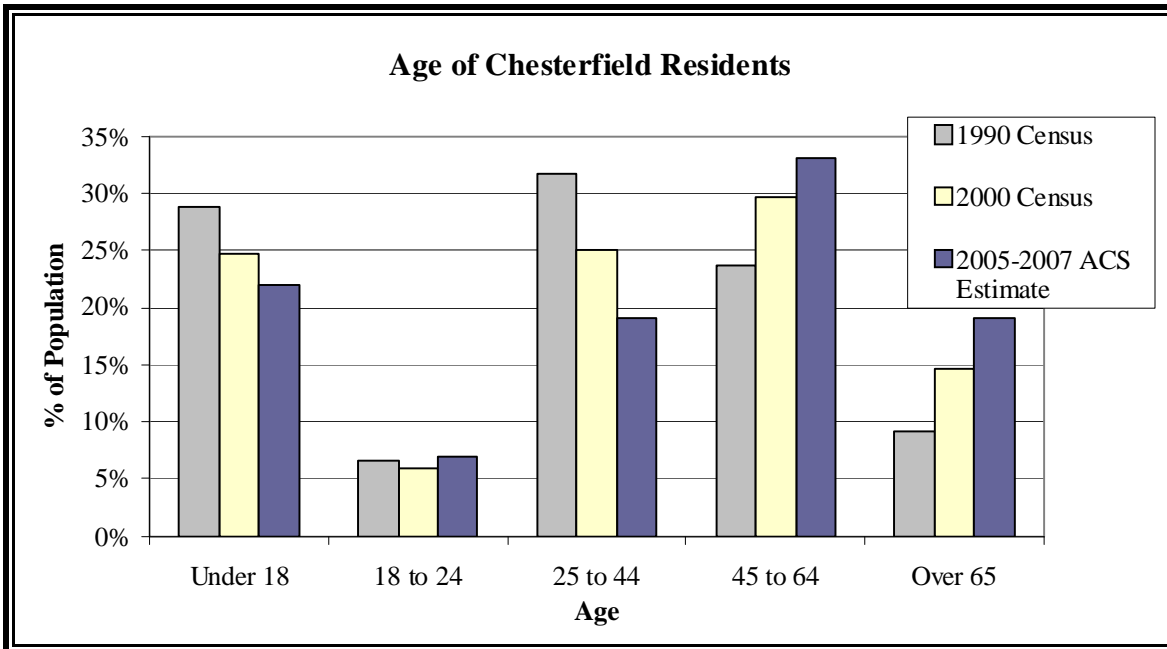
The private automobile has been, and continues to be, the most heavily used mode for commuting within the City of Chesterfield. Nearly 65% of new commuting trips (between the 1990 Census and the 2005-2007 American Community Survey estimate) used an automobile with one passenger for commuting purposes. It should also be emphasized that the total number of people that work from home is estimated to have increased from 822 (in the 1990 Decennial Census) to 2,210 (in the 2005-2007 estimate from the American Community Survey). This increase in the new commute trips accounts for over 30% of the increase. While the number and percentage of residents who work at home is still relatively small, the increasing trend to work at home is important to note when studying commuting patterns and vision for future development in the City.

As can be seen in the chart below, commuting by private automobile (drove alone and carpoled) accounts for nearly 90% of the commuting trips made by residents of Chesterfield; with “drove alone” accounting for 94% of the trips taken by private automobile..

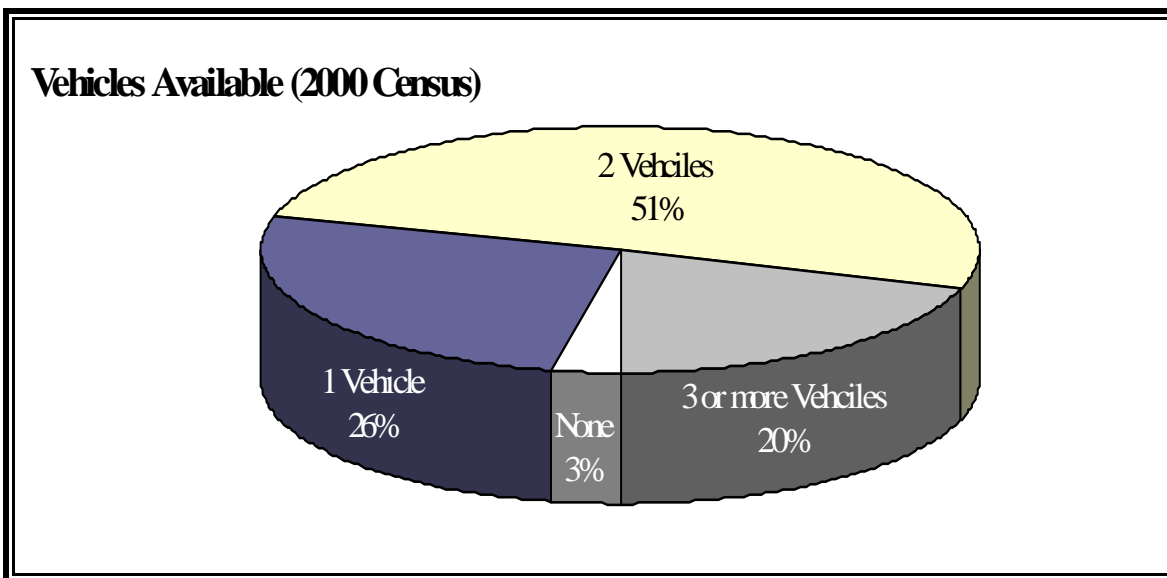


In addition to the travel characteristics above, the age of the population of the residents of the City of Chesterfield is also changing. The 2005-2007 American Community Survey (ACS) estimates that the median age for the City of Chesterfield is 46.0. This compares with a median age of 41.8 in the 2000 Census and a median age under 40 years of age in the 1990 Census. As the population continues to age, it is important that transportation related decisions adapt to the needs of this increasing segment of the population; and that proper access to alternative modes of transportation are made available to ensure the mobility and independence of residents. The following charts

show some key factors that affect travel in the City, and should be used when making decisions regarding the current and future transportation network.

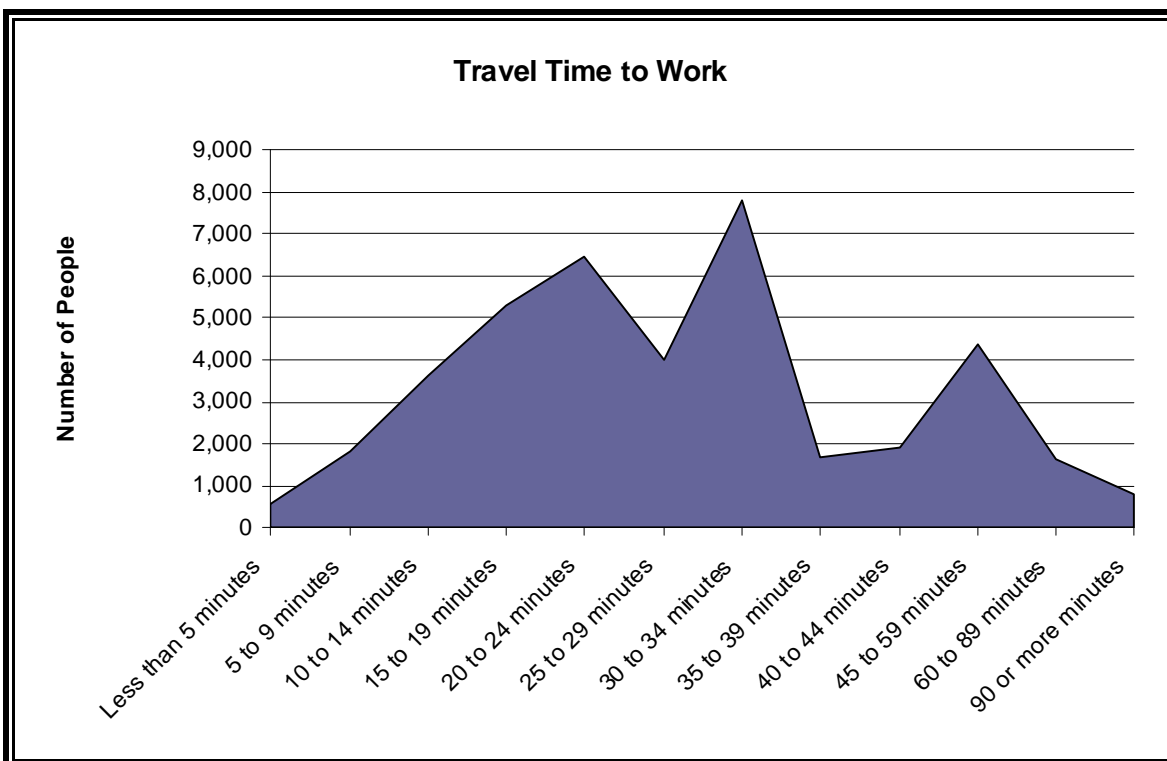
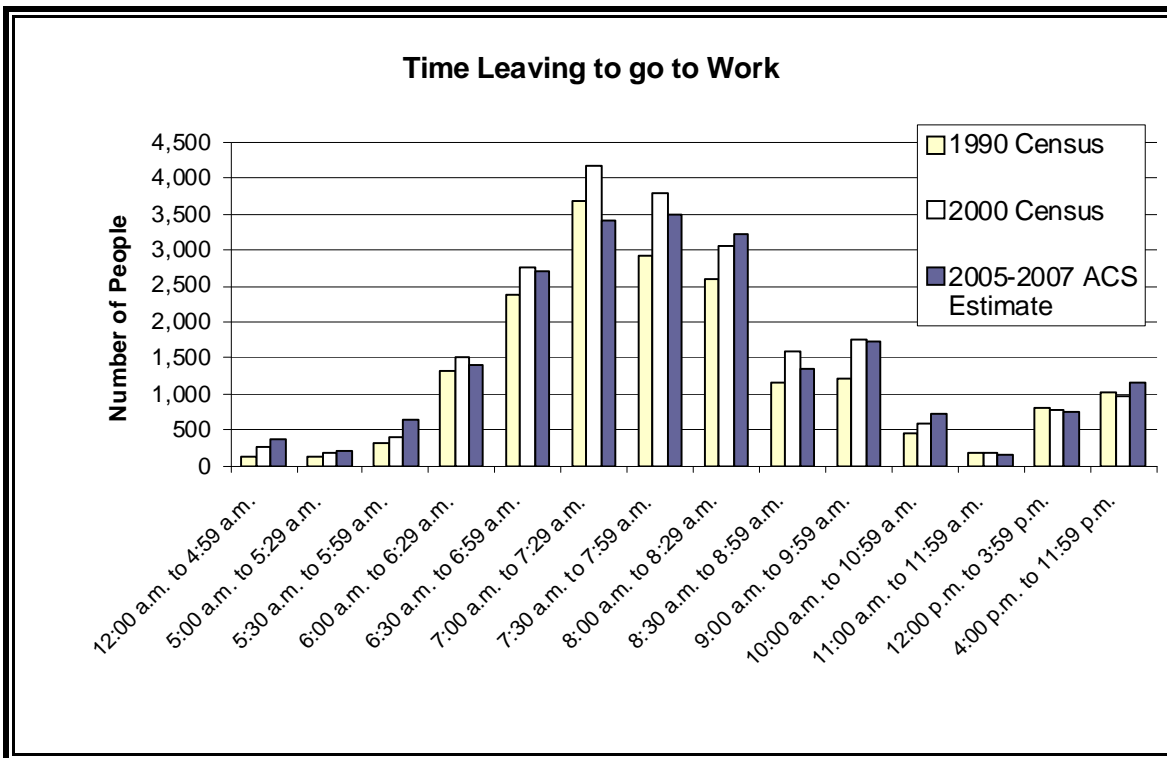


Other information that is important when looking at travel in the City of Chesterfield include factors that may influence the peak period characteristics and mobility of individuals. The next chart looks at the number of vehicles available per household in the City of Chesterfield. As can be seen, 71% of households have two or more vehicles available; while on 3% of households have no vehicle available.



The graph below shows the changes in the time that Chesterfield residents leave for work. This graph shows that the A.M. peak period may be spreading out over a slightly

longer period that is evidenced with the increasing trend in the number of people leaving their home for work between 8:00 A.M. and 8:29 A.M. Finally, the graph on the bottom of the page shows the commute time for residents of Chesterfield.



STREETS AND ROADWAY SYSTEM

Transportation networks provide for the movement of goods and people via a variety of modes. While these facilities provide benefits to the public, use of the facilities can cause negative impacts, such as vehicular emissions, traffic congestion, polluted urban stormwater runoff from parking lots, and inconsistent availability and use of public transit. As traffic projections have shown, improving the road system alone will not improve traffic within the City of Chesterfield.

Functional Classification

The East-West Gateway Coordinating Council, in conjunction with the Missouri Department of Transportation (MoDOT) and the Federal Highway Administration (FHWA), establishes a Roadway Functional Classification System for the St. Louis Metropolitan Region. The purpose of functional classification is to identify proposed routes for the National Highway System, determine eligibility of roads for the Federal-Aid Highway Program, to assess the extent, conditions, and performance of the highway system, and to determine funding eligibility of transportation projects under the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU). Roadways are defined and grouped into classes according to the service that they provide or are intended to provide within the 20-year span of the region's Long-Range Transportation Plan.

The criteria used in defining the functional classification system include:

- The type of trip (local, highly accessible trips, or long distance, higher speed trips);
- The type of area served (higher-density urban areas, or rural areas);
- The characteristics of the facilities themselves.

The measurable criteria most useful in determining the functional classification of a particular roadway are:

- Service to urban activity centers;
- System continuity;
- Land use considerations;
- Route spacing;
- Trip length;
- Traffic volume;
- Control of access;
- Vehicle miles of travel and mileage.

The importance in this classification system is the ability to identify and establish a balance of functions within the region. A pro-active plan to preserve the intended function of roads in Chesterfield is identified in the Plan Policies. Roads that the City intends to function as local streets should be preserved as such. Roads that the City intends to have function at a higher level in the future should be improved to meet the

criteria established for that functional class. The recommendations in this Plan suggest both the preservation and improvement of road functions.

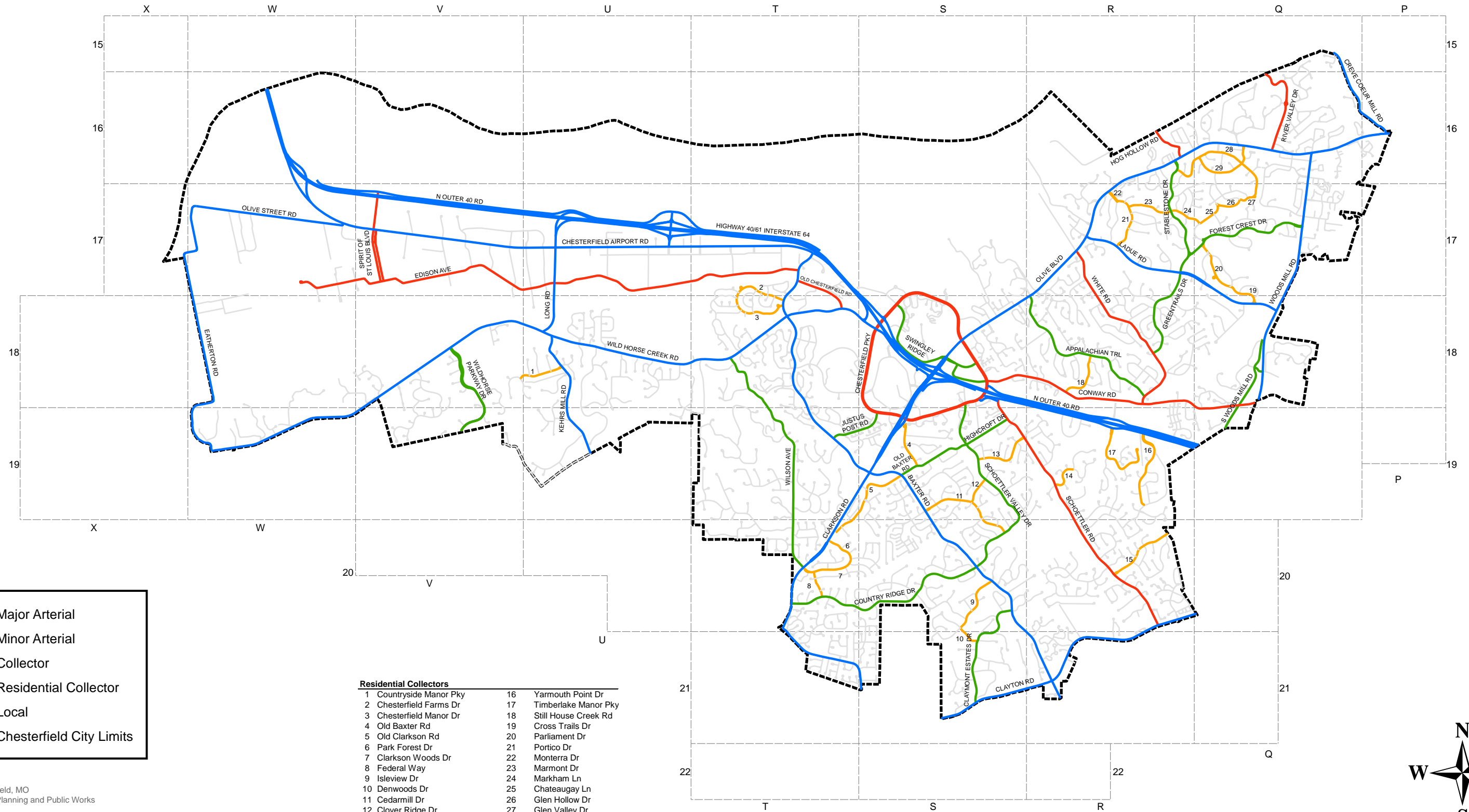
Federal Functional Classification definitions as applied to the City of Chesterfield are as follows:

- *Principal arterials* are interstates, expressways, or freeways with restricted access that provide for the longest trip lengths and highest traffic volumes within an urban area. Also included are other principal arterials that serve the long-distance intra-urban demands in larger urban areas by connecting the regional activity centers not served by the above arterials.
- *Minor arterials* interconnect with and augment the urban principal arterial system. They provide service to trips of moderate length at a somewhat lower level of mobility than principal arterials. Emphasis is on the distribution of vehicles to higher and lower roadway classes and land uses.
- *Collectors* provide access and traffic circulation within residential neighborhoods, commercial and industrial areas by collecting and distributing traffic between local streets and a higher arterial system.
- *Local streets* serve primarily to provide direct access to abutting land and higher order systems, and consist of all streets not classified as arterials or collectors. The roads within Chesterfield that function as arterials and collectors are listed in Figure B-9 below. All other roads are classified as local.



CITY OF CHESTERFIELD

Street Classification Map



- Major Arterial
- Minor Arterial
- Collector
- Residential Collector
- Local
- Chesterfield City Limits

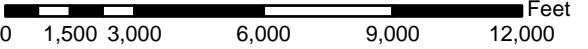
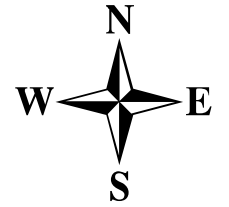
Residential Collectors

1 Countryside Manor Pky	16 Yarmouth Point Dr
2 Chesterfield Farms Dr	17 Timberlake Manor Pky
3 Chesterfield Manor Dr	18 Still House Creek Rd
4 Old Baxter Rd	19 Cross Trails Dr
5 Old Clarkson Rd	20 Parliament Dr
6 Park Forest Dr	21 Portico Dr
7 Clarkson Woods Dr	22 Monterra Dr
8 Federal Way	23 Marmont Dr
9 Isleview Dr	24 Markham Ln
10 Denwoods Dr	25 Chateaugay Ln
11 Cedarmill Dr	26 Glen Hollow Dr
12 Clover Ridge Dr	27 Glen Valley Dr
13 Grantley Dr	28 Glen Cove Dr
14 Greenleaf Valley Dr	29 High Valley Dr
15 Britannia Dr	

Prepared By:
 City of Chesterfield, MO
 Department of Planning and Public Works

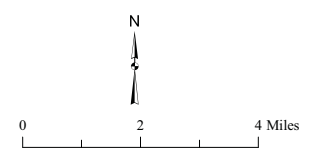
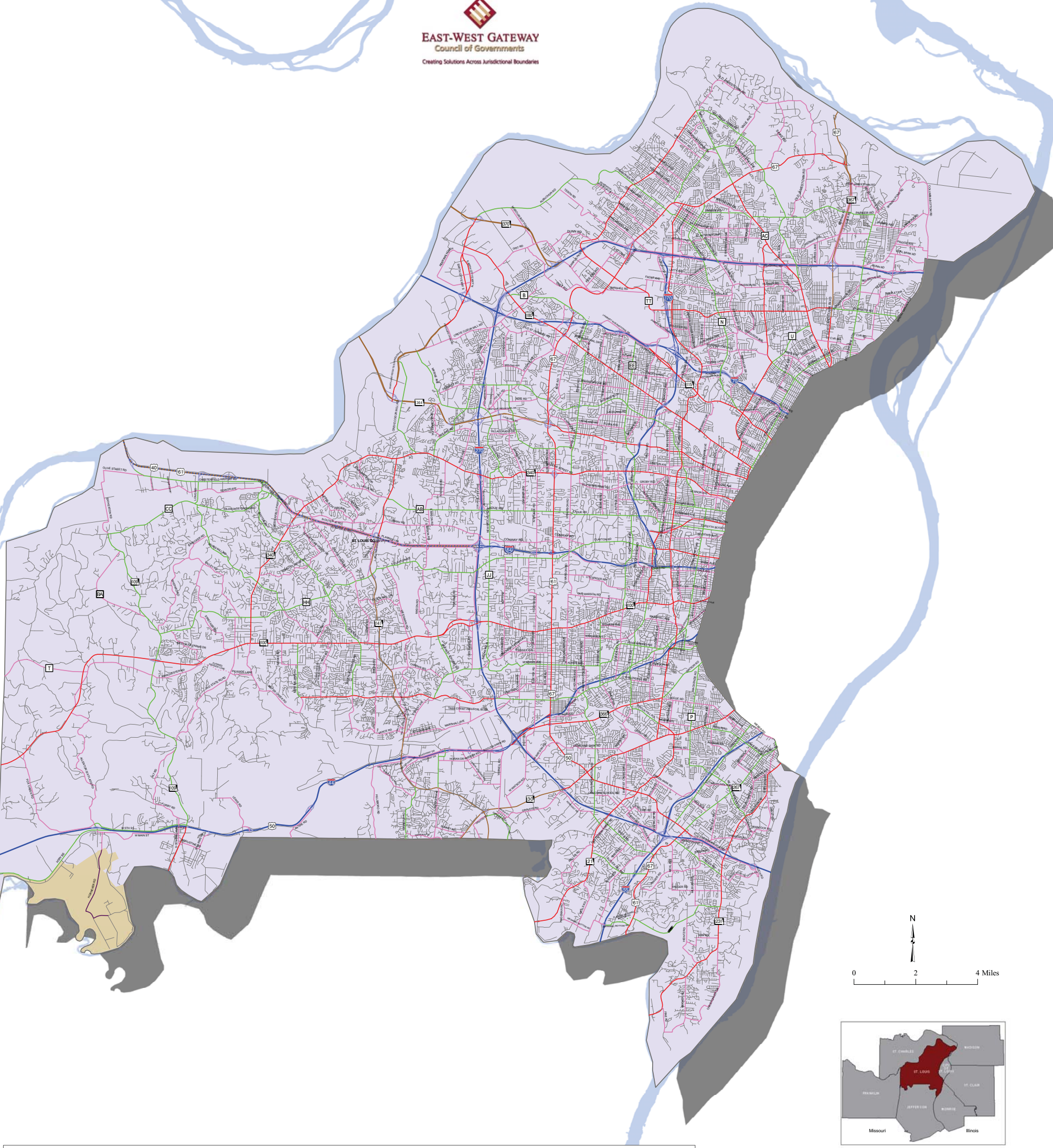
This Map has been prepared from the most reliable information obtainable. We cannot, however, due to circumstances beyond our control, guarantee complete accuracy. Any errors or omissions brought to our attention will be appreciated and will be corrected in subsequent updates.

Last Revised: May 7, 2008



Functional Classification

St. Louis County October 2008



Legend				
Local Roads	Minor Arterials	Ramps	Planned Minor Arterials	2000 Federal-Aid Urbanized Area
Interstate Highways	Urban Collectors	Planned Interstate	Planned Urban Collectors	Rivers
Freeways/Expressways	Rural Minor Collectors	Planned Freeways/Expressways	Planned Rural Major Collector	
Principal Arterials	Rural Major Collectors	Planned Principal Arterials	Planned Ramps	

Street Layout

The regional transportation network includes those routes and appropriate modes that people use to travel or transport goods across the greater St. Louis area or to other metropolitan areas. The most used regional transportation mode and route available in Chesterfield is the automobile and highway network. The largest and busiest highway in Chesterfield is Highway 40/61, also known as Interstate 64. Woods Mill Road (Route 141), Clarkson Road / Olive Boulevard (Route 340), and Clayton Road (Route HH) provide means of travel between municipalities within the region.

Most of the local streets within Chesterfield were built prior to construction of houses by the developer of individual subdivisions and later dedicated to the City of Chesterfield for municipal ownership and maintenance. As a result, the local street system does not follow an established city-wide plan, but rather, it is a result of independent site plans that adhere more to traditional subdivision layout. The traditional layout of subdivisions in West St. Louis County incorporates curvilinear streets, cul-de-sacs, and restriction of through-traffic.

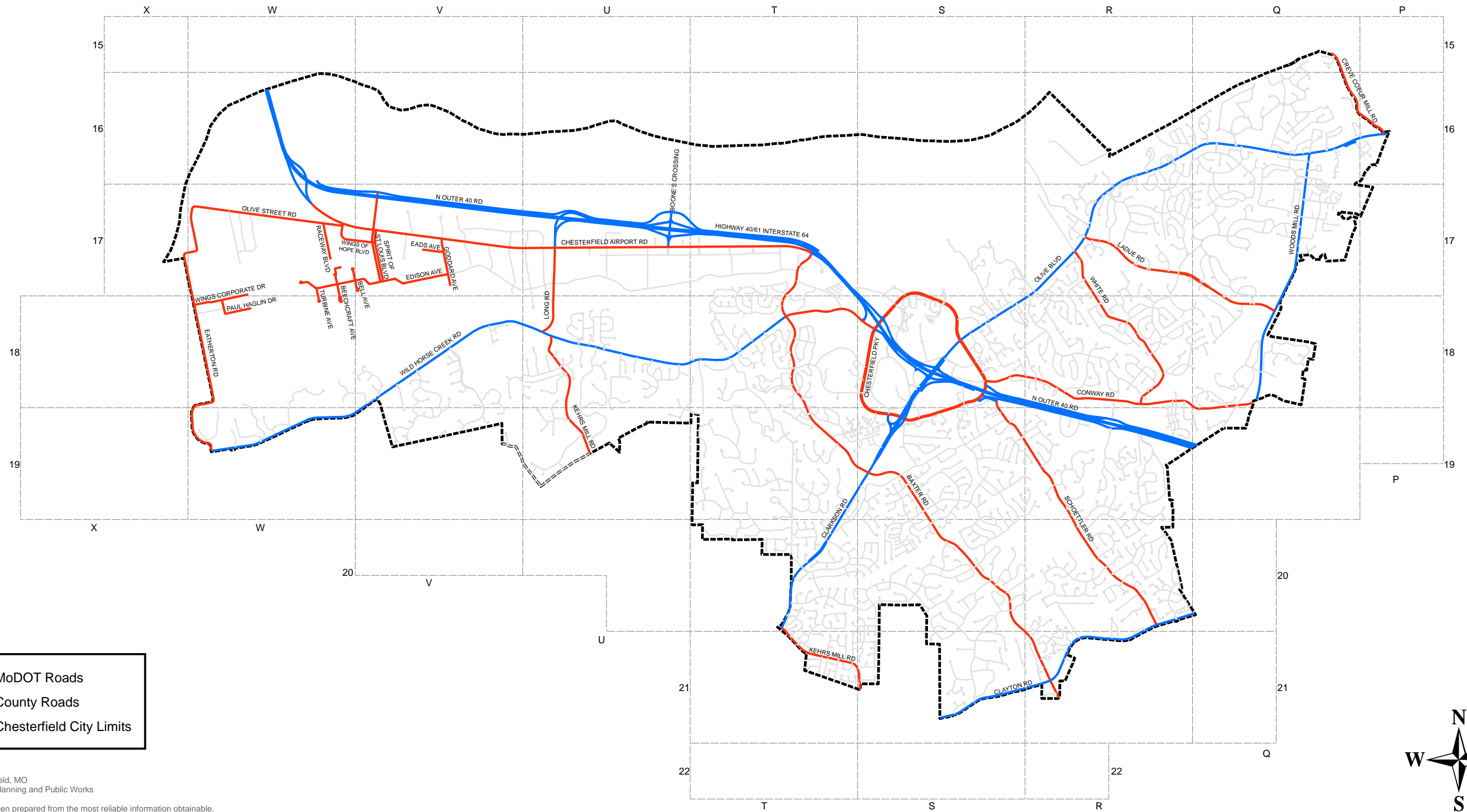
Roadway Facilities

In Chesterfield, many roads are owned and maintained by the Missouri Department of Transportation (MoDOT) and St. Louis County. A map of these roads is shown on the next page.



CITY OF CHESTERFIELD

State and County Road Map

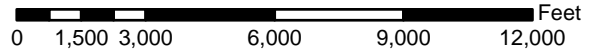
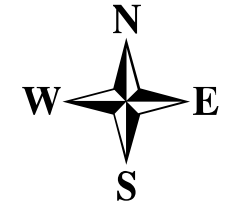


- MoDOT Roads
- County Roads
- Chesterfield City Limits

Prepared By:
City of Chesterfield, MO
Department of Planning and Public Works

This Map has been prepared from the most reliable information obtainable. We cannot, however, due to circumstances beyond our control, guarantee complete accuracy. Any errors or omissions brought to our attention will be appreciated and will be corrected in subsequent updates.

Last Revised: March 21, 2008



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Major Transportation Investment Analysis (MTIA)

In May of 2000, the East-West Gateway Coordinating Council Board of Directors adopted the recommendation of major transportation improvements in the Daniel Boone study area (generally the area west of I-170 in West St. Louis County). The recommendations emerged from the Major Transportation Investment Analysis (MTIA) process conducted over the preceding two (2) years. The approved highway and transit projects were placed on the region's 20-year Long-Range Transportation Plan (LRT) and are included in the recommended improvements that follow.









Roadway Improvements

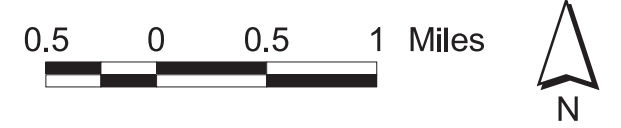
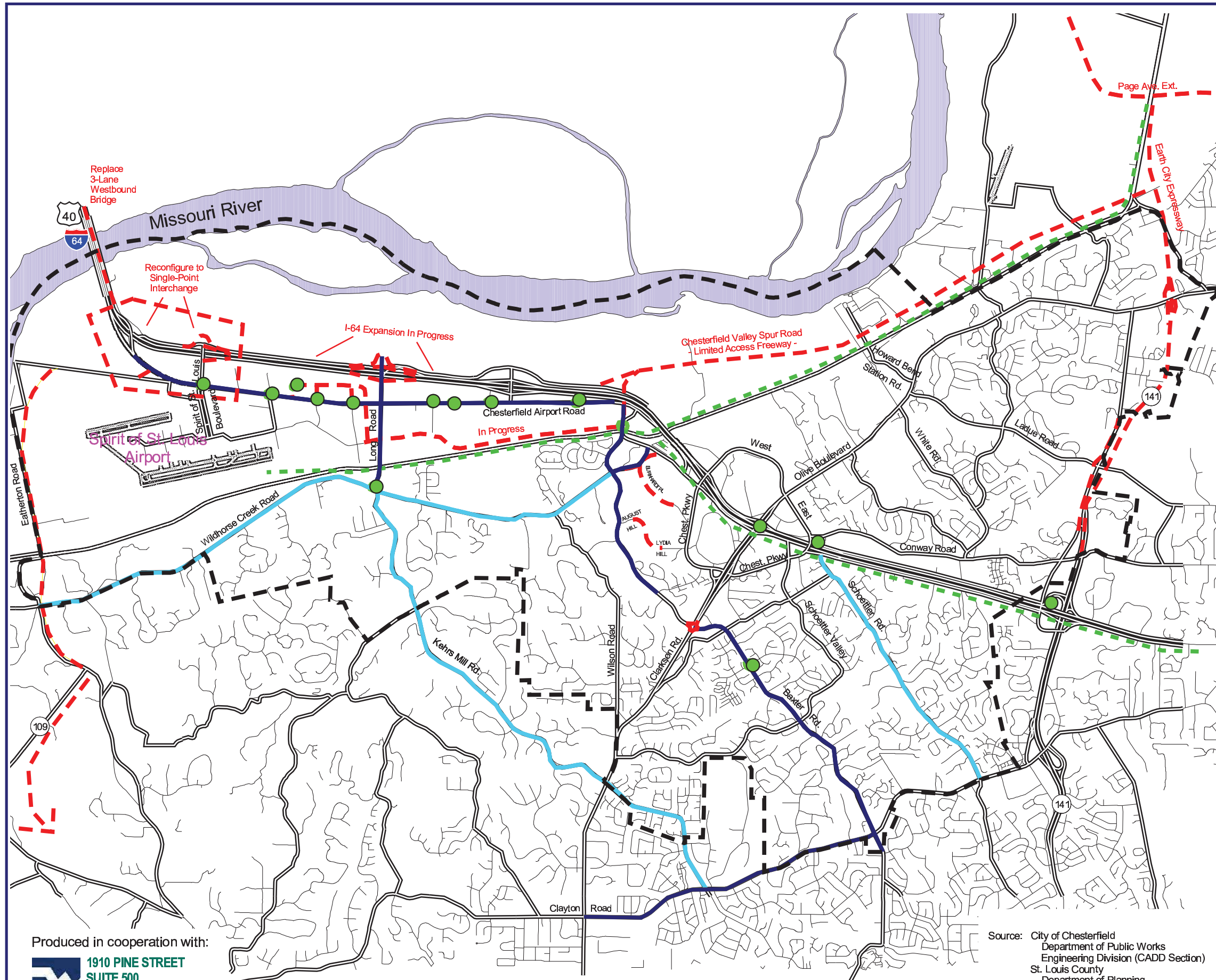
The future development and redevelopment of land in the City of Chesterfield will place additional demands on the transportation system. Recognizing the potential impacts the change in land use may have on the roadway network, the City of Chesterfield has created the *City Wide Traffic Study*, which is incorporated herein by reference. The *City Wide Traffic Study* provides detailed study and analysis of the roadway conditions within the City of Chesterfield. The primary tool used in the *City Wide Traffic Study* is the Chesterfield Travel Demand Model. Both the Chesterfield Travel Demand Model and the *City Wide Traffic Study* are updated periodically to reflect the changes in existing conditions and to provide updated analysis of the improvements that are necessary for the efficient, safe, and effective roadway network. Using the results of the Chesterfield Travel Demand Model, the *City Wide Traffic Study* provides recommendations for new roads and roadway capacity improvements to help meet this growing demand, while also providing a roadway network that is coordinated with MoDOT and St. Louis County.

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TRANSPORTATION IMPROVEMENTS

LEGEND

-  City Boundary
-  New Road Projects
-  New Road
-  Proposed MetroLink Corridors
-  New Traffic Signal and/or Improved Intersection
-  Road Improvements
-  Widen to Three Lanes
-  Widen to Five Lanes



Produced in cooperation with:
 **1910 PINE STREET
 SUITE 500
 ST. LOUIS, MO 63103
 (314) 436-0865**

Source: City of Chesterfield
 Department of Public Works
 Engineering Division (CADD Section)
 St. Louis County
 Department of Planning
 Statistics and Research Division
 Parcel Data Published 12/1999
 Map Printed: October 31, 2002



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TRANSIT SYSTEM

Metro operates the St. Louis metropolitan region's public transportation system. This system is a multi-modal system that includes MetroBus, MetroLink light rail, and Metro Call-A-Ride paratransit system. The Agency was created in 1949 through a compact between Missouri and Illinois and ratified by the United States Congress. Metro System operations are subsidized by sales taxes from St. Louis City and County, the St. Clair County Illinois Transit District, federal and state grants and subsidies, and from fares paid by customers.¹

Metro currently provides six (6) bus routes through Chesterfield. These routes include:

- Route 58 – Clayton-Ballas,
- Route C – Clayton Road Connector,
- Route H – Chesterfield Valley Connector,
- Route 157x – Ballas West County,
- Route 410x – Eureka Twin Oaks Express, and
- Route 91 – Olive.

These routes provide connections between many areas of the St. Louis metropolitan area, serve as connectors to other routes (including MetroLink), and provide connections within the City of Chesterfield.



* Excerpt from Metro's Missouri System Map

¹ <http://www.metrostlouis.org>

Transportation also is available for Chesterfield residents who are elderly or disabled as part of the St. Louis metro area Call-A-Ride service. Metro Call-A-Ride Plus provides curb-to-curb van service to eligible customers with disabilities.

MetroLink Extension

MetroLink, the St. Louis region's light rail transit system, currently runs from two lines. The red line offers service from Lambert International Airport east to the Shiloh-Scott station. The blue line offers service from the Shrewsbury Lansdowne I-44 station east to Fairview Heights station. Transit studies have been initiated for several other corridors throughout the region, all competing for the same regional and federal funding dollars.

Two proposed MetroLink corridors were analyzed as part of the Daniel Boone Study Area MTIA to serve Chesterfield, one from Maryland Heights/Westport on the north and one along I-64 from the east. Both alternatives would serve the employment and commuter needs of the Urban Core and Chesterfield Valley. The "Locally Preferred Alternative" selected by the East-West Gateway Coordinating Council (EWGCC) Board of Directors was LRT Alternative 3: New Light Rail Extension from the Cross-County MetroLink Segment III to Westport Plaza at an estimated cost of \$250 million.

Originally, the LRT Alternative 3 started at I-170 just north of I-64/US 40 following the Rock Island Railroad right-of-way and Page Avenue alignment to Westport (at Page Avenue east of I-270), then continued along Page Avenue or the Fee Fee Road / AmerenUE easement to Chesterfield Airport Road in Chesterfield Valley (estimated cost \$575 million). Compared to the I-64 / US 40 alignment to Chesterfield Valley (LRT Alternative 4, estimated cost \$625 million), LRT Alternative 3 had lower capital and operating costs, produced higher transit trips, provided more households a faster transit trip to downtown St. Louis and other stations along the existing line, and served more low-income households.

It was later concluded that neither alternative would offer St. Louis Urban Core residents good access to jobs in Chesterfield Valley because of extreme transit travel times. Nor would either alternative reduce traffic congestion on major east-west road corridors. Therefore, extending MetroLink west of I-270 was not justified over the 20-year planning horizon. The final alternative was then approved as an abbreviated LRT Alternative 3 from I-170 to Westport.

The City of Chesterfield should continue to support the extension of MetroLink to the Urban Core and Chesterfield Valley as future rounds of analysis are conducted and funding alternatives identified. If the same conclusions are reached regarding unacceptable transit travel times and lack of impact on reducing traffic congestion, the City should pursue other alternative forms of transportation.

BICYCLE SYSTEM

As Chesterfield continues to grow and develop, conflict between vehicular and bicycle travel can be expected to increase. In order to provide for safe and efficient travel of motorists and bicyclists, the City should continue to evaluate opportunities for strategically placed bicycle lanes that connect popular origins and destinations for bicycle travel. Additionally, the City should consider a wide variety of options to increase the safety for travel by means of bicycling including, but not limited to, dedicated bicycle lanes, *Share the Road* signs, bicycle route designations, and educational programs for bicyclists and motorists. Finally, the City of Chesterfield should work with other agencies, including neighboring municipalities and regional bicycle advocacy groups, to ensure that actions taken by the City of Chesterfield connect with other bicycle network plans to provide a connected system for bicycle travel throughout the St. Louis region.

TRAIL SYSTEM

Great Rivers Greenway District

The Great Rivers Greenway District works for a clean, green, connected St. Louis region. To deliver its mission, the District is working on the development of *The River Ring*, an interconnected system of greenways, parks and trails that will encircle the St. Louis region, including Chesterfield, enhancing the quality of life for residents and visitors.

Eventually, The River Ring will encompass a 600-mile web of more than 45 greenways that will crisscross the region and provide access to trail and greenway projects developed by the Metro East Park and Recreation District in Madison and St. Clair counties, Illinois.

The Missouri River Greenway is a major component of The River Ring. Ultimately, it will parallel the Missouri River in St. Louis and St. Charles counties. Existing features are the Katy Trail in St. Charles County as well as Riverwoods in the City of Bridgeton and trails in Creve Coeur Park. To develop the Missouri River Greenway, the Greenway District is partnering with the communities of Bridgeton, Chesterfield, Florissant, Hazelwood, Maryland Heights, Wildwood and unincorporated St. Louis County. Additional partners include the Missouri Department of Conservation and North County, Inc.



* Image from the Great Rivers Greenway District

Monarch Chesterfield Levee Trail

The City of Chesterfield and the Monarch Levee District have begun work on the Monarch Chesterfield Levee Trail. The Monarch Chesterfield Levee Trail is a part of the Missouri River Greenway. This segment will eventually become a 17-mile loop, running primarily along perimeter of Chesterfield Valley in St. Louis County.

Pathway on the Parkway

The City of Chesterfield, in conjunction with St. Louis County and East West Gateway Coordinating Council, have committed to the construction of the Pathway on the Parkway. This pathway includes sidewalks, bicycle paths/pedestrian ways, additional landscaping, streetlights; the installation of bus shelters, bicycle racks, trash cans, park benches, “Share the Road” signs, crosswalks; and improvements to the existing traffic signals regarding the addition of pedestrian signals, all along various sections of Chesterfield Parkway.

PEDESTRIAN SYSTEM

Current subdivision regulations require sidewalks along all streets with the exception of cul-de-sacs, large-lot residential subdivisions, subdivisions in the Non-Urban District using density development procedures, and industrial developments. As a result, most of the local streets and collector roads have sidewalks adjacent to them. However, given that land use patterns call for distinct separation of uses and the road network in general is not composed of straight routes, distances are generally too great to encourage residents to walk to all destinations within the City.

PRIVATE RAIL TRANSPORTATION

Missouri Central Railroad operates a freight rail line through Chesterfield. The line enters the City of Chesterfield from the City of Maryland Heights. Running along the northeast part of the City, the rail line marks the northern boundary between the commercial and residential development to the south, and the largely undeveloped agricultural land to the north. The line then crosses under I-64 / US 40/61 and continues westward between the Spirit of St. Louis Airport and the bluffs, continuing into the City of Wildwood.

AIR TRANSPORTATION

The Spirit of St. Louis Airport acts as both the region's largest general aviation airport and as the prime reliever for Lambert St. Louis International Airport. The airport is owned and operated by the St. Louis County Government and funding for all operations is generated from airport users. "The Mission of the Spirit of St Louis Airport shall be to provide a safe, efficient, dependable and attractive first-class public facility that professionally serves the users and tenants. The airport will strive to maintain its role as a major air transportation facility for the St. Louis region while continuing to be a responsive and responsible neighbor to the surrounding community."

Several fixed-based operators provide a full range of support services including: routine and heavy maintenance, avionics repair and installation, part sales, interior refurbishments and other traditional fixed-based operator's services. Overnight hangar storage and tie down spaces are available for aircraft protection and security. Twenty-four hour AVGAS and Jet Fuel are also available. Other resources include flight training, pilot supplies, pre-owned and new aircraft sales and jet, turbo prop and reciprocating aircraft charter. Spirit of St. Louis Airport is home to over 500 aircraft from single-engine to multi-engine jets. The uses of these aircraft include training, corporate, charter and air medical.

Spirit of St. Louis Airport is home to the largest Regional Automated Flight Service Station in the country. It is located adjacent to the main terminal at Spirit of St. Louis Airport. The 17,000 square-foot facility replaces the original Flight Service Station that was destroyed by flooding in 1993. The new station officially opened April 15, 2000 and services eastern and southeastern Missouri and southern Illinois. Flight planning, weather information, emergency search and rescue services are also provided. The Spirit of St. Louis Airport is also an official "U.S. Port of Entry" as designated by the U.S. Customs Service. This designation provides for 24-hour "on demand" customs services at the airport.²

² Information from <http://www.spiritairport.com/>

WATER TRANSPORTATION

The Missouri River serves as both a regional transportation corridor as well as a natural feature. The use of the Missouri River as an official public transportation route began in 1819 with the voyage upriver of the steamboat *Independence*. Prior to that, the Lewis and Clark expedition used the Missouri River as access to the west in 1804 and Native Americans had been using the river for hundreds of years before that. Currently, the lower reaches of the river are used for barge traffic that carries agricultural products, steel and oil. The River is also used for occasional recreational cruises. There are no public points of access to the Missouri River in Chesterfield.

CHESTERFIELD VALLEY POLICIES

APPENDIX A

CHESTERFIELD VALLEY POLICIES FOR DEVELOPMENT

CHESTERFIELD VALLEY POLICIES FOR DEVELOPMENT

1.0 CHESTERFIELD VALLEY MASTER PLAN

On February 8, 1999, the Chesterfield Valley Master Plan was adopted by the Planning Commission. The Plan outlines specific land use, drainage and infrastructure policies for Chesterfield Valley.

Land Use

Three (3) general types of land use are proposed for new development in the Valley. The land use categories are intentionally broad to allow for flexibility in responding to changing market conditions. Two (2) existing land use categories are proposed to remain (Mixed Use and Spirit of St. Louis Airport) and two (2) existing land use categories are recommended to be eliminated (New Major Retail and Light Manufacturing). The proposed land uses are:

Mixed Commercial Use

The construction of Chesterfield Commons and Chesterfield Grove will add large mixed commercial use developments to the Valley. It is logical to accommodate similar mixed commercial use developments in the Valley where combinations of commercial uses can occur, subject to City approval of the specific configuration on any specific site. Appropriate uses in this designation would be retail and office. In addition to the Chesterfield Commons and Chesterfield Grove developments, areas where this type of mixed commercial use development would be appropriate include:

- North of Chesterfield Airport Road between Boone's Crossing on the east and Cambridge Engineering on the west.
- The generally triangular area west of Spirit of St. Louis Boulevard and south of I-64/US 40.
- The northeast corner of the intersection of Chesterfield Airport Road and Spirit of St. Louis Boulevard, which was previously the St. Louis County Correctional facility.

- North side of I-64/US 40 and east of Boone's Crossing (vicinity of US Ice Sports Complex).

Office Park

Certain areas of the Valley should be set aside primarily for office uses to attract high-quality investments. These office parks could also include a limited amount of retail uses. New office parks are proposed for the remaining portions of the Valley having high visibility from I-64/US 40. The areas to be developed in this manner include:

- The area north of Chesterfield Airport Road between Chesterfield Valley Center on the west and Cambridge Engineering on the east;
- The area north of I-64/US 40 and east of Boone's Crossing.

Service/Business Park

The area south of Chesterfield Airport Road, west of Chesterfield Industrial Park and east of Goddard Avenue should be developed for uses needing more intensive warehousing and manufacturing operations. These uses would be similar to the type of development associated with the Spirit of St. Louis Airport.



Chesterfield Valley

Master Development Plan
And
Implementation Strategy

COMPREHENSIVE PLAN

(LAND USE MAP REVISIONS
PER PLANNING COMMISSION)

	mixed commercial use
	mixed use
	office park
	service/business park
	spirit airport
	parks



NOT TO SCALE

February 8, 1999

GENERAL ACCESS AND CIRCULATION PLAN

Chesterfield Valley is fortunate to have relatively good access to I-64/US 40. However, for the Valley to realize its full development potential, significant improvements need to be made to the I-64/US 40 access, as well as internal circulation within the Valley. The proposed improvements are summarized below:

I-64/US 40 Improvements

To facilitate the flow of traffic to and from I-64/US 40, the following improvements are proposed:

- **Baxter Road** – A half diamond interchange at the Baxter Road extension providing access to and from the east. The interchange should also accommodate the possible future construction of a road along the Monarch Chesterfield Levee connecting to Page Avenue and the Earth City Expressway.
- **Long Road** – Full interchange
- **Spirit of St. Louis Boulevard** – Half diamond interchange providing access to and from the east with improvements to west-bound ramps. If Highway 109 is extended to I-64/US 40, a new full interchange could be substituted for the proposed Spirit of St. Louis Boulevard improvements.

The General Access and Circulation Improvements Plan does not depict precisely where Highway 109 will intersect with I-64/US 40, but that interchange is anticipated. All planning in the western end of the Valley must take into account that the interchange shall occur.

The ramps of these proposed interchanges could ultimately be connected to a collector-distributor road running along the north and south sides of I-64/US 40.

Valley Circulation Improvements

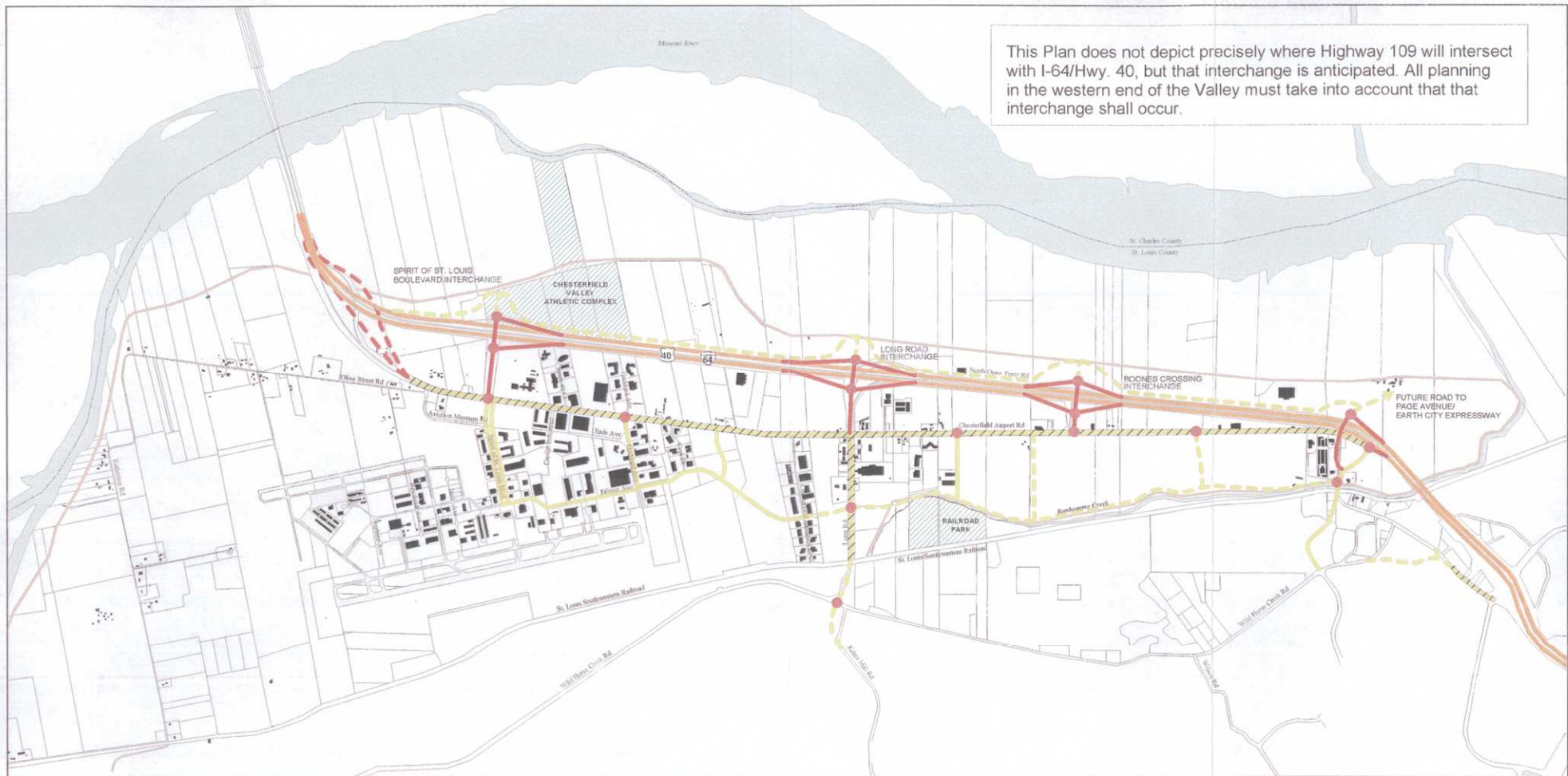
At the present time, Chesterfield Airport Road serves as the primary means of circulation within the Valley. To provide alternative means of circulation and to foster new development, it is proposed that an interconnected grid system of streets be built which would utilize many of the existing streets in the Valley.

Key proposed circulation improvements designed to achieve this objective include:

- Widen Long Road to five (5) lanes from the I-64/US 40 overpass south to the railroad tracks. From the railroad tracks south to Wild Horse Creek Road, widen Long Road to three (3) lanes. The Planning and Public Works Department is to determine when the lanes shall narrow down from five (5) to three (3), but right-of-way for all five (5) lanes from the I-64/US 40 overpass south to Wild Horse Creek Road, with the outside two (2) lanes from the railroad tracks to Wild Horse Creek Road to be dedicated to the City of Chesterfield.

Although not technically within the Valley, improvements should also be made to the Long Road/Wildhorse Creek Road intersection.

This Plan does not depict precisely where Highway 109 will intersect with I-64/Hwy. 40, but that interchange is anticipated. All planning in the western end of the Valley must take into account that that interchange shall occur.



GENERAL ACCESS AND CIRCULATION IMPROVEMENTS

- Levee
- Existing Major Roads
- Proposed Widening of Major Roads
- Proposed Major Roads
- Proposed Collector-Distributor Road
- New I-64 Interchanges
- Potential Ramp
- Proposed Traffic Signal

N
 Not To Scale

FEBRUARY 8, 1999

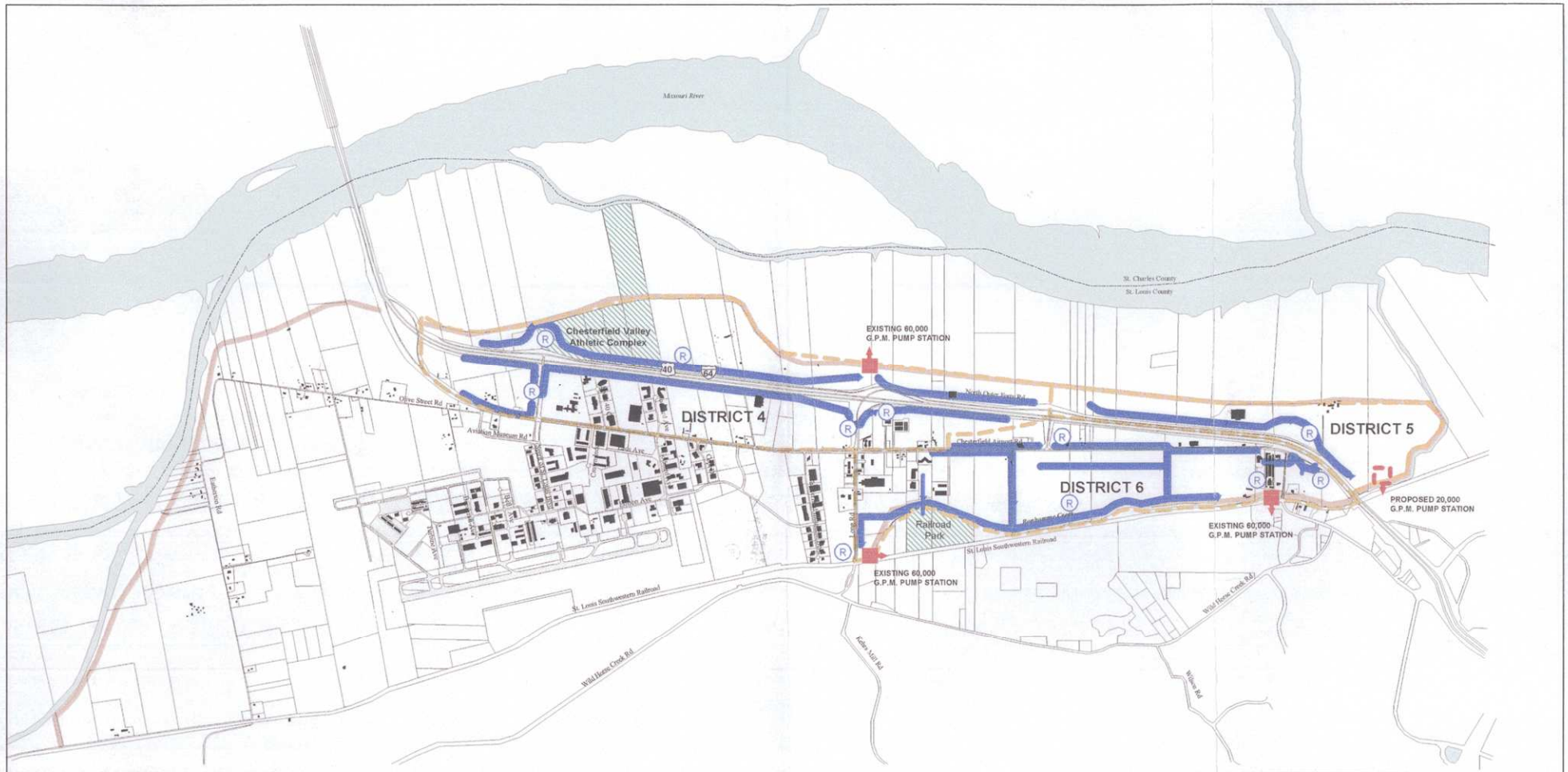
Chesterfield Valley
 Master Development Plan
 And
 Implementation Strategy

Development Strategies, Inc.
 In Association With:
 Booker Associates, Inc.
 Crawford, Bunte, Brammeier

STORMWATER DRAINAGE IMPROVEMENTS

The entire levee-protected portion of Chesterfield Valley has been subdivided into seven (7) drainage districts. These districts drain into ditches and reservoirs that ultimately end at pump stations and gravity outlet pipes through the levee. All properties within the Chesterfield Valley region are required to build their respective improvements as outlined in the regional master stormwater plan when they choose to develop their land.

Due to the inherent nature of development, the specific size, location, and configuration of the stormwater infrastructure are conceptual in nature. The exact location, size, and type of each segment of stormwater infrastructure is to be reviewed and approved in conjunction with the development of specific sites. It is expected that developers will submit alternative plans, proposed alternative geometry, size, and type for these infrastructure improvements, along with supporting hydraulic computations. The Planning and Public Works Department will review said proposals for functional equivalence. Functional equivalence is said to be achieved when, as determined by the Director of Planning and Public Works, the alternative proposal provides the same hydraulic function, connectivity, and system-wide benefits without adversely affecting water surface profiles at other locations or adjacent properties.



PROPOSED STORM WATER DRAINAGE

Due to the inherent nature of development, the specific size, location, and configuration of the stormwater infrastructure are conceptual in nature. The exact location, size, and type of each segment of stormwater infrastructure is to be reviewed and approved in conjunction with the development of specific sites. It is expected that developers will submit alternative plans, proposed alternative geometry, size, and type for these infrastructure improvements, along with supporting hydraulic computations. The Public Works Department will review said proposals for functional equivalence. Functional equivalence is said to be achieved when, as determined by the Director of Public Works, the alternative proposal provides the same hydraulic function, connectivity, and system wide benefits without adversely affecting water surface profiles at other locations or adjacent properties.

- Drainage Ditch
- Drainage District Boundary
- Levee
- Existing Pump Station with Reservoir
- Proposed Pump Station and Reservoir
- R Potential Location of Reservoirs



Not To Scale

February 8, 1999

Chesterfield Valley Master Development Plan And Implementation Strategy

Development Strategies, Inc.
In Association With:
Booker Associates, Inc.
Crawford, Bunte, Brammeier

GENERAL WATER AND SANITARY SEWER IMPROVEMENTS

Within the Valley, water and sanitary sewer lines have been constructed to serve most of the existing development. However, some gaps still need to be filled in for the Valley to realize its full development potential. The existing utilities and proposed improvements are described below:

Water System

The water service is provided throughout most of Chesterfield Valley region with the exception of a few areas where water lines are not yet installed. Once all improvements are completed, there will be a primary water distribution loop that services and maintains pressure in water lines throughout the Valley.

Sanitary Sewers

Sanitary service within the Chesterfield Valley region is provided by gravity sewer lines that feed into region sanitary lift stations that are spaced such that the force mains and stations are the same size. The exact locations of future stations are determined by the Metropolitan St. Louis Sewer District (MSD).

GENERAL LANDSCAPE AND STREETScape IMPROVEMENTS

Promoting the type and quality of development desired for the long-term viability of the Valley requires that attention be given to landscaping, lighting, and public amenities, particularly along the I-64/US 40 corridor and along major entry routes to the Valley from the south. This, in turn, requires that sufficient rights-of-way be reserved for these provisions.

Street Trees

Many portions of the Valley convey a feeling of large undistinguished expanses of undeveloped or haphazardly developed land. Often, there is little apparent form or structure to the development that has occurred. Planting trees along I-64/US 40 and the major streets can help break up the large and visually undistinguished areas and create an image of quality. Areas where particular attention should be given to the planting of trees include:

- Along I-64/US 40;
- Chesterfield Airport Road from its merger with I-64/US 40 on the west to the Smoke House Restaurant on the east;
- Long Road from Bonhomme Creek on the south to I-64/US 40 on the north;
- The Baxter Road extension from Bonhomme Creek to I-64/US 40;
- Spirit of St. Louis Boulevard from the airport to I-64/US 40.

Street Lighting

Streetlights should be provided along major circulation routes in the Valley. This will help give visual structure to development at night and enhance the overall image of the Valley. Special attention should be given along:

- Chesterfield Airport Road;
- Long Road, south of Chesterfield Airport Road;
- Spirit of St. Louis Boulevard, south of Chesterfield Airport Road;
- Baxter Road extension.

Entry Features

Chesterfield Valley is a large area containing thousands of acres of land. Therefore, it is desirable to provide special treatment (water features, signage, special lighting, special landscaping, sculpture, etc.) at key entry points. Entry locations where special treatment should occur are:

- The east entry to the Valley along I-64/US 40 near Bonhomme Creek;
- The west entry to the Valley, near the Chesterfield Airport Road access to and from I-64/US 40;
- The Long Road entry to the Valley from the south near Bonhomme Creek;
- The Baxter Road entry to the Valley near Bonhomme Creek.

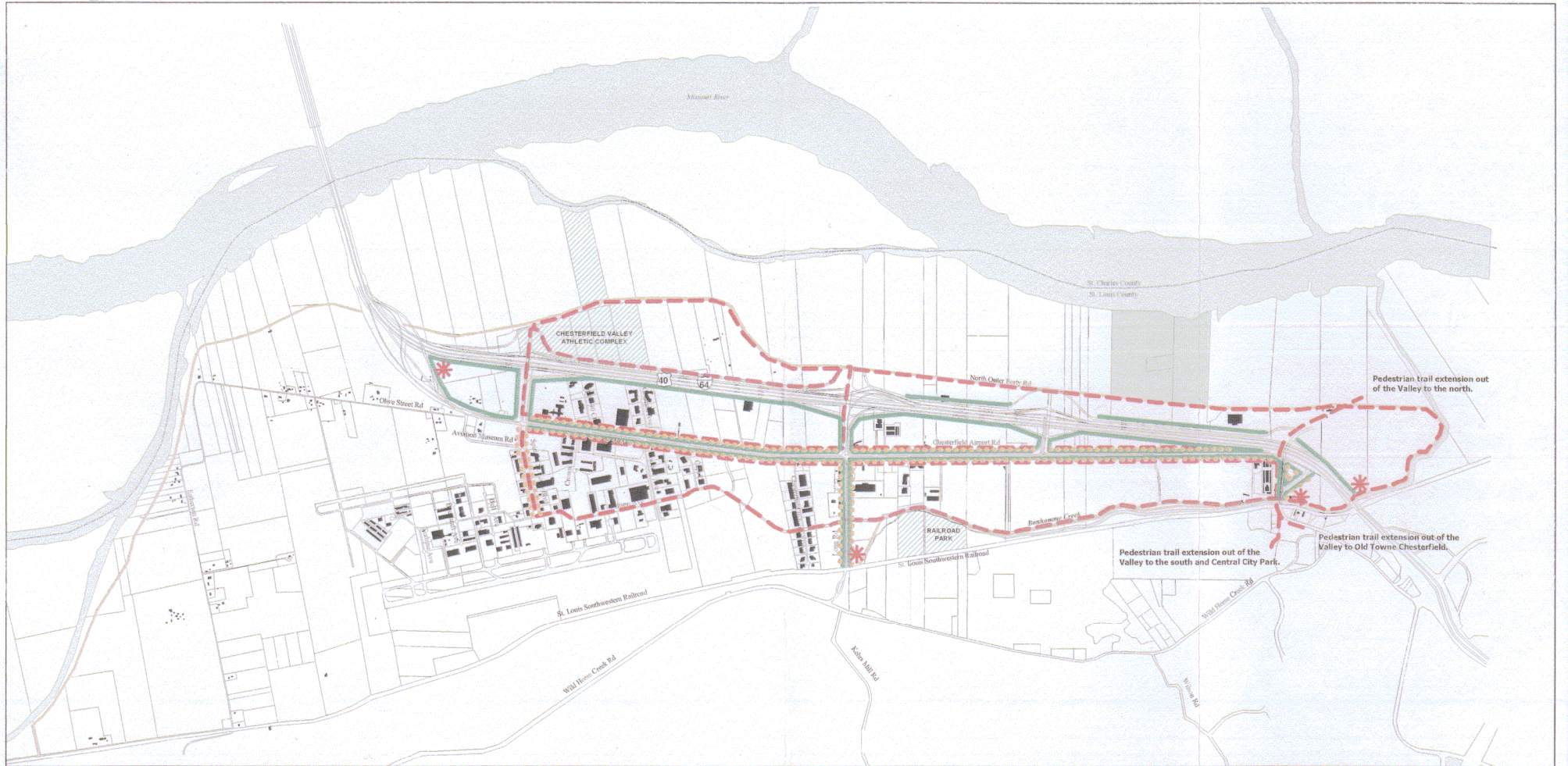
Landscaping of future interchanges should be coordinated with development. It is also recommended that signage be provided at the I-64/US 40 entries to the Valley.

Pedestrian Circulation








As the number of employees and visitors to the Valley continues to grow, it will become increasingly important to provide sidewalks and trails along or parallel to key vehicular circulation routes. This can reduce vehicular congestion and provide an amenity for people who work or use the Valley's services. Locations where sidewalks or trails will be particularly important include:

- The north side of I-64/US 40 along the new City park frontage, with connections to Chesterfield Airport Road via the Spirit of St. Louis Boulevard overpass and the Long Road overpass;
- Along Chesterfield Airport Road from the Spirit of St. Louis Boulevard on the west to the Baxter Road extension on the east;
- Along the Monarch Chesterfield Levee from Spirit of St. Louis Boulevard on the west to Bonhomme Creek on the east, with connections to Baxter Road via the proposed Baxter Road overpass and a connection under I-64/US 40 where it crosses Bonhomme Creek. This pedestrian route should also accommodate access to the wetland mitigation's area north of the Monarch Chesterfield Levee;

- Along Edison Road from the Spirit of St. Louis Airport on the west to the Baxter Road entry to the Valley on the east;
- Along Spirit of St. Louis Boulevard from Chesterfield Airport Road to the airport;
- Along Long Road from Chesterfield Airport Road to Wildhorse Creek Road;
- Along the Baxter Road extension to Chesterfield Airport Road;
- At the eastern end of the Valley, provide pedestrian trail extensions out of the Valley to the north, south, and to Old Towne Chesterfield;
- Provide pedestrian trail connections to the Railroad and Central City parks.



LANDSCAPE AND STREETScape IMPROVEMENTS

-  Park
-  Wetland Mitigation Area
-  Levee
-  Street Trees
-  Street Lighting
-  Major Pedestrian Circulation
-  Entry Feature



Not To Scale

FEBRUARY 8, 1999

Chesterfield Valley

Master Development Plan
And
Implementation Strategy

Development Strategies, Inc.
In Association With:
Booker Associates, Inc.
Crawford, Bunte, Brammeier

Chesterfield Valley Design Policies

The policies for Chesterfield Valley are to be applied to commercial and industrial development.

Of particular concern is the image presented by development along I-64/US40. The following policies are intended to address this concern.

- 1. Facades of Buildings Along I-64/US 40 and Arterial and Collector Roadways** - Care should be taken to make sure that any portion of a building that can be viewed from I-64/US 40 or any arterial and collector roadways should convey the image of a high-quality office or commercial development and should be equally uniform in materials and attractiveness as the primary facade of the building if it does not face I-64/US 40 or the roadways. The intent is to avoid projects having their view from I-64/US 40 or the roadways appear to be the rear or side of a development.
- 2. Lighting of Buildings Along I-64/US 40** - The facades of buildings facing I-64/US 40 should be lighted to provide an attractive image at night for individuals traveling along I-64/US 40.
- 3. Signage Along I-64/US 40** - Billboards or freestanding signs (including pylon signs), other than monument signs complying with the requirements of the Chesterfield Zoning Ordinance, should not be permitted along I-64/US 40.
- 4. Automobile Parking for Buildings Along I-64/US 40** - Parking should be primarily located to the side or rear of any building façade facing I-64/US 40 or along North Outer 40.
- 5. Storage or Truck Parking** - No outdoor storage or the parking of equipment, trucks or automobiles (for sale or being repaired) should be visible from I-64/US 40 or arterial and collector roadways. Loading areas which are visible from these roadways should be screened.
- 6. Pedestrian Circulation** - In order to promote pedestrian movement, each development is required to address pedestrian circulation within and between all developments. This pedestrian system shall be designed in an overall safe, clearly understood plan meeting ADA (American Disabilities Act) requirements.