




CHESTERFIELD'S VISION

GUIDING PRINCIPLES

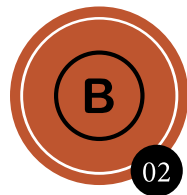




01

Financially Responsible

Remain a City dedicated to delivering excellent municipal services to the community in a financially responsible manner, especially in terms of evaluating opportunities to increase local revenues and manage new infrastructure cost associated with development to maintain a high quality of life for residents in Chesterfield.



02

Be Bold


Be bold, lead with purpose, and take proactive steps to plan the future of the community.



03

Economic Vibrancy


Keep the Chesterfield economy sustainable and resilient while providing opportunities for a variety of new and innovative businesses and endeavors. Create an environment with business growth while it also fosters, supports, and promotes local entrepreneurs and business ownership of all magnitudes.



04

Collaboration Through Leadership


Maintain on-going, positive, and productive partnerships with public, quasi-public, and private entities that acknowledge our interconnectedness and the shared responsibility for the future success of Chesterfield. Cultivate greater community and civic responsibility within the City that promotes citizen engagement where all are involved in determining the future of Chesterfield. The responsibility to implement the vision, guiding principles, and recommendations in the comprehensive plan is shared by the entire community.



05

Connected City


Support a safe, innovative, and efficient transportation system that leverages opportunities to enhance street connectivity and resident mobility via walking, biking, transit, and driving. Consider land use and transportation infrastructure investments together, promoting a network of streets that emphasizes the quality and character of both the street and its surrounding development pattern. Recognize that safeguarding the transportation system in Chesterfield requires a shared vision and partnership between state, county, and City officials.



06

Uniquely Chesterfield

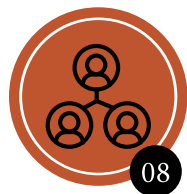
Celebrate a distinct brand and sense of place that is uniquely Chesterfield while tapping into the talent and creativity of the people that shape it — residents, business owners, property owners, developers, design professionals, artists, etc. — to keep things relevant and authentic. Create destinations in the community that are interesting, beautiful, useful, and likely to provide long-standing value.



07

Stewards of the Natural Environment


Promote and preserve Chesterfield’s green infrastructure — including ponds, wetlands, woods, trails, parks, agricultural lands, tree canopy, etc. — and the services they provide. Use public lands to strategically create an interconnected network of green space that preserves critical natural areas, provides recreational linkages, protects water quality and quantity, and contributes to the identity and sense of place of Chesterfield.



08

Diverse & Inclusive

Promote a healthy, welcoming, and inclusive city for both long-time residents and newcomers of all ages and income levels, as well as for businesses both large and small. Support the development of a broad variety of home choices in the community including places for young adults, families, retirees, and seniors to live.



09

Infill Development & Redevelopment

Support infill development and redevelopment activities for underutilized areas within Chesterfield Valley and the City Center. Redevelopment of neighborhood centers should be contextually sensitive and respect surrounding neighborhoods in terms of appropriateness, scale and character.

LAND USE PLAN

City officials understand that purposeful, proactive planning for growth and development will result in a stronger local economy, greater fiscal security, and a better quality of life for current and future residents. This section describes the City's Land Use Plan, which should guide decisions regarding development approvals, infrastructure investments, redevelopment initiatives, open space protection, and new or amended City policies.

The City's commitment to growth management in accordance with the map will assist with the following:

- Bring public and private decision-making processes closer together
- Leverage City resources to maximize available public and private investment dollars
- Manage the amount and timing of new infrastructure to support future development
- Implement a city-wide strategy for identifying and securing protected open space
- Increase the City's influence on future development decisions that directly impact the quality of life for everyone living, working, or visiting the area.

The Land Use Plan depicts the development pattern envisioned by and for the Chesterfield community. Reflective of citizens' expectations, this proposed pattern will likely evolve over the 20 years following plan adoption.


Each color on the Land Use Plan represents one of 12 character areas, which are listed below and defined on the pages that follow.

1. Conservation
2. Parks & Recreation
3. Business & Office
4. Industrial
5. Mixed Residential
6. Neighborhood Center
7. Regional Commercial
8. Suburban Neighborhood
9. City Center (Corporate Village)
10. City Center (Downtown)
11. City Center (Historic Chesterfield)
12. City Center (Urban Transition)

The use of character areas defined for each land use designation describes existing and future development. In addition to land use, they convey development policies that promote the development pattern envisioned by Chesterfield.


While the character areas are not zoning districts, they provide sufficient guidance to help city officials and staff determine which zoning districts are suitable for specific locations.


Although there are 12 character areas that represent each land use designation throughout the city, they can be grouped into three categories (Open Space, Suburban Character, and City Center). The following pages within this chapter define each character area and depict how these character areas exist geo-spatially throughout the City of Chesterfield.



OPEN SPACE

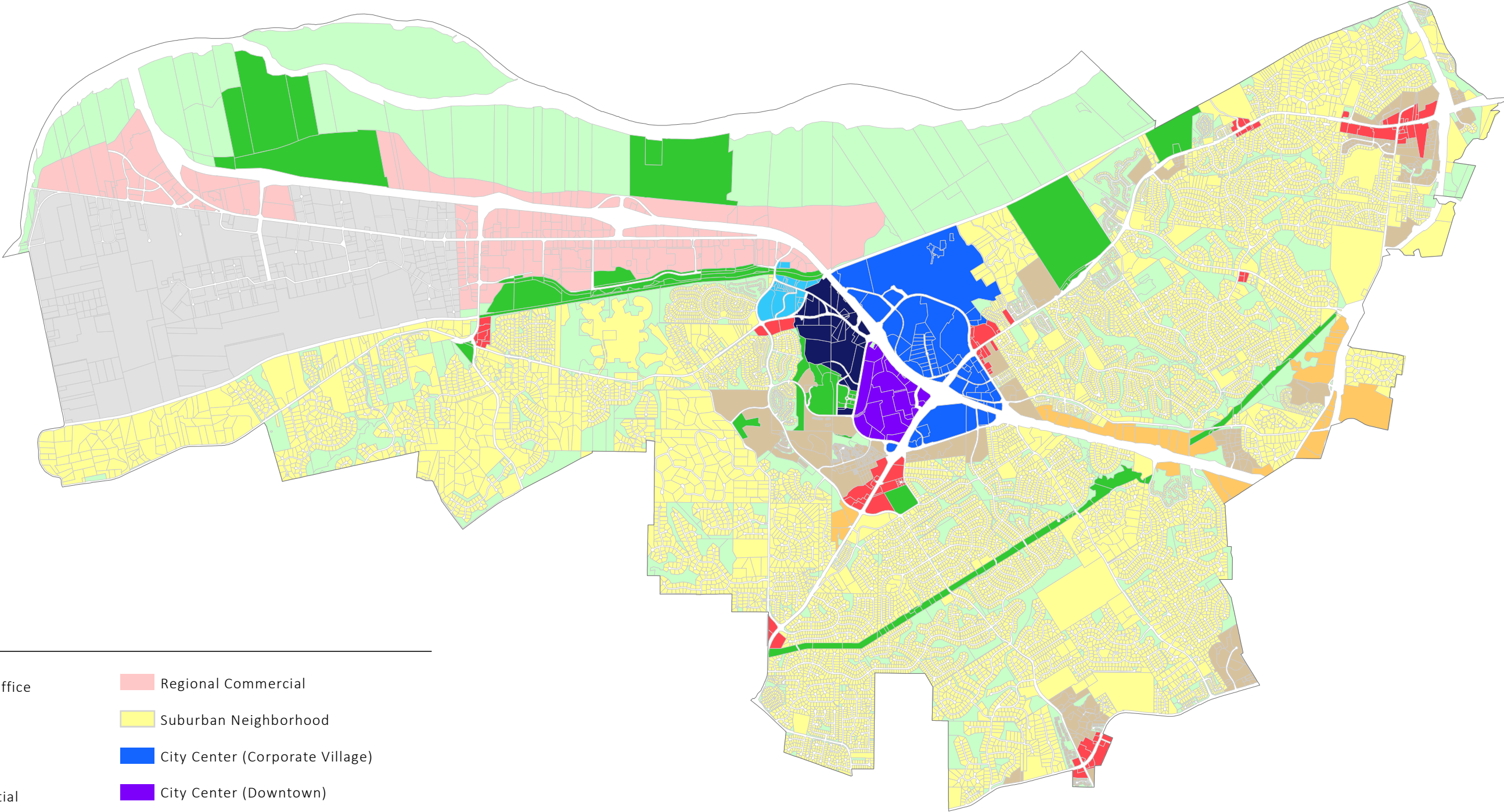
SUBURBAN CHARACTER

















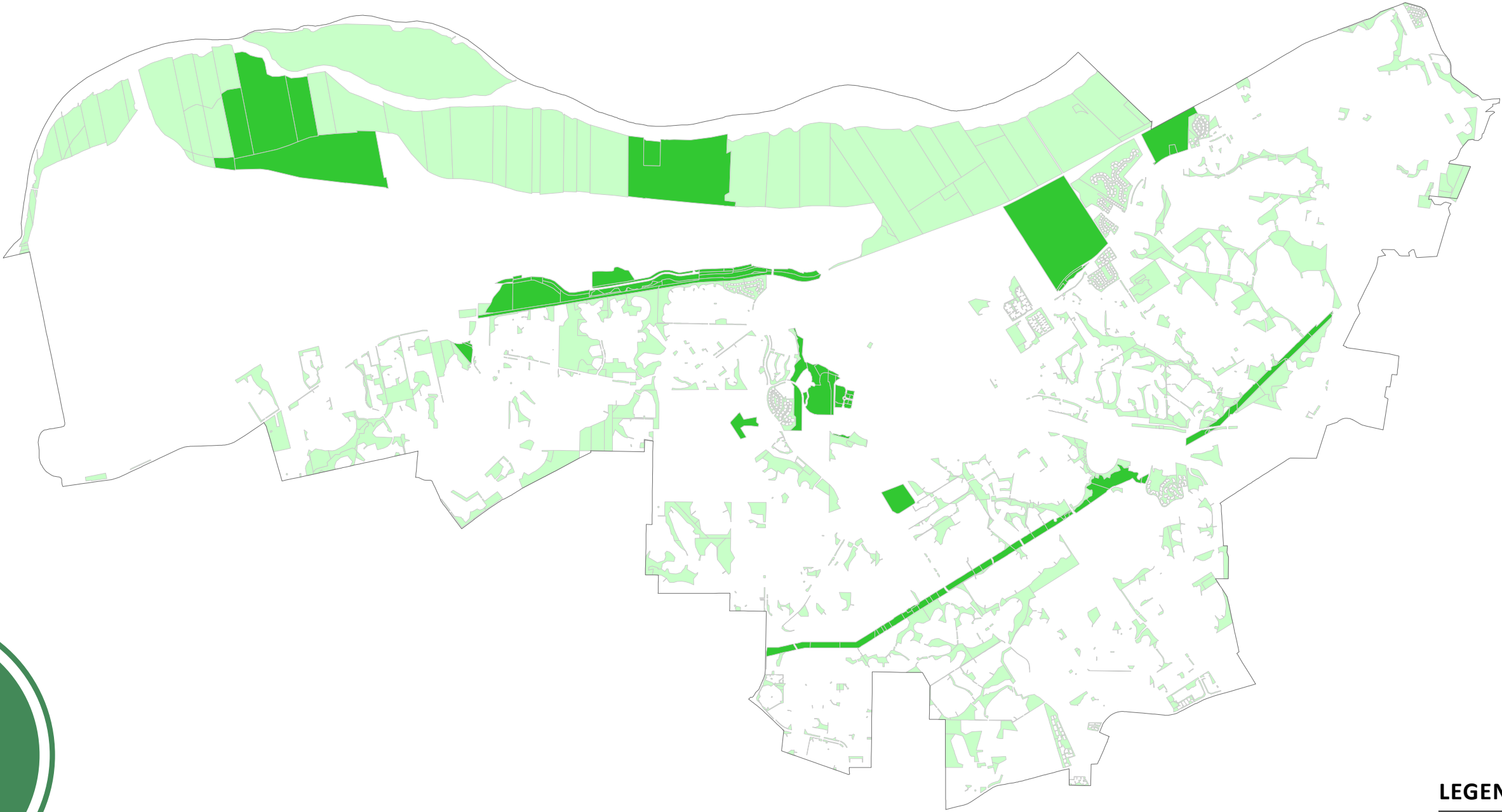
CITY CENTER

Land Use Plan



LEGEND

- | | |
|--|---|
|  Business and Office |  Regional Commercial |
|  Conservation |  Suburban Neighborhood |
|  Industrial |  City Center (Corporate Village) |
|  Mixed Residential |  City Center (Downtown) |
|  Neighborhood Center |  City Center (Historic Chesterfield) |
|  Parks and Recreation |  City Center (Urban Transition) |



OPEN SPACE

CHARACTER AREAS

LEGEND

- Conservation
- Parks and Recreation

Character Area



Parks and Recreation

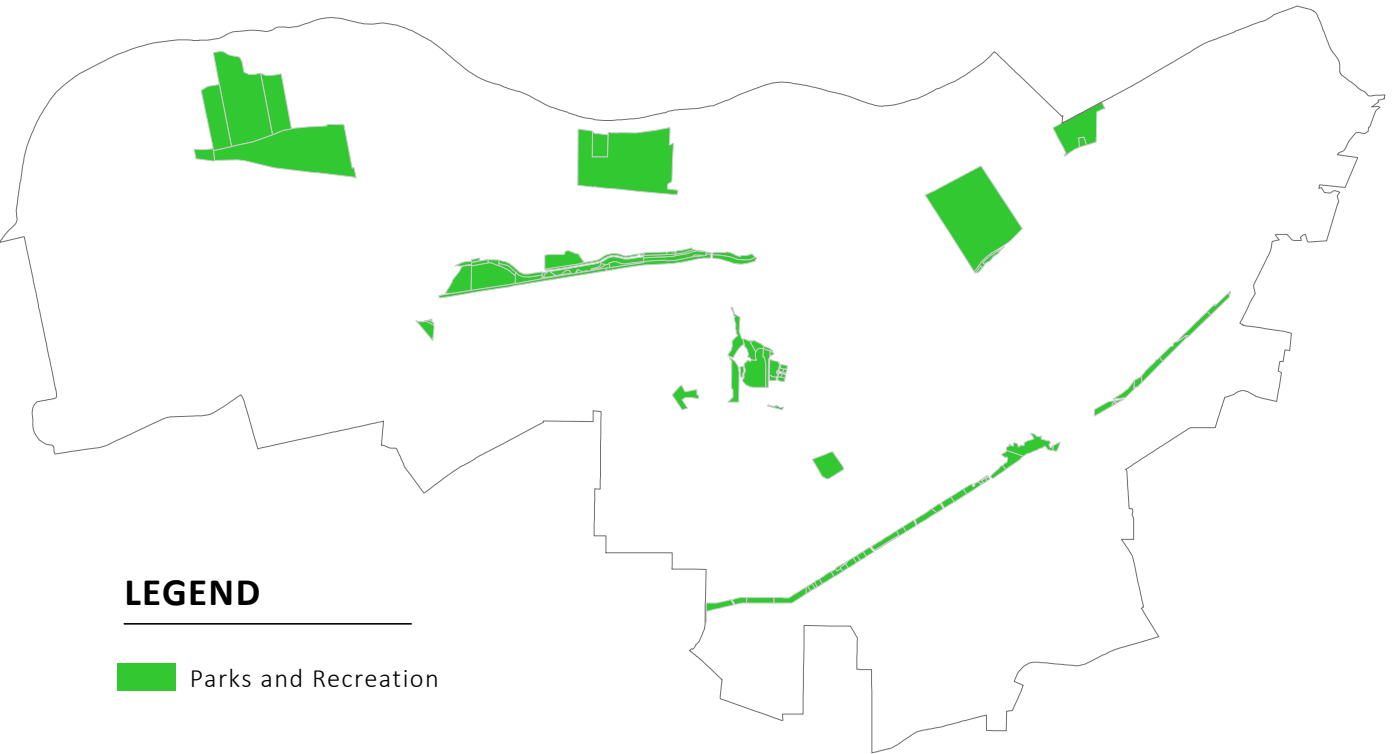
Land dedicated to support active recreation or leisure uses, whether community- or commercial-purposed. Active open space in the City includes public park land, athletic courts and fields, community facilities, playgrounds, large athletic complexes or recreation trails.

Primary Land Uses

- Public Recreation
- Open Space

Development Policy

- Focus on preservation
- Leverage natural resources
- Plans for development are to be coordinated with parks to assure parks and open space needs are addressed
- Appropriation of parks and recreation facilities should be developed in association with Missouri River frontage.
- A trail system should be developed utilizing existing street right-of-ways, common ground when available, utility easements, flood plain areas, and additional property acquisition or private easements. Consideration should be given to cooperating with neighboring municipalities in developing portions of the trail system and between individual subdivision common ground. Trail systems could include walking, jogging, and biking. This system is to be fully integrated with and connected to the transportation network.



Character Area



Conservation

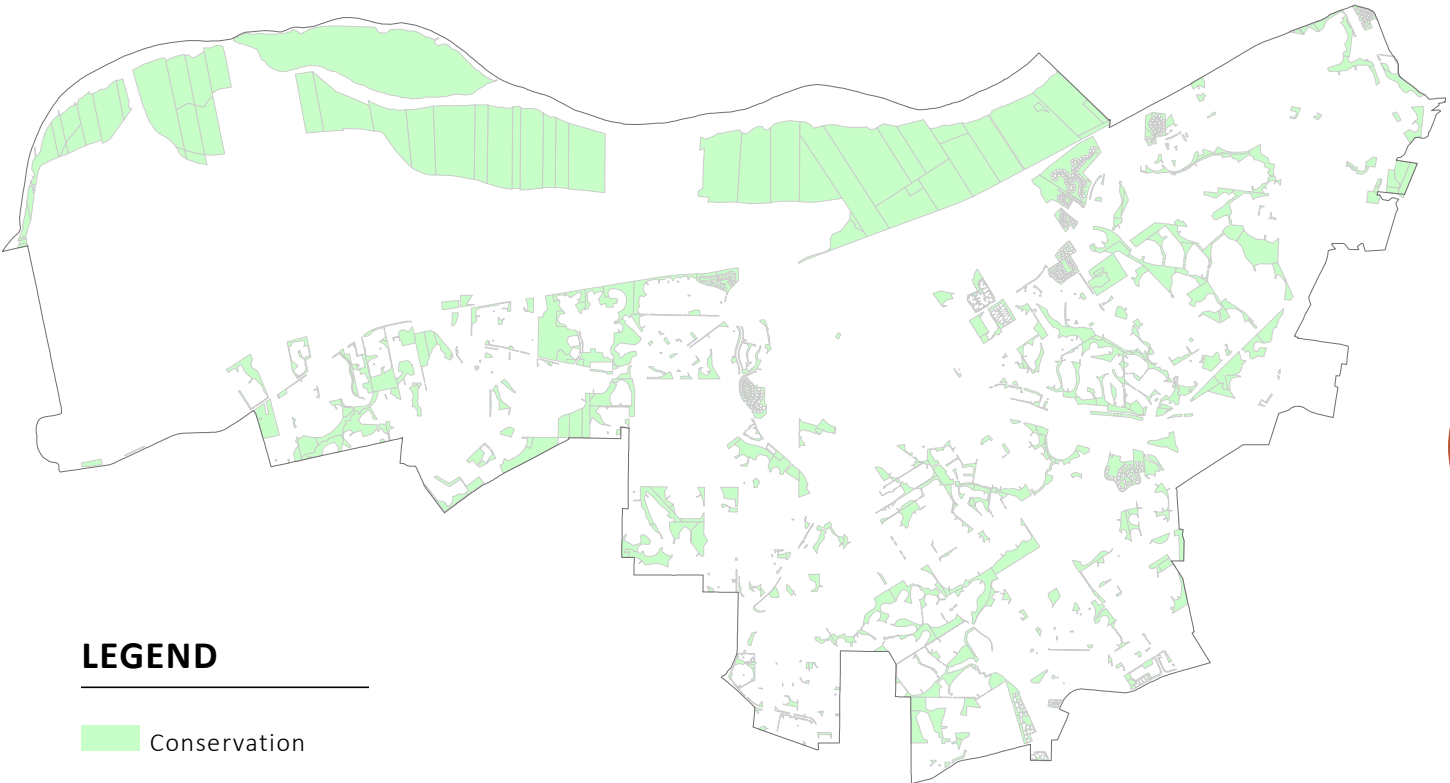
Undeveloped and/or preserved land dedicated for passive recreation or conservation purposes. Undisturbed land is reserved to protect natural beauty or serve environment and wildlife management purposes. In Chesterfield, passive open space includes floodplains, planned common ground and permanent conservation areas.

Primary Land Uses

- Agriculture
- Open Space

Development Policy

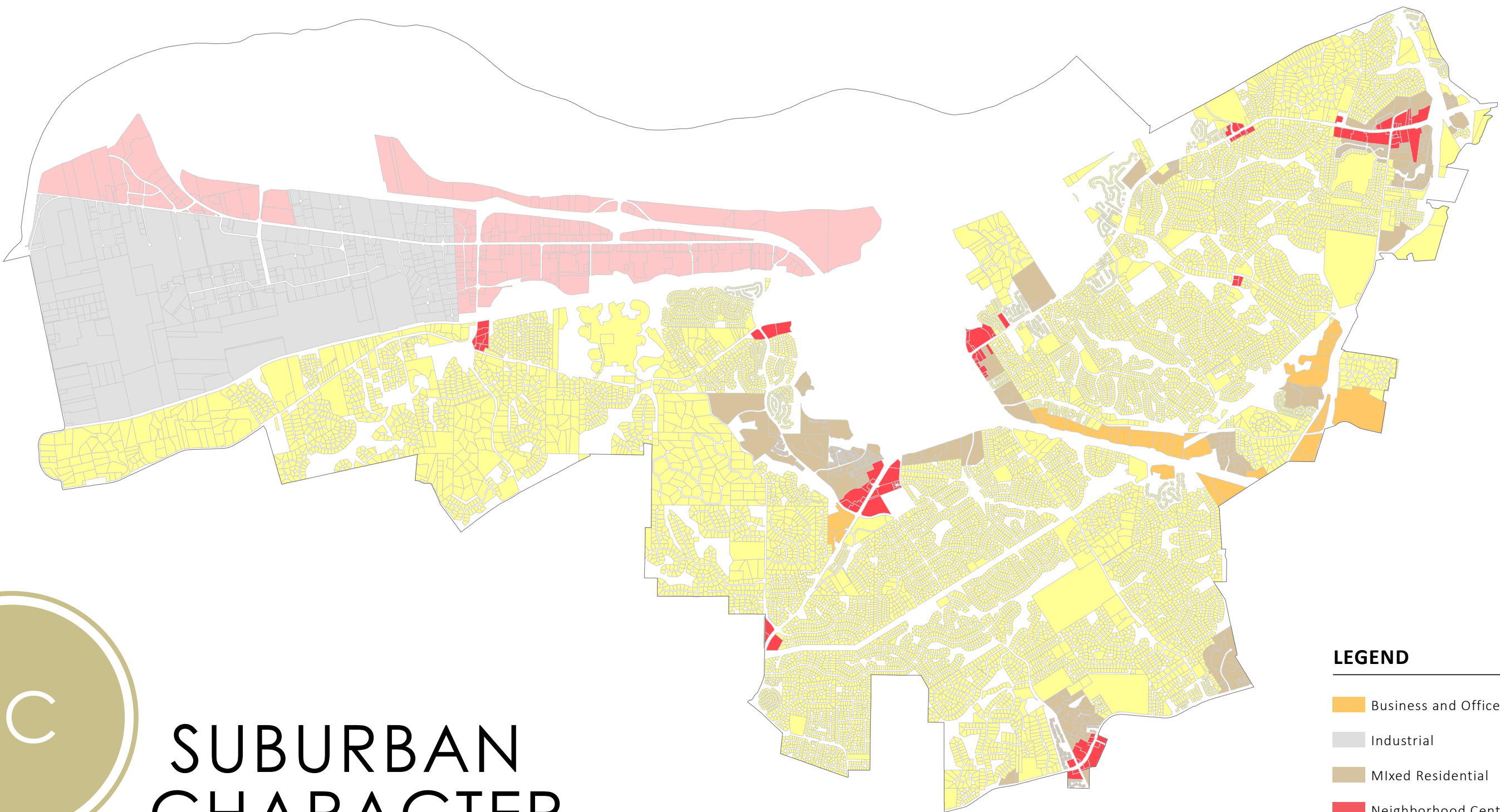
- Focus on preservation
- Limit impervious surface or encourage the use of stomwater BMPs
- Planned residential developments should promote open space and preserving natural features which may cluster new construction





SUBURBAN CHARACTER

CHARACTER AREAS



LEGEND

- Business and Office
- Industrial
- Mixed Residential
- Neighborhood Center
- Regional Commercial
- Suburban Neighborhood

Character Area



Business and Office

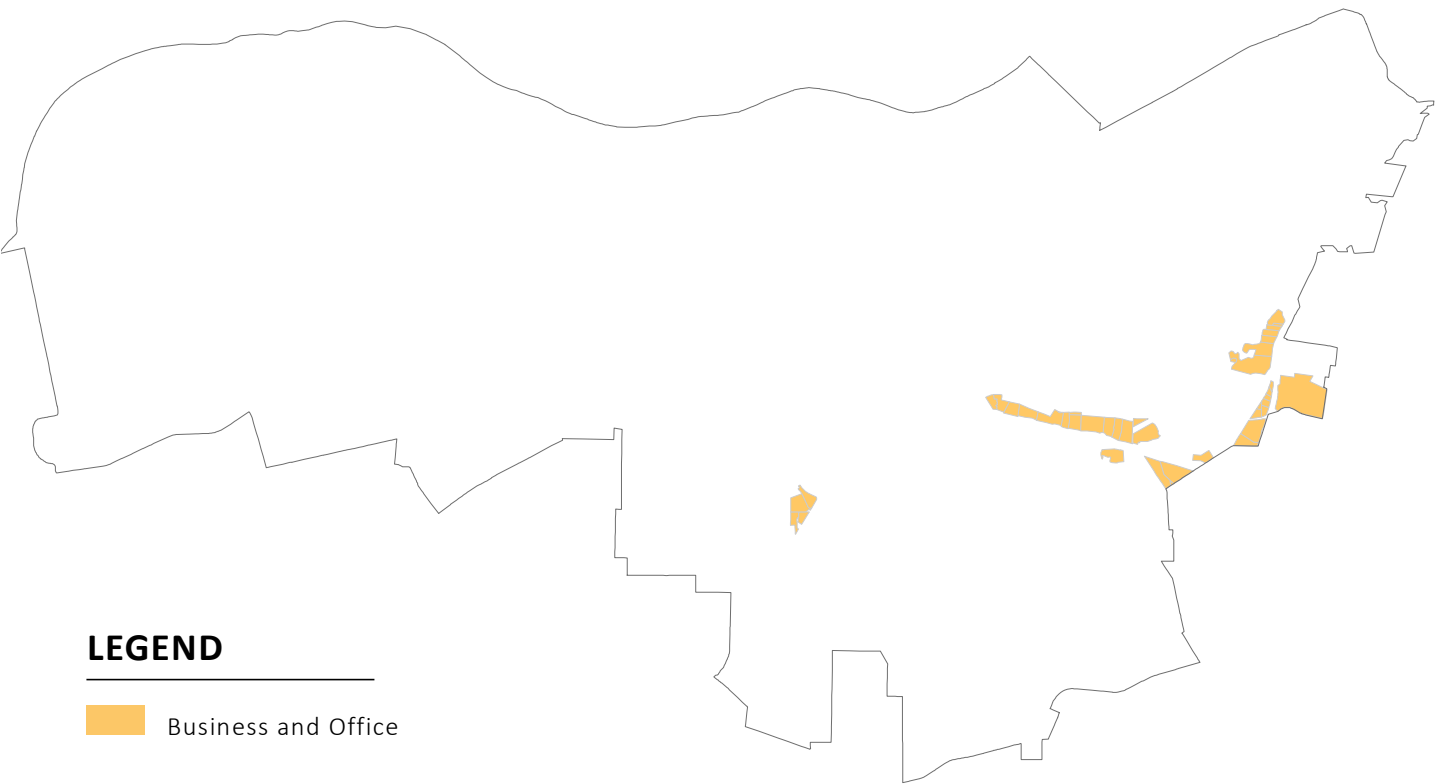
Land where concentrations of employment is located in the City. They include both large-scale isolated buildings with numerous employees as well as areas containing multiple businesses that support and serve one another. They are typically buffered from surrounding development by transitional uses or landscaped areas and are often located in close proximity to major arterials, highways or thoroughfares.

Primary Land Uses

- Low to mid density office
- Institutional
- Hospital

Development Policy

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points
- Primary entrance points should be aligned with access points immediately across the street
- Structured parking may be appropriate to achieve desired intensity levels
- Connectivity varies as business parks may have low connectivity between contrasting adjacent uses
- Landscape buffering should be utilized between adjacent residential development to provide a transition between uses
- Landscape buffering should be utilized between roadways to screen areas of surface parking
- Expanded setbacks should be utilized between neighboring residential uses



Character Area



Industrial

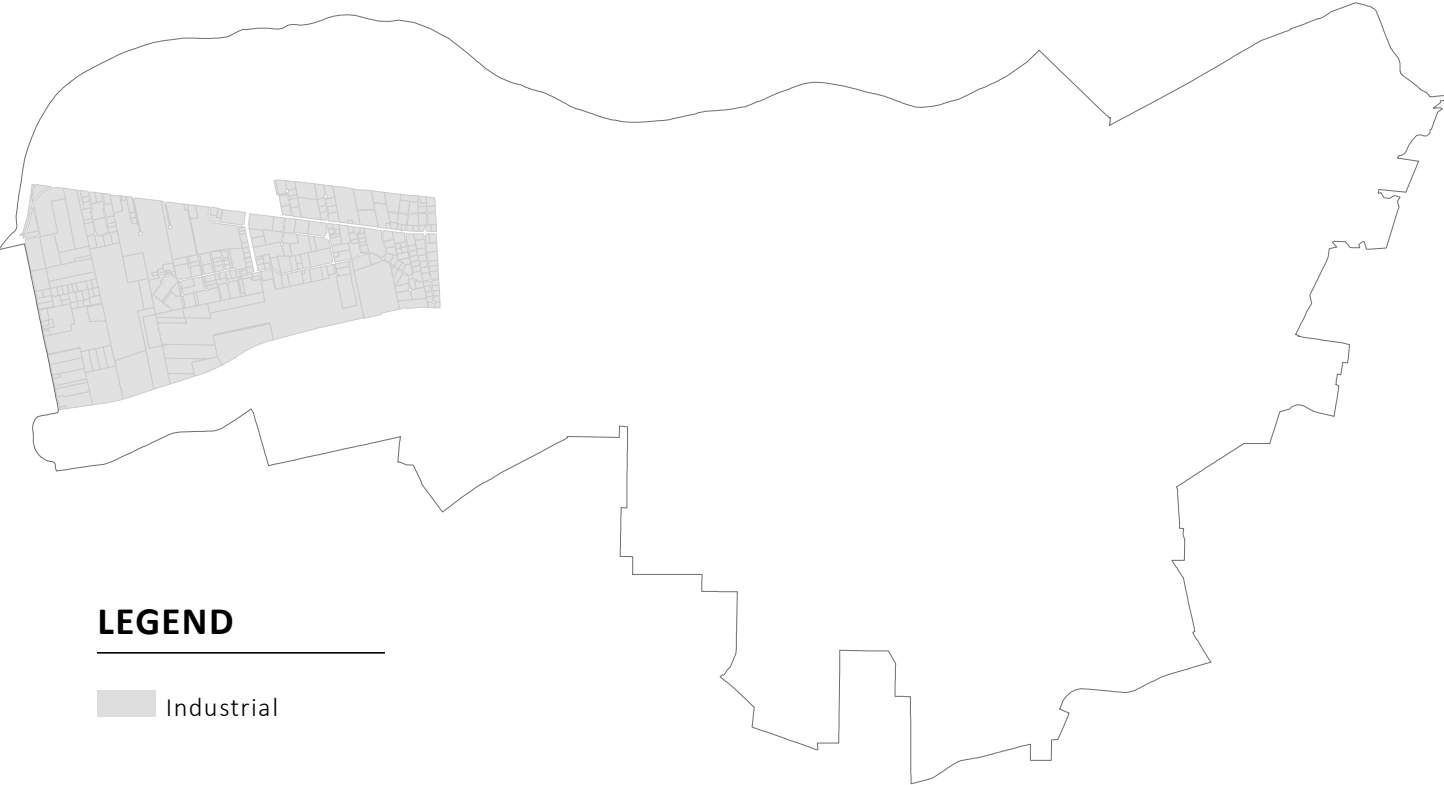
Conventional industrial park and associated activity involving an airport. These areas generally support manufacturing and production uses, including warehousing, distribution, light manufacturing, airport support businesses, and assembly operations. They are found in close proximity to major transportation corridors (i.e., highway and airport) and are generally buffered from surrounding development by transitional uses or landscaped areas that shield the view of structures, loading docks, or outdoor storage from adjacent properties.

Primary Land Uses

- Industrial
- Airport and associated uses
- Office/Warehouse

Development Policy

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points
- Primary entrance points should be aligned with access points immediately across the street
- Connectivity may vary as industrial parks may have low connectivity due to dead ends and lack of connection to adjacent areas
- Landscape buffering should be utilized between roadways to screen areas of surface parking
- Residential projects should be limited to areas outside of the Chesterfield Valley



Character Area



Regional Commercial

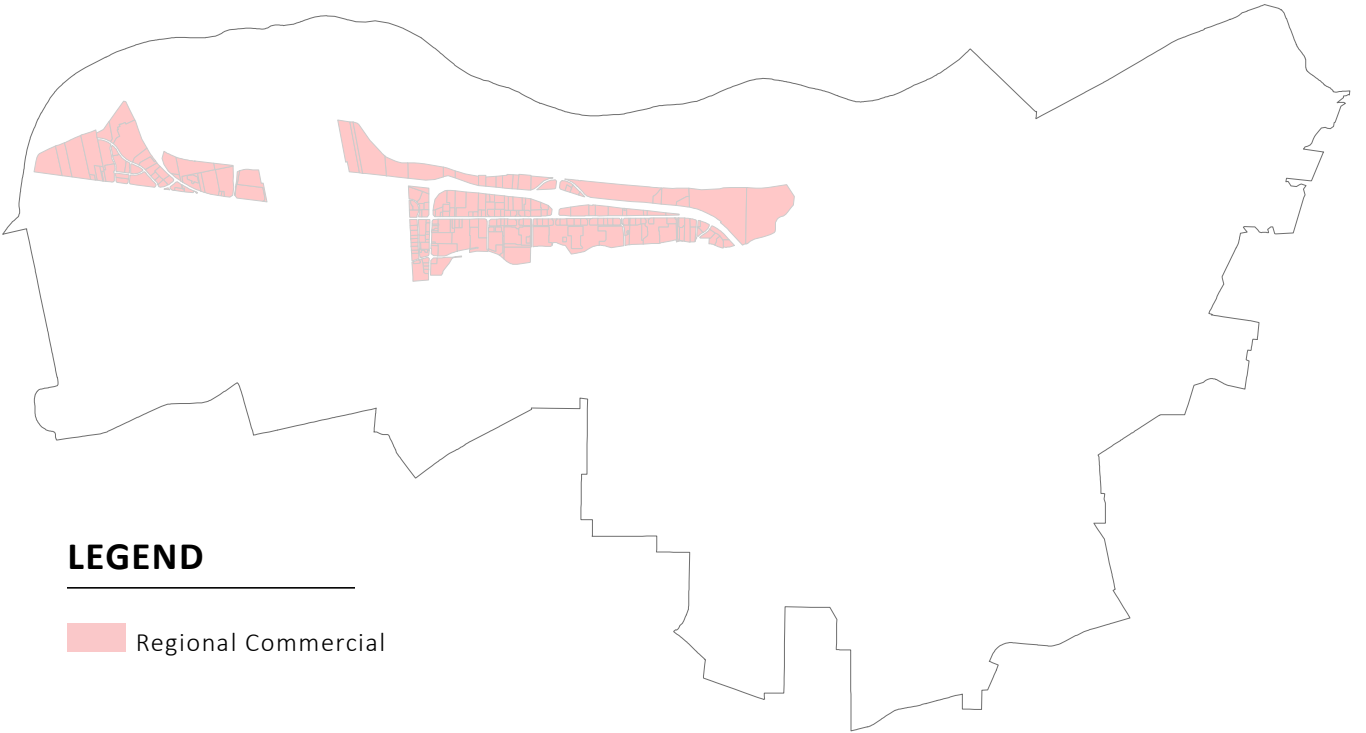
Areas that serve regional commercial needs (emphasizing retail, dining, entertainment, hotel, and leisure components) and draw visitors from both Chesterfield and the surrounding areas. Multiple buildings planned and developed together using unified project development standards.

Primary Land Uses

- Retail
- Entertainment
- Office
- Lodging
- Limited Office/Warehouse

Development Policy

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points
- Primary entrance points should be aligned with access points immediately across the street
- Promote the re-invention of existing tenant space to accomodate different users to increase the mix of uses and redefine the centers, allowing them to be modernized and remain relevant in the market
- Landscape buffering should be utilized between roadways to screen areas of surface parking
- Maintain pedestrian connectivity from transit stops to facilitate the large employment centers
- Secure infrastructure for safe walking and biking between lodging and attraction centers
- Residential projects should be limited to areas outside of the Chesterfield Valley



Character Area



Mixed Residential

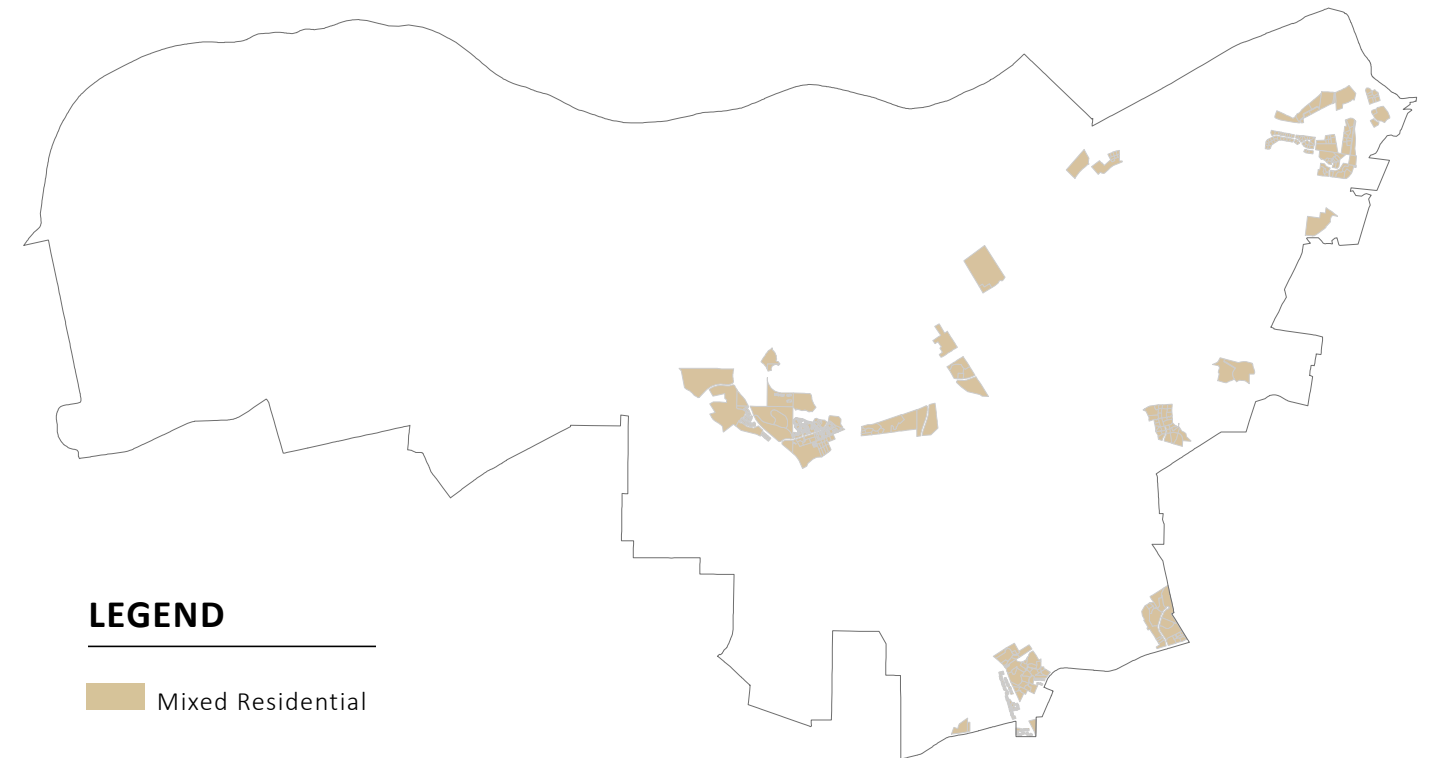
Conventional, suburban multi-family neighborhoods developed as a complex or community, with a relatively uniform housing type and density throughout. They support the highest residential density in a suburban landscape and may contain one of multiple housing types including condominiums, apartments or senior housing (either standalone units for independent living, assisted living group quarters, or both on one site). Buildings are oriented interior to the site and generally buffered from surrounding development by transitional uses, topography, preserved open space, or landscape areas.

Primary Land Uses

- Muti-family Residential
- Multi-generational Community

Development Policy

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points
- Primary entrance points should be aligned with access points immediately across the street
- Encourage transportation infrastructure that promotes multi-modal and active transportation options
- Landscape buffering should be utilized between adjacent residential developments to provide a transition between use type
- Landscape buffering should be utilized between roadways to screen areas of surface parking
- Expanded setbacks should be utilized between neighboring residential uses
- Uncover the anticipated expense (cost of municipal infrastructure) for each new or re-developed residential development



Character Area



Neighborhood Center

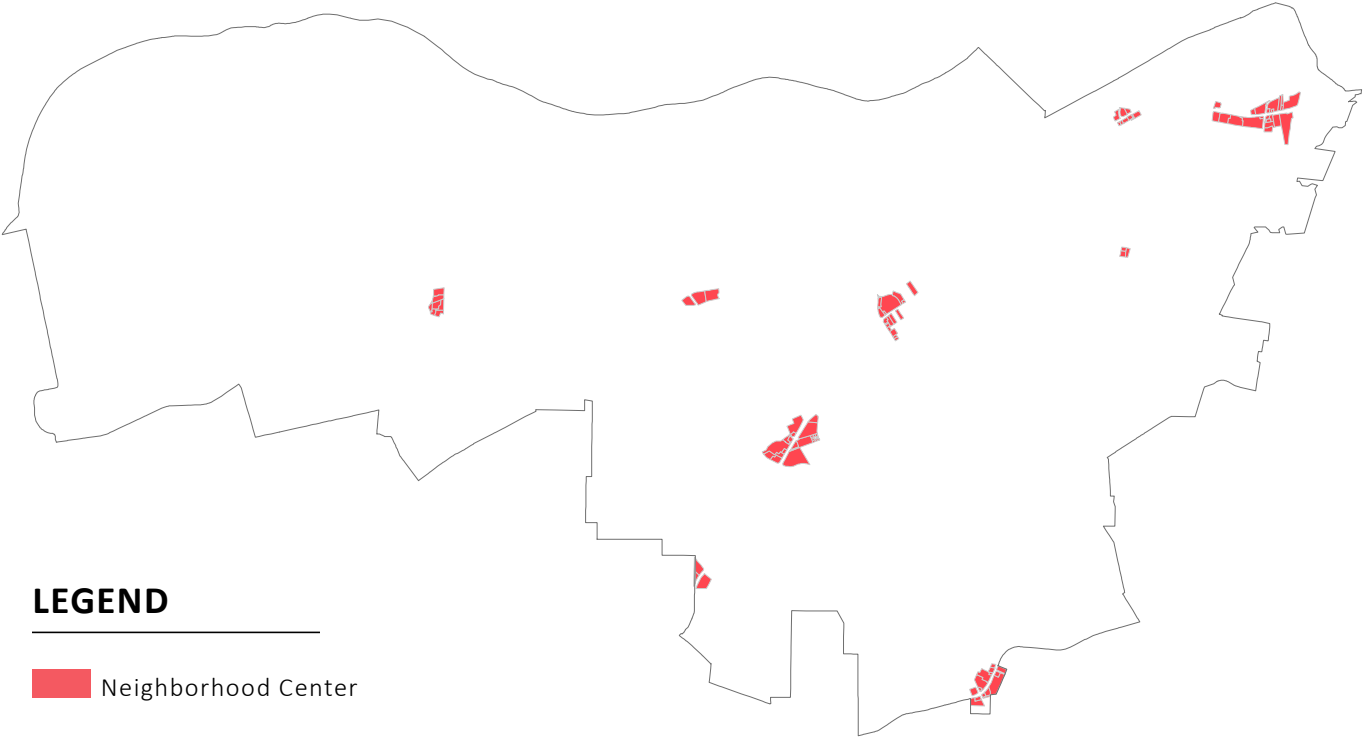
Land that supports small-scale, commercial centers that provide goods and services to surrounding neighborhoods. Their proximity to neighborhoods requires that operations be low-intensity, unobtrusive and at a scale and design compatible with nearby residential development. The design of neighborhood centers transitions effectively between residential and non-residential uses, and includes safe and convenient pedestrian and bicycle access for nearby residents. While this is primarily a commercial category, some neighborhood commercial centers may include upper story residential.

Primary Land Uses

- Retail
- Residential
- Office
- Institutional

Development Policy

- Limit curb cuts on arterial streets, and where possible concentrate access at shared entrance points
- Sites should minimize the impact of cut-through traffic on nearby neighborhood streets by orienting vehicle access, circulation, etc. away from residential neighborhoods
- Access between residential neighborhoods and adjacent commercial uses may be limited to pedestrian facilities
- Suburban retrofit should include walkable connection points to support the surrounding residential neighborhoods



Character Area



Suburban Neighborhood

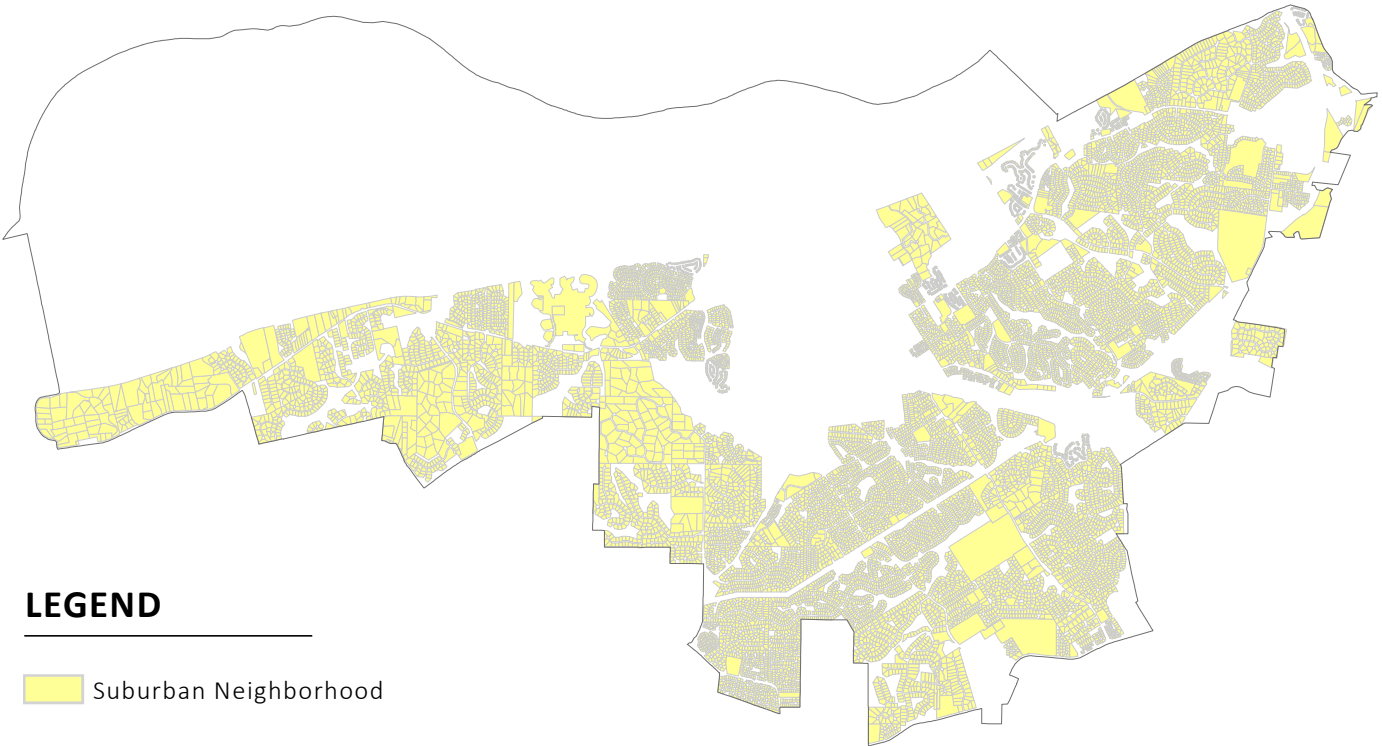
Land typically developed as a neighborhood for single-family detached homes with uniform housing densities. Buildings are oriented interior to the site and typically buffered from surrounding development by transitional uses, topography, preserved open space, or landscape areas. Many neighborhoods borrow open space from adjacent rural or natural settings, which means adjacent trees, pastures, etc. Homes vary in sizes and streets are suburban in character.

Primary Land Uses

- Single-family residential

Development Policy

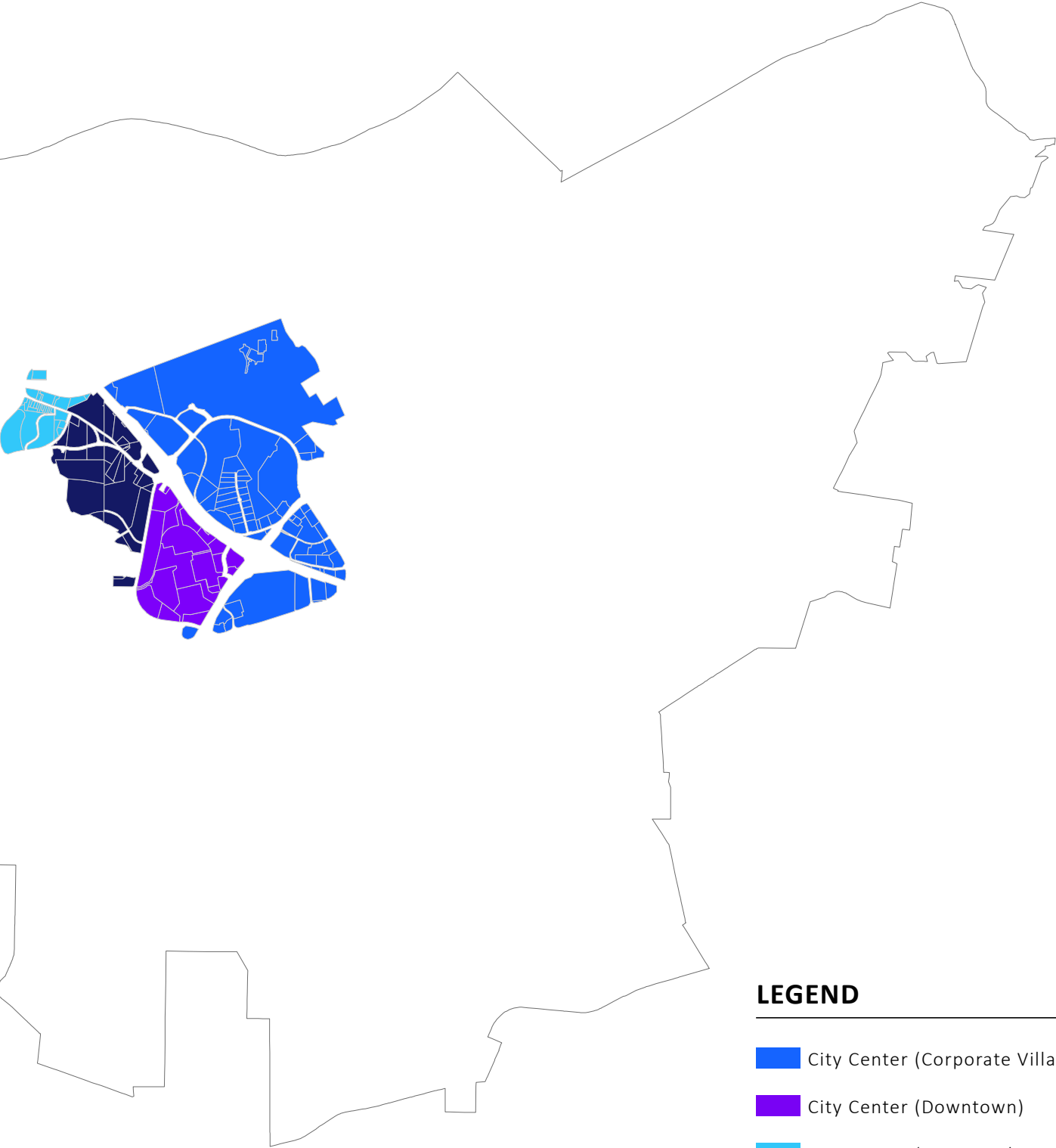
- Encourage preservation of existing residential neighborhood's identity
- New residential development should reinforce existing residential development patterns by continuing to reinforce high quality site and subdivision design, layout, and planning practices
- Uncover the anticipated expense (cost of municipal infrastructure) for each new or re-developed residential development





CITY CENTER

CHARACTER AREAS



LEGEND

- City Center (Corporate Village)
- City Center (Downtown)
- City Center (Historic Chesterfield)
- City Center (Urban Transition)

Character Area



Corporate Village

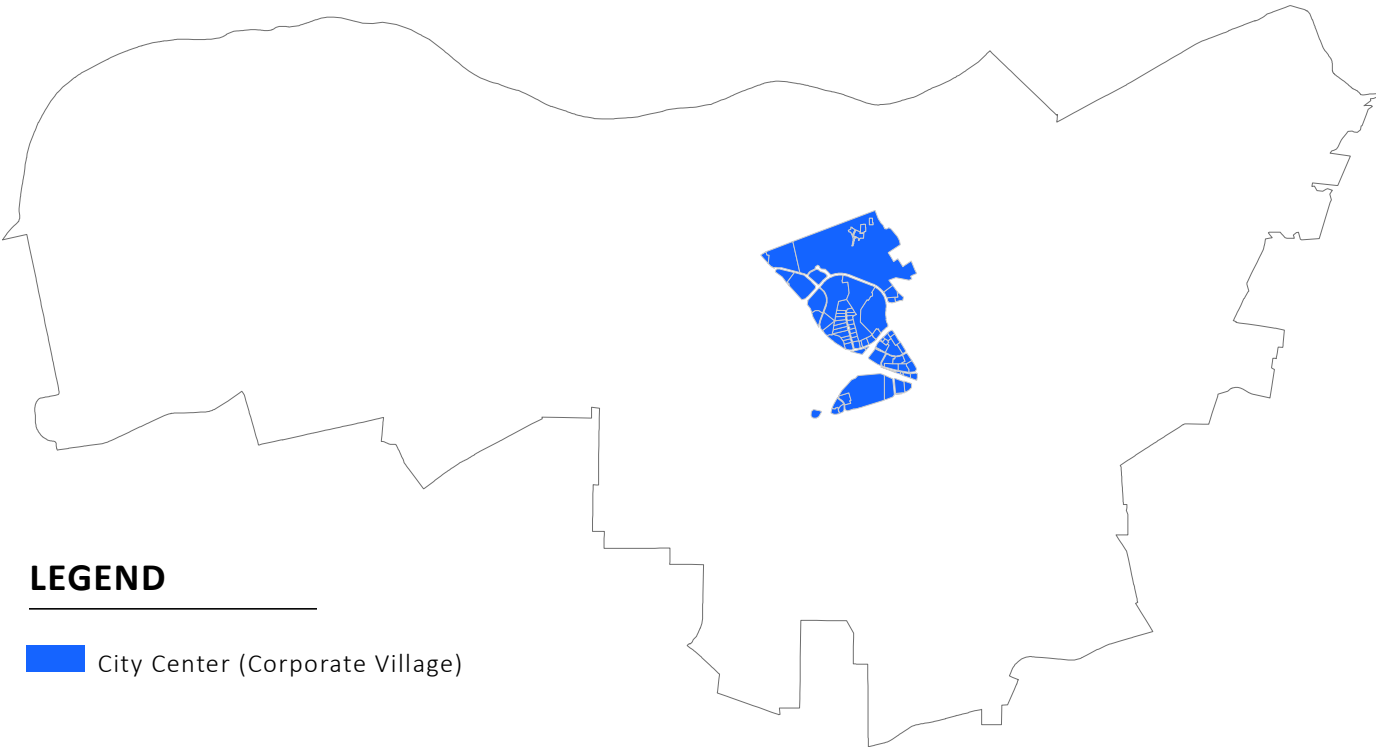
Land that supports the ability to concentrate employment opportunities in the City on normal workdays. Each center generally supports office and technology, including professional office, research and development, higher education, artisan space, light manufacturing, agribusiness and medical research. Residential uses, including a mixture of housing types and residential densities, surround an employment center.

Primary Land Uses

- Mixture of residential types
- Office
- Lodging
- Institutional
- Retail and personal service

Development Policy

- City Center 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 as well as cultural, entertainment and pedestrian amenities for its residents
- Establish an interconnected network of walkable and bikeable streets that connects one or more surrounding neighborhoods to the employment centers
- Incorporate a comprehensive network of open space throughout to accommodate small parks, gathering places and community gardens; preserve tree stands; and help reduce stormwater runoff
- Public art should be incorporated into new construction and re-development projects throughout the City Center
- Buildings to be constructed closer to the roadways to promote the pedestrian experience



Character Area



Downtown

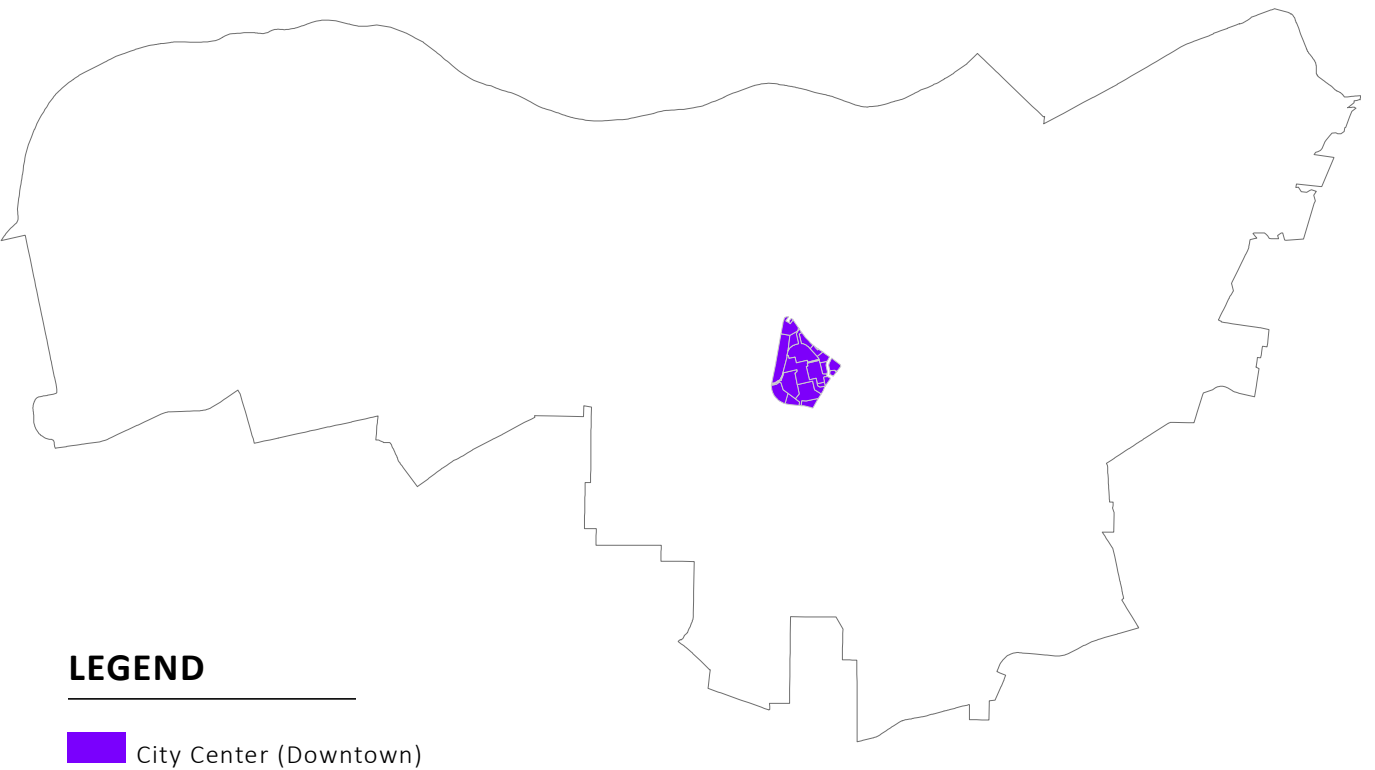
Land inside the city center area where a downtown that supports mixed-use development, civic spaces, and social interaction will be created. Uses and buildings are located on blocks with streets designed to extend a grid network. Buildings typically stand multiple stories with a mix of uses that encourage pedestrian activity. The compact, walkable environment and mix of residential and non-residential uses in downtown support multiple modes of transportation.

Primary Land Uses

- High density residential
- Office
- Lodging
- Institutional
- Retail and Personal Service

Development Policy

- City Center 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.
- The thoroughfare character should be urban and very walkable
- Pedestrian scale infrastructure improvements (lighting, wayfinding, storefronts, etc) incorporated into urban footprint
- The Downtown and Urban Transition Character Areas should have a pedestrian connection to unite the two urban areas of the City Center
- Public art should be incorporated into new construction and re-development projects throughout the City Center
- Buildings to be constructed closer to the roadways to promote the pedestrian experience
- The City Center (Downtown) Character Area has the highest density in the city



Character Area



Urban Transition

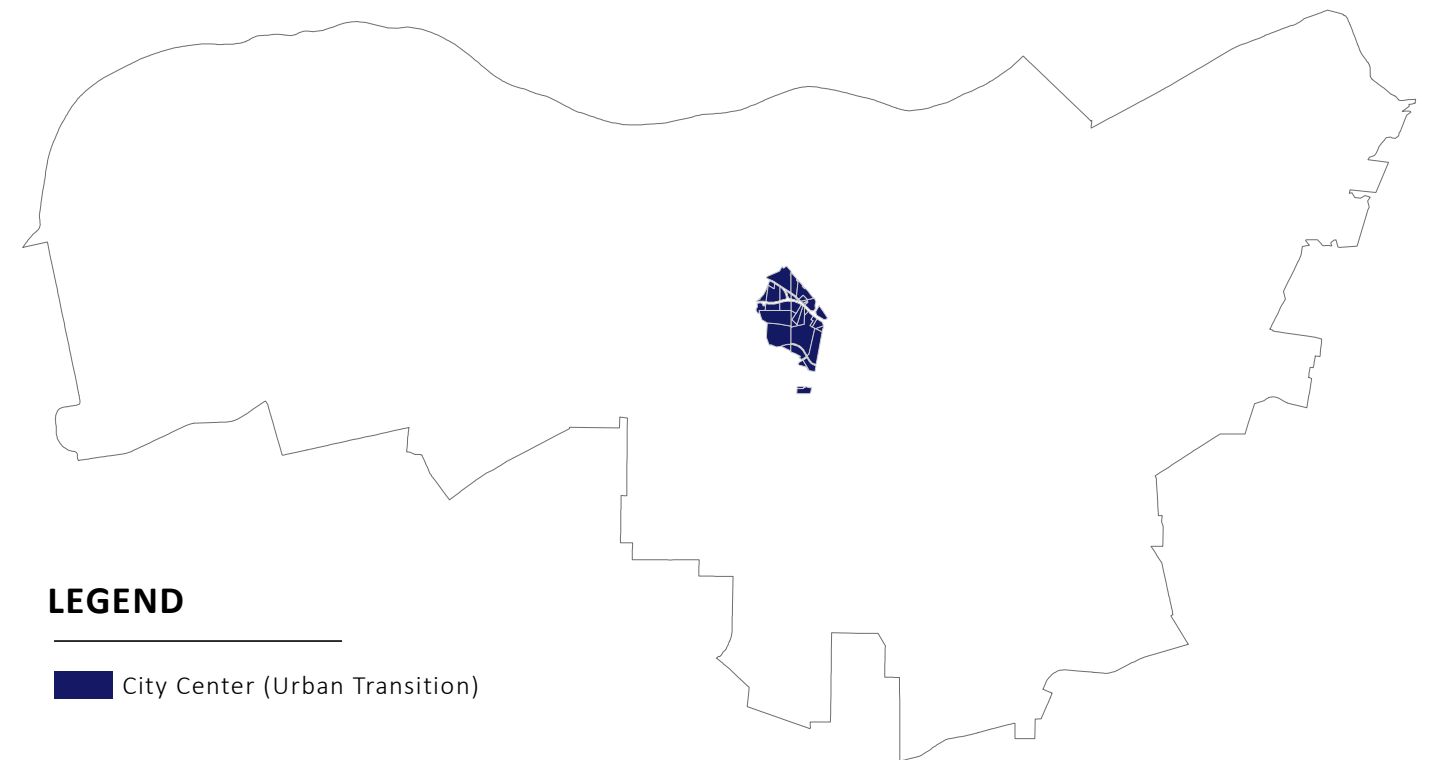
Land developed to offer residents the opportunity to live, work, shop and play within the larger City Center area. This Character Area includes a mixture of housing types and residential densities, integrated with a number of goods and services, especially in the downtown core. Buildings typically stand multiple stories often with residential units above storefronts or other pedestrian activity. Parking is satisfied using on-street parking, structured parking, or shared rear-lot parking strategies. An interconnected network of walkable streets connects the neighborhood to the downtown core.

Primary Land Uses

- Mixture of residential types
- Office
- Lodging
- Retail and personal service

Development Policy

- City Center 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
- The thoroughfare character should be urban and very walkable
- Buildings to be constructed closer to the roadways to promote the pedestrian experience
- Incorporate a comprehensive network of open space throughout to accommodate small parks, gathering places and community gardens; preserve tree stands; and help reduce stormwater runoff
- The Urban Transition and Downtown land areas should have a pedestrian connection to unite the two urban areas of the City Center
- Public art should be incorporated into new construction and re-development projects throughout the City Center



LEGEND

City Center (Urban Transition)

Character Area



Historic Chesterfield

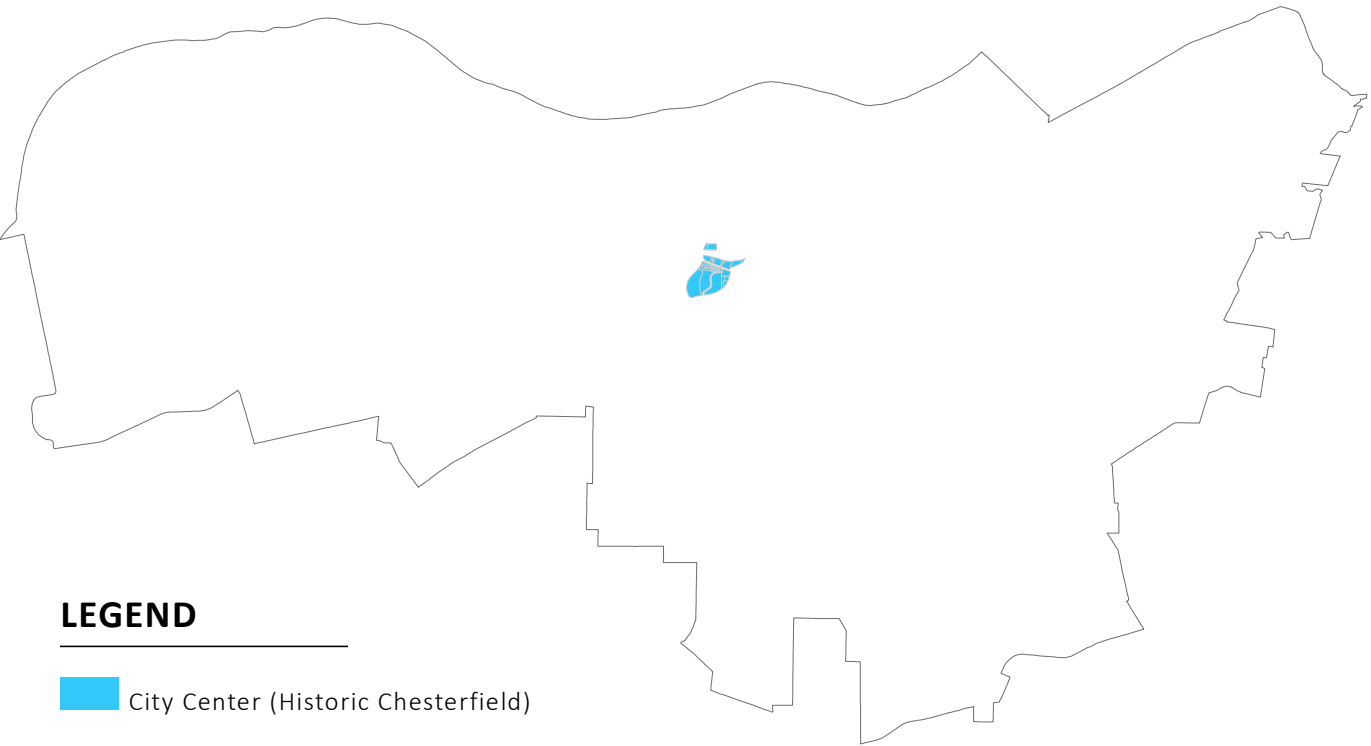
An area with historic buildings including several residential properties on the south side of Old Chesterfield Road. This area of the city would be well suited for the creation of an artisan district where local artists would be invited to locate and where the arts could be celebrated or a farmers market providing for local produce and goods.

Primary Land Uses

- Mixed-Use buidings
- Small scale retail
- Multi-family residential

Development Policy

- City Center 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
- Revitalization should lend itself to pedestrian comfort and safety
- Preservation of historic buildings in which parking lots are relegated to the back of buildings in order to ensure a walkable place
- Public art should be incorporated into new construction and re-development projects throughout the City Center
- Buildings to be constructed closer to the roadways to promote the pedestrian experience
- New architecture will be reviewed for contextual sensitivity of the designated Character Area



CONCEPT AREAS

There is nothing like an illustration to bring complex ideas to life. The Comprehensive Plan includes three conceptual areas that illustrate in more detail the big ideas that emerged during the process, some of which are represented on the Land Use Plan and noted in the recommendations included in the next section. These conceptual areas were developed during Chesterfield's Planapalooza™ 2019 and are based on the input received from participants. They convey a range of community expectations in connection with potential opportunities. Each illustration represents one of several possibilities consistent with the ideas discussed at the event, and recommendations presented here for the three areas emphasize the overarching takeaways, or themes, from the visioning exercise. Their primary purpose is to help the community visualize possibilities and create a platform for dialogue about the ideas contained in the images. In addition, they depict conceptual development in defined geographies as a way of demonstrating the application of the guiding principles and development-related policies, and in that regard, the plans may serve as a general guide for other areas in Chesterfield.

WATERFRONT MARINA

HISTORIC CHESTERFIELD

DOWNTOWN



86

DOWNTOWN / MALL

This plan illustrates an exciting and potentially inspirational vision for the creation of a downtown in Chesterfield. It represents one of many possibilities for redevelopment, but the goal with this particular concept was to provide a unified vision for three large sites that are relatively undeveloped or underdeveloped. Plans prepared previously for the three tracts considered each in isolation, not as part of a cohesive whole.

The vision contemplates a wide array of intensities. The most intense development is concentrated on the existing mall site where the movie theater and department store could be maintained as anchors. A gradual reduction in development intensity for the surrounding properties would place lower intensity development closer to Central Park and the lakes, a scale suitable for the residential uses included within and for a compatible transition to the neighborhoods nearby. On the Sachs property the scale of structures is minimized to establish a positive relationship between the lake and the buildings adjacent to and oriented toward the lake. A terraced approach to development would take advantage of the topography and, with a variety of building types, help capture views from multiple vantage points. The proposed redevelopment scheme is supported by a seamless network of gridded streets. The scale and connectivity of streets should facilitate walkability throughout.

THEMES

LIVE. WORK. SHOP. PLAY.

The proposed mix of uses in this reimagined downtown area can truly foster a live-work-shop-play environment. People living and working here will not have to drive as far or as often to daily and weekly destinations. This development

form can create an opportunity to alter travel patterns as walking and biking become more feasible travel options and the use of personal vehicles is reduced. In addition, with jobs close to housing, such development can play a key role in addressing the housing/jobs imbalance.

ONE CONNECTED PLACE.

Whether referring to the whole city or a subarea—in this case, downtown and the mall site—the form of development should offer variety and appropriate transitions while maintaining a common Chesterfield thread. The scale of building (height and mass) and the types of public spaces in between may vary, as these and other features contribute to the identity of each neighborhood and other subareas. However, connectivity provided by a network of complete streets with pedestrian facilities and the block pattern they create can help reinforce this by weaving the various parts together. Downtown should be well-connected to surrounding neighborhoods by bikeway and sidewalk so people can access the area without having to drive to get there.

ANCHORED AND SUPPORTED.

Like multiple bookends, anchors are uses that stabilize the set of parts. Government offices, the YMCA, the library, and employment locations (“Innovation District”) are among the anchors that should be part of the mix of uses to help ensure a level of activity that adds to the vibrancy of this evolving centerpiece of the city. They provide reasons for residents and visitors to frequent the downtown, which is critical for the success of commercial businesses.

OPEN SPACE AT THE FRONT DOOR, TOO.

Green space in its many forms should be treated as an amenity, not an afterthought. “Central Park” and the linear greenway are two of many

green spaces that should be integrated into the development pattern. The orientation of development toward such spaces can increase utilization and enjoyment, and the extra eyes can improve the level of safety for users. The anchors noted above, particularly the public and semi-public buildings, should be seamlessly integrated at the edges of the green spaces to which they orient. Enhancement of property values may also

be realized, as open space frontage is the new golf course frontage. Water is also part of the open space.

TOPOGRAPHY AS A FEATURE, NOT A FOE.

Use grade changes as an advantage: add interest to the experience, introduce transitions to mitigate impacts of changes in scale, hide parking and other utilitarian elements, etc.



DOWNTOWN / MALL



LEGEND

- Existing Building
- Civic Building
- Mixed-Use Building-Retail Core
- Mixed-Use Building
- Science Tech/Innovation Building/District
- Taller Residential Tower
- Taller Office Tower
- Multi-Family Building
- Townhouse
- Small Multi-Family
- Parking Garage

- 1 Existing Sears Building
- 2 Existing Movie Theater
- 3 Central Park
- 4 Amphitheater
- 5 Civic Space
- 6 Grand Staircase
- 7 Central Park Extension
- 8 Existing Library
- 8 Existing YMCA

A Ideal alignment for a road connection in this location, but the presence of a conservation easement owned by the U.S. Corps of Engineers may render this alignment difficult to achieve.

IMPORTANT NOTE: This is an illustration of one possible scenario representing the views of many of the participants and is not intended to be the only plan possible for these properties. The property owner and/or the City will produce actual development plans through detailed study that will be reviewed during the official City development review process before any action would be taken on the site. This illustrative plan is intended to help the community visualize possibilities and create a platform for dialogue about the ideas contained in the images.

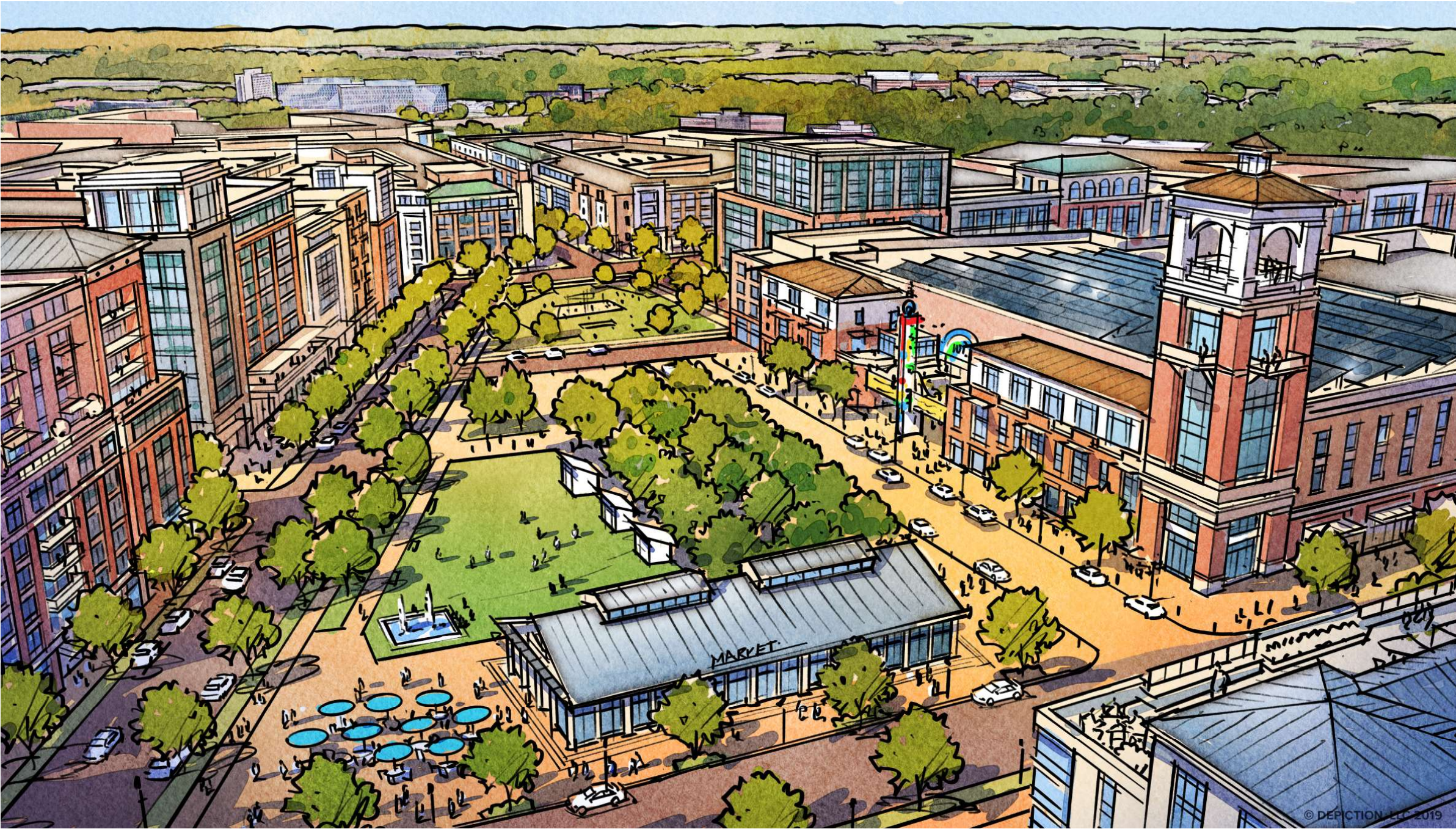
DOWNTOWN / MALL



- 1 Existing Sears Building & Movie Theater**
- 2** This plan shows some of the anchors of the existing mall remaining. For example, the movie theater and Sears building could stay but be lined with buildings on the facade to create a more cohesive street presence.
- 3 Central Park & Amphitheater**
- 4** Central Park with its amphitheater should be a vital part of any downtown development and should be directly incorporated into any development of the site. This new synergy with the park would bring more users and would help offer residents and workers a respite place close to home/work. The Central Park, YMCA and Library's surface parking can be relocated on the parking structures of Sachs property and be shared with the offices around.
- 5 Civic Space**
- This plan shows the creation of new civic spaces, both in the core of the downtown on the upper level, as well as along Chesterfield Parkway around the lake. Keeping public access to various assets like a lake will help create vibrancy and will provide much needed space for recreation and events (i.e., farmers' markets, etc.) in the downtown.
- 6 Grand Staircase**
- In order to accommodate the change in elevation from the existing mall property down to Central Park and the Sachs property, grand staircases would provide a gradual transition that incorporates seating areas, water features and small civic spaces. Buildings would be facing the staircases the same way they would be facing a street.
- 7 Central Park Extension**
- An expanded promenade from Central Park up to the core of the downtown could become an exciting feature, and a safe and inviting pedestrian connection.

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DOWNTOWN / MALL



Civic Space

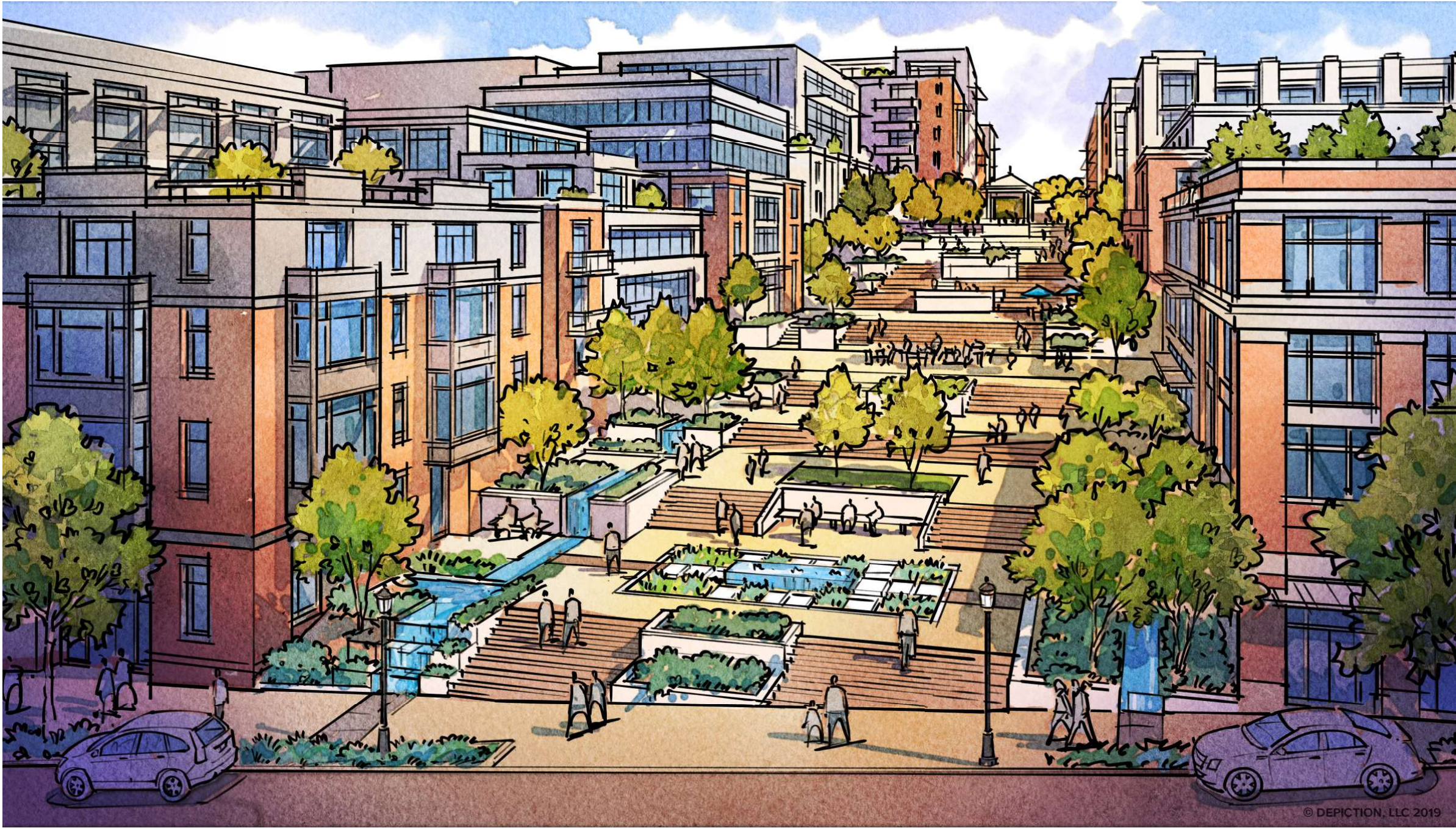
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Key plan



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DOWNTOWN / MALL



Grand Staircase

This rendering illustrates how to accommodate the change in elevation from the upper part of the mall property down to Chesterfield Parkway. Grand staircases would provide a gradual transition that incorporates seating areas and small civic spaces with buildings facing onto it. Landscape features along with sustainable stormwater systems should also be included.

Key plan



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96 DOWNTOWN / MALL



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97 **Lake Access**
This rendering illustrates how public access to the lake on the Sachs property could be a wonderful amenity for the public. This view is from the western part of the downtown looking up towards the existing mall property, showing taller buildings out in the distance on the mall site.



HISTORIC CHESTERFIELD

This plan shows how the Historic Chesterfield area of the city could be revived and how the historic buildings and other assets could be enhanced and protected. The plan presented here shows the preservation of the existing historic buildings, including several residential properties on the south side of Old Chesterfield Road. This area of the City would be well suited for the creation of an artisan district where local artists would be invited to locate and where the arts could be celebrated.

THEMES

OLD, NEW, AND TEMPORARY MAKE GREAT NEIGHBORS.

It is possible to respect historic assets with the location, orientation, and scale of infill development. In Old Chesterfield, encourage an eclectic mix of complementary uses and architecture. Through the adaptive reuse of existing structures, such as old houses converted for office space, historic buildings can be preserved. New construction accommodates additional tenants that add to the vibrancy of the destination. A layer of temporary or permanent “sheds” and “shanties” for shops and artist studios, add texture and help give this area a unique identity in the city.

CIVIC AND OTHER PUBLIC SPACES ARE THE GLUE.

Scaled appropriately, a variety of public spaces, including the streets, should act as the glue that transforms the collection of parts into a cohesive place. Spaces should be small enough to be of a human scale, fit the context, and not create barriers or separate uses beyond reasonable

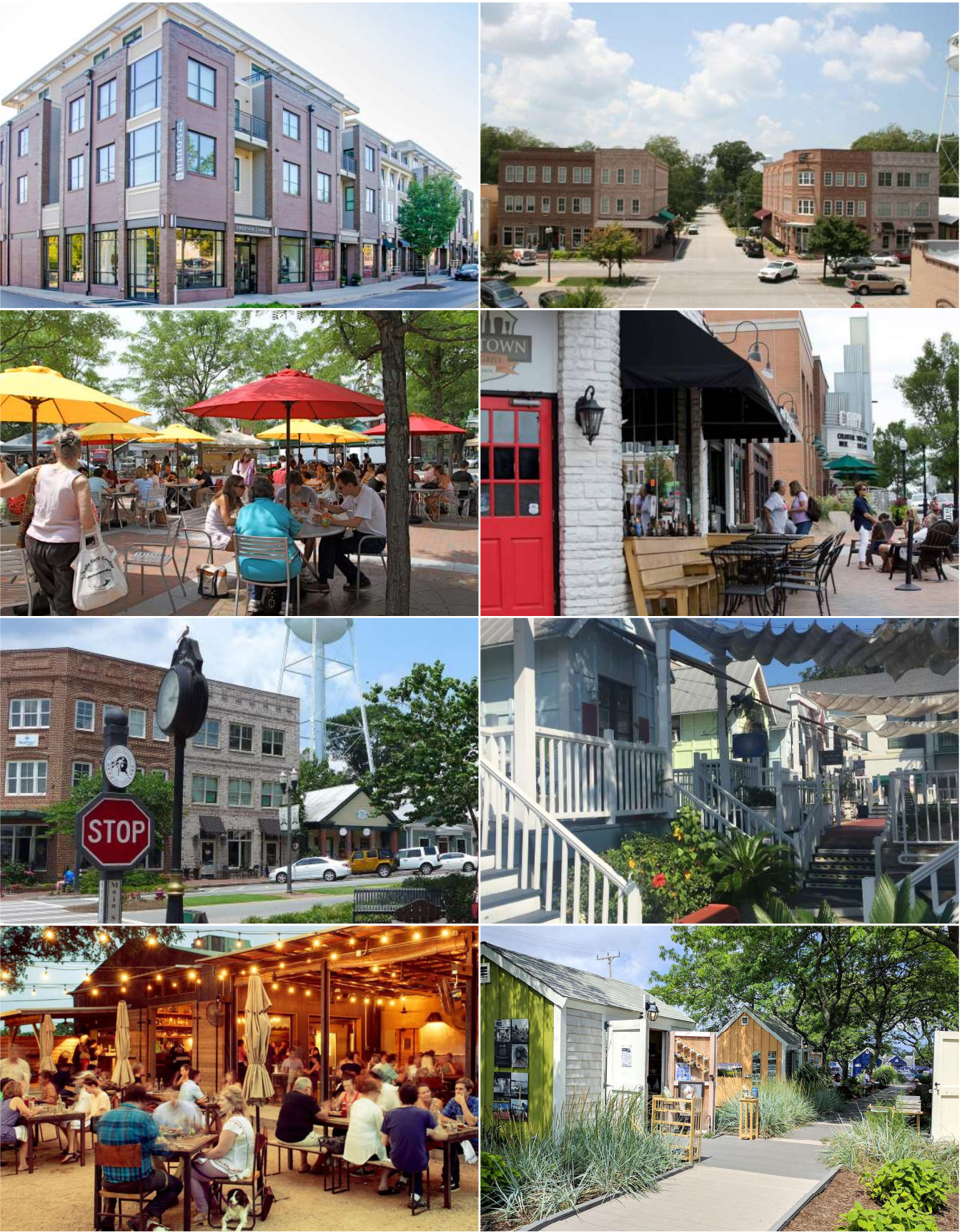
walking distances. However, some spaces should be large enough to be programmed and bring people together (i.e., small outdoor music performances, farmers market, etc.).

LIVE “LIKE THEY DID BACK THEN.”

Housing units, including live/work building configurations, should be part of the mix in these centers. People living—and working—in the heart of the community ensures a level of activity day and night necessary to support the businesses located within (restaurants, local shops, etc.).

PEDESTRIANS TAKE PRIORITY.

The design of the revitalized center should lend itself to pedestrian comfort and safety. Scale buildings and streets to reinforce the pedestrian-oriented realm.



HISTORIC
CHESTERFIELD



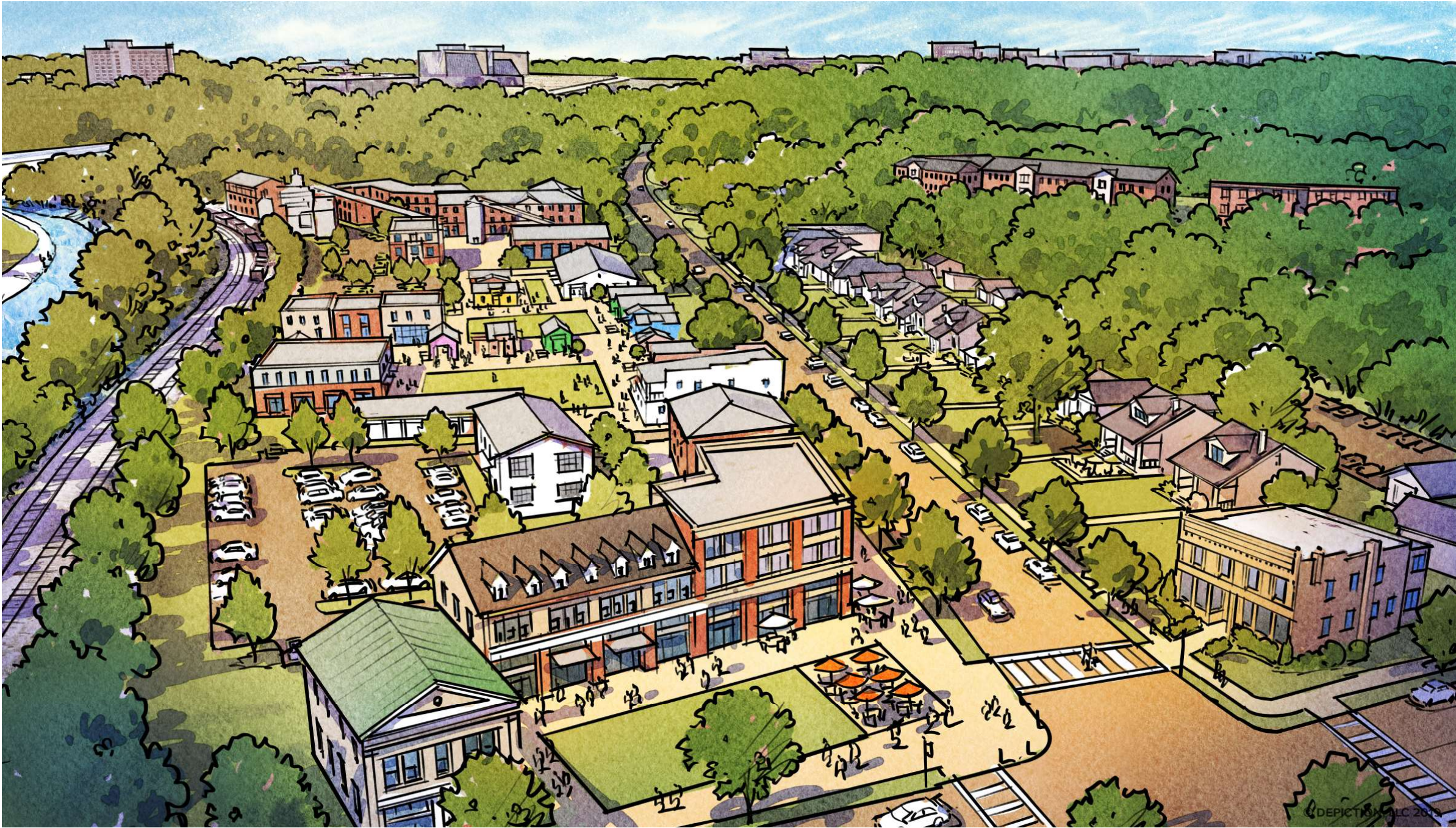
LEGEND

- Existing Buildings
- Civic Buildings
- Mixed-Use Buildings
- Multi-Family Buildings
- Small Scale Retail Incubator/Kiosk

- 1 Civic Space**
Several new civic spaces are shown on this plan, both at the intersection of Baxter Road and Old Chesterfield Road, but also on the north side of Old Chesterfield Road, where small artisan/incubator spaces could be located.
- 2 Infill Mixed-Use Buildings**
This plan illustrates how new mixed-use buildings could be incorporated at the intersection of Baxter and Old Chesterfield Roads, and other strategic locations, to create a more walkable environment and add vibrancy to this part of the City. By consolidating parking behind buildings along the creek, the plan would accommodate cars while creating a more welcoming streetscape for pedestrians. These new mixed-use buildings would incorporate small retail and restaurant uses, as well as some artist studios/workshops.
- 3 Rear Alley for Parking**
Reducing curb cuts along Old Chesterfield Road would help the walkability in the area. A rear alley on the south side would allow for residents or business owners to park behind their building, therefore enhancing the front of properties for better access and walkability.
- 4 Streetscape Improvements**
Public investments of the public right-of-way along this section of Old Chesterfield Road will be necessary to enhance walkability, and the look and feel of this area. Improvements such as the addition of on-street parking, reduction of curb cuts, additional street trees, benches, public art and bike lanes would help create a sense of place and improve the character of this area.

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HISTORIC
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This rendering illustrates how the historic buildings are being preserved, how civic spaces are being created and parking lots are relegated to the back of buildings in order to ensure a walkable place.

Key plan



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MARINA/WATERFRONT

This area illustrates an opportunity for the City of Chesterfield to take advantage of the river at its northern border. Currently, there is little connection to the Missouri River even though Chesterfield borders it for several miles. The creation of a boat access area, or harbor, could allow the City to have a strong presence on the river. Flanked by amenities, particularly opportunities for water activities, this stop along the river could address boaters' needs while bringing the city closer to the waterfront. Considerations would have to be given to the presence of the agricultural levee and flooding that occurs periodically within that area of the City. Structures, if provided, should be floating or on piers and elevated to reduce the risk of loss in case of flooding.

104

THEMES

EMBRACE THE RIVER!

The Missouri River can and should be part of the city's identity. Bring the "Big Muddy" to the forefront and make it a focal point, not something to ignore, avoid, or fear. The city should seek ways to make the waterfront experience memorable by increasing access in various forms. Seize opportunities to raise appreciation for the natural environment and history of the region. Find ways to bring people safely toward the river with passive recreation (via trails) or a unique destination (i.e., museum) that is both interactive and educational. Consider ways to maximize development potential. An enhanced shoreline that relates to adjacent development can enhance the community.

EXCAVATION LEADS TO RECREATION (AND OTHER POSITIVE EXPERIENCES)

Align land management and infrastructure projects with other initiatives. Approach such efforts with a public benefit in mind. Across the US are examples of closed quarries converted to golf course and parks. Here, planned excavation activities can conclude with improvements that make the waterfront more accessible and enjoyable.

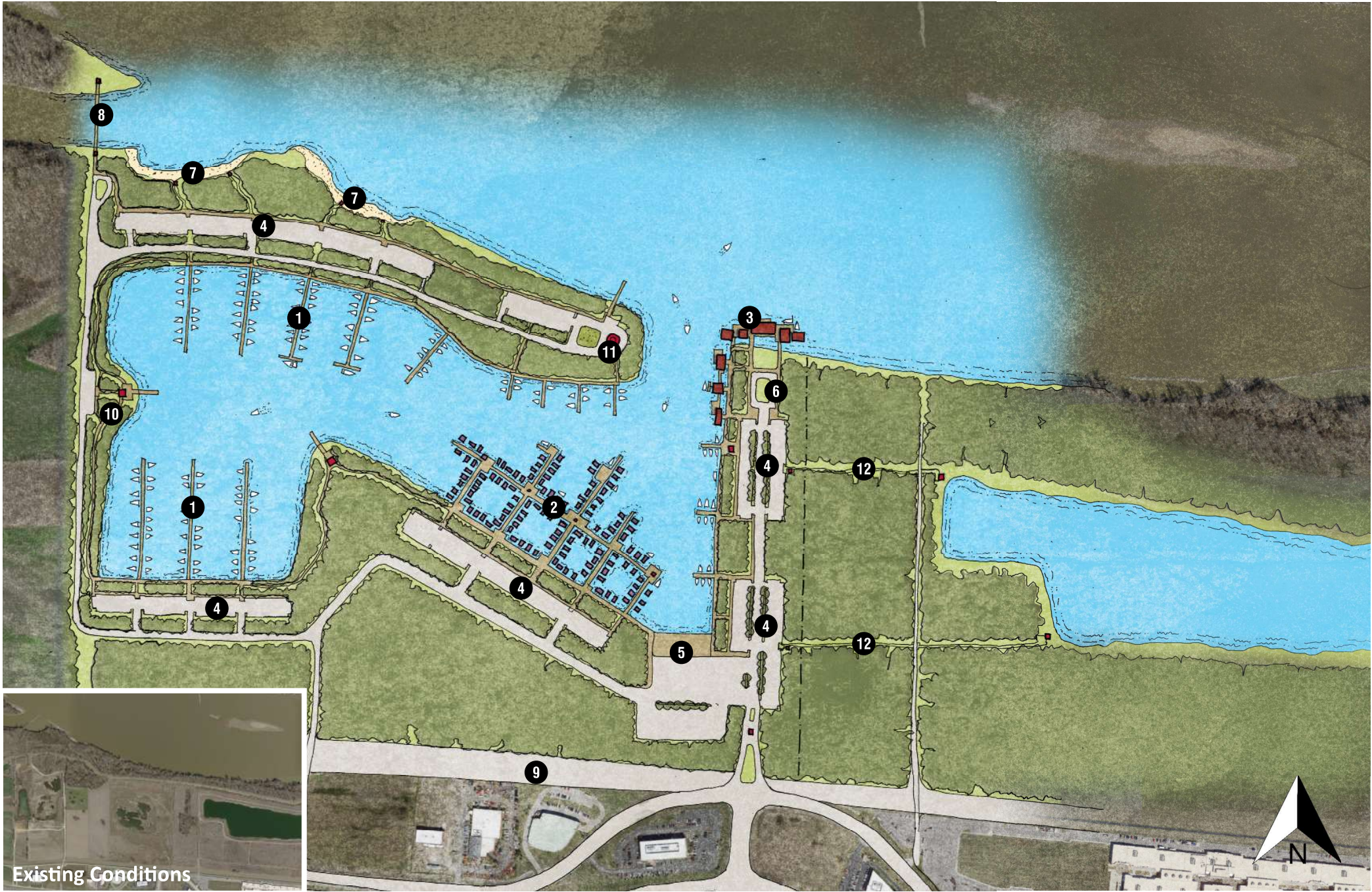
"HOW CAN WE?" INSTEAD OF "NO, WE CANNOT."

Adopt a let's-try-it attitude. For each new opportunity, accept the challenges and explore ideas with an open-minded approach. Coordinate with permitting agencies, as options for access may be uncovered. And celebrate the successes!



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WATERFRONT MARINA



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1 Marina with Docks

This plan illustrates a new marina/harbor along the Missouri River with docks for several dozens of boats. These could be for recreation purposes to allow residents of the City and region to have access to the river.

2 Houseboat Village

Similarly to communities elsewhere around the country, Chesterfield could have a floating neighborhood made of houseboats. With the creation of the harbor as shown on this plan, there would be protection from the strong river currents so that houses could be located there.

3 Floating Mixed-Use Waterfront Buildings

To meet the diverse needs of visitors, residents and boat users, a few floating buildings with a mix of uses could be located closer to the water, providing for a place to eat or shop while enjoying the great views of the river.

4 Parking Areas

Understanding that this area of the City is not easily accessible on foot or bike, parking areas for residents, visitors and boat users would have to be provided.

5 Boat Launch

A boat launch would be necessary for dock owners and boat owners to be able to move their vessels in and out of the water. This boat launch could also provide access for daily use by other boaters/kayakers, etc.

6 Civic Space

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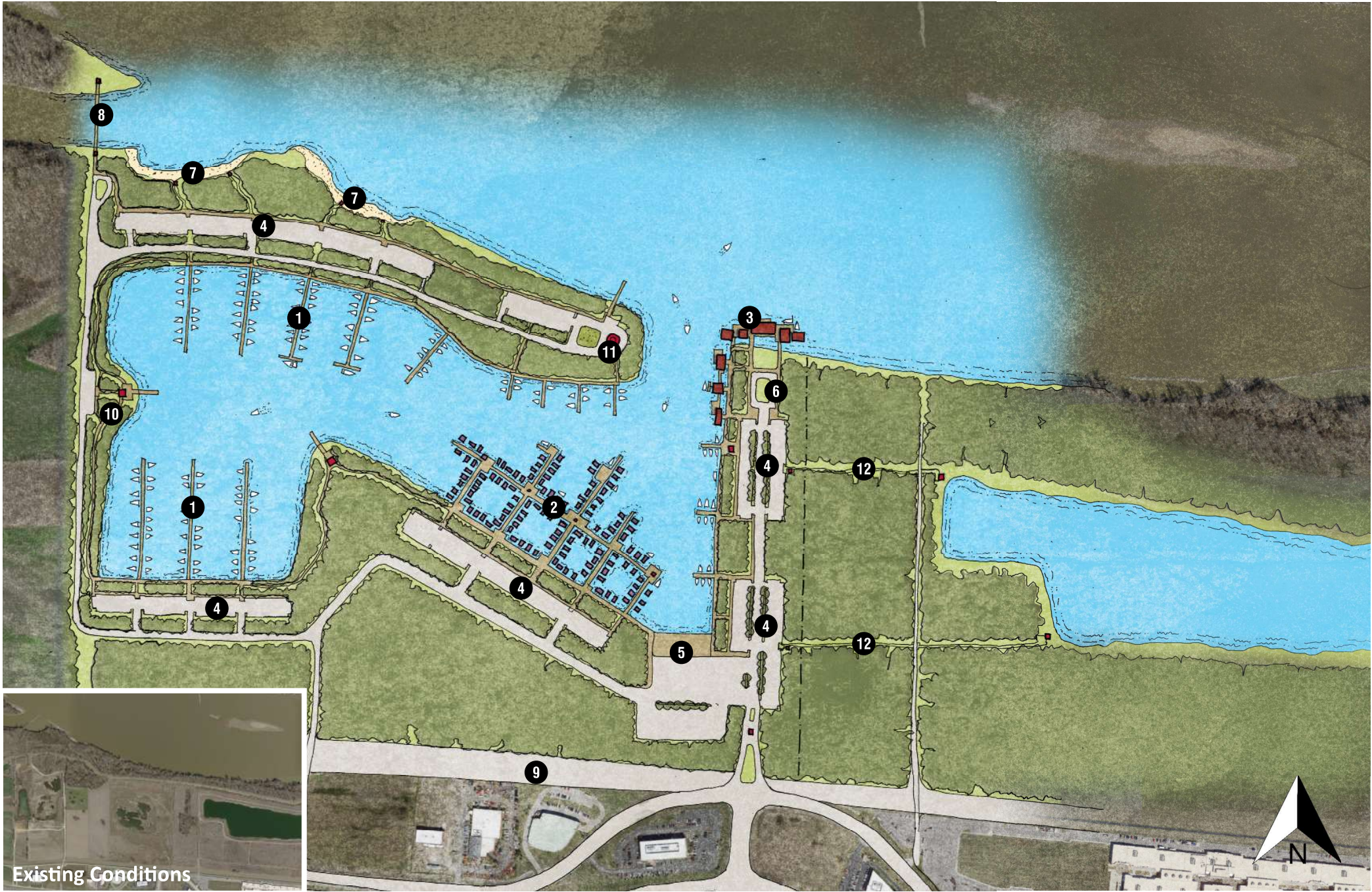
7 Beach

A couple of beaches are shown along the water's edge, along with parking close by, for all to use and enjoy sunny summer days.

8 Bridge to Johnson Island

Johnson Island is only a stone's throw from the shore where this new marina could be located. Providing a bridge over to the island and exploring the opportunity for public access with the current owner could open up another area for walking trails close to the water.

WATERFRONT MARINA



9 Existing Levee

The existing levee is an important flooding protection feature that should remain and be maintained so that the rest of the Valley continues to be protected from flood waters.

10 Park/Viewing Platform

This plan also shows a small park/viewing platform on the western side of the marina/harbor. It would be a great location for watching boaters and for rest and relaxation.

11 Lighthouse/Lookout Point

A lighthouse/lookout point could be located at the waterside entrance to the marina, guiding boaters in the dark and providing another great viewing stop for everyone to enjoy.

12 Trail Connection to River's Edge Park

Connections to the park and its trails to the east of the marina location would enhance both areas and provide a larger recreational facility for users.

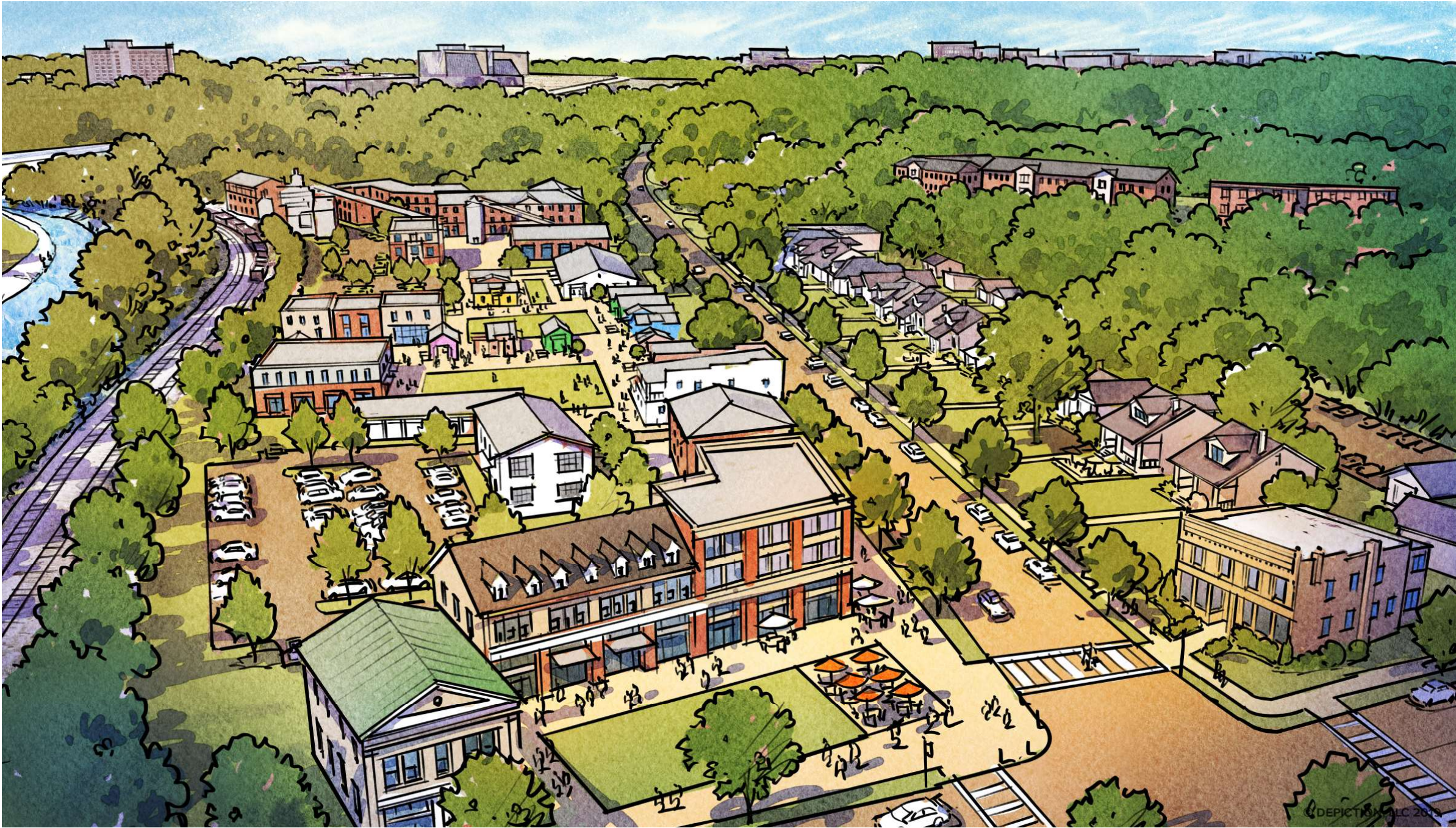
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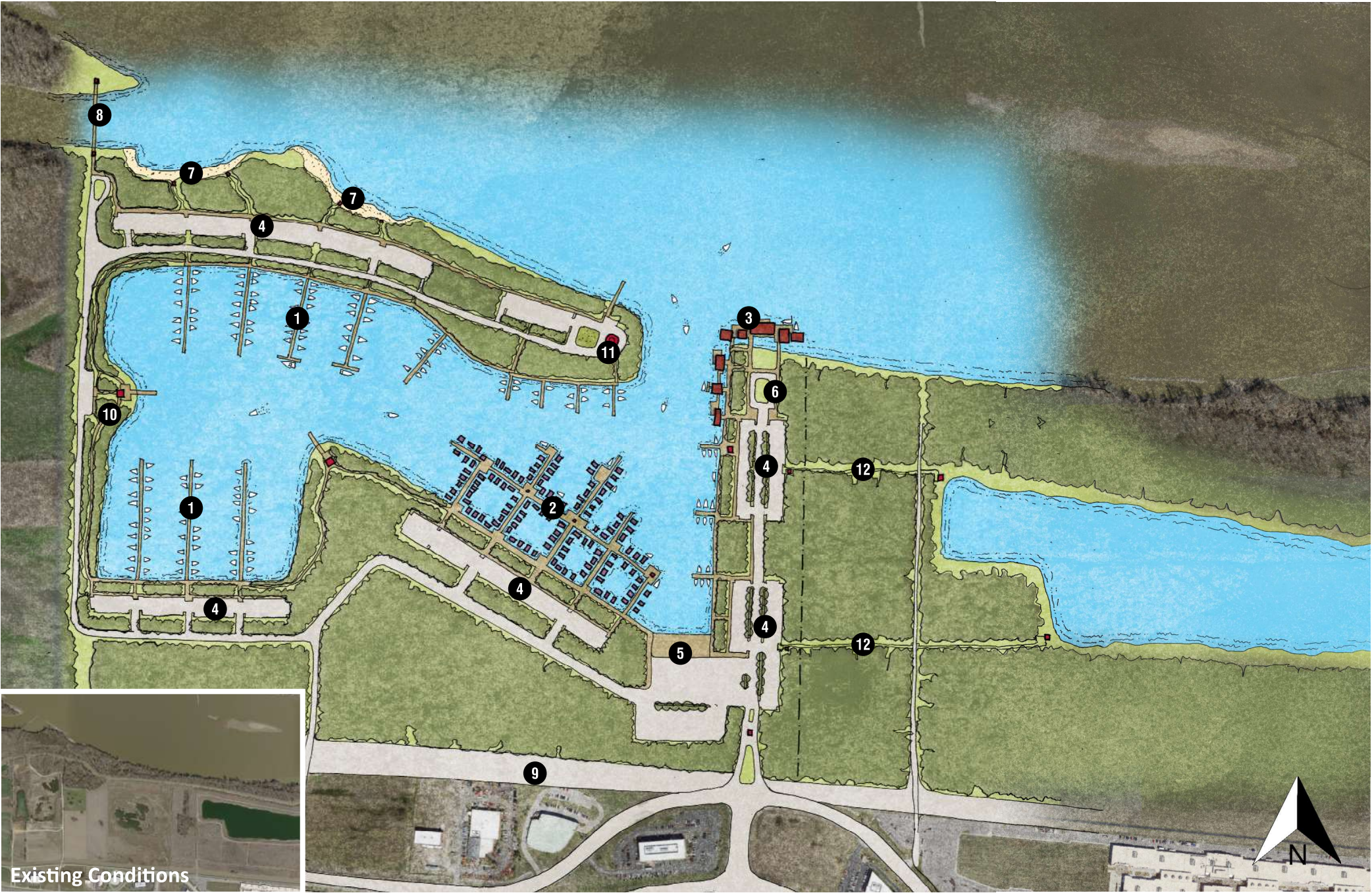
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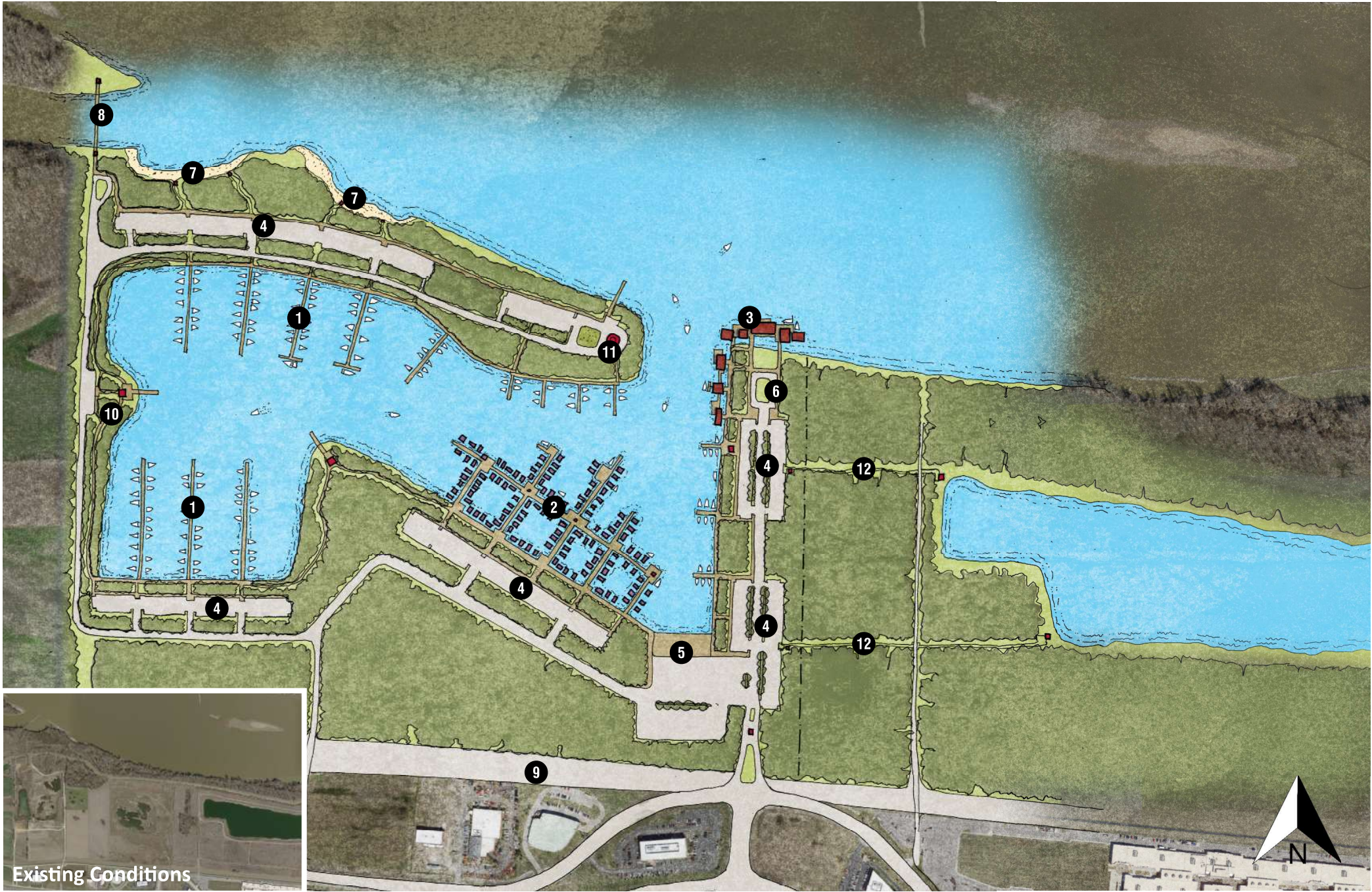
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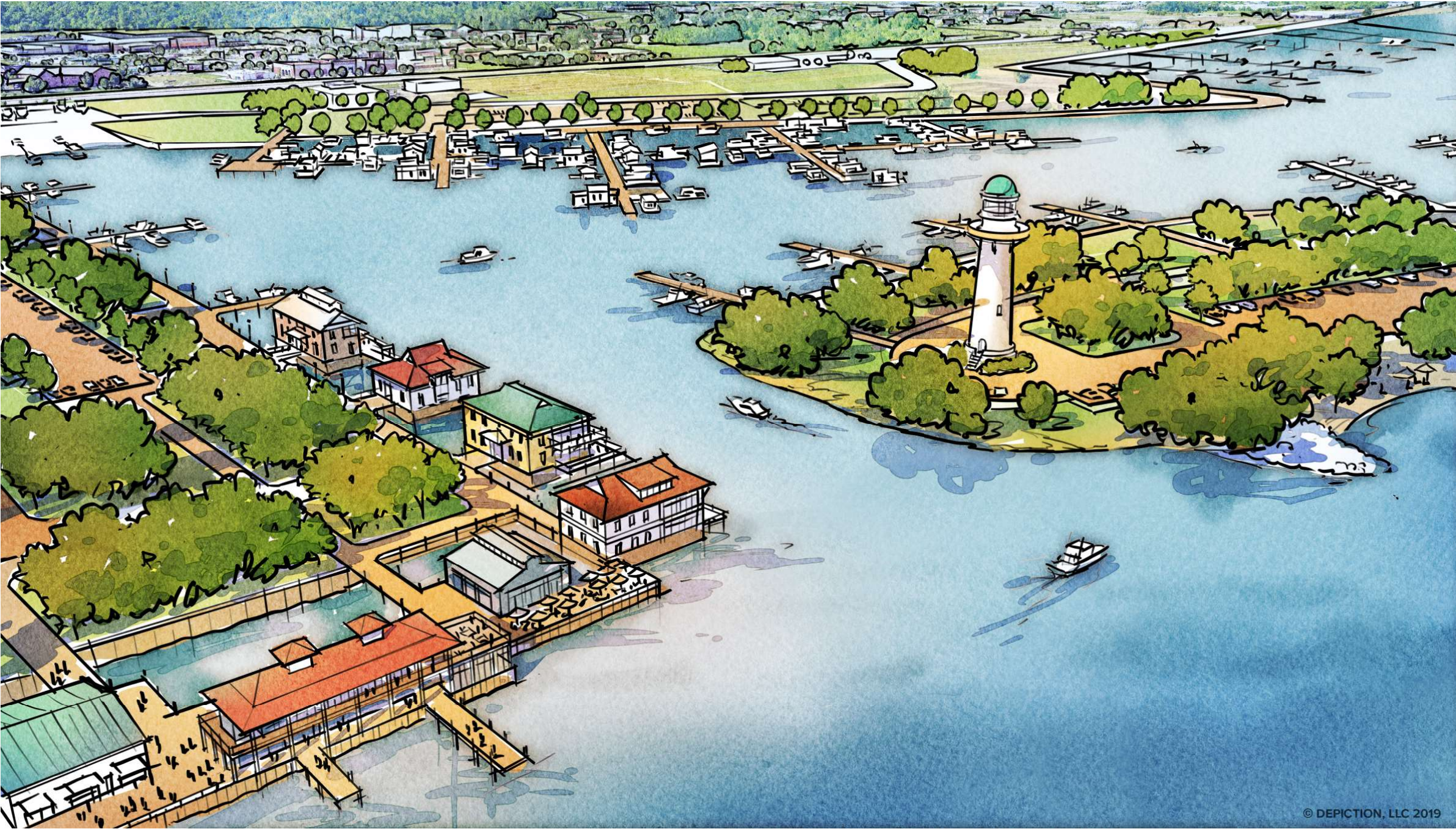
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WATERFRONT MARINA



Marina

This rendering illustrates a bird's eye view of the marina looking towards the City to the south. In the forefront, the mixed-use floating buildings (or they could be on stilts) are located by the water entrance to the marina. In the background is the house boat village and the boat launch in the left top corner.



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