

# LAND USE ELEMENT

## EXISTING LAND USE

One of the initial tasks completed during the comprehensive planning process involved the identification of existing land uses. Displayed in map form, existing land uses are used to identify and evaluate historical patterns of growth, general locations of services, potential land use conflicts, and potential areas for development and redevelopment. The base land use information was obtained from St. Louis County where the Planning Department and Revenue Department maintain a parcel and real estate data Geographic Information System (GIS). To update and verify the GIS data, additional information was gathered from the City of Chesterfield Subdivision Map, aerial photography, field analysis, and discussions with City of Chesterfield planning staff.

Ten (10) different categories were used in the land use inventory. These uses include single-family residential (which includes single-family attached), multi-family residential, commercial, office, industrial/utility, research and development, institutional, common ground, parks/recreation, and vacant/agriculture. Existing land use is very different from zoning. Zoning has separate categories for density of development. While similarities may exist, the City of Chesterfield Zoning Ordinance and Existing Land Use Map do not depict the same information. The Zoning Ordinance shows specific types and densities of land uses that may legally exist on a subject property. It also specifies the conditions for development of the site. The Existing Land Use Map shows what actually exists.

A land use shown on the Existing Land Use Map may differ from the Zoning Ordinance for one or more of the following reasons:

- The land use existed before the Zoning Ordinance was implemented and is, therefore, legal but non-conforming;
- The land use originally complied with the Zoning Ordinance and is now non-conforming because the Ordinance has been changed to allow a different use;
- The land use is a result of a Conditional Use Permit (CUP);
- The land use is permitted within the zoning district, but bears a different name, such as a church or synagogue, in a residential neighborhood;
- The land use was established subsequent to and in violation of the Ordinance;
- The Zoning Ordinance designates separate districts for different densities of housing and commercial development that are not identified by a separate land use category;
- More than one land use may occur on the same parcel of land or in the same development. If this occurs, the land use shown on the map is the one that predominates the development.

## **Single-Family Residential**

Single-Family Residential land use consists of all detached and attached residential buildings used to house one family and the parcels on which they are located. Accounting for 38% of Chesterfield's land area, this is the single largest land use within the City. The first single-family residences constructed in the area were built as farm houses for local homesteaders. Generally constructed before World War II, these houses were located in the Missouri River floodplain behind the levee and on higher, level ground where agriculture activities were the most productive. Although most of these houses succumbed to development, floods or time, a few of them can still be seen scattered throughout the City. Following World War II, during the period referred to as the Baby Boom, the United States experienced unprecedented suburban growth. During that time the Chesterfield area experienced only pockets of growth along larger arterial routes such as Olive Boulevard.

In the following two decades from 1965 to 1985, major settlement of the area occurred. Through the middle 80's, most of the growth occurred east of Olive Boulevard. More recently, growth has occurred in the section of the City located west of Olive Boulevard and south of Interstate 64.

Single-family attached residences are referred to as villas and townhomes and may consist of two to three single-family dwelling units located in a single structure. However, one unit cannot be stacked or located above another unit. These attached residential developments are generally located near other dense developments or near high traffic roads and intersections.

## **Multiple-Family Residential**

Multiple-Family Residential housing types located in Chesterfield include apartments and condominiums which consist of four (4) or more dwelling units located in a single structure. Multiple-family residences tend to be located along roads with high traffic volumes, such as Olive Boulevard, Chesterfield Parkway, Clayton Road, Baxter Road, and Woods Mill Road. These housing complexes are also clustered together in large developments near other dense land uses such as commercial and office as opposed to being scattered throughout neighborhoods. Multiple-family residences are typically physically and visually isolated from single-family residences in Chesterfield.

## **Commercial**

Land uses that are considered commercial include shopping and retail centers, convenience stores, eating and drinking establishments, and other service-oriented businesses such as dry cleaners and copy centers. Historically, the largest concentration of commercial activity in the City of Chesterfield was located in Chesterfield Village and at intersections of major thoroughfares. Within this area, the Chesterfield Mall and its outparcels comprised the largest concentration of commercial

activity and was considered the retail center for the City. However, in recent years, square footage of retail space in the Chesterfield Valley surpassed that in and around Chesterfield Mall. Now Chesterfield Mall shares recognition with Chesterfield Valley as being regional shopping destinations.

The Chesterfield Valley began to intensively develop after the flood of 1993. Once the floodwaters receded and the City improved the stormwater drainage system within the levee-protected area, the Chesterfield Valley became prime for commercial development. Activities related to and located around the Spirit of St. Louis Airport expanded and grew. Numerous office, warehousing, light industrial, and retail developments were established along Chesterfield Airport Road. Most recently, over approximately two million square feet of retail space has been approved in Chesterfield Commons developments. As the construction in Chesterfield Valley progresses, the City is continuing its efforts to raise the Monarch-Chesterfield Levee to the 500-year flood elevation.

In other parts of the City, commercial development has been limited to areas along major roads such as Olive Boulevard, Baxter Road, and Clayton Road. The City has been very meticulous about allowing only high-quality developments through zoning and site plan review. One style of commercial development is the “linear commercial mall.” Common elements of linear commercial malls include a single-story structure with multiple tenants, large setback from road with parking in front, unified design features such as exterior colors, materials and sign dimensions, and common access points. Through zoning and land use regulations, the City of Chesterfield has avoided complete commercial buildout along its major roads, also known as “strip commercial development.” Strip commercial development is defined as the result of free-standing, independent retail or other commercial businesses on individual lots with varying depths, varying building setbacks, independent parking, and independent access points along a major road that has no significant variation in land use. Strip commercial development of other major roads in St. Louis County, such as Manchester Road, has led to traffic congestion, unsafe conditions for motorists and pedestrians, and poor aesthetics.

## **Office**

Office land uses are described as professional offices that do not usually involve direct sales to the public, but offer services that are predominantly administrative, professional, or clerical in nature. Although office space is generally categorized as a commercial use, it has distinct design characteristics and development requirements. Therefore, office space is shown as a separate category on the Existing Land Use Map.

A large portion of office development has taken place around the center of the City along the major thoroughfares. Business parks have been built along I-64/US 40 off of North Outer Forty Road, at the eastern edge of the City next to Maryville University and St. Luke’s Hospital, and at Woods Mill Road and Olive Boulevard. Office development

also occurs at the City's center along Highway 340 and I-64/US 40. Business park growth has emerged close to the airport in Chesterfield Valley with a mix of offices and light industry.

Office space in Chesterfield can be classified according to two categories: Class A and Class B. Class A generally is 100,000 square feet or larger, consists of five or more floors, is of concrete and steel construction, contains business/support amenities such as restaurants, and has a strong identifiable location with good access. Class B office generally is smaller than Class A, consists of one or two stories, is of wood frame construction, and is located in a non-visible/prominent location. Within Chesterfield, Class A office space is located in Chesterfield Village or at prominent locations along I-64/US 40. Class B office space is located in Chesterfield Valley.

## **Industrial/Utility**

Industrial land uses are considered to be manufacturing, warehousing, distribution facilities, mining, and landfill activities. These uses can vary from light to heavy depending on how noxious the by-products are of the materials being produced, stored, or distributed, the noise level that occurs, and the traffic generated. With the exception of the quarry on the Missouri River, just east of the I-64 bridge, all of Chesterfield's industry is located along Chesterfield Airport Road and can be considered light industrial. Quarry operations are considered heavy industrial.

Utilities are all facilities related to the provision, distribution, collection, or transmission of power, information, telecommunication, cable, drinking water, and sanitary and stormwater sewage. Small parcels within residential areas are used for public utilities. Electrical power transfer stations are likely to appear in neighborhoods. A large electric utility corridor runs through the southeast part of the City from Clarkson Road and Wilson Road to the northeast. The corridor is not displayed as Utility on the existing Land Use Map because it is an easement on platted common ground of adjacent subdivisions. The City of St. Louis operates a water treatment plant in the Missouri River Valley at the end of Howard Bend Road.

## **Research and Development**

Research and Development (R&D) includes scientific or engineering laboratories (and their associated administrative buildings) that examine/develop existing/new products, services, or procedures. At this time, the Monsanto (Pharmacia) research facility in Chesterfield Village is the only identified research and development land use. Smaller research or development operations are located in office or industrial park/buildings and are identified on the Land Use Map according to the predominant use of that park or building.

## **Institutional**

Land uses that are institutional include schools, churches, cemeteries, hospitals, police, fire, and government buildings. A large institutional use is the Logan College of Chiropractic with a 112-acre campus. Numerous schools and churches are located throughout the City. St. Luke's Hospital is situated at the far eastern edge of the City. The airport operations area of the Spirit of St. Louis Airport is also identified as an institutional use.

Institutional uses for the City would be the Public Works Facility located in Chesterfield Valley and the City Hall. City Hall is located on 6.6 acres located in the Urban Core at Chesterfield Parkway and Swingley Ridge Road. This was opened in 2001 and not figured into the table.

## **Parks/Recreation**

Publicly- and privately-owned parks and recreation areas make up this land use category including ballfields, playgrounds, golf courses, and fitness clubs. A park is an area open to the general public and reserved for recreational, educational or scenic purposes. Recreation is a public or private facility that offers opportunities for adults and/or children to participate in sport/athletic, entertainment, or fitness activities. A list of park and recreation opportunities in the City of Chesterfield can be found in the Community Facilities element. The location of City- and County-owned and maintained parks can be seen on the Public Facilities Map on page 105.

## **Vacant/Agriculture**

Approximately 5,800 acres of land within the City of Chesterfield are currently vacant or being used for agriculture. Of the 5,800 acres, approximately 3,300 are located in bluff or levee-protected areas. These areas represent the greatest potential for commercial and residential growth in the City. In the bluff areas above the Valley, there are scattered parcels for in-fill development and portions of subdivisions that have not been developed. The remaining 2,500 acres are located in Chesterfield Valley and are not protected by the Monarch-Chesterfield Levee. Most of the undeveloped land is being used for agriculture.

## **Common Ground**

Common ground, as identified on the Existing Land Use Map, are those areas within residential subdivisions that are held for open space, recreational or other use by all persons living within that subdivision. Title or use of common ground within Chesterfield is generally not granted to any one person or to the general public. One exception to this is the utility corridor easement mentioned earlier. Common ground functions as private, or "borrowed" open space available to subdivision residents.

## Existing Land Use Summary

The chart below shows the total area for each land use category as shown on the Existing Land Use Map. The first column shows the land use categories as presented on the Map. The last land use category is titled Transportation ROW. This accounts for all street and highway right-of-ways as well as the limited area of the Missouri River located within Chesterfield's corporate boundary. This is shown as a separate land use category because St. Louis County Geographical Information System (GIS) calculations only include land area of actual parcels. The Transportation ROW was calculated by adding the area of all parcels in Chesterfield and subtracting that from the total land area of the City. The area calculated for Transportation ROW totaled 2,606 acres. Of these 2,606 acres, the Missouri River channel accounts for approximately 1,000 acres and the remaining 1,606 acres are road and highway right-of-way.

| Land Use                    | Acres         | % Total |
|-----------------------------|---------------|---------|
| Single-Family Residential   | 6,570         | 30.5%   |
| Multiple-Family Residential | 788           | 3.6%    |
| Commercial                  | 633           | 2.9%    |
| Office                      | 270           | 1.3%    |
| Institutional               | 2,059         | 9.6%    |
| Industrial/Utility          | 576           | 2.7%    |
| Research and Development    | 203           | .9%     |
| Common Ground               | 1,481         | 6.9%    |
| Parks/Recreation            | 525           | 2.4%    |
| Vacant/Agriculture          | 5,818         | 27%     |
| Transportation ROW          | 2,606         | 12.1%   |
| <b>Total</b>                | <b>21,529</b> |         |

Source: St. Louis County 1999 GIS Database  
Updates provided by City of Chesterfield

In order to put the acreage of land uses into perspective, the City of Chesterfield was compared to four (4) neighboring municipalities. The results are presented in Table 8. Four (4) municipalities in which land use calculations were made included Maryland Heights, Town & Country, Creve Coeur, and Ballwin.

The following comparisons can be made regarding the City of Chesterfield and the other four (4) municipalities:

|   | Chesterfield | Maryland Heights | Town & Country | Creve Coeur | Ballwin |
|---|--------------|------------------|----------------|-------------|---------|
| Total Area (Acres)                          | 21,529       | 14,857           | 7,388          | 6,565       | 5,724   |
| Residential                                 | 35%          | 18%              | 54%            | 49%         | 61%     |
| Commercial                                  | 3%           | 6%               | 4%             | 11%         | 3%      |
| Institutional                               | 4%           | 1%               | 10%            | 12%         | 2%      |
| Industrial/Utility/R&D                      | 6%           | 12%              | 1%             | 3%          | 0%      |
| Common Ground                               | 7%           | 2%               | 3%             | 4%          | 9%      |
| Park/Recreation                             | 2%           | 10%              | 3%             | 2%          | 6%      |
| Vacant/Ag.                                  | 27%          | 27%              | 9%             | 4%          | 4%      |
| No Data                                     | 4%           | 10%              | 2%             | 2%          | 1%      |
| Transportation ROW                          | 12%          | 14%              | 13%            | 13%         | 14%     |
| Residential Density<br>(Housing Units/Acre) | 2.4          | 4.4              | .93            | 2.33        | 3.45    |

Source: St. Louis County 1999 GIS Database, Census 2000 American Fact Finder

- Land area for residential use varies greatly. Chesterfield falls between Maryland Heights, a very business-oriented community, and Creve Coeur, Town & Country, and Ballwin, all considered strongly residential.
- Chesterfield's land area used for commercial is at the low end compared to neighboring communities at 3%.
- Chesterfield's industrial/utility land use is far greater than the other municipalities except for Maryland Heights. Chesterfield and Maryland Heights both have large floodplain areas providing for the separation of industrial operations from residences.
- Chesterfield's parks and recreation land area is similar to that of Town & Country and Creve Coeur, but falls far below Maryland Heights. St. Louis County-owned Creve Coeur Park makes up 99% of Maryland Heights' park area.
- Both Chesterfield and Maryland Heights have 27% of their total land area either vacant or agricultural, the majority of which is located in the Missouri River Valley.
- The overall residential density of Chesterfield (number of housing units per acre of residential land use) is similar to Creve Coeur, considerably lower than Ballwin and Maryland Heights, and greater than Town & Country.

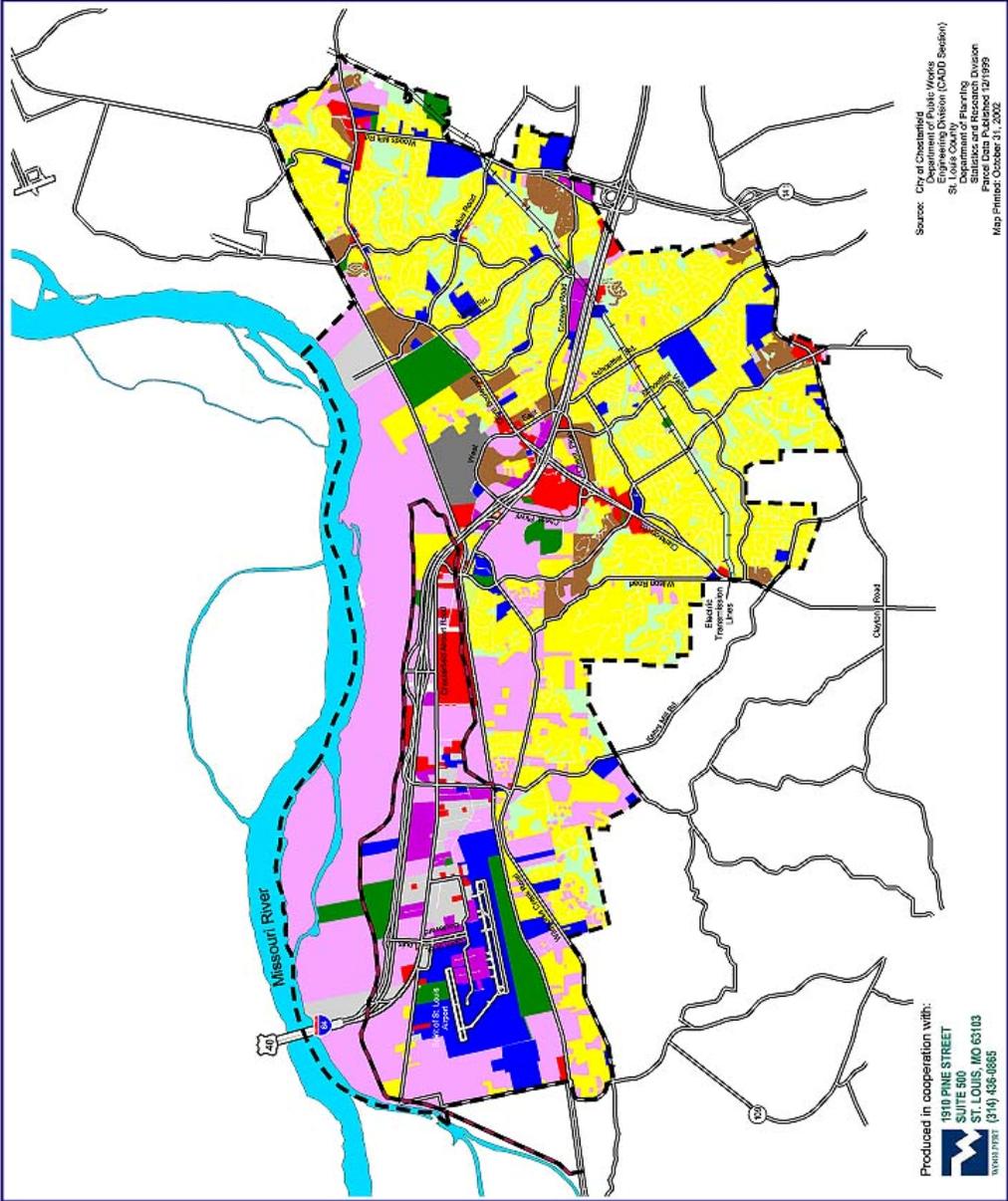
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# EXISTING LAND USE

**LEGEND**

- City Boundary
- Monarch-Chesterfield Levee
- Existing Land Use
- Single Family Residential
- Multiple Family Residential
- Commercial
- Office
- Industrial/Utility
- Research & Development
- Institutional
- Common Ground
- Park/Recreation
- Vacant/Agriculture

**City of Chesterfield**  
Comprehensive Plan



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# LAND USE PLAN

Land use recommendations were based on several factors. First and most important of these factors were the planning sessions held with the Chesterfield Comprehensive Plan Citizen Advisory Committee (CAC). Other factors included a review of Chesterfield’s 1990 Comprehensive Plan, revisions made to the Plan by the City’s Planning Commission since 1990 including the 1994 West Area Study, and new issues raised at public meetings on the Plan.

This analysis led to the compilation of the Land Use Map. The Land Use Map adopted with this Plan serves as the framework for future land use and development decisions. This Map is distinguished by three unique sets of land use characteristics. The first being the residential area interspersed with pockets of multi-family, office, retail and various public uses. The second is the Urban Core located at the intersection of I-64/US 40 and Clarkson Road/Olive Boulevard (Highway 340). This area is characterized by higher density residential, retail and office uses. The third is Chesterfield Valley. Uses in Chesterfield Valley are predominantly mixed commercial, mixed use retail, office, warehouse, agriculture/floodplain/conservation, and the Spirit of St. Louis Airport. Both the Urban Core and Chesterfield Valley contain a regional retail complex.

## Definitions

The following table summarizes the land use categories for the Land Use Map. Complete definitions are provided in the Glossary of Terms.

| <b>Table 9<br/>Permitted Land Uses by Category</b> |   |
|--|---|
| <b>Land Use Categories</b>                         | <b>Permitted Land Uses</b>  |
| Agricultural/Flood Plain/Conservation              | <ul style="list-style-type: none"> <li>▶ Agriculture</li> <li>▶ Open Space</li> </ul>   |
| Park/Recreation                                    | <ul style="list-style-type: none"> <li>▶ Public Recreation, Education, or Culture</li> <li>▶ Conservation Area</li> <li>▶ Open Space</li> </ul> |
| Residential, Single-Family                         | <ul style="list-style-type: none"> <li>▶ Detached Single-Family Dwellings</li> <li>▶ 2 or 3 Attached Single-Family Dwellings</li> </ul>         |
| Public School                                      | ▶ Publicly-Funded Primary or Secondary Education  |
| College  | ▶ Post-Secondary Educational Institution  |
| Hospital   | ▶ Medical and Surgical Care Institution   |
| Retail, Community                                  | ▶ Community Retail Serving Multiple Neighborhoods and Neighboring   |

| <b>Table 9</b>                         |   |
|--|---|
| <b>Permitted Land Uses by Category</b> |   |
| <b>Land Use Categories</b>             | <b>Permitted Land Uses</b>  |
|  | Communities   |
| Neighborhood Office                    | <ul style="list-style-type: none"> <li>▶ Office</li> <li>▶ Medical &amp; Dental Excluding Surgical Centers</li> </ul>   |
| Mixed Commercial Use                   | <ul style="list-style-type: none"> <li>▶ Retail</li> <li>▶ Low-Density Office</li> <li>▶ Limited Office/Warehouse Facilities</li> </ul>   |
| Mixed Use (Retail/Office/Warehouse)    | <ul style="list-style-type: none"> <li>▶ Retail</li> <li>▶ Low-Density and Mid-Density Office</li> <li>▶ Office/Warehouse Facilities</li> </ul>   |
| Office Park                            | <ul style="list-style-type: none"> <li>▶ Low-Density and Mid-Density Office</li> <li>▶ Limited Retail</li> </ul>  |
| Service/Business Park                  | <ul style="list-style-type: none"> <li>▶ Warehousing and Distribution</li> <li>▶ Low-Intensity Industrial</li> <li>▶ Low-Density and Mid-Density Office</li> </ul>                            |
| Office                                 | <ul style="list-style-type: none"> <li>▶ Low-Density and Mid-Density Office</li> </ul>  |
| Urban Core                             | <ul style="list-style-type: none"> <li>▶ High-Density Residential</li> <li>▶ Retail</li> <li>▶ Office, Including High-Density</li> </ul>  |
| Spirit Airport                         | <ul style="list-style-type: none"> <li>▶ Spirit of St. Louis Airport Uses</li> </ul>  |
| Industrial, Low-Intensity              | <ul style="list-style-type: none"> <li>▶ Manufacturing and Assembly</li> <li>▶ Warehousing and Distribution</li> </ul>  |
| Corridor for Future 141 Extension      | <ul style="list-style-type: none"> <li>▶ Preserved for Future Roadway</li> </ul>  |
| City Hall                              | <ul style="list-style-type: none"> <li>▶ Chesterfield City Hall</li> </ul>  |
| Regional Retail Center                 | <ul style="list-style-type: none"> <li>▶ Designates Location of Regional Retail Centers Serving Multiple Communities</li> </ul>   |
| City Center                            | <ul style="list-style-type: none"> <li>▶ Designates Location of a Community Center with a Mix of Community, Retail, Office, and Residential Uses</li> </ul>                                   |
| New Neighborhood Retail Center         | <ul style="list-style-type: none"> <li>▶ Designates location of a new Neighborhood Retail Center</li> </ul>   |
| Boundary of Chesterfield Valley        | <ul style="list-style-type: none"> <li>▶ Defines Area of Generally Mixed Commercial, Mixed Use, Office Park, Low-Intensity Industrial, Agricultural/Conservation, and Airport Uses</li> </ul> |
| Boundary of West Area                  | <ul style="list-style-type: none"> <li>▶ Defines Area of Generally Single-Family Residential Use</li> </ul>   |
| City Limits                            | <ul style="list-style-type: none"> <li>▶ Defines the Corporate Boundary of the City of Chesterfield</li> </ul>  |

## Residential Community

The land located outside of Chesterfield Valley and the Urban Core is generally planned for Single-Family Residential use with Multi-Family, Retail, Parks, and Public School uses planned at appropriate locations. Additionally, Office use is planned along the north side of I-64/US 40, near Woods Mill Road (Highway 141), and at Clarkson Road (Highway 340 South) and Baxter Road.

**Residential Land Use.** Residential uses on the Land Use Map consist predominantly of Single-Family Residential. Single-Family Attached Residential use is located along portions of Olive Boulevard (Highway 340 North) and Clarkson Road (Highway 340 South), along Conway Road, and at Baxter Road near its intersection with Clayton Road. Multi-Family Residential is generally based on locations along Arterial and Collector Roads adjacent to commercial uses. Primary locations are at Olive Boulevard (Highway 340) and Woods Mill Road (Highway 141), at Woods Mill Road and Clayton Road, at Baxter Road and Clayton Road, at South Highway 40 Outer Road and Schoettler Road, property adjacent to Chesterfield Parkway, and a large area adjacent to the Urban Core along Baxter Road between Clarkson Road and Wild Horse Creek Road.

**Office Land Use.** The Land Use Plan for commercial use outside of Chesterfield Valley and the Urban Core is based on clearly defined locations properly served by infrastructure. Office use is located along the north side of Interstate 64/Highway 40, on both the north and south sides of I-64/US 40 at the eastern city limits near Woods Mill Road (Highway 141) east of Yarmouth Drive, and at the southwest quadrant of Clarkson Road (Highway 340 South) and Baxter Road. Low-density office space, (green space greater than 75%) may be located at intersections along Olive Boulevard east of High Valley Drive, to act as buffers with adjacent commercial or multi-family.

**Retail Land Use.** Retail use outside of Chesterfield Valley and the Urban Core was designated as either Community Retail or Neighborhood Retail. Community Retail is located at the intersection of Woods Mill Road (Highway 141) and Olive Boulevard (Highway 340) and at the intersection of Clayton Road and Baxter Road. Neighborhood Retail is located at Olive Boulevard and Hog Hollow Road, at Ladue Road and South Greentrails Road, and on the east side of Clarkson Road (Highway 340), just south of Wilson Road. A future Mixed Commercial Use is planned east of Long Road at Wild Horse Creek Road. A future New Community Retail Center is planned at the intersection of Wild Horse Creek Road and Eatherton Road at the far western edge of Chesterfield.

**Institutional Land Use.** Institutional land uses outside of Chesterfield Valley and the Urban Core include College, Hospital, and Public School. The College use is located on Schoettler Road and the Hospital use is located on the east side of Woods Mill Road (Highway 141), just north of I-64/US 40. Public School sites are located throughout the community.

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

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

## Urban Core

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

## Chesterfield Valley

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

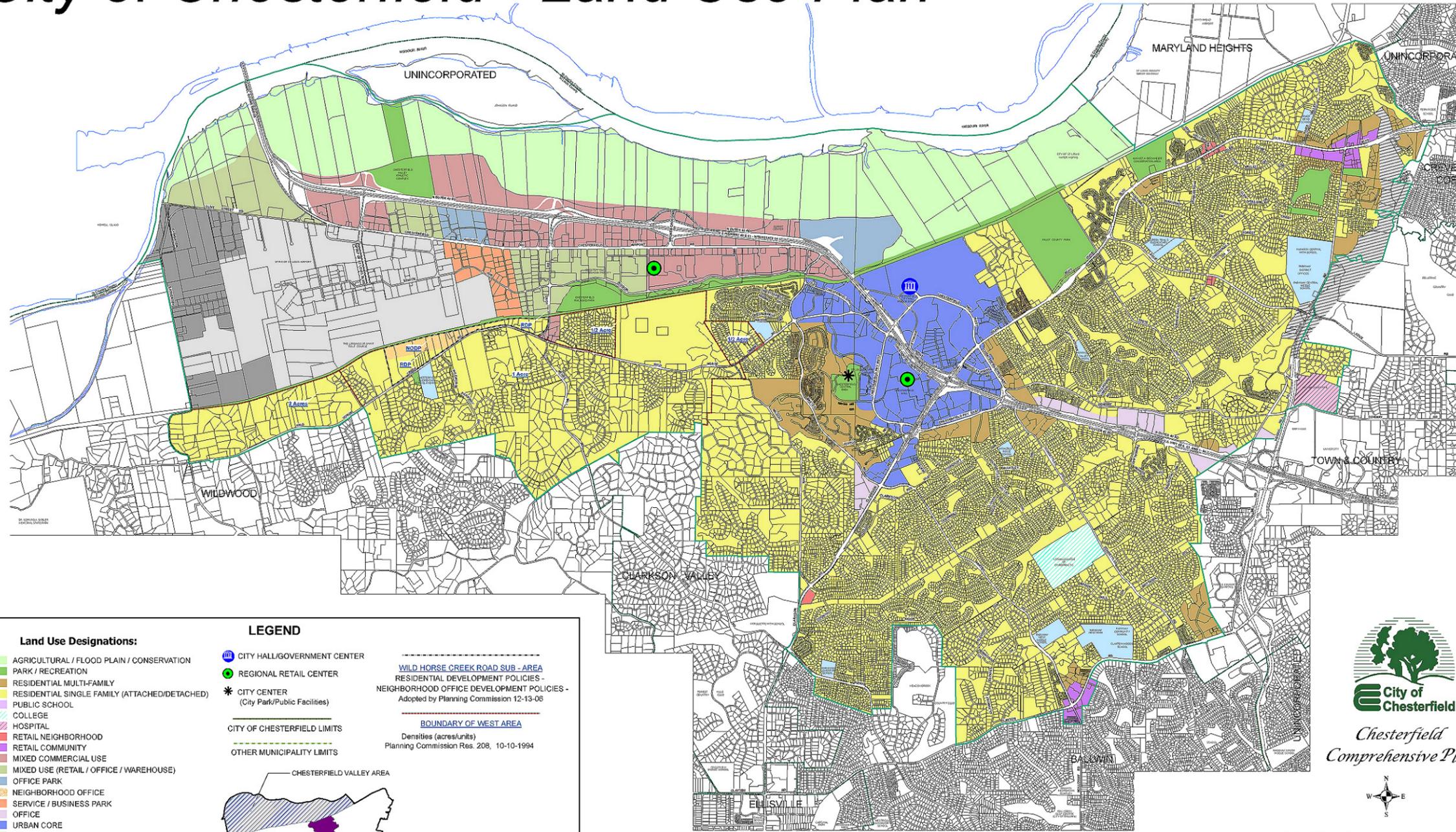
The Spirit of St. Louis Airport area, located south of Chesterfield Airport Road and west of Long Road, is planned for Spirit Airport use. Low-Intensity Industrial is located west of the Airport, and Service Business Park is located east of the Airport. The Chesterfield Commons retail complex dominates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

The unprotected portion of the floodplain is located north of I-64/US 40 and generally is planned for Agricultural/Floodplain/Conservation. The Chesterfield Valley Athletic Complex owns property in the unprotected portion of the floodplain used for wetland mitigation and levee-protected property used for Park/Recreation purposes.

On February 8, 1999, the Chesterfield Valley Master Plan was adopted by the Planning Commission. The Chesterfield Valley Policies Element includes the Plan Policies regarding land use.

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# City of Chesterfield - Land Use Plan



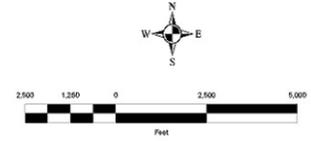
**Land Use Designations:**

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

**LEGEND**

- CITY HALL/GOVERNMENT CENTER
- REGIONAL RETAIL CENTER
- ★ CITY CENTER (City Park/Public Facilities)
- CITY OF CHESTERFIELD LIMITS
- OTHER MUNICIPALITY LIMITS
- WILD HORSE CREEK ROAD SUB - AREA RESIDENTIAL DEVELOPMENT POLICIES - NEIGHBORHOOD OFFICE DEVELOPMENT POLICIES - Adopted by Planning Commission 12-13-08
- BOUNDARY OF WEST AREA Densities (acres/units) Planning Commission Res. 208, 10-10-1994

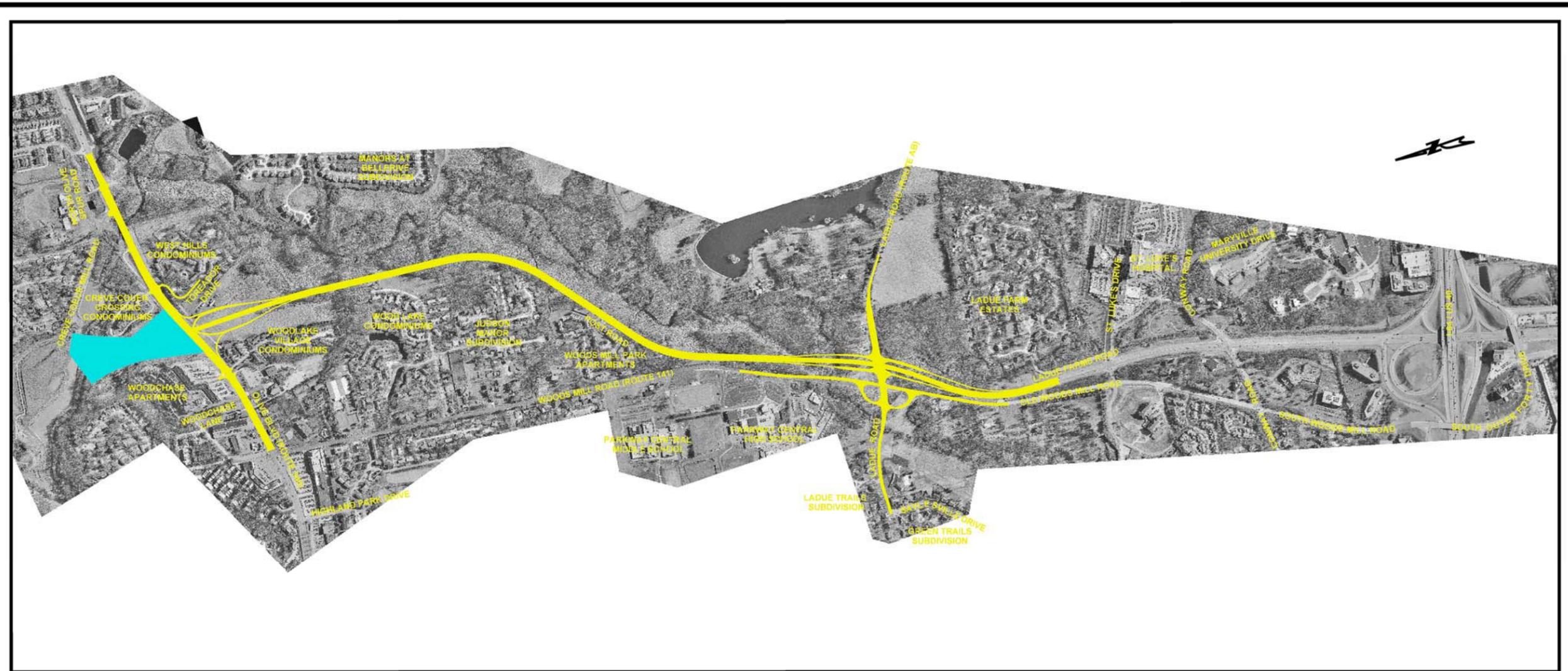
Updated Through May 29, 2009



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

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# ROUTE 141 - ST. LOUIS COUNTY



## LEGEND



PROPOSED ECONOMIC RECOVERY AND REINVESTMENT PROJECT

ALREADY FUNDED

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

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

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