

CHESTERFIELD VALLEY POLICIES ELEMENT

CHESTERFIELD VALLEY MASTER PLAN

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

Land Use

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

Mixed Commercial Use

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

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

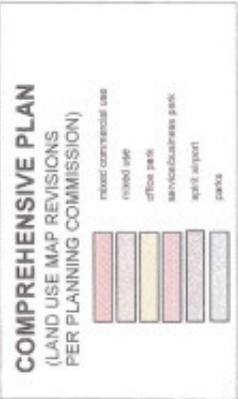
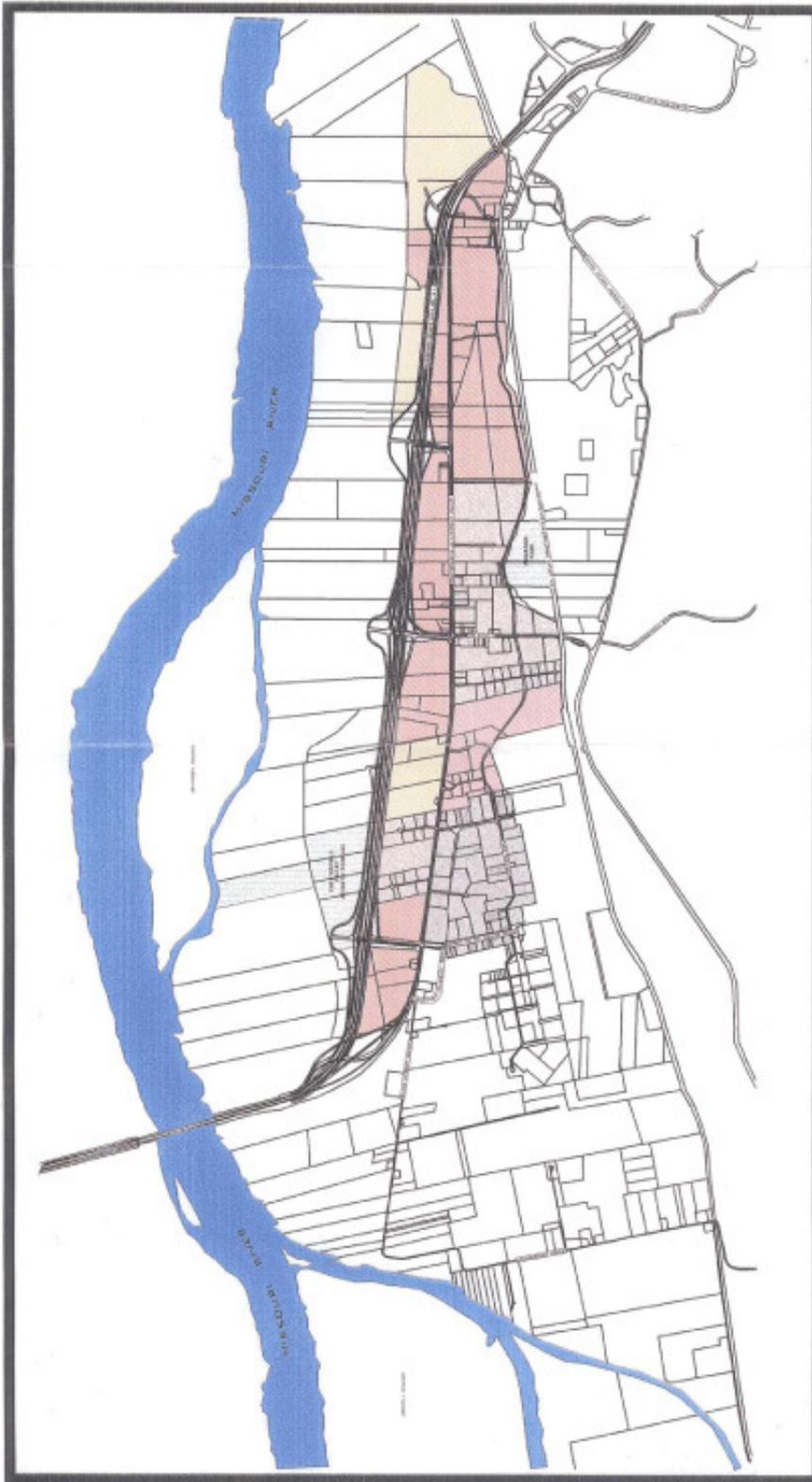
Office Park

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

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

Service/Business Park

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



NOT TO SCALE

February 8, 1999

Chesterfield Valley

Master Development Plan And Implementation Strategy

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GENERAL ACCESS AND CIRCULATION PLAN

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

I-64/US 40 Improvements

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

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

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

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

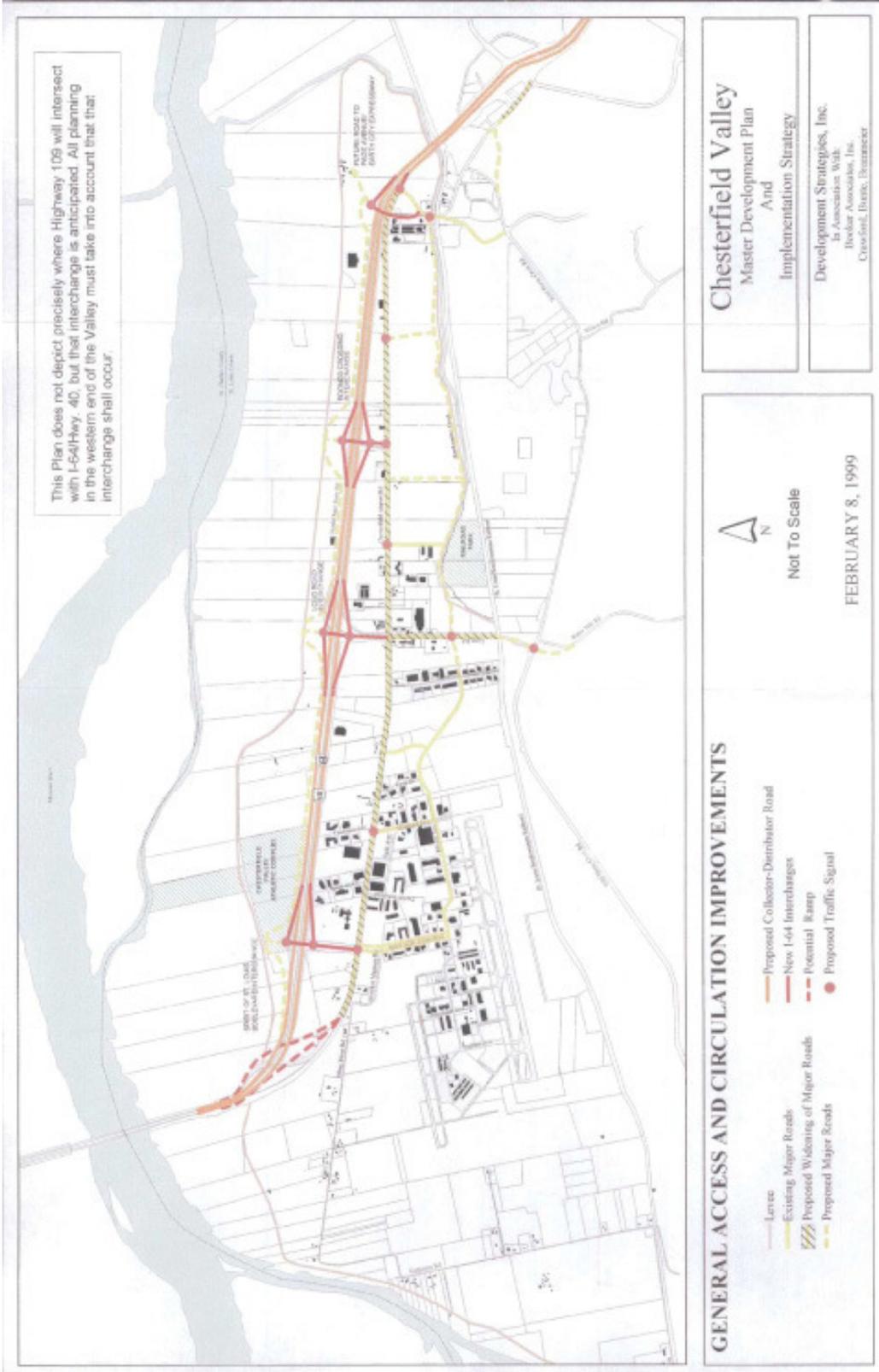
Valley Circulation Improvements

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

Key proposed circulation improvements designed to achieve this objective include:

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

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



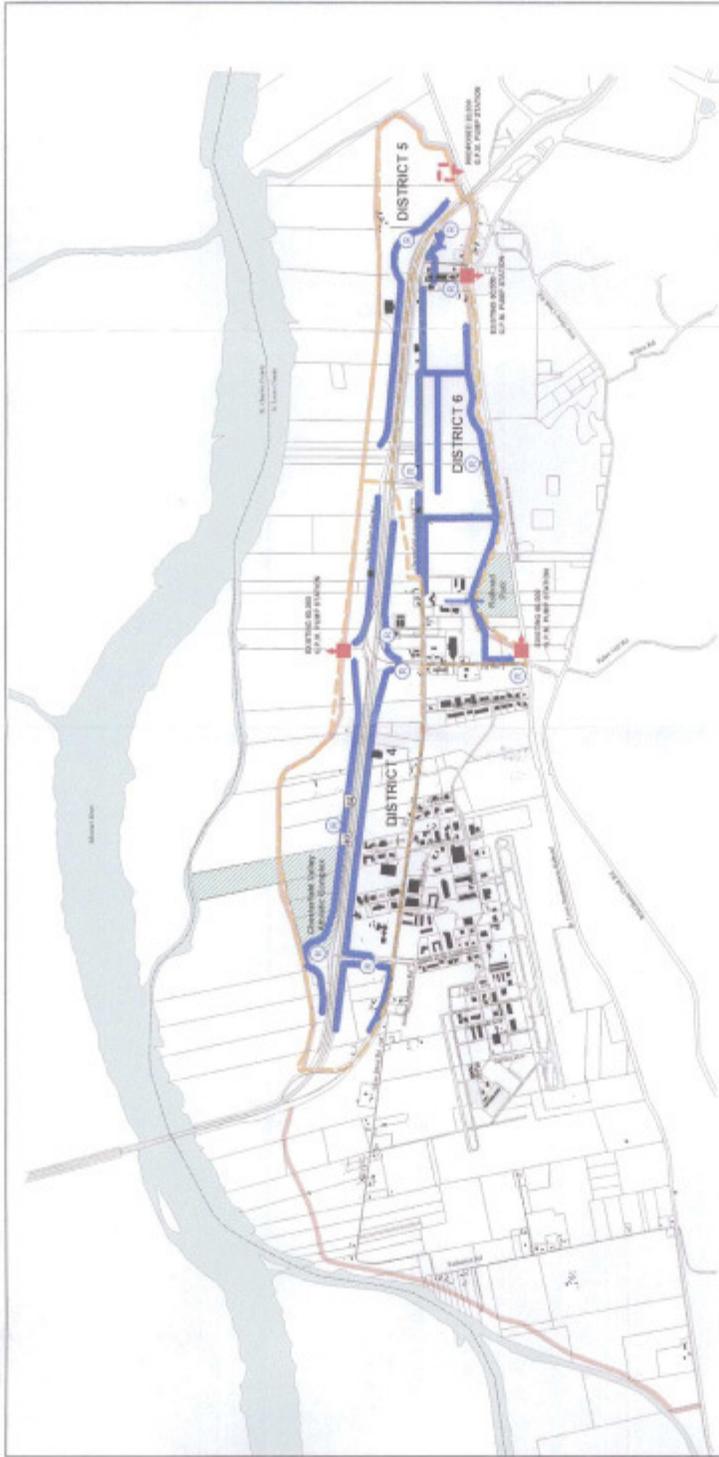
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STORMWATER DRAINAGE IMPROVEMENTS

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

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

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PROPOSED STORM WATER DRAINAGE

Due to the inherent nature of development, the specific size, location, and configuration of the stormwater management facilities are conceptual in nature. The exact location, size, and type of each segment of stormwater management facility will be determined by the engineering design process. The design process will include, but not be limited to, the following: site and type for these infrastructure improvements, along with supporting hydraulic computations. The Public Works Department will review and provide for functional equivalence. Functional equivalence is used to be achieved when an alternative proposed project for stormwater management is shown to provide the same or better performance as the existing project for stormwater management at other locations or adjacent properties.

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

North Arrow
 Not To Scale
 February 8, 1999

**Chesterfield Valley
 Master Development Plan
 And
 Implementation Strategy**

Development Strategies, Inc.
 In Association With:
 Bookar Associates, Inc.
 Crawford, Bais, Brammeyer

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GENERAL WATER AND SANITARY SEWER IMPROVEMENTS

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

Water System

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

Sanitary Sewers

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

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GENERAL LANDSCAPE AND STREETScape IMPROVEMENTS

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

Street Trees

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

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

Street Lighting

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

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

Entry Features

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

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

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

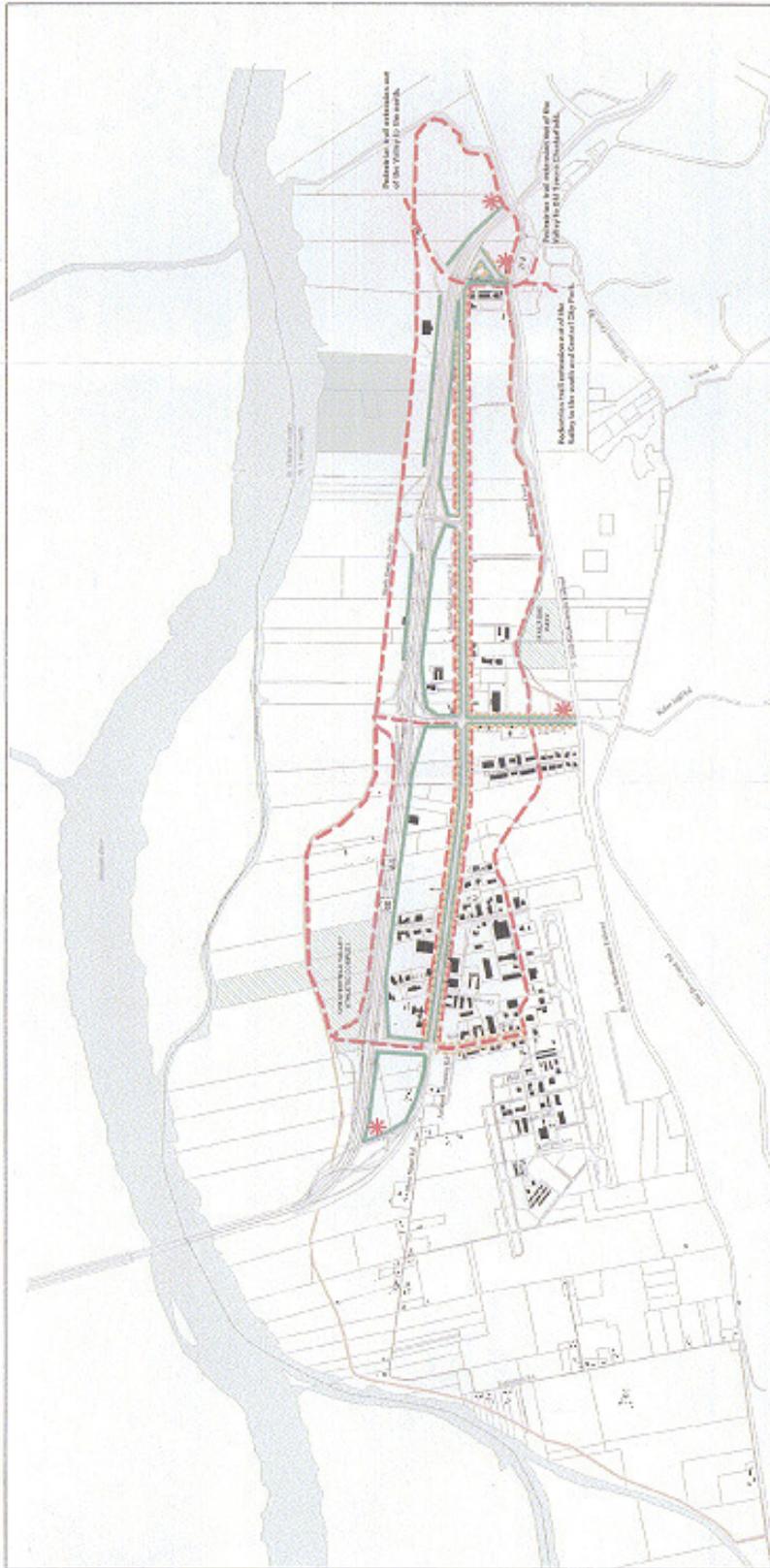
Pedestrian Circulation

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

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

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

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LANDSCAPE AND STREETSCAPE IMPROVEMENTS

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



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FEBRUARY 8, 1999

Chesterfield Valley

Master Development Plan
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Chesterfield Valley Design Policies

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

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

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