

# PLAN POLICIES ELEMENT

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 Citizen Advisory Committee and community meetings. These policies serve as the framework for the Comprehensive Plan.

## 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.

### Policies

**1.1 Purpose of the Plan** - The purpose of the Chesterfield Comprehensive Plan is to ensure a high quality of life for the residents of Chesterfield.

**1.2 Adherence to the Plan** - Through adherence to the Comprehensive Plan, elected officials, appointed officials, and City staff should make decisions and take appropriate actions that over time, will strive to achieve the residents' vision regarding the physical aspects of the City of Chesterfield as laid out in the Plan.

**1.3 Maintain, Revise and Administer the Plan** - The Comprehensive Plan establishes the policy document by which the City can continue to maintain, revise and administer appropriate planning, zoning, subdivision, architectural, and site development standards to ensure quality development.

**1.4 Quality New Development** - Given the existing development and the pressure for additional development, high-quality design and development standards should be maintained within the City of Chesterfield.

**1.5 Diversity of Development** - To provide a complete range of lifestyle opportunities within the City of Chesterfield, new development should take into consideration the desire to provide residential, retail, service, and recreational opportunities.

**1.6 Lighting Plan and Program** – Lighting plans and programs for future development should conform to an ordinance based on guidelines set forth by the

Illuminating Engineering Society of North America (IESNA). Existing lighting conformance should be strongly encouraged.

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

**1.7 Chesterfield Valley** - Development should be consistent with the policies contained within this Comprehensive Plan and Planning Commission policies in effect at the time of adoption of this Plan or as subsequently amended. This shall include the Valley Master Plan as adopted by the Planning Commission on February 8, 1999, and Policies for Development adopted on August 20, 2001 (see the Chesterfield Valley Policies Element).

**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.

## **2.0 RESIDENTIAL DEVELOPMENT POLICIES**

Chesterfield is recognized by the character of its neighborhoods. It is a goal of the Planning Commission to preserve existing neighborhoods while creating quality new ones. The Planning Commission recognizes the importance of identity and style, noting neighborhoods should not simply be non-descript residential development. Plan Policies are meant to support neighborhood preservation and historic preservation, provide guidance for compatible in-fill construction and buffering of existing neighborhoods, designate appropriate locations for various residential densities, and identify proper subdivision design characteristics.

### **Policies**

**2.1 Quality Residential Development** - The City recognizes that neighborhoods are the identity of Chesterfield and that the condition of neighborhoods determines the desirability of Chesterfield as a place to raise a family. This Plan is meant to assist residents in creating and preserving neighborhoods.

**2.1.1 Conservation of Existing Quality of Life** - Preserve and enhance the quality of life in Chesterfield as exemplified by its existing neighborhoods and the development that now exists.

**2.1.2 Historic Preservation** - Significant historic structures, districts and archeological sites in Chesterfield should be identified, preserved, and honored with appropriate recognition. Further, the City's historical heritage should be promoted where appropriate. Educational services should be developed to assist citizens regarding preservation and historical heritage.

**2.1.3 Encourage Preservation of Existing Residential Neighborhoods** - Preserve or improve existing residential neighborhoods' identities.

**2.1.4 Compatible In-Fill Residential Construction** - Construction of new homes in existing neighborhoods, where practical, should be compatible with the existing homes.

**2.1.5 Provide Buffer for Existing Residential Development** - New higher density residential development and non-residential development adjacent to existing residential subdivisions should provide for a substantial landscape buffer and landscaped area between the uses so as not to alter the conditions and environment of existing residential neighborhoods.

**2.1.6 Reinforce Existing Residential Development Pattern** - New residential development should reinforce existing residential neighborhood patterns by continuing to enforce high quality site and subdivision design, layout, and planning practices.

**2.1.7 Multiple-Family Projects in Higher Density Areas** – Multiple-family projects should be located close to existing, higher density commercial and residential development so as not to alter the conditions and environment of existing single-family neighborhoods. Each multiple-family project should meet City-developed greenspace standards unless clearly identified reasons justify non-conformance.

**2.1.8 Transitional Use between Single-Family Detached and Higher Density Development** - Single-family attached developments should serve as a transitional land use between single-family detached land use and multiple-family residential and commercial land uses.

**2.1.9 Encourage Planned Residential Development** - Planned residential developments that allow for innovative and flexible site planning, preservation of open space, and a variety of housing opportunities should be encouraged.

**2.1.10 Encourage Diversity in Housing Opportunities** - Encourage a range of housing opportunities within the City of Chesterfield.

**2.1.11 Restrict Access of Individual Homes on Arterial Streets** - Prevent the platting of new residential subdivisions in which lots have direct access to abutting arterial streets.

**2.1.12 Residential Subdivision Access** - Residential developments should have more than one (1) access route into and out of the development site or subdivision in order to provide adequate service ability to emergency vehicles. 'Cut-through' of non-residential traffic should be discouraged.

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

**2.2 No Residential Projects in the Valley** - Residential development should be limited to areas outside of the Chesterfield Valley. Follow land use policies in the Spirit of St. Louis Airport Noise Compatibility Program, Part 150 Study, 1987 and updates. This should preclude residential use throughout the Valley.

**2.3 Homes in West Sub-Area** - New residential development west of Wilson Road generally should consist of single-family homes.

**2.4 Higher Density Residential in Urban Core** - New multiple-family residence should be located in or near the Urban Core.

**2.5 Westland Acres** - The residential development of Westland Acres should be coordinated with preservation efforts that acknowledge the area's historic significance.

## **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 recreational 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**

**3.1 Quality Commercial Development** - Commercial developments should positively affect the image of the City, provide employment opportunities, and offer retail and service options to residents.

**3.1.1 Quality of Design** - Overall design standards should provide for smaller-scale, mixed-use, project-oriented developments. Developments should emphasize architectural design, pedestrian circulation, landscaping, open space, innovative parking solutions and landscape buffering between any adjacent residential uses.

**3.1.2 Buffering of Neighborhoods** - Development should substantially buffer the neighboring residential uses in all directions by employing good site design, addressing vehicular access, building materials selection, tree preservation, and expanded setbacks.

**3.2 Hierarchy of Retail Facilities** - Commercial development should consist of a hierarchy of well-planned regional, community, and neighborhood retail areas within the City of Chesterfield. Retail areas should be clearly identified and their boundaries set to avoid uncontrolled expansion of the retail area.

**3.2.1 Neighborhood Retail Facilities** - Additional neighborhood/service-oriented retail development should be limited to redevelopment and expansion of existing locations within defined boundaries.

New development should be located at or near intersections as currently identified on the Land Use Map. Smaller-scale should be achieved through smaller sized projects, smaller individual tenants, neighborhood/local business mix, and/or creative architectural design.

**3.2.2 Community Retail Facilities** - Community retail development along Highway 340 (Clarkson Road/Olive Boulevard) should be limited to the Urban Core and a select number of high quality, well-planned retail nodes clustered at the following locations: Baxter Road, Hilltown Center, Woods Mill/Highway 141.

**3.2.3 Regional Retail Facilities** - Regional retail development should be limited to the two (2) existing regional retail facilities: Chesterfield Mall and the Chesterfield Commons areas.

**3.3 “Strip Commercial” Development** - “Strip commercial” developments are characterized by independently-sited freestanding buildings. These retail or office centers compound problems of vehicular and pedestrian access and creates an unattractive and disjointed appearance, resulting in conflicts with adjacent residential use. This type of commercial development is not encouraged. Retail and office uses that are focused and contained at selected well-defined commercial centers, or “nodes,” are recommended.

**3.3.1 Development Between Nodes** - Development along arterial roads between the well-defined nodes of commercial development should include single-family residential or institutional uses that do not require rezoning.

**3.4 Signage Considerations** - Signage along the I-64/US 40 Corridor and State Highways should be evaluated in terms of height, size and location while recognizing individual uses’ need for identity and visibility.

**3.4.1 Preserve Aesthetics and Public Safety** - To preserve the high aesthetic quality and public safety interests along the Corridor and other major highways/roads, signs of ever-increasing size, brightness and garishness should be prohibited.

**3.4.2 Discouragement of Billboards** - Billboards or off-site advertising signs should be discouraged in the City of Chesterfield.

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

**3.5 Chesterfield Valley** - Private development and public infrastructure investments in Chesterfield Valley should correspond with the guidelines and recommendations defined in the Chesterfield Valley Master Plan as adopted by the Planning Commission on February 8, 1999; June 11, 2001 and this Comprehensive Plan.

**3.5.1 Chesterfield Valley Regional Retail and Low Intensity Industry** - Regional retail and low-intensity industrial developments should be located in Chesterfield Valley. These include mixed-use office/retail-planned developments, low-intensity industrial assembly, distribution, and research and development business parks, and corporate campuses. Specifically, low-intensity industrial use is encouraged west of Long Road.

**3.5.2 Chesterfield Valley Airport Compatibility** - Follow land use policies in the Spirit of St. Louis Airport Noise Compatibility Program, Part 150 Study, 1987 and updates. This includes airport-compatible use zoning in Chesterfield Valley and south to Wild Horse Creek Road, Height and Hazard Zoning, and Subdivision Regulations. Further growth of the airport should be balanced against noise and air pollution impacts on the residential community.

**3.6 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.<sup>1</sup>

**3.6.1 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.<sup>1</sup>

**3.6.2 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.<sup>1</sup>

**3.6.3 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.

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<sup>1</sup> Revised 07-13-09

**3.6.4 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.<sup>2</sup>

**3.6.5 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.<sup>2</sup>

**3.6.6 Multi-modal 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.<sup>2</sup>

**3.6.7 Parking Structures** - The use of parking structures in the Urban Core is encouraged.<sup>2</sup>

**3.6.8 Historic Preservation** – Historic structures, districts, and sites should be preserved and protected and the City’s historical heritage should be promoted where appropriate.<sup>2</sup>

## **4.0 OFFICE DEVELOPMENT POLICIES**

The quality of office development in the City of Chesterfield is driven by the market demands of location, competition, tenant demand for amenities, and the economy (or cost of money). The City’s unique location along I-64/US 40 near a large upper income residential population makes office development in Chesterfield very desirable. The Plan Policies related to office development identify the preferred locations of office projects by density/height and address the buffering of residential uses.

### **Policies**

**4.1 Buffering of Neighborhoods** - Development should substantially buffer the neighboring residential uses in all directions by employing good site design, addressing vehicular access, building materials selection, tree preservation, and expanded setbacks.

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

**4.2 High-Density Office Development** – High-density office development should be limited to the following areas: Along I-64/US 40 extending to Chesterfield Parkway on the west, Highway 141 on the east but isolated from Conway Road by appropriate

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<sup>2</sup> Revised 07-13-09

buffering or residential zoning. High-density is defined as 70 feet above grade exclusive of mechanical.

**4.3 Low-Density Office Development** - Low-density office development should be limited to the following areas: Properties located in the Urban Core and also west of Clarkson Road/Olive Boulevard that are adjacent to I-64/US 40. Low-density is defined as 45 feet above grade exclusive of mechanical.

## **5.0 RESEARCH AND DEVELOPMENT BUSINESS PARKS AND CORPORATE CAMPUSES POLICIES**

It is important for the City of Chesterfield to provide opportunities for the development of multiple-user research and development business parks and single-user corporate campuses. Research and development business parks would provide a planned office/research/technology environment with common amenities, infrastructure, and management for multiple users. Corporate campuses would provide a protected environment for the orderly growth and development of a single business in a park-like setting. Uses within these business parks and campuses would include a combination of administrative, executive, professional, research, low-intensity industrial assembly, distribution, and other similar activities.

### **Policy**

**5.1 Research and Development Business Parks and Corporate Campuses** - Opportunities for research and development business parks and corporate campuses should be identified in the Urban Core as well as Chesterfield Valley. Business parks should provide a planned office/research/technology environment with common amenities, infrastructure, and management. Corporate campuses should provide a protected environment for the orderly growth and development of a business or industry in a park-like setting.

## **6.0 INDUSTRIAL DEVELOPMENT POLICIES**

Industrial development in Chesterfield historically has been located in Chesterfield Valley in small suburban business parks. Many of the developments include a mix of uses such as back office functions, showroom/office/warehouse, warehouse/distribution, and research and development/assembly/distribution. Industrial development should be encouraged to adopt a similar attitude toward quality, as do residential and commercial developments. The Industrial Policy defines the intended character of future industrial development and limits development to Chesterfield Valley.

## Policy

**6.1 Low-Intensity Industrial** – Low-intensity industrial development should be limited to Chesterfield Valley, including low-intensity industrial assembly, distribution, and research and development business parks, and corporate campuses.

## 7.0 TRANSPORTATION POLICIES<sup>3</sup>

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

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<sup>3</sup> Revised 07-13-09

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 Multi-modal 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 makes 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.

## **8.0 Utilities Policies**

Numerous public and private sector service providers serve the utility needs of Chesterfield. This includes water, sanitary sewer and storm sewer, natural gas and electric, telephone and fiber optic and cellular phone and Internet access. Most of the community is adequately served and local providers are committed to improving or expanding service as the market demands. Therefore, the primary objective of the Utilities Policies is to ensure that utility facilities are safe, aesthetic, and non-detrimental to community or neighborhood conditions. The Policies specifically address under-

grounding of electric service, stormwater management practices, and the placement and aesthetics of telecommunications towers.

## **Policies**

**8.1 Provision of Utilities** - The City of Chesterfield should ensure the provision of utility service for the safety and quality of life of all City residents.

**8.2 Public Utilities** - The City of Chesterfield does not provide utility services to Chesterfield residents. The City should act on behalf of residents to ensure that utility service provided by other public and private utilities is adequate and that utility facilities are safe, aesthetic, and non-detrimental to neighborhood conditions.

**8.2.1 Coordinated Growth** - Given the pressure to develop in Chesterfield, care must be taken to have new growth occur in a manner that is coordinated with available and needed public services, streets, and utilities, and with neighboring development and communities. To properly manage the available capacity of utility systems, the City of Chesterfield should balance the utility needs of a proposed development with existing available or proposed enhanced resources when determining the appropriate density for the development.

**8.2.2 Underground Electric Service** - The City of Chesterfield should require all new development to provide underground electric service and encourage the replacement of overhead service with underground service.

**8.3 Stormwater Management** -. The review of proposed developments should be coordinated between Metropolitan Sewer District (MSD) and the City of Chesterfield.

**8.3.1 New Development Review for Stormwater Control** - New development should be reviewed carefully for stormwater and floodplain control measures and the prevention of erosion on steep slopes.

**8.3.2 Cooperation with Other Municipalities** - Discussions should be held with representatives of St. Louis County, municipalities to the south and east of Chesterfield and MSD on cooperation in solving the existing stormwater problems.

**8.4 Telecommunications Towers and Facilities** - Technology in the telecommunications industry has undergone tremendous changes and will continue to have an impact on our community. Land use, safety and aesthetic concerns must be addressed so that regulations of telecommunication towers and other related facilities achieve a balance between protecting the health and safety of the public and providing for telecommunication needs in the community and the requirements of the industry.

**8.4.1 Placement of Telecommunications Towers and Facilities** - In order to minimize tower proliferation, applicants should exhaust all possible avenues for

sharing space on existing towers and/or locating antennas atop existing non-residential buildings.

**8.4.2 Safety Concerns** - In the event that additional towers are necessary, consideration should be given, but not limited to, the setbacks required to ensure safe falling zones; structural integrity and inspection; lighting and security; and responsibility for the structures in case of abandonment or future changes in technology.

**8.4.3 Aesthetic Impact** - To achieve compatibility with neighboring uses and to mitigate the aesthetic impact of sitting additional towers, consideration should be given, but not limited to the following; appropriate height of the structures and whether or not they accommodate multiple users; the number of appendages permitted on towers or antennas and how many users they can service; the lot size and setbacks required; additional landscaping necessary for screening of the tower site; the color of the tower and the building materials of the accessory buildings; and access to and maintenance of the towers and accessory structures. In order to minimize aesthetic impact, telecommunication facilities should be placed within structures other than towers (e.g. church steeples, clock towers.)

## **9.0 PUBLIC FACILITIES POLICIES**

Public facilities are generally defined as local, county, state, federal, or private facilities open to the public, including government centers, cultural or historic facilities, public schools, hospitals, and airports. Chesterfield is served adequately by most public facilities with the completion of the new City Hall in 2002. One area of improvement suggested in this Plan is the need for additional cultural and historic facilities. While construction of a new County library is underway, additional civic and cultural facilities, and historic preservation sites, should be explored. The Public Facilities Policies address the preparation of a public facilities strategy, coordination with school districts on future expansion or contraction plans, balancing the future growth of Spirit of St. Louis Airport with residents' quality of life, and maintenance of a solid waste management plan.

### **Policies**

**9.1 Public Facilities Strategy** - To provide a complete range of public services for the citizens of Chesterfield, a public facilities strategy should be developed which identifies the range and general location for public facilities, such as schools, hospitals, libraries, museums, community centers, and other civic and cultural functions.

**9.2 Coordination with School Districts** - Inform the affected school districts of new residential development proposals and approvals, including location, size, and number of units. Work with the school district to establish the best means of accommodating projected growth and decline in school-age children over time.

**9.3 Cooperation with Solid Waste Management Plan** - Chesterfield should work with East-West Gateway Coordinating Council (EWGCC) and St. Louis County to support the regional solid waste management plan with specific measures targeted for the City that are designed to reduce generation and increase recycling.

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

**9.4 Growth of Spirit of St. Louis Airport** - Continued growth of this facility is of concern to the residents of Chesterfield. The City is encouraged to work with St. Louis County government to balance the growth of this facility against its impact on the quality of life of the residential community in which it operates.

**9.4.1 Noise and Environmental Compatibility** - To protect the character of the community, St. Louis County, as owner of the Spirit of St. Louis Airport, should be encouraged to continually reduce noise and air pollution levels associated with airfield operations.

**9.4.2 Airport Overlay Zoning District** - The City should consider the adoption of an Airport Overlay Zoning District related to Spirit of St. Louis Airport.

**9.4.3 Implementation of FAR Part 150 Program** - The City should work with St. Louis County and the Federal Aviation Administration in the development and implementation of the FAR Part 150 Program to ensure that community concerns are addressed relative to aircraft noise.

## **10.0 PARKS AND OPEN SPACE POLICIES**

The City is concerned about the continuing loss of natural open space in Chesterfield because of residential and commercial development. The Parks and Open Space Policies encourage the preservation or creation of park-like amenities by both the public and private sectors. The Policies further suggest more acquisition of park and open space by the City, developer dedications for parkland, development of a trail system, and development of park and recreational facilities in association with the Missouri River frontage.

### **Policies**

**10.1 Open Space Preservation and Creation** - Open space plays a major role in making the City a more desirable place to live. Preservation of open space and expansion of city parks and recreation opportunities should be encouraged. Public and private places should include design elements and features that create and add to the desirability of individual developments and the City of Chesterfield.

**10.1.1 Coordination with Parks** - Plans for development, should be coordinated with the Parks to assure parks and open space needs are being addressed.

**10.1.2 Encourage Clustering within Planned Environmental Units** - Planned developments that cluster new construction while preserving natural features and open space should be encouraged by the City of Chesterfield.

**10.1.3 Landscape Buffers** – Landscape buffers should be provided between dissimilar uses or uses that adjoin arterial roadways for the creation of an uncluttered appearance.

**10.2 Preservation of Natural Features and Open Space** - Preservation of the existing natural features, vegetation, open spaces and stream valleys in Chesterfield should be encouraged to maintain a suburban and rural character for portions of Chesterfield. The land to be preserved should be coordinated with an open space plan.

**10.2.1 Open Space/Public Space** - Chesterfield should purchase or acquire through other means additional land to provide a complete range of active and passive recreational activities through open land, built facilities, and historic preservation.

**10.2.2 Unstructured Parks and Open Space** - The City of Chesterfield should create unstructured parks/open space areas for self-directed recreational activities.

**10.2.3 Trail System** - 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. Trail systems could include walking, jogging, bicycle, and equestrian trails. This System should be fully integrated with and connected to the transportation network.

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

**10.3 Missouri River Recreation** - Appropriate parks and recreational facilities should be developed in association with the Missouri River frontage.

## 11.0 WILD HORSE CREEK ROAD SUB-AREA POLICIES<sup>4</sup>

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 set back 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.

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<sup>4</sup> Revised 07-13-09

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 set back 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.

**11.8.1.1. Building Height** - Building height should be compatible with residential structures.

**11.8.1.2 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.

**11.8.1.3 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 structures.

**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 structures.

**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.

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