

# MEMORANDUM



**DATE:** September 10, 2008  
**TO:** PLANNING AND PUBLIC WORKS COMMITTEE  
**FROM:** AIMEE NASSIF, PLANNING AND DEVELOPMENT SERVICES  
 DIRECTOR  
**RE:** UPDATES TO THE COMPREHENSIVE PLAN  
**CC:** MICHAEL O. GEISEL, PLANNING AND PUBLIC WORKS DIRECTOR

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A Comprehensive Plan is the adopted official statement of a municipality that sets forth goals, policies, and guidelines intended to direct the present and future physical, social, and economic development that occurs within its planning jurisdiction. A cities comprehensive plan is intended to serve as the guide for zoning, addressing both short and long term planning concerns. General practice dictates that a comprehensive plan be reviewed continuously and revisions made generally every five (5) years.

With the extensive growth the City has experienced in the last 10 years it is important that the City's vision for the future and its goals are amended to reflect these demographic, environmental, physical and social changes.

The City of Chesterfield's Comprehensive Plan was originally adopted in 1990. While the Comprehensive Plan was revised in 2003 to address growing concerns in the area along Wild Horse Creek Road known as the "Bowtie" Area; it has been many years since the City reviewed the Comprehensive Plan in its entirety.

After extensive research, **Staff has created a list of "must-do" revisions or updates. These revisions do not require the same amount of intensity or outside consultation as long term revisions do, and comprise mostly house-keeping items. Staff is aware that there are more intensive revisions needed but we are recommending at this time to address the following revisions.**

## PROPOSED AMENDMENTS

### **Item #1: Update the Land Use Map**

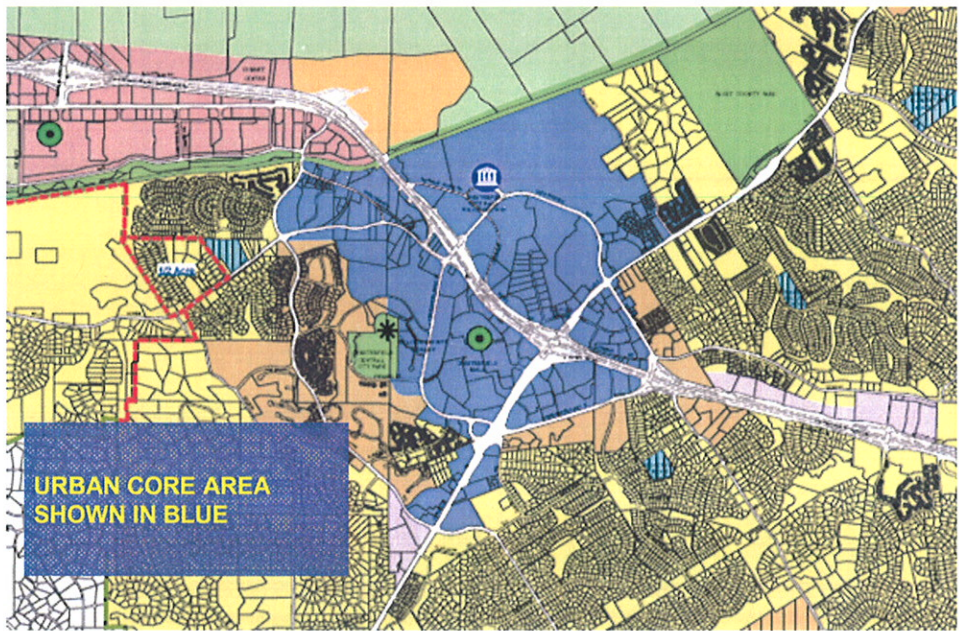
The Land Use Plan is a vital component of the City's Comprehensive Plan. It is used to ensure that Chesterfield's quality of life continues to be protected as the City grows. The Land Use Map identifies if a community has adequate land set aside for housing, retail, office, institutional, and open space. It also is used to ascertain where growth should occur and where it should be avoided. Over the years, Staff has discovered several parcels of land which, due to development

that has occurred on neighboring and adjacent parcels, its original land use designation shown on the Land Use Map should be reviewed. A few examples of areas which should be revisited on the Land Use Map include:

1. Review of the area around 14685 and 14691 Straub Lane (adjacent to Parkway West Senior)
2. Review of the area around 2211 Clarkson Road (Bucholz Mortuaries)
3. The area identified as the "Urban Core"
4. The historic Chesterfield area along Old Chesterfield Road
5. Review of the area around 1180 Toreador
6. Downtown Chesterfield
7. Update to Ward 4 west of Boone's Crossing
8. Identification of additional neighborhood retail areas
9. Identification of additional park/recreation areas

**Staff recommends reviewing the Land Use Map in its entirety and providing update to it.**

**Item #2 Re-evaluation of the Urban Core**



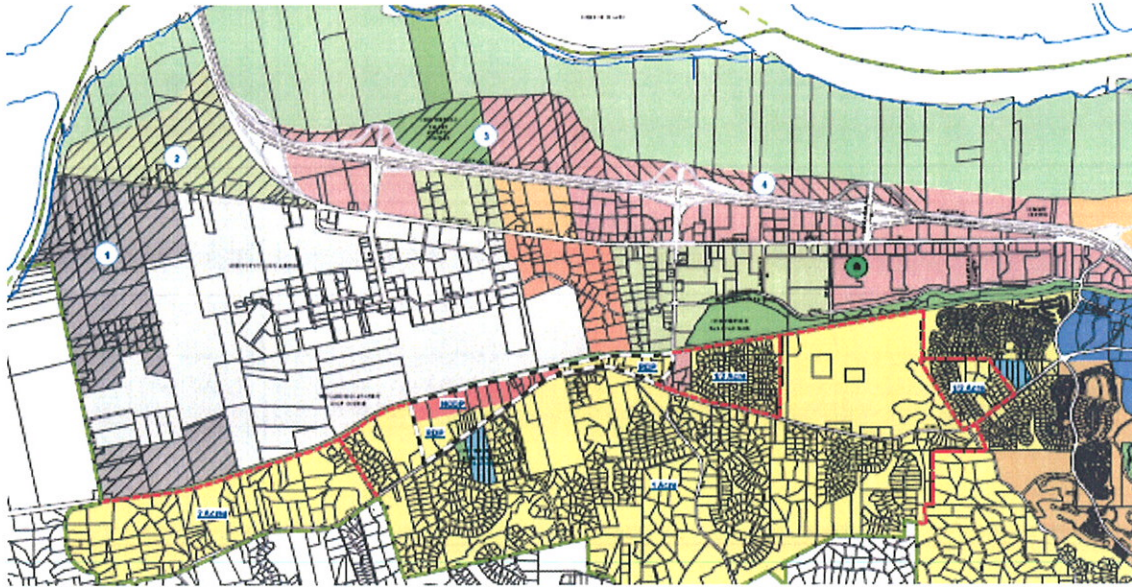
The Plan Policies section of the Comprehensive Plan calls out the area known as the Urban Core separately from other areas. The Urban Core is identified in purple on the Land Use Map and encompasses City Hall. The Policies state that, "A planning study should be conducted to further develop specific policies to guide future public and private development opportunities..."

In addition, the Policies call out specific guidelines which should be followed in the Urban Core such as high-density office, mixed-use community centers, and a city center. Over the last twenty years, the Urban Core has seen an increase in both office and retail development and redevelopment was successful at the Chesterfield Mall; however there is an absence of "high density" development. Also, residential development has not come to fruition in this area as once expected.

At the same time, last year Staff wrote the Planned Commercial and Residential PC&R Ordinance for a specific area of the Urban Core. Simultaneously, an ordinance for the area known as Downtown Chesterfield was developed to encourage the Cities first true mixed-use community.

***Due to existing development and future projects, the Land Use Map as well as the Plan Policies for the Urban Core need to be re-evaluated and updated so that it truly reflects what exists today and what is to come in the future.***

### **Item #3 Update of Chesterfield Valley Policies for Development**



When the Comprehensive Plan was first written, the area known as Chesterfield Valley had very little development on it. This area consisted mostly of agricultural fields and open spaces where public improvements did not exist. In 1999, the Chesterfield Valley Master Plan was adopted which outlined specific land uses and infrastructure for this area. Because public utility improvements did not exist, and this area was so barren, Appendix A of the Comprehensive Plan was written to provide General Guidelines for Development.

Today, the Chesterfield Valley area is not only a highly developed and marketable area but it is home to the largest strip center in the mid-west known as Chesterfield Commons. With the addition of public improvements to the area, development continues to spread west of Long Road comprising commercial, office, and warehouse developments.

The Chesterfield Valley Design Guidelines identify 4 Sub Areas of the Valley. These Sub Areas identify what uses should be allowed and include specific design criteria. These design criteria are problematic for many reasons. First, the criteria are often at odds with and inconsistent with design requirements in the City of Chesterfield Zoning Ordinance. Also, design criteria and specific requirements should not be incorporated into a City's Comprehensive Plan. The purpose of a Comprehensive Plan is to serve as a guide to what the goals and objectives of a City are; the Zoning Ordinance is the City's tool for carrying out those goals which is where develop and carry out design requirements such as building height, setbacks, open space, architectural features, etc.

***Staff recommends examining the need for design requirements in the Comprehensive Plan and whether the identification of Sub Areas of the Valley is still advantageous.***

#### **Item #4      Transportation Element Update**

In 2003, the City of Chesterfield Comprehensive Plan was amended for the creation of "Appendix B" which provides information for the Wild Horse Creek Road "Bowtie" Area. Staff is recommending codifying the Appendix with the rest of the chapters of the Comprehensive Plan.

#### **Item #5      Transportation Element Update**

The Transportation Element is a major chapter found in the Comprehensive Plan. This chapter discusses road classifications, addresses area transportation options, and explains the transportation model that the City uses for traffic and transportation analysis and review.

This chapter has not been updated for almost ten (10) years. Since the original drafting of this chapter the City has seen several roads such as Baxter Road change in roadway classification, many street improvement projects were undertaken, and new projects to encourage pedestrian transportation have developed such as the Pathways on the Parkway project.

There are also several roadway projects projected for the next several years which include, but are not limited to, the extension of Highway 141, re-alignment of Baxter Road and Wild Horse Creek Road, Long Road, Eatherton Road, and Chesterfield Airport Road.

The Chesterfield transportation modeling tool that was utilized in doing traffic analysis and review was known as the T-MODEL software. This was a computer based traffic demand model which simulated existing conditions and projected future year traffic volume and patterns.

The T-MODEL software has become outdated and is no longer available. A new program known as VISSIM/VISUM Modeling is replacing the T-MODEL as the traffic modeling program of choice. In an effort to continue to provide the most accurate and realistic picture of traffic for our area, the City has begun using the VISSIM/VISUM software. This software encompasses the latest technology for transportation planning and engineering and allows the City to provide important information for new developments.

***Staff recommends updating this entire chapter.***

#### SUMMARY

Staff recommends incorporating the language from Appendix B into the other chapters as well as updating the Land Use Map, Urban Core, Chesterfield Valley and Transportation Element of the Comprehensive Plan. Staff is also recommending that the Comprehensive Plan Committee meet and work with Staff on the above referenced amendments. Success at updating these sections will require several meetings with the Comprehensive Plan Committee, citizen input, and public hearings.

**These changes are recommended to be given priority because these are the 5 areas that affect Staff on a daily basis when trying to do plan review and land use rezoning; and will require less time and outside resources to complete in a timely manner.**