PLANNING AND ZONING COMMISSION

AGENDA FOR REGULAR MEETING

October 20, 2025

PLANNING AND ZONING COMMISSION:

Shawn Luesse, Chair
Julie Bartch, Vice-Chair
Missy Palitzsch, Secretary
Dan Borgmeyer, Mayor
Michael Galba, City Council Liaison
John Morgan
Chris DeGuentz
Tyson King
Adriana Perrone
Keith Liston

Commission Members:

A regular meeting of the St. Charles Planning and Zoning Commission will be held on **Monday, October 20, 2025**, beginning at 6:00 p.m. on the fourth floor of City Hall Chambers, 200 North Second Street, St. Charles, Missouri.

1. Call to order and the roll.
2. The Pledge of Allegiance.
3. Approve the minutes of the September 15, 2025 Planning and Zoning Commission meeting.

CONSENT AGENDA

4. Case No. SUB-2025-03. (Tempest Properties) A Preliminary Plat application to subdivide the existing undeveloped parcel located at 3601 Huster Road into two (2) lots. The property is zoned I-1/WHP Light Industrial District and is located within the Wellhead Protection District. The subject property is approximately 42 acres and is located in Ward 7.

PUBLIC HEARING: Annexation & Establishment of Zoning

5. Case No. Z-2025-10. (Keith A. Van Gennip) An application to annex and establish the zoning for 0.35 acres (more or less) located at 1020 Meadow Lane, from St. Charles County "R1E" Single Family Residence to the City of St. Charles "R-1E" Single Family Residential District. The subject property is located on the east side of Meadow Lane and south of Veterans Memorial Parkway. The subject property will be located in Ward 6 upon annexation.

PUBLIC HEARING: Conditional Use

6. Case No. CU-2024-18. (Clement Management Services LLC) An application to amend a previously approved Conditional Use Permit per §400.220(C)(1)(c) for the expansion of temporary motor vehicle storage within "C-2" General Business District for an approximate 3.49 acre tract of land located at 201 Arco Drive. The subject property is located in Ward 6.

SITE PLAN

7. Case No. SP-2025-07. (Clement Management Services LLC) A Site Plan application for an amendment to the previously approved lot configuration located at 201 Arco Drive. The property is zoned C-2 General Business District and is located in Ward 6.

SITE PLAN

8. Case No. SP-2025-08. (ARCO Construction - St. Louis) A Site Plan application for a new multi-family residential development generally located north and south of Arena Pkwy, east of the intersection with Hwy 364. The property is zoned PD-MU Planned Development Mixed-Use and is located in Ward 4.

PUBLIC HEARING: Annexation & Establishment of Zoning

9. Case No. Z-2025-11. (WOCO Partners, LLC) An application to annex and establish the zoning for 1.57 acres of an overall 6.57 acre tract of land located at the southeast corner of Muegge Road and S. Old Highway 94, from St. Charles County "R1E" Single Family Residence to the City of St. Charles "C-2" General Business District. The subject property will be located in Ward 5 upon annexation. ***The Applicant has requested this item be TABLED until the November 10, 2025 Planning and Zoning Commission meeting.***

PUBLIC HEARING: Annexation & Establishment of Zoning

10. Case No. Z-2025-12. (WOCO Partners, LLC) An application to annex and establish the zoning for 5.0 acres of an overall 6.57 acre tract of land generally located at the southeast corner of Muegge Road and S. Old Highway 94, from St. Charles County "R1E" Single Family Residence to the City of St. Charles "R-3A" Multiple Family Residential District. The subject property will be located in Ward 5 upon annexation. ***The Applicant has requested this item be TABLED until the November 10, 2025 Planning and Zoning Commission meeting.***

PUBLIC HEARING: Rezoning

11. Case No. Z-2025-13. (WOCO Partners, LLC) An application to rezone a 5.0 acre tract of land generally located at the southeast corner of Muegge Road and S. Old Highway 94, from "R-3A" Multiple Family Residential District to "PD-R" Planned Development - Residential. The subject property will be located in Ward 5 upon annexation. ***The Applicant has requested this item be TABLED until the November 10, 2025 Planning and Zoning Commission meeting.***

ADMINISTRATIVE ITEMS:

12. Comprehensive Plan - Draft
13. Approve the 2026 Meeting Schedule

Adjourn

The City of St. Charles offers all interested citizens the opportunity to attend public meetings. If you wish to attend this public meeting and require an accommodation due to a disability, please contact the Office of the City Clerk to coordinate an accommodation at least two (2) business days in advance of the scheduled meeting at 636-949-3282 or 636-949-3289 (TTY - for the hearing impaired). The City of St. Charles, Missouri fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, please call the City Clerk's Office at 636-949-3282 or visit City Hall located at 200 North Second Street, St. Charles, Missouri, 63301.

INCLEMENT WEATHER: In case of inclement weather, please call 636-949-3222 after 4:00 p.m. on the day of the meeting to be informed of the status of the meeting.

Posted on 10/16/2025 at 8:30 AM LB

PLANNING AND ZONING COMMISSION - MINUTES
September 15, 2025
City Hall – Council Chambers
200 N Second Street, 4th Floor
St. Charles, MO 63301

MEMBERS PRESENT:	**MEMBERS ABSENT**
Shawn Luesse, Chairperson	Missy Palitzsch, Secretary
Julie Bartch, Vice-Chair	Mayor Dan Borgmeyer
Michael Galba, City Council Liaison	Chris DeGuentz
Keith Liston	
Tyson King	**STAFF PRESENT:**
John Morgan	John Boyer, Assist. Director of C.D./Planning Manager
Adriana Perrone	Lara Berry, Planner

A regular meeting of the St. Charles Planning and Zoning Commission was held on **Monday, September 15, 2025**, beginning at 6:00 p.m. on the fourth floor of City Hall Chambers, 200 North Second Street, St. Charles, Missouri.

The meeting was called to order by Chairperson, Shawn Luesse, at 6:00 p.m. Vice-Chair, Julie Bartch, took roll. Those in attendance are noted above.

1. Call to order and the roll.
2. The Pledge of Allegiance.
3. Approve the minutes of the August 11, 2025 Planning and Zoning Commission meeting.

   Vice-Chair Bartch made a motion to approve the minutes. Councilmember Galba seconded the motion. All were in favor. The minutes were approved.

PUBLIC HEARING: Conditional Use

4. Case No. CU-2025-20. (Chatonyah Williams – Purr Luxe LLC) An application for a Conditional Use Permit per §400.220(C)(1)(a) for an Animal Service Establishment with Overnight Stays (feline-only boarding and grooming) within the "C-2" General Business District. The subject property is located at 1023 First Capitol Drive. The subject property is located in Ward 2.

   Planner Berry provided the Commission with an overview of the Conditional Use Permit request. The applicant addressed the Commission. The public hearing for the application opened with no speakers from the public. Vice-Chair Bartch made a motion to close the public hearing. Councilmember Galba seconded the motion. All were in favor and the public hearing closed. Councilmember Galba motioned to forward the Conditional Use application, with the following conditions:

   1. **The Conditional Use Permit is for a Feline-Only Animal Service Establishment with Overnight Stays for the property located at 1023 First Capitol Drive, is issued to Purr Luxe and shall not be transferable to another location and/or tenant/business without additional City review and approval.**
   2. **Any change to the submitted proposal, including but not limited to any additional animal species (e.g., dogs), outdoor use, additional services, etc., may require additional approvals from the City.**
   3. **Non-compliance with any building codes, property maintenance codes, fire codes, noise control ordinances, or conditions of this approval is grounds for revocation of the conditional use approval.**

   Vice-Chair Bartch seconded the motion. The Conditional Use application will be forwarded to the City Council with a favorable recommendation (7 In Favor, 0 Opposed) at their October 7, 2025 meeting.

PUBLIC HEARING: Conditional Use

5. Case No. CU-2025-21. (Krunal Patel – The Taco Spot) An application for Conditional Use Permit per §400.220(C)(1)(a) for Liquor Sales associated with an existing permitted Restaurant use within the "C-2" General Business District located at 1801 Zumbehl Road. The subject property is located in Ward 6.

   Planner Berry provided the Commission with an overview of the Conditional Use Permit request. The applicant addressed the Commission. The public hearing for the application opened with no speakers from the public. Vice-Chair Bartch made a motion to close the public hearing. Commissioner Morgan seconded the motion. All were in favor and the public hearing closed. Councilmember Galba motioned to forward the Conditional Use application, with the following conditions:

   1. **This conditional use permit for liquor sales associated with a restaurant use shall be issued to the applicant (Krunal Patel) with The Taco Spot restaurant only for an approximately 2,500 square-foot interior tenant space and 800 square-foot outdoor patio located at 1801 Zumbehl Road and is not transferable to another location and/or tenant/business.**
   2. **Any change to the submitted proposal, including but not limited to additional dining area, outdoor patio expansion, or live music, may require additional approvals from the City.**
   3. **Approval of this Conditional Use is not approval of a liquor license. A liquor license shall be approved by the City Council prior to any liquor sales.**
   4. **Liquor sales shall not occur independently of the primary business use and shall only be accessory to the operation of the restaurant use.**
   5. **All exterior patio lighting shall be hooded, shielded, and/or directed downward and away from any adjacent residential zoning district.**
   6. **Non-compliance with any building codes, property maintenance codes, fire codes, noise control ordinances, or conditions of this approval is grounds for revocation of the conditional use approval.**
   7. **Violations of Chapter 600 (Liquor/Alcoholic Beverages) may be grounds for revocation of this Conditional Use.**

   Vice-Chair Bartch seconded the motion. The Conditional Use application will be forwarded to the City Council with a favorable recommendation (7 In Favor, 0 Opposed) at their October 7, 2025 meeting.

PUBLIC HEARING: Rezoning

6. Case No. Z-2025-09. (Raymond E. Hummel, Jr.) An application to rezone a 15,960 square feet (more or less) tract of land, located at 800 First Capitol Drive, from "C-2/EHP" General Business District within the Extended Historic Preservation District to "CBD/EHP" Central Business District within the Extended Historic Preservation District, for the purpose of allowing a single-family dwelling unit. The subject property is located in Ward 2. ***This item was WITHDRAWN by the applicant.***

   No further action was required by the Commission.

Adjournment

The next regular meeting of the Planning and Zoning Commission is scheduled for ***October 20, 2025.***

Vice-Chair Bartch made a motion to adjourn the meeting. Commissioner Morgan seconded the motion. All were in favor. The meeting adjourned at 6:16 p.m.

_____ _____

SECRETARY DATE

AGENDA ITEMS #4

STAFF REPORT
PRELIMINARY PLAT
CASE NO. SUB-2025-03
HUSTER INDUSTRIAL CENTER

OCTOBER 20, 2025
BY LARA BERRY

APPLICANT/OWNER:	Tom Glosier Tempest Properties 3032 Sawyer Boulevard St. Charles, Missouri 63301
ADDRESS/LOCATION:	3601 Huster Road Ward 7
ACREAGE:	42.175 Acres
PROPOSED ZONING:	I-2/WHP Heavy Industrial District and within the Wellhead Protection District
REQUEST:	Subdivide into two (2) lots.

REQUEST

The applicant is requesting approval of a Preliminary Plat to subdivide the existing undeveloped parcel located at 3601 Huster Road into two (2) lots: Lot 1 (12.62 acres) and Lot 2 (29.54 acres). The property is zoned I-2/WHP Heavy Industrial District and is located within the Wellhead Protection District. The purpose of this request is to facilitate the future sale of a portion of the property (proposed Lot 2). No end users or specific development proposals have been identified at this time by the applicant nor is required for lot subdivision. The only active permits associated with the site are a previously approved Grading/Fill Permit and Floodplain Development Permit for site preparation activities (fill). This request does **not** include any rezoning, conditional use, or site plan applications.

ANALYSIS

The Planning & Zoning Commission typically reviews Preliminary Plats that include proposed road access, building placements, and other site development details. These elements are generally provided when a plat is submitted in conjunction with a specific development proposal. In this case, as previously noted, no development is proposed at this time; the intent of this plat is solely to subdivide the property to allow for the potential future sale of one of the lots. In order to subdivide this lot, a Preliminary Plat is first required prior to the review of a Final Plat which is eventually recorded to officially subdivide the lot.

As proposed, each lot will function independently and will need its own access to Huster Road,

separate sewer and water connections, and independent stormwater management controls. When a future use or user is identified, the developer of that parcel will be required to submit all necessary applications (e.g., site plan, improvement plans, etc.), as applicable, for separate review and consideration by the City.

The I-2 Heavy Industrial District requires a minimum lot size of one (1) acre, and both proposed lots exceed this standard. Given the absence of a development proposal, the focus of this review is limited to verifying that the proposed lot configuration meets the design standards of the district. Because the property lies within the Wellhead Protection Overlay District, a condition has been included to ensure compliance with the applicable provisions of the Wellhead Protection ordinance also providing clear communication via the plat to any future owner. No development is proposed at this time, and any future construction or use of the site will require separate review and approval by the City.

Approval of a Preliminary Plat does not authorize construction or development activity. Rather, it serves as a conceptual plan illustrating the feasibility of the proposed lot configuration and its compliance with applicable zoning and subdivision standards. As proposed, the preliminary plat is compliant with all applicable City Codes.

STAFF RECOMMENDATION

After review of the request against the City's Zoning Ordinance, Subdivision Ordinance, the Wellhead Protection District Ordinance, Comprehensive Plan, and area development patterns, staff believes the requested subdivision is appropriate and is compatible with the land use patterns and zoning of the surrounding area. The Department of Community Development recommends that the Preliminary Plat request be forwarded to the City Council with a ***favorable*** recommendation with the following conditions:

1) This Preliminary Plat does not authorize construction or development. All future improvements must comply with the City's Zoning Ordinance, Subdivision Ordinance, and other applicable regulations at the time of submission.
2) All future development on either lot shall comply with the Wellhead Protection District requirements and any associated environmental regulations.

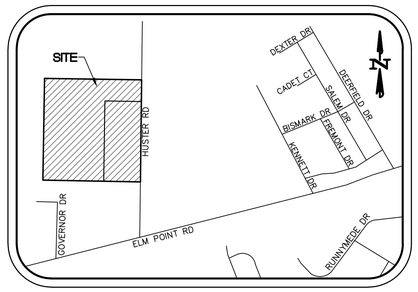
Recommended Motion:

Motion to forward a recommendation of approval to the City Council for application SUB-2025-03, as conditioned.



Figure 1: Aerial Photo of the Subject Property

A PRELIMINARY PLAT FOR
HUSTER INDUSTRIAL CENTER
A TRACT OF LAND BEING
PART OF U.S. SURVEY 205
TOWNSHIP 47 NORTH, RANGE 4 EAST
OF THE FIFTH PRINCIPAL MERIDIAN
CITY OF ST. CHARLES
ST. CHARLES COUNTY, MISSOURI

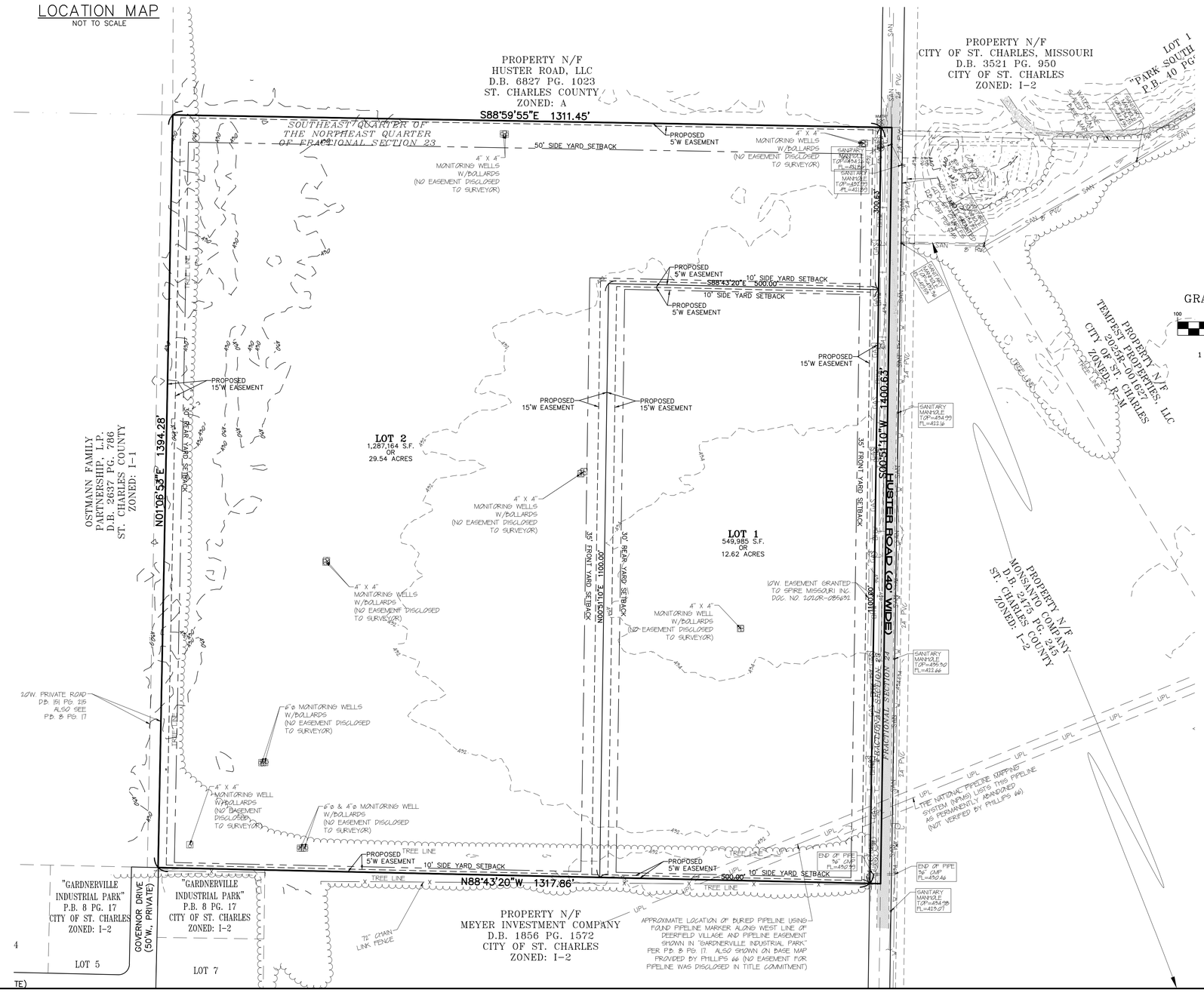


LOCATION MAP
NOT TO SCALE

LAND DESCRIPTION:

A TRACT OF LAND BEING ALL OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 23, TOWNSHIP 47 NORTH, RANGE 4 EAST, CITY OF ST. CHARLES, ST. CHARLES COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A FOUND STONE WITH CROSS MARKING THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 23, TOWNSHIP 47 NORTH, RANGE 4 EAST; THENCE ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 23, SOUTH 88 DEGREES 59 MINUTES 55 SECONDS EAST 1,311.45 FEET TO THE EAST LINE OF SAID FRACTIONAL SECTION 23, SAID POINT ALSO BEING ON THE WEST RIGHT-OF-WAY LINE OF HUSTER ROAD (40 FEET WIDE); THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, SOUTH 00 DEGREES 51 MINUTES 10 SECONDS WEST 1400.63 FEET TO A POINT IN THE EAST-WEST CENTERLINE OF SAID FRACTIONAL SECTION 23; THENCE ALONG SAID EAST-WEST CENTERLINE OF FRACTIONAL SECTION 23, NORTH 88 DEGREES 43 MINUTES 20 SECONDS WEST 1,317.86 FEET TO THE WEST LINE OF SAID SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 23; THENCE ALONG SAID WEST LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF FRACTIONAL SECTION 23, NORTH 01 DEGREES 06 MINUTES 53 SECONDS EAST 1,394.28 FEET TO THE POINT OF BEGINNING AND CONTAINING 42.175 ACRES



GRAPHIC SCALE
100 0 50 100
(IN FEET)
1 inch = 100 ft.

DEVELOPMENT NOTES:

1. TOTAL GROSS AREA OF TRACT: 42.175 ACRES
2. EXISTING ZONING: "I-2" HEAVY INDUSTRIAL WITH "WPD" WELLHEAD PROTECTION DISTRICT OVERLAY (CITY OF ST. CHARLES)
3. PROPOSED LOTS: 2 LOTS
4. OWNER/DEVELOPER OF PROPERTY:
   TEMPEST PROPERTIES
   3032 SAWYER BOULEVARD
   ST. CHARLES, MO 63301
5. THIS PROPERTY IS SERVED BY THE FOLLOWING UTILITY COMPANIES:

AMEREN UE ELECTRIC	636-925-3206
SPIRE GAS COMPANY	800-887-4173
CITY OF ST CHARLES WATER	888-715-0162
CITY OF ST CHARLES SANITARY	888-715-0162
AT&T TELEPHONE	636-255-2108
CITY OF ST CHARLES FIRE PROTECTION	636-949-3387
ORCHARD FARM SCHOOL DISTRICT	636-925-5400

6. ZONING SETBACK REQUIREMENTS:
   FRONT YARD: 35', EXCEPT 50' ACROSS STREET FROM RESIDENTIAL
   SIDE YARD: 0', EXCEPT 10' ADJOINING COMMERCIAL & 50' ADJOINING RESIDENTIAL
   REAR YARD: 0', EXCEPT 30' ADJOINING COMMERCIAL & 50' ADJOINING RESIDENTIAL
   MINIMUM LOT WIDTH: 150'
   MINIMUM LOT DEPTH = 200'
   MINIMUM LOT AREA = 1 ACRE
7. ACCORDING TO THE FLOOD INSURANCE RATE MAP OF ST. CHARLES COUNTY, MISSOURI AND INCORPORATED AREAS (COMMUNITY – PANEL NUMBER 29183C0260H, DATED MARCH 9, 2021), THIS TRACT LIES WITHIN ZONE 'AE' (AREAS DETERMINED TO BE WITH BASE FLOOD ELEVATION (BFE) OR DEPTH).
8. UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE LOCATIONS SHALL BE CONSIDERED APPROXIMATE ONLY. THE VERIFICATIONS OF THE LOCATION OF ALL UNDERGROUND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE LOCATED PRIOR TO ANY GRADING OR CONSTRUCTION IMPROVEMENTS.
9. ALL PROPOSED UTILITIES SHALL BE LOCATED UNDERGROUND.
10. EASEMENTS WILL BE PROVIDED ON RECORD PLAT.
11. BOUNDARY AND TOPOGRAPHIC SURVEY AS COMPILED BY BAX ENGINEERING IN NOVEMBER, 2023.
12. MINIMUM LOT AREA PROPOSED = 549,985 S.F. OR 12.62 ACRES
13. LOTS WILL BE SERVED BY CITY OF ST. CHARLES WATER DISTRICT.
14. LOTS WILL BE SERVED BY CITY OF ST. CHARLES SEWER DISTRICT.
15. SUBJECT PROPERTY SHALL COMPLY WITH ALL CONDITIONS AND REQUIREMENTS OF CITY CODE SECTION 400.320 "WHP" WELLHEAD PROTECTION DISTRICT.
16. TREE PRESERVATION:
    EX. TREES = 3.23 ACRES
    TREES TO BE REMOVED = 0 ACRES
    TREES TO REMAIN = 3.23 ACRES

A PRELIMINARY PLAT FOR
HUSTER INDUSTRIAL CENTER
#3601 HUSTER ROAD
CITY OF ST. CHARLES, ST. CHARLES COUNTY, MO 63301

PREPARED FOR:
TEMPEST PROPERTIES
3032 SAWYER BOULEVARD
ST. CHARLES, MO 63301
314-267-0534

ENGINEERING
PLANNING
SURVEYING
221 Point West Blvd.
St. Charles, MO 63301
636-928-5552
FAX 928-1718

Bax Engineering Company, Inc.
Missouri State Certificate of Authority
Engineering #000655
Missouri State Certificate of Authority
Surveying #000144

REVISIONS

10/09/25	CITY COMMENTS
10/15/25	CITY COMMENTS

DISCLAIMER OF RESPONSIBILITY
I hereby disclaim any responsibility for all other drawings, specifications, estimates, reports or other documents or instruments relating to or intended to be used for any part or parts of the architectural or engineering project or survey other than these authenticated by my seal.

STATE OF MISSOURI
JEFFREY B SIMMONS
NUMBER PE-2007030831
PROFESSIONAL ENGINEER
10/15/25

Jeffrey B. Simmons
Civil Engineer
2007030831

09/15/2025
DATE
23-19043A
PROJECT NUMBER
19043APRE.DWG
FILE NAME
CLM
DRAWN
JBS JBS
DESIGNED CHECKED

PRELIMINARY PLAT

1 of 1

AGENDA ITEM #5

STAFF REPORT
CASE NO. Z-2025-10
1020 MEADOW LANE

OCTOBER 20, 2025
BY MADELYN P. BROWN

APPLICANT/ OWNER: Keith A. Van Gennip
1020 Meadow Lane
St. Charles, MO 63303

ADDRESS/LOCATION: 1020 Meadow Lane
Ward 6 upon annexation

ACREAGE: 0.35-Acre

EXISTING ZONING: County R1E Single-Family Residential District

REQUESTED ZONING: City R-1E Single-Family Residential District

SURROUNDING ZONING:

Direction	***Zoning***	***Use***
North	County R1E Single-Family Residential District	Single-Family Residential
South	C-2 General Business District	Single-Family Residential
East	C-2 General Business District	Vehicle Sales
West	County R1E Single-Family Residential District	Single-Family Residential

REQUEST

The City has received an application to rezone 1020 Meadow Lane upon annexation from St. Charles County R1E Single-Family Residential District to City of St. Charles R-1E Single-Family Residential District. The subject property is a point three five (0.35) acre lot and is located on the east side of Meadow Lane and south of Veterans Memorial Parkway. The annexation of this property will help to further incorporate a remaining pocket of property within Unincorporated St. Charles County. The subject property is an existing residential use and the owner wishes to annex to the City in order to tie into the City's utilities at a future date due to a deteriorating septic tank. If the requested rezoning is approved, the property would operate in compliance with the zoning regulations of the R-1E Single-Family Residential District.

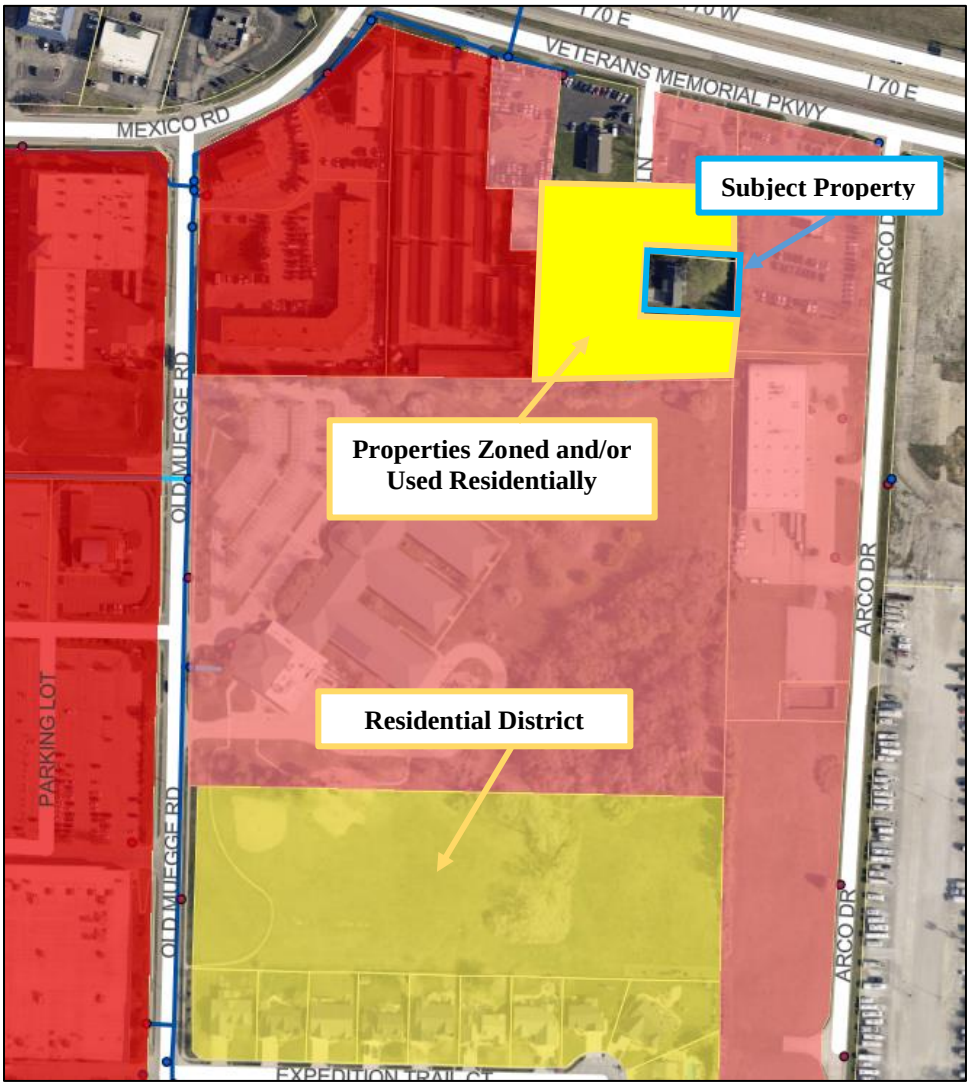


Figure 1: Area zoning Map.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The St. Charles Comprehensive Plan adopted in 2002 and updated in 2012 recommends that land use decisions be based on a project's location and compatibility with surrounding development. This revision to the Comprehensive Plan was approved by the City Council, and was written under the direction of residents, elected officials, and City staff. The Comprehensive Plan identifies 15 activity centers in the city, locations characterized by elevated levels of development, density and activity. The activity centers are the most prominent, visible and intensely developed locations in the city, and the activity centers should be surrounded by land uses that gradually decrease in levels of activity, traffic and density. Proposed new development should be judged based upon its distance from the nearest activity center, its compatibility with what surrounds it, and whether the level of development it will generate contributes to a gradual decline in density or acts counter to that goal.

The subject property is located in-between Activity Center #4 (Cave Springs). The zoning of properties immediately to the north, south, and west are single-family residential and all are also

developed for this use. The Department of Community Development considers this annexation and rezoning request to be in general conformance with the Updated 2012 Comprehensive Plan and consistent with existing area land uses around the subject property.

STAFF RECOMMENDATION

After review of the rezoning request, the City's Zoning Ordinance, Comprehensive Plan and area development patterns, staff believes the requested rezoning is appropriate and is compatible with the zoning of the surrounding area. The Department of Community Development recommends that the annexation and rezoning request be forwarded to the City Council with a favorable recommendation.

Recommended Motions:

Motion to forward a ***favorable*** *recommendation to the City Council for annexation of the subject property, as noted in Z-2025-10.*

Motion to forward a ***favorable*** *recommendation of approval to the City Council for the establishment of zoning for the subject property via Z-2025-10.*



Figure 2: Aerial photo of the Subject Property.



Figure 3: Photo of the Subject Property.

AGENDA ITEMS #6 & 7

STAFF REPORT
AMENDED CONDITIONAL USE
NO. CU-2024-18 &
SITE PLAN SP-2025-07
TEMPORARY MOTOR VEHICLE STORAGE
201 ARCO DRIVE

OCTOBER 20, 2025
BY MADELYN P. BROWN

APPLICANT:	Keith Fryer Clayton Engineering Company 2268 Welsch Industrial Court Maryland Heights, Missouri 63143
OWNER:	Clement Management Services LLC 3621 Veterans Memorial Pkwy St. Peters, Missouri 63314
ADDRESS/LOCATION:	201 Arco Drive Ward 6
ACREAGE:	Approximately 3.49 acres
EXISTING ZONING:	C-2 General Business District
PROPOSED USE:	Temporary Motor Vehicle Storage

REQUEST

The applicant has submitted two (2) applications for an amendment to the approved redevelopment of an existing lot for an existing business within the City of St. Charles. The applications:

1. An amended conditional use permit to expand on the previously approved temporary motor vehicle storage use within the C-2 General Business District zoning for a 3.49 acre tract of land.
2. Site plan application for a temporary motor vehicle storage lot for an amendment to the previously approved lot configuration, incorporating 48 additional parking spaces for a total of 371 spaces .

This application will address/analyze both applications. The subject property is located in Ward 6, on the southern side of I-70 and on the West side of Arco Drive.

CONDITIONAL USE ANALYSIS

In October of 2024, a conditional use permit was approved for Clement Auto Sales to create a storage lot for their existing business (CU-2024-18). The applicant has now made an amendment

to the site plan to provide 48 additional parking spaces. This amendment requires a new conditional use approval as it constitutes as an expansion of the previous approved use.

Consistency with Comprehensive Plan

The St. Charles Comprehensive Plan adopted in 2002, and updated in 2012, recommends that land use decisions be based on a project's location and compatibility with surrounding development. The Comprehensive Plan identifies 15 activity centers in the city, locations characterized by elevated levels of development, density and activity. The activity centers are the most prominent, visible and intensely developed locations in the city. The plan recommends that development should gradually decrease in density as distance from an activity center increases. The activity centers should be surrounded by land uses that gradually decrease in levels of activity, traffic and density. Proposed new uses should be judged based upon its distance from the nearest activity center, its compatibility with what surrounds it, and whether the level of development it will generate contributes to a gradual decline in density or acts counter to that goal. This property is located in between Activity Center #4 (Cave Springs) and Activity Center #5 (I-70/Zumbehl/West Clay). The proposed motor vehicle sales use at this location is a commercial/auto use similar to others existing around these activity centers and along the corridor connecting the two centers.

Consistency with Conditional Use standards

Section 400.980 of the City Code outlines standards of review for the conditional use application. The standards are as follows:

a) How the proposed conditional use (the use in general) is in harmony with the purposes, goals, objectives, policies and standards of the Comprehensive Plan, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the city.

b) Whether the proposed conditional use (in its proposed location) is in harmony with the purposes, goals, objectives, policies and standards of the Comprehensive Plan, and any other plan, program, or ordinance adopted, or under consideration pursuant to official notice by the city.

Regarding a) and b), Conditional Uses are not allowed by-right as they can be problematic if not located and/or conditioned properly. The current Ordinance states that a temporary motor vehicle storage use is compliant with standards of the Zoning Ordinance and additional conditions (if necessary) are set by City Council can be acceptable and operate in harmony with the Comprehensive Plan and City Ordinances. Staff believes the conditions added meets this criteria.

c) Whether the proposed conditional use, in its proposed location and as depicted on the required site plan, results in a substantial or undue adverse impact on the adjacent property, the character of the neighborhood, environmental factors, traffic factors, parking, public improvements, public property or rights-of-way, or other matters affecting the public health, safety, or general welfare, either as they now exist or as they may in the future be developed as a result of the implementation of the provisions and policies of the Zoning Ordinance, Comprehensive Plan, or any other plan, program, or ordinance adopted or under consideration pursuant to official notice by the city.

Based upon a review of the proposal of this use, if conditioned and operated in compliance with the Zoning Ordinance, the use should <u>not</u> have an adverse impact on the character of

the neighborhood, public safety and general welfare of the city.

d) Whether the proposed conditional use maintains the desired consistency of land uses, land use intensities, and land use impacts as related to the environs of the subject property as directed by the Comprehensive Plan.

Staff believes a proposed temporary motor vehicle storage use can be compatible within this commercial corridor from a land use perspective and would be consistent with other uses in the area if conditioned appropriately.

e) Whether the proposed conditional use is located in an area that will be adequately served by, and will not impose an undue burden on, any of the improvements, facilities, utilities or services provided by public agencies serving the subject property.

Staff believes the proposed temporary motor vehicle storage in this location would not have an undue burden on public services.

f) Whether the public benefits of the proposed conditional use outweigh the potential adverse impacts of the proposed conditional use as identified above, after taking into consideration any proposal by the petitioner and any requirements recommended by the petitioner and/or City Staff to ameliorate such impacts.

After review of the proposal, and the above standards for evaluating Conditional Uses, staff believes the proposed use would not have negative impacts that would outweigh any benefits of the use.

SITE PLAN ANALYSIS

At the October 28, 2024 Planning and Zoning Commission meeting, Clement Auto submitted an application for a Site Plan (SP-2024-20) for this site, which was approved by the City. The site is now being expanded to add additional parking spaces, which is located at the northern portion of the site. These changes were not approved on the previous site plan submittal. Because of this, an amendment to the existing site plan is required.

The site plan includes an additional 48 spaces for stacked parking. Previously, this area of the lot was designated to an above ground detention basin for water run-off. Upon further review, the applicant determined that a nearby existing storm water basin is capable of managing the storm water runoff generated by the development. The Engineering Department has verified that this is the case through review of the proposal, and has no concerns. Because the basin is no longer required on site, the applicant has opted to add additional storage parking.

With the amended, added parking, the proposed plan includes 371 spaces for vehicle storage. Because this is a private storage lot, accessible spots are not required or applicable. As verified on the site plan submittal, all storage shall be located within a paved and striped parking space as designated on the submitted site plan. Parking outside of the striped spaces is prohibited. Additional access points have not been proposed. Additionally, landscaping and lighting will remain compliant.

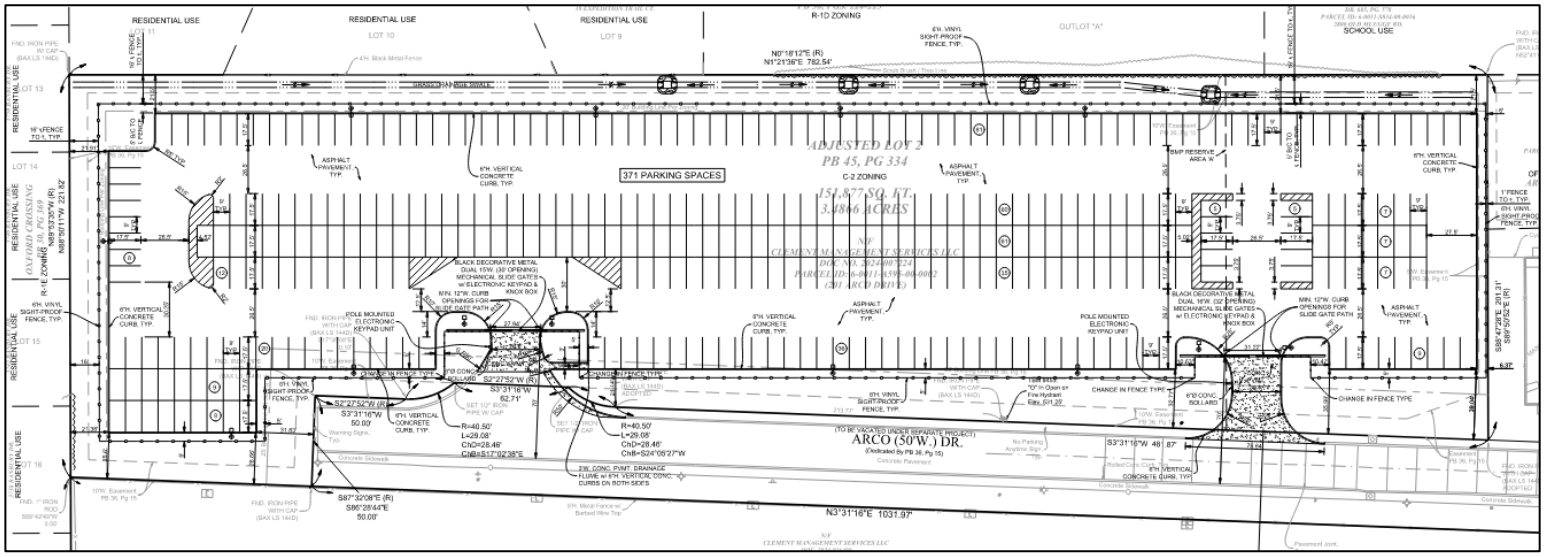


Figure 1: Amended Site Plan Submittal.

STAFF RECOMMENDATION

Since this report provides analysis and recommendation on the amended Site Plan and Conditional Use, two (2) separate recommendations and motions have been provided:

Conditional Use

Staff believes this amended conditional use permit for a motor vehicles sales use can operate in conformance with City requirements and can be compatible with surrounding land uses if conditioned appropriately. Staff recommends ***approval*** of conditional use (CU-2024-18) subject to the following conditions:

1. This Conditional Use shall replace the previous approval, and the previous Conditional Use shall become null and void.

2. This conditional use permit for a Temporary Motor Vehicle Storage use is issued to the property/business owner (Clement Pre-Owned) only for the property at 201 Arco Drive and is not transferable to another tenant or location.

3. Storage of the vehicles shall be located within a paved and striped parking space as designated on the submitted site plan. Parking outside of the striped spaces is prohibited.

4. All vehicles on site within the designated parking spaces must be in operable condition. Parking of derelict vehicles is prohibited unless within the screened storage area and not to exceed thirty (30) days.

5. Non-compliance with any building code, property maintenance codes, fire codes, or conditions of this approval is grounds for revocation of the conditional use approval.

Site Plan

Staff recommends approval of application SP-2025-07 per the following conditions:

1. Site Plan shall be null and void if the amended Conditional Use (CU-2024-18) is not approved by the City Council.

Recommended Motions:

1. *Motion to forward the amended Conditional Use Permit for a Temporary Motor Vehicle Storage use at 201 Arco Drive to the City Council with a favorable recommendation, subject to the conditions recommended by staff.*

2. *Motion to approve an amended Site Plan for 201 Arco Drive subject to the conditions recommended by staff.*

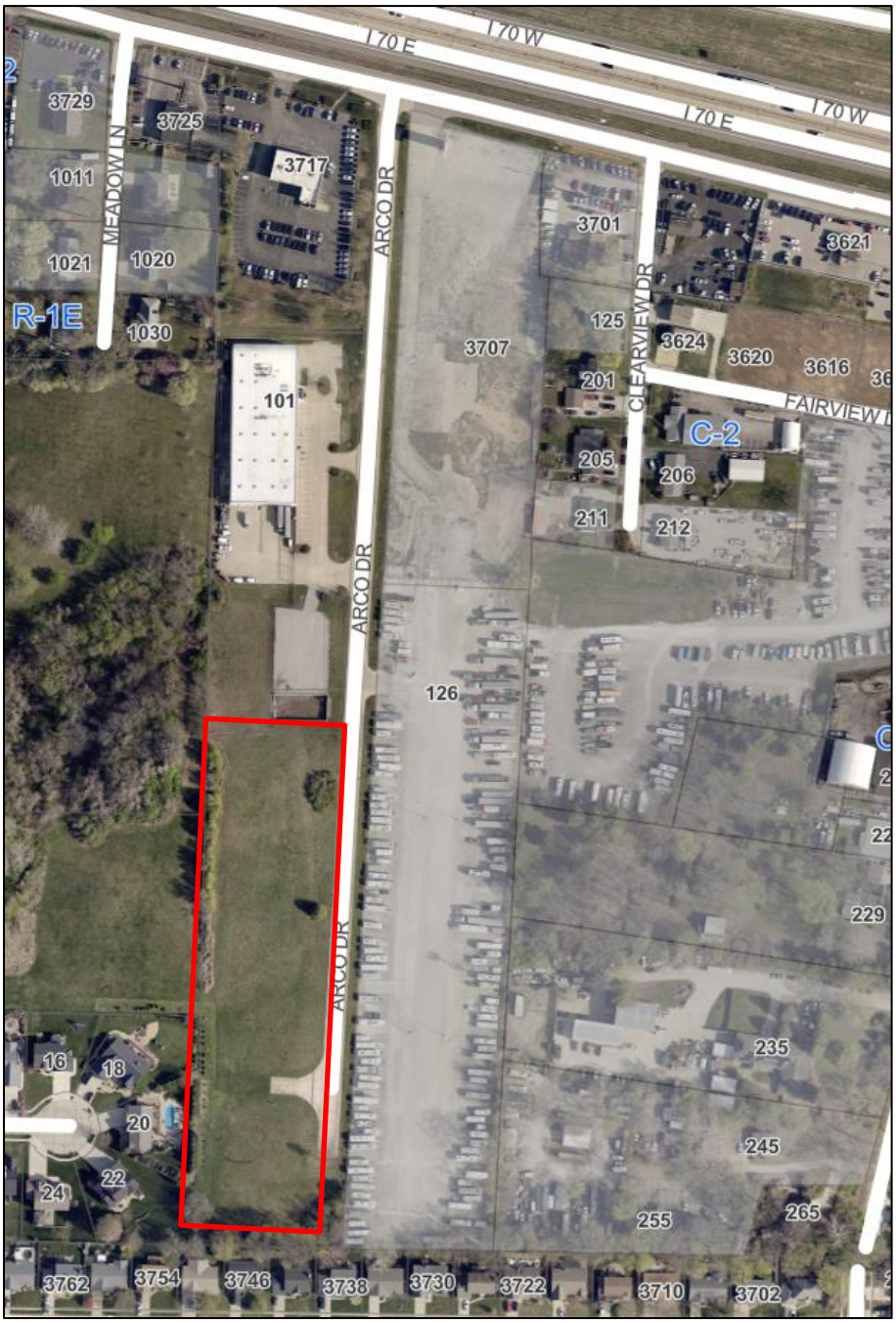
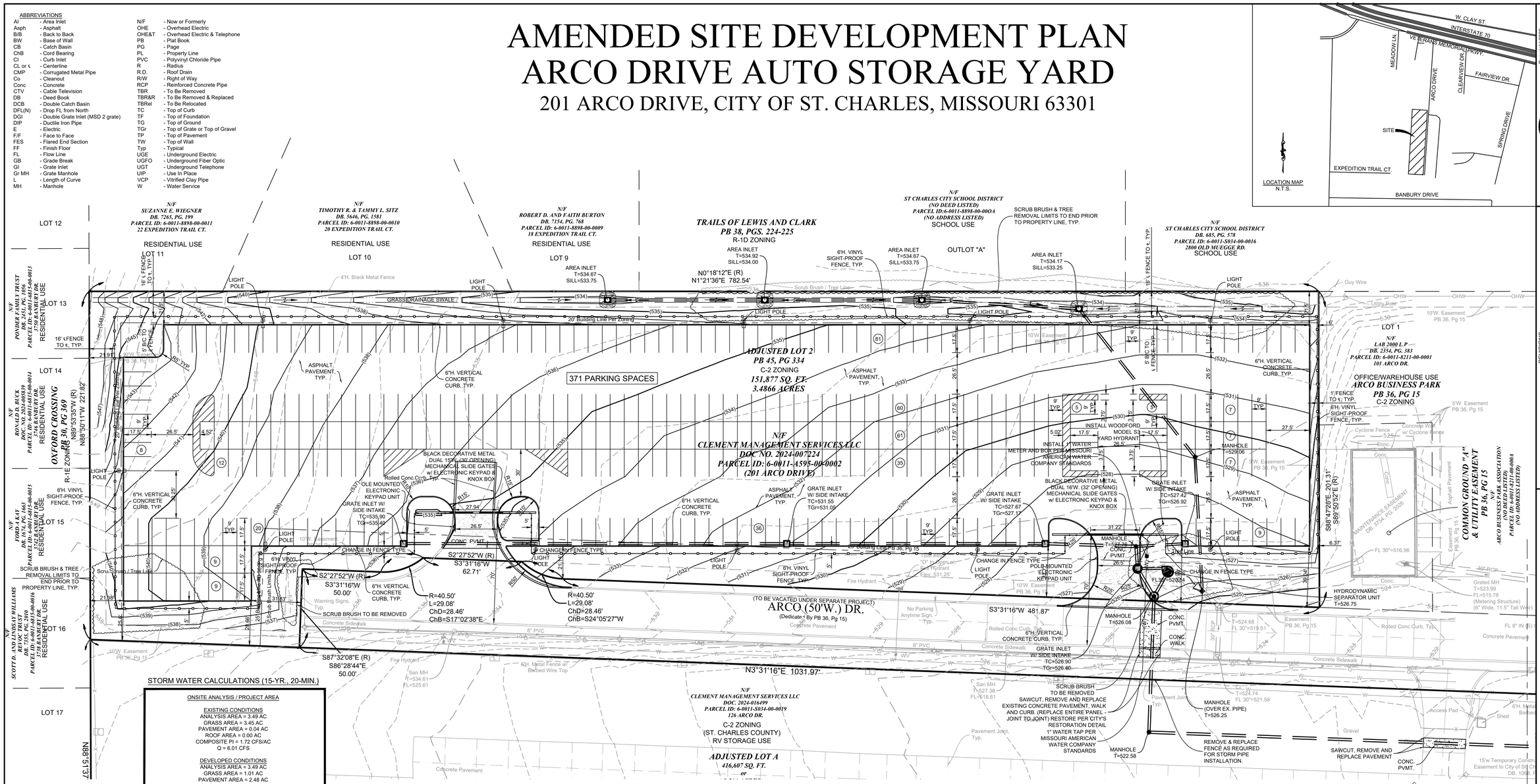


Figure 2: Aerial view of site.

AMENDED SITE DEVELOPMENT PLAN
ARCO DRIVE AUTO STORAGE YARD
201 ARCO DRIVE, CITY OF ST. CHARLES, MISSOURI 63301

ABBREVIATIONS

AI	- Area Inlet	N/F	- Now or Formerly
Asph	- Asphalt	OHE	- Overhead Electric
B/B	- Back to Back	OHE&T	- Overhead Electric & Telephone
BW	- Base of Wall	PB	- Plat Book
CB	- Catch Basin	PG	- Page
ChB	- Cord Bearing	PL	- Property Line
CI	- Curb Inlet	PVC	- Polyvinyl Chloride Pipe
CL or ℄	- Centerline	R	- Radius
CMP	- Corrugated Metal Pipe	R.D.	- Roof Drain
Co	- Cleanout	R/W	- Right of Way
Conc	- Concrete	RCP	- Reinforced Concrete Pipe
CTV	- Cable Television	TBR	- To Be Removed
DB	- Deed Book	TBR&R	- To Be Removed & Replaced
DCB	- Double Catch Basin	TBRel	- To Be Relocated
DFL(IN)	- Drop FL from North	TC	- Top of Curb
DGI	- Double Grate Inlet (MSD 2 grate)	TF	- Top of Foundation
DIP	- Ductile Iron Pipe	TG	- Top of Ground
E	- Electric	TGr	- Top of Grate or Top of Gravel
F/F	- Face to Face	TP	- Top of Pavement
FES	- Flared End Section	TW	- Top of Wall
FF	- Finish Floor	Typ	- Typical
FL	- Flow Line	UGE	- Underground Electric
GB	- Grade Break	UGFO	- Underground Fiber Optic
GI	- Grate Inlet	UGT	- Underground Telephone
Gr MH	- Grate Manhole	UIP	- Use In Place
L	- Length of Curve	VCP	- Vitrified Clay Pipe
MH	- Manhole	W	- Water Service



LOCATION MAP
N.T.S.

STORM WATER CALCULATIONS (15-YR., 20-MIN.)

ONSITE ANALYSIS / PROJECT AREA

EXISTING CONDITIONS
ANALYSIS AREA = 3.49 AC
GRASS AREA = 3.45 AC
PAVEMENT AREA = 0.04 AC
ROOF AREA = 0.00 AC
COMPOSITE PI = 1.72 CFS/AC
Q = 6.01 CFS

DEVELOPED CONDITIONS
ANALYSIS AREA = 3.49 AC
GRASS AREA = 1.01 AC
PAVEMENT AREA = 2.48 AC
ROOF AREA = 0.00 AC
COMPOSITE PI = 3.01 CFS/AC
Q = 10.50 CFS

STORMWATER MANAGEMENT SUMMARY:

15-yr, 20-min. ONSITE DIFFERENTIAL ΔQ = +4.49 CFS > 1 CFS
~~ EXISTING FLOOD DETENTION PROVIDED IN REGIONAL BASIN DOWNSTREAM OF ARCO DRIVE ~~

~~SITE IS LESS THAN 5 ACRES, THEREFORE EXEMPT FROM CHANNEL PROTECTION (CPv) VOLUME~~

AREA OF DISTURBANCE = 3.40± AC. > 1 AC.

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Dial 811 Missouri-811.org

Underground facilities, structures & utilities have been plotted from available surveys, records & information, and therefore, do not necessarily reflect the actual existence, nonexistence, size, type, number of, or location of these facilities.

The Contractor shall be responsible for verifying the actual location of all underground facilities, structures, & utilities, either shown or not shown on these plans. The underground facilities, structures, & utilities shall be located in the field prior to any grading, excavation or construction of improvements. These provisions shall in no way absolve any party from complying with the Underground Facility Safety and Damage Prevention Act.

The original signed and sealed of this drawing is on file at the office of The Clayton Engineering Company. Any modifications to this drawing shall release said The Clayton Engineering Company, the Engineer and/or Surveyor whose seal appears hereon from any liability resulting from said unauthorized modifications. The signed and sealed original is the official document and shall take precedence over any digital version.

PROPOSED	EXISTING	
●	○	Clean Out
		Catch Basin/Curb Inlet/Area Inlet
		Double Catch Basin/Curb Inlet
▲	△	Faucet
		Fire Hydrant
		Flared End Section
		Grated Inlet
		Light Standard
●	○	Manhole
		Sign
		Utility Pole
■	▫	Valve or Meter
		Twin Light Pole
		Single Light Pole

Double Grate Inlet (MSD 2 grate)

LEGEND
- Area Light
- Double Area Light
- Connection (Proposed)
- Fire Hydrant
- Concrete
- Doorway Entrance
- Drainage Flow
- Swale
- Water Meter Or Valve
- Gas Meter Or Valve
- Utility Pole w/ Guy Wires
- Handicap Parking Space
- Direction Of Traffic

Existing		Proposed
— 500 —	Contour	(495)
+ 500.00	Spot Elevation	500
	Sanitary Sewer	
	Storm Sewer	
E	Utility Service (E, T, G, etc.)	(E)

SITE ADDRESS:
201 ARCO DRIVE

PARCEL I.D.:
6-0011-A595-00-0002

EXISTING ZONING:
C-2 GENERAL BUSINESS DISTRICT

PROPOSED ZONING:
C-2 GENERAL BUSINESS DISTRICT WITH CONDITIONAL USE PERMIT

EXISTING USE:
VACANT LAND

PROPOSED USE:
TEMPORARY MOTOR VEHICLE STORAGE

GENERAL NOTES:
1. BASIS OF BEARINGS: GRID BEARINGS, MISSOURI COORDINATE SYSTEM OF 1983, EAST ZONE.
2. WE HAVE EXAMINED FLOOD INSURANCE RATE MAP MAP NUMBER 29189C0266G, PANEL 266 OF 525, HAVING A REVISED DATE OF JANUARY 20, 2016, OF THE NATIONAL FLOOD INSURANCE PROGRAM PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY FOR THE AREA CONTAINING THE SUBJECT PROPERTY. THE SUBJECT PROPERTY IS LOCATED WITHIN "ZONE X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.THIS NOTE IS FOR THE PURPOSE OF PROVIDING INFORMATION AS INDICATED ON THE CURRENT FLOOD INSURANCE RATE MAP FOR THIS AREA, AND SHOULD NOT BE CONSTRUED AS AN INDICATION AS TO WHETHER FLOOD INSURANCE SHOULD, OR SHOULD NOT BE PURCHASED.
3. THIS SITE IS SERVED BY THE FOLLOWING:
   ST. CHARLES FIRE DEPARTMENT
   MISSOURI AMERICAN WATER COMPANY
   CITY OF ST. CHARLES - WASTEWATER TREATMENT DIVISION
   AMEREN MISSOURI
   AT&T MISSOURI
   SPIRE ENERGY
   CHARTER COMMUNICATIONS

LAND DESCRIPTION
(FROM SCHEDULE A OF ALTA OWNER'S POLICY)
ADJUSTED LOT 2 OF RESUBDIVISION OF LOTS 2, 3 AND 4 OF "ARCO BUSINESS PARK", ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 45 PAGE 334 OF THE ST. CHARLES COUNTY, MISSOURI RECORDS.

BENCHMARK:
SITE BENCHMARK: TBM #453

NAVD88 ELEV.=531.25 FTUS

"O" IN OPEN ON FIRE HYDRANT ON THE WEST SIDE OF ARCO DRIVE; 365 FEET NORTH FROM THE END OF THE PAVEMENT AND 1,250 FEET SOUTH OF THE I-70 OUTER ROAD.

PROPERTY AREA:
TOTAL SITE AREA: 3.49 ACRES

EXISTING CONDITIONS:
GRASS / LANDSCAPE AREA = 3.45 ACRES = 98.8%
IMPERVIOUS SURFACE AREA = 0.04 ACRES = 1.2%

PROPOSED CONDITIONS:
GRASS / LANDSCAPE AREA = 1.01 ACRES = 28.9%
IMPERVIOUS SURFACE AREA = 2.48 ACRES = 71.1%

SITE DEVELOPMENT NOTES:
1. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO CITY OF ST. CHARLES STANDARDS.
2. ALL SIDEWALKS TO BE CONSTRUCTED TO CITY OF ST. CHARLES ADA STANDARDS.
3. ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH CITY OF ST. CHARLES AND MSD STANDARDS.
4. NO SLOPES SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
5. STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
6. ALL SIDEWALKS SHALL CONFORM TO CITY OF ST. CHARLES ADA STANDARDS.
7. LANDSCAPING AREAS WILL NOT BE IRRIGATED. ALL PLANTINGS SHALL BE DROUGHT TOLERANT SPECIES.
8. ALL TREES ON PUBLIC OR PRIVATE PROPERTY THAT ARE DESIGNATED FOR PRESERVATION SHALL BE GUARDED BY A FOUR (4) FOOT HIGH BARRIER THAT DESIGNATES THE ENCLOSED AREA AS A TREE PROTECTION ZONE. THIS ENCLOSURE SHALL EXTEND EQUAL TO THE CANOPY AREA OF THE TREE (AT A MINIMUM). NO BUILDING MATERIALS, WASTE MATERIALS, EXCESS DIRT, CONSTRUCTION DEBRIS, EQUIPMENT OR VEHICLES SHALL BE ALLOWED WITHIN THIS PROTECTION ZONE.
9. PRIOR TO ANY TREE REMOVAL OR COMMENCEMENT OF CONSTRUCTION ON A SITE AND DURING THE PLAN APPROVAL PROCESS, THE FOLLOWING UNIFORM COLORED RIBBON SYSTEM SHALL BE USED:
   A. RED FOR TREES TO BE SAVED;
   B. BLUE FOR TREES TO BE REMOVED.
10. THIS PROJECT DOES NOT PROPOSE ANY BUILDING STRUCTURES.
11. THIS PROJECT DOES NOT PROPOSE ANY NEW SANITARY SEWER SERVICE.
12. THIS PROJECT DOES PROPOSE A NEW WATER SERVICE FOR WASHING OF VEHICLES.
13. THIS PROJECT DOES PROPOSE NEW ELECTRIC SERVICE AND SECURITY LEVEL LIGHTING.
14. ANY MONUMENT SIGNAGE SHOWN ON THESE SITE DEVELOPMENT PLANS IS FOR INFORMATION ONLY. APPROVAL OF THESE PLANS DOES NOT PROVIDE APPROVAL OF THE SIGNAGE. ALL SIGNAGE MUST BE SUBMITTED TO THE CITY SEPARATELY.
15. PARKING CALCULATIONS:
    TOTAL PROPOSED PARKING SPACES = 371
    (PRIVATE VEHICLE STORAGE LOT DOES NOT REQUIRE ADA PARKING)

0 30' 60'
SCALE IN FEET

Scale 1" = 30'

Note: Caution should be taken in comparing the written scale to the graphic scale to ascertain if this plan has been enlarged or reduced.

PROPERTY OWNER / DEVELOPER:
CLEMENT MANAGEMENT SERVICES LLC
190 SPRING DRIVE
ST. CHARLES, MO 63303

DEVELOPER CONTACT:
MR. RAJ CLEMENT
11387 MOSLEY FOREST DRIVE
CREVE COEUR, MO 63141
(314) 504-2161

CIVIL ENGINEER CONTACT:
THE CLAYTON ENGINEERING CO., INC.
2268 WELSCH INDUSTRIAL COURT
ST. LOUIS, MO 63149
(314) 692-8888
MR. KEITH FRYER

SHEET INDEX

SHT. #	SHEET NAME
SDP1.0	AMENDED SITE DEVELOPMENT PLAN 1
SDP1.1	AMENDED SITE DEVELOPMENT PLAN 2
SDP2.0	AMENDED SITE DEVELOPMENT DETAILS & NOTES

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ST. LOUIS, MISSOURI 63146-3207
(314) 692-8888 FAX: (314) 692-8888 claytoneng.com
MO Cert. of Authority - Prof. Engineering #000367 & Prof. Surveying #000214
IL Dsgn. Firm/Lic # Prof. Engr. Prof. Design & Engineering Corp. #184.005079

REVISIONS

P.B. 1488

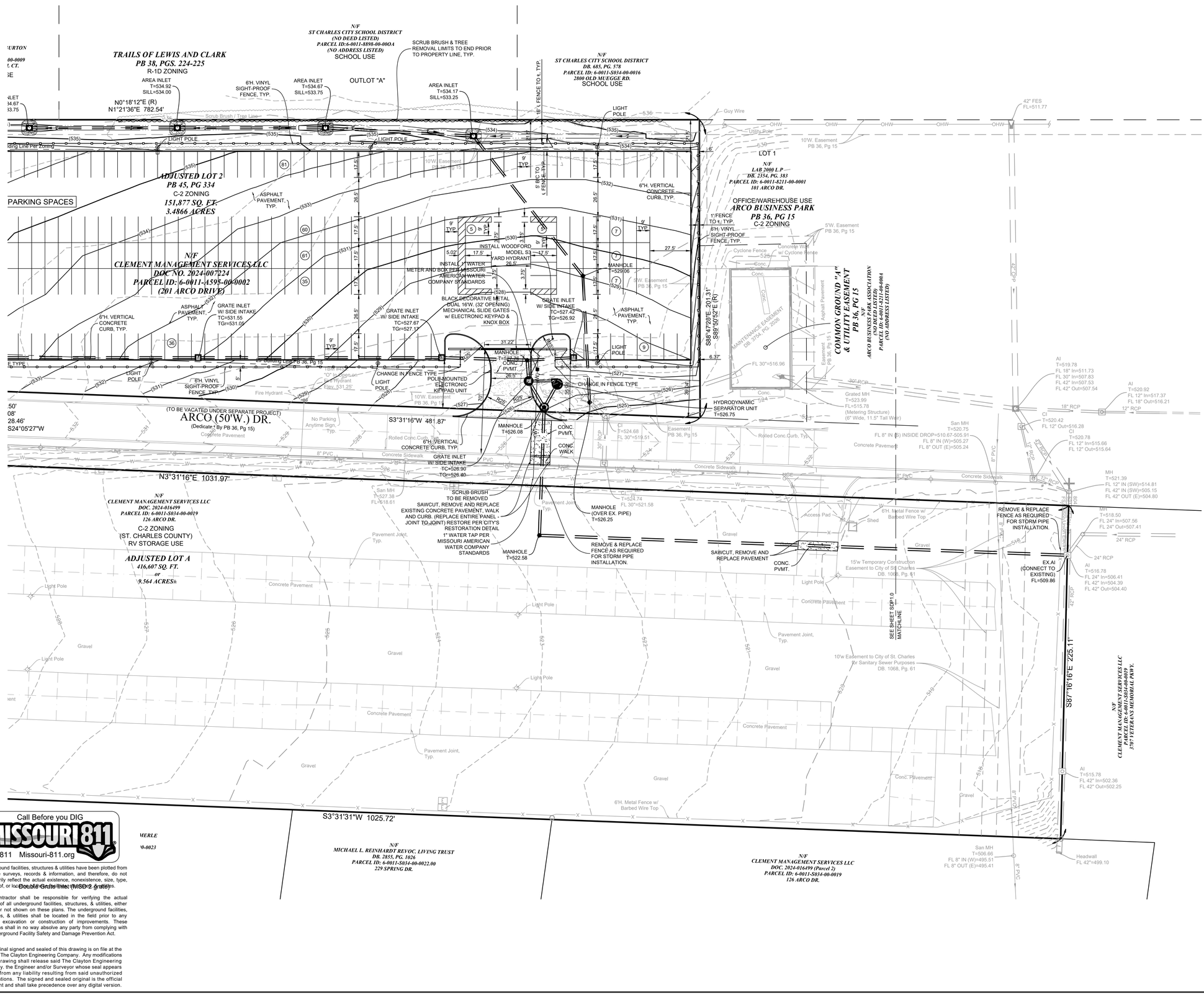
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Prepared for:
RAJ CLEMENT
11387 Mosley Forest Drive
Creve Coeur, MO 63141
314-504-2161

AMENDED SITE DEVELOPMENT PLAN 1
ARCO DRIVE AUTO STORAGE YARD
201 Arco Drive
St. Charles, MO 63301

Erik J. Staley - Professional Engineer (PE-2006000132)
STATE OF MISSOURI
ERIK J. STALEY
NUMBER PE-2006000132
PROFESSIONAL ENGINEER
09/04/2025

Designed	EJS / RKF
Drawn	EJS / RKF
Checked	EJS
Date	September 4, 2025
Project Number	24016
Sheet Number	SDP1.0



0 30' 60'
SCALE IN FEET

Scale 1" = 30'

Note: Caution should be taken in comparing the written scale to the graphic scale to ascertain if this plan has been enlarged or reduced.

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MO Cert. of Authority - Prof. Engineering #000267 & Prof. Surveying #000214
IL Expert Firm Lic. # Prof. Engr. Prof. Design & Engineering Corp. # 184.008079

REVISIONS

F.B. 1488

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RAJ CLEMENT
11387 Mosley Forest Drive
Creve Coeur, MO 63141
314-504-2161

Prepared for:

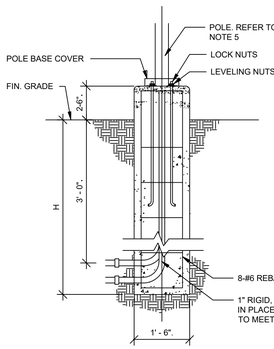
AMENDED SITE DEVELOPMENT PLAN 2
ARCO DRIVE AUTO STORAGE YARD

201 Arco Drive
St. Charles, MO 63301

Erik J. Staley - Professional Engineer (PE-2006000132)
STATE OF MISSOURI
ERIK J. STALEY
NUMBER PE-2006000132
PROFESSIONAL ENGINEER
09/04/2025

Designed	EJS / RKF
Drawn	EJS / RKF
Checked	EJS
Date	September 4, 2025
Project Number	24016
Sheet Number	SDP1.1

POLE HEIGHT (FT.)	FOUNDATION BURIAL DEPTH "H" (FT.)	REINFORCING ROD LENGTH (FT.)
20	6	8.5



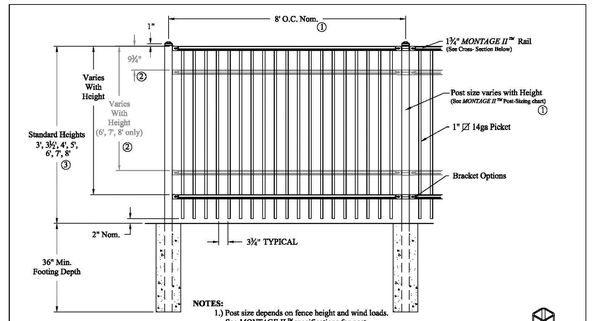
LIGHT POLE BASE DETAIL

NOT TO SCALE

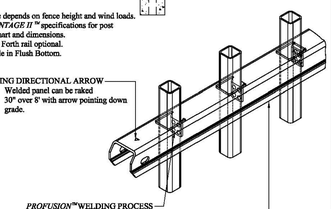
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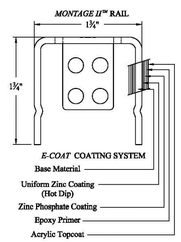
1. TOP OF CONCRETE FOUNDATION. (TROWELL SMOOTH AND LEVEL)
2. CONCRETE SHALL BE 3,000 P.S.I. @ 28 DAYS. CONCRETE SHALL BE VIBRATED.
3. VERIFY OPENING SIZE IN POLE BASE PLATE PRIOR TO SETTING CONDUIT SLEEVES.
4. EXTEND CONDUITS 12" ABOVE TOP OF FORM. TERMINATE CONDUITS WITH INSULATED THROAT BUSHINGS.
5. POLE: SQUARE SHAFT, FABRICATED FROM HIGH TENSILE CARBON STEEL. POLE SHAFT SHALL BE ONE PIECE, ROLLED & FLATTENED INTO SHAPE WITH VERTICAL WELDED SEAM. POLE BASE SHALL BE OF SIMILAR MATERIAL, WELDED TO SHAFT. POLE TOP SHALL BE FLAT STEEL STOCK, PERMANENTLY SECURED TO SHAFT & SEALED WEATHERTIGHT. POLE SHALL BE PROVIDED WITH HANDHOLE & COVER, NOM. 18" ABOVE BASE. POLES SHALL BE PROVIDED WITH ALL ANCHOR BOLTS, NUTS, WASHERS, INSTALLATION TEMPLATES, ETC., REQ'D FOR INSTALLATION.POLE FINISH SHALL BE POLYESTER POWDER COAT, ELECTROSTATICALLY APPLIED OVER CORROSION RESISTANT UNDERCOAT, COLOR AS SELECTED BY ARCHITECT.

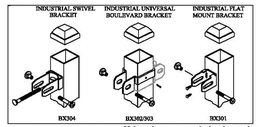
MFGS:
UNITED LIGHTING STANDARDS INC. US POLE CO. INC. VALMONT INDUSTRIES OR EQUIVALENT



NOTES:
1.) Post size depends on fence height and wind loads. See *MONTAGE II* ™ specifications for post sizing chart and dimensions.
2.) Third & Forth rail optional.
3.) Available in Flush Bottom.







HEAVY INDUSTRIAL STRENGTH WELDED STEEL PANEL
PRE-ASSEMBLED

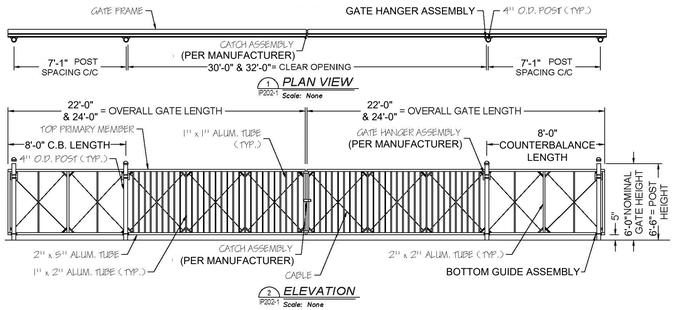
Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.

25SMSO

Title: MONTAGE II MAJESTIC 2/3/4-RAIL			
DR: RTM	SH , 1of 1	SCALE: DO NOT SCALE	
CK: ME	Date 6/28/10		REV: b

AMERISTAR®
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Tulsa, OK 74116
1-888-333-3422
www.ameristarfence.com

ORNAMENTAL BLACK METAL FENCE SHOWN ON THE PLANS SHALL BE 6-FOOT HIGH AMERISTAR MONTAGE II MAJESTIC (3-RAIL), OR PRE-APPROVED EQUAL OR GREATER SUBMITTED DURING BIDDING REQUIRING OWNER & CITY APPROVAL. USE THIS FENCING WHERE NOTED ON THE PLANS.



(REFER TO PLANS FOR LOCATIONS AND SYSTEM REQUIREMENT NOTES FOR GATE OPTIONS AND TYPES ALLOWED FOR USE)
[CANTILEVER DUAL SLIDE GATE VERSION SHOWN ABOVE]

SLIDE GATE DETAIL

NOT TO SCALE

MECHANICAL / ELECTRIC GATE SYSTEM REQUIREMENTS:

1. A BUILDING PERMIT IS REQUIRED FROM THE CITY FOR THE CONSTRUCTION OF THE FENCING AND GATES. THE GENERAL CONTRACTOR IS RESPONSIBLE TO SUBMIT ALL REQUIREMENTS FOR THESE PERMITS.
2. ALL PERIMETER SECURITY FENCING SHALL BE SIGHT PROOF VINYL AND BLACK STEEL (OR HEAVY DUTY ALUMINUM) ORNAMENTAL FENCING / GATES, 6-FOOT HIGH (SEE PLANS FOR LOCATIONS, DETAILS & NOTES FOR MORE INFORMATION).
3. ALL BLACK STEEL (OR HEAVY DUTY ALUMINUM) ORNAMENTAL GATES SHALL BE DUAL SLIDE GATES. GATES SHALL NOT HAVE A CENTER POLE IN THE MIDDLE OF THE GATE OPENINGS. THE ENDS OF THE GATES SHALL INCLUDE CATCH ASSEMBLIES TO SECURE THE TWO ENDS OF THE DUAL GATES TOGETHER WHEN IN THE CLOSED POSITION.
4. THE FENCE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER OF RECORD AND THE ELECTRICAL ENGINEER FOR REVIEW PRIOR TO ORDERING / FABRICATION FOR ALL PARTS AND EQUIPMENT FOR THE COMMERCIAL FENCING, GATES, DUAL SLIDING ROLL GATES, GATE OPERATORS, HORIZONTAL GUIDE ASSEMBLIES, KEYPADS, CATCH ASSEMBLIES, ETC. FOR VEHICULAR ACCESS. THE DUAL SLIDING ROLL GATES (MIN. 30' & 32' OPENINGS) SHALL BE ELECTRICALLY OPERATED, RIDING ON A GROUND MOUNTED FIXED HORIZONTAL RAIL SYSTEM OR A CANTILEVER SYSTEM, WITH A POST MOUNTED ELECTRONIC KEYPAD WITH KEYED BYPASS OPENING OPERATION ON THE EXTERIOR SIDE OF THE FENCE. KEYPAD TO BE INSTALLED 8-FOOT FROM THE GATE TO THE KEYPAD, AT A MINIMUM.
5. ALL MECHANICAL GATES SHALL HAVE A SECURE / LOCKABLE MANUAL OVERRIDE OPTION LOCATED ON THE SECURE SIDE OF THE FENCE IN THE EVENT OF LOSS OF POWER.
6. ALL ASPECTS OF THE FENCE AND GATE DESIGNS ARE TO BE PROVIDED BY THE CONTRACTOR. ALL GATES SHOULD INCLUDE LOCKING MECHANISMS / ELECTRIC SOLENOID TYPE LOCKS BUILT INTO THE OPERATOR SYSTEMS FOR ELECTRICALLY OPERATED GATES.
7. SEE ELECTRICAL PLANS FOR POWER SUPPLY BEING ROUTED TO EACH GATE LOCATION. DESIGN OF THE CONNECTION / WIRING BETWEEN THE GATE SYSTEMS, KEYPADS, ETC. IS THE RESPONSIBILITY OF THE CONTRACTOR.
8. FIRE DEPARTMENT ACCESS MUST BE INCORPORATED INTO THE DESIGN OF THE ELECTRONIC GATE SYSTEMS BY MEANS OF A KNOX BOX SECURELY MOUNTED ON A FREESTANDING STEEL POLE OR FENCE POLE (PER MANUFACTURER'S RECOMMENDATIONS) AND MEETING CITY OF ST. CHARLES FIRE DEPARTMENT REQUIREMENTS. MANUAL KEYED ACCESS FOR THE FIRE DEPARTMENT IS REQUIRED TO BE INCORPORATED INTO THE KEYPAD UNIT / GATE SYSTEMS.

Call Before you DIG
MISSOURI 811
Dial 811 Missouri-811.org

Underground facilities, structures & utilities have been plotted from available surveys, records & information, and therefore, do not necessarily reflect the actual existence, nonexistence, size, type, number of, or location of these facilities, structures & utilities.

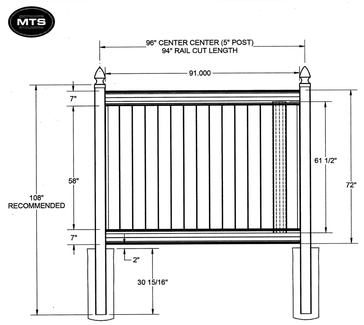
The Contractor shall be responsible for verifying the actual location of all underground facilities, structures, & utilities, either shown or not shown on these plans. The underground facilities, structures, & utilities shall be located in the field prior to any grading, excavation or construction of improvements. These provisions shall in no way absolve any party from complying with the Underground Facility Safety and Damage Prevention Act.

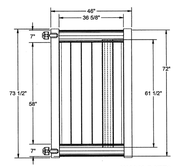
The original signed and sealed of this drawing is on file at the office of The Clayton Engineering Company. Any modifications to this drawing shall release said The Clayton Engineering Company, the Engineer and/or Surveyor whose seal appears hereon from any liability resulting from said unauthorized modifications. The signed and sealed original is the official document and shall take precedence over any digital version.

PRIVACY **FENCING — LEGEND DECORATIVE**

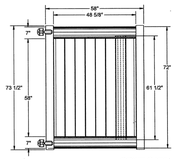
6 H X 8 W — 2" X 7" RAIL SOLID PRIVACY (72" HIGH)

DESCRIPTION	UNIT QTY	White		Tan		Black	
		MH PART#	MFG#	MH PART#	MFG#	MH PART#	MFG#
6'x8' Solid Panel (72"), 2"x7" Rail	14	10821W	73040003	10821T	73040009	10821K	73040025
5"x5"x108" Line Post	54	10822W	73025999	10822T	73028002	10822K	73040406
5"x5"x108" Corner Post -	54	10824W	73028000	10824T	73028003	10824K	73040407
5"x5"x108" End Post	54	10823W	73028001	10823T	73028004	10823K	73040408
5"x5" Pyramid Post Top	160	532944	73003093	532940	73003769	10022K	73024883
5"x5" Internal Post Top	200	521824	73007092	521820	73007093	10023K	73024884
6'x46" Solid Walk Gate (72")	12	10825W	73040007	10825T	73040023	10825K	73040029
6'x58" Solid Drive Gate (72")	12	10826W	73040008	10826T	73040024	10826K	73040030





WALK GATE*



DRIVE GATE*

DESCRIPTION	QTY
2X7X94 RG EXTR WHITE	2
.875X5X81.5 WI.035W EXTR T&G WHITE	15
1.02X1.375X5X.375 EXTR U-CHANNEL	2



Bottom Rail End View

Alternative options available for post tops, gate post inserts and other accessories.

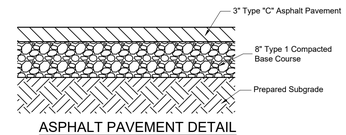
See pages 87-90 for more information.

Description:	Black SKU
Boerboel® Heavy-Duty Contemporary Wrap Hinge	73014300
Boerboel® Gate Handle	73014320
Boerboel® Gate Stop	73014321
Boerboel® 24" Heavy-Duty Drop Rod	73014305
GardDog™ Locking Gravity Latch 2-Sided Key Access	73024418
5"x5"x106" Gate Post Insert	73003463

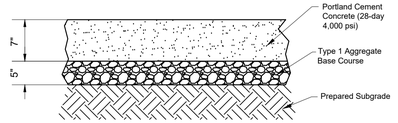
*POOL CODE — *Must not use cross brace on gates when installing around a pool.*

WIND CODE — *We warranty our products to withstand up to 60 MPH winds without additional reinforcements. With additional reinforcements, we warranty up to 115 MPH wind gusts.*

VINYL SIGHT PROOF FENCE TO BE 6-FOOT HIGH SOLID PRIVACY MASTER HALCO LEGEND DECORATIVE (COLOR SELECTION: MUST BE EARTH TONE PER CITY CODE) WITH PYRAMID POST TOP, OR PRE-APPROVED EQUAL OR GREATER SUBMITTED DURING BIDDING REQUIRING OWNER & CITY APPROVAL. USE THIS FENCING WHERE NOTED ON THE PLANS.



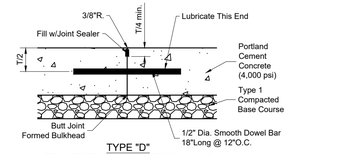
ASPHALT PAVEMENT DETAIL



CONCRETE PAVEMENT DETAIL

PAVEMENT DETAILS

NOT TO SCALE



TYPE "D"

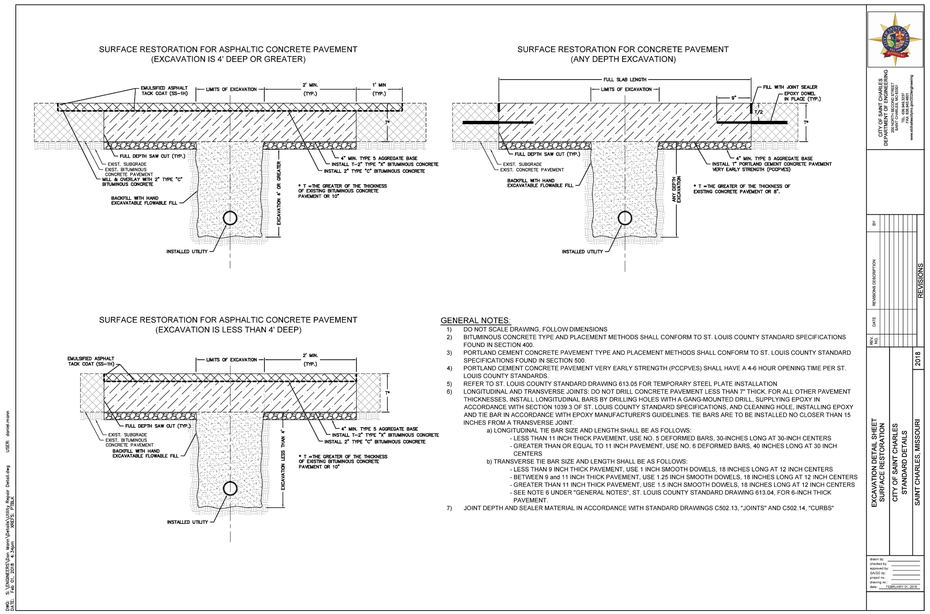
TRAVERSE CONSTRUCTION JOINT

Not to Scale

(for use at the end of each work day when pouring concrete and at connections between new & existing pavements, sidewalks, and curb & gutter)

CONCRETE PAVEMENT JOINT DETAIL

Not to Scale



GENERAL NOTES:

1) DO NOT SCALE DRAWING, FOLLOW DIMENSIONS
2) BITUMINOUS CONCRETE TYPE AND PLACEMENT METHODS SHALL CONFORM TO ST. LOUIS COUNTY STANDARD SPECIFICATIONS FOUND IN SECTION 400.
3) PORTLAND CEMENT CONCRETE PAVEMENT TYPE AND PLACEMENT METHODS SHALL CONFORM TO ST. LOUIS COUNTY STANDARD SPECIFICATIONS FOUND IN SECTION 500.
4) PORTLAND CEMENT CONCRETE PAVEMENT VERY EARLY STRENGTH (PCCPVES) SHALL HAVE A 4-6 HOUR OPENING TIME PER ST. LOUIS COUNTY STANDARDS.
5) REFER TO ST. LOUIS COUNTY STANDARD DRAWING 613.05 FOR TEMPORARY STEEL PLATE INSTALLATION
6) LONGITUDINAL AND TRANSVERSE JOINTS: DO NOT DRILL CONCRETE PAVEMENT LESS THAN 7" THICK. FOR ALL OTHER PAVEMENT THICKNESSES, INSTALL LONGITUDINAL BARS BY DRILLING HOLES WITH A GANG-MOUNTED DRILL, SUPPLYING EPOXY IN ACCORDANCE WITH SECTION 1039.3 OF ST. LOUIS COUNTY STANDARD SPECIFICATIONS, AND CLEANING HOLE, INSTALLING EPOXY AND TIE BAR IN ACCORDANCE WITH EPOXY MANUFACTURER'S GUIDELINES. TIE BARS ARE TO BE INSTALLED NO CLOSER THAN 15 INCHES FROM A TRANSVERSE JOINT.
   a) LONGITUDINAL TIE BAR SIZE AND LENGTH SHALL BE AS FOLLOWS:
      - LESS THAN 11 INCH THICK PAVEMENT, USE NO. 5 DEFORMED BARS, 30-INCHES LONG AT 30-INCH CENTERS
      - GREATER THAN OR EQUAL TO 11 INCH PAVEMENT, USE NO. 6 DEFORMED BARS, 40 INCHES LONG AT 30 INCH CENTERS
   b) TRANSVERSE TIE BAR SIZE AND LENGTH SHALL BE AS FOLLOWS:
      - LESS THAN 9 INCH THICK PAVEMENT, USE 1 INCH SMOOTH DOWELS, 18 INCHES LONG AT 12 INCH CENTERS
      - BETWEEN 9 and 11 INCH THICK PAVEMENT, USE 1.25 INCH SMOOTH DOWELS, 18 INCHES LONG AT 12 INCH CENTERS
      - GREATER THAN 11 INCH THICK PAVEMENT, USE 1.5 INCH SMOOTH DOWELS, 18 INCHES LONG AT 12 INCH CENTERS
      - SEE NOTE 6 UNDER "GENERAL NOTES", ST. LOUIS COUNTY STANDARD DRAWING 613.04, FOR 6-INCH THICK PAVEMENT.
7) JOINT DEPTH AND SEALER MATERIAL IN ACCORDANCE WITH STANDARD DRAWINGS C502.13, "JOINTS" AND C502.14, "CURBS"

CITY OF SAINT CHARLES
DEPARTMENT OF PUBLIC WORKING
200 NORTH 2ND STREET
SAINT CHARLES, MISSOURI 63301
PH: 636.949.3300
www.stcharlescitymo.gov

REVISIONS

NO	DATE	DESCRIPTION	BY

EXCAVATION DETAIL SHEET
SURFACE RESTORATION
CITY OF SAINT CHARLES
STANDARD DETAILS
SAINT CHARLES, MISSOURI
2016

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the clayton engineering company, Inc.
ENGINEERS - SURVEYORS - PLANNERS
2200 WEST PORT PLAZA DRIVE, SUITE 220
ST. LOUIS, MISSOURI 63146-3307
(314) 692-8888 FAX: (314) 692-8888 claytoneng.com
MO Cert. of Authority - Prof. Engineering #000267 & Prof. Surveying #000214
IL Dsgn'r Financial & Prof. Rep. Prof. Design & Engineering Corp. # 184.008079

Prepared for:

RAJ CLEMENT
11387 Mosley Forest Drive
Creve Coeur, MO 63141
314-504-2161

AMENDED SITE DEVELOPMENT DETAILS & NOTES
ARCO DRIVE AUTO STORAGE YARD

201 Arco Drive St. Charles, MO 63301

F.B. 1468

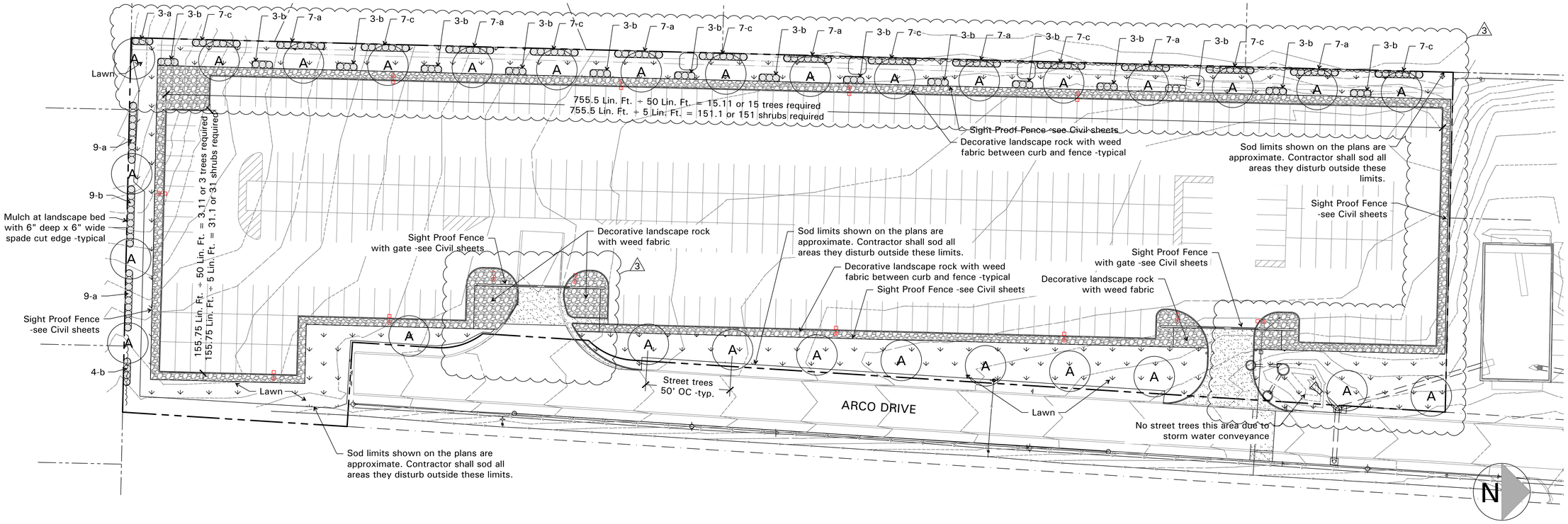
Erik J. Staley - Professional Engineer
PE-2006000132



09/04/2025

Designed	EJS / RKF
Drawn	EJS / RKF
Checked	EJS
Date	September 4, 2025
Project Number	24016
Sheet Number	SDP2.0

DGN: S:\24xxx\24016_CLEMENT\Plan\Cement Area_SDP02.dwg
DATE: 9/4/2025 8:36am
USER: stanleye
PLOTTED: 9/3/2025 7:56 PM



1 Landscape Planting Plan

0 30' 60'
Scale: 1" = 30'

LEGEND:

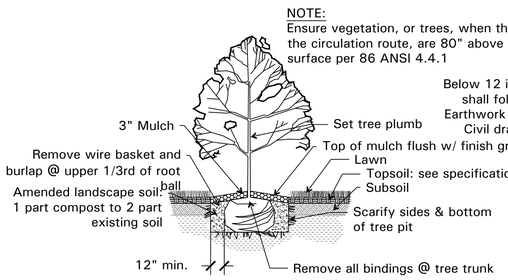
Symbol	Description
A	Shade Tree
	Landscape bed with hardwood bark mulch
	Lawn
	Decorative landscape rock -see schedule

3

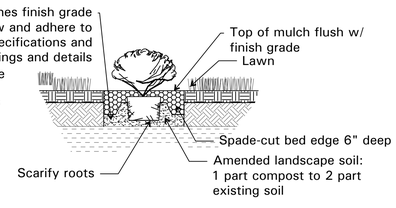
Landscape Schedule					
Key	Qty.	Common Name	Botanical Name	Size	Comment
A	29	Honey Locust	Gleditsia triacanthos f. inermis 'Skycole'	2.5" Cal./ B&B	Drought tolerant
a	70	Juniper	Juniperus chinensis 'Gold Lace'	5 Gal.	Drought tolerant
b	58	Forsythia	Forsythia x intermedia 'Lynwood Gold'	5 Gal.	Drought tolerant
c	56	Nine Bark	Physocarpus opulifolius 'Amber Jubilee'	5 Gal.	Drought tolerant
26,250		+/- Sq. Ft. Fescue Sod			
3,000		+/- Sq. Ft. Double Ground Bark Mulch			
11,500		+/- Sq. Ft. 3" Decorative landscape rock: size 1" – 1 ½" Color: brown & tan river pebble, naturally rounded w/ 8 oz non-woven weed		to be field approved by owner	

PLANTING NOTES:

1. Landscape quantities shown for reference and bid comparison only, contractor to furnish and install plant quantities shown on plan. Notify Owner/ Landscape Architect of any discrepancies.
2. CONTRACTOR SHALL WATER ALL LANDSCAPE PLANTINGS FOR THIRTY (30) DAYS AFTER INITIAL ACCEPTANCE -SEE SPECIFICATIONS.
3. SOD SHALL BE WATERED AND MAINTAINED FOR THIRTY (30) DAYS AFTER INITIAL ACCEPTANCE -SEE SPECIFICATIONS.
4. Contractor shall provide one-year guarantee for all plant materials and 90 days for all lawn areas. One-guarantee period begins upon owner acceptance of landscape plantings and lawn areas -see specifications.
5. Contractor to review and field verify existing and proposed conditions prior to construction.
6. Contractor to coordinate and cooperate with other trades.
7. Contractor to adjust plantings as field directed by owner and or as unforeseen field conditions require. All field changes to be documented and provided to owner prior to initial acceptance.
8. No trees shall be planted within ten (10) foot of private or public utilities unless approved by owner.
9. Proposed plant material to be approved by owner/ landscape architect -see specifications.
10. Contractor is responsible for installing all plant material, sod, topsoil and mulch as shown on plan and in specifications.
11. Plan(s) do not constitute contractor means and methods. Job site safety and project coordination is responsibility of contractor(s).



SHADE TREE PLANTING DETAIL



SHRUB PLANTING DETAIL

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DERMODY & ASSOCIATES
LANDSCAPE ARCHITECTS
Uisce - beatha
ph# 314.205.8871
Missouri Certificate of Authority
#200902208

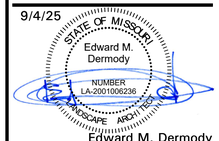
Landscape Construction Plan Set for:
ARCO DRIVE AUTO STORAGE YARD
201 Arco Drive
St. Charles, MO 63301

Drawing prepared for:
The Clayton Engineering Company
2288 Welsch Rd.
St. Louis, MO 63145

Revisions:

No.	Description	Date:
2	Owner comment	1/8/25
3	Add auto storage	9/4/25

9/4/25



Edward M. Dermody
Landscape Architect
LA-2001006236

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Issue Date: November 13, 2024

Drawn by: EMD

Checked By:EMD

Sheet Title
Planting Plan

Project Number: 713.056

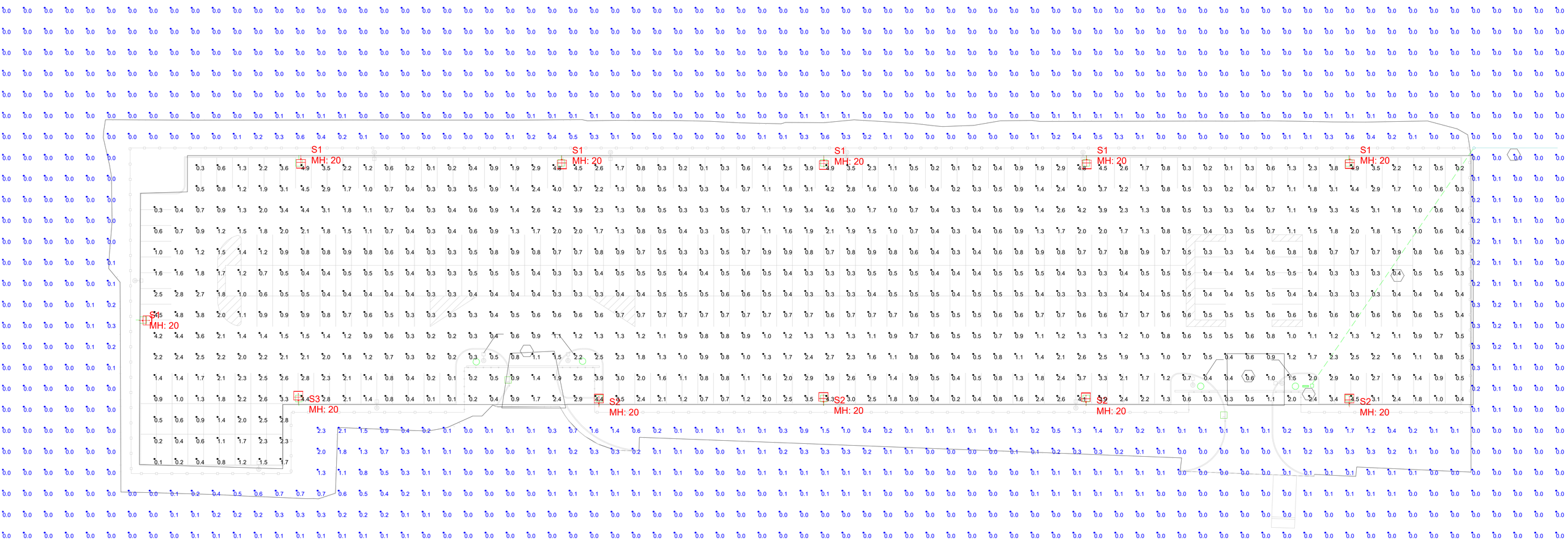
L1.0

FIXTURES MOUNTED AT 20' INCLUDING BASE
LIGHT LEVEL CALCUALTED ON THE GROUND

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
PARKING LOT	Illuminance	Fc	1.21	4.9	0.1	12.1	49.0
SPILL LIGHT	Illuminance	Fc	0.07	2.3	0.0	N.A.	N.A.
ENTRANCE 1	Illuminance	Fc	1.40	2.4	0.8	1.8	3.0
ENTRANCE 2	Illuminance	Fc	0.78	1.1	0.5	1.6	2.2
PARKING LOT	Illuminance	Fc	1.20	4.9	0.1	12.0	49.0

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	LLF	Lum. Watts	Total Watts	Description
	6	S1	Single	0.900	147.6	885.6	GALN-SB2D-740-U-SL4-HSS
	4	S2	Single	0.900	100.9	403.6	GALN-SB2C-740-U-T4W
	1	S3	Single	0.900	147.6	147.6	GALN-SB2D-740-U-5WQ

DESIGN IS BASED ON CURRENT INFORMATION PROVIDED AT THE TIME OF REQUEST.
ANY CHANGES IN MOUNTING HEIGHT OR LOCATION, LAMP WATTAGE, LAMP TYPE, AND
EXISTING FIELD CONDITIONS, THAT EFFECT ANY OF THE PREVIOUSLY MENTIONED, WILL
VOID CURRENT LAYOUT AND REQUIRE A CHANGE REQUEST AND RECALCULATION.



ENTRANCE 1

Illuminance (Fc)
Average = 1.40
Maximum = 2.4
Minimum = 0.8
Avg/Min Ratio = 1.8
Max/Min Ratio = 3.0

PARKING LOT

Illuminance (Fc)
Average = 1.20
Maximum = 4.9
Minimum = 0.1
Avg/Min Ratio = 12.0
Max/Min Ratio = 49.0

ENTRANCE 2

Illuminance (Fc)
Average = 0.78
Maximum = 1.1
Minimum = 0.5
Avg/Min Ratio = 1.6
Max/Min Ratio = 2.2

Project		**Catalog #**		**Type**	
Prepared by		**Notes**		**Date**	



McGraw-Edison

GALN Galleon II

Area / Site Luminaire

Product Features

Light ARchitect™

Interactive Menu

- Ordering Information page 2
- Mounting Details page 3
- Optical Distributions page 5
- Product Specifications page 5
- Energy and Performance Data page 6
- Control Options page 13

Product Certifications

Quick Facts

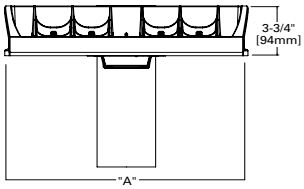
- Lumen packages range from 3,300 - 99,100 (33W - 658W)
- 17 optical distributions
- Efficacy up to 171 lumens per watt

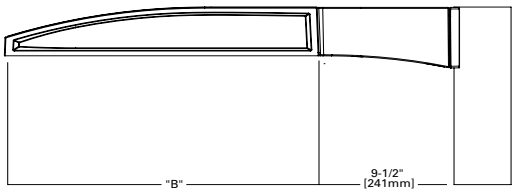
Connected Systems

- Wavelinx LITE Wireless
- Wavelinx PRO Wireless
- AirMesh Wireless

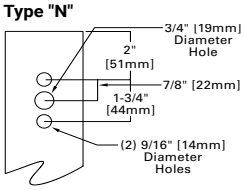
Dimensional Details

Standard Pole Mount Arm





Pole Drilling Pattern
Type "N"



Number of Light Squares	Width "A"	Housing Length "B"	Weight with Standard or QM Arm	EPA with Standard or QM Arm
1-4	16"	22"	29 lb	0.95
5-6	22"	22"	39 lb	0.95
7-9	22"	28-1/8"	48 lb	1.1

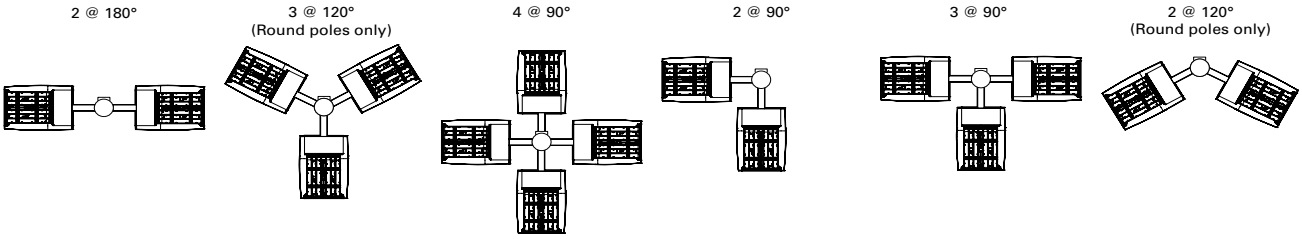
NOTES: For arm selection requirements and additional line art, see Mounting Details section.

NOTES:
1. Visit https://www.designlights.org/search/ to confirm qualification. Not all product variations are DLC qualified.
2. IDA Certified (3000K CCT and warmer only, fixed mounting options)

McGraw-Edison GALN Galleon II

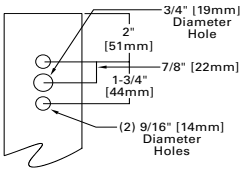
Mounting Details

Pole Configuration Options

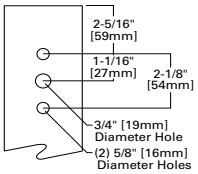


Pole Drilling Patterns

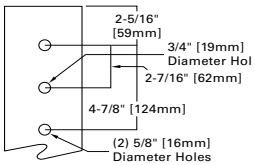
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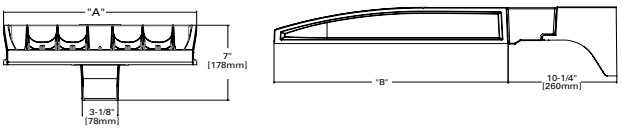
Type "R"



Type "M"

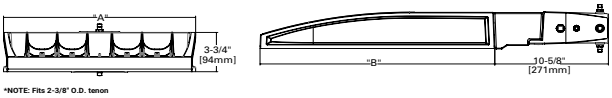


Quick Mount Universal Arm (QU)



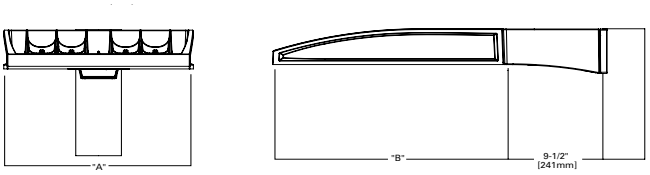
*NOTE: Universal bolt pattern compatible with Type N through Type M drilling patterns

Quick Mount Mast Arm (QMA)



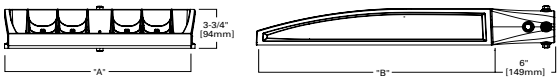
*NOTE: Fits 2-3/8" O.D. tenon

Pole Mount Arm with Quick Mount Adaptor (QM)



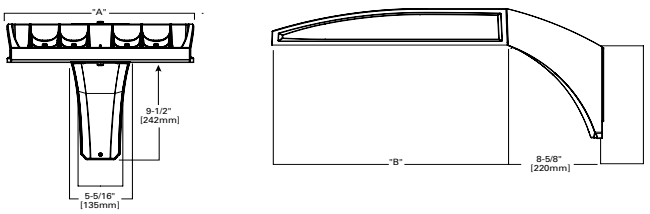
*NOTE: Use Type N drilling pattern

Mast Arm, Fixed (MA)



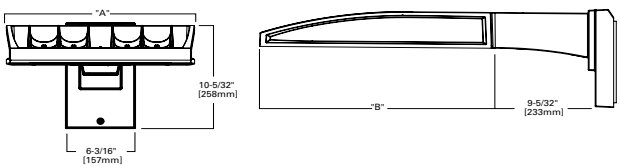
*NOTE: Fits 2-3/8" O.D. tenon

Upswept Arm (UP)



*NOTE: Universal bolt pattern compatible with Type N through Type M drilling patterns

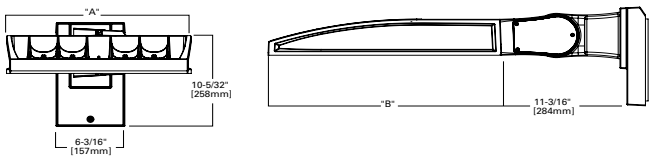
Wall Mount, Fixed (WM)



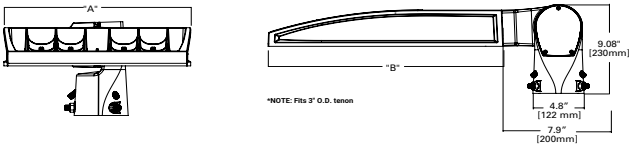
McGraw-Edison — GALN Galleon II

Mounting Details

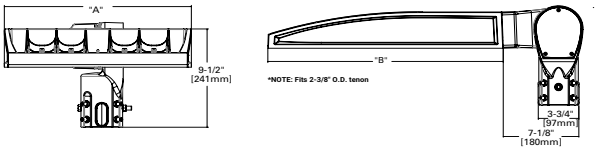
Wall Mount, Adjustable (WA)



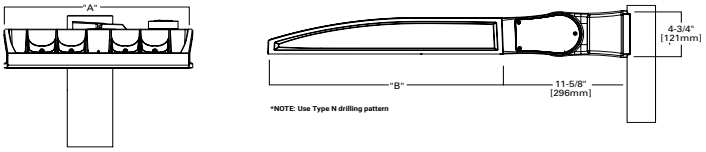
3" Slipfitter, Adjustable (SP)



2-3/8" Slipfitter, Adjustable (SP2)

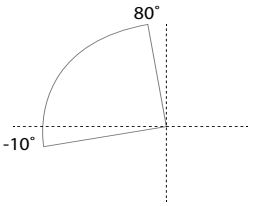


Pole Mount, Adjustable Arm (PA)



Adjustable Arm Range of Motion

- Includes WA, SP, SP2 and PA mounting options
- Adjustable in increments of 5°
- Must maintain downward facing orientation

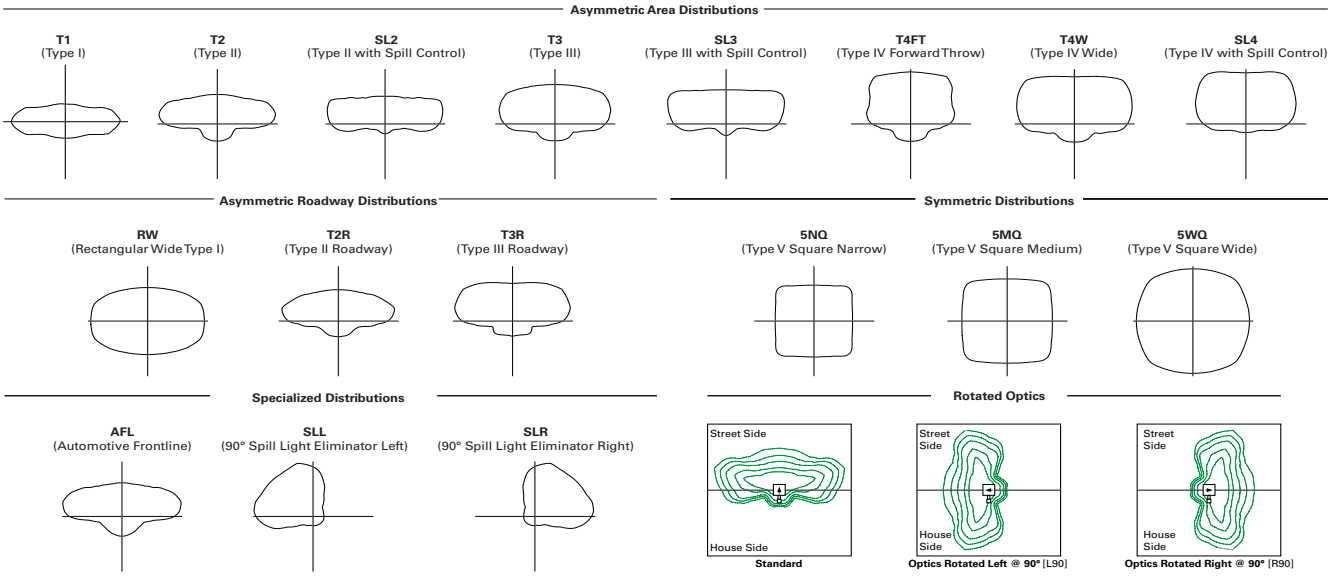


Fixture Weights and EPAs

Tilt Angle (Degrees)	Number of Light Squares	Weight	1 @ 90°	2 @ 180°	2 @ 90°	2 @ 120°	3 @ 90°	3 @ 120°	4 @ 90°
0°	1-4	33.5 lb (15.2 kg)	0.85	1.70	1.46	1.66	2.31	2.25	2.35
	5-6	43.5 lb (19.7 kg)	0.86	1.71	1.62	1.80	2.49	2.35	2.50
	7-9	52.5 lb (23.8 kg)	0.98	1.95	1.75	1.98	2.73	2.55	2.76
15°	1-4	33.5 lb (15.2 kg)	1.10	1.71	1.95	2.26	2.81	3.30	2.87
	5-6	43.5 lb (19.7 kg)	1.42	1.71	2.27	2.72	3.13	3.63	3.15
	7-9	52.5 lb (23.8 kg)	1.69	1.96	2.67	3.22	3.65	4.38	3.72
30°	1-4	33.5 lb (15.2 kg)	1.72	1.81	2.58	3.21	3.44	4.59	3.53
	5-6	43.5 lb (19.7 kg)	2.26	2.29	3.11	4.00	3.97	5.27	4.00
	7-9	52.5 lb (23.8 kg)	2.75	2.85	3.73	4.83	4.71	6.45	4.81
45°	1-4	33.5 lb (15.2 kg)	2.25	2.36	3.10	4.00	3.96	5.63	4.08
	5-6	43.5 lb (19.7 kg)	2.96	2.99	3.81	5.06	4.67	6.49	4.71
	7-9	52.5 lb (23.8 kg)	3.63	3.76	3.73	6.17	5.59	8.03	5.73
60°	1-4	33.5 lb (15.2 kg)	2.63	2.77	3.49	4.58	4.34	6.21	4.48
	5-6	43.5 lb (19.7 kg)	3.46	3.51	4.32	5.84	5.19	7.01	5.22
	7-9	52.5 lb (23.8 kg)	4.27	4.44	5.25	7.15	6.23	8.80	6.40

McGraw-Edison GALN Galleon II

Optical Distributions



Product Specifications

Construction
- Die-cast aluminum housing and heat sink
- Three housing sizes, using 1 to 9 light squares

Optics
- High-efficiency injection-molded AccuLED Optics technology
- 17 optical distributions for area site and roadway applications
- 3 shielding options include HSS, GRS and PFS
- IDA Certified (3000K CCT and warmer only, fixed mounting options)

Electrical
- Removable power tray assembly includes drivers, surge modules and control modules for ease of maintenance and serviceability
- Standard with 0-10V dimming
- Standard with 10kV surge module, optional 20kV surge module
- Suitable for operation in -40°C to 40°C ambient environments. Optional 50°C high ambient (HA) configuration
- Luminaire available with the field adjustable dimming controller (FADC) to manually adjust wattage and reduce the total lumen output and light levels. Comes pre-set to the highest position at the lumen output selected

Mounting
- Arms are factory installed, enabling closed-housing installation
- All arms suitable for round or square pole installation
- All arms provide clearance for multiple fixture installations at 90°

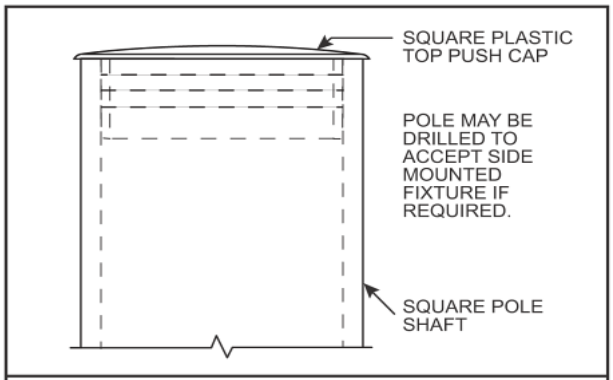
Finish
- 6 standard finishes use super durable TGIC polyester powder coat paint, providing 2.5 mil nominal thickness and salt-spray tested to 3,000 hours per ASTM B117
- RAL and custom color matches available
- Coastal Construction (CC) option salt-spray tested to 5,000 hours per ASTM B117, achieving a scribe rating of 9 per ASTM D1654

Typical Applications
- Outdoor, Parking Lots, Walkways, Roadways, Building Areas

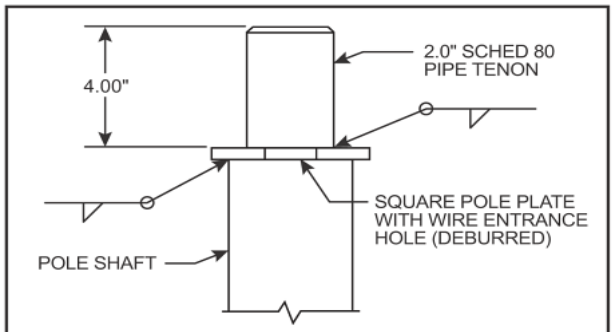
Warranty
- Five-year limited warranty. Consult website for details. www.cooperlighting.com/legal

DS330 - Fatigue Resistant Square Non-Tapered Steel Pole

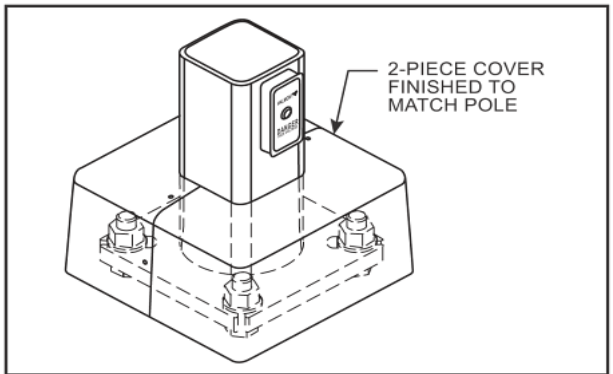
valmont STRUCTURES



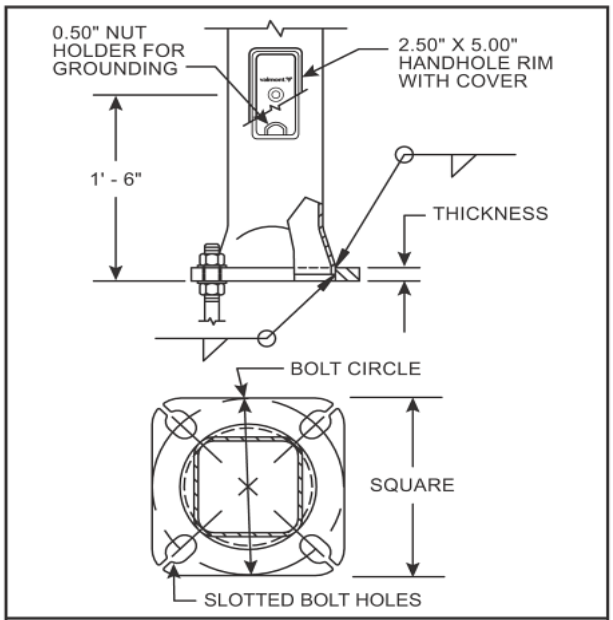
CAP DETAIL (STANDARD)



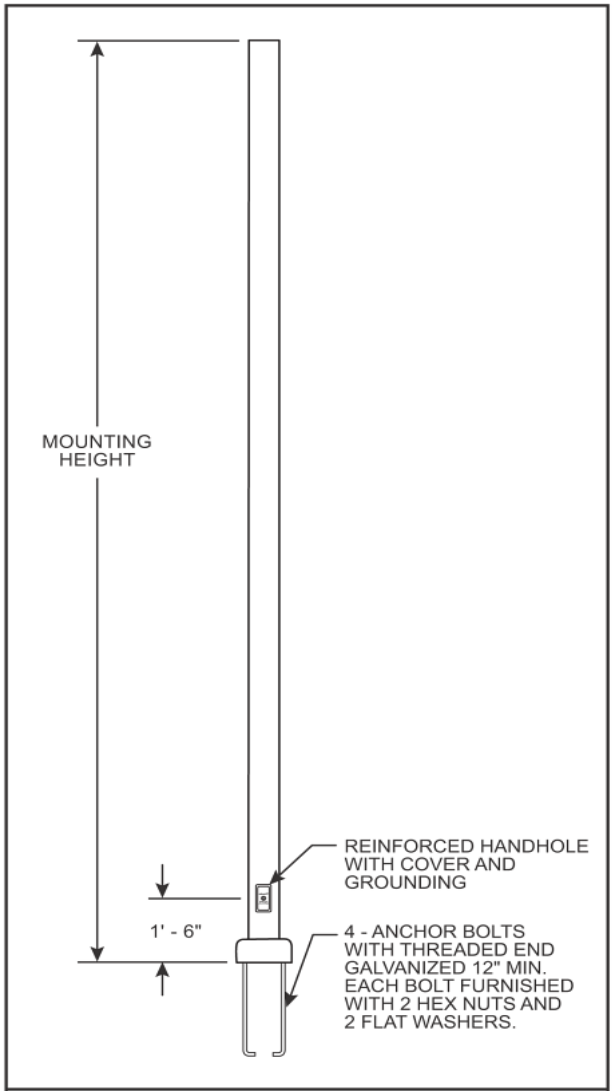
P2 TENON DETAIL (OPTIONAL)



FULL BASE COVER (STANDARD)



POLE BASE AND HANDHOLE DETAIL



DS330 POLE DETAIL

SPC7207 12/17 valmontstructures.com carries the most current spec information and supersedes these guidelines.

AGENDA ITEM #8

STAFF REPORT
SITE PLAN CASE NO. SP-2025-08
BOULDERS AT SOUTHPOINTE

OCTOBER 20, 2025
BY LARA BERRY

APPLICANT:	Mark Walburg ARCO Construction - St. Louis 900 North Rock Hill Road Saint Louis, Missouri 63119
OWNER:	Porterhouse Development LLC 1610 Des Peres Road, Ste. 385 Des Peres, Missouri 63131
ADDRESS/LOCATION:	Southpointe Development - The property is generally located north and south of Arena Pkwy, east of the intersection with Hwy 364. Ward 4
ACREAGE:	Approximately 8.75 acres (Multi-Family Development) 14 acres (Overall Planned Development)
ZONING:	PD-MU Planned Development Mixed-Use

REQUEST

The applicant has submitted a Site Plan application for the Boulders at Southpointe Apartments, a new multi-family residential development proposed within the City of St. Charles. The project site is part of an approximately 14-acre Planned Development–Mixed Use (PD-MU). As part of the PD-MU process, a Preliminary Development Plan was approved through Ordinance No. 24-071 during the rezoning phase. That plan was conceptual in nature and intended to serve as a guide for reviewing future, site-specific development proposals as individual users and project phases were identified. This Site Plan application provides detailed review of the proposed apartment complex, including building architecture, parking layout, landscaping, and site circulation. The remainder of the site (commercial components) will be reviewed via future submittals when specific users have been identified by the developer.

ANALYSIS

The submitted proposal consists of six (6) apartment buildings and documents the establishment of common open space, walking paths between buildings, a dog park, a sport/pickleball court, seven (7) multi-vehicle garages, a clubhouse/office, and a pool. Per the submitted narrative, this development would be completed in two (2) phases. The complex will consist of a mixture of one-, two-, and three-bedroom units for a total of 213 dwelling units, which is compliant with density standards set at the zoning phase (Ord. 24-071).

Architectural Design

During the PD-MU review, the applicant proposed a reduction in masonry from 100% to 20% for the residential buildings. While proposed, that reduction was not approved by the City as an exception from the City as current standards allow sufficient flexibility to accommodate the use of accent materials when they complement the overall building design. Although the masonry reduction was not formally approved as an exception through the PD-MU, the elevations submitted at that time demonstrated a design concept generally supported by staff (see Figure 1).



Figure 1: Rendering of proposed apartment buildings, submitted with the 2024 PD-MU application.

Under the current application, the applicant is staying true to their narrative by proposing a mixture of building materials that includes manufactured stone veneer (precast concrete), Hardie board siding (vertical and horizontal), and Woodtone lap siding (composite/fiber cement). Sample elevations are provided in Figure 2 below and Figure 3 on the next page, with full elevations for each building attached to this report. In this case, the proposed "masonry" percentage for each apartment building ranges from 21-23% and the garages at 30%.

While the manufactured stone veneer does not meet the strict definition of "masonry", which requires natural building stone (e.g., granite, limestone, sandstone), the Architectural and Design Standards allow for alternative exterior finish materials to be considered and approved by the Planning and Zoning Commission based on the overall design and its compatibility with the existing surrounding developments. Staff finds that the proposed material satisfies the intent of the standard by providing a durable, visually compatible appearance consistent with natural stone.



Figure 2: Sample of proposed apartment building elevations.

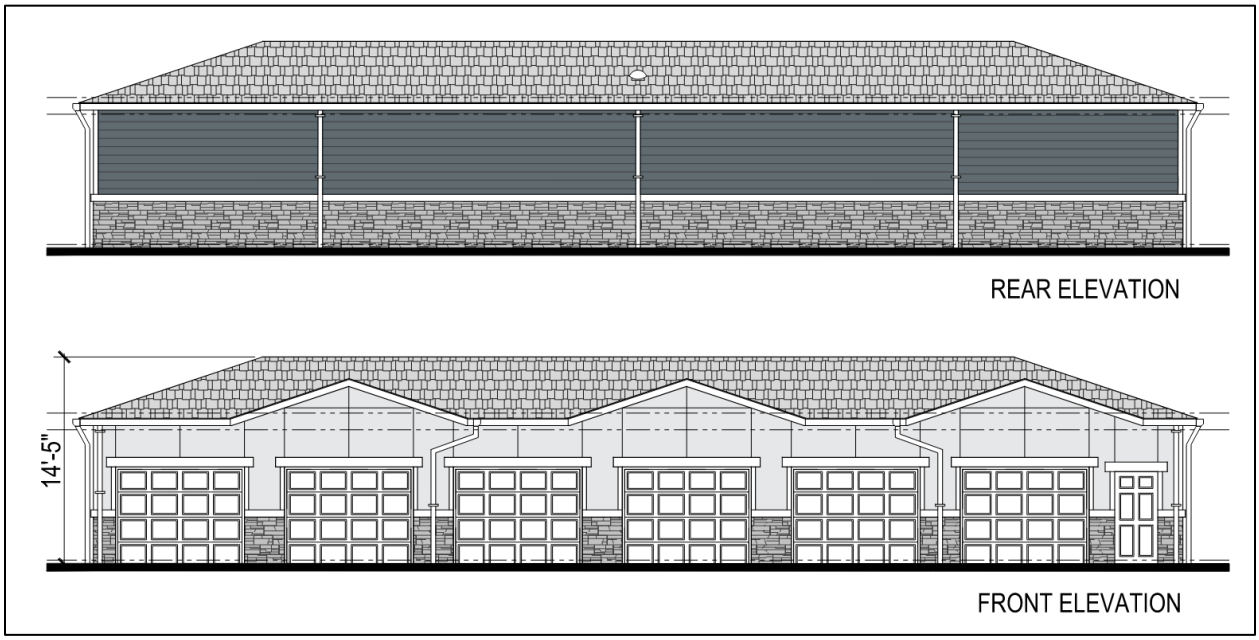


Figure 3: Sample of proposed garage elevations.

Landscaping & Setbacks

The Site Plan reflects the previously approved exceptions, including a reduced rear yard setback along Hemsath Road (from 25 feet to 15 feet) and a reduced parking lot buffer along the public right-of-way (from 15 feet to 10 feet). While the buffer width reductions were approved, the number of required plantings remains unchanged. Staff notes that several air-conditioning units may be visible from the right-of-way and will require screening. Staff will verify compliance with mechanical screening requirements upon building permit submittal.

Access & Parking

The Southpointe Development Plan includes the relocation of Hemsath Road south of Arena Parkway, aligning it with the northern section of Hemsath Road and establishing a new signalized intersection at Arena Parkway. This relocation will provide direct access through the center of the development and to the main entrance of the apartment complex, with a secondary access point provided at the southern end of the site.

As part of the approved PD-MU plan, the residential portion of the development received an exception to reduce parking from two (2) spaces per dwelling unit to 1.7 spaces per unit. Both the access plan and reduced parking ratio are consistent with the approved Preliminary Development Plan.

Lighting

While lighting fixture cut sheets and a photometric plan were included with the submittal, the fixtures proposed at the Site Plan stage are sometimes not available during construction. Staff notes that sidewalk illumination appears deficient in some areas and will review final lighting details and photometric compliance during the building permit stage.

STAFF RECOMMENDATION

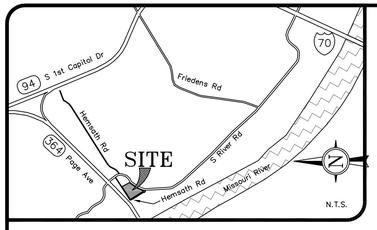
After reviewing the Site Plan, the City's Zoning Ordinance, the Southpointe Development Plan Ordinance, and surrounding development patterns, staff finds the proposal consistent with the design objectives of the Code and generally in keeping with the intent of the PD-MU standards. The Department of Community Development recommends approval of the Site Plan, subject to the following conditions:

1. Final review of the proposed lighting and photometric plan will be reviewed for compliance upon the submittal of a building permit.
2. Upon the submittal of a building permit, staff will verify the landscaping will screen the height of the equipment.

Recommended Motion:

Motion to approve Site Plan application SP-2025-08 for the Boulders at Southpointe, as conditioned by staff.

BOULDERS AT SOUTHPOINTE
A SITE PLAN



EXEMPTIONS LIST

DEVELOPMENT STANDARDS BASED ON THE BASE ZONING OF R-3A WITH A PD-MU ZONING DISTRICT

1. SECTION 400.17.E.4
   MAXIMUM HEIGHT OF BUILDING SHALL BE (3) STORIES OR FORTY-FIVE (45) FEET. (PROPOSED 4 STORY BUILDINGS)
2. SECTION 400.17.E.5.D
   MINIMUM HORIZONTAL DISTANCE BETWEEN BUILDINGS ON THE SAME LOT SHALL BE THIRTY (30) FEET. (PROPOSED 25 FEET)
3. SECTION 400.670
   PARKING REQUIREMENTS ARE 2 PARKING STALLS PER DWELLING UNIT (PROPOSED PARKING AT 1.70 STALLS PER DWELLING UNIT)
4. SECTION 400.965.A.1
   ALL STRUCTURES SHALL HAVE EXTERIOR FINISHED WALLS COMPOSED OF ONE HUNDRED PERCENT (100%) MASONRY ON ALL SIDES OF THE STRUCTURE AND SHALL BE DESIGNED SO AS TO MATCH OR COMPLIMENT EXISTING BUILDINGS IN THE VICINITY OR BE MODIFIED WITH THE CONSENT OF THE PLANNING AND ZONING COMMISSION VIA SITE PLAN APPROVAL.

DEVELOPMENT NOTES:

TREE PRESERVATION - A PERMIT SHALL BE REQUIRED FOR ALL GRADING, EARTH MOVING, CHANGING OF ELEVATION OF PROPERTY OR REMOVAL OF FIFTY PERCENT (50%) OR MORE OF LIVE TREES TEN (10) INCHES OR GREATER IN DIAMETER BREAST HEIGHT (DBH)... SECTION 400630(B)(1)

PARKING LOT STANDARDS:
1. FOR PARKING LOTS WITH TEN (10) OR MORE PARKING SPACES, LIGHTING SHALL BE PROVIDED FOR ALL OFF-STREET PARKING. FOR PARKING LOTS LESS THAN TEN (10) SPACES, LIGHTING OF THE PARKING LOT SHALL BE REQUIRED ONLY IF THE FACILITY IS TO BE USED AT NIGHT.

2. LIGHTING TO BE USED MUST PROVIDE NOT LESS THAN ONE-FOURTH (0.25) FOOT-CANDLE (HORIZONTAL ILLUMINATION) OVER THE PARKING LOT, INCLUDING THE PARKING SPACES AND ACCESS AISLES. A MINIMUM OF ONE-HALF (0.50) FOOT-CANDLE MUST BE PROVIDED AT DRIVEWAY APPROACHES. AN ISO-FOOT-CANDLE DIAGRAM WILL BE REQUIRED TO VERIFY PROPER ILLUMINATION LEVELS ARE PROVIDED ON EACH SITE.

3. LIGHTING SHALL BE DIRECTED AWAY FROM SURROUNDING PROPERTIES AND SHALL BE INSTALLED TO MINIMIZE GLARE.

ARCHITECTURAL LIGHTING STANDARDS - ALL EXTERIOR LIGHTING SHALL BE CONSISTENT WITH THE ARCHITECTURAL CONCEPT. FIXTURES, STANDARDS AND ALL EXPOSED ACCESSORIES SHALL BE HARMONIOUS WITH THE STRUCTURE'S DESIGN. ALL EXTERIOR LIGHTING, INCLUDING WALL PACK LIGHTING SHALL BE SHIELDED TO DIRECT LIGHT STRAIGHT DOWN, UNLESS IT IS ARCHITECTURAL ACCENT LIGHTING PER THE BELOW STANDARDS

1. LIGHTING SOURCE SHALL EITHER BE ATTACHED TO THE PRIMARY STRUCTURE OR BE LOCATED AT THE BASE OF THE PRIMARY STRUCTURE. IF LOCATED AT THE BASE OF THE STRUCTURE, THE LIGHTING SOURCE SHALL BE LOCATED WITHIN SIX (6) FEET OF THE FOUNDATION.

2. SHALL BE PROJECTED UPON THE STRUCTURE ONLY.

3. SHALL NOT SHINE, CAST AND/OR PROJECT ONTO ADJACENT PROPERTIES OR RIGHT-OF-WAY.

4.LIGHTING SHALL NOT FLASH, CHANGE DIRECTION OR PRODUCE ANY ANIMATION.

STORMWATER REQUIREMENTS:
1. WATER QUALITY IS TO BE PROVIDED ON A PER LOT BASIS PER ST. CHARLES STORMWATER MANUAL.

2. DETENTION REQUIREMENTS HAVE BEEN WAIVED WITH THE OFFSITE FLOOD STUDY PROVIDED BY PREMIER.

SETBACKS:

- FRONT SETBACK ALONG S. RIVER ROAD: 25'
- SIDE SETBACK ALONG RESIDENTIAL: 7'
- SIDE LANDSCAPE BUFFER ALONG RESIDENTIAL: 35'
- REAR SETBACK ALONG HEMSATH ROAD: 15'
- INTERIOR SETBACK: 0'

SITE DENSITY:

PROPOSED 213 UNITS/12.58 ACRES = 16.93 UNITS/ACRE

MAX DENSITY:

18 DWELLING UNITS PER ACRE

GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.

SITE CALCULATIONS	
TOTAL AC=	8.77 Ac.
PROPOSED	
Buiding	2.33 Ac.
Pavement	2.76 Ac.
Lot Coverage (Bldg + Pavement)	58.04 %
Lot Coverage (Building)	26.57 %
Green Space	3.68 Ac.
FAR	0.27

UNIT BREAKDOWN

TYPE	# OF UNITS
1BR UNITS	84
2BR UNITS	108
3BR UNITS	21
TOTAL UNITS	213

PARKING SUMMARY

TYPE	STANDARD	ACCESSIBLE	TOTAL
SURFACE	307	8	315
GARAGE	46	1	47
TOTAL	353	9	362

ORDINANCE PARKING REQUIRED:
1.70 PS REQUIRED PER DWELLING UNIT= 1.7*213=362 PS

TOTAL REQUIRED PARKING= 362 PS
TOTAL PARKING PROPOSED= 362 PS (1.70 PS/UNIT)

MINIMUM NUMBER OF ACCESSIBLE SPACES REQUIRED = 8, WHERE THE TOTAL NUMBER OF SPACES IS BETWEEN 301 AND 400, PER ADAAG. NUMBER OF ACCESSIBLE SPACES PROVIDED = 9
1 IN EVERY 4 STALLS TO BE VAN ACCESSIBLE, 3 REQUIRED W/ 3 PROVIDED

ZONED: PD-MU
LOT D
0.887 ACRES
38,625 SQ. FT.
N/F PORTERHOUSE DEVELOPMENT LLC LOC# 3-0117-1198-00-0022.1 HEMSATH RD TITLE PARCEL 2 (North Parcel)

ZONED: PD-MU
6.116 ACRES
266,430 SQ. FT.
(South Parcel)

ZONED: UNINCORPORATED RI-E

ZONED: UNINCORPORATED RI-E

ZONED: PD-R

ZONED: PD-MU

PROPOSED APARTMENT LOT
8.77 ACRES
ZONED: PD-MU

BLDG 1 3 STORY FF=504.00
BLDG 2 3 STORY FF=506.00
BLDG 3 3 STORY FF=504.00
BLDG 4 3 STORY FF=503.00
BLDG 5 3 STORY FF=506.50
BLDG 6 3 STORY FF=507.00
CLUBHOUSE FF=505.00
POOL
DOG PARK
PROPOSED FAST FOOD 2,351 SF 22 SPACES REQUIRED 31 SPACES PROVIDED
PROPOSED GAS STATION & C-STORE 5,000 GROSS SF 15 SPACES REQUIRED 15 SPACES PROVIDED
PROPOSED COFFEE SHOP 1,500 GROSS SF 25 PARKING STALLS PROVIDED PROTO SITE-A

S River (Variable Width) Road
PUBLIC RIGHT-OF-WAY
Hemsath Road
PUBLIC RIGHT-OF-WAY (TO BE VACATED)
MISSOURI HIGHWAY 364-ROW

S33°26'06"E 305.81'
N33°26'06"W 152.24'
S57°38'13"W 222.32'
S57°38'13"W 54.99'
S57°38'13"W 205.20'
N32°22'31"W 42.73'
S32°21'47"E 138.82'
N32°32'31"W 457.93'
S32°32'31"E 651.77'
N56°45'37"W 303.85'
N56°07'25"E 668.56'
N08°29'29"W 234.35'
N08°29'29"W 61.33'

L=372.54', R=543.22', D=039°17'35", Ch=N78°50'42"W, 365.28'
L=331.51', R=453.22', D=041°54'34", Ch=S54°23'22"E, 324.17'
L=41.43', R=453.22', D=005°14'16", Ch=N36°03'14"W, 41.42'
L=268.01', R=640.71', D=023°58'02", Ch=N44°41'33"W, 266.06'
L=224.77', R=453.22', D=028°24'53", Ch=N87°16'43"E, 222.47'
L=32.49', R=39.17', D=047°31'29", Ch=N09°22'05"W, 31.57'

P.O.B. (North Parcel)
P.O.B. (South Parcel)
INTERSECTION TO BE SIGNALIZED
SET CUT X

10' PARKING SETBACK
25' BUILDING SETBACK
10' BUILDING & PARKING SETBACK
15' BUILDING SETBACK
35' LANDSCAPE BUFFER
A/C UNITS (TYP)
TRASH ENCLOSURE (TYP)
ASPHALT PAVEMENT (TYP)
6" CONC. CURB (TYP)
5' CONC SIDEWALK (TYP)
SPORTCOURT/ PICKLEBALL
MODULAR BLOCK WALL
26.5' WIDE ENTRANCE
GARAGE

ZIP CODE 63303

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 300D
ST. LOUIS, MO 63128
PH. (314) 849-6100
FAX (314) 849-6010
www.grimesconsulting.com
PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE
1	PER CITY COMMENTS	10/09/25

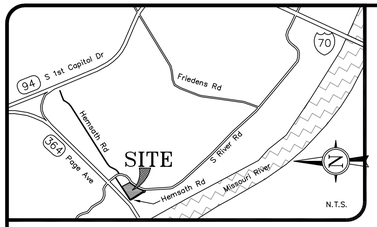
A SITE PLAN FOR
BOULDERS AT SOUTHPOINTE
ST. CHARLES MISSOURI 63303

SHEET TITLE: SITE PLAN

JOB NUMBER: 3663C
DRAWN BY: JRB
DATE: 09/15/24
CHECKED BY: JLW
DATE: 09/15/25
SHEET: C1.0

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UTILITY NOTES

1) WATER, SANITARY, AND PAVEMENT DIDCATED FOR APARTMENT S WILL BE PRIVATE.
2) WATER WILL LOOP THROUGH THE DEVELOPMENT AND HAVE A MASTER METER.
3) BYPASS STORMWATER SEWER WILL BE PUBLIC.
4) ALL STORMWATER SEWERS WILL BE COORDINATE WITH SOUTHPOINTE PLANS BY FOR THE COMMERCIAL PLANS.
5) STORMWATER SEWER WILL CONNECT TO STORMWATER SYSTEM AT ARENA PARKWAY.
6) STORMWATER WATER QUALITY IS TO BE PROVIDED BY 2 HDS UNITS.
7) SANITARY AND STORMWATER SEWERS WILL FOLLOW MSD DESIGN REQUIREMENTS.
8) STORMWATER SEWERS LARGER THAN 30" WILL NEED TO BE BUILT WITH A RADIUS FOR CHANGES IN DIRECTION.
9) FIRE HYDRANTS ARE REQUIRED WITHIN 300 FEET OF ALL PORTIONS OF A PROPOSED FACILITY AND NO MORE THAN 300 FEET APART. SEE SHEET C3.0
10) ILLUMINATION MUST BE AT LEAST 0.25 FOOT-CANDLES IN PARKING LOTS, 0.50 FOOT-CANDLES AT ENTRANCES, APPROACHES.
11) FINAL DESIGN AND COORDINATION OF UTILITIES TO BE COORDINATED WITH THE FINAL IMPROVEMENT PLANS.

GRAPHIC SCALE

40 0 20 40 80

(IN FEET)

1 inch = 40 ft.

N58°05'28"E 545.51'

ZONED: PD-MU

LOT D
0.887 ACRES
38,625 SQ. FT.

N/F
PORTERHOUSE DEVELOPMENT LLC
LOC# 3-0117-1198-00-0022.1
HEMSATH RD
TITLE PARCEL 2
(North Parcel)

P.O.B.
(North Parcel)

SET CUT X

S RIVER (Variable Width) ROAD
PUBLIC RIGHT-OF-WAY

N/F
FRANZ FAMILY TRUST
Bk. DE6961 PG 445
LOC# 3-0117-1198-00-0021.0
HEMSATH RD

ZONED: UNICORPORATED R1-E

STORM MH
TOP=488.91
FL=479.26

STORM MH
TOP=495.02
W DROP=478.25
S DROP=471.93
OUT=469.78

FL=495.36

10' PARKING SETBACK
25' BUILDING SETBACK

PROPOSED GAS STATION & C-STORE
5,000 GROSS SF.
18 SPACES REQUIRED
18 SPACES PROVIDED

ZONED: PD-MU

DOG PARK

PROPOSED FAST FOOD
2,101 SF
21 SPACES REQUIRED
21 SPACES PROVIDED

ZONED: PD-MU

10' BUILDING & PARKING SETBACK

BLDG 2
3 STORY
FF=506.00

STORMWATER QUALITY HDS UNIT

ELECTRIC TRANSFORMER

PUBLIC BYPASS STORM SEWER (TO BE COORDINATED WITH IMPROVEMENT PLANS)

N/F
WEGMAN, PAUL P.
DB 653 PG 1090
LOC# 3-0117-1198-00-0022.0
350 HEMSATH RD

BLDG 4
3 STORY
FF=503.00

UNDERGROUND ELECTRIC

PRIVATE ONSITE STORM SEWER

GARAGE

ONSITE STORM SEWER

BLDG 5
3 STORY
FF=506.50

UNDERGROUND ELECTRIC

PRIVATE 8" WATER LOOP

CLUBHOUSE
FF=505.00

PRIVATE ONSITE STORM SEWER

BLDG 1
3 STORY
FF=504.00

SANITARY SEWER

PRIVATE SANITARY SEWER

N/F
PORTERHOUSE DEVELOPMENT LLC
PID# 3-0117-1198-00-0022.2100000 &
3-0117-1198-00-0021.1000000
HEMSATH RD

POOL

PROPOSED APARTMENT LOT
8.77 ACRES
ZONED: PD-MU

BLDG 3
3 STORY
FF=504.00

PUBLIC BYPASS STORM SEWER (TO BE COORDINATED WITH IMPROVEMENT PLANS)

ONSITE STORM SEWER

UNDERGROUND ELECTRIC

STORMWATER QUALITY HDS UNIT

BLDG 6
3 STORY
FF=507.00

ELECTRIC TRANSFORMER

ZONED: UNICORPORATED R1-E

ZONED: PD-R

10' PARKING SETBACK
25' BUILDING SETBACK

PROPOSED GAS STATION & C-STORE
5,000 GROSS SF.
18 SPACES REQUIRED
18 SPACES PROVIDED

ZONED: PD-MU

N/F
WEGMAN IRREVOCABLE TRUST
Bk. DE5147 PG 39
LOC# 3-0117-1198-00-0022.2
HEMSATH RD
TITLE PARCEL 2

6.116 ACRES
266,430 SQ. FT.
(South Parcel)

P.O.B.
(South Parcel)

HEMSATH ROAD
PUBLIC RIGHT-OF-WAY
(TO BE VACATED)

24" RCP

25' BUILDING SETBACK
10' PARKING SETBACK

MASTER WATER METER

PROPOSED FAST FOOD
2,101 SF
21 SPACES REQUIRED
21 SPACES PROVIDED

ZONED: PD-MU

25' BUILDING SETBACK
10' PARKING SETBACK

15' BUILDING SETBACK

HEMSATH ROAD
PUBLIC RIGHT-OF-WAY

15"RCP

WALK

ZIP CODE 63303

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
SUITE 300D
ST. LOUIS, MO 63128
PH. (314) 849-6100
FAX (314) 849-6010
www.grimesconsulting.com

PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE
1	PER CITY COMMENTS	10/09/25

PRELIMINARY PLAN FOR

BOULDERS AT SOUTHPOINTE

ST. CHARLES MISSOURI 63303

SHEET TITLE

GRADING AND UTILITY PLAN

JOB NUMBER: 3663C

DRAWN BY: JRB

DATE: 09/15/24

CHECKED BY: JLW

DATE: 09/15/25

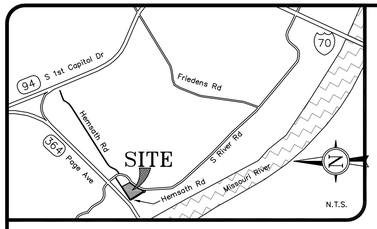
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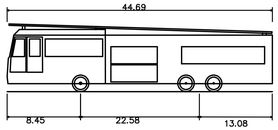
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BOULDERS AT SOUTHPOINTE
A SITE PLAN



GRAPHIC SCALE
40 0 20 40 80
(IN FEET)
1 inch = 40 ft.



PIERCE AERIAL	
Overall Length	44.69ft
Overall Width	8.333ft
Overall Body Height	11.08ft
Track Width	8.333ft
Lock-to-lock time	6.00s
Max Wheel Angle	45.00°

ZONED: UNINCORPORATED RI-E

N/F FRANZ FAMILY TRUST Bk. DE8961 PG 445 LOC# 3-0117-1198-00-0021.0 HEMSATH RD

L=41.43', R=453.22' D=005°14'16" Ch=N36°03'14"W, 41.42'

N33°26'06"W 152.24'

L=268.01', R=640.71' D=023°58'02" Ch=N44°41'33"W, 266.06'

S RIVER (Variable Width) ROAD PUBLIC RIGHT-OF-WAY

N56°45'37"W 303.85'

S33°26'06"E 305.81'

N08°29'29"W 234.35'

L=331.51', R=453.22' D=041°54'34" Ch=S54°23'22"E, 324.17'

ZONED: PD-MU

LOT D 0.887 ACRES 38,625 SQ. FT.

N/F PORTERHOUSE, DEVELOPMENT LLC LOC# 3-0117-1198-00-0022.1 HEMSATH RD TITLE PARCEL 2 (North Parcel)

L=372.54', R=543.22' D=039°17'35" Ch=N78°50'42"W, 365.28'

10' PARKING SETBACK
25' BUILDING SETBACK

PROPOSED FAST FOOD 3,161 SF 22 SPACES REQUIRED 31 SPACES PROVIDED

ZONED: PD-MU

N32°22'31"W 42.73'

25' BUILDING SETBACK
10' PARKING SETBACK

10' BUILDING & PARKING SETBACK

S57°38'17"W 222.32'

GARAGE

DOG PARK

L=280'

BLDG 2
3 STORY
FF=506.00

N/F WEGMAN, PAUL R DB 653 PG 1090 LOC# 3-0117-1198-00-0022.0 350 HEMSATH RD

L=285'

L=280'

GARAGE

BLDG 4
3 STORY
FF=503.00

L=295'

25' BUILDING SETBACK

35' LANDSCAPE BUFFER

INTERSECTION TO BE SIGNALIZED

P.O.B. (North Parcel)

N08°29'29"W 61.33'

SET CUT X

L=224.77', R=453.22' D=028°24'53" Ch=N87°16'43"E, 222.47'

S57°38'13"W 44.99'

L=280'

CLUBHOUSE FF=505.00

BLDG 1
3 STORY
FF=504.00

N/F PORTERHOUSE, DEVELOPMENT LLC PID# 3-0117-1198-00-0022.2100000 & 3-0117-1198-00-0021.1000000 HEMSATH RD

GARAGE

BLDG 5
3 STORY
FF=506.50

GARAGE

POOL

L=260'

L=245'

PROPOSED APARTMENT LOT
8.77 ACRES
ZONED: PD-MU
BLDG 3
3 STORY
FF=504.00

L=260'

BLDG 6
3 STORY
FF=507.00

GARAGE

GARAGE

15' BUILDING SETBACK

S32°32'31"E 651.77'

N66°07'25"E 668.56'

ZONED: UNINCORPORATED RI-E

ZONED: PD-R

PROPOSED GAS STATION & C-STORE 5,200 GROSS SF 16 SPACES REQUIRED 16 SPACES PROVIDED

ZONED: PD-MU

10' PARKING SETBACK
25' BUILDING SETBACK

N/F L=224.77', R=453.22' D=028°24'53" Ch=N87°16'43"E, 222.47' TITLE PARCEL 2

6.116 ACRES 266,430 SQ. FT. (South Parcel)

P.O.B. (South Parcel)

HEMSATH ROAD PUBLIC RIGHT-OF-WAY (TO BE VACATED)

L=32.49', R=39.17' D=047°31'29" Ch=N09°22'05"W, 31.57'

N32°32'31"W 457.93'

S32°21'47"E 138.82'

ZONED: PD-MU

PROPOSED COFFEE SHOP 2,000 SF 20 PARKING STALLS PHOTO STR-A

10' PARKING SETBACK
25' BUILDING SETBACK

10' BUILDING & PARKING SETBACK

S57°38'13"W 205.20'

MISSOURI HIGHWAY 364-ROW

ZIP CODE 63303

GRIMES CONSULTING, INC.
12300 OLD TESSON RD.
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www.grimesconsulting.com

PE COA# E-1470-D
PLS COA# LS-343-D

REV. NO.	REMARKS	DATE
1	PER CITY COMMENTS	10/09/25

A SITE PLAN FOR
BOULDERS AT SOUTHPOINTE
ST. CHARLES MISSOURI 63303

SHEET TITLE
FIRE TURNING PLAN

JOB NUMBER: 3663C

DRAWN BY: JRB
DATE: 09/15/24
CHECKED BY: JLW
DATE: 09/15/25

SHEET:
C3.0

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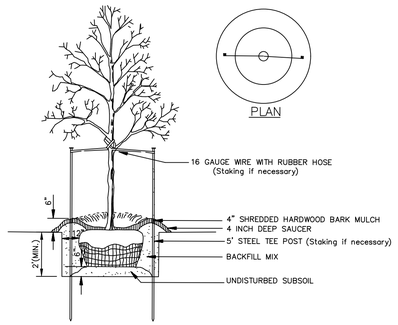
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PLANT_SCHEDULE

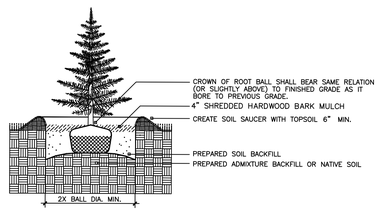
CODE	COMMON NAME	CONT	QTY
TREES			
ARM	ARMSTRONG RED MAPLE	2.5"	1
CRCC	CANADA RED CHOKECHERRY	2.5"	6
LPT	EXCLAMATION LONDON PLANE TREE	2.5"	12
GGA	GREEN GIANT ARBORVITAE	7-8`	36
GL	GREENSPIRE LINDEN	2.5"	15
NS	NORWAY SPRUCE	7-8`	19
PFC	PRAIRIEFIRE FL. CRAB	2"	6
RPM	REDPOINTE MAPLE	2.5"	15
SFC	SARGENTINA FL. CRAB	2"	4
HL	SKYLINE HONEYLOCUST	2.5"	18
STFC	SUGAR TYME FL. CRAB	2"	4

PLANT_SCHEDULE

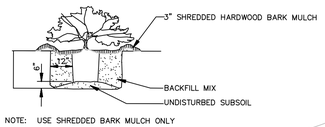
CODE	COMMON NAME	CONT	QTY
SHRUBS			
AWS	ANTHONY WATERER SPIRAEA	5 GAL	54
CGH	CHINA GIRL HOLLY	5 GAL	98
DY	DENSE YEW	18-24"	124
DENT	DENTATUM VIBURNUM	24-30"	60
NINE	DIABLO NINEBARK	5 GAL	42
DKL	DWARF KOREAN LILAC	5 GAL	8
GFS	GOLDFLAME SPIREA	5 GAL	3
GMS	GOLDMOUND SPIREA	5 GAL	10
KR	KNOCKOUT ROSE	5 GAL	4
LLH	LITTLE LIME HYDRANGEA	5 GAL	54
MG	MAIDEN GRASS	5 GAL	102
SGJ	SEA GREEN JUNIPER	18-24"	157
WGB	WINTERGREEN BOXWOOD	5 GAL	223



1 L-1 DECIDUOUS TREE PLANTING
N.T.S.

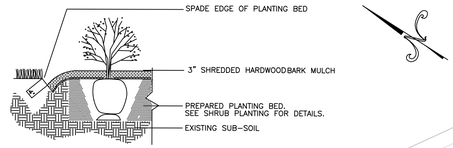


2 L-1 EVERGREEN TREE PLANTING
N.T.S.



NOTE: USE SHREDDED BARK MULCH ONLY

3 L-1 SHRUB PLANTING
N.T.S.



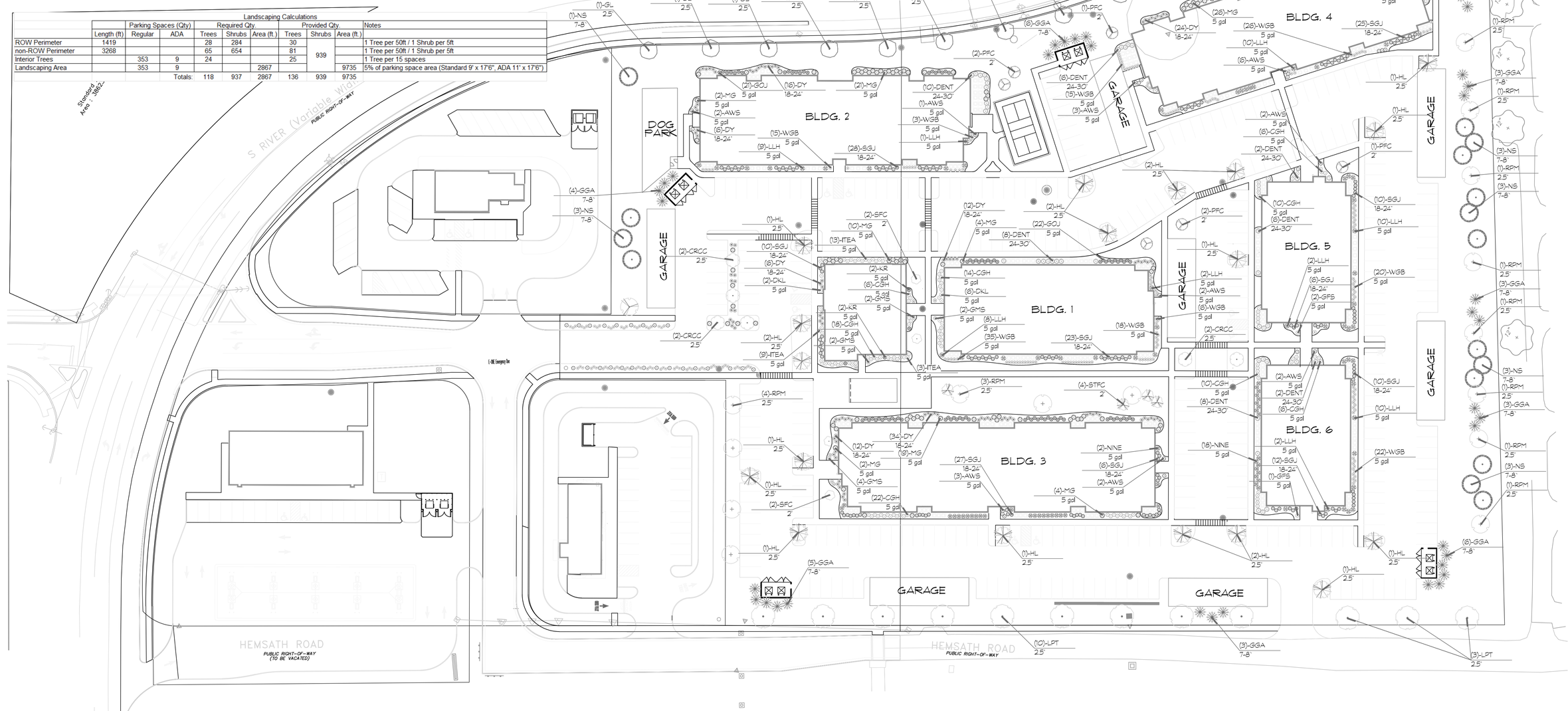
4 L-1 SPADE-CUT EDGE DETAIL
N.T.S.

NOTES:
-Underground Irrigation shall be provided for all plantings.

-All Plantings to be used as screening for mechanical equipment must be of appropriate height for the installed mechanical equipment.

Landscaping Calculations

		Parking Spaces (Qty)		Required Qty.			Provided Qty.			Notes
	Length (ft)	Regular	ADA	Trees	Shrubs	Area (ft.)	Trees	Shrubs	Area (ft.)	
ROW Perimeter	1419			28	284		30	939		1 Tree per 50ft / 1 Shrub per 5ft
non-ROW Perimeter	3268			65	654		81			1 Tree per 50ft / 1 Shrub per 5ft
Interior Trees		353	9	24			25			1 Tree per 15 spaces
Landscaping Area		353	9			2867			9735	5% of parking space area (Standard 9' x 17'6", ADA 11' x 17'6")
			Totals:	118	937	2867	136	939	9735	



Drawn by: CJA
Scale: 1" = 40'
Date: 9-12-25
Revised: 10-9-25

BAXTER FARMS and NURSERIES
3411 CREVE COEUR MILL ROAD
ST. LOUIS, MISSOURI 63146
314/542-9400

Landscape Planting Plan For:
Southpointe Apartments
St. Charles, MO
Prepared For: Arco Construction

Drawing Number:
L-1
of one

Parking Areas Lighting Layout

Calculation Summary - Luminaires Mounted at 20'						
Label	Units	Avg	Max	Min	Max/Min	Avg/Min
Area points at 3 ft	Fc	2.02	7.3	0.0	N.A.	N.A.
Bldgs 5-6 Interior Area	Fc	2.19	6.8	0.6	11.33	3.65
Perimeter Only	Fc	2.41	7.3	0.5	14.60	4.82

Luminaire Schedule						
Symbol	Qty	Label	LLF	Description	Watts	Lumens
	1	AL MH 100 T3 tilt	0.900	MCH-100-U-4K-T3-NL LLM	100	11099
	8	AL MH 100 T4	0.900	MCH-100-U-4K-T4-NL	100	11299
	30	AL MH 100 T3	0.900	MCH-100-U-4K-T3-NL LLM	100	11099

Spill Light Shields will need to be added on site AS NEEDED

Design is based on current information provided at time of request
and is for PRELIMINARY use ONLY.
Any changes in mounting heights/locations, wattages/lumen outputs, and/or
existing field conditions that affect these will VOID current layout(s) and require
a CHANGE request and recalculation.

All input data has been provided by others and may adversely affect photometry.

Field measurements WILL likely vary as much as 15% from calculations.
Detailed explanation available on request.

Revisions:

AMPS JOB # PSXXX
Drawn By:
Reviewed By: Ian Skolnick
Current Date:
Date:9/16/2025

ARCO Murray
Power Solutions
3110 Woodcreek Drive
Downers Grove, IL 60515
Office: 331-251-2700
Fax: 331-251-2701

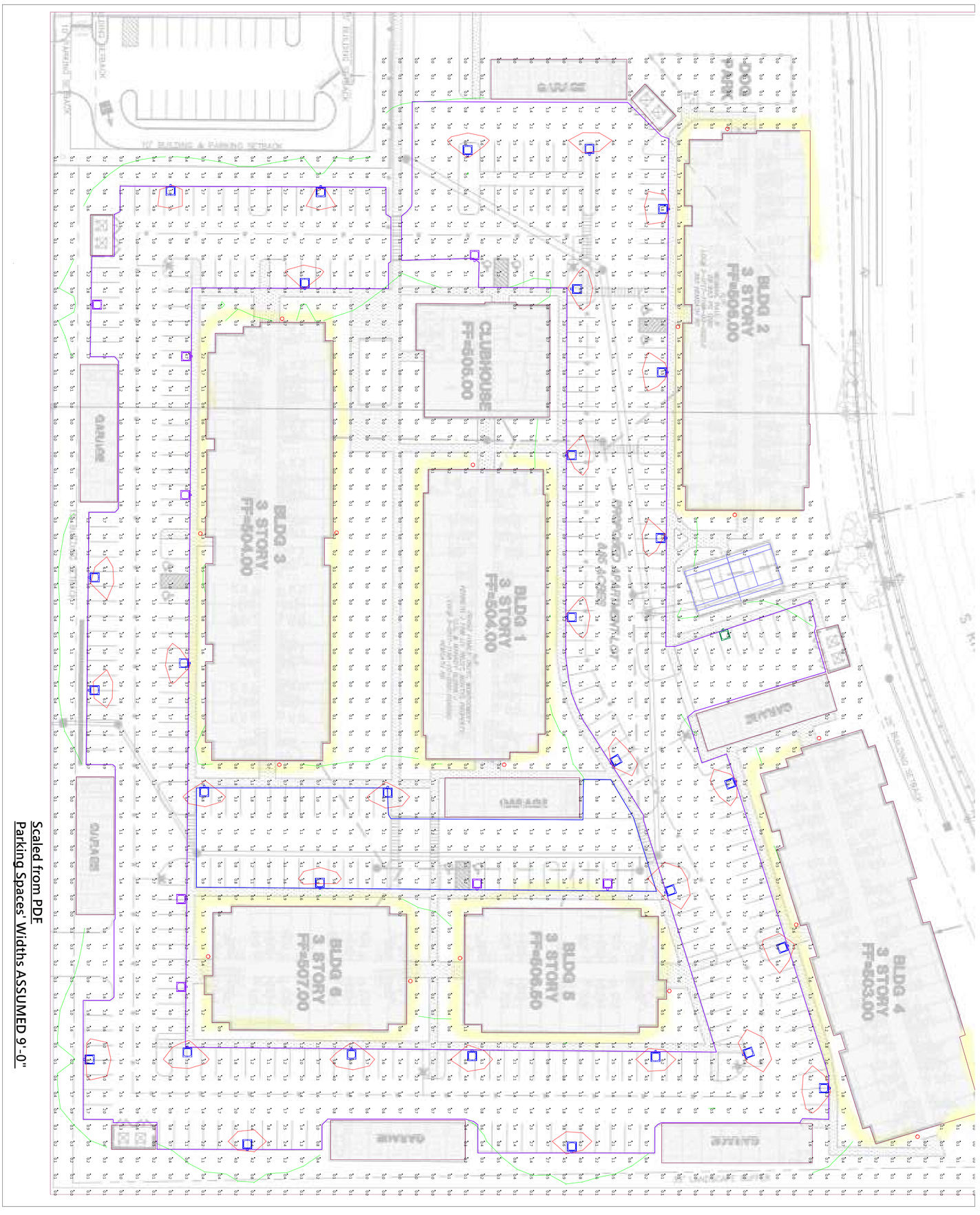
AMPS

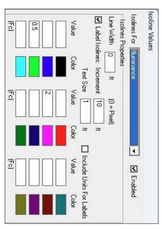
Boulders at Southpointe

St. Charles, MO

Calculations at 3' - Entries Added with Isolines

Scaled from PDF
Parking Spaces' Widths ASSUMED 9'-0"





Calculation Summary					
Label	Units	Avg	Max	Min	Max/Min
Area points at 3 ft	Fc	1.60	7.1	0.0	N.A.
Bldgs 5-6 Interior Area	Fc	2.28	6.9	0.6	11.50
Perimeter Only	Fc	2.39	7.1	0.4	17.75

Luminaire Schedule						
Symbol	Qty	Label	LLF	Description	Watts	Lumens
	16	WS	0.900	VXLED13DG - VXBRLED13DG	15	729
	1	AL MH 100 T3 tilt	0.900	MCH-100-U-4K-T3-NL LLM	100	11099
	8	AL MH 100 T4	0.900	MCH-100-U-4K-T4-NL	100	11299
	30	AL MH 100 T3	0.900	MCH-100-U-4K-T3-NL LLM	100	11099

Boulders at Southpointe

St. Charles, MO

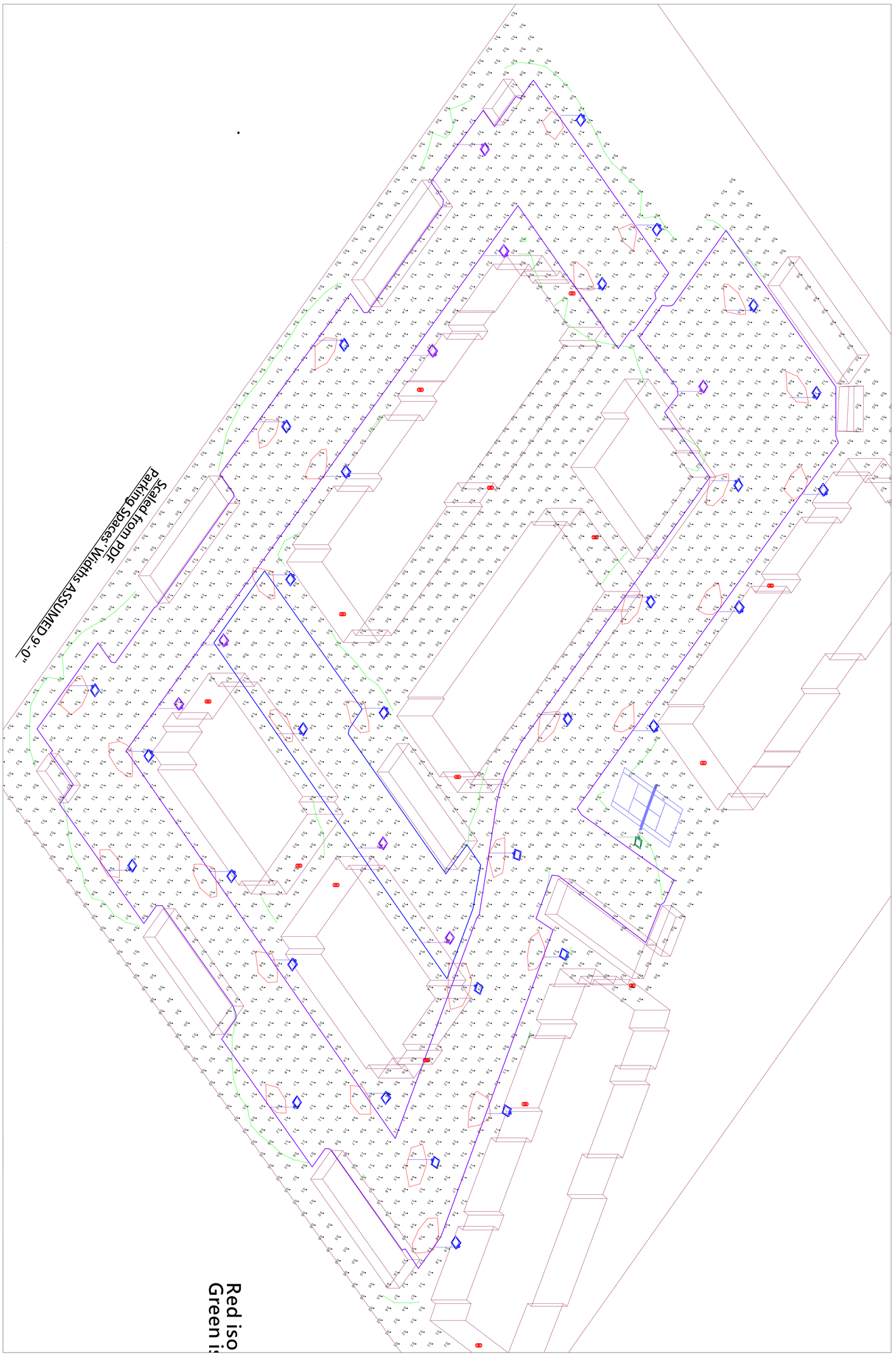
AMPS

ARCO Murray
Power Solutions
3110 Woodcreek Drive
Downers Grove, IL 60515
Office: 331-251-2700
Fax: 331-251-2701

AMPS JOB # PSXXX
Drawn By:
Reviewed By: Ian Skolnick
Current Date:
Date:10/8/2025

Revisions:

Entries Added - Isometric View
Scale: 1 inch= 27 Ft.



Boulders at Southpointe

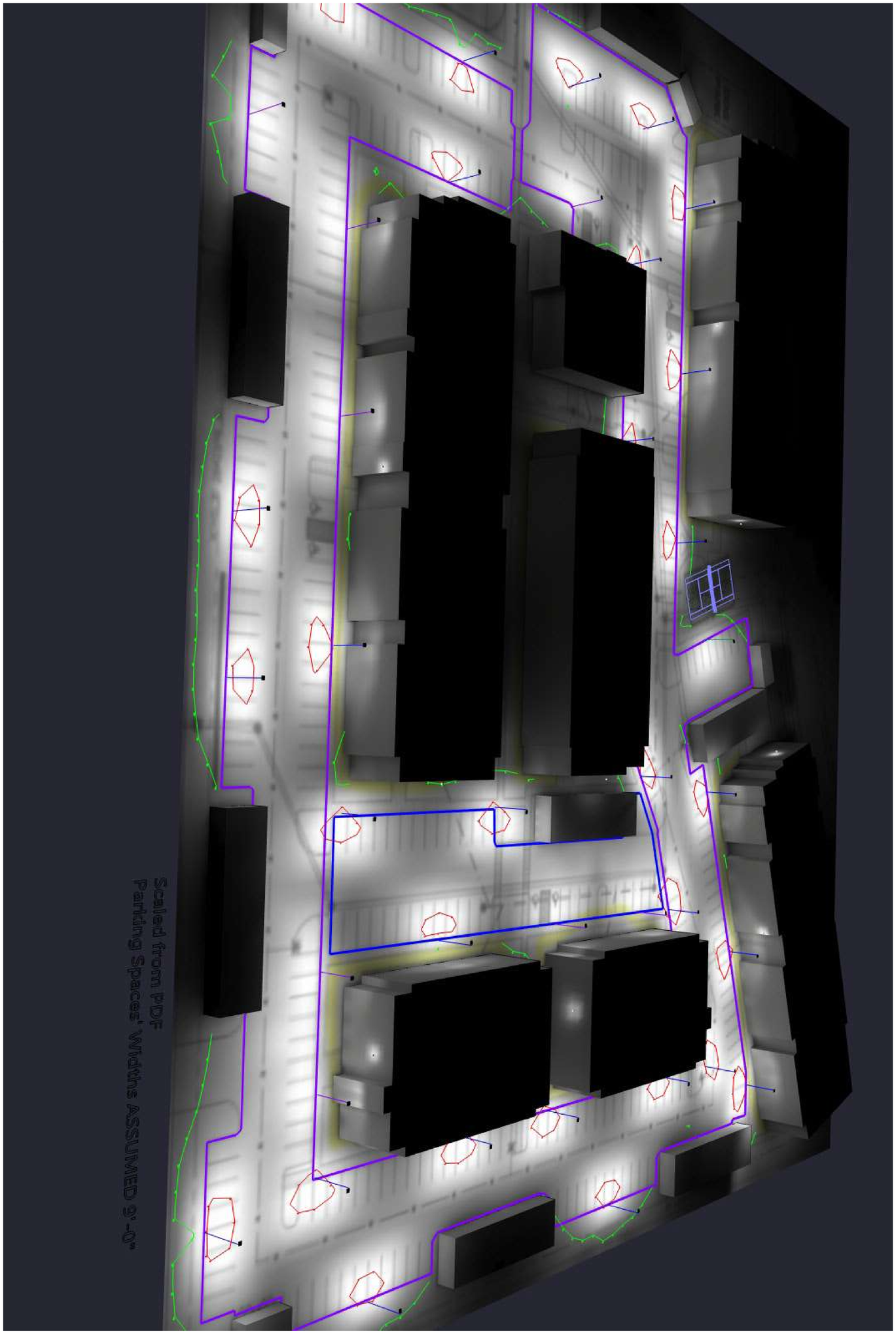
St. Charles, MO

AMPS
ARCO Murray
Power Solutions
3110 Woodcreek Drive
Downers Grove, IL 60515
Office: 331-251-2700
Fax: 331-251-2701

AMPS JOB # PSXXX
Drawn By:
Reviewed By: Ian Skolnick
Current Date:
Date:10/8/2025

Revisions:

Render



Boulders at Southpointe

St. Charles, MO

AMPS

ARCO Murray
Power Solutions
3110 Woodcreek Drive
Downers Grove, IL 60515
Office: 331-251-2700
Fax: 331-251-2701

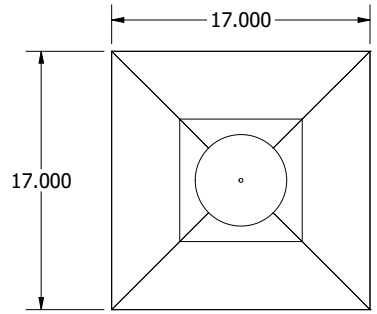
AMPS JOB # PSXXX
Drawn By:
Reviewed By: Ian Skolnick
Current Date:
Date:10/8/2025

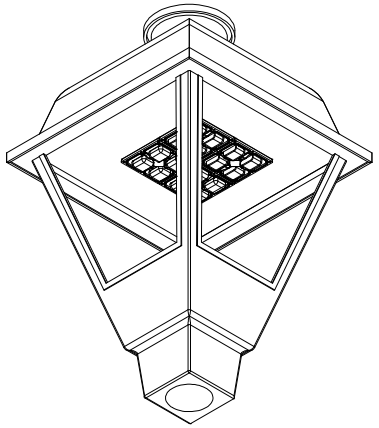
Revisions:

TYPE	BB	KELVIN TEMP.	2700
PART NUMBER	DWOD-8411-BK	CRI	90
DESCRIPTION	21-INCH 3-LIGHT EXTERIOR WALL SCONCE IN BLACK	VOLTAGE	120
		DIMMING	DIMMABLE WITH LAMP PROVIDED
		FINISH	BLACK
		DIMENSIONS	21.25"H x 10.5"W x 9.5"D
LOCATION	BUILDING ENTRY	MATERIAL	METAL
LAMP	(3) LB-762601 4-WATT 400-LUMEN LED T8	LENS TYPE	CLEAR GLASS
DETAILS			

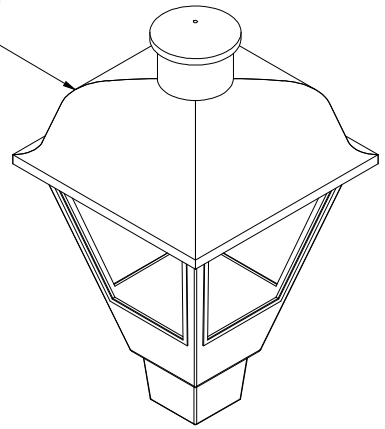


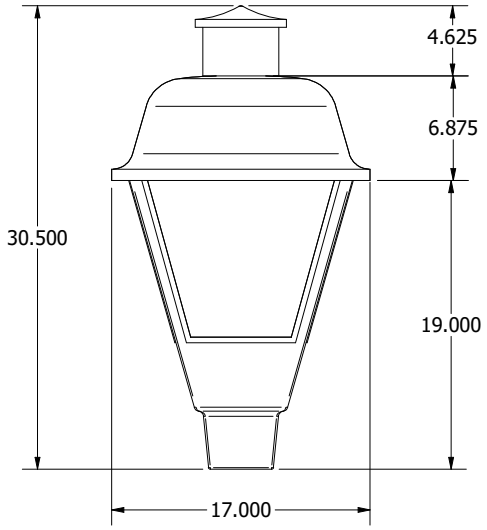
NOTE: THE SUBMITTAL DRAWING HAS BEEN PRELIMINARY DESIGNED.
ALL DIMENSIONS SHOWN MAY BE VARIED AFTER FINAL DESIGN





Heavy-duty Cast Aluminum Housing





THESE PRINTS ARE SUBMITTED FOR YOUR APPROVAL PROCESSING OF YOUR PART WILL NOT COUNTINUE UNTIL WE RECEIVE ONE COPY APPROVED FOR PRODUCTION.

APPROVED BY:---------- DATE----------

Approvals	DATE
Prepared:	6/7/2023
Checked by:	
MFG	
APPROVED	

Unless specified dimensions are in inches and Tolerances are:
.XX= .03
.XXX= .010
Angles= ½·

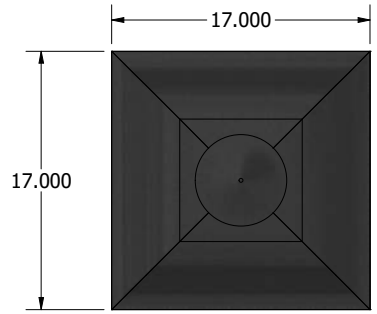
TITLE

Post-Top Fixture

SIZE	DWG NO	REV
B	Lantern Fixture	A

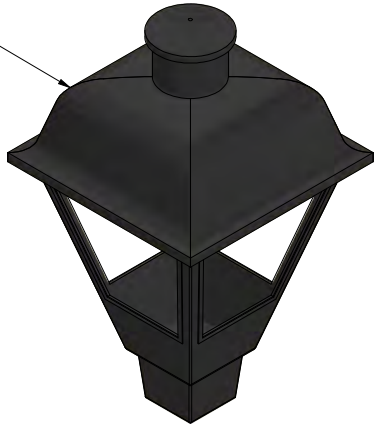
SCALE	MAT'L	SHEET 1 OF 1
	SEE NOTE	

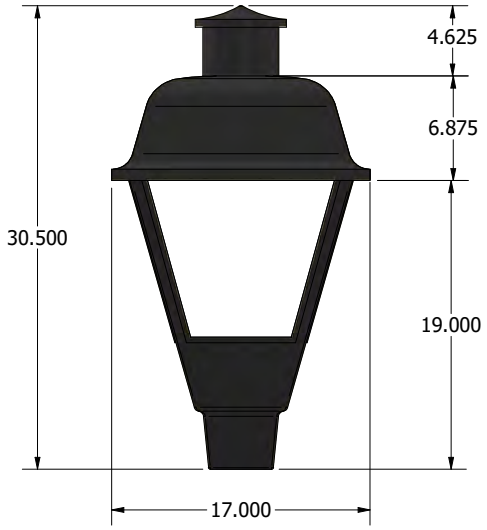
NOTE: THE SUBMITTAL DRAWING HAS BEEN PRELIMINARY DESIGNED.
ALL DIMENSIONS SHOWN MAY BE VARIED AFTER FINAL DESIGN





Heavy-duty Cast Aluminum Housing





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APPROVED BY:---------- DATE----------

Approvals	DATE
Prepared:	6/7/2023
Checked by:	
MFG	
APPROVED	

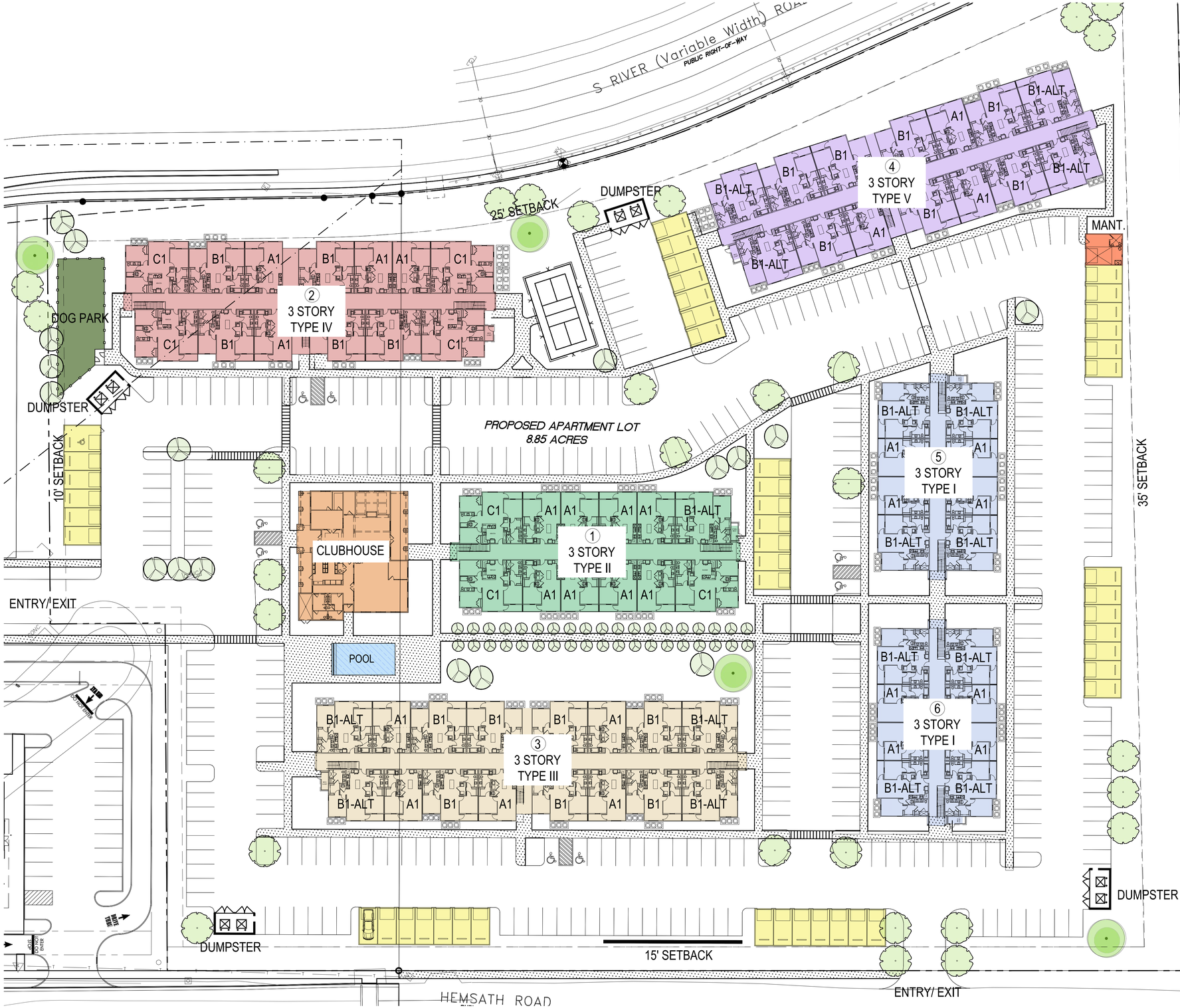
Unless specified dimensions are in inches and Tolerances are:
.XX= .03
.XXX= .010
Angles= ½·

TITLE

Post-Top Fixture

SIZE	DWG NO	REV
B	Lantern Fixture	A

SCALE	MAT'L	SHEET 1 OF 1
	SEE NOTE	



SOUTHPOINTE			ARCO CONSTRUCTION COMPANY			HPA #21298
UNIT TABULATION - 3 STORY BUILDINGS - 5 BUILDING TYPES						10/9/25
UNIT NAME	UNIT TYPE	NET AREA(SF)	UNIT COUNT	PERCENTAGE	TOTAL AREA	% BREAKDOWN
A1	1br/1ba	739	84	39%	62,076	39%
B1	2br/2ba	1,059	57	27%	60,363	51%
B1-ALT	2br/2ba	1,082	51	24%	55,182	
C1	3br/2ba	1,230	21	10%	25,830	10%
TOTALS			213	100%	203,451	

UNIT AVERAGE NET SF : 955

* NET AREA IS COMPUTED TO INCLUDE SQUARE FOOTAGE FROM EXTERIOR FACE OF ALL EXTERIOR FRAME WALLS THAT ENCLOSE A/C SPACE. IT DOES NOT INCLUDE PATIOS, BALCONIES, PATIO/BALCONY STORAGE.

PROJECT DATA

UNIT AVERAGE NET SF :	955	S.F.
ACREAGE:	8.56	GROSS ACRES
DENSITY:	25	UNITS/ACRE
PARKING:		
REQUIRED	362	SPACES
PROVIDED	362	SPACES
DETACHED GARAGE	47	GARAGES (1 HC SPACES)
SURFACE PARKING	315	SPACES (8 HC SPACES)
	1.70	SPACES/UNIT

SCALE: 1" = 30' - 0" (24"x36" SHEET)

0' 30' 60' 120'

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CLIENT: ARCO CONSTRUCTION COMPANY

PROJECT INFO: SOUTHPOINTE, ST. CHARLES COUNTY, MO

ISSUE: SD

SHEET DESCRIPTION: SITE PLAN

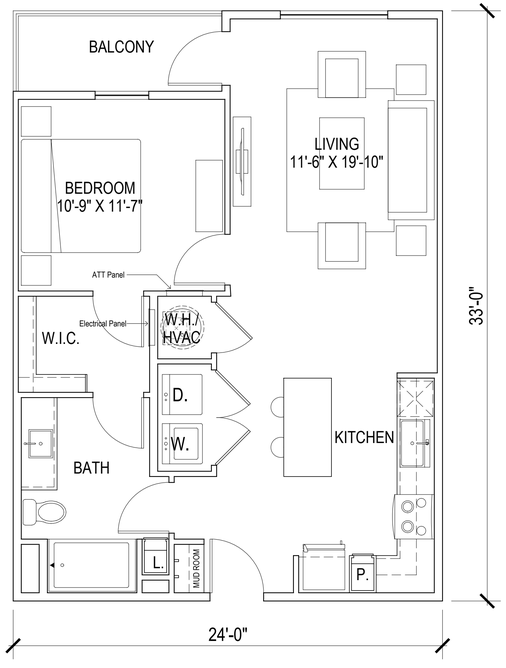
DATE: 10/9/2025

DRAWN BY

JOB NUMBER: HPA #21298

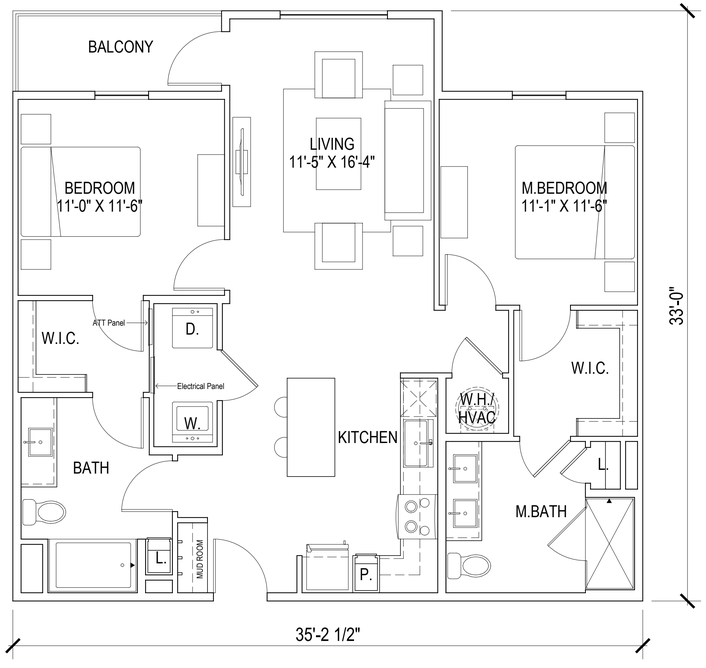
SHEET: A201

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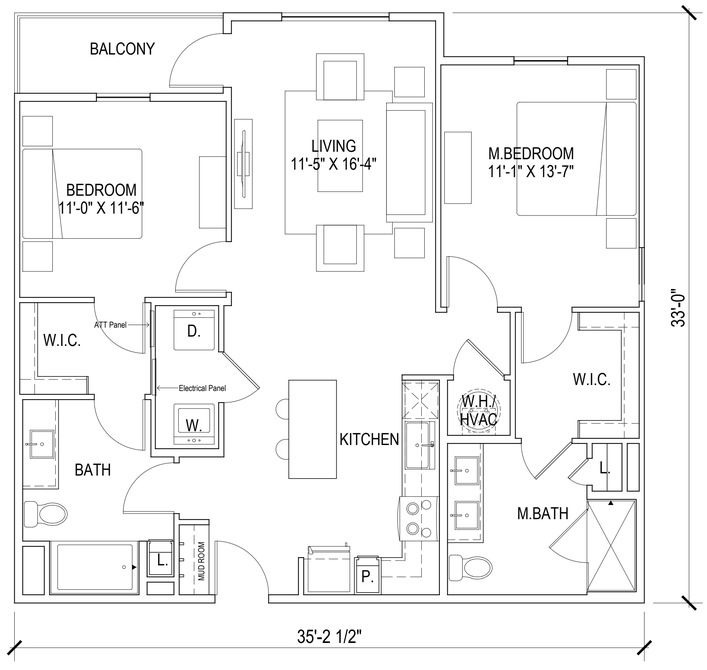
UNIT A1

NET - 739 SQ. FT.
BALC - 52 SQ. FT.



UNIT B1

NET - 1059 SQ. FT.
BALC - 52 SQ. FT.



UNIT B1-ALT

NET - 1082 SQ. FT.
BALC - 52 SQ. FT.

SCALE: 1/4" = 1'-0" (24"x36" SHEET)

0' 4' 8' 16'

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ARCO CONSTRUCTION COMPANY

PROJECT INFO
SOUTHPOINTE
ST. CHARLES COUNTY, MO

ISSUE
SD

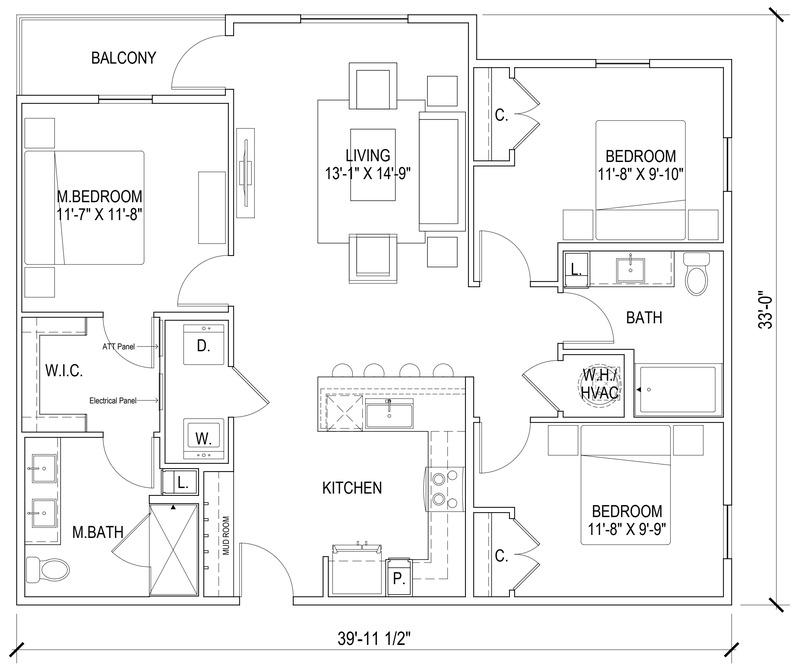
SHEET DESCRIPTION
UNIT PLANS

DATE
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DRAWN BY

JOB NUMBER
HPA #21298

SHEET
A301

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UNIT C1

NET - 1230 SQ. FT.
BALC - 52 SQ. FT.

SCALE: 1/4" = 1'-0" (24"x36" SHEET)

0' 4' 8' 16'

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ST. CHARLES COUNTY, MO

ISSUE
SD

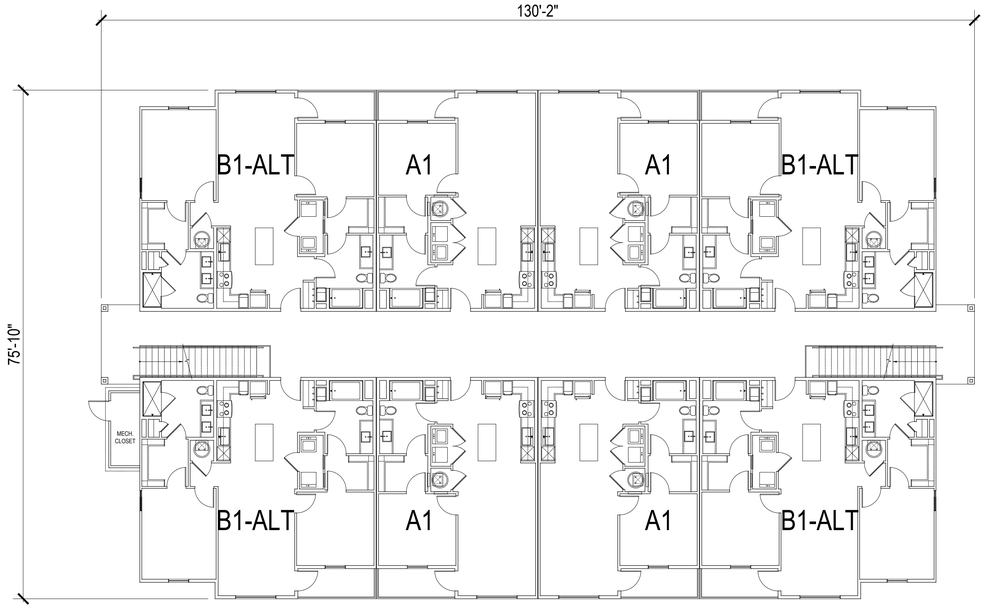
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UNIT PLANS

DATE
10/9/2025
DRAWN BY

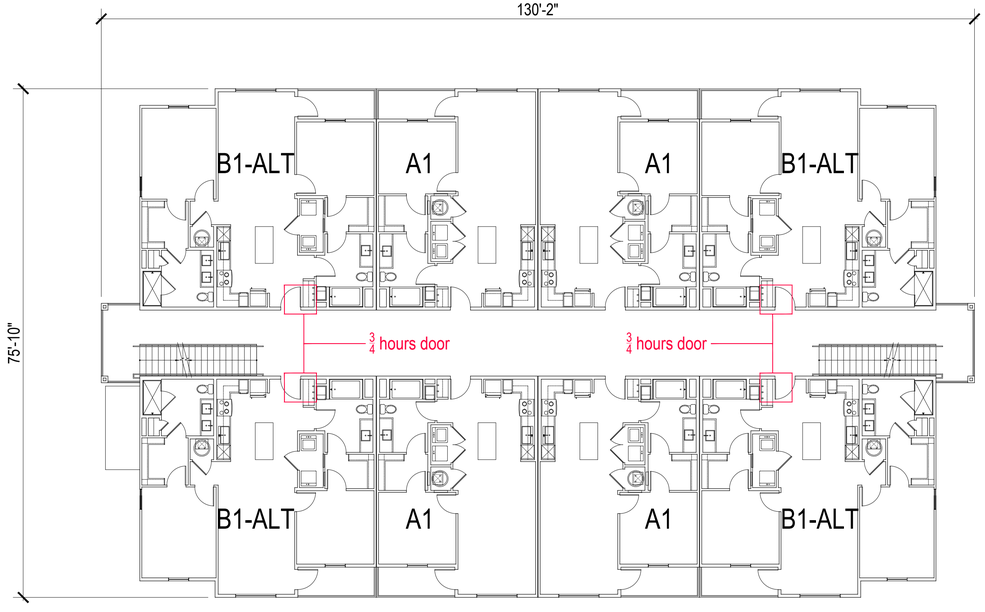
JOB NUMBER
HPA #21298

SHEET
A302

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GROUND LEVEL



LEVEL 2 AND 3

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

CONSTRUCTION TYPE V-A

BUILDING I AREA CALCULATION

Ground level: 9,078 SQ.FT.
Level 2 and 3: 9,025 SQ.FT.

TOTAL AREA: 27,128 SQ.FT.



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SD

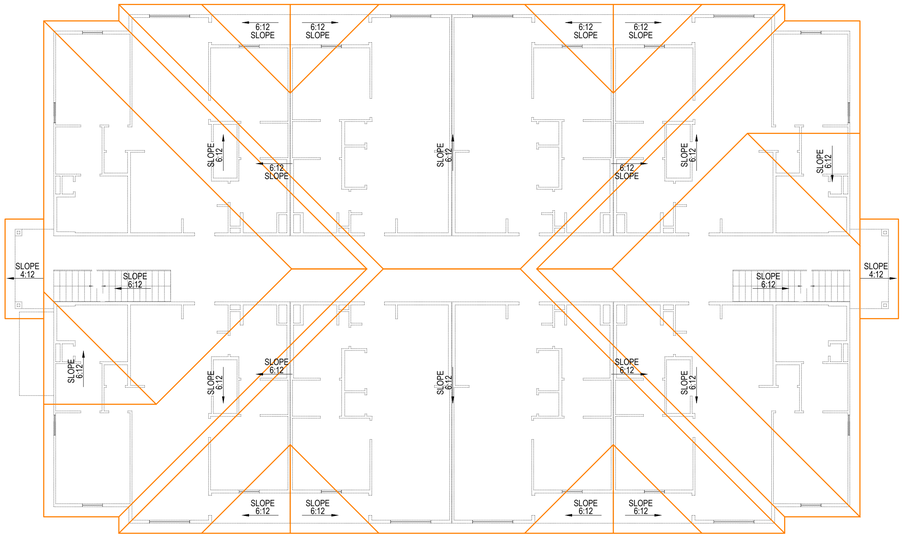
SHEET DESCRIPTION
BLDG I
FLOOR PLANS

DATE
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DRAWN BY

JOB NUMBER
HPA #21298

SHEET
A410

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SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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ST. CHARLES COUNTY, MO

ISSUE
SD

SHEET DESCRIPTION
BLDG I
ROOF PLAN

DATE
10/9/2025
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JOB NUMBER
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SHEET
A411

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TOTAL AREA (excluding gable area): 3,201 SQ.FT.
FIBER CEMENT: 2,571 SQ.FT. 80%
MASONRY: 630 SQ.FT. 20%
GABLE UPGRADE: 171 SQFT.

FRONT ELEVATION



TOTAL AREA (excluding gable area): 3,201 SQ.FT.
FIBER CEMENT: 2,574 SQ.FT. 80%
MASONRY: 627 SQ.FT. 20%
GABLE UPGRADE: 171 SQFT.

REAR ELEVATION



TOTAL AREA (excluding gable area): 2,032 SQ.FT.
FIBER CEMENT: 1,474 SQ.FT. 73%
MASONRY: 558 SQ.FT. 27%
GABLE UPGRADE: 137 SQFT.

SIDE ELEVATION



TOTAL AREA (excluding gable area): 2,053 SQ.FT.
FIBER CEMENT: 1,474 SQ.FT. 72%
MASONRY: 579 SQ.FT. 28%
GABLE UPGRADE: 137 SQFT.

SIDE ELEVATION

BUILDING I OVERALL % COUNT

TOTAL AREA (excluding gable area): 10,487 SQ.FT.
FIBER CEMENT: 8,094 SQ.FT. 77%
MASONRY: 2,393 SQ.FT. 23%
GABLE UPGRADE: 171 SQFT.

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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SD

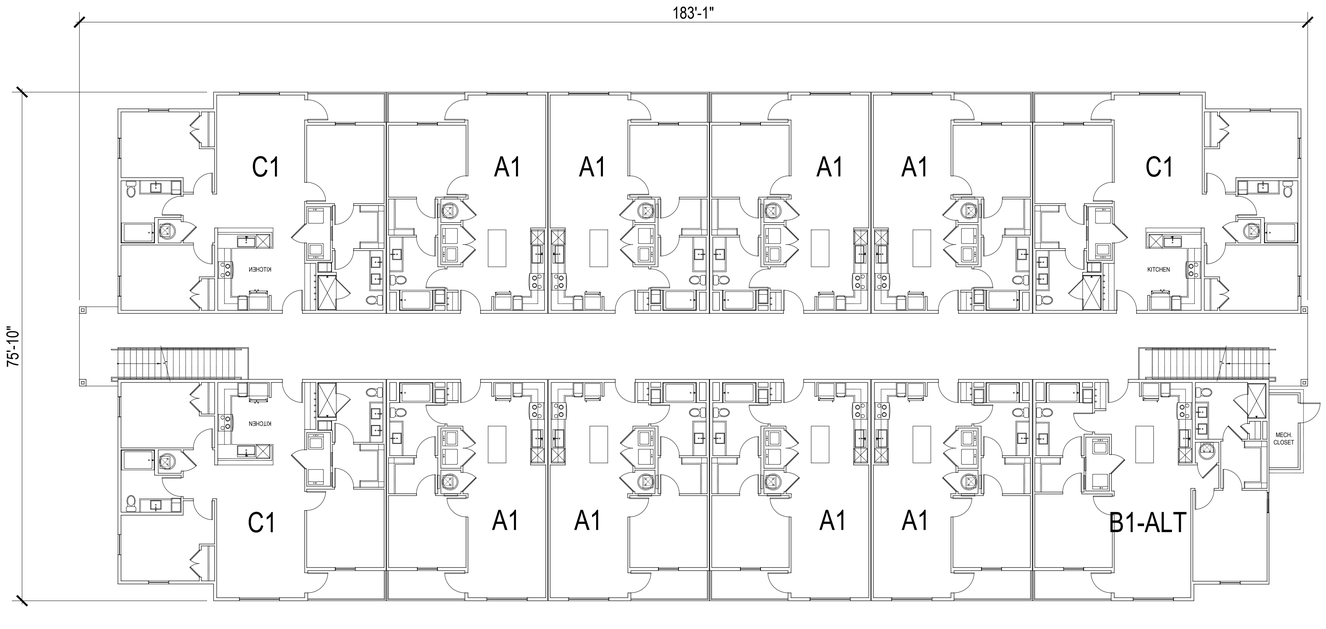
SHEET DESCRIPTION
BLDG I
ELEVATION

DATE
10/9/2025
DRAWN BY

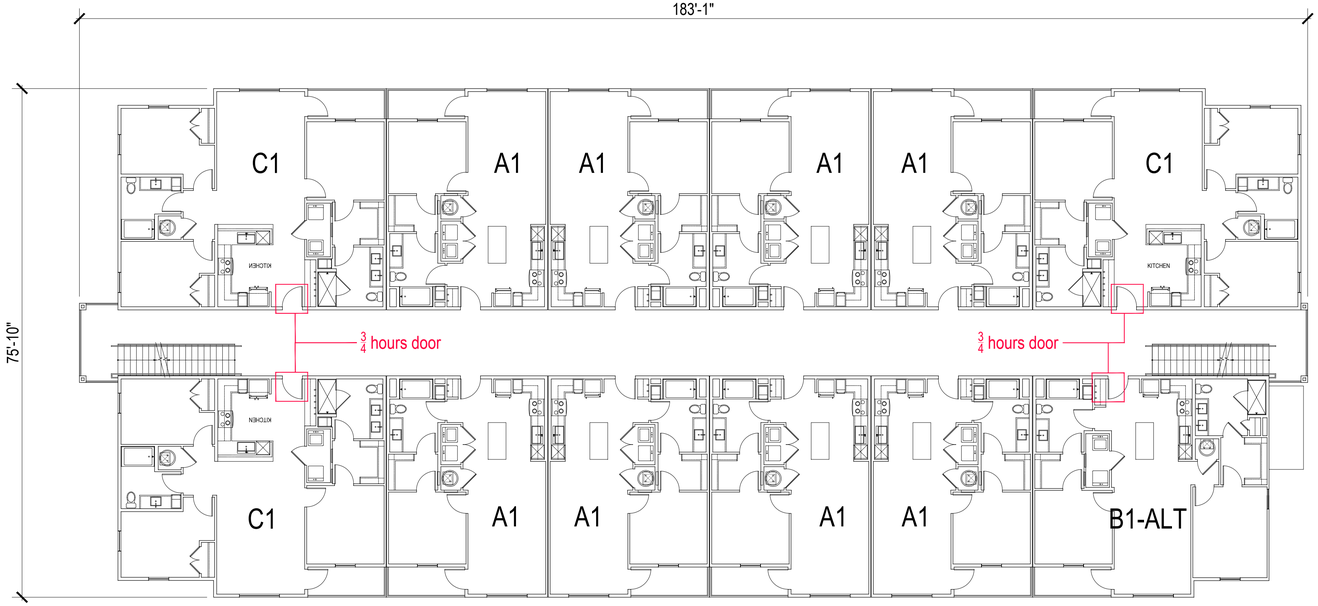
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SHEET
A412

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GROUND LEVEL



LEVEL 2 AND 3

SCALE: 3/32" = 1'-0"

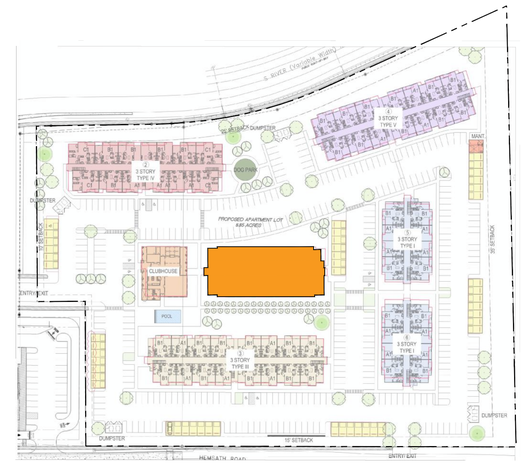
0' 16' 32' 64'

CONSTRUCTION TYPE V-A

BUILDING II AREA CALCULATION

Ground level: 13,218 SQ.FT.
Level 2 and 3: 13,165 SQ.FT.

TOTAL AREA: 39,548 SQ.FT.



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ST. CHARLES COUNTY, MO

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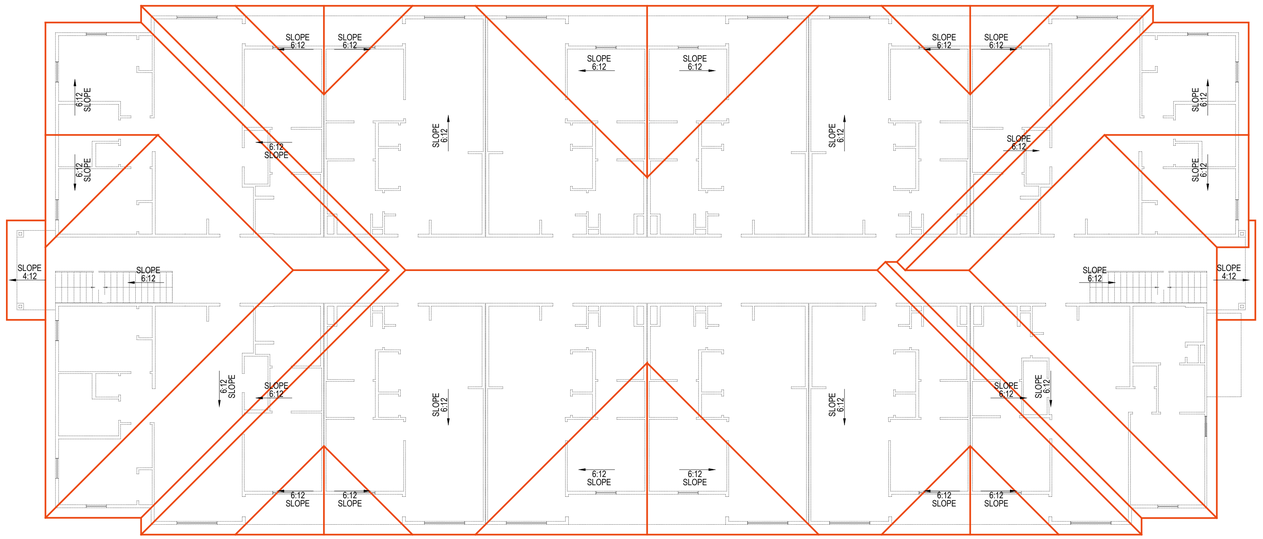
SHEET DESCRIPTION
BLDG II
FLOOR PLANS

DATE
10/9/2025
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HPA #21298

SHEET
A420

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SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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ST. CHARLES COUNTY, MO

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SD

SHEET DESCRIPTION
BLDG II
ROOF PLAN

DATE
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HPA #21298

SHEET
A421

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TOTAL AREA (excluding gable area): 4,557 SQ.FT.
FIBER CEMENT: 3,693 SQ.FT. 81%
MASONRY: 864 SQ.FT. 19%
GABLE UPGRADE: 496 SQ.FT.

FRONT ELEVATION



TOTAL AREA (excluding gable area): 4,552 SQ.FT.
FIBER CEMENT: 3,706 SQ.FT. 81%
MASONRY: 846 SQ.FT. 19%
GABLE UPGRADE: 496 SQ.FT.

REAR ELEVATION



TOTAL AREA (excluding gable area): 1,977 SQ.FT.
FIBER CEMENT: 1,439 SQ.FT. 73%
MASONRY: 538 SQ.FT. 27%
GABLE UPGRADE: 136 SQ.FT.

SIDE ELEVATION



TOTAL AREA (excluding gable area): 1,943 SQ.FT.
FIBER CEMENT: 1,401 SQ.FT. 72%
MASONRY: 542 SQ.FT. 28%
GABLE UPGRADE: 136 SQ.FT.

SIDE ELEVATION

BUILDING II OVERALL % COUNT

TOTAL AREA (excluding gable area): 13,029 SQ.FT.
FIBER CEMENT: 10,238 SQ.FT. 79%
MASONRY: 2,791 SQ.FT. 21%
GABLE UPGRADE: 1264 SQ.FT.

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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ISSUE
SD

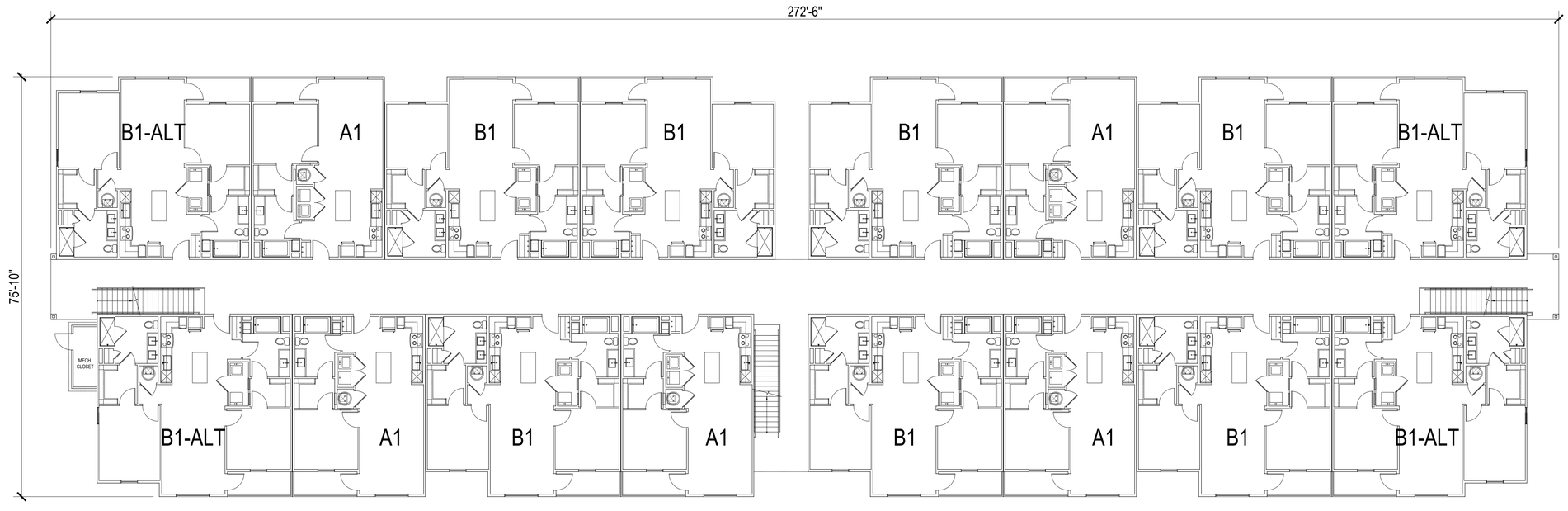
SHEET DESCRIPTION
BLDG II
ELEVATION

DATE
10/9/2025
DRAWN BY

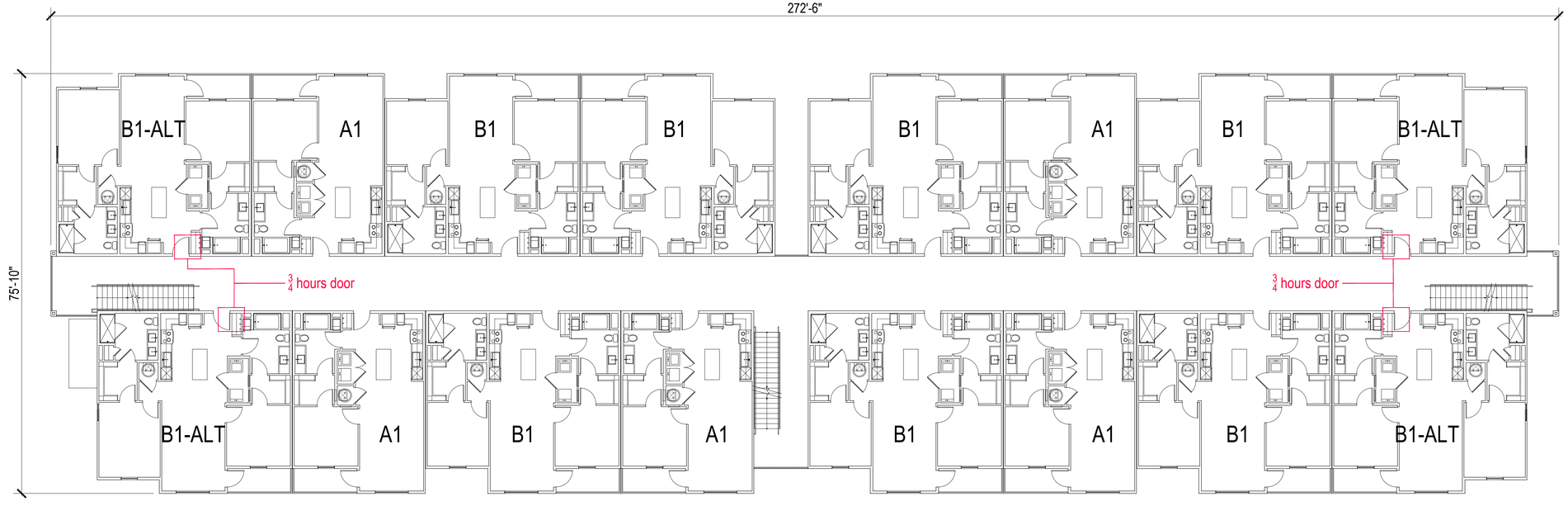
JOB NUMBER
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SHEET
A422

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GROUND LEVEL



LEVEL 2 AND 3

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

CONSTRUCTION TYPE V-A

BUILDING III AREA CALCULATION

Ground level: 19,514 SQ.FT.
Level 2 and 3: 19,460 SQ.FT.

TOTAL AREA: 58,434 SQ.FT.



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ST. CHARLES COUNTY, MO

ISSUE
SD

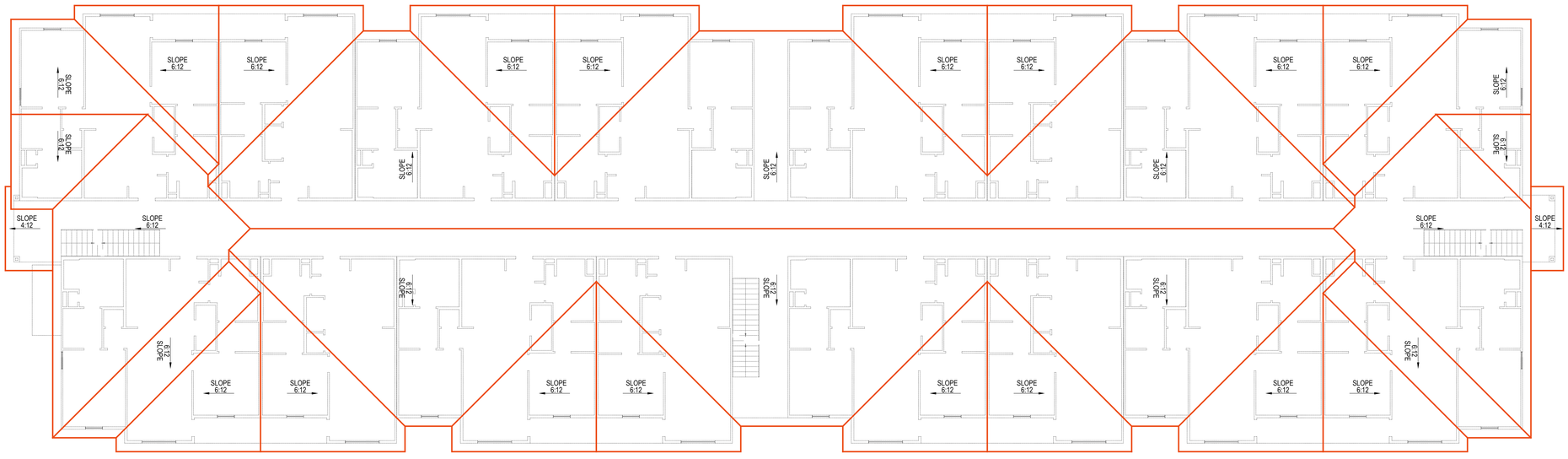
SHEET DESCRIPTION
BLDG III
FLOOR PLANS

DATE
10/9/2025
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SHEET
A430

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SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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PROJECT INFO
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ST. CHARLES COUNTY, MO

ISSUE
SD

SHEET DESCRIPTION
BLDG III
ROOF PLAN

DATE
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SHEET
A431

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TOTAL AREA (excluding gable area): 6,618 SQ.FT.
FIBER CEMENT: 5,344 SQ.FT. 81%
MASONRY: 1,274 SQ.FT. 19%
GABLE UPGRADE: 1136 SQ.FT.

NORTHEAST ELEVATION



TOTAL AREA (including gable area): 6,512 SQ.FT.
FIBER CEMENT: 5,251 SQ.FT. 81%
MASONRY: 1,261 SQ.FT. 19%
GABLE UPGRADE: 1136 SQ.FT.

SOUTHWEST ELEVATION



TOTAL AREA (excluding gable area): 2,053 SQ.FT.
FIBER CEMENT: 1,474 SQ.FT. 72%
MASONRY: 579 SQ.FT. 28%
GABLE UPGRADE: 127 SQ.FT.

SOUTHEAST ELEVATION



TOTAL AREA (excluding gable area): 2,031 S
FIBER CEMENT: 1,474 SQ.FT. 73%
MASONRY: 557 SQ.FT. 27%
GABLE UPGRADE: 127 SQ.FT.

NORTHWEST ELEVATION

BUILDING III OVERALL % COUNT

TOTAL AREA (excluding gable area): 17,213 SQ.FT.
FIBER CEMENT: 13,543 SQ.FT. 79%
MASONRY: 3,670 SQ.FT. 21%
GABLE UPGRADE: 2526 SQ.FT.

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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PROJECT INFO
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ST. CHARLES COUNTY, MO

ISSUE
SD

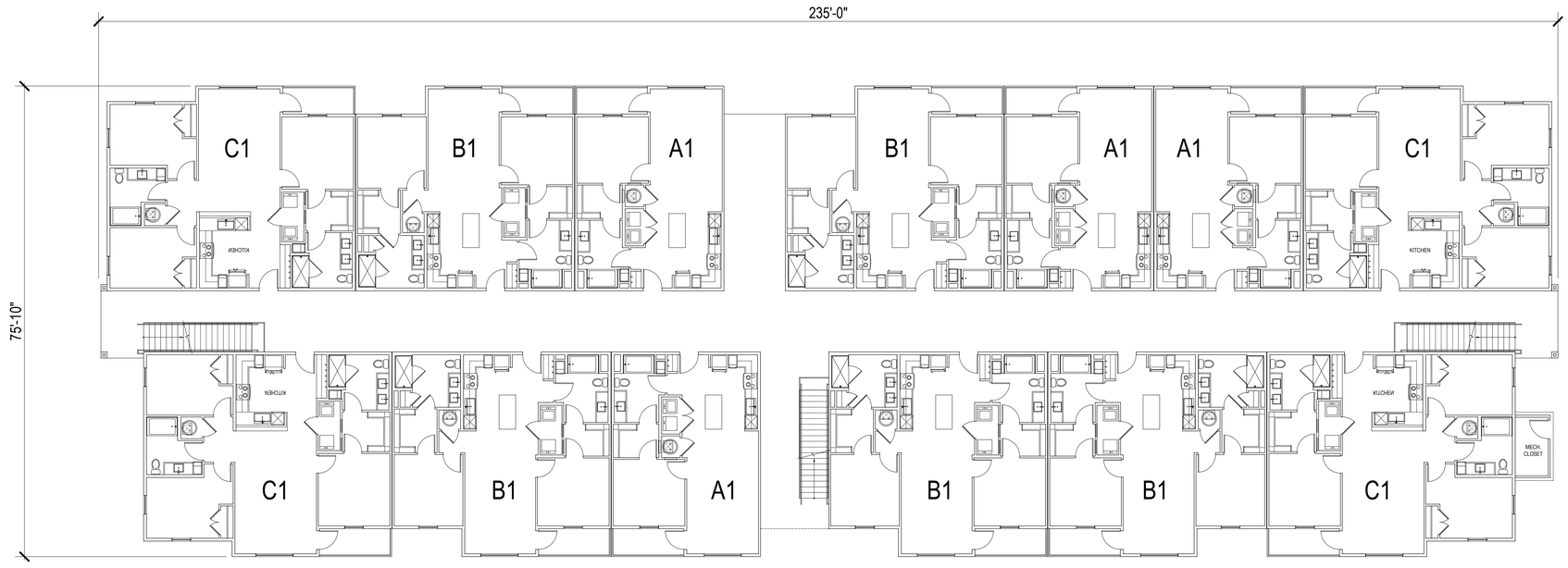
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BLDG III
ELEVATION

DATE
10/9/2025
DRAWN BY

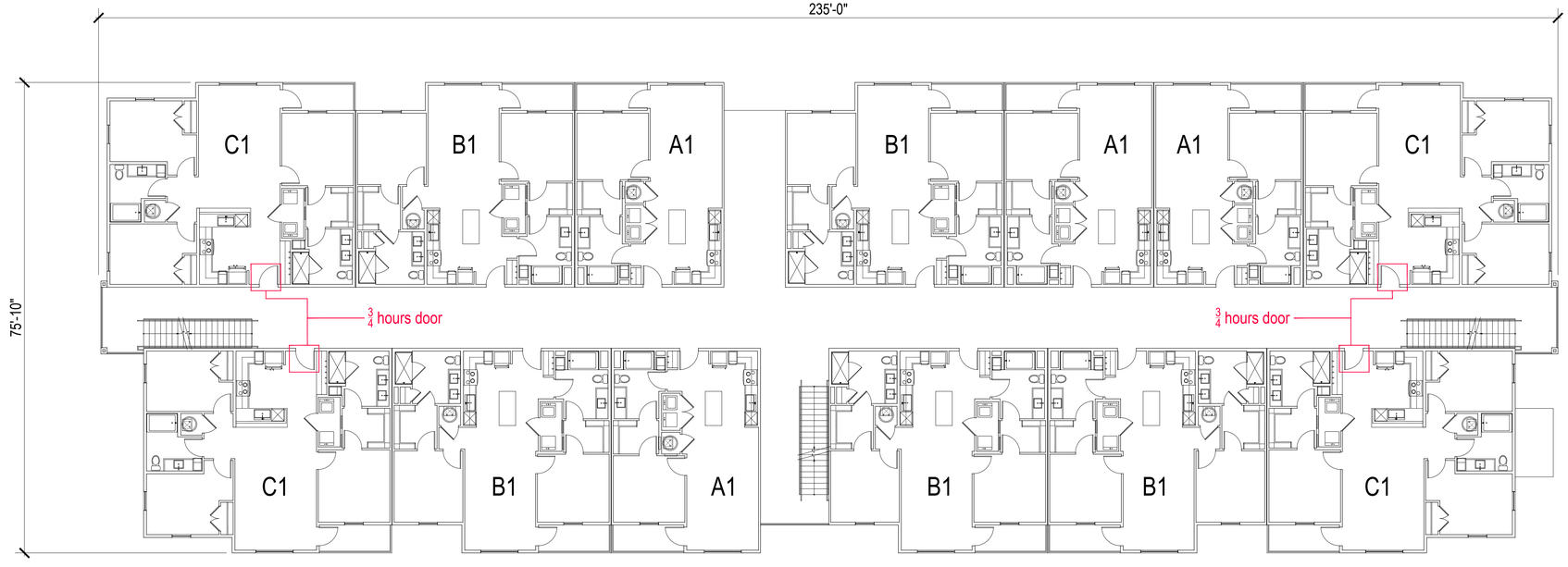
JOB NUMBER
HPA #21298

SHEET
A432

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GROUND LEVEL



LEVEL 2 AND 3

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

CONSTRUCTION TYPE V-A

BUILDING IV AREA CALCULATION

Ground level: 16,860 SQ.FT.
Level 2 and 3: 16,804 SQ.FT.

TOTAL AREA: 50,468 SQ.FT.



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ST. CHARLES COUNTY, MO

ISSUE
SD

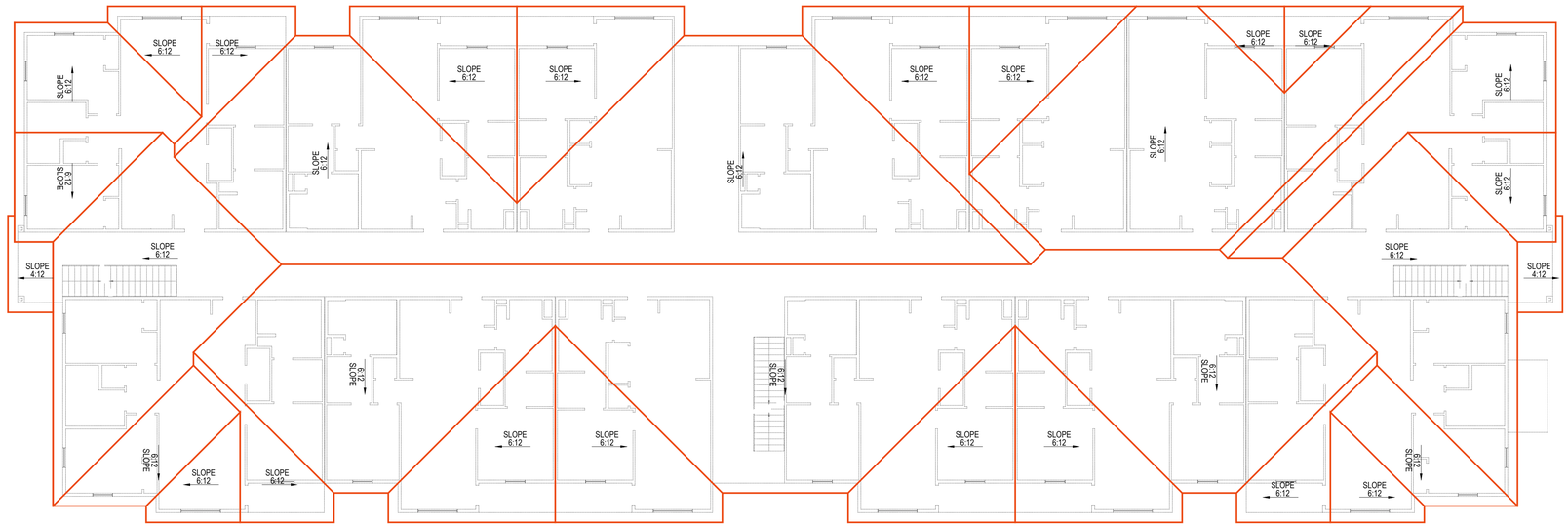
SHEET DESCRIPTION
BLDG IV
FLOOR PLANS

DATE
10/9/2025
DRAWN BY

JOB NUMBER
HPA #21298

SHEET
A440

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SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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PROJECT INFO
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ST. CHARLES COUNTY, MO

ISSUE
SD

SHEET DESCRIPTION
BLDG IV
ROOF PLAN

DATE
10/9/2025
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SHEET
A441

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TOTAL AREA (excluding gable area): 5,612 SQ.FT.
FIBER CEMENT: 4,432 SQ.FT. 79%
MASONRY: 1,180 SQ.FT. 21%
GABLE UPGRADE: 783 SQ.FT.

FRONT ELEVATION



TOTAL AREA (excluding gable area): 5,616 SQ.FT.
FIBER CEMENT: 4,549 SQ.FT. 81%
MASONRY: 1,067 SQ.FT. 19%
GABLE UPGRADE: 783 SQ.FT.

REAR ELEVATION



TOTAL AREA (excluding gable area): 1,939 SQ.FT.
FIBER CEMENT: 1,396 SQ.FT. 72%
MASONRY: 543 SQ.FT. 28%
GABLE UPGRADE: 114 SQ.FT.

SIDE ELEVATION



TOTAL AREA (excluding gable area): 1,918 SQ.FT.
FIBER CEMENT: 1,396 SQ.FT. 73%
MASONRY: 522 SQ.FT. 27%
GABLE UPGRADE: 114 SQ.FT.

SIDE ELEVATION

BUILDING IV OVERALL % COUNT

TOTAL AREA (excluding gable area): 15,085 SQ.FT.
FIBER CEMENT: 11,774 SQ.FT. 78%
MASONRY: 3,311 SQ.FT. 22%
GABLE UPGRADE: 1794 SQ.FT.

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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PROJECT INFO
SOUTHPOINTE
ST. CHARLES COUNTY, MO

ISSUE
SD

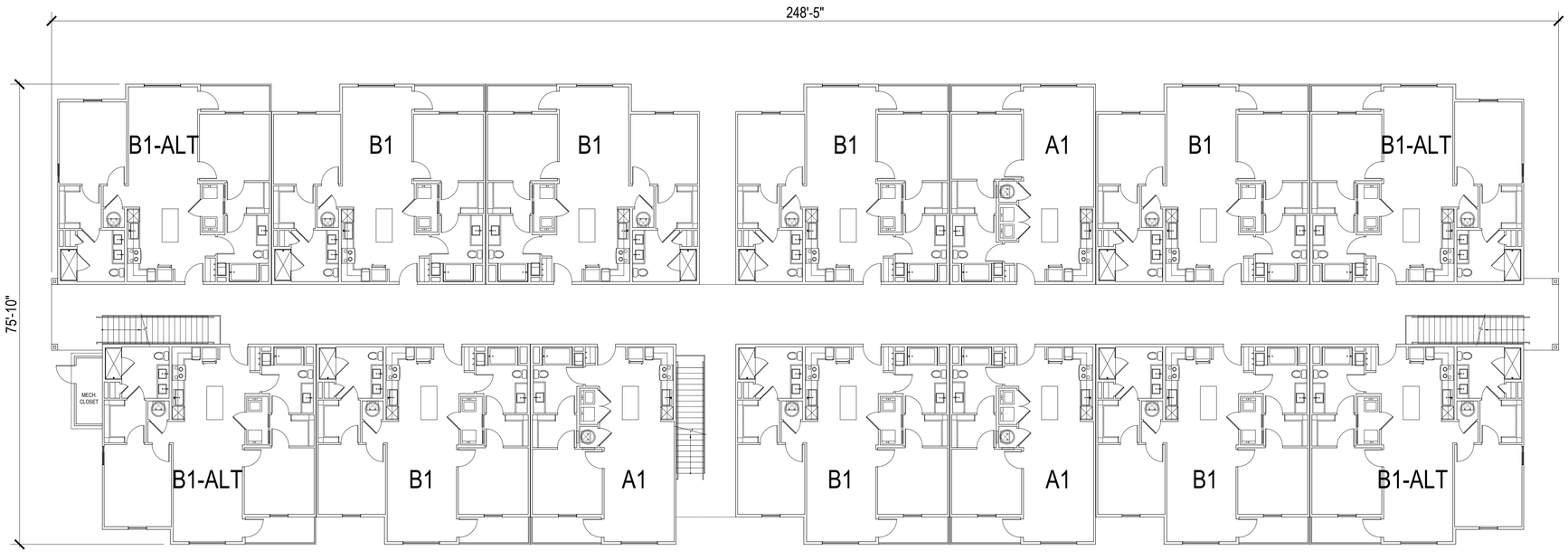
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BLDG IV
ELEVATION

DATE
10/9/2025
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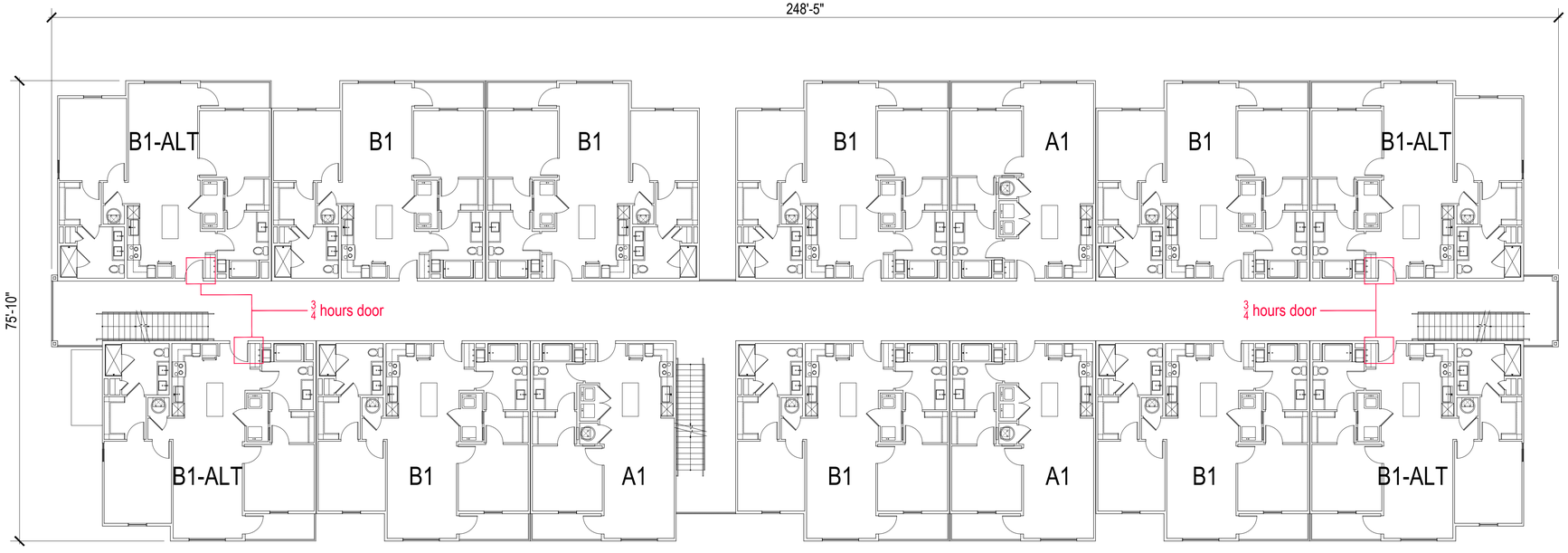
JOB NUMBER
HPA #21298

SHEET
A442

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GROUND LEVEL



LEVEL 2 AND 3

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

CONSTRUCTION TYPE V-A

BUILDING V AREA CALCULATION

Ground level: 17,687 SQ.FT.
Level 2 and 3: 17,634 SQ.FT.

TOTAL AREA: 52,955 SQ.FT.



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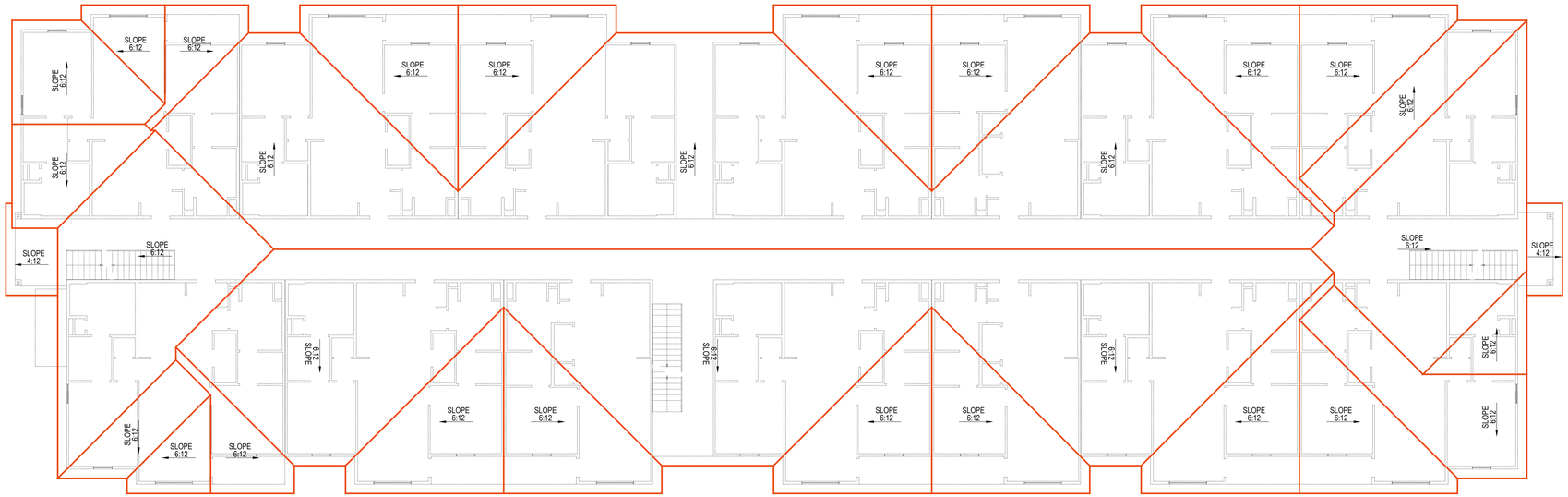
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FLOOR PLANS

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SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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SHEET DESCRIPTION
BLDG V
ROOF PLAN

DATE
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TOTAL AREA (excluding gable area): 5,926 SQ.FT.
FIBER CEMENT: 4,748 SQ.FT. 80%
MASONRY: 1,178 SQ.FT. 20%
GABLE UPGRADE: 934 SQ.FT.

FRONT ELEVATION



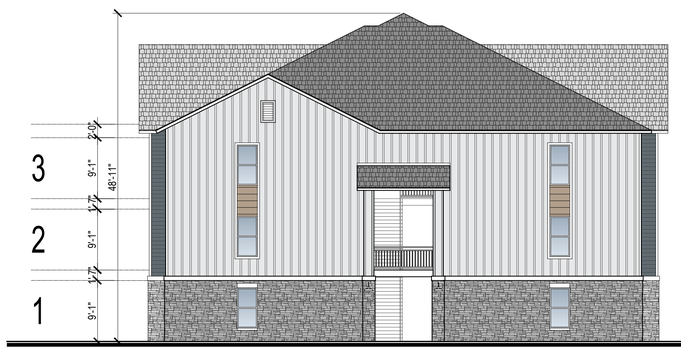
TOTAL AREA (excluding gable area): 6,033 SQ.FT.
FIBER CEMENT: 5,019 SQ.FT. 83%
MASONRY: 1,014 SQ.FT. 17%
GABLE UPGRADE: 934 SQ.FT.

REAR ELEVATION



TOTAL AREA (excluding gable area): 2,032
FIBER CEMENT: 1,474 SQ.FT. 73%
MASONRY: 558 SQ.FT. 27%
GABLE UPGRADE: 127 SQ.FT.

SIDE ELEVATION



TOTAL AREA (excluding gable area): 2,053 SQ.FT.
FIBER CEMENT: 1,474 SQ.FT. 72%
MASONRY: 579 SQ.FT. 28%
GABLE UPGRADE: 127 SQ.FT.

SIDE ELEVATION

BUILDING V OVERALL % COUNT

TOTAL AREA (excluding gable area): 16,043 SQ.FT.
FIBER CEMENT: 12,715 SQ.FT. 79%
MASONRY: 3,328 SQ.FT. 21%
GABLE UPGRADE: 2122 SQ.FT.

SCALE: 3/32" = 1'-0"

0' 16' 32' 64'

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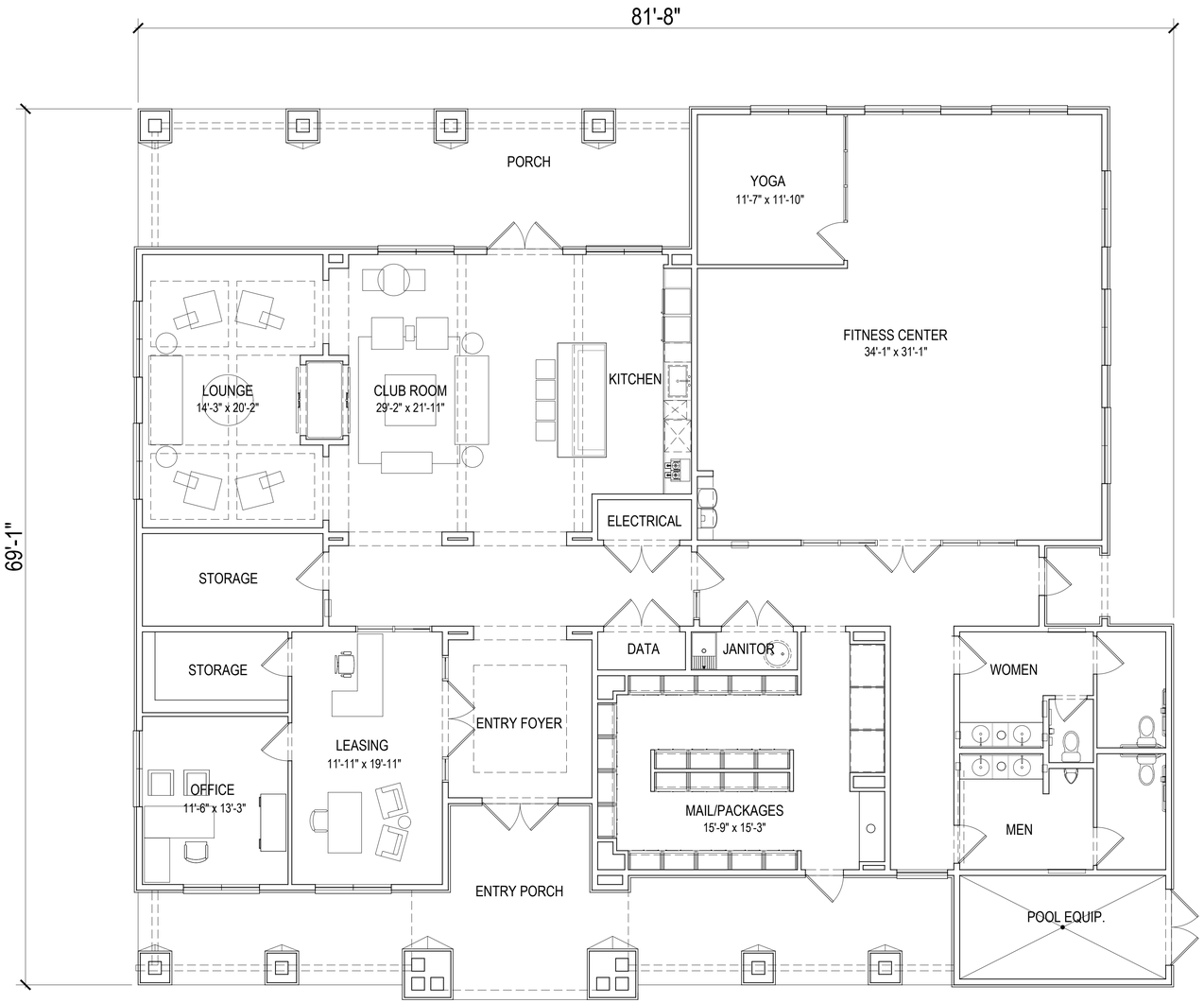
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BLDG V
ELEVATION

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SHEET
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CLUBHOUSE
4179 SQ. FT.

ENCLOSED AREA: 4,179 sq.ft.
FITNESS AREA: 1,070 sq.ft.
UNDER ROOF: 5,460 sq.ft.

SCALE: 3/16" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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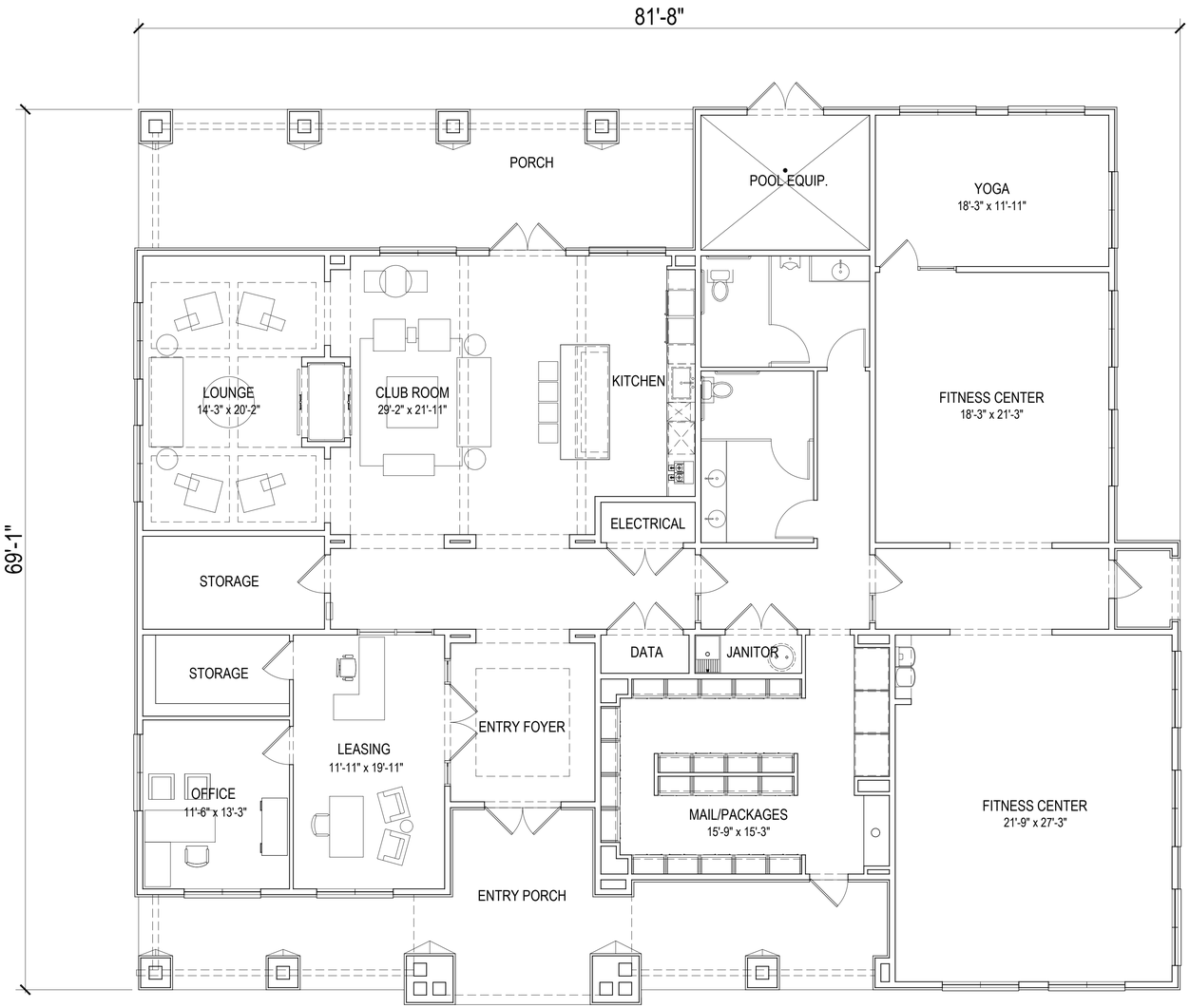
SHEET DESCRIPTION
CLUBHOUSE FLOORPLAN

DATE
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SHEET
A801

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CLUBHOUSE ALTERNATIVE 1

4291 SQ. FT.

ENCLOSED AREA: 4,291 sq.ft.
FITNESS AREA: 1,307 sq.ft.
UNDER ROOF: 5,338 sq.ft.

SCALE: 3/16" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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SD

SHEET DESCRIPTION
CLUBHOUSE FLOORPLAN ALTERNATIVE 1

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A802

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CLUBHOUSE ALTERNATIVE 2

4748 SQ. FT.

ENCLOSED AREA: 4,748 sq.ft.

FITNESS AREA: 1,284 sq.ft.

UNDER ROOF: 5,292 sq.ft.

SCALE: 3/16" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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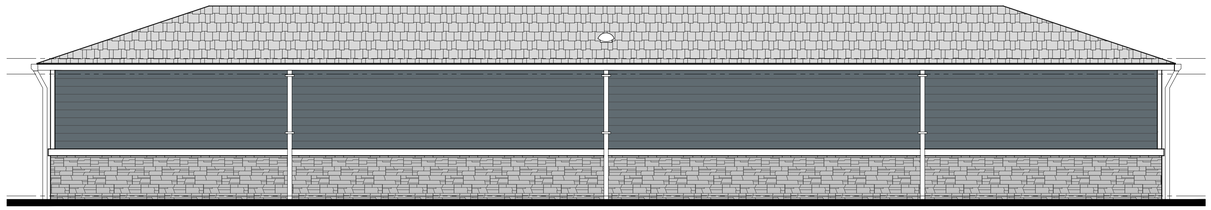
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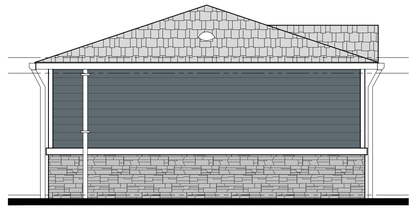
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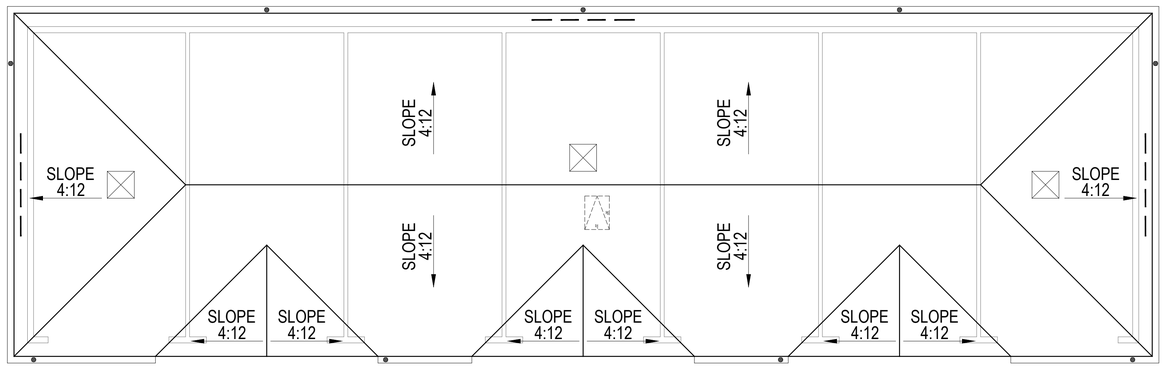
REAR ELEVATION



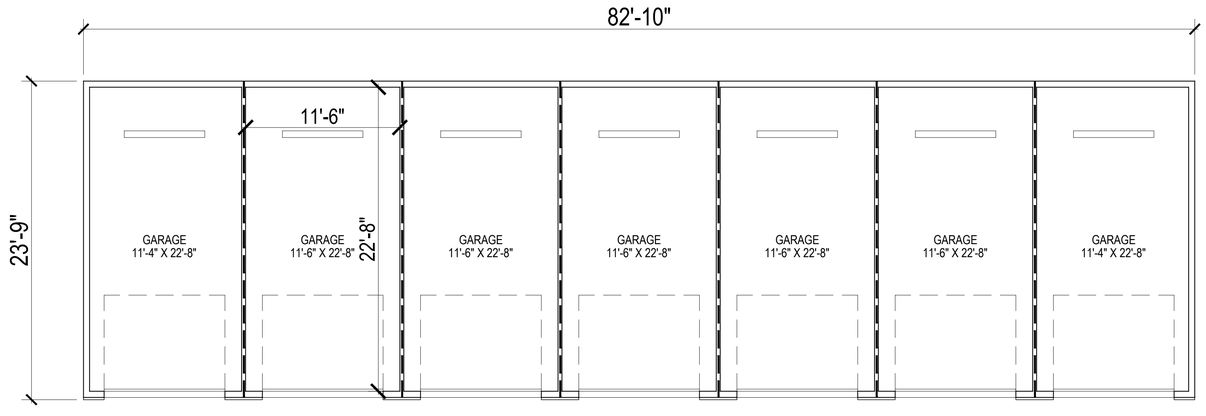
FRONT ELEVATION



SIDE ELEVATION



ROOF PLAN



FLOOR PLAN

DETACHED GARAGE AREA TYPE I

Area: 1,954 SQ.FT.
Total on site plan: 5

TOTAL AREA: 9,770 SQ.FT.

FACADE OVERALL MATERIAL %

TOTAL AREA: 1,728 SQ.FT.
FIBER CEMENT: 1,204 SQ.FT. 70%
MASONRY: 524 SQ.FT. 30%

SCALE: 3/16" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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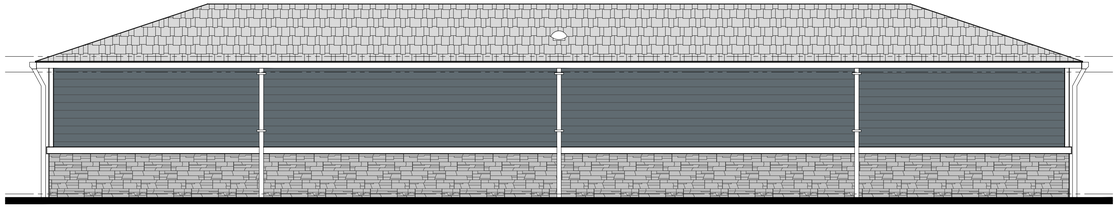
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DETACHED GARAGE TYPE I

DATE
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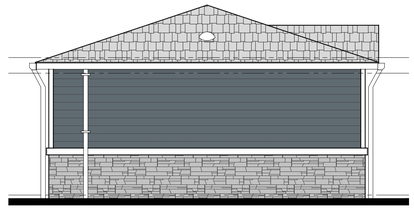
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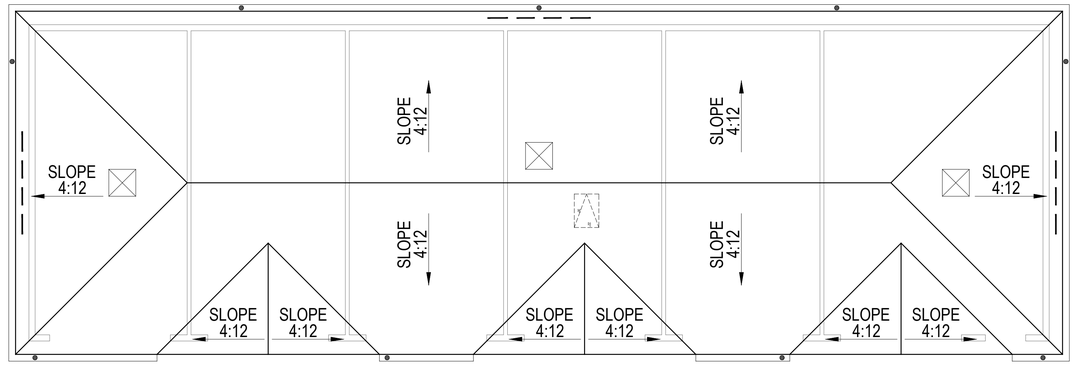
REAR ELEVATION



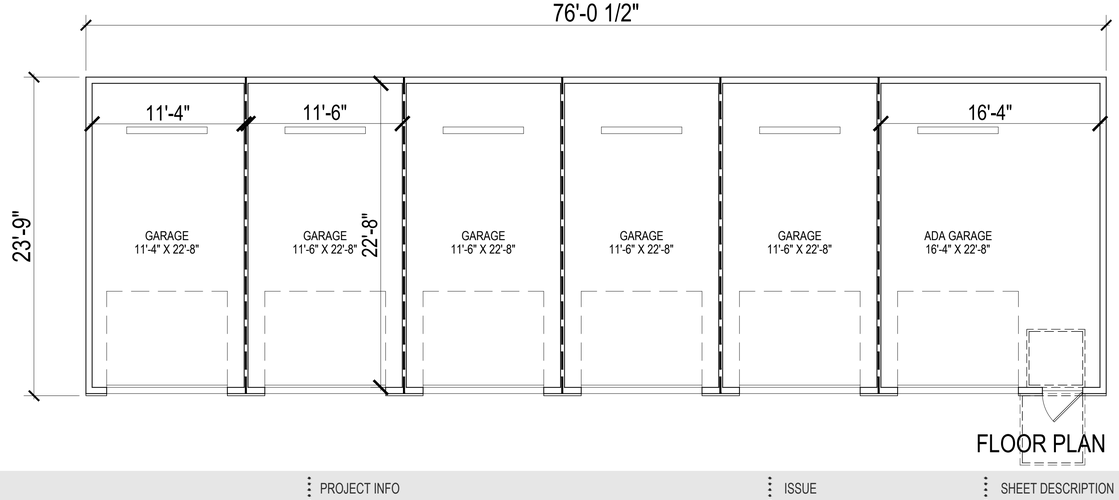
FRONT ELEVATION



SIDE ELEVATION



ROOF PLAN



FLOOR PLAN

DETACHED GARAGE AREA TYPE II

Area: 1,793 SQ.FT.
Total on site plan: 1

FACADE OVERALL MATERIAL %

TOTAL AREA: 1,637 SQ.FT.
FIBER CEMENT: 1,139 SQ.FT. 70%
MASONRY: 498 SQ.FT. 30%

SCALE: 3/16" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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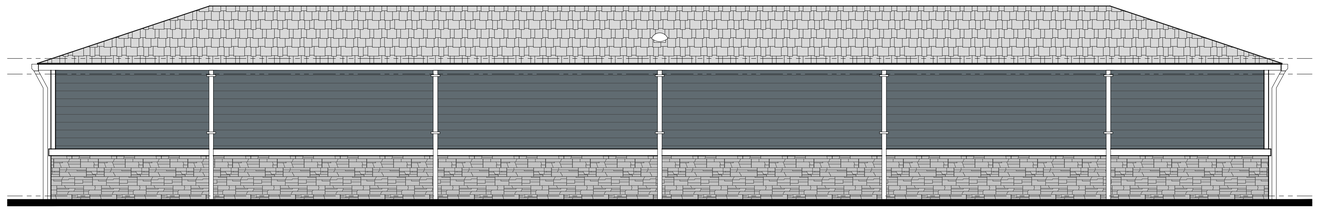
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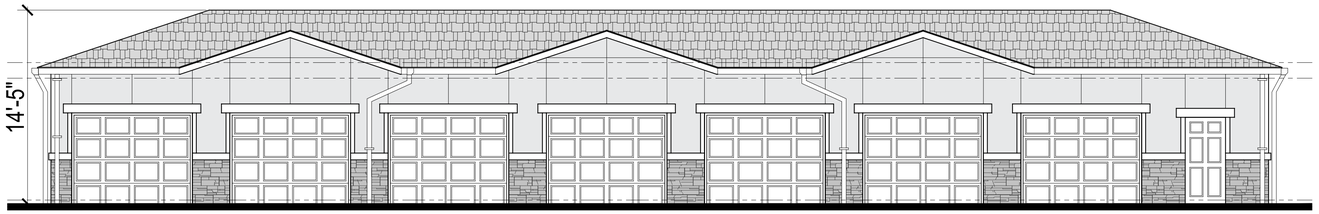
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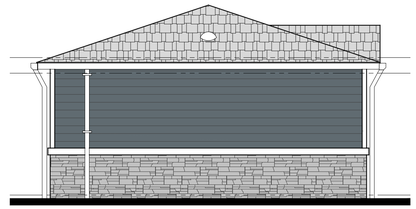
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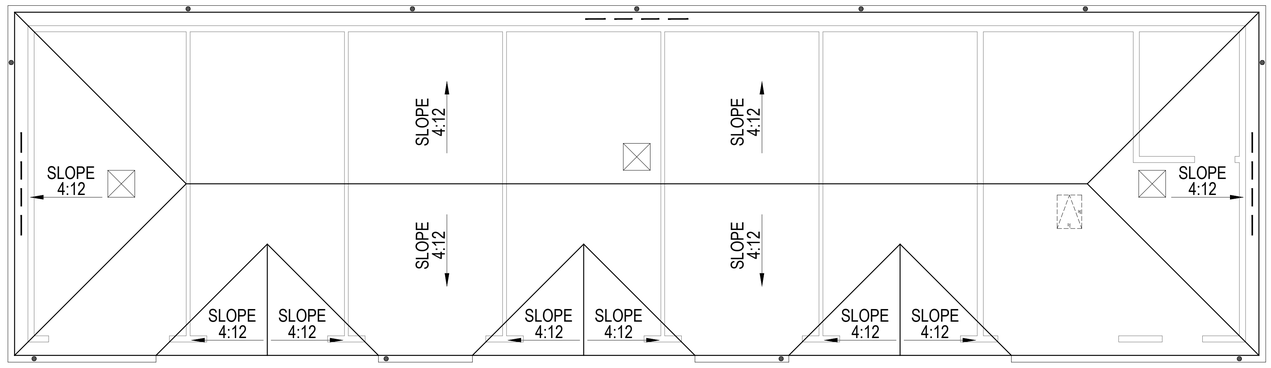
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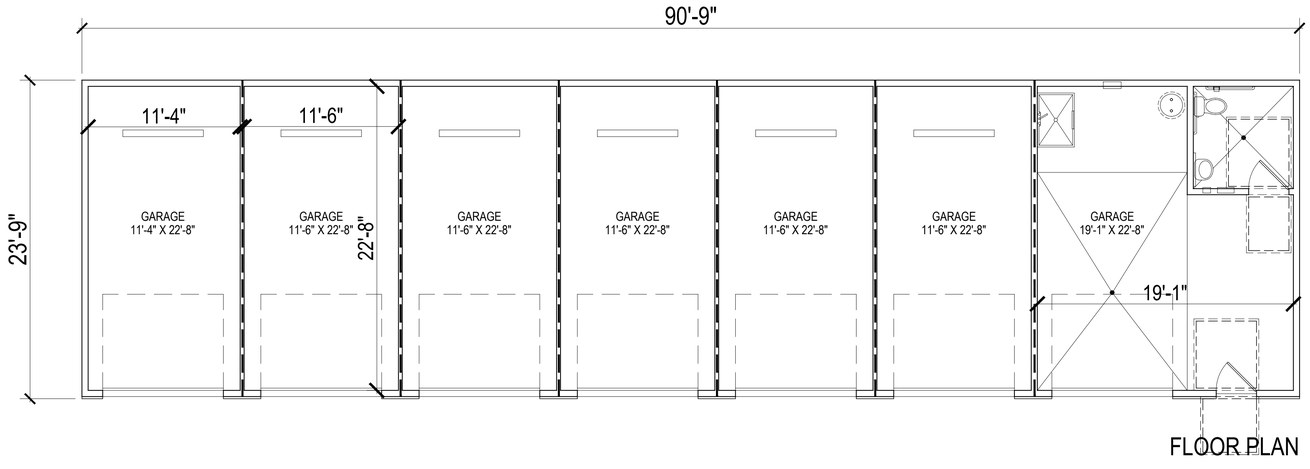
FRONT ELEVATION



SIDE ELEVATION



ROOF PLAN



FLOOR PLAN

DETACHED GARAGE AREA TYPE III

Area: 2,140 SQ.FT.
Total on site plan: 1

FACADE OVERALL MATERIAL %

TOTAL AREA: 1,865 SQ.FT.
FIBER CEMENT: 1,295 SQ.FT. 69%
MASONRY: 569 SQ.FT. 31%

SCALE: 3/16" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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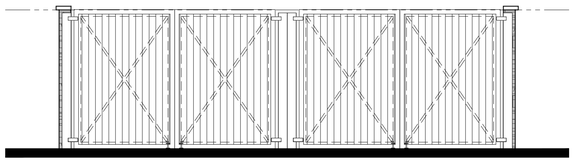
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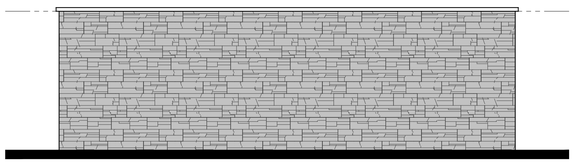
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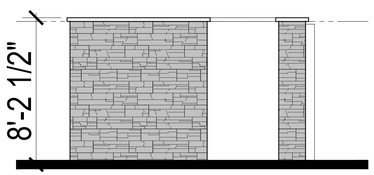
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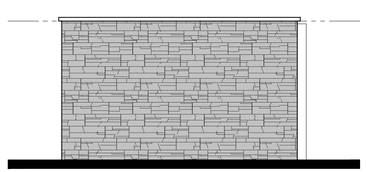
FRONT ELEVATION



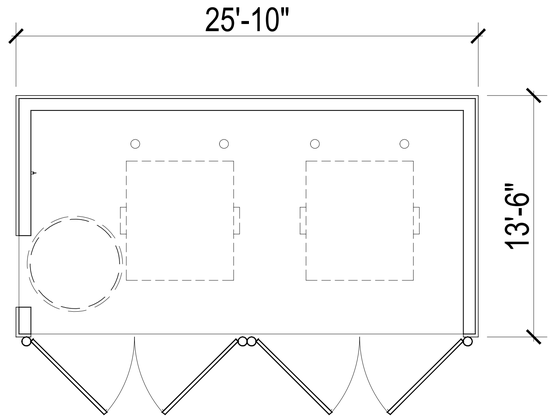
REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION



FLOOR PLAN

DUMPSTERS

Area: 350 SQ.FT.
Total on site plan: 4

TOTAL AREA: 1,400 SQ.FT.

SCALE: 1/4" = 1'-0" (24"x36" SHEET)

0' 4' 8' 16'

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SHEET DESCRIPTION
DUMPSTERS

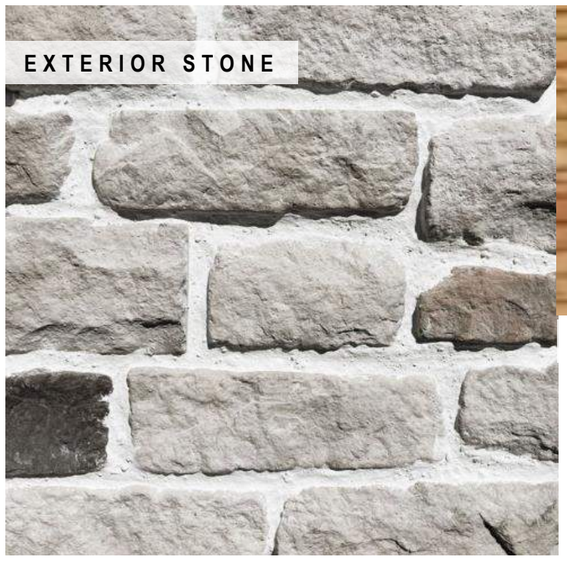
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WOOD TONE

STANDARD COLLECTION ARCTIC WHITE PANEL SIDING

STANDARD COLLECTION EVENING BLUE PLANK SIDING

STANDARD COLLECTION PEARL GRAY AT BALCONIES

OPTION 1 – SIMILAR LOOK

Eldorado Stone, LLC
1370 Grand Ave., Bldg., B
San Marcos, CA 92069
Tel: (760) 736-3232
Fax: (760) 736-8890
e-mail: customerservice@westlake.net
website: www.eldoradostone.com

SECTION 04 73 00

MANUFACTURED MASONRY VENEER

GENERAL NOTES TO SPECIFIER:

THIS SPECIFICATION SECTION HAS BEEN PREPARED TO ASSIST DESIGN PROFESSIONALS IN THE PREPARATION OF PROJECT OR OFFICE MASTER SPECIFICATIONS. IT FOLLOWS GUIDELINES ESTABLISHED BY THE CONSTRUCTION SPECIFICATIONS INSTITUTE (CSI), AND THEREFORE MAY BE USED WITH MOST MASTER SPECIFICATION SYSTEMS WITH MINOR EDITING.

EDIT CAREFULLY TO SUIT PROJECT REQUIREMENTS. MODIFY AS NECESSARY AND DELETE ITEMS THAT ARE NOT APPLICABLE. VERIFY THAT REFERENCED SECTION NUMBERS AND TITLES ARE CORRECT. (NUMBERS AND TITLES REFERENCED ARE BASED ON *MASTERFORMAT*, 2004 EDITION).

THIS SECTION ASSUMES THE PROJECT MANUAL WILL CONTAIN COMPLETE DIVISION 1 DOCUMENTS INCLUDING SECTIONS 01 25 13–PRODUCT SUBSTITUTION PROCEDURES, 01 33 00–SUBMITTAL PROCEDURES, 01 62 00–PRODUCT OPTIONS, 01 66 00–PRODUCT STORAGE AND HANDLING REQUIREMENTS, 01 74 00–CLEANING AND WASTE MANAGEMENT, 01 77 00–CLOSEOUT PROCEDURES, AND 01 78 00–CLOSEOUT SUBMITTALS. CLOSE COORDINATION WITH DIVISION 1 SECTIONS IS REQUIRED. IF THE PROJECT MANUAL DOES NOT CONTAIN THESE SECTIONS, ADDITIONAL INFORMATION SHOULD BE INCLUDED UNDER THE APPROPRIATE ARTICLES.

THIS IS A CLOSED PROPRIETARY SPECIFICATION.

NOTES TO THE SPECIFIER ARE CONTAINED IN BOXES AND SHOULD BE DELETED FROM FINAL COPY.

GREY HIGHLIGHTED GREEN TEXT AND NOTES RELATE TO LEED® PROJECTS AND CAN BE DELETED IF THE PROJECT IS NOT INTENDED TO ATTAIN LEED® CERTIFICATION. CREDIT REFERENCES REFER TO LEED® FOR NEW CONSTRUCTION, V2.2.

OPTIONAL ITEMS REQUIRING SELECTION BY THE SPECIFIER ARE ENCLOSED WITHIN BRACKETS, E.G. [35] [40] [45]. MAKE APPROPRIATE SELECTIONS AND DELETE OTHERS.

ITEMS REQUIRING ADDITIONAL INFORMATION ARE UNDERLINED BLANK SPACES, E.G. _____ .

OPTIONAL PARAGRAPHS REQUIRING SELECTION OF ONE OF THE OPTIONS ARE SEPARATED BY “OR” WITHIN A BOX, E.G.

OR

BOLD FACE TEXT IDENTIFIES OPTIONAL PARAGRAPHS AND FEATURES THAT MAY BE INCLUDED OR DELETED DEPENDING ON PROJECT REQUIREMENTS. CONVERT THE BOLD FACE TEXT TO REGULAR TEXT WHEN INCLUDING THESE PARAGRAPHS OR FEATURES. WHEN DELETING A PARAGRAPH, BE CERTAIN THAT ALL SUBPARAGRAPHS ARE ALSO DELETED.

REVISE FOOTER TO SUIT PROJECT/OFFICE REQUIREMENTS.

ELECTRONIC VERSIONS OF THIS SPECIFICATION UTILIZE AUTOMATIC PARAGRAPH NUMBERING.

PART 1 - GENERAL

1.01 SUMMARY

A. Section Includes: Portland cement based manufactured [stone] [and] [brick] veneer and trim.

B. Related Sections:

INCLUDE ALL DIVISION 01 SECTIONS CONTAINING LEED® REQUIREMENTS.

1. **__ __ __–_____. Wall Framing.**
2. **__ __ __–_____. Wall Sheathing.**
3. **07 60 00–Flashing and Sheet Metal.**
4. **07 92 00–Joint Sealants.**
5. **09 24 00–Portland Cement Plastering.**
6. **10 30 00–Fireplaces and Stoves.**

INCLUDE APPROPRIATE LANGUAGE BELOW IF PRODUCTS SPECIFIED IN THIS SECTION ARE TO BE BID AS ALTERNATES. OTHERWISE DELETE FOLLOWING PARAGRAPH.

C. Alternates:

1. Reference Section 01 23 00–Alternates.

1.02 REFERENCES

A. American National Standards Institute (ANSI):
1. ANSI A118.4 Specifications for Latex-Portland Cement Mortar.

B. American Society for Testing and Materials (ASTM):
1. ASTM C 39 – Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens.
2. ASTM C 67 – Standard Test Methods for Sampling and Testing Brick and Structural Clay Tile.
3. ASTM C 144 – Standard Specification for Aggregate for Masonry Mortar.
4. ASTM C 177 – Standard Test Method for Steady-State Head Flux Measurements and Thermal Transmission Properties by Means of the Guarded-Hot-Plate Apparatus.
5. ASTM C 207 – Standard Specification for Hydrated Lime for Masonry Purposes.
6. ASTM C 270 – Standard Specification for Mortar for Unit Masonry.
7. ASTM C 482 – Standard Test Method for Bond Strength of Ceramic Tile to Portland Cement.
8. ASTM C 567 – Standard Test Method for Determining Density of Structural Lightweight Concrete.
9. ASTM C 847 – Standard Specification for Metal Lath.
10. ASTM C 932 – Standard Specification for Surface-Applied Bonding Compounds for Exterior Plastering.
11. ASTM C 979 – Standard Specification for Pigments for Integrally Colored Concrete.
12. ASTM C 1032 – Standard Specification for Woven Wire Plaster Base.
13. ASTM C 1059 – Standard Specification for Latex Agents for Bonding Fresh To Hardened Concrete.
14. ASTM D 226 – Standard Specification for Asphalt-Saturated Organic Felt Used in Roofing and Waterproofing.

15. ASTM C1063 –Standard Specification for Installation of Lathing and Furring to Receive Interior and Exterior Portland Cement-Based Plaster
16. ASTM C1329 Standard specification for Portland cement
17. ASTM C578 – Standard Specification for Rigid, Cellular Polystyrene Thermal Insulation
18. ASTM C1289 – Standard Specification for Faced Rigid Cellular Polyisocyanurate Thermal Insulation Board
19. ASTM E2556/E2556M – Standard Specification for Vapor Permeable Flexible Sheet Water-Resistive Barriers Intended for Mechanical Attachment

C. Other Standards:
1. UBC Standard No. 14-1, Kraft Waterproof Building Paper
2. ICC AC38 Acceptance Criteria for Water Resistive Barriers
3. UU-B-790 Building Paper, Vegetable Based, Kraft , waterproofed, water repellent and fireproof

D. **City of Los Angeles: Research Report (LARR)**
1. Research Report #25589

E. International Code Council (ICC):
1. ESR Report.

F. LEED®: US Green Building Council's Leadership in Energy and Environmental Design Green Building Rating System™.

G. Underwriter's Laboratory (UL): Building Materials Directory.

H. **US Department of Housing and Urban Development (HUD): Material Release Numbers 910Fs.**

1.03 SUBMITTALS

A. Reference Section 01 33 00–Submittal Procedures; submit following items:
1. Product Data.
2. Samples:
a. Standard sample board consisting of small-scale pieces of veneer units showing full range of textures and colors.
b. Full range of mortar colors.
3. Verification Samples: Following initial sample selection submit "laid-up" sample board using the selected stone and mortar materials and showing the full range of colors expected in the finished Work; minimum sample size: 3 by 3 feet (1 by 1 m).
4. Quality Assurance/Control Submittals:
a. Qualifications:
1) Proof of manufacturer qualifications.
2) Proof of installer qualifications.
b. Regulatory Requirements: Evaluation reports.
c. Veneer manufacturer's installation instructions.
d. Installation instructions for other materials.
5. LEED® Submittals:
a. Credit MR 4.1, 4.2 Recycled Content: Provide percentage of recycled content (post- consumer and pre-consumer).
b. Credit MR 5.1, 5.2 Regional Materials:

1) Provide distance between Project site and extraction site.
2) Provide distance between Project site and final manufacturing location.

MANUFACTURED MASONRY CAN ALSO CONTRIBUTE TO CREDIT EA 1 FOR OPTIMIZING ENERGY PERFORMANCE AND CREDITS ID 1.1-1.4 FOR INNOVATION IN DESIGN, HOWEVER, NO SPECIFIC SUBMITTALS ARE REQUIRED IN THIS SECTION.

B. Closeout Submittals: Reference Section 01 78 00–Closeout Submittals; submit following items:
   1. Maintenance Instructions.
   2. Special Warranties.

1.04 QUALITY ASSURANCE

A. Qualifications:
   1. Manufacturer Qualifications: Eldorado Stone, LLC.
   2. Installer Qualifications: Experienced mason familiar with installation procedures and related local, state and federal codes masonry.

B. Certifications:
   1. ICC Evaluation Service – Evaluation Report ESR-1215.
   2. ICC ESR-1215, Florida Building Code Supplement
   3. ASTM C1670
   4. LARR – Research Report RR25589
   5. HUD – Material Release Number 910F
   6. UL – Classification listing in Building Materials Directory: UL 546T (F8002).

C. Field Sample:

COMPLETE FOLLOWING SUBPARAGRAPH TO INCLUDE DESIRED DETAILS SUCH AS CORNERS, TRIM, MORTAR JOINTS AND JOINT DETAILS ABUTTING OTHER MATERIALS.

   1. Prepare [4 by 4 foot (1200 by 1200 mm)] [__ by __ foot (____ by ____ mm)] sample at a location on the structure as selected by the Architect. Use approved selection sample materials and colors. Include _____.
   2. Obtain Architect's approval.
   3. Protect and retain sample as a basis for approval of completed manufactured stone work. Approved sample may be incorporated into completed work.

1.05 DELIVERY, STORAGE, AND HANDLING

A. Reference Section 01 66 00–Product Storage and Handling Requirements.

B. Follow manufacturer's instructions.

1.06 PROJECT/SITE CONDITIONS

A. Environmental Requirements: When air temperature is 40 degrees F (4.5 degrees C) or below, consult local building code for Cold-Weather Construction requirements.

1.07 WARRANTY

A. Special Warranty: Manufacturer's standard warranty coverage against defects in materials when installed in accordance with manufacturer's installation instructions.

PART 2 - PRODUCTS

2.01 MANUFACTURER

A. Eldorado Stone, LLC
1370 Grand Ave., Bldg. B
San Marcos, CA 92069

Tel: (800) 925-1491
Fax: (760) 736-3840
E-Mail: customerservice@westlake.net
Website: www.eldoradostone.com

INSERT NAME, ADDRESS AND CONTACT INFORMATION OF LOCAL DISTRIBUTOR BELOW.

1. Manufacturer's Distributor:

IF PROJECT UTILIZES ONLY ONE TYPE OF STONE, INSERT THE NAME OF THE PRODUCT IN THE BLANK SPACE BELOW AND DELETE THE SECOND SELECTION. IF MORE THAN ONE TYPE OF STONE IS REQUIRED, DELETE THE FIRST SELECTION AND VERIFY THAT STONE TYPES ARE NOTED ON DRAWINGS.

B. Product: [_____ veneer] [Veneer types as shown on Drawings].

C. Substitutions: None Allowed.

2.02 MATERIALS

A. Stone Veneer:

SELECT DESIRED PROFILE FROM THE ELDORADO STONE WEBSITE PRODUCTS DROP DOWN MENU; CLICK ON "STONE VENEER" THEN CLICK ON THE APPROPRIATE REGION. INSERT PROFILE BELOW.

1. Profile: _____. Include matching corner pieces.

SELECT DESIRED STONE ACCENTS FROM THE ELDORADO STONE WEBSITE PRODUCTS DROP DOWN MENU; CLICK ON "STONE ACCENTS." INSERT DESIRED ACCENTS BELOW AND INSERT TEXTURE IF REQUIRED. VERIFY THAT DIMENSIONS, IF REQUIRED, ARE SHOWN ON THE DRAWINGS.

2. Stone Accents: _____.
a. Color: [Buckskin] [Earth] [Smoke] [Taupe] [As shown on Drawings].
b. Texture: _____.

B. Brick Veneer:

SELECT DESIRED PROFILE AND COLOR FROM THE ELDORADO STONE WEBSITE ELDORADO BRICK; CLICK ON "BRICK," THEN CLICK ON "VIEW ALL BRICK PROFILES." INSERT PROFILE AND COLOR BELOW.

1. Profile: _____. Include matching corner pieces.
a. Color: _____.

SELECT DESIRED BRICK ACCENTS FROM THE ELDORADO STONE WEBSITE DROP ELDORADO BRICK; CLICK ON "ACCENTS." INSERT DESIRED ACCENTS BELOW. CLICK ON "CHOOSE ACCENTS' COLORS" TO SELECT COLOR. VERIFY THAT DIMENSIONS, IF REQUIRED, ARE SHOWN ON THE DRAWINGS.

2. Brick Accents: _____.
a. Color: [Match brick] [_____] [As shown on Drawings].

C. Veneer Unit properties: Precast veneer units consisting of portland cement, lightweight aggregates, and mineral oxide pigments.
   1. Compressive Strength: ASTM C 192 and ASTM C 39, 5 sample average: greater than 1,800 psi (12.4MPa).
   2. Shear Bond: ASTM C 482: 50 psi (345kPa), minimum.
   3. Freeze-Thaw Test: ASTM C 67: Less than 3 percent weight loss and no disintegration.
   4. Thermal Resistance: ASTM C 177: 0.473 at 1.387 inches thick
   5. Weight per square foot: 2012 IBC and 2012 IRC, ASTM C1670, 15 pounds, saturated.

EDIT MATERIALS PER BUILDING CODE REQUIREMENTS. DELETE FROM THIS SECTION IF SPECIFIED IN OTHER SECTIONS.

D. Weather Barrier: [ASTM D 226, Type 1, No. 15, non-perforated asphalt-saturated felt paper] [UBC Standard 14-1, kraft waterproof building paper] or [UBC Standard No. 14-1, Kraft Waterproof Building Paper] or [ICC AC-38, synthetic house wrap]

E. Reinforcing: [ASTM C 847, 2.5lb/yd^2 (1.4kg/m^2) galvanized expanded metal lath] [ASTM C 847, 3.4lb (1.8 kg/m^2) galvanized 3/8" rib lath] [ASTM C 1032, 17 gauge (1.3 mm) woven wire mesh] complying with code agency requirements for the type of substrate over which stone veneer is installed.

F. Mortar:
   1. Cement: Portland cement complying with ASTM C 1329.
   2. Lime: ASTM C 207.
   3. Sand: ASTM C 144, natural or manufactured sand.
   4. Color Pigment: ASTM C 979, mineral oxide pigments.
   5. Water: Potable.
   6. Pre-Packaged Latex-Portland Cement Mortar: ANSI A118.4.

G. Bonding Agent: Exterior integral bonding agent meeting [ASTM C 932] [ASTM C 1059 Type II]

H. Water Repellent: Water based silane or siloxane masonry water repellent

2.03 MORTAR MIXES

A. Standard Installation (Grouted Joints):
   1. Mix mortar in accordance with ASTM C 270,
   2. Polymer modified mortar complying with ANSI A118.4
      a. Add color pigment in grout joint mortar in accordance with pigment manufacturer's instructions not to exceed 10% by weight of cement.

OR

A. Jointless/Dry-Stacked Installation:
   1. Polymer modified mortar complying with ANSI A118.4
   2. Mortar prepared to comply with ASTM C270. Type S mortar.
      a. Add color pigment in accordance with pigment manufacturer's instructions.

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT Housing - Federal Housing Commissioner	Series and Series Number: MATERIALS RELEASE NO: 910f (Supersedes issue dated March 2, 2004)
TO: DIRECTORS, SINGLE FAMILY HOCs DIRECTORS, MULTIFAMILY HUBs	ISSUE DATE February 13, 2008
	REVIEW DATE February 13, 2011

SUBJECT: **1. Product** Eldorado Stone Manufactured Stone and Brick Veneer

2. Name and address of Manufacturer

Eldorado Stone, LLC
P. O. Box 489
Carnation, WA 98014

Data on the nonstandard product described herein have been reviewed by the Department of Housing and Urban Development (HUD) and determination has been made that it is considered suitable from a technical standpoint for the use indicated herein. This Release does not purport to establish a comparative quality or value rating for this product as compared to standard products normally used in the same manner.

This Materials Release cannot be used as an indication of endorsement or approval by HUD of the described product, and any statement or representation, however made, indicating such approval or endorsement by HUD is unauthorized. See Code 18, U.S.C. 709.

Any reproduction of this Release must be in its entirety.

USE: Interior and Exterior Wall Veneer

DESCRIPTION:

Eldorado Stone is a manufactured, precast, stone product that is similar in color and texture to natural stone and brick veneer. The products are produced from a lightweight concrete mix consisting of portland cement, lightweight aggregates, admixtures, and mineral oxide colors. The stone are pre-cast in various sizes, shapes and surface textures. The stone has a maximum size of 720 in^2 (0.464m^2), with no side exceeding 36 in. (914mm) in length. The stones have a maximum average thickness of 1.75 in. (44.5 mm) and a nominal oven dry weight less than 105 lb/ft^3 (1362 kg/m^3).

REQUIREMENTS:

1. The composition of Eldorado Stone shall consist of one or more of the following:

   Cement meeting the requirements of ASTM C150, C595, or C989
   Pozzolans meeting the requirements of ASTM C618
   Aggregates meeting the requirements of ASTM C33, C330, or C331
   Admixtures
   Coloring pigments
   Potable water

   Note: Batch size may vary from plant to plant depending on the equipment available at each manufacturing location

2. The Eldorado Stone shall have a minimum compressive strength of 1800 psi when tested in accordance with ASTM C 192 and ASTM C39, and pass the freeze-thaw test described in ASTM C67 with a mass loss no greater than 3%.

INSTALLATION:

Installation of Eldorado Stone shall be in strict accordance with the manufacturer's instructions and local building code requirements. A copy of Eldorado Stone's most current installation instructions can be found at www.eldoradostone.com.

PROCEDURES:

1. Application to Sheathed Wood Frame Construction:

   Studs shall be spaced a maximum of 16 in. (406 mm) on center. The sheathed surface shall be covered with two layers of a water-resistive barrier complying with either ASTM D 226 for Type 1 No. 15 felt, UBC 14-1, or a water-resistive barrier meeting the requirements of ICC Acceptance Criteria AC38. Galvanized 2.5lb/yd2 (1.4 kg/m2) expanded metal lath complying with ASTM C847, or 18 gauge woven wire mesh complying with ASTM C1032, shall be attached to the studs spaced 16 in. (406mm) on center with galvanized roofing nails or galvanized staples. The lath or mesh must be self-furred or use self-furred fasteners. The fasteners shall be spaced 6 in. (152mm) on center vertically and shall have sufficient length to penetrate into the studs a minimum of 1 in. (25mm). A nominal ½ in. (12.7mm) thick scratch coat of Type S or Type N mortar complying with ASTM C270 shall be applied to the metal lath with enough pressure to key into the lath. When the mortar has become thumbprint dry, score surface horizontally to create a rough surface. The stones shall be adhered to the scratch coat with a nominal ½ in. (12.7mm) thick bed of Type S or Type N mortar with enough

mortar to squeeze around the edges. The exposed scratch coat or substrate surface shall not be visible in the joints between the stone.

2. Application to Open Wood Frame Construction:

   Studs shall be spaced a maximum of 16 in. (406 mm) on center. Open stud framing shall be spaced a maximum of 16 in. (406mm) on center. The stud framing shall be covered with a minimum of one layer of a water-resistive barrier complying with either ASTM D 226 for Type 1 No. 15 felt, UBC 14-1, or a non-perforated water-resistive barrier meeting the requirements of ICC Acceptance Criteria AC38. Paperbacked galvanized expanded 3/8 in. (9.5mm) rib metal lath complying with ASTM C847, with a minimum weight of 3.4 lb/yd$_2$ (1.8 kg/mm2), shall be attached to studs 6 in. (152.4 mm) on center vertically with galvanized roofing nails or galvanized staples. The fasteners must penetrate the stud by a minimum of 1 in. (25 mm). The lath paper must be equivalent to the requirements of the water-resistive barrier listed above. If the lath paper does not meet the water-resistive barrier requirements, apply a second layer of water-resistive barrier meeting the requirements above. The fasteners shall be spaced 6 in. (152mm) on center vertically and shall have sufficient length to penetrate into the studs a minimum of 1 in. (25mm). A nominal ½ in. (12.7mm) thick scratch coat of Type S or Type N mortar complying with ASTM C270 shall be applied to the metal lath with enough pressure to key into the lath. When the mortar has become thumbprint dry, score surface horizontally to create a rough surface. The scratch coat shall cure for a minimum of 48 hours. The stone shall be adhered to the scratch coat with a nominal ½ in. (12.7mm) thick bed of Type S or Type N mortar with enough mortar to squeeze around the edges of the stone. The exposed scratch coat or surface shall not be visible in the joints between the stones.

3. Application to Masonry Surfaces:

   Ensure the masonry surface is clean of debris, paint, release agents or other bond break material that could affect the adherence of the stone veneer. The surface can be cleaned by acid washing or by sand or bead blasting. Spray water onto the surface after cleaning to see if water beads on the surface. If it does, clean again or apply 2.5lb/yd2 (1.4 kg/m2) metal lath meeting the requirements of ASTM C847 before applying the scratch coat and stone.

   A nominal ½ in. (12.7mm) thick scratch coat of Type S or Type N mortar complying with ASTM C270 shall be applied to the concrete or masonry surface and scored horizontally. The stone shall be adhered to the scratch coat with a nominal ½ in. (12.7mm) thick bed of Type S or Type N mortar with enough mortar to squeeze around the edges. The exposed scratch coat, concrete or masonry surface shall not be visible in the joints between the stones. The exposed scratch coat or surface shall not be visible in the joints between the stones.

Check with your local building code to determining if there is a requirement for weather protection for the masonry wall.

4. Application to Metal Building Panels:

   Installation shall be as described in section 2 of the PROCEDURES section, with the exception that the lath shall be attached with corrosion-resistant self-drilling, self-tapping screws having a minimum ½ in (12.7mm) length with a 3/8 in. (9.5mm) diameter head. The fastener must have enough length to penetrate past the inside metal surface by a minimum of 3/8" (9.5 mm). The metal panels shall be a minimum of No. 18 gage galvanized steel with a minimum base metal thickness of 0.0478 in. (1.21 mm).

5. Flashing

   All flashing must be installed in accordance with building code requirements. To maintain the weather-resistance of the exterior wall on which the stone products are installed, rigid, corrosion-resistant flashing and a means of drainage shall be installed at all penetrations and terminations of the stone cladding. Flashing type and locations shall be in accordance with the requirements of the applicable code. Eldorado Stone recommends termination stone installations 4" above the earth and 2" above paved surfaces with a weep screed or code approved flashing to provide for drainage.

CERTIFICATION AND LABELING:

The certification label must comply with Underwriters Laboratory File No. R8022.

MANUFACTURING PLANTS:

The product covered under this MR will be produced at the following plants:

Eldorado Stone - Rancho Cucamonga
9500 Hermosa Avenue
Rancho Cucamonga, CA 91730

Eldorado Stone - Pueblo
33645 United Avenue
Pueblo, CO 81001

Eldorado Stone - Royal City
3997 Road 13.6 S.W
Royal City, WA 99357

Eldorado Stone - Greencastle
9156 Molly Pitcher Hwy.
Greencastle, PA 17225

Eldorado Stone - Dublin
2020 Waldrep Industrial BLVD
Dublin, GA 31021

Eldorado Stone - Dos Palmas
Camino Martin # 2500
Rancho Dos Palmas
Tijuana, B.C., 22640 Mexico

The contact representative for all matters concerning the manufacturing locations listed in this Materials Release shall be:

Artie Sandoval
Director of Technical Support and Quality Assurance
Eldorado Stone, LLC
425-333-6722 ext 1312

MANUFACTURER'S WARRANTY:

Manufacturer warrants Eldorado Stone wall veneers for a period of 50 years against manufacturing defects when used on structures conforming to local building codes and when installed in accordance with the manufacturer's written instructions. Warranty coverage specifically excludes damage resulting from wall movement; settlement of the building' contact with chemicals or paint; and discoloration due to contaminates, staining or oxidation. Warranty coverage is limited to replacement or repair of defective materials only and does not cover labor to remove or replace materials. Warranty coverage is limited to the original purchaser.

MANUFACTURER'S RESPONSIBILITIES:

Issuance of this MR commits the manufacturer to fulfill, as a minimum, the following:

1. Produce, label and certify the material, product or system in strict accordance with the terms of this MR.

2. Provide necessary corrective action in a timely manner for all cases of justified complaint, poor performance or failure reported by HUD.

3. When requested, provide the FHA Standards, Office of Manufactured Housing Programs, HUD Headquarters, with a representative list of properties, in which the material, product or system has been used, including complete addresses or descriptions of locations and dates of installation.

4. Inform HUD in advance of changes in production facilities, methods, design of the product, company name, ownership or mailing address.

EVALUATION:

This MR shall be valid for a period of three years from the date of initial issuance or most recent renewal or revision, whichever is later. The holder of this MR shall apply for a renewal or revision 90 days prior to the Review Date printed on this MR. Submittals for renewal or revision shall be sent to:

U. S. Department of Housing and Urban Development
FHA Standards, Office of Manufactured Housing Programs
451 7th Street, SW, Room 9168
Washington, DC 20410-8000

Appropriate User Fee shall be sent to:

U.S. Department of Housing and Urban Development
Miscellaneous Income - Technical Suitability of Products Fees
Bank of America
P. O. Box 198762
Atlanta, GA 30384-9862

The holder of this MR may apply for revision at any time prior to the Review Date. Minor revisions may be in the form of a supplement to the MR.

If the Department determines that a proposed renewal or supplement constitutes a revision, the appropriate User Fee for a revision will need to be submitted in accordance with Code of Federal Regulations 24 CFR 200.934, "User Fee System for the Technical Suitability of Products Program," and current User Fee Schedule.

CANCELLATION:

Failure to apply for a renewal or revision shall constitute a basis for cancellation of this MR. HUD will notify the manufacturer that the MR may be canceled when:

1. conditions under which the document was issued have changed so as to affect production of, or to compromise the integrity of the accepted material, product or system,

2. the manufacturer has changed its organizational form without notifying HUD, or

3. the manufacturer has not complied with responsibilities it assumed as a condition of HUD's acceptance.

However, before cancellation, HUD will give the manufacturer a written notice of the specific reasons for cancellation, and the opportunity to present views on why the MR should not be canceled. No refund of fees will be made for a canceled document.

****

This Materials Release is issued solely for the captioned firm, and is not transferable to any person or successor entity.

****

PART 3 - EXECUTION

3.01 EXAMINATION

A. Examine substrates upon which work will be installed.

B. Coordinate with responsible entity to perform corrective work on unsatisfactory substrates.

C. Commencement of work by installer is acceptance of substrate.

3.02 PREPARATION

A. Protection: Protect adjacent work from contact with mortar.

B. Surface Preparation: Prepare substrate in accordance with manufacturer's installation instructions for the type of substrate being covered.

3.03 INSTALLATION

A. Install and clean stone in accordance with manufacturer's installation instructions for Standard Installation (Grouted Joint) or Jointless/Dry-Stacked installation as specified above.

B. Apply repellent in accordance with repellent manufacturer's application instructions.

3.04 FIELD QUALITY CONTROL

A. Manufacturer's Field Services: Manufacturer's Field Service Representative shall make [one] [two] [_____] periodic site visits review of on-going installation process but is not responsible for any errors or omissions that are not observed or are previously completed.

3.05 CLEANING

A. Reference Section 01 74 00–Cleaning and Waste Management.

B. Remove protective coverings from adjacent work.

C. Cleaning Veneer Units:
   1. Wash with soft bristle brush and water/granulated detergent solution
   2. Rinse immediately with clean water

D. Removing Effloresence:
   1. Allow veneer to dry thoroughly
   2. Scrub with soft bristle brush and clean water
   3. Rinse immediately with clean water; allow to dry
   4. If efflorescence is still visible, contact ES Customer Service for assistance

END OF SECTION[1]

[1] This specification was prepared specifically for Eldorado Stone Corporation by ASC Specification Consultants. Comments or suggestions for improvement should be addressed to Eldorado Stone via the contact information on page one.

HardiePanel® Vertical Siding

MULTIFAMILY / COMMERCIAL INSTALLATION REQUIREMENTS

EFFECTIVE DECEMBER 2020

IMPORTANT: FAILURE TO FOLLOW JAMES HARDIE WRITTEN INSTALLATION INSTRUCTIONS AND COMPLY WITH APPLICABLE BUILDING CODES MAY VIOLATE LOCAL LAWS, AFFECT BUILDING ENVELOPE PERFORMANCE AND MAY AFFECT WARRANTY COVERAGE. FAILURE TO COMPLY WITH ALL HEALTH AND SAFETY REGULATIONS WHEN CUTTING AND INSTALLING THIS PRODUCT MAY RESULT IN PERSONAL INJURY. BEFORE INSTALLATION, CONFIRM YOU ARE USING THE CORRECT HARDIEZONE® PRODUCT INSTRUCTIONS BY VISITING HARDIEZONE.COM OR CALL 1-866-942-7343 (866-9-HARDIE).

STORAGE & HANDLING:

Store flat and keep dry and covered prior to installation. Installing siding wet or saturated may result in shrinkage at butt joints. Carry planks on edge. Protect edges and corners from breakage. James Hardie is not responsible for damage caused by improper storage and handling of the product.



⚠ CUTTING INSTRUCTIONS

OUTDOORS

1. Position cutting station so that airflow blows dust away from the user and others near the cutting area.
2. Cut using one of the following methods:
   - a. Best: Circular saw equipped with a HardieBlade® saw blade and attached vacuum dust collection system. Shears (manual, pneumatic or electric) may also be used, not recommended for products thicker than 7/16 in.
   - b. Better: Circular saw equipped with a dust collection feature (e.g. Roan® saw) and a HardieBlade saw blade.
   - c. Good: Circular saw equipped with a HardieBlade saw blade.

INDOORS

DO NOT grind or cut with a power saw indoors. Cut using shears (manual, pneumatic or electric) or the score and snap method, not recommended for products thicker than 7/16 in.

- DO NOT dry sweep dust; use wet dust suppression or vacuum to collect dust.
- For maximum dust reduction, James Hardie recommends using the "Best" cutting practices. Always follow the equipment manufacturer's instructions for proper operation.
- For best performance when cutting with a circular saw, James Hardie recommends using HardieBlade® saw blades.
- Go to jameshardiepros.com for additional cutting and dust control recommendations.

IMPORTANT: The Occupational Safety and Health Administration (OSHA) regulates workplace exposure to silica dust. For construction sites, OSHA has deemed that cutting fiber cement with a circular saw having a blade diameter less than 8 inches and connected to a commercially available dust collection system per manufacturer's instructions results in exposures below the OSHA Permissible Exposure Limit (PEL) for respirable crystalline silica, without the need for additional respiratory protection.

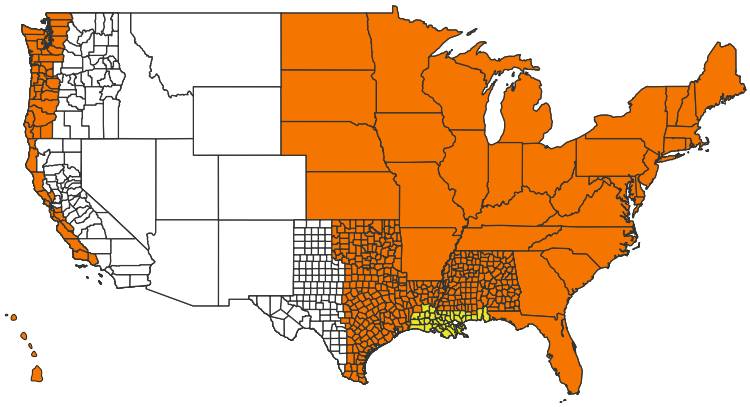
If you are unsure about how to comply with OSHA silica dust regulations, consult a qualified industrial hygienist or safety professional, or contact your James Hardie technical sales representative for assistance. James Hardie makes no representation or warranty that adopting a particular cutting practice will assure your compliance with OSHA rules or other applicable laws and safety requirements.

GENERAL REQUIREMENTS:

- Refer to table 1 for multifamily/commercial drainage requirements for James Hardie® vertical siding.
- HardiePanel® vertical siding can be installed over furring strips (in accordance with local building code requirements). HardiePanel vertical siding can be installed over braced wood or steel studs, 20 gauge (0.836 mm) minimum to 16 gauge (1.367 mm) maximum, spaced a maximum of 610mm (24 in) o.c
- Consult ESR1844 for fastener schedule as well as additional technical information at www.jameshardiecommercial.com.
- A water-resistive barrier is required in accordance with local building code requirements. The water-resistive barrier must be appropriately installed with penetration and junction flashing in accordance with local building code requirements. The manufacturer will assume no responsibility for water infiltration.
- Information on installing James Hardie products over non-nailable substrates (ex: gypsum, foam,etc.) can be located in JH Tech Bulletin 19 at www.jamehardie.com
- Do not install James Hardie products such that they may remain in contact with standing water.
- HardiePanel vertical siding may be installed on vertical wall applications only.
- DO NOT use HardiePanel vertical siding in Fascia or Trim applications.
- The designer and/or architect shall take into consideration the coefficient of thermal expansion and moisture movement of the product in their design. These values can be found in the Technical Bulletin #8 "Expansion Characteristics of James Hardie® Siding Products" at www.jameshardiecommercial.com.
- James Hardie Building Products provides installation /wind load information for buildings with a maximum mean roof height of 85 feet. For information on installations above 60 feet, please contact JH technical support.
- Minimum standard panel design size is 12" x 16". Note:Panels may be notched and cut to size to fit between windows,doors, corners, etc.

Table 1: HardiePanel® Vertical Siding Wall Drainage Requirements

All national, state, and local building codes must be followed, and where they are more stringent than James Hardie Installation requirements, state and local requirements will take precedence. Consult the "Exterior Wall Drainage Requirements" bulletin at www.jameshardiecommercial.com for additional guidance and a more detailed list of drainage required areas.



MINIMUM REQUIREMENTS BY STATE/COUNTY

A	WRB[1] *Dry Climates*
B	DRAINAGE PLANE (E.G. DRAINABLE WRB) WITH 90% DRAINAGE EFFICIENCY[2] *Moist and Marine Climates*
C	RAINSCREEN (MIN. 3/8 IN. AIR GAP)[3] *Severe Wind Driven Rain Climate*

[1] Water-resistive Barrier and drainage requirements as defined by building code.
[2] Water-resistive Barrier as defined by local building code that is manufactured in a manner to enhance drainage; must meet minimum 90% drainage efficiency when tested in accordance with ASTM E2273 or other recognized national standards.
[3] Water-resistive Barrier (WRB) as defined by building code and a minimum 3/8 in. (10mm) air space between the WRB and the panel siding (formed by minimum 3/8 in. furring).

Table 1 cont.

A: Water Resistive Barrier Condition

Figure 1

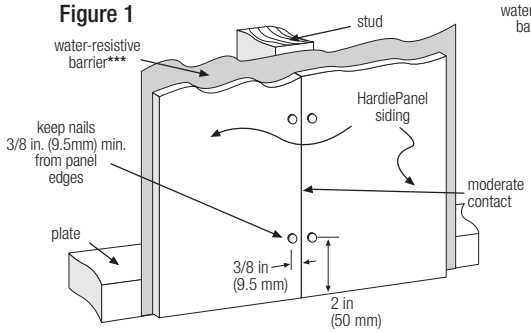


Figure 2

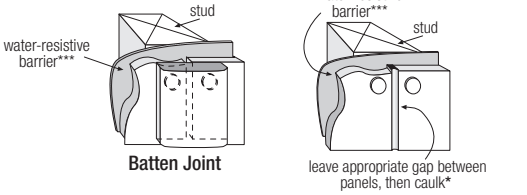


Figure 3

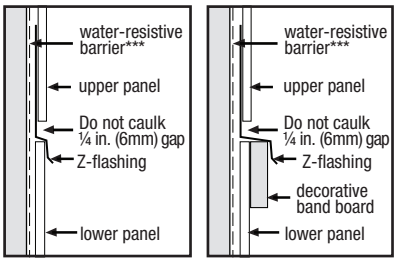
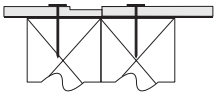


Figure 4



Recommendation: When installing Sierra 8 panel, provide a double stud at panel joints to avoid nailing through grooves.

B: Drainage Plane/Wrap Condition

Figure 1

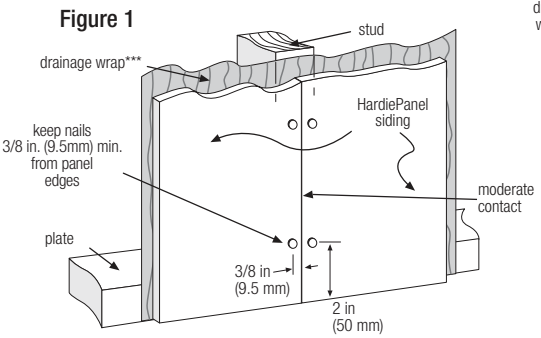


Figure 2

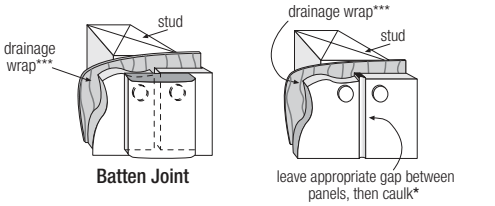


Figure 3

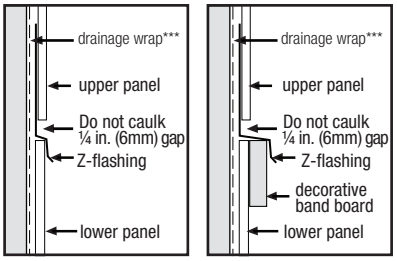
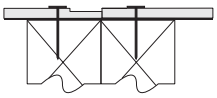


Figure 4



Recommendation: When installing Sierra 8 panel, provide a double stud at panel joints to avoid nailing through grooves.

C: Furring/Rainscreen Condition

Figure 1

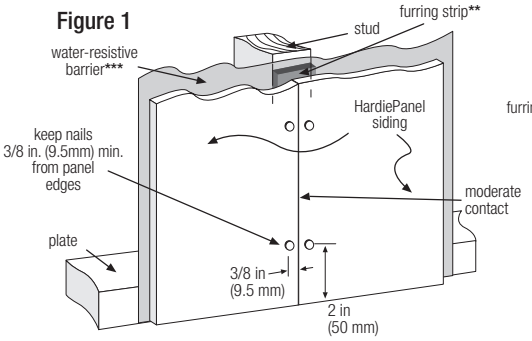


Figure 2

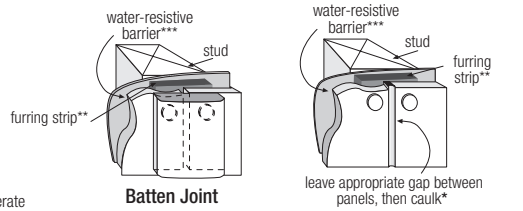


Figure 3

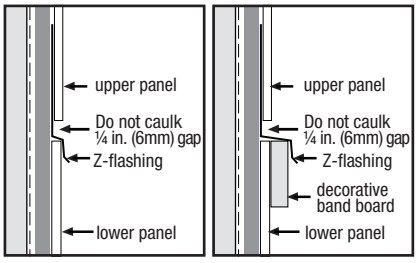
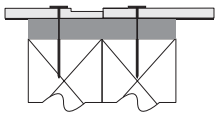


Figure 4



Recommendation: When installing Sierra 8 panel, provide a double stud at panel joints to avoid nailing through grooves.

* Apply caulk in accordance with caulk manufacturer's written application instructions.
** Furring as prescribed in Table 1.
*** WRB or Drainage Plane as prescribed in Table 1.

INSTALLATION:

Fastener

Position fasteners 3/8 in from panel edges and no closer than 2 in away from corners. Do not nail into corners.

- HardiePanel vertical siding must be joined on stud.
- Double stud may be required to maintain minimum edge nailing distances.
- When screws are used to attach panels to steel studs/furring, the screws shall have wing tips. If screws do not have wing tips, then pre-drilling is required. (Not applicable when using pins) Follow screw chart for pre-drilling:

SCREW CHART

SCREW	PRE-DRILL	HEAD DIAMETER
No. 8	7/32 in	Min 0.323 in
No. 10	1/4 in	Min 0.323 in

Joint Treatment

- Vertical Joints - Install panels in moderate contact (fig. 1), alternatively joints may also be covered with battens, PVC or metal jointers or caulked (Not applicable to ColorPlus® Finish) (fig. 2).
- Horizontal Joints - Provide Z-flashing at all horizontal joints (fig. 3).

CLEARANCE AND FLASHING REQUIREMENTS

Figure 5
Roof to Wall

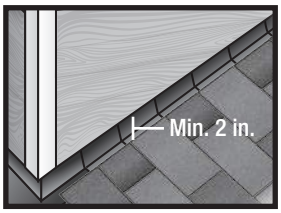


Figure 6
Horizontal Flashing

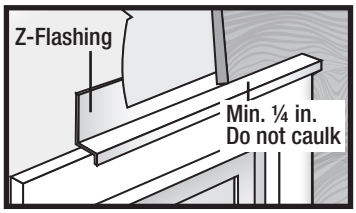


Figure 7
Kickout Flashing

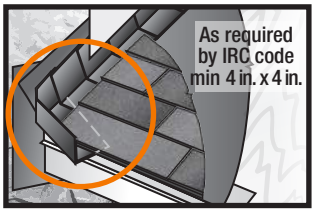


Figure 8
Slabs, Path, Steps to Siding

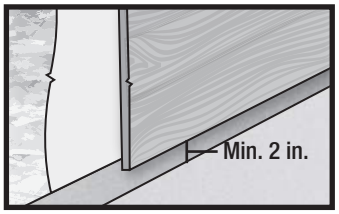


Figure 9
Deck to Wall

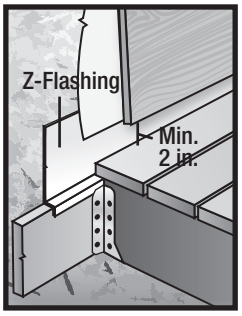


Figure 10
Ground to Siding

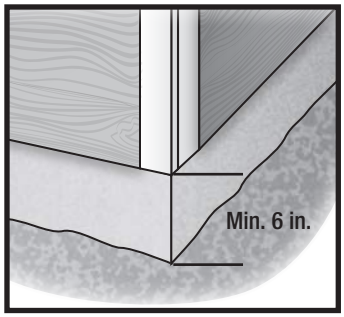


Figure 11
Gutter to Siding

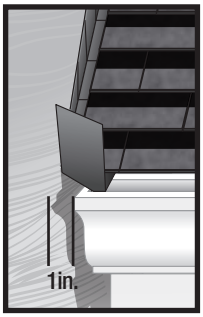


Figure 12
Sheltered Areas

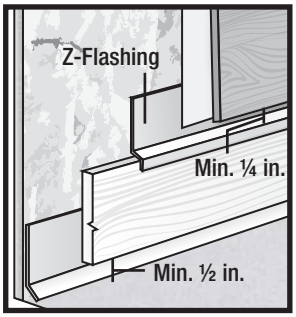


Figure 13
Mortar/Masonry

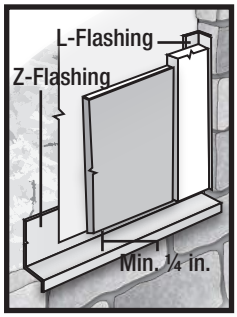


Figure 14
Drip Edge

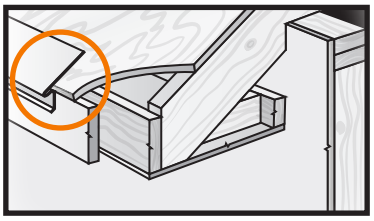


Figure 15
Block Penetration

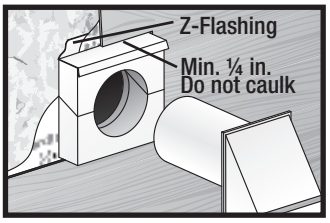
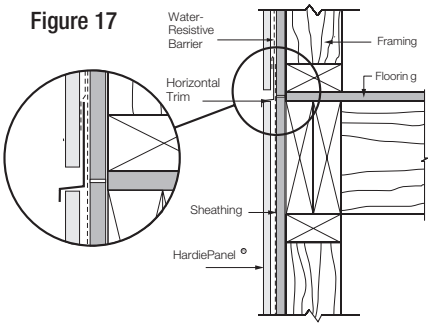


Figure 16
Valley/Shingle Extension



Do not bridge floors with HardiePanel® siding. Horizontal joints should always be created between floors, see below).

Figure 17



GENERAL FASTENING REQUIREMENTS

Refer to the applicable ESR report online to determine which fastener meets your wind load design criteria.

Fasteners must be corrosion resistant, galvanized, or stainless steel. Electro-galvanized are acceptable but may exhibit premature corrosion; use quality, hot-dipped galvanized nails. The manufacturer makes no warranty or representation with respect to the corrosion resistance or performance of fasteners. Stainless steel fasteners are recommended when installing James Hardie products near the ocean, large bodies of water, or in very humid climates.

Note: When utilizing express seam joints, ensure adequate nailable substrate width is available.

Manufacturers of ACQ and CA preservative-treated wood recommend spacer materials or other physical barriers to prevent direct contact of ACQ or CA preservative-treated wood and aluminum products. Fasteners used to attach HardieTrim Tabs to preservative-treated wood shall be of hot dipped zinc-coated galvanized steel or stainless steel and in accordance to 2009 IRC R317.3 or 2009 IBC 2304.9.5

- Consult applicable product evaluation or listing for correct fasteners type and placement to achieve specified design wind loads.
- NOTE: Published wind loads may not be applicable to all areas where Local Building Codes have specific jurisdiction. Consult James Hardie Technical Services if you are unsure of applicable compliance documentation.
- Drive fasteners perpendicular to siding and framing.
- Fastener heads should fit snug against siding (no air space).
- NOTE: Whenever a structural member is present, HardiePlank should be fastened with even spacing to the structural member. The tables allowing direct to OSB or plywood should only be used when traditional framing is not available.



Note: Furring shown is as a best practice or as prescribed per Table 1.

DO NOT



UNDER DRIVE

IF, THEN

WOOD FRAME	STEEL FRAME
	
HAMMER FLUSH	REMOVE & REPLACE

DO NOT



OVER DRIVE | SLANT

IF, THEN ADDITIONAL NAIL

FACE NAIL



COUNTERSINK & FILL

DO NOT USE



ALUMINUM FASTENERS



CLIPPED HEAD NAILS

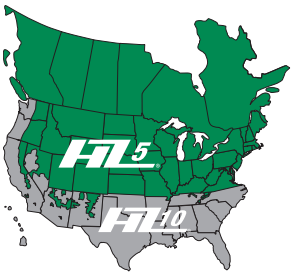


STAPLES

Hardie® HZ5® Siding and Trim Products

Includes Hardie® Plank HZ5® Lap Siding, Hardie® Trim HZ5® Boards, Hardie® Panel HZ5® Vertical Siding, Hardie® Shingle HZ5® Siding, Hardie® Soffit HZ5® Panels, Hardie® Artisan Siding & Hardie® Architectural Panels

Express Limited Product Warranty



Effective February 2024

1. LIMITED WARRANTY: James Hardie Building Products Inc. ("Hardie") warrants, for a period of thirty (30) years (the "Limited Warranty Period") from the date of purchase of James Hardie Fiber-Cement HARDIE® PLANK HZ5® LAP SIDING, HARDIE® PANEL HZ5® VERTICAL SIDING, HARDIE® SHINGLE HZ5® SIDING, HARDIE® TRIM HZ5® BOARDS, HARDIE® SOFFIT HZ5® PANELS, HARDIE® ARTISAN HZ5® SIDING AND HARDIE® HZ5® ARCHITECTURAL PANELS (each, the "Product") for installation within the United States (except Alaska), Puerto Rico and Canada (except Yukon, Northwest Territories, and Nunavut) that such purchased Product, when manufactured, complies with ASTM C1186, is free from manufacturing defects in material and workmanship and:

FIRE:
• Does not contribute to the spread of fire (Flame Spread Index of zero when tested per ASTM E 84).

WEATHER:
• Does not crack, split, edge check, or warp as a result of damage from water, heat and freezing temperatures when tested in accordance with ASTM C1185.
• Resists damage from hail.

PESTS:
• Will not be damaged by termites or other wood-boring insects.
• Resists damage caused by woodpeckers.

This Limited Warranty extends only to (i) the first retail purchaser of the Product; (ii) the first owner of the structure to which the Product is applied and (iii) the first transferee (each a "Covered Person").

2. WHAT WE WILL DO: If, during the Limited Warranty Period, the Product is (i) damaged by hail, woodpeckers, termites or other wood-boring insects, or (ii) defective in material or workmanship, James Hardie will, in its sole discretion, either issue a refund for or replace the defective portion of the Product, or, during the first (1st) through the thirtieth (30th) year, reimburse the Covered Person for up to twice the original retail cost of the defective portion of the Product. After the 30th year, this Limited Warranty will expire and shall no longer be applicable. If the original retail cost cannot be established by the Covered Person to James Hardie's reasonable satisfaction, the cost shall be determined by James Hardie in its sole and reasonable discretion. James Hardie's refund, replacement of the defective portion of the Product or reimbursement pursuant to Section 2 of this Limited Warranty is the exclusive remedy for the Covered Person for any defect in material or workmanship. JAMES HARDIE WILL NOT REFUND OR PAY ANY COSTS IN CONNECTION WITH LABOR OR ACCESSORY MATERIALS.

3. WHAT YOU MUST DO: Warranty coverage under this Limited Warranty shall be subject to the following terms and conditions:

(A) A Covered Person must provide written notice to James Hardie within ninety (90) days after discovery of any claimed defect covered by this Limited Warranty and before beginning any permanent repair. The notice must describe the location and details of the claimed defect and any additional information necessary for James Hardie to investigate the claim. Photos of the Product, showing the claimed defect must accompany the notice. A claimant under this Limited Warranty must provide proof to James Hardie that such claimant is a Covered Person as defined in Section 1 above.

(B) Upon discovery of a claimed defect, a Covered Person must immediately, and at a Covered Person's own expense, provide for protection of all property that could be affected until the claimed defect is remedied if applicable. Before any permanent repair to the Product, a Covered Person must allow James Hardie or Hardie's authorized agent to enter the property and structure where the Product is installed, if applicable, and examine, photograph and take samples of the Product. Any repairs initiated by or on behalf of a Covered person without prior authorization from James Hardie may void the warranty.

4. WHAT IS NOT COVERED: This Limited Warranty does not cover damage or defects resulting from or in any way attributable to: (a) The improper storage, shipping, handling or installation of the Product, including, without

Homeowner Care and Maintenance Tips

PRODUCT REPLACEMENT
Replace siding and trim products in accordance with James Hardie's written installation instructions.

CAULK REPLACEMENT
When caulk is in need of replacing, carefully remove existing caulk and replace with a high quality, paintable latex caulk. For best results, use a latex caulk that complies with ASTM C834 or better. Caulk should be applied in accordance with the manufacturer's written application instructions.

PAINT MAINTENANCE
Remove any damaged, chipped or cracked paint. Prior to repainting, make sure that the surface area is properly cleaned. Repaint immediately using a good quality 100% acrylic paint. For best results, please refer to your paint manufacturer's written specifications for application rates and required topcoats.

CLEANING
Wash down the exterior surfaces every 6 to 12 months with a garden hose to remove dirt and debris, gently cleaning your siding with a soft brush or wet soft cloth. NOTE: Acid and high pressure washing can damage the fiber cement surface and are not recommended. For more information, download ***Technical Bulletin #20, Cleaning Hardie® Primed and ColorPlus® Technology Siding*** from JamesHardie.com

Call 1-800-9-HARDIE or visit www.JamesHardiePros.com to obtain written installation requirements or for more detailed technical information.

limitation, failure to install the Product in compliance with applicable, published James Hardie installation instructions and applicable building codes. (b) Further processing, modification or alteration of the Product after shipping from James Hardie; (c) Neglect, abuse, or misuse; (d) Repair or alteration; (e) Settlement or structural movement and/or movement of materials to which the Product is attached; (f) Damage from improper design and/or construction of the underlying wall assembly; (g) Damage resulting from water infiltration; (h) Exceeding the maximum designed wind loads for the Product as installed; (i) Acts of God including, but not limited to, tornados, hurricanes, floods, earthquakes, severe weather or other natural phenomena (including, but not limited to, unusual climate conditions); (j) Efflorescence, peeling or performance of any third party paints, stains and/or coatings; (k) Growth of mold, mildew, fungi, bacteria, or any organism on any surface of the Product (whether on the exposed or non-exposed surfaces); (l) Lack of proper maintenance; and/or (m) Any cause other than material or manufacturing defects attributable to James Hardie.

5. NO WAIVER: James Hardie may, in its sole discretion, extend benefits beyond what is covered under this Limited Warranty. Any such extension shall apply only to the specific instance in which it is granted, and shall not constitute a waiver of James Hardie's right to strictly enforce the exclusions, disclaimers, and limitations set forth herein for any or all other circumstances.

6. LIMITATION OF LIABILITY: IN NO EVENT SHALL JAMES HARDIE BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES, INCLUDING BUT NOT LIMITED TO, ANY CLAIMS OF PROPERTY DAMAGE, BASED UPON BREACH OF WARRANTY, BREACH OF CONTRACT, TORT, OR ANY OTHER LEGAL THEORY. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation may not apply to you.

7. LIMITATION OF WARRANTY: THE ABOVE LIMITED WARRANTY IS THE EXCLUSIVE WARRANTY FOR THE PRODUCT. JAMES HARDIE DISCLAIMS ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR PARTICULAR PURPOSE OR OTHERWISE. In the event that applicable consumer law prohibits the disclaimer of an implied warranty, the above Limited Warranty shall not extend the period of any such implied warranty. Some states do not allow limitations for consumers on how long an implied warranty lasts, so the above limitation may not apply to you. This Limited Warranty gives you specific legal rights, and you may have additional rights, which vary from state to state.

8. ENTIRE AGREEMENT: This Limited Warranty contains and represents the only warranty extended by James Hardie for the Product. No employee or agent of James Hardie or any other party is authorized to make any other warranty in addition to those made in this Limited Warranty.

9. MODIFICATION OR DISCONTINUATION OF PRODUCTS: James Hardie reserves the right to discontinue or modify any Product at any time without notice. In the event that replacement of the Product pursuant to this Limited Warranty is not possible, James Hardie will fulfill any refund or replacement obligation under this Limited Warranty with a Hardie® Product of equal or greater value.

10. HOW TO OBTAIN WARRANTY SERVICE:
(a) Call 866-375-8603; or
(b) Write Warranty Department,
James Hardie Building Products, Inc.,
10901 Elm Avenue, Fontana, California
92337; or
(c) Visit: http://claims.jameshardie.com

COMPLETE AND SAVE FOR YOUR OWN RECORDS

Name of Owner _____

Installation Address_____

Name of Installing Contractor _____

Date Installed_____Contractor Phone Number _____

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JamesHardie™

WOODTONE
BUILDING WHAT MATTERS

RUSTICSERIES® LAP SIDING

SUBMITTAL DOCUMENT

Submitted to:

Project Name:

Submitted by:

Date:

Substrate:

Profile:

Color:

RUSTICSERIES® LAP SIDING — SPECIFICATION SHEET

Manufacturer
Woodtone Building Products
- 8007 Aitken Road, Chilliwack BC
- 9403 24th Place West, Everett WA

Features
- Two-tone wood look without the maintenance
- Sustainable substrate and coating practices
- 30-year coating warranty & substrate warranty

Available Substrates
- James Hardie fiber cement profiles - 12'
  5¼", 6¼", 7¼", 8¼", 9¼", 12"
- Allura fiber cement profiles - 12'
  5¼", 6¼", 7¼", 8¼", 9¼", 12"
- LP SmartSide engineered wood profiles - 16'
  6", 8", 12"

Colors
RusticSeries® is available in 18 two-tone colors.
- Aspen Ridge
- Black Canyon
- Caribou Trails
- Cascade Slate
- Coastal Gray
- Midnight Tide
- Mountain Cedar
- Old Cherry
- River Rock
- Roasted Walnut
- Rosewood
- Sand Castle
- Stone Blue
- Summer Wheat
- Warm Espresso
- White Granite
- White Rapids
- Winchester Brown

Use
Woodtone RusticSeries® is used as exterior wall covering. This product is prefinished and available in fiber cement or engineered wood substrates.

Texture & Finish
Woodtone RusticSeries® is applied to textured substrate only. The coating is manufactured by Sherwin-Williams and applied in a controlled factory setting.

Trim and Caulking
Solid color trim suggestions and matching caulking available for each RusticSeries® color at woodtone.com.

Installation
Install Woodtone RusticSeries® in accordance with:
- HardiePlank lap siding installation instructions
- Allura lap siding installation instructions
- LP SmartSide installation instructions

Storage and Handling
Full Care and Maintenance guide: woodtone.com
- Do not store pallets directly on the ground.
- Ensure that slip sheeting stays between boards
- Use plastic wrap provided to keep the product dry
- Do not lift more than 2 packs by forklift at a time
- Do not stack pallets more than 3 high

Touch-up
Order touch-up online at woodtone.com/store
- Check the touch-up color ordered is correct
- Mix paint well, do not allow paint to freeze
- Test the color on the sample piece or hidden area

RusticClarity™
Woodtone RusticSeries® coating carries a limited 30-year warranty. Following, we offer RusticClarity™, a one coat application to bring back the vibrance of your siding.

Warranty
Woodtone RusticSeries® carries a 30-year limited coating warranty in addition to the substrate manufacturer's warranty. Visit woodtone.com for full details.

Important Notes
- RusticSeries® replicates the natural beauty and warmth of real wood siding. Each substrate and profile will vary in terms of grain pattern and color.
- Woodtone will consider the installation of the product as final acceptance of the product.
- Improper installation of product will void warranty.

Strategic Accounts/Large Job Quotes
For assistance with commercial or multi-residential applications and large job quotes, please contact our Strategic Accounts team at spec@woodtone.com.

BLOCKED PENETRATIONS

Penetrations such as hose bibs and holes 1 ½" or larger such as dryer vents shall have a block of trim around point of penetration.

PNEUMATIC FASTENING

James Hardie products can be hand nailed or fastened with a pneumatic tool. Pneumatic fastening is highly recommended. Set air pressure so that the fastener is driven snug with the surface of the siding. A flush mount attachment on the pneumatic tool is recommended. This will help control the depth the nail is driven. If setting the nail depth proves difficult, choose a setting that under drives the nail. (Drive under driven nails snug with a smooth faced hammer; does not apply for installation to steel framing).

CUT EDGE TREATMENT

Caulk, paint or prime all field cut edges. James Hardie touch-up kits are required to touch-up ColorPlus products.

CAULKING

For best results, use an Elastomeric Joint Sealant complying with ASTM C920 Grade NS, Class 25 or higher, such as Quad® Max or a Latex Joint Sealant complying with ASTM C834. Caulking/Sealant must be applied in accordance with the caulking/sealant manufacturer's written instructions. **Note: DO NOT caulk nail heads when using ColorPlus products; refer to the ColorPlus touch-up section.**

PAINTING

DO NOT use stain on James Hardie products. James Hardie products must be painted within 180 days. 100% acrylic topcoats are recommended.
Do not paint when wet. For application rates, refer to paint manufacturer's specifications. Back-rolling is recommended if a paint sprayer is used.

COLORPLUS® TECHNOLOGY CAULKING, TOUCH-UP & LAMINATE

- Care should be taken when handling and cutting James Hardie ColorPlus products.
- Laminate sheet must be removed immediately after installation of each course. Gently wipe any residue or construction dust left on the product using a soft cloth.
- Touch up nicks, scrapes and nail heads using the ColorPlus Technology touch-up applicator. Touch-up should be used sparingly. If large areas require touch-up, replace the damaged area with new HardiePanel siding with ColorPlus Technology.
- Terminate non-factory cut edges into trim where possible, and caulk. Color matched caulks are available from your ColorPlus product dealer.
- Treat all other non-factory cut edges using the ColorPlus Technology edge coaters, available from your ColorPlus product dealer.

Problems with appearance or performance arising from use of third party touch-up paints or paints used as touch-up that are not James Hardie touch-up, will not be covered under the James Hardie ColorPlus Limited Finish Warranty.

Not all designs will be suitable for every application.

REPAINTING JAMES HARDIE SIDING AND TRIM PRODUCTS WITH COLORPLUS TECHNOLOGY

When repainting ColorPlus products, James Hardie recommends the following regarding surface preparation and topcoat application:

- Ensure the surface is clean, dry, and free of any dust, dirt, or mildew
- Repriming is normally not necessary
- 100% acrylic topcoats are recommended
- DO NOT use stain or oil/alkyd base paints on James Hardie products
- Apply finish coat in accordance with paint manufacturer's written instructions regarding coverage, application methods, and application temperature

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SILICA WARNING

DANGER: May cause cancer if dust from product is inhaled. Causes damage to lungs and respiratory system through prolonged or repeated inhalation of dust from product. Refer to the current product Safety Data Sheet before use. The hazard associated with fiber cement arises from crystalline silica present in the dust generated by activities such as cutting, machining, drilling, routing, sawing, crushing, or otherwise abrading fiber cement, and when cleaning up, disposing of or moving the dust. When doing any of these activities in a manner that generates dust you must (1) comply with the OSHA standard for silica dust and/or other applicable law, (2) follow James Hardie cutting instructions to reduce or limit the release of dust; (3) warn others in the area to avoid breathing the dust; (4) when using mechanical saw or high speed cutting tools, work outdoors and use dust collection equipment; and (5) if no other dust controls are available, wear a dust mask or respirator that meets NIOSH requirements (e.g. N-95 dust mask). During clean-up, use a well maintained vacuum and filter appropriate for capturing fine (respirable) dust or use wet clean-up methods - never dry sweep.

WARNING: This product can expose you to chemicals including respirable crystalline silica, which is known to the State of California to cause cancer. For more information go to P65Warnings.ca.gov.

RECOGNITION: In accordance with ICC-ES Evaluation Report ESR-1844, HardiePanel® vertical siding is recognized as a suitable alternate to that specified in the 2006, 2009, 2012 & 2015 International Residential Code for One-and Two-Family Dwellings and the 2006, 2009, 2012 & 2015 International Building Code. HardiePanel vertical siding is also recognized for application in the following: City of Los Angeles Research Report No. 24862, State of Florida Product Approval FL#13223, Miami-Dade County Florida NOA No. 17-0406.06, U.S. Dept. of HUD Materials Release 1263f, Texas Department of Insurance Product Evaluation EC-23, City of New York MEA 223-93-M, and California DSA PA-019. These documents should also be consulted for additional information concerning the suitability of this product for specific applications.

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AGENDA ITEMS #9, 10, &11

Memorandum

To:	**Planning and Zoning Commission**
From:	**Madelyn P. Brown, Planner**
Meeting Date:	**October 20, 2025**
Subject:	**Z-2024-11, Z-2025-12, & Z-2025-13: Request to Table**

These items has been requested to be **TABLED** to the November 10, 2025 Planning and Zoning Commission meeting.

Agenda Item: #12

Community Development

Memorandum

To: **Planning and Zoning Commission/C3 Task Force**

From: **John Boyer, Assistant Director of Community Development**

Date: **October 15, 2025**

Subject: **"Guiding STC: 2025 Comprehensive Plan of the City of St. Charles" – Draft Review**

In 2023, the Planning Division formerly initiated its review of the 2012 Comprehensive Plan. Upon review, staff believed that a full revamp of the plan was not necessary; however, recommended a Supplemental Amendment review to update important figures/information and provide a check-up on Goals and Action Items identified previously.

Since initiation of the review, City staff along with the Planning and Zoning Commission and the C3 Mayoral Task Force reviewed and analyzed the past comprehensive plan. This included monthly sessions on specific parts of the document (demographics, Goals/Action Items, etc.) as well as review of a 2024 public survey to gain feedback from the City's residents on this Supplemental Amendment.

The attached draft document is a culmination of this effort and titled, "Guiding STC: 2025 Comprehensive Plan of the City of St. Charles". While this document is provided in draft format, it is still missing finalization which will provide maps, imagery and other formatting updates that will accompany the final document scheduled to be provided at the November 10, 2025 Planning and Zoning Commission meeting. As indicated before, this document is the Planning and Zoning Commission's document, which upon approval/acceptance by the Commission will be forwarded to the City Council for formal adoption by City Resolution. Upon adoption, City staff will begin its implementation.

While the document in its draft form (minus graphics, etc.) is 88 pages, much of the document is sections which still have similar info to the previous iterations (2002 and 2012); however, with updates based upon 2025 figures/facts. While the Commission and the Taskforce are encourage to review the document in total, the main focus would be that of the Future Land Uses Section (Updated Activity Centers) and the Goals/Action Items section. Once this plan is formally adopted, City Staff will move to the creation of an online/interactive version of this plan as previously, which staff believes will be the main way this document is consumed.

If you have any questions on the attached document, staff will accept input through **November 3rd** in order to then finalize the document for formal acceptance/adoption. With the draft stage completed, I would like to personally thank the Planning and Zoning Commission (past and present), members of the C3 Taskforce, City Staff (Administration/Mayor's Office, Community

Development, Engineering, Public Works, Special Events and Communications Department), but especially the members of the Planning Division: Lara Berry, Madelyn P. Brown, Jessica Ferguson and Taylor Moore.

CITY OF ST. CHARLES COMPREHENSIVE PLAN

AMENDATORY SUPPLEMENT 2025 (2002 & 2012 previous versions)

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INTRODUCTION

Executive Summary

This Amendatory Supplement to the Comprehensive Plan of the City of St. Charles, Missouri, builds upon the foundational document adopted in 2002 and its update in 2012. Like its predecessors, it is not intended to replace the City's guiding principles but to reaffirm them while updating goals, strategies, and recommended actions in light of new conditions. It continues to reflect the shared priorities of St. Charles residents, based on the City's history and focused on practical strategies for future growth and stability.

This update builds on the framework established in 2002 by reaffirming the core vision and principles, while revisiting specific goals and actions to account for demographic shifts, infrastructure needs, and economic conditions. Where goals remain unmet, this document recommends targeted actions to bring them closer to reality. The structure of principles leading to goals, and goals leading to actionable steps, remains unchanged. What evolves is the application of those ideas to today's challenges—redevelopment, infill, resilience, and community reinvestment.

The future of St. Charles will be shaped not only by new development but by how well the City strengthens and revitalizes existing neighborhoods, corridors, and community assets. Geographic constraints—bounded by the Missouri River to the south and east, the St. Peters growth boundary to the west, and the Mississippi River floodplain to the north—limits outward expansion. Accordingly, the City's greatest opportunities lie within: rehabilitating underused properties, supporting compatible redevelopment, and maximizing the value of existing infrastructure.

This supplement applies to the entire incorporated area of the City of St. Charles and any defined areas of growth influence within its planning jurisdiction. The City encompasses approximately 25 square miles and is located in eastern Missouri along the Missouri River. As part of the greater St. Louis metropolitan area, St. Charles is a historically significant, strategically located, and economically vital city. (MR340 pic and other river photos)

While St. Charles faces physical and jurisdictional limits to expansion on most sides, potential for future growth remains to the north, pending floodplain considerations. These conditions emphasize the importance of strategic redevelopment, efficient land use, and long-term infrastructure planning.

Purpose

The Comprehensive Plan is the City's principal long-range planning document and remains a flexible, living document that serves as a policy framework for physical development, redevelopment, and preservation. It is designed to guide growth, redevelopment, and public investment across the City and its immediate surroundings, outlining strategic goals and recommended actions that address land use, infrastructure, transportation, housing, and community identity. In doing so, it provides elected officials, staff, stakeholders, and community leaders with a roadmap for decision-making that balances economic opportunity, environmental responsibility, and quality of life.

It is comprehensive in that it considers the full geographic area of the City and a wide range of interconnected issues, including land use, mobility, utilities, housing, parks, and economic development. (stock construction pics – maybe new city hall groundbreaking, road construction projects, and New Town)

The Plan reflects a community vision shaped through stakeholder input, approved by the City's Planning and Zoning Commission and adopted by the City Council. While not a regulatory document, it provides the foundation for development decisions, capital improvements planning, public-private investment, and the alignment of municipal operations with long-term goals. Implementation of the Plan occurs through ordinances, departmental budgets, programs, and the actions of public and private partners.

Adopted by resolution of the City Council, the Plan is intended to be flexible, general enough to accommodate changing conditions, and specific enough to guide daily decisions. It is revisited and supplemented periodically to ensure its continued relevance as the City evolves. This document is not intended to catalog every aspect of community life or prescribe responses to every future development decision. Instead, it provides a framework to guide growth both within the City's existing footprint and in areas where expansion may be feasible. In doing so, it helps ensure that St. Charles can preserve its heritage, support its economy, and strengthen its identity as it plans for the future. (Historic Main St images, Riverpointe, and SOSC pics)

Location/Geography

(City of St. Charles Welcome sign)

The city lies in St. Charles County, in eastern Missouri, on the west bank of the Missouri River, roughly 25 river miles above where the Missouri joins the Mississippi. St. Charles is widely recognized for its quality of life, relatively high standard of living, and strong historical preservation.

(Regional Map)
(Co. Corporate Limits Map)
(City Limits Map)

Over recent years, other notable dynamics have been: continued growth of Lindenwood University; increasing regional transportation connectivity; development and renovation in downtown and near-riverfront areas; and expansion in residential, commercial, and institutional uses both within and at the edges of the city's existing boundaries.

St. Charles is part of the greater St. Louis Metropolitan Statistical Area, which spans multiple counties in Missouri and Illinois. Among municipalities in this region, St. Charles remains one of the more established, third in size in its county, but valued for its historic character, infrastructure, and role in the broader metro area's economy and culture.

Form of Government

The City of St. Charles operates under a constitutional charter with a strong mayor form of government. The City Charter became effective in April 1982 and was most recently

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amended in April 2007. The Mayor is elected at large to a four-year term and serves as the City's chief executive officer, responsible for day-to-day management and administration. While the Mayor is the chief executive, The City also names a Director of Administration to assist the running of the City. A Director of Administration is appointed by the Mayor with Council approval and serves as the principal aide in managing the City's departments, personnel, and daily operations. As of 2024, the City employs over 500 full-time staff members across a range of departments, reflecting the City's ongoing commitment to professional and efficient service delivery.

The legislative body is the City Council, consisting of ten (10) members elected by ward to staggered three-year terms. While the Mayor may participate in Council meetings, they are not a voting member but may veto ordinances. A two-thirds vote of the Council is required to override a mayoral veto.
(Ward Map)
(stock city council meeting pics)

History
The European settlement of St. Charles began in 1769 as a trading post and hunter's base for the lucrative Missouri River Indian trade. The original settlement was ideally located on a sandy finger of upland extending between the Mississippi and Missouri Rivers. The original nickname of the settlement, Les Petite Cotes ("the little hills") alludes to this fact. At that time, Missouri was part of Spain's Louisiana colony. However, as was typical in colonial Louisiana, the inhabitants were mostly French. In 1784, a Spanish military post was established at the settlement and named San Carlos de Misuri.
INSERT ART OF SAN CARLOS DE MISURI

The settlement pattern of St. Charles in its early years was typical of many traditional European farming villages which were composed of three units: village, common fields, and commons. The village was laid out on a grid pattern with blocks of about 300 square feet. The town was narrow and linear, laid out for nearly a mile at the foot of the Missouri River bluff line.
(Insert City Survey)

There were two (2) areas of common fields. Prairie Haute Common Field was located immediately behind the town, while the St. Charles Common Field was located to the northwest in the Mississippi River floodplain. The local military commandant allotted each family a long, narrow strip of land comprising a few acres. These were often referred to as "long lots." The village held title to communal land surrounding the village itself, referred to simply as "the commons." In St. Charles, the commons was an undeveloped strip of land along the bluff which villagers could use to pasture cattle and cut firewood. This pattern of colonial land subdivision has had a profound effect on the physical development of St. Charles. Land deeds and surveys today show clear evidence of the "long lots," and streets and property lines in the older part of the city follow the original village, commons and common fields boundaries to a great degree. San Carlos remained a village throughout the colonial period. In 1795, General Collot described San Carlos as

“containing 100 or 125 ill-constructed houses.” In 1800, San Carlos was said to consist of 614 inhabitants, including 39 slaves.

The largely French-Canadian population remained dependent on the fur trade throughout the colonial era. However, even then, St. Charles’ future importance in westward expansion was evident. In 1792, the village was shocked by the arrival of the Pedro Vial party, Santa Fe traders who had traveled 775 miles across the Great Plains to open trade with St. Louis. In 1798, Daniel Boone was lured to Spanish Louisiana by a promise of 1,000 arpents of free land. He chose to make his home in the Missouri River valley not far above St. Charles. Boone and his sons manufactured salt, a precious commodity on the frontier, 150 miles up the Missouri River. Their improvement of an Indian trail to that point would become known as Boone’s Lick Trail, the first extension of several famous roads to penetrate the western continent.

INSERT DANIEL BOONE IMAGE

The fledgling United States purchased the Louisiana Territory in 1803. Although the Americans anglicized the name San Carlos to Saint Charles, local customs remained largely French. The City of St. Charles was incorporated in 1809. St. Charles County was among the first to be organized in the Missouri Territory, established in 1812. The City of St. Charles has been the county seat since that time. Ownership of the Commons was officially transferred to the City of St. Charles soon after incorporation. Over the years, some of the original commons land has been sold by the city. However, this land is still technically publicly owned and privately leased for a thousand years.

St. Charles was destined to become a point of departure and rendezvous for western explorers and traders who penetrated as far as Mexico and the Pacific Ocean. The first and most famous was the Lewis and Clark Expedition, which was planned and supplied in St. Charles in March, 1804. Other famous expeditions included General Zebulon Pike (to the Rocky Mountains and Mexico in 1806), Major George Sibley (to mark the Santa Fe Trail in 1821), and Wilson Price Hunt (to the Pacific Ocean in 1822). In 1821, the St. Charles Rock Road was constructed from the St. Louis riverfront to St. Charles. That same year, the Santa Fe Trail opened, connecting with the Boone’s Lick Trail. Within the next twelve months, 6,240 wagons would rumble west through St. Charles. Steamboats, which often stopped at St. Charles, began plying the Missouri River in 1819. Still, the village struggled to cope with the decline of its fur trade economy. Many of the French families would eventually move. Those who stayed would form a community that would eventually come to be known as the Frenchtown Neighborhood in St. Charles.

INSERT ART OF LEWIS AND CLARK IN ST. CHARLES OR EXPEDITION PHOTO

Largely because of the presence of St. Charles Borromeo Catholic Church, European missionaries established St. Charles as a base to Christianize and socialize the frontier. Formalized education began in St. Charles in 1818 with the arrival of Philippine Duchesne, a nun from the Academy of the Sacred Heart in Paris. In September of that same year, Sister Duchesne opened the first free school for girls west of the Mississippi River. Her work as an educator and missionary was extraordinary, and her positive influence did not end with her death in St. Charles in 1852. In 1988, Sister Rose Philippine

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Duchesne was canonized by the Vatican, only the fourth American at that time to achieve sainthood. In 1827, Major George and Mary Easton Sibley founded Lindenwood College in St. Charles. It continues to this day as Lindenwood University and is said to be the oldest college west of the Mississippi River, with the exception of St. Louis University.
Missouri achieved statehood in 1821, and St. Charles was chosen as the first state capital. The Missouri General Assembly met for five years on the second floor of two adjoining structures on Main Street before the capital was moved west to Jefferson City. Thus ended a lively trade for St. Charles taverns.
INSERT HISTORIC IMAGE OF THE FIRST MISSOURI STATE CAPITOL

In 1829, an author by the name of Gottfried Duden published a best-selling book in his native Germany that changed St. Charles forever. Duden believed that the over-population and industrialization of Germany were causing great social problems there. For three years, he had lived in Missouri in nearby Warren County. His book advocated German immigration to America, and he recommended settlement on the Missouri River. During the 1830s, largely in reaction to Duden's book, a stream of German families arrived and settled in the St. Charles area as farmers and craftsmen. Many were well-educated and highly skilled. During this period, St. Peter's Catholic Church was founded; today it is a St. Charles landmark. Within a few years, over two-thirds of St. Charles' population was German. German immigration to St. Charles swelled again in the 1850s as a result of European political unrest. By 1870, three-fourths of the population of St. Charles were either German natives or first generation German-Americans. In 1875, no less than three German language newspapers were published in the city. St. Charles' character today owes much to this German influence. As has been noted by author Ann Larimore, St. Charles was transformed into a German agricultural market and processing center as a result. Wheat and corn production grew, vineyards and orchards were common. A number of industrial enterprises were established, including mills, a tobacco factory, brewery (most notably Spring Brewery), wineries, and a bag factory.
INSERT AGRICULTURAL OR INDUSTRIAL IMAGE OF ST. CHARLES DURING 1800'S OR SIMILAR

St. Charles' growth during the mid-1800s was aided by a convergence of transportation systems. In 1851, a railroad was constructed from St. Charles to connect with other lines, and a wooden plank road was constructed from St. Charles to the western reaches of the county. A large railroad maintenance and building plant operated along the riverfront between 1856 and 1867. Construction of a railroad bridge to span the Missouri River began in 1868. It would become a vital economic link between St. Charles and St. Louis. It also would be the site of a number of memorable disasters.
IMAGE OF HISTORIC ST. CHARLES BRIDGE, RAILROAD, OR OF THE BRIDGE/RAILROAD DISASTER DURING THE 1800S

With the dawn of the Victorian Era, St. Charles began its transformation from a German agricultural market and processing center to an American manufacturing city. Several companies with national distribution developed rapidly. The St. Charles Car Company, which began operation in 1874, produced railroad cars. Over the years, the American Car and Foundry Company (as it was later named) would gain an international reputation.

Tobacco had for many years been an important product in St. Charles County, but in the late 1800s, it became big business. Just after the turn of the century, St. Charles boasted five tobacco factories. However, at the dawn of World War II, the St. Charles economy was still described as leaning heavily on area farming and education. During World War II, the American Car and Foundry Company was converted to production of heavy military equipment. Employment swelled in St. Charles, and emergency measures were taken for housing new workers, including trailers and barracks- like housing. In 1947, 19 manufacturing establishments in St. Charles provided over 2,200 jobs. (Source: U.S. Department of Commerce, Biennial Census of Manufacturers).
INSERT HISTORIC IMAGE OF THE AMERICAN CAR FOUNDRY

St. Charles changed dramatically after the war. Due to a number of factors - the post-war national economic boom, an increased demand for housing, the expansion of the St. Louis urban area, and construction of Lambert St. Louis Airport and the interstate highway system - St. Charles became a prime area within the region for residential development. Industrial development in northwest St. Louis County (such as Ford Motor Company and McDonnell Aircraft Corporation) made St. Charles all the more attractive as a place for commuters to live.

The population of St. Charles continued to surge throughout the 1950s and 1960s. This post- war population surge is illustrated in Table 2 on page 12, Population Trends, City of St. Charles, 1960-2010. In the 1960s, St. Charles began to realize that important assets had been neglected. such as the Missouri River and historic neighborhoods. The river no longer functioned as a highway for travel and trade. Its banks were by that time overgrown with brush and inaccessible. Downtown buildings not only turned their backs toward the water, they blocked views of the river. In the late 1960s, a federally funded urban renewal project constructed Riverside Drive along the Missouri River. Frontier Park was eventually established between Riverside Drive and the river. The park opened the river to public access. In 1967, the State of Missouri began a project to restore and open to the public the downtown buildings which had been used as Missouri's first state capitol. The resultant First Capitol State Park sparked an enormous amount of private investment to restore many of the city's historic structures. Several neighborhoods and buildings were placed on the National Register of Historic Places. The city's historic charm has continued to be a source of community identity and pride.
INSERT PHOTO OF HISTORIC BUILDING RESERATION OF THE 1960S OR SUBDIVISIONS OF THE ERA

As a community located adjacent to the Missouri River, much of the land within the City of St. Charles lies within the floodplain. Flooding events have occurred throughout the history of St. Charles. In more recent years, the Flood of 1993 and 1995 were significant events which had a large and lasting impact. The Flood of 1993 is considered to be the greatest Missouri River flood in recorded history. This flood was widespread throughout the Midwest due to a large snowmelt to the north and heavy rainfall in the spring and summer. 52 lives were lost during this event with 25 of those being in Missouri. Billions of dollars of damage occurred. St. Charles was one of the many communities this flood impacted, with many businesses and homes being lost. Only two years later, the Flood

of 1995 occurred. While this natural disaster occurrence was not as devastating as 1993, many experts consider 1995 to be the second highest flood on record. Rebuilding efforts following ’95 were thwarted, billions of dollars in damages occurred once more, and 7 people were killed in total. Despite the devastation of these floods, the City of St. Charles worked tirelessly to help minimize the impact, serve those in need, and rebuild what was lost. The destruction was significant, but it also demonstrated the resilience of the St. Charles community and its ability to come together in times of crisis.

INSERT FLOOD DISASTER IMAGE

December of 2007 marked the beginning for another era of hardship for the City of St. Charles, as well as the entire nation, when the housing market collapsed. This collapse resulted in the financial crisis known as the “Great Recession”, which lasted from late-2007 and continued to effect growth unto 2013. Evictions and foreclosures spread and unemployment rose. There were fewer investments and international trade slowed. St. Charles's economy mirrored national trends during the Recession, particularly in the noticeable decline in development. Only three years earlier, the New Town at St. Charles had established their Regulating Plan and began approvals and construction of the new urbanist, mixed-use development at the northern end of town on 600+ acres. However, the development soon faced setbacks as the national recession slowed housing demand and overall project momentum. Despite these challenges, New Town was able to continue building at a reduced pace, maintaining its vision and gradually expanding as the market recovered. The City of St. Charles continues to face challenges that were a direct result of the Recession.

INSERT EARLY NEW TOWN IMAGE

In early late 2019 and early 2020, the City of St. Charles faced further unprecedented challenges during the worldwide “COVID-19” pandemic. In response to the pandemic, the City implemented emergency public health measures in coordination with St. Charles County and the State of Missouri. Restrictions on businesses, gatherings, and public events deeply affected the local economy, particularly the hospitality and tourism industries that play a vital role in the city’s historic downtown district. In response to these challenges, local businesses adapted by offering curbside services and online sales. Schools, including Lindenwood University, shifted to remote learning. By late 2021 the vaccine distribution was well underway. Many local institutions, such as the Family Arena, were made available as vaccination sites to meet the high demand and eventually St. Charles began a slow return to normalcy. However, the pandemic left a lasting impact on the City, reshaping the way residents lived, worked, and connected. The experience also highlighted an importance of community resilience and the adaptability of municipal institutions. City leaders, public health officials, and volunteers came together in unprecedented ways to manage crisis response and recovery, marking a new chapter in the city’s long history of perseverance through adversity.

INSERT COVID PANDEMIC PHOTO

Today, the City of St. Charles continues to grow and evolve. New additions, such as the Riverpointe Development which includes Chicken N Pickle, and the new City Center Complex (C3) have brought in a new wave of tourism and helps strengthen the local

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economy. These projects, among many others, have inspired additional interest from developers looking to invest in the City. With a rich history and exciting plans for the future, the City of St. Charles is undeniably a dynamic and unique community for both residents and visitors.

INSERT MODERN PHOTO OF NEW DEVELOPMENT IN ST. CHARLES

Demographic Profile

To ensure the new comprehensive plan and community development projects best serve the residents of the City of St. Charles, it is most important to understand the characteristics of the individuals/groups within the city. The residents of the city and their actions determine the considerations for any future developments and for the various types of facilities needed to aid these residents with their everyday tasks. This section aims to review these characteristics and determine what would be most helpful when planning for future developments in the City of St. Charles.

Population

As the County Seat for St. Charles County, St. Charles has historically been an important and key city in the area. For most of its history, the City has been the largest population center within St. Charles County; however, as of 2010, was surpassed by the City of O'Fallon. While its population is no longer the largest, the City remains a focal point of the area and from review of the demographic information, a desirable community. As of the most recent estimate data from the U.S. Census Bureau (2022 estimate), the City's population is listed as 71,190 residents.

(Insert Graph 1: Population Graph)

From review of Graph 1, the City has experienced periods of growth, with the largest from the period reviewed from 1960-1970 (50%). It is important to note, this was not a stand-alone period as the City experienced a build-up of population growth from 1940. This period (1940-1970), should not be a surprised when reviewing in context of what was occurring in the St. Louis area (end of World War 2 in 1945 and a boom in population – baby boomers, creation of the Interstate Highway System in 1956 with the start of this occurring via I-70 at St. Charles, etc.).

While the percentage of growth has slowed since 2000, the City is still experiencing growth, just not in the same levels. This slowing can be partially explained by the land locked nature of the City (Missouri River to the east, St. Peters to the south and west, and extensive floodplain from the Mississippi River to the north), but also from the general expansion of population to the west into other portions of St. Charles County (see Table 1 on page _).

(Insert Table 1: Population of Area Jurisdictions)

Population Projections

While the above section discusses the current and past population of the City, projections can be used utilizing various historical data to make reasonable projections on the future

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population. Below, staff provides three (3) different projections to provide context, as each projection has its strengths and weaknesses. By utilizing more than one projection model, the City can better anticipate future growth and plan accordingly.

Population Projection Based Upon Single-Family Permits

(Insert Table 2: Population Projection based upon permits)

Utilizing existing permit trends for single-family residences (which are known via reviewing past permit issuances) and making reasonable projections on future permits with data from the Census Bureau on the City's population per unit, the City can utilize this data to make a simple projection of population. Staff reviewed the amount of past single-family residential permits distributed since 2010, and then projected an estimated amount of permits into the future. This estimate of 262 permits a year, provides a reasonable amount to account for possible slowdowns in the local economy or the increasing land locked nature of the City. While the City has average more permits a year since 2012, staff wanted to account for possible variation projecting into the future. It should also be noted, a projection only to the year 2030 was provided, and as utilizing this projection technique on average permits becomes more unreliable the further projected into the future. Staff has included other projection models which we believe take better account of this short coming. Along with the average 262 permits, staff used the 2020 Census persons per unit (2.3), to find projected populations for the years to come. Table 2 displays this data to include the estimated population growth along with the total population estimated through 2030 to show an estimated population of just under 77,000 people (76,941 projected). While this projection does not account for population in multi-family units, staff still believes this amount combined with the population per unit still provides useful information.

Linear Population Projection

(Insert Table 3 Population Projection Linear)

With any future prediction there is a risk the data will not accurately reflect reality, in this case the future population of the City of St. Charles. For example, the predictions made based on housing permits (Table 2 on Page _) present the risk of inaccurate future data due to the possibility of a housing market crash and a variation in the amount of residents per household. However the linear prediction (Table 3) has its fault as well. This table represents a population that increases at a constant rate based upon past historical growth, without consideration that the population cannot infinitely increase. While this projection should not be used on its own as a solid projection, it does provide a simple projection based upon a well-documented city. Based upon the projection, a population of around 100,000 is projected out to 2050. By comparison to the projection on single-family permits, the 2030 projection is shown at 81,162 residents.

Confidence Interval Projection

(Insert Graph 2 Population Projection Confidence interval)

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The last projection is that of a Confidence Interval Projection (Graph 2 on page _). This is a projection which utilizes a set interval to project value, or in this case, a population projection with a certain confidence level of being accurate. In this projection, staff utilized a 95% interval, which provides projections of a population with a confidence/probability of 5% of being wrong. In other words, 95 out of 100 times, the projection will fall between the upper and lower value. If you notice, the further into the projected future, the less accurate (wider range) the data becomes. The Forecast is the projected number (population) based upon the 95% confidence level. Looking at this data, the following Forecast on population is as follows: 2030 = 76,669, 2040 = 82,838, 2050 = 89,008 and 2060 = 95,178. From review of the projection based upon assumed permits (Table 3 on Page _), the Forecast is slightly more conservative and ahead of that projected using single-family residential permits.

Age/Sex Characteristics

Age/Sex composition of a city provides information on the population makeup of a community. For example, if a population of an age group changes (increases or decreases), a community can analyses that trend to determine if additional services are needed to accommodate or alter a negative trend. The age structure for 1990-2020 for the City of St. Charles is shown below in Table 4 on page _. The largest age block (based upon percentage of total) is generally in the 20-29 age brackets. Looking at all groups since 1990, the percentages are generally consistent, with very little fluctuations within the past 30 years. This would correlate as there has been slow and consistent growth in the total population also within this same time block (See Table 1 on Page _). One can view this data to reflect consistent amounts of the population ageing in place, births/migration into the City. Viewing this data in this context represents a stable community from a population and age breakdown.

(Insert Table 4: Basic Age Composition)

Median Age comparisons can also be utilized in a more simplified way on viewing age of a community. Median Age is the age that divides the population into two numerically equal groups (U.S. Census Bureau). In other words, half of the population is younger than this median age and the other half is older. Table 5 provides this information since 1990 as well as for surrounding jurisdictions. Looking specifically to the City of St. Charles, the population has aged more overtime. While it has increased over each period, it is still younger than every other jurisdiction minus the City of Wentzville and the City of O'Fallon. While the City of Wentzville's and the City of O'Fallon's numbers are assumed to be younger based upon the explosive growth those areas have seen since 1990, the City of St. Charles has aged at a slower pace than other communities which have also seen growth after that of the initial population explosion that St. Charles began to see in the 1950s (as you move west, generally the growth has moved west in the subsequent year periods). One could draw a conclusion that the City of St. Charles has remained competitive in attracting and retaining population over these periods and also seems to depict a strong and vibrant community.

(Insert Table 5: Median Age)

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Another way of reviewing the age groups of a city is also through the prism of sex/gender breakdown. A common way of viewing is this data, other than a standard table, is through an Age/Sex Pyramid. This chart shows age brackets with the separation of numbers of males on the left and females on the right with the corresponding age bracket. This chart is called a "pyramid" as when viewed this fashion, as the chart takes on the appearance of a pyramid (generally a wider base reflecting more young people and eventually the numbers reduces at or near the top of the chart [higher age brackets above 65]). The shape of this pyramid provides information on the overall health of a community. A large mass of population in the lower age groups, generally indicates a population which is providing a lot of children. One in which the pyramid is inverted (high number of population in the higher age brackets), generally provide information that a community is ageing out and not replacing its population through child birth. If a community takes on this inverted appearance, the community needs to start to ask some tough questions (future tax base, more services than citizens, etc.).

A view of the City's Age/Sex Pyramid for 2020 generally reflects a community with a standard post-industrial breakdown. "Post-Industrial" as, pre-industrial generally reflected high number of young population necessary for the jobs available within that period (tending to be agricultural). Post-Industrial communities generally have larger population in the working age brackets (18-60), with some younger groups, but the young group (or cohort) is not the predominant group. Graph 3 below (Page _) depicts the 2020 numbers. As one can view, the City has a healthy number of individuals in the 20-29 age bracket/cohort (also as discussed above via Table 4 on Page _); however, it is interesting to note, the male population in the 20-24 cohort is larger than that of females (male/female sex ratio will be discussed more in following section). Generally, a healthy ratio of male/female tends to be more females than males, especially when looking at the overall breakdown of the genders. Looking back at past data for the same age cohort, also reveals a similar trend (more males than females). Review of the 2020 breakdown shows within the following age bracket having more males than females: Ages 20-24, 30-34, 35-39, 40-44, 45-49 & 55-59. While taken as a snap shot, this seems interesting; however, if viewed via past census years reveal a similar trend but younger (lower) in the pyramid for 2000 & 2010 (see Graphs 5 & 6 below). This would tend to show this group ageing (moving into higher age cohorts) in place and remaining in the community, with the 2000 Chart (Graph 5) being much more subtle and the 2010 (Graph 6) and 2020 (Graph 3) being more pronounced.

(Insert Graph 3: 2020 Age/Sex Graph

Insert Graph 4: 2010 Age/Sex Graph

Insert Graph 5: 2000 Age/Sex Graph

Insert Graph 6: 1990 Age/Sex Graph)

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As disused briefly above, Sex Ratio for a community can also be viewed to provide insight. The sex ratio is the number of males per 100 females. A ratio of greater than 100 indicates an excess of males, whereas a ratio of less than 100 represents an excess of females. Table 6 provides the sex ratio of the City of St. Charles versus St. Charles County and the State of Missouri since 1990. During this period, all three (3) jurisdictions had a larger population of females to males. Per the U.S. Census Bureau, a ratio of 95% is considered a balanced position (95 men for every 100 women).

(Insert Table 6: Sex Ratios Table)

Ethnicity Characteristics

In addition to the age/sex variables of a population, ethnicity can be used to further drill down on the composition of a community. Table 7 below shows the racial and ethnic makeup of the City of St. Charles population and how it's evolved in the last decades. A review of the 2020 data clearly depicts the City of St. Charles having a majority of its population being "White" (79.2% of the population). This number is not surprising upon viewing the community from a historical context (a lot of German and French makeup/heritage which tended to be white); however, the community is becoming more diverse over time. Since 1990, the percentage of the White population has decreased in each period (from 95.9% to 79.2%). Minus the majority ethnicity (Whites), the other groups have increased in size and percentage of the total in each successive period, with Black or African American being 2nd largest (7.7% of total) and Hispanic or Latino being the 3rd highest (5.6% of total). Upon reviewing these trends since 1990, it is likely this change in diversity in the makeup could continue.

(Insert Table 7: Race & Ethnicity Table)

Household Characteristics

Table 8 below on Page _ provides information on the Household data of the City of St. Charles. Household is defined by the U.S. Census Bureau as "all persons who occupy a housing unit". As one would expect from review of the City's population data, total Households have increased since 2000. While this number has increased, the average household size has decreased slightly (2.38 to 2.24). From reviewing this data against that of St. Charles County and the State of Missouri, this trend is also continuing within this larger population samples. Average Family Size has also decreased slightly (2.97-2.73), which similarly is shown in the St. Charles County and State of Missouri figures. 59% of all Households are Families in 2022; however, this has dropped since 2000 where 63% of Households were Families. With a drop in families, Female Householder (no spouse) has increased (increased 44% since 2000). Generally such an increase should been notable, as Female Head of Households can be viewed as lower income level versus Families (multiple incomes) and an increase in need of affordable housing along with other services.

(Insert Table 8: Household Info Table)

Socio-Economic Data

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While looking at demographic data, it can be over simplistic to just focus on the population, ethnicity, etc. By expanding that data to include Socio-Economic data (income, poverty, education, etc.) can give a more holistic view of the population being studying also provide insights to its needs (housing, services, business attraction and job creation). It goes without saying that the City of St. Charles is not located within a bubble and its economic data is strongly tied to that of its neighbors, the region, national factors as well as global factors.

Income

When looking at median household income for the City of St. Charles and that of other area jurisdictions, the City of St. Charles compares favorably with similar percent increases since 2000 (See Table 9 on Page _). Again, median is the exact middle point that divides the population into two numerically equal groups. The time span of 2000-2022 provides an interesting timeframe to review this metric. In the 2000's you had an economic boom, culminating in a large recession in and around 2008/9. That recession extended through at least 2013-2015 with eventual recovery. This time period also includes the effects of the 2019/2020 COVID-19 pandemic. Additionally, more recently, increased inflation has occurred. Within this 22 year period, a lot of dynamic changes have occurred and should be remembered when viewing this data.

In total percent increases since 2000, the City of St. Charles is shown to have the 2nd highest increase (almost 80%) only to the City of Wentzville (131%), which as described earlier experienced a large boom in population and overall growth. This data will become more applicable as we view other socio-economic data which also supports this median income value.

(Insert Table 9: Median Household Income)

(Insert Table 10: Median Household Income)

Further reviewing this data via income levels, provides additional insight to the income/wealth of the City of St. Charles residents. Table 10 to the right provides this breakdown of percentage of total households within each income bracket. The income bracket which has the highest percentage for household is of the $100,000-$149,999 bracket. The smallest percentage is within the $15,000-$24,999 bracket. From this data, almost 35% of households had a median income of below $35,000 in 2000, with that number dropping by over half in 2022 (14.9% of total households below $35,000). As previously stated, inflation needs to be kept in mind; however, per the U.S. Census Bureau, these number have been adjusted for inflation (the data set does not provide information on the exact inflation adjustment). Viewing the brackets for $100,000 or more, an increase from 2000 (13% of total households) to 2022 has been documented (42% of total households). Table 11 below also provides similar breakdown for area jurisdictions.

(Insert Table 11: Household Income Estimates)

Poverty

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According to the U.S. Census Bureau, poverty is established by comparing pre-tax cash income to a poverty threshold that is adjusted by family composition. Also according to the U.S. Census Bureau, "these thresholds are updated annually to account for changes in the cost of living using the Consumer Price Index for all Urban Consumers (CPI-U)" and do not vary geographically (Poverty in States and Metropolitan Areas: 2022). As estimated, the total of St. Charles percentage of total poverty in 2022 was 7.7%. Of the cities sampled, the City of St. Charles has the highest estimate of poverty in the total population and per the three (3) age brackets. It is important to note that the City of St. Charles was also higher than the combined poverty status for the St. Charles County (4.9%), but lower than that of the State of Missouri (13.2%). In the 18-64 and 65+ bracket, the percentage has generally decreased since 2000; however, the 18 and Younger bracket has seen a large increase since 2000 (2000 = 1.9%, 2010=16.2% and 2022=11.6%). As discussed previously, a recession occurred in between the reporting periods, which would account for increases; however, that is more aggressively shown in the 18 years and younger bracket. This large increase is not really seen in the other jurisdictions, but is similar to that of the State of Missouri. This may warrant further investigation.

(Insert Table 11: Poverty as a Percentage)

Employment Data

Table 12 below on Page _ provides information on the City's workforce by Industry from 2000-2022. In 2022, the City's largest industries were that of "Educational Services, Health Care& Social Assistance" (24%), "Manufacturing" (15.3%) and "Professional, Scientific, Administrative & Waste Management" (11.1%). "Retail Trade" has dropped since 2000 (2000=12.7%, 2010=13.2% and 2022=10.1%), while Educational sector has increased (2000=17.5%, 2010=22.4% and 2022=24.0%). All other sectors remained fairly consistent throughout the period reviewed.

Conversely to employment data, Unemployment is also tracked by both the U.S. Census Bureau and the U.S. Federal Reserve. Table 13 also below on page _, shows 2022 estimated data indicating the City's current rate at 2.2%. This rate is below that of the St. Louis Metropolitan Statistical Area (MSA) at 2.6% and that of the State of Missouri at 2.3%. Reviewed in context of past reporting periods, this rate has obviously fluctuated as over the periods of reporting, economic downturns have occurred within recent history (2008/9 Recession), culminating in a 2010 rate of 7.2% for the City, which was higher than the other listed jurisdictions.

(Insert Table 12: Workforce by Industry)

(Insert Table 13: Unemployment Rates)

(Table 14: 2023 Largest Employers)

Education

Reviewing the City's population from an Educational Attainment perspective, 95% of the population over 25 years of age have at least a high school education or higher, with almost 44% having a bachelor's or higher. Both categories have increased since 2000. This same population (25 years of age or older) saw a reduction in just a high school education or lower. Those whom have obtained a Graduate or Professional Degree has increased since 2000 (2000=9.6% and 2022=14.9%). Overall, this is showing that the City is becoming more educated (at least in obtainment of degrees). In looking at this data versus that of employment (industry and actual employment numbers), many of these sectors require an education population.

(Insert Table 15: Education Attainment)

City Retail Sales

Included in this section is Retail Sales amounts since 2010. The current sales tax rate for the City is 2%. In 2022, $1.6 billion in overall retail sales was documented, which was a 15% increase over 2021 (largest percent increase from previous year in the reporting period). Overall, sales figures have increased every year with a few exceptions (2013 and 2020). These two periods of reduced sales to the previous years can be explained as 2010 was in the heart of a large recession and 2020 was likely a direct result of the COVID-19 pandemic and its effects, which would also may account for increase in sales from 2021 to 2022.

(Insert Table 16: Retail Sales)

Housing Characteristics

The last portion of the demographic review is that of housing for the City of St. Charles. Sections include information on number of units, occupancy/vacancy rates, housing type, value, and portion of income spent on mortgage/rent.

Housing Units/Occupancy

In viewing housing, the 1st metric is that of total number of House Units. The U.S. Census Bureau defines "housing unit" as a house, an apartment, a mobile home, a group of rooms, or a single room that is occupied (or if vacant, is intended for occupancy) as separate living quarters. Table 17 includes information on the total number of housing units, and occupied versus vacant units for the City of St. Charles. The total number of housing units for the City in 2020 was 31,744 units (an 11% increase from 2010). The percentage occupied and vacant of the total number of units have been fairly consistent in the reporting periods.

(Insert Table 17: Housing Unit Occupied vs Vacant)

(Insert Graph 7: Occupied Housing Units)

Graph 7 above provides a further breakdown of total housing units distributed via Owner Occupied and Renter Occupied. Since 1990, the City has averaged 34.4% of total

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housing units as renter occupied (1990=37.6%, 2000=33.6%, 2010=32.9% and 2020=33.4%).

Housing Type

The City of St. Charles is a suburban city of the St. Louis MSA, and not surprisingly, the predominant housing type is Single-Family Residences (Table 18). As such, also provided is the number of additional single-family residence permits issued per year since 2011 (Graph 8).

(Insert Graph 8: Single Fam Permit per year)

(Insert Table 18: Housing Type)

Housing Value

Graph 9 below on Page _, provides the housing value by price brackets. Based upon this chart, a majority of the housing is within the $150,000-$499,999 range. The largest section is within the $200,000-$299,999 section (7,441 houses). Median Housing value is also provided (Table 19 also on Page 18). In 2021, the median value for the City of St. Charles was $269,200 (34% increase from 2010).

(Insert Graph 9: Housing Values)

(Insert Table 19: Median Housing Value)

Referencing the total number of Owner Occupied units within the City of St. Charles (19,378 units), Graph 10 below on Page _, provides information on those units which carry a mortgage versus those owned out-right by the occupant. In 2020, 6,025 units (31% of total Owner Occupied Units) were mortgage free. Since 2010, this percentage has remained consistent, whereas in 2000, only 24.6% of Owner Occupied units were mortgage free. Of those carrying mortgages, a majority of those were less than 30% of the household income. 30% is important as the U.S. Census Bureau uses this percentage as a matrix for affordability. Only 17% in 2020 were households which monthly payment via the mortgage was above 30%. While this is seen as a good indicator, this metric should be evaluated into the future as a common sentiment is affordability has become less common based upon incomes versus increased price of housing (housing and inflation increased at an elevated pace during and after the COVID-19 pandemic). While this chart seems to indicate a large portion of the housing occupied by households are affordable, the numbers do not take into account those incomes of households *looking* to purchase in what seems to be still an elevated housing value market.

(Insert Graph 10: Mortgage Status of Owner)

(Insert Graph 11: Monthly Cost of Mortgage as a Percent of Income)

Now let's focus on renters. The below table (Table 20), provides the Median Gross Rent for the City of St. Charles and other area jurisdictions. From viewing the below, the City

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has seen a steady increase in the Median Gross Rent since 1990 (8% to 15% increase year over year). Overall, an 82% increase when directly comparing 2021 and 1990 values. From review against area jurisdictions, the City of St. Charles is comparable in median gross rent.

(Insert Table 20: Median Gross Rent)

Similarly to Owner Occupied Units, Gross Rent of a percentage of Household Income was also evaluated (see below Graph 12). Compared to that of Owner Occupied, there are more renting households whose gross rent exceed 30% meaning more rental units may not be affordable. While this can be viewed as potential affordability issue, it may also be more of a reflection of lower incomes generally rent. From view since 2000, the percentage of renters exceeding 30% of their household income has decreased. This should be viewed as a good indicator overall for long-term affordability. This trend is also supported in the below Table (Table 21 on page 21) which further breakdown gross rent.

(Insert Graph 12: Gross Rent as a Percentage of Household Income)

(Insert Table 21: Gross Rent)

Transportation

Existing Transportation

St. Charles connects to the regional network via several major routes. Interstate 70 (I-70) runs east to west through the city. Route 370 (Patrick J. Bray Memorial Highway) runs along the city's northern edge, linking I-70 west of St. Charles to I-270 in St. Louis County via the Discovery Bridge. Route 94 runs north to south, varying from a four-lane divided highway south of the city to a rural two-lane northward. Route 364 (Page Extension) connects Route 94 to I-270, with recent improvements including the Gutermuth Road interchange (2020), Heritage Crossing slip ramps (2021), and a diverging diamond at Muegge Road (2023).

Mass Transportation serves the residents of the City of St. Charles through Ride STC. Formerly known as St. Charles Area Transit (SCAT), Ride STC provides service to and from the Metro Route 34 - Earth City / Rider Trail Stop. Other mass transportation services include the Charley, STC Commuter Bus and St. Charles Trolley. While MetroLink does not currently extend into St. Charles County, several studies have explored future expansion westward across the Missouri River, which would increase regional accessibility and multimodal connections for St. Charles residents.

INSERT PHOTO OF TROLLEY

There is one (1) general aviation airport in close proximity to the City of St. Charles. St. Charles County Airport, also known as Smartt Field, is located at 6390 Grafton Ferry Road. It is owned and operated by St. Charles County. Smartt Field is considered a reliever airport for Lambert St. Louis International Airport in St. Louis County.

INSERT PHOTO OF SMARTT FIELD

Amtrak service is available nearby in the City of Kirkwood, just across the river, with daily routes connecting passengers to Kansas City, Jefferson City, and downtown St. Louis. Although St. Charles does not currently have its own station, Kirkwood's proximity offers residents and visitors an accessible intercity rail option.

St. Charles is located near the confluence of two of the world's greatest rivers, with the Missouri River to the east and south and the Mississippi River to the north. However, there are no public docking facilities in St. Charles or the surrounding area.

INSERT PHOTO OF MISSOURI RIVER BY FROUNTIER PARK OR RIVER FROM KATY TRAIL

The Katy Trail has continued to serve the community as a transportation network for cyclists. The Riverwalk Trail project is currently underway, which will provide improvements to the Katy Trail from the Foundry Art Centre to Interstate 70. Greenway projects continue to expand. The Boschert Greenway links New Town, Fox Hill Park, and the Missouri River near historic downtown. The Busch Greenway connects the Katy Trail with Missouri Research Park and conservation areas. Broader regional efforts through Great Rivers Greenway are ongoing.

Future Transportation

Within the last five to ten years, plans have been produced which aim to set guidelines for meeting the transportation needs for the City of St. Charles. The Engineering Department has played a key role in this, through creating two key transportation plans; the Long Range Transportation Plan and the Bicycle & Pedestrian Master Plan. Also in collaboration with the Engineering Department, the Department of Community Development has produced the Frenchtown Great Streets Plan, which focuses on improving the previously overlooked Frenchtown District corridor.

The City of St. Charles Long Range Transportation Plan was created in 2022 and identifies the Engineering Department projects to improve transportation within the City. This plan is broken down into the following categories: completed projects, active projects, planned projects, and future projects.

As a result of this plan being published in 2022, many of these projects have progressed in their status. While this means the document's data is not completely accurate, it also displays the progress that the Engineering Department has made in improving the transportation infrastructure.

The only project listed as complete within this plan was for the year 2021, in which the Lincoln Elementary sidewalk improvements were completed. Today, many of the active projects have been completed as well. This includes the addition of parking under I-70, the new Frontier Park Pedestrian Bridge, the I-70 and 5th Street Interchange improvements, and the addition to the Little Hills Expressway & Mel Wetter Parkway Roundabout. These completed projects serve several different transportation needs. The

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added parking under I-70 and Frontier Park Pedestrian Bridge benefit walking and cycling pedestrians specifically. The I-70 and 5th Street Interchange improvements and the addition to the Little Hills Expressway & Mel Wetter Parkway Roundabout both serve automobile users, through traffic calming measures.

INSERT PHOOTO OF PEDESTRIAN BRIDGE OR THE ROUNDABOUT

Several of the planned projects have begun construction. This includes the Main Street Extension, Duchesne Reconstruction, and Regency Parkway Reconstruction. Each of these projects will greatly improve the street connections within the City. The Main Street Extension will extend Main Street through the future City Center Complex. This will help bridge the gap between Historic Main Street and the Frenchtown District. The Duchesne Reconstruction will improve the road surface, sidewalks, and stormwater drainage, making it safer for drivers and pedestrians. The Regency Parkway Reconstruction will update an important road that connects neighborhoods and businesses, helping traffic flow better and supporting the growth in the area.

Other important transportation projects are still in the planning or design stages and have not yet started construction. These include the First Capitol Corridor Improvements, Historic Main Street Reconstruction, and Elm Point Industrial Drive Reconstruction. The First Capitol project will focus on making the corridor safer and easier to travel, whether you're walking, biking, or driving. The Historic Main Street Reconstruction will help preserve the character of the area while upgrading the roadway and sidewalks to better handle daily use and events. The Elm Point Industrial Drive project will improve access to the industrial area by rebuilding the road to better handle heavy traffic and support future business growth.

The City of St. Charles continues to make steady progress in carrying out the goals of the Long Range Transportation Plan. While some projects are still underway or in early planning stages, many have already been completed or are actively being built. This ongoing work reflects the City's commitment to improving safety, connectivity, and access for all residents and visitors.

Bicycle & Pedestrian Master Plan

After The Bicycle and Pedestrian Master Plan was finalized and published in 2016. According to this plan, the purpose is to improve upon walkability and bikability within the City of St. Charles. Help attract residents while "providing a more accessible, safe, connected, and livable place for current residents". This plan provides a step by step guide for achieving the goal of the purpose statement. The master plan includes a section for the existing conditions, planning process, public engagement process, recommendations, design guidelines, and funding sources.

INSERT PHOTO OF PEOPLE BIKING OR WALKING

The existing conditions of the City of St. Charles includes a steady population growth with an increasing demand for alternative transportation options like walking and biking.

Vehicle Miles Traveled (VMT) peaked in 2007 and has declined slightly since, indicating a shift in travel habits. From 2010 to 2014, the number of residents walking or biking to work rose, reflecting growing interest in active transportation. Biking and walking transportation options are essential for those who cannot drive due to age, disability, or finances. A community survey confirmed strong public support for improved infrastructure for these methods of transportation. Many survey participants cited lack of sidewalks, unsafe crossings, and fast drivers as reasons they do not bike or walk more regularly. Most respondents expressed a desire to walk or bike more often, if better infrastructure and a safer environment was available.

The planning process for the Bicycle and Pedestrian Master Plan was guided by community input, data collection, and coordination with City staff and stakeholders. There are five priorities identified, which are the base of the Master Plan. The first priority is to connect to key destinations and address barriers in and near the City. The second is to set infrastructure and land use standards that lead to desirable streets and trails. The third is communicate and share the safety and health benefits of active transportation. The fourth is strengthen connections to the Katy Trail. The final priority is to ensure accessibility for active transportation throughout the City.

Public engagement played a central role in shaping the Bicycle and Pedestrian Master Plan. The City collected public input through surveys, community events, pop-up tabling sessions, and a demonstration project on Riverside Drive. Key takeaways included a desire for safer walking and biking infrastructure and increased interest in walking/biking if better facilities were available.

INSERT PHOTO OF BIKING OR WALKING

The recommendations outlined in the plan are organized around the “5 Es” of active transportation: Education, Encouragement, Enforcement, Evaluation, and Engineering. These strategies aim to support safer, more frequent walking and biking through public awareness campaigns, community events, police and school engagement, and performance tracking. Engineering recommendations include expanding and improving the City’s pedestrian and bicycle infrastructure, such as multi-use paths, bike lanes, calm streets, shared lanes, and sidewalks.

The design guidelines section of the plan offers a detailed framework for creating a safe, accessible, and user-friendly transportation environment. These guidelines include recommendations for bike parking, signage, sidewalk design, traffic calming, and route markings, all of which are intended to support both recreational and commuting needs for pedestrians and cyclists.

Finally, the plan identifies a range of potential funding sources to support implementation, including federal and local funding opportunities, private partnerships, and technical assistance programs. By combining research, community input, and plans for implementation, the Bicycle and Pedestrian Master Plan aims to create a more connected, healthy, and accessible St. Charles for years to come.

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Frenchtown Great Streets Plan

On July 21, 2020, the City Council formally accepted and approved the findings and the plan for the Frenchtown Great Streets Plan. This plan was a local effort with support from area residents, the City, St. Charles County and East-West Gateway Council of Governments to provide a framework for the revitalization effort of Frenchtown. The approved Great Street Plan outlines its own set of goals, including four (4) sub-districts, aimed at fulfilling the mission of the plan. The Great Streets Plan also identifies goals for implementing improved transportation infrastructure within Frenchtown.

The Connections & Mobility section of the Frenchtown Great Streets Plan includes the specific transportation goals. The proposed goals include improvements to the N 2nd Street corridor, converting one-way streets like North 3rd and North 4th into two-way streets, and removing the roundabout at North 3rd and Tecumseh Street. The plan also identifies extending N Main Street through the ACF property to connect the already thriving Historic Main Street with the up and coming Frenchtown.

INSERT PHOTO OF FRENCHTOWN STREET IMPROVEMENTS

Public transit improvements are also addressed, with recommendations for more consistent and frequent service and enhanced amenities such as comfortable bus stops with seating and signage. Additional goals include expanding public parking options, increasing pedestrian access to the riverfront, and developing connecting trails and bike routes throughout the district. The plan also includes the introducing e-scooter and bike rental systems to further promote alternative modes of transportation.

The mobility goals outlined in the plan include: (1) creating a walkable, connected multi-modal street network; (2) enhancing the comfort and aesthetics along North Second and North Third Streets; (3) solving parking challenges; (4) connecting the area's trail systems; and (5) establishing safe, active connections to the Missouri River. Each of these strategies aim to enhance the transportation within Frenchtown to aid the revitalization efforts for the district, both to serve the existing and future community.

Many of the transportation goals of the Great Streets Plan have already been completed. This includes the expansion of public parking options. The City has purchased property in Frenchtown and provided new paved parking lots for visitors of the district. This includes a lot adjacent to 1121 N 2nd Street and a lot adjacent to 1312 N 2nd Street. Bike rentals have also been successfully introduced in Frenchtown with the opening of Juiced Wheels, a bicycle sale and service shop that also provides e-bike rentals.

Other transportation goals are underway, in the process of completion. The 2nd Street improvements have begun and will improve the pedestrian accessibility and safety throughout the streetscape. Additionally, the extension of North Main Street is in progress as part of the City Center Complex development, which includes the construction of the new City Hall. This project not only supports the Plan's goal of reconnecting the street grid, but also reinforces the broader vision of creating a more accessible, and connected district that serves as a civic hub for St. Charles.

INSERT RENDERING OF FUTURE C3 COMPLEX WITH STREET VIEWS

Together, these efforts reflect the City's commitment to transforming Frenchtown into a safer, more connected neighborhood, while honoring its historic character and supporting future growth.

Connecting Existing and Future Transportation

The City's ongoing transportation projects will help achieve a cohesive, multimodal network that connects residents, businesses, and visitors across the city. As new improvements are made, they're helping to tie the city's neighborhoods, streets, and trail systems into one connected network that works for everyone.

Efforts like the North Main Street extension and 2nd Street upgrades are reconnecting key parts of the city, linking Historic Main Street with Frenchtown and making it easier to get around by foot, bike, or car. At the same time, regional trail connections and streetscape improvements are building on what's already in place to improve safety, access, and overall flow.

By coordinating efforts across the Long Range Transportation Plan, Bicycle & Pedestrian Master Plan, and Frenchtown Great Streets Plan, the City is creating a transportation system that's more connected, more accessible, and ready to support future growth. The progress made so far shows a commitment to making it easier, and safer, for the public to move through St. Charles.

Utilities & Infrastructure

(Insert Updated Utilities & Infra. Section)

Community Facilities

The City of St. Charles is supported by a wide range of community facilities that contribute to the health, education, safety, recreation, and overall quality of life of its residents. These facilities form the foundation for a well-functioning community and support the City's goals for sustainable growth and livability.

- **Health & Human Services:** St. Charles is home to a variety of health and human services that address the physical and mental well-being of the community:

    - Hospitals: SSM Health St. Joseph Hospital – St. Charles, located at 300 First Capitol Drive, is a major healthcare provider offering comprehensive services including emergency care, inpatient and outpatient services, and specialized treatment programs. Nearby Progress West Hospital in O'Fallon also serves residents in the broader region. (St. Joseph Hospital image)
    - Public Health Services: The St. Charles County Department of Public Health, located at 1650 Boone's Lick Road, provides a broad range of services, including immunizations, public health education, environmental

health monitoring, animal control, and vital records. These services play a key role in maintaining community health and responding to public health concerns.

- Veterans Affairs (VA) Services: The St. Charles County VA Clinic, located at 2845 Veterans Memorial Parkway, delivers outpatient care to eligible veterans, including primary care, mental health services, women's health, and specialty services. It is part of the VA St. Louis Health Care System and helps ensure local access to federal health benefits for veterans in the area. (Veteran's Day event image)

- **Public Safety Services:** St. Charles is served by a coordinated network of public safety agencies that ensure the protection and well-being of residents, businesses, and visitors.
  - Police Department: The City of St. Charles Police Department, headquartered at 1781 Zumbehl Road, provides comprehensive law enforcement services, including crime prevention, investigation, traffic enforcement, and community outreach programs. (Police Dept. image)
  - Fire Department: The City of St. Charles Fire Department operates multiple stations strategically located throughout the city to provide rapid response to fire, rescue, and emergency medical incidents. (Fire Dept. image)
  - Ambulance and Emergency Medical Services: Emergency medical transport and advanced life support are provided through the St. Charles County Ambulance District (SCCAD), a countywide agency staffed by licensed paramedics. SCCAD works in close coordination with the St. Charles Fire Department and area hospitals to ensure timely emergency response and high-quality pre-hospital care for residents and visitors.

(Emergency Services Map)

- **Education:** Public education is provided by multiple school districts, including the St. Charles, Francis Howell, and Orchard Farm School Districts, which serve the City's K-12 students. Private schools, such as Immanuel Lutheran School, Academy of the Sacred Heart, and Duchesne High School, also offer alternative educational opportunities.

  For higher education opportunities in St. Charles, Lindenwood University (add Lindenwood pics) offers a variety of undergraduate and graduate programs. The university is also home to NCAA Division I athletic programs, drawing regional attention and contributing to community engagement. In addition to academics and athletics, Lindenwood supports the local economy and offers public access to arts, cultural events, and campus facilities. (see page…Cultural and Arts Facilities)

(Schools Map)

- **Parks and Recreation:** The City maintains an extensive park system managed by the Parks and Recreation Department. The Parks' facilities provide spaces for

outdoor activities, sports, and community events. The City's investment in parks supports health, wellness, and community engagement.

The Parks and Recreation Board plays an essential role in guiding the development and maintenance of the city's parks and recreational programs. The board is responsible for adopting bylaws, rules, and regulations for park operations, directing the expenditure of funds from various sources, and overseeing the administration of the city cemetery.

The City of St. Charles maintains 26 parks that provide a wide range of recreational amenities, including walking and biking trails, sports courts and fields, playgrounds, pavilions, and aquatic facilities. Among the most notable parks in the city are:

- Frontier Park – Located along the Missouri River in Historic Downtown St. Charles, this park hosts many of the city's major community events and festivals, such as Riverfest and the Festival of the Little Hills. The park also features a scenic walking path, a performance gazebo, and access to the Missouri Department of Natural Resources Katy Trail. (pics of Frontier Park – Riverfest, Little Hills Festival, or Oktoberfest)
- Blanchette Park – Blanchette Park was the first City Park acquired on September 26, 1914 and the beginnings of the St. Charles Parks and Recreation Department. This park includes Memorial Hall, athletic fields, playgrounds, and the Blanchette Aquatic Facility. It's the hub for the City's recreational programming. (pics of Blanchette)
- McNair Park – McNair is divided into two sections by a creek and surrounding woodland area. Both sides provide a mix of passive and active recreation and area connection by the parks internal loop trail system which also connects the park to surrounding neighborhoods. This large neighborhood park offers tennis courts, ball fields, disc golf, a skate park, and a playground. It also includes open space and walking trails, making it a popular spot for families and sports enthusiasts. (pics of McNair)
- Wapelhorst Park – Wapelhorst Park contains a mix of active and passive recreation components throughout the park. Major destination amenities within the park include a four field softball complex, an aquatic center with speed slide, tennis/pickleball courts, and the Gould Community Building. Three shelters, a fishing lake, an interpretative nature trail and wildflower area and several large open lawn areas and picnic sites throughout the park provide a variety of passive recreation opportunities. (pics of Wapelhorst)

These signature parks, along with many neighborhood and community parks, reflect the city's commitment to high-quality, accessible recreation for residents of all ages.

(Parks Map)

- **Libraries:** The St. Charles City-County Library District operates several branches within the city, including the Kathryn Linnemann and McClay branches. These

libraries offer residents access to books, digital resources, educational programs, and community activities that support lifelong learning. (stock library pic)

- **Senior Services:** As St. Charles continues to grow and change, the needs of its senior residents remain a vital part of community planning. Nearly (insert number from Demographics) of St. Charles residents are age 60 or older, a demographic that will continue to rise in the coming decades. Ensuring access to supportive services, social opportunities, transportation, and housing options allows older adults to remain active, independent, and engaged in community life. The City partners with regional agencies, nonprofit organizations, and local institutions to deliver a wide range of senior services that enhance quality of life for older adults and their caregivers.
    - St. Charles Senior Center (Aging Ahead) – Provides programs, meals, health services, and social activities aimed at supporting the well-being and engagement of older adults in the community.
    - Transportation (The Charley) – A curb-to-curb ride service within the City of St. Charles with priority given to seniors and disabled riders.
    - Senior Citizens Advisory Commission – A city commission that represents senior interests, advises City Council on senior issues.
    - Financial Assistance – Low-income utility tax rebate is available through the City to eligible senior citizens.

      (Senior Fashion Show, Senior Prom, and Charley pics)
- **Cultural and Arts Facilities:** Cultural amenities in St. Charles play an important role in shaping community identity, supporting economic vitality, and enhancing quality of life. These facilities not only provide opportunities for residents to participate in and enjoy the arts, but also draw visitors from across the region, reinforcing the City's historic and cultural character.
    - Foundry Art Centre – A city-owned facility for visual and performing arts, featuring galleries, studio space for working artists, rotating exhibitions, and community events. The Foundry also hosts youth programs and workshops that encourage participation in the arts across generations. (Foundry pics)
    - J. Scheidegger Center for the Arts (Lindenwood University) – A major performing arts venue that brings national touring productions, concerts, and symphonies to the community while also supporting student and faculty performances. (Scheidegger pics)
    - St. Charles Family Arena – A large-scale multipurpose venue that hosts concerts, sporting events, expos, and community gatherings, drawing regional audiences and contributing to the City's role as a center for entertainment. (circus or concert pics)
    - St. Charles Convention Center – A city-owned event venue that accommodates conferences, trade shows, banquets, and cultural events, serving both residents and visitors while supporting the City's hospitality economy. (convention/banquet pics)

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- Ameristar Casino, Resort & Spa – Beyond gaming, Ameristar provides entertainment options including restaurants, live music, and performance spaces that contribute to the City's cultural and tourism offerings. (Ameristar pics)
- Historic Main Street and Frenchtown – In addition to formal venues, the City's historic districts host art walks, festivals, antique fairs, and craft markets, blending cultural heritage with contemporary creative expression. (Hot Summer Nights & Farmers Market pics)
- Local Festivals and Events – Seasonal events such as Festival of the Little Hills, Oktoberfest, the Missouri River Irish Festival, and Christmas Traditions integrate arts, culture, and tourism, reinforcing the City's role as a regional destination. (Oktoberfest and Christmas Trad pics)

The City's cultural and arts facilities are vital assets that support both community well-being and economic development. Continued investment in venues, public art, and partnerships with local organizations will strengthen St. Charles' position as a cultural destination. Growth opportunities include supporting arts-based businesses in the Frenchtown area, expanding public art installations in parks and along trails, and ensuring cultural facilities remain accessible to all residents. (Frencthown street mural pics, boxing match, and night market pics)

(Areas of Interest Map)

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LAND USE

Existing Land Use

In 1999, the Department of Community Development conducted a comprehensive land use inventory of the St. Charles Planning Area. This survey conducted using on-site inspections of property throughout the city, coupled with data from the St. Charles County Assessor, geographic information system (GIS) software, and aerial photos. The purpose of the survey was to produce an accurate inventory of how land in St. Charles and its planning area is being used.

In 2011, the Department of Community Development completed a subsequent review of existing land uses within the St. Charles City to determine if the general uses of properties had significantly changed over the last ten years. Staff reviewed data from St. Charles County's Master Plan *Envision 2020*. An existing land use map was provided by St. Charles County GIS Services which identifies eleven (11) different land uses ranging from low density residential to industrial. Some of the current land uses identified by St. Charles County are different from the original uses listed in the 2002 Comprehensive Plan, such as government and office.

As a continuation of earlier land use studies, in 2024 planning staff worked with The City GIS specialists to create an interactive land use map for the City of St. Charles and surrounding areas of potential growth, based on the County Assessor's records of land uses. Approximately 10,865 acres (42%) are agricultural, 7,502.03 acres (29%) are residential, 2,587 acres (10%) are commercial/office, 1,966.12 acres (7.6%) are industrial, 1,552.2 acres (6%) are used for parks, golf courses and miscellaneous open space, and 1,164.15 acres (4.5%) are used for institutional. City staff has also identified sub-area plans to be used as a guide of future development within the City. Following are brief descriptions of the land use categories and where in the city they predominate.
AERIAL PHOTO OF ST. CHARLES

Residential

This category includes single-family residential (single-family homes, mobile homes and manufactured homes); two-family residential (duplexes); and multi-family residential (all structures containing three or more dwelling units).

Both north and south of I-70, large residential subdivisions comprise most of the city. Shifting trends in residential development have been evident in St. Charles. One example is New Town, a new urbanist, mixed-use development established in 2003. Located in the northern part of the city, New Town continues to grow with ongoing construction. It emphasizes walkability, traditional neighborhood design, and the integration of residential, commercial, and civic uses. The community features a mix of housing types, public spaces, and amenities all within walking distance, reflecting a modern approach to land use planning.

In older areas of the city, other land uses are mixed with single-family neighborhoods. Duplexes and multifamily buildings are interspersed with single-family homes and public,

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institutional, office and commercial uses are often within walking distance of residences. Single-family residential and commercial uses are mixed on North Second Street in the Frenchtown neighborhood. In the remainder of the city, single-family residences are generally well-separated from other land uses.

Single-Family

A single family home consists of only one dwelling unit within a structure.

- Single-family subdivisions are located throughout the City of St. Charles.
- Developers have continued to construct single-family homes. Notable newer subdivisions include Charlestown, Sandfort Farms, and Elm Crossing.
- Many single-family subdivisions have a Planned Development zoning. This zoning type allows for more flexibility in setbacks, lot sizes, and all other design standards.

PHOTO OF ST. CHARLES SINGLE FAMILY NEIGHBORHOOD

Manufactured Homes

Manufactured homes, commonly referred to as mobile homes, are factory-built structures and comprise about approximately 3.8% of the housing stock.

- Mobile homes can be found on individual lots, but more are located in mobile home parks.
    - Mobile home parks, in essence, allow single-family homes at higher densities.
- Large mobile home parks are located at the I-70/Zumbehl Road interchange, at Old Highway 94 and Pralle Lane, and near Mueller and Elm Point Roads.
    - The mobile home park at the I-70/Zumbehl Road interchange, Deerfield Manor, recently received approval for an expansion onto an adjacent lot. This expansion will include 101 additional lots.

Duplexes

Duplexes are defined as structures with two (2) dwelling units. This residential type comprises a minimal percentage of the total land area in the city.

- Many duplex residences are scattered throughout the city's older single-family neighborhoods.
    - French-style houses, common in the historic neighborhoods of St. Charles, have two front doors and often appear to be duplexes, although they were built as single-family homes. Some of these structures have been converted into actual duplexes.

Multi-family

Multiple-family residential properties include all structures with three (3) or more dwelling units.

- Many multifamily units are located in large apartment complexes, such as Metro on 5th, Remington, and Lago Vista Apartments.
    - These larger complexes are older and have been operating for a longer period of time.
- Newer, luxury apartment complexes have been constructed within the City or are approved for future construction. This includes The Chapters at the Streets of St. Charles.

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    - These luxury apartment complexes are specifically marketed to young professionals.
- Recent trends indicate that city residents of all demographics are opting to rent within multi-family residences.

PHOTO OF CHAPTERS AT THE STREETS

Commercial and Office

Commercial and office uses occupy 2,587 acres (10% of the overall land use). Office uses generally are located along the I-70 and Highway 94 corridors or scattered throughout the downtown area.

Commercial uses are predominantly concentrated in seven (7) areas of the city:

- I-70 Corridor
    - Most heavily traveled route in St. Charles County. Average Daily Traffic (ADT) count in 2024 was approximately 80,000 at Highway 94.
- Highway 370 Corridor
    - A majority of the commercial development is situated near the intersections of Highway 370 and Highway 94 North and also at Elm Street/New Town Boulevard. ADT count in 2024 was approximately 19,300 just west of the Highway 94 intersection.
- Highway 364 (Page Extension) Corridor
    - This additional roadway improvement has also increased in popularity in the last decade. ADT count in 2024 was approximately 38,200 west of the Missouri River.
- Highway 94/First Capitol Drive
    - Predominantly strip commercial with shallow lot depth. Some businesses have their own parking with direct access to First Capitol, while others are in small shopping centers with shared parking. Building setbacks from the right-of-way are generally shallower than along other highway commercial corridors. ADT count in 2024 was approximately 23,400 between Highway 364 and Highway 70.
- Fifth Street
    - A mixture of strip commercial and retail centers as well as office uses between Interstate 70 and Clark Street.
- Historic Downtown
    - Main Street is a specialty retail area within a historic setting. Buildings are on a much smaller scale than in automobile-related areas. Vehicle volume is low, yet there is a great deal of pedestrian traffic. Traffic increases substantially during festivals and other city-sponsored events held in this area.
- North Second Street
    - Commercial area within the Frenchtown Historic Preservation District containing a combination of commercial, industrial and residential uses.

[Source of ADT counts: Missouri Department of Transportation]

PHOTO OF COMMERCIAL CORDIDOR

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Industrial and Utility Uses
Manufacturing and utility plants are the two (2) major land uses identified in this category and occupies 1,966.12 acres (7.6% of the overall land use). In the older section of the city, many sites were previously used for notable industrial businesses, such as the American Car and Foundry complex and smaller uses in the Frenchtown Neighborhood. Over the last ten (10 years, many of these properties have transitioned to office space and other commercial operations. For instance the American Car and Foundry complex will house the future City Center Complex, including the City Hall. As a result, industry has shifted north. Several larger and newer industrial uses are now located north of Highway 370 and along South Highway 94. Boeing continues to operate along North Highway 94 with Sysco, Leonard's Metals, Coca-Cola, Fed Ex, and Old Dominion being located in the Fountain Lakes development along New Town Boulevard. On the city's southern fringes, older industrial parks are located between Friedens Road and Hemsath Road, just south of Highway 94.
PHOTO OF INDUSTRIAL COMPLEX

Parks, Golf Courses, and Open Space
Parks, golf courses, and open spaces are those areas without development that are reserved for recreational uses and occupy 1,552.2 acres (6% of the overall land use). This land use category includes the twenty-five (25) parks operated by the St. Charles Department of Parks and Recreation. Other recreational areas without development include the a golf course (specifically Bogey Hills), common ground within subdivisions, lots designated to school activities, and areas of future development (notably the Riverpointe Development) (see page…Community Facilities).
PHOTO OF PARK

Government/Institutional
Institutional uses consist of 1,164.15 acres (4.5% of the overall land use). This land use category includes schools and government owned properties. Most of the public and institutional buildings continue to be located north of I-70 in the older parts of the city. Downtown institutional uses include the city and county government centers and the St. Joseph's Hospital complex. Other large institutional uses in the city include Lindenwood University, St. Charles and St. Charles West High Schools, Orchard Farms High School, Lewis and Clark Vocational School, all of the city's grade schools (public and private), and the state office building. In the portion of the city south of I-70, the primary institutional uses include the St. Charles Convention Center, the local animal rescue and various schools. (see page…Community Facilities).
PHOTO OF LINDENWOOD

Future Land Use & Activity Centers
In order to effectively structure a guide to the future of St. Charles, this 2025 Amendatory Supplement to the Comprehensive Plan identifies twenty-one (21) Activity Centers within the city. Activity Centers are defined as distinct locations of visibility, activity, and traffic – destination points that attract residents and visitors alike because of the shopping, educational, recreational, and cultural opportunities they offer. They help identify and

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define the community of St. Charles, serving as hubs of civic life and contributing to the city's overall identity and sense of place. (photos of shopping, school, run/walk on Katy Trail/Frontier Park, Irish Festival)

Activity Centers serve as a planning tool that provides a framework for organizing future growth and development. Their designation is not intended to divide the city but rather to recognize its diversity and variety of land uses and physical characteristics. The Activity Center framework allows the Comprehensive Plan to define and distinguish different regions of the city and to make recommendations tailored to each one. Rather than relying solely on a parcel-based map assigning every property to a land use category, this approach takes a broader and more flexible view, using the Activity Centers to shape guidance based on each area's predominant land uses, assets, and needs.

The character of each Activity Center helps define appropriate land uses and transitions outward from areas of higher intensity toward lower-density neighborhoods. Recognizing the different strengths and opportunities of each Activity Center, this plan establishes a vision that builds on existing assets rather than prescribing a uniform model for all areas. For example, a major highway interchange with high traffic volumes naturally functions differently from a university campus or historic district. A flexible framework ensures that future development responds to context, promotes compatibility, and supports the City's long-term goals for balanced growth.
(Activity Centers Map)

The Activity Centers Map, included within this section of the Plan, visually depicts the location and general extent of each Activity Center. The map illustrates the varying intensities and types of activity throughout St. Charles, from high-traffic commercial corridors and major interchanges to community-oriented parks and institutional districts.
It is important to note that the dots and polygon areas shown on the map are intended for general reference only. They indicate approximate locations and areas of influence rather than precise boundaries or fixed points. Actual limits and transitions between centers are fluid and may vary based on physical conditions, land uses, and future development patterns. This flexible approach allows the map to serve as a visual guide to relationships and patterns rather than a parcel-level zoning tool.

Activity Centers
The Activity Centers identified by this Plan were named for the predominant physical or geographic characteristics of each. While corridors naturally serve as the connections between these centers, some Activity Centers function differently by encompassing broader areas of concentrated activity rather than a concentric circle of development.

To better define these unique areas, the City introduces the concept of Sub-Districts. Referenced in the Activity Centers Map as polygon shapes, these Sub-Districts provide a more flexible framework for areas that do not conform to the high-intensity, highway-oriented nature of other Activity Centers. Instead, they represent a gradual transition from core activity areas to surrounding lower-density development, allowing flexibility in land uses while maintaining compatibility with their surroundings.

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By incorporating both traditional Activity Centers and Sub-Districts into the Activity Centers Map, the City provides a clearer framework for growth that reflects the community's evolving development patterns. The Activity Centers and a general description of each follow.

1. **MCNAIR PARK** (Sub-District) – McNair Park on Droste Road in the City's center.
2. **BLANCHETTE PARK** (Sub-District) – Blanchette Park on Randolph Street on the City's northwest side.
3. **LINDENWOOD UNIVERSITY** (Sub-District) – Lindenwood University campus and 1st Capitol/Hwy 94 south to include University Commons.
4. **I-70/CAVE SPRINGS INTERCHANGE** – Harry S Truman Blvd north to 370 and Cave Springs/Muegge Rd south to Old Muegge Rd, and I-70 east and west.
5. **I-70/ZUMBEHL INTERCHANGE** – Zumbehl north to Faye Ave, Zumbehl south to Graystone, and I-70 east and west.
6. **HISTORIC DOWNTOWN** (Sub-District) – Area bordered by 5th St on the west, Clark St on the north, MO River on the east, and Boone's Lick Rd on the south.
7. **I-70/FIFTH ST INTERCHANGE** – 5th St north to 1st Capitol (see 5th St Corridor Hospital District Smart Code), west side of S 5th St/S River Road/Arena Parkway to Hwy 364.
8. **I-70/HWY 94 INTERCHANGE** – 1st Capitol/Hwy 94 north to W. Clay St., S 1st Capitol/Hwy 94 south to City limit, and I-70 east and west.
9. **WAPELHORST PARK** (Sub-District) – Wapelhorst Park on Muegge Rd on the City's southwest side.
10. **HWY 364/HWY 94/MUEGGE RD INTERCHANGE** – Hwy 364/Hwy 94 south to City limit, Hwy 364 east to MO River, and S 1st Capitol/Hwy 94 north to I-70.
11. **SOUTH CITY** – Arena Pkwy to Friedens Rd, west side of S. River Rd/S 5th St to I-70, Hwy 364 east to city limit and west to MO River.
12. **RIVERPOINTE** – Area bordered by Arena Pkwy/S River Road on the west, I-70 on the north, MO River on the east, and Family Arena on the south (see Riverpointe Regulating Plan).
13. **COUNTRY CLUB** (Sub-District) – Zumbehl Rd north to Graystone Dr and Friedens Rd south to Arena Pkwy/S River Road.
14. **HWY 370/N THIRD ST/N HWY 94 INTERCHANGE** – Hwy 370 from Discovery Bridge/MO River west to Elm St and N Hwy 94 north to city limits.
15. **HWY 370/ELM ST/NEW TOWN BLVD INTERCHANGE** – Elm St South to Elm Point Rd, New Town Blvd to Boschert Creek, and Hwy 370 east and west.
16. **HWY 370/HARRY S TRUMAN BLVD INTERCHANGE** – Harry S Truman south to I-70 and Hwy 370 east and west.
17. **W. CLAY ST/DROSTE RD** (Sub-District) – W. Clay from Zumbehl Rd east to W. Clay St, Droste Rd from W. Clay St north to S Duchesne Rd, and S. Duchesne south to W. Clay St.

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18. **MIDTOWN** – Area bordered by N. Duchesne Rd to the north, St. George St to the east, Hawthorn Ave to the south, and Sibley St to the west.
19. **NORTH CITY** – Hwy B west to city limits, Hwy 94 north to city limits, south to Hwy 370, and east to MO River.
20. **NEW TOWN** – New Town at St. Charles (see New Town Regulating Plan).
21. **FRENCHTOWN** – Area bordered by N 3rd St to the west, Hwy 370 to the north, MO River to the east, and Clark St to the south and anchored by the City Centre Complex (see Frenchtown Great Streets Plan).

Sub-Area Plans of Record

As a guide for development and future land use within the City, sub-area plans have been developed and adopted. These sub-area plans are identified and explained in more detail below.

Arena Parkway/Page Avenue Planning District

On December 14, 2016, the City of St. Charles City Council formally adopted the above plan, which was a joint study by the City of St. Charles and St. Charles County. This study reviewed the Arena Parkway and Page Avenue interchange to make suggestions on land uses and design criteria, which serve as an entrance into St. Charles County and also an entrance corridor to the City of St. Charles. A major finding of this study was that the City of St. Charles was seen as the major entity to enforce this plan based upon its ability to provide utilities (water and sewer) to this area. While little actual development has occurred in this area since its inception (the 2009 study), development plans have been approved for the southeast intersection of Arena Parkway and Page Avenue by the City, utilizing this study as a guiding document for its review and approval. While not yet constructed, this development (Southpoint) would incorporate a mix of commercial and high-density residential (apartments), which was supported by this plan. Additional opportunities remain as utilities are extended into this area to fully realize many of the study's findings and proposals. This area has taken on a renewed focus based upon the efforts of the City to develop the Riverpointe property (east of the study area) and the larger Riverwalk concept of the City (Page Avenue to Highway 370 along the Missouri River).

Clark Street Complete Street

This project was an area plan for Clark Street from Riverside to Kingshighway, which was developed in conjunction with the larger Frenchtown Great Streets Plan. Its main focus was to reimagine the transportation improvements of Clark Street while also making some recommendations for possible development at the project's termini (Clark and Kingshighway intersection and the Clark, N. 2nd, and Riverside Street intersections). While completed in May of 2020, it was never formally adopted by resolution by the City Council. While not formally adopted, its findings can be utilized for further evaluation of area redevelopment efforts.

Frenchtown Great Streets Plan

On July 23, 2022, the City Council formally adopted the findings of the Frenchtown Great Streets Plan which was a joint study funded by the City of St. Charles, St. Charles County

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and East-West Gateway Council of Governments. This was an area study of Frenchtown on either side of the N. 2nd/N. 3rd Street Corridor from Clark Streets to Highway 370 and focused on transportation improvements, land use and branding/marketing suggestions. This is a very significant project which the City is implementing and referencing continuously for efforts within Frenchtown (ACF redevelopment, Main Street extension through ACF, N. 2nd Street improvements, business identification, etc.)

Northern Growth Area Plan

On August 3, 2021, City Council passed a resolution to provide future development standards on areas north of the boundaries of the City in case of annexation (north of Highway B and around N. Highway 94 area). Essentially, two (2) phases are shown which provide development standards for each. In summary, these phases are shown as low density development areas (Phase 1 = 1 acre min. lot size; Phase 2 = 2 acre min. lot size). This area is almost exclusively within the jurisdiction of St. Charles County, minus the new Orchard Farm School site and a future City Park along Highway B. This are represents the most logical expansion of the City's boundaries moving forward.

IMAGE DEMONSTRATING NORTHERN GROWTH PLAN AREA

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GOALS/ACTION ITEMS

City of St. Charles Comprehensive Plan 2002
Update 2025

Historical Heritage

A. Introduction

B. Goal: Strengthen the City's existing Historic Districts.

C. Goal: Enhance the City's historical heritage through neighborhood preservation efforts and specialized neighborhood or corridor planning.

D. Goal: Increase the public's understanding of, participation in an appreciation for the City's heritage and historic preservation efforts.

E. Summary

(Historical Imagery)

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A. Introduction

The City of St. Charles has a rich and varied history that began with its founding as a trading post and supply center for the hunting trade in 1769. Almost from the moment of its founding, the city played an integral role in the exploration and settlement of the vast territory subsequently acquired by the young United States in the Louisiana Purchase. St. Charles served as a rendezvous point for several expeditions to explore the western territory, including the Lewis and Clark expedition; it was the home of the first capital of the new State of Missouri from 1821 to 1826; and it was the point of departure for many trails that ran westward into the interior of the continent. The role St. Charles played in the early settlement and expansion of the United States west of the Mississippi River was significant. The city's early history is intertwined with that of the United States itself. The early years of St. Charles were filled with characters and events that became part of the expansion and growth of the American nation. The history of this community has created a heritage that has been passed down to subsequent generations. What the city does with that heritage will largely determine what kind of community it will be in the future.

This comprehensive plan recognizes the historical heritage of St. Charles. It identifies that heritage as one of three principles upon which the future of the community rests. Since 2002, St. Charles has taken many significant steps to protect, preserve and enhance its historical heritage. This comprehensive plan calls on the citizens of St. Charles to strengthen and expand those efforts to ensure that the rich history of the community is forever protected and preserved. Our history defines who we are and how we became the community we are today. Our heritage gives us a guidepost for planning the future of the city. The preservation and enhancement of our historical heritage is an essential component of this plan and the city's future. To accomplish that preservation and enhancement, this comprehensive plan adopts the following goals.

B. Goal: Strengthen the City's existing Historic Districts (Status 2025: On-going)

The foundation of St. Charles' historic preservation efforts has been, and likely will remain, the city's established historic preservation districts. These neighborhoods are the oldest in the city. They are where the city was born and where it experienced the initial stages of growth. They contain the majority of the city's historic structures. They have property owners associations that play active roles in the development of their neighborhoods. The city has adopted strict historic preservation standards and guidelines for these areas. As the city seeks to preserve and enhance the historical heritage in the future, it must take care to insure that the existing historic districts continue to prosper and flourish. Toward that end, this comprehensive plan recommends the following actions.

1. **Review the boundaries of the existing historic preservation districts and evaluate whether any adjustments are needed (Status 2025: On-going).**
   The City has been designated a Certified Local Government (CLG), which is a partnership between the National Park Service, the State Historic Preservation Office (SHPO) and the local government. As a CLG, the City is eligible to apply for

funding for various preservation activities. Over the past three years the City has been awarded Historic Preservation Fund Grants by the Missouri SHPO and the National Park Service to complete the first three phases of a four-phased historic and architectural survey of the St. Charles Mid-Town and Commons Neighborhoods. When complete, the four-phased survey can be used to re-evaluate the boundaries of the Commons Preservation District and the portion of the Extended Historic Preservation District where the Mid-Town Neighborhood is located. However, the Extended District is a very large area and its boundaries are in the greatest need of re- evaluation. Some areas, particularly the northernmost and southernmost portions of the district, have lost their historic character due to substantial alterations, such as the installation of vinyl siding, replacement of windows and doors, and alterations to porches, and may need to be removed from the district's boundaries. Other areas outside the district's boundaries have structures that are now more than 50 years old and continue to retain their integrity. These areas should be evaluated for possible inclusion in the Extended District. City Staff should undertake a windshield survey of the entire district and immediate surrounding areas to determine if the boundaries are appropriate or need adjustment.

2. **Survey historic preservation programs in other cities and states to determine what might be adaptable to St. Charles (Status 2025: On-going).**
   The City has become a member of the National Alliance of Preservation Commissions (NAPC), which provides technical assistance and training for preservation commissions throughout the country. As a member, the City has access to Listserv, which is an electronic mail facility that connects participants with a nationwide network of preservation commission members, staff, and others. Participants share information about their community's preservation programs and policies. City staff should continue to participate with NAPC to learn of programs that might be adaptable to St. Charles.

3. **Improve communication between the city's historic preservation districts to foster cooperation (Status 2025: On-going).**
   City Staff has met with various neighborhood organizations over the years in order to promote communication and address concerns they may have for their specific areas or neighborhoods. Each month, five days prior to the Landmarks Board meeting, Staff distributed the agenda, minutes from the previous meeting, and relevant Certificate of Appropriateness Applications and corresponding staff reports to the neighborhood review groups in the Commons, Frenchtown, Historic Downtown and South Main Preservation Districts; however, all these private groups have fallen into inactivity by the districts themselves. While this communication has unfortunately ceased, City staff always looks to work with any groups to assist in preservation efforts.

4. **Review the design standards for all historic preservation districts to identify regulations needing revision or improvement, and adopt design standards for any district now lacking same (Status 2025: On-going).**

Staff consistently reviews the design guidelines for all districts and notes changes that are needed so that they will comply with the Secretary of the Interior's Standards for Rehabilitation, which are the nationally accepted standards for the rehabilitation of historic structures. The City's Zoning Ordinance specifies that the Landmarks Board is to be guided by the Secretary's Standards in addition to the design guidelines, so it is imperative that the two do not contradict each other.

C. Goal: Enhance the historical heritage of the City through neighborhood preservation efforts and specialized neighborhood or corridor planning (Status 2025: On-going).

St. Charles is a city of neighborhoods, a city that grew up around specific areas within the larger community that possess their own characteristics and predominant land uses. These neighborhoods are key to preserving the city's history and heritage. Preservation efforts must be focused on these neighborhoods and the roles they played in the city's growth and development. Toward that end, this comprehensive plan recommends the following actions.

1. **Adopt a comprehensive plan for the Missouri Riverfront (Status 2025: Complete and On-going).**
   In 2004, the City adopted the Riverfront Concept Plan. This plan reviewed and identified a number of strategies for the physical development and enhancements for the Missouri River frontage. This plan has essentially morphed into the Riverwalk Project (Page Avenue to Hwy 370) pursued currently by the City utilizing many of the action plans from this 2004 document. This is an attempt to activate the City's riverfront via development efforts.

2. **Undertake planning studies for neighborhoods of the city where historic preservation and enhancement efforts have been lacking or have failed to succeed (Status 2025: On-going)**.
   The Frenchtown Great Streets Plan. In 2021, the City adopted the Frenchtown Great Streets Plan which was the latest attempt to revitalize the Frenchtown area. Through this adoption, the City identified many key items needed to move this area forward and has implemented many recommendations.

3. **Extend the Boone's Lick Corridor improvement project westward from 5th Street to Fairgrounds Road (Status 2025: Not Yet Implemented).**
   Although the improvement project has not been extended to Fairgrounds Road, the City should seek opportunities to enhance the streetscape when the Boone's Lick Road reconstruction project is undertaken. No specific date is scheduled at this time.

4. **Encourage a "Historic Route" program via organized walking tours which identify and recognize streets and corridors with significance to the City's early history (Status 2025: Not Yet Implemented)**

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While this Action Step has been amended (from “create” to “encourage” a historic route program), it is still an Action which is wished to be continued by the City. Per the previous Comprehensive Plan, the following was identified:

“An “Historic Route” program has not been developed although the Riverfront Concept Plan of 2004 calls for a riverfront corridor that is an 8-mile stretch along the Missouri River from Hawning Road to the north, Page Avenue to the south, Main Street to the west and the Missouri River to the east.”

5. **Create physical connections between the city’s historic districts such as sidewalks, trails, linear parks, and pedestrian/bicycle paths, and use the resulting connectivity to promote and strengthen all the districts (Status 2025: On-going).**
   In 2004, the City adopted The Pathways Concept Plan, which provides a framework for enhancing community-wide circulation and access, linking neighborhoods, parks and activity centers. The key objectives of the plan are to create a comprehensive communitywide pathway system that enhances access for pedestrians and bicyclists, provide a network of options to connect key centers of activities, develop amenities, and create a framework that will allow connections to other pathway systems. With the assistance of Great Rivers Greenway (GRG), a public organization created for the development of a regional trails system, many public projects throughout the city have included accessible pathways for a variety of users and have connected trails in the city to each other, the Katy Trail and regional systems outside the city limits.

   In 2016, the City implemented a Pedestrian Plan which updated previous efforts for pedestrian connectivity. This is plan is still being implemented combining both City funding and that of Great Rivers Greenway.

D. Goal: Increase the public’s understanding of, participation in and appreciation for the City’s heritage and historic preservation efforts

Any historic preservation program must have the support of the community to achieve its purpose. It is essential that citizens understand what the community is trying to accomplish through historic preservation and that the benefits to them and their city be explained fully and clearly. St. Charles has to date enjoyed widespread support among its citizens for the community’s historic preservation efforts. The future success of this program depends upon that support continuing. Toward that end, this comprehensive plan recommends the following actions.

1. **Use the City newsletter to explain and promote historic preservation (Status 2025: On-going).**
   Staff regularly includes information on Preservation efforts in the online/email newsletter produced by our Communications/Special Events Department. Staff will continue to pursue these newsletters to encourage/promote historic preservation.

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2. **Work with the various historic preservation districts to consider the possibility of designing and installing street banners to identify the different neighborhoods and distinguish them from each other (Status 2025: Incomplete).**
   Frenchtown markers were placed on light posts in Frenchtown, as recommended by the 2004 Riverfront Concept Plan. The Historic Downtown Association designed and fabricated signage that was mounted to light posts to identify the Historic Downtown District. Neighborhood identification markers also appear in the Mid-Town, Commons and Blanchette neighborhoods. The City is also currently reviewing its Wayfinding Signage program to assist in completing this Action.

3. **Create and feature programming on the city's local access cable TV channel devoted to historic preservation and the benefits thereof (Status 2025: Amended)**
   The City is no longer pursuing programming on the City's local access cable TV channel as this medium has evolved with the popularity of Social Media and Online Web Channels. While participation through local access channeling has lapsed, the City will continue to pursue alternative programing through these new applications for better engagement.

4. **Install uniform signs, historic markers and kiosks throughout the historic preservation districts that explain the city's heritage and including historic information and maps (Status 2025: Partial Completion).**
   Signage has been provided in all historic districts (markers, wayfinding, banners, etc.). The St. Charles Convention and Visitor's Bureau continues to produce maps which identify businesses and attractions within the Historic Main Street area, the Main Street Special Business District. The Main Street Special Business District has approved funding for wayfinding signs for businesses along Main Street. This is an effort to improve communication to tourist.

5. **Install high-quality, attractive "Welcome to St. Charles" signs that emphasize the community's historical heritage at all main entrances to the city (Status 2025: On-going).**
   The City, along with support from the Main Street Special Business District has approved new welcome signs along Main Street (at Clark/Main Street and Boone's Lick/Main Street). The City has also approved and is in the process of installation of a new welcome sign at 5th Street and Boone's Lick Road. This is part of a larger sign project which will also see the addition of electronic message centers to help convey information for the City to residents and tourist.

6. **Work with the St. Charles R-6 school district, the Francis Howell R-3 school district, the Orchard Farm R-5 school district, private and parochial schools and the St. Charles City-County Library District to encourage students to explore the city's history and appreciate the community's heritage (Status 2025: On-going).**

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The Mayor has formed the Youth Advisory Taskforce, which has made contributions to the historic districts along with other endeavors to assist the City.

7. **Make boundary maps, design standards and other relevant information for the historic preservation districts available on the city's web site (Status 2025: Complete).**
   The City's website is updated regularly for accurate information including information of our historic districts. The website also includes full maps, design standards, and other relevant materials to assist. City staff will continue to update and expand as relevant.

8. **Promote the role of schools and churches in the city's history, and encourage these institutions to publicize that role in their own programs and projects (Status 2025: Incomplete).**
   To date, the City has not promoted the role of schools and churches in the city's history.

E. Summary

The comprehensive plan recognizes the city's historical heritage and identifies it as one of the principles upon which the future of the community rests. Historically and architecturally significant structures and sites represent valuable and irreplaceable assets to the community's unique environment, to its identity and to the national recognition of the city's prominence in American history. The City's commitment to the stewardship of these resources should be strengthened and enhanced by increasing recognition of the vital role our rich historical heritage will continue to play in influencing future generations. Although the City has taken many steps to protect its historic resources, more can be done.

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Economic Vitality

A. Introduction

B. Goal: Adopt a land use philosophy that recognizes the activity centers as points of greatest density and/or most intense use, with land uses that are less dense and intense located in proportion to their distance from the nearest activity center.

C. Goal: Rewrite the City's zoning ordinance to reflect this comprehensive plan and act as a tool to achieve the vision expressed herein.

D. Goal: Create a transportation network that provides for the smooth movement of people, goods and services throughout the city, especially between the activity centers.

E. Goal: Use the City's existing assets as catalysts for new development and redevelopment that compliments and enhances those assets.

F. Goal: Encourage the revitalization of neighborhoods in the City that have experiences a decline in population, housing stock, economic activity and/or appearance.

G. Goal: Promote a cooperative relationship between the City and the business community.

H. Goal: Adopt and enforce land use and development standards that promote the public health and safety, protect the natural environment and provide City leaders with the flexibility to accommodate the changing nature of private sector economic growth.

I. Goal: Adopt policies that facilitate the development or redevelopment of properties that are either vacant, abandoned, deteriorated or may no longer be economically productive.

J. Goal: Provide new areas in the City for development and job creation through an aggressive annexation program.

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A. Introduction

Perhaps more than any other single factor, a community's economic vitality is crucial to its future. A prosperous, expanding economy is essential if a city is to realize its potential and achieve its vision for the future. The City of St. Charles is no exception. The economy of St. Charles in 2025 is sustaining, but there are no guarantees it will remain so. A comprehensive plan for the city's future must recommend actions that will help the community continue to grow and prosper. In the global economy of the 21st century, a city is subject to economic forces far beyond its borders. Events elsewhere in the United States and around the world can have an impact on the local economy. Recognizing that much is beyond our control, the citizens of St. Charles must take action to influence what they can.

Since its founding, St. Charles has been blessed by location - a major river on its doorstep, surrounded by fertile farm ground and an abundance of natural resources. The city's location became even more strategic with the advent of modern transportation, such as railroads, highways, and airports. The city sits at the crossroads of the nation, and its location has contributed much to its development and economy. The city cannot, however, rely on an advantageous location and easy access to multiple modes of transportation to secure its economic security. It must look without *and within* as it seeks to maintain economic prosperity. It must utilize its assets to maximum advantage, make the community an attractive place to do business, and realize that a strong economy, with the jobs and tax base it brings, is essential to so much of what it desires for the future. As St. Charles approaches its third century as a city, it must take care not to fall prey to the plight of many older communities: economic stagnation, loss of jobs, and a declining revenue base. It must build upon its assets, redevelop areas that show signs of decline or economic under-performance, and diversify its economy to meet the challenges of a changing world. St. Charles can do all this, and more. It has the workforce, the community spirit, and the resources to continue to grow and prosper. St. Charles, more than many communities, appreciates and respects its past, but it also has its collective eyes focused on the future. The future all citizens of the city desire is within our grasp. To achieve it, we need to take action now to insure that St. Charles continues to be a prosperous, healthy community with a strong, vibrant economy. To maintain and expand the economic vitality of our city and its progressive business environment, this comprehensive plan adopts the following goals.

B. Goal: Adopt a land use philosophy that recognizes the activity centers as points of greatest density and/or most intense use, which land uses that are less dense and intense located in proportion to their distance from the nearest activity center (Status 2025: On-going).

In Section II, this comprehensive plan identifies twenty-one (21) activity centers in the City of St. Charles. (The activity centers are shown on map number _).They are locations with the most intense levels of activity and/or the highest density of development. They are the focal points of the community, locations that are most easily recognized and most frequently visited by residents and visitors alike. These activity centers provide a foundation upon which to plan the community's future.

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Rather than base future land use decisions on a color-coded map that may or may not accurately reflect a particular property's highest and best use, this comprehensive plan recommends that such decisions be guided by a land use philosophy that judges a proposed land use on the basis of its proximity to and compatibility with the nearest activity center. This philosophy will result in land uses that surround the activity centers in a natural, orderly progression of gradually decreasing density and intensity as one moves away from the activity center itself. This philosophy provides a logical base upon which to judge proposed new development and to seek redevelopment where it is needed. It can work to safeguard the city's economic future by providing for growth that is planned, orderly, flexible and meets the needs of the business community. Toward that end, this comprehensive plan recommends the following actions.

1. **Use the twenty-one (21) activity centers identified in Section II as the foundation of a plan that evaluates proposed new land uses on the basis of their proximity to an activity center, rather than on a site-specific map (Status 2025: On-going).**
   The City of St. Charles experienced unprecedented growth in the period between 2002 and 2011. The Comprehensive Plan and activity center concept proved to be a valuable tool when assessing rezoning applications and development proposals. Department of Community Development staff has continued to base recommendations and land use decisions on the activity center concept, including expanding the concept from fifteen (15) to twenty-one (21) activity centers to better evaluate development/growth decisions with this update (2025) to the Comprehensive Plan.

2. **Base land use decisions on the level of activity and density the proposed use can be expected to generate, its distance from the activity center, and its appropriateness to the proposed location (Status 2025: On-Going).**
   The City of St. Charles experienced unprecedented growth in the period between 2002 and 2011. During this period, recommendations and land use decisions were heavily influenced by the proximity of proposed uses to the activity center core. Department of Community Development staff will continue to base recommendations and land use decisions on the activity center concept.

3. **Steer development and redevelopment in the periphery of an activity center toward uses that complement, rather than conflict with, the predominant land use in the activity center itself, while simultaneously providing for a gradual decrease in density as distance from the activity center increases (Status 2025: On-going).**
   The City of St. Charles experienced unprecedented growth in the period between 2002 and 2011. The Comprehensive Plan and activity center concept proved to be a valuable tool when assessing rezoning applications and development proposals. A primary example of the Plan's effectiveness would be the development of the Friedens Road/Fairgrounds Road Activity Center. The Montclair and Talbridge developments both featured commercial and higher density residential components near the activity center, with decreased density and intensity near

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existing single-family residential neighborhoods. Department of Community Development staff will continue to base recommendations and land use decisions on the activity center concept.

4. **Periodically review the identified activity centers and evaluate whether new locations have achieved a level of density that warrants designation as an activity center (Status 2025: On-going).**
   The Comprehensive Plan Update 2025 is being used as an opportunity to re-evaluate the activity centers. As a result, the activity centers have been expanded to twenty-one (21). This change will provide staff and community leaders more context in evaluating growth and development decisions.

5. **Within the guidelines of this land use policy, ensure that there is a variety of residential, commercial, industrial and passive land uses throughout the city, while acknowledging that it is not necessary for each type of land use to be present around each activity center (Status 2025: On-going).**
   The Comprehensive Plan Update 2025 continues to encourage and support a wide variety of uses in appropriate areas. While every type of use is represented in the Plan, activity centers rarely feature residential, commercial, industrial and passive components.

6. **In land use decisions, emphasis flexibility, variety, compatibility and intensity of use over fixed boundaries, rigid zoning districts, and pre-determined, narrow categories of uses for specific locations (Status 2025: On-going).**
   The development community and City of St. Charles have both recognized the value of flexibility and variety in zoning classifications. The Planned Development District has become the zoning category of choice for large projects. Planned Development Districts provide a means of achieving greater flexibility in development of land in a manner not always possible in conventional zoning districts; encourage a more creative and innovative design of land development; and promote a more desirable community environment. The City has also begun to evaluate the other zoning districts, gradually incorporating flexibility. The creation of the new FD Frenchtown District is a prime example. This change was implemented to further the goals of the Frenchtown Great Streets Plan by removing previously antiquated zoning restrictions of the past and replacing with flexibility were appropriate (lessor or removed setbacks, relaxed parking standards, allowing more than one primary structure, including additional uses, etc.). The City will continue this approach as necessary into other districts into the future.

7. ***New Action: Amend the density standards for the PD-RF Planned Development-Riverfront for the downtown area to allow density which is complimentary with other densities approved in the area as the current standard of 18 units/acre is below past approvals and market needs.***

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This is a new Action based upon previous review and recommendations from Staff to the C3 Taskforce and the Planning and Zoning Commission. The 18 unit/acre density limitation is an older standard which is not applicable to current market trends and past approvals in this downtown/riverfront area. Upon adoption of the 2025 Comprehensive Plan update, staff will bring forward a text amendment to review and provide recommendations on a new appropriate standard.

8. ***New Action: Initiate a study of the 1st Capitol Drive (Kingshighway to 5th Street) and Kingshighway (1st Capitol Drive through Elm Clark Street) corridors and look to evaluate necessary changes in street scape, infrastructure and land uses (zoning and design standards) in these areas. Once complete, enact the Study's findings.***
   This is a new Action which was recommended by City Staff, C3 Taskforce and the Planning and Zoning Commission. This corridor has a lot of non-conforming land uses as well as non-conforming lots which make re-use of this heavily traveled corridor difficult. The study should evaluate necessary changes to the City's zoning, development standards and possible infrastructure improvements for this corridor.

9. ***New Action: Initiate a study of the Northern Growth Area (North of Hwy B/New Town Blvd towards Orchard Farm) to include land uses/zoning and design standards for this area. Once complete, enact the Study's findings.***
   The City has had multiple discussions concerning the annexation and development of the "Northern Growth Area" of the City of St. Charles. This area represents the largest remaining area of expansion for the City. In 2021, the City Council reviewed this area and made preliminary findings based upon then known information, culminating in Resolution (R21-028). A full study should take a holistic view of future land uses and appropriate densities as well as infrastructure to accommodate those development recommendations.

C. Goal: Rewrite the City's zoning ordinance to reflect this comprehensive plan and act as a tool to achieve the vision expressed herein (Status 2025: On-going).
A city's zoning ordinance is the primary vehicle for implementing its comprehensive plan. Zoning regulations are the tool a community can use to bring the vision expressed in its comprehensive plan into reality. The comprehensive plan defines the goals, and the zoning ordinance provides the means to achieve them. Following the adoption of this comprehensive plan, the city must continue to focus on updating and re-reviewing the zoning ordinance regularly. Toward that end, this comprehensive plan recommends the following actions.

1. **Use the comprehensive plan to guide zoning, not vice-versa (Status 2025: On-going).**
   While most amendments to the City's zoning map have been initiated by property owners and the development community, the City has rezoned several parcels of land to improve the prospect of future development. Every request to rezone

property and the review of Conditional Use Permits, be it from a public or private entity, is reviewed for compliance with the Comprehensive Plan.

2. **Establish zoning around the activity centers that will encourage the type of development and redevelopment envisioned by this comprehensive plan (Status 2025: On-going).**
   Great care has been taken to develop the City in accordance with the Plan. In the period between 2002 and 2025, many of the activity centers experienced development that supported the vision laid out in the Plan. The zoning districts within and around activity centers are currently in conformance with the Plan.

3. **Modify (or even abandon) the traditional "building block" approach to zoning wherein each zoning district allows all permissive and conditional uses of the preceding district while adding a few new uses, in favor of zoning districts that are based more upon the criteria used to establish the activity centers: density, level of activity and intensity of use (Status 2025: On-going).**
   While the "building block" approach to zoning is still the dominant methodology found in the City's Zoning Ordinance, there has been a significant shift within the development community from projects utilizing traditional zoning to those that use the Planned Development District. In addition, formed-based code or "Smart Code" is becoming more prevalent in the City. A Smart Code is utilized in the New Town at St. Charles development, the Streets of St. Charles development and South Fifth Street between Washington Street and Boone's Lick Road. The City should continue to seek ways to incorporate form-based code in the Zoning Ordinance and encourage its use for major developments and redevelopments.

D. Goal: Create a transportation network that provides for the smooth movement of people, goods and services throughout the city, especially between the activity centers (Status 2025: On-going).

Transportation in all its modes is the lifeblood of the economy, whether on a local, regional, national or international level. The efficient movement of people, goods and services is essential to economic growth and expansion. Economic growth and expansion, in turn, creates ever- increasing demands on the transportation system of a community. To insure that businesses continue to prosper, the job base continues to grow and the community continues to be attractive to new firms, St. Charles must plan for continuing improvements to its transportation system. Needed improvements to the existing network must be identified, future demands on the system must be anticipated, and resources necessary to maintain and grow the system must be secured. Efficient transportation between the activity centers identified in the comprehensive plan is essential if the plan's vision for the future of the city is to be realized. The flow of people throughout the city, whatever their mode of transportation, must be provided for in as efficient and environmentally-friendly a manner as possible. Toward that end, this comprehensive plan recommends the following actions.

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1. **Insist that the City Council and Department of Public Works/Department of Engineering refer to this comprehensive plan and its priorities when creating and implementing any long-range transportation plans for the city (Status 2025: On-going).**
   The Engineering Department prepares an annual review of the Long Range Transportation Plan. Many of the projects included in the Transportation Plan are proposed for areas near activity centers. It is important to ensure continuity between the proposed improvements and the goals and objectives contained within the Comprehensive Plan and to that end, Community Development Department and the Engineering and Public Works Departments communicate to make sure long range goals align.

2. **Begin planning now for the extension of streets to serve the city's primary future growth area north of the existing city limits (Status 2025: On-going).**
   Many projects have been completed since 2002 on assisting in this Action item (Boschertown Road Phase 1 & 2 expansion, New Town Blvd. expansion, etc.). While projects have been accomplished, others remain. The City is reviewing options for a consultant to assist the planning of infrastructure and land use for the northern expansion of the City north of Hwy B (listed in an above Action B.9.).

3. **Consider the impact the completion of phase one of the Page Avenue extension project will have on traffic patterns in the city and take steps to accommodate that impact (Status 2025: On-going).**
   Since the Page Avenue project was completed, the City has widened Hemsath Road and reconfigured the Muegge Road/Old Highway 94 intersection. The City will continue to evaluate this corridor and make recommendations as appropriate.

4. **Adopt as an objective to have every activity center accessed by a major arterial street, state highway, or interstate highway (Status 2025: On-going and implemented as practical).**
   Most, if not all of the activity centers are currently accessed by at least a major arterial street. The Engineering Department has acknowledged the activity centers contained within the Plan and will make cohesion between the two documents a priority. The recognition of this relationship will undoubtedly lead to increased focus on the roadways serving the activity centers.

5. **Expand the bus system to serve more areas of the city with more frequent stops (Status 2025: On-going).**
   Currently, the City supports the St. Charles Area Transit (SCAT) Bus (operated by the Community Council of St. Charles, Lincoln and Warren Counties) along with The Charley and Ride STC (specific systems operated by the City of St. Charles). These systems are open to the general public while providing access to work opportunities into the Metro Bus system for St. Louis. While some destinations area constant (Metro stop in Earth City), other access within the City of St. Charles is not on a predetermined route, but rather by request via reservation.

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6. **Extend certain streets to create a smoother flow of traffic through, within and around the city, as well as open up new areas for development and redevelopment (Status 2025: On-going).**
    a. Extend Fairgrounds Road from its existing terminus at the I-70 South Service Road (Fairlane Road) south along the western edge of the St. Charles Golf Course to Friedens Road. *Status 2025: Completed*
    b. Extend Fairgrounds Road from its existing terminus at Boone's Lick Road north and west to connect with the First Capitol-West Clay intersection. *Status 2025: Unknown*. *This is still in the Long Range Transportation Plan.*
    c. Extend Droste Road from its existing terminus at West Clay south along the western edge of the existing mobile home park, then east under First Capitol Drive in a tunnel, connecting with a relocated Boone's Lick Road on the east side of First Capitol. *Status 2025: Unknown*. *This is still in the Long Range Transportation Plan.*
    d. Extend Kingshighway from its existing terminus at Randolph Street northeast to connect with Highway 94 North. *Status 2025: No longer pursued.*
    e. Extend North Main Street from its existing terminus at Riverside Drive north through the ACF property to connect with North Second Street. *Status 2025: On-going. This project is funded and under design as of 2025. Construction is slated for 2026/2027.*

7. **When the Fifth Street Extension is constructed, include a pedestrian/bicycle path within the right-of-way that will connect Blanchette Park (Activity Center #2), the Highway 370 corridor (Activity Centers #14 & #15), and Historic Downtown (Activity Center #6) (Status 2025: Completed).**
    A bicycle route has been constructed along the Fifth Street Extension (Mel Wetter Parkway) between the abandoned Norfolk Southern railroad spur and a trail along Little Hills Expressway. The abandoned rail spur from Mel Wetter to North 2nd Street has also been completed. Future extension through the ACF property to eventual connection with the Katy Trail will be completed upon the construction of the Main Street extension to North 2nd Street.

8. **Explore the viability of extending a variety of mass transit options into St. Charles City and County, including a county-wide bus system (Status 2025: Amended and still being pursued).**
    While discussions related to a St. Charles County mass transit options persist, the SCAT remains the only mass transit connection between St. Charles County and the Bi-State system.

E. Goal: Use the City's existing assets as catalyst for new development and redevelopment that complements and enhances those assets (status 2025: On-going).

St. Charles has many attractive and successful land uses within its borders, including a university campus, a public sports/entertainment arena, and one of the largest gaming facilities in the nation. It is blessed with an appealing natural environment that includes a major river, gentle hills, streams and stands of old-growth trees. It has

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modern interchanges on major state and interstate highways that provide numerous access points into the city.

An existing successful land use can and should serve as a catalyst for additional attractive development around it. The core use should attract uses that complement the main activity, that enhance the visitor's experience, and that stabilize the surrounding neighborhood. Furthermore, the city should connect its assets, make transportation between them easier, and use one to promote the others. Vacant or under-developed ground separating two assets should be examined for potential new uses. Redevelopment around an existing community asset should draw residents and visitors alike not only to that asset, but to nearby land uses as well. St. Charles should do more to build upon its strengths and use the assets it already has to spark redevelopment and revitalization. Toward that end, this comprehensive plan recommends the following actions.

1. **Encourage uses around Lindenwood University (Activity Center #3) that are attractive to college students, as well as others, such as coffee shops, book stores, art galleries, and performing arts facilities (Status 2025: On-going).**
   Many of the uses proposed in this objective have been fulfilled either immediately adjacent to campus or on First Capitol Drive, between Kingshighway and Fifth Street. The City recognizes the important role Lindenwood University plays in economic development and will continue to provide uses that are attractive to its student body.

2. **Encourage uses along the Missouri Riverfront (Activity Center #6) that make it easier for citizens to visit and experience the waterfront, in accordance with the Missouri Riverfront study and plan (Status 2025: On-going).**
   The Riverfront Plan 2004 identifies many uses and amenities that would provide opportunities for visitors to engage the river and enjoy the riverfront. The City is currently in the process of development in and around Bangert Island via the Riverpointe Development. One user (Chicken N Pickle) has already been constructed and the City is pursuing additional users to provide entertainment, office users, housing, etc. Additionally, the City along with private development partners are re-developing the ACF property (will include the future City Hall, Recreation Hall and large indoors farmers market planned funded by the City for completions in 2027-2028).

3. **Encourage uses between the Family Arena (Activity Center #12) and the Ameristar Casino that offer recreational and entertainment opportunities that will supplement and link those two facilities (Status 2025: On-going).**
   The Streets of St. Charles development was approved by the City in 2007 on the former Noah's Ark site. The development, which is essentially complete, provides a mixture of entertainment, retail, residential and office uses. The City is also exploring the development of a large portion of the riverfront between the I-70 Blanchette Bridge and the Family Arena that would contain a mixture of entertainment, retail and residential uses known as Riverpointe. Currently on one

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user (Chicken 'N' Pickle) has been constructed, with more users to be identified. These are great examples of uses that would link the Family Arena and Ameristar Casino, while providing long- term economically viable usage of the corridor.

4. **Seek the development of a public golf course and related uses (pro shop, miniature golf, park/playground, etc.) within the Northern Growth Area (north of Hwy 370) (Status 2025: On-going).**
   This development has yet to be realized; however, remains a want for future development north of Hwy 370.

5. **Promote enhancement, preservation and redevelopment in Frenchtown, in accordance with the Frenchtown Great Streets Plan (Status 2025: On-going).**
   The realization of the redevelopment of Frenchtown remains a focus of the City. A number of users have been attracted (craft distillery, microbrewery, restaurants, coffee shops, etc.); however, many more are slated to come on line with the completion of the redesign of North 2nd Street, the extension of North Main Street and the development of the ACF property (which includes the City Hall complex slated for opening early 2027).

6. **Encourage expanded use of the city's largest parks, Blanchette (Activity Center #2) and Wapelhorst (Activity Center #9), by promoting them as locations for festivals, celebrations and commemorations (Status 2025: On-going).**
   Blanchette Park and Wapelhorst Park are both key components of the City of St. Charles parks system. Blanchette Park's Bum's Hollow area has become a destination for summertime outdoor concerts and Memorial Hall continues to host a variety of events. Wapelhorst Park hosts a wide variety of athletic events, including major softball tournaments that draw visitors to St. Charles from a wide area. While neither of these parks has supplanted Frontier Park as a major festival facility, each provides a unique set of amenities and they are among the most frequented parks in the City.

7. **Encourage development at two new interchanges that will create the desired image of St. Charles at what will likely become major entrances to the city: Page Avenue/Upper Bottom Road (Activity Center #11) and Friedens Road/Fairgrounds Road (Activity Center #13) (Status 2025: On-going).**
   Most of Activity Center #11 remains within unincorporated St. Charles County; however, more property is annexed yearly in this area. Case in point is the future development of the southeast intersection of Hwy 364 and Arena Parkway via the Southpointe Development (planned commercial and multi-family development). In addition to this approved plan, the City is also actively pursuing a larger Riverwalk project (Hwy 364 to Hwy 370), with a key anchor being the in-developed Riverpointe project. The City will continue to pursue development in this area.

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8. **Encourage development around the Convention Center that is complementary to such a facility, such as restaurants, gift shops, a satellite tourism center, and retail (Status 2025: On-going).**
   The City is currently reviewing options for additional development in this area and will continue to see this area as a prime opportunity for redevelopment.

9. **Establish a route and an appropriate means of transportation to move individuals between the Family Arena, Ameristar Casino, the Convention Center, Main Street, and Frenchtown (Status 2025: On-Going).**
   While the St. Charles Trolley provides a route to these locations, it only seasonal from April to December and only on Friday-Sundays. Additional funding would be needed to provide a more permanent route for these locations.

10. **Actively pursue development adjacent to and in the vicinity of the St. Charles Municipal Airport at Highway B and Airport Road, and seek federal grants to facilitate and encourage such development (Status 2025: On-going).**
    The area in the vicinity of the St. Charles Municipal Airport, which was closed in 2010, has experienced the most rapid growth in the City, largely in part to the development of the New Town at St. Charles, Charlestowne, Elm Point Business Park, Fountain Lakes Commerce Center and MB Corporate Park. Most of the remaining undeveloped land in this area lies within the Special Flood Hazard Area (1% Annual Chance Floodplain). Future development will require the elevation of property or construction featuring floodproofing methods. While most federal grants do not provide for flood mitigation or prevention of newly developed properties, the City should explore other incentives or programs that would encourage future development. Also as indicated earlier, the City will be reviewing infrastructure and land uses for this area via Goal B, Action Item 9).

F. Goal: Encourage the revitalization of neighborhoods in the City that have experienced a decline in population, housing stock, economic activity and/or appearance (Status 2025: On-going).

As an older community, St. Charles must be vigilant in guarding against the physical and economic deterioration of its neighborhoods. Advancing age does not mean a community or neighborhood is doomed to decline. But it can mean that special efforts are required to prevent the first signs of decay or stagnation. Older neighborhoods possess attributes that might not be readily apparent but can be used to stabilize and strengthen the area if they are identified and enhanced. St. Charles is a city of neighborhoods, many with their own unique histories and characteristics. They are the city's quiet inner strength, and they cannot be allowed to decline. To help ensure the city's continued economic vitality, these neighborhoods are deserving of special attention and effort. Decline in any measure of a neighborhood's health, whether in population, the quality of its housing stock, economic activity or physical appearance, can and must be prevented. The revitalization and rejuvenation of neighborhoods, particularly those that have never achieved their full potential, is key to the city's future economic health. Toward that end, this comprehensive plan recommends the following actions.

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1. **Use the forthcoming economic enhancement study of the Frenchtown neighborhood as the basis for a redevelopment plan for that area (Status 2025: On-going).**
   This is in reference to an earlier study which has been superseded by the Frenchtown Great Streets Plan (2021). The City is actively pursuing the 2021 study and has implemented many identified items for redevelopment.

2. **Target the Powell Terrace neighborhood for both public and private improvements intended to revitalize the area's economy, improve the housing stock, and add amenities to the area that now are lacking (Status 2025: On-going).**
   This action plan was established prior to the construction/completion of the University Commons, but was mentioned that its completion would assist this action item. Additionally, CDBG (HUD) grant money also continues to flow into this area to make improvements.

3. **In older neighborhoods such as those between Historic Downtown (Activity Center #6) and Highway 370 (Activity Centers #14 and #15), encourage the formation of homeowners associations, civic progress committees, and/or historic preservation districts to preclude the onset of decline and promote stability (Status 2025: On-going).**
   The 2021 Frenchtown Great Streets Plan and implementation is assisting in this action item. While assisting, this plan by itself will not accomplish this goal. This may need to be redefined or reviewed going forward. A portion of the area lies within the Extended Historic Preservation District and much of the neighborhood is included in a CDBG eligible area. The Extended Historic Preservation District provides aesthetic protection for many historic homes, while the CDBG eligibility provides the opportunity to utilize Federal funds for neighborhood stabilization and enhancement. These programs should remain in place and possibly be expanded to ensure that this area retains its viability.

4. **In any neighborhood judged to be in need of rejuvenation or stabilization, consider using the full range of economic development tools made available to municipalities by the state, including Neighborhood Improvement Districts (NID's), Historic Tax Credits, Community Improvement Districts (CID's), Transportation Development Districts (TDD's), Tax Increment Financing (TIF), and Chapter 353 (Status 2025: On-going).**
   The City has utilized all of these programs in recent years to bolster areas and provide new opportunities for growth. It is expected that they will continue to play a role in future redevelopment and stabilization efforts.

G. Goal: Promote a cooperative relationship between the City and the business community (Status 2025: On-going).
Economic vitality depends at least in part on a cooperative relationship between the City and the business community. The City and private business should see each

other not as adversaries but as partners with the same objective: a strong, healthy economy that provides good jobs and a high standard of living for residents. The keys to such a partnership are communication and cooperation. City Hall and private business owners must understand each other's' constituencies. They must communicate their needs and desires, as well as what each can contribute to the goals they share. It is a given that business and government will not always agree on every issue, that there will at times be honest differences on what the other can and should do in a particular instance. But disagreements and different approaches to issues should not threaten the underlying relationship between government and the private sector. Both will benefit if that relationship is stable, secure and cooperative. The one essential ingredient in a cooperative relationship is communication. The lines of communication between City Hall and the business community must remain open and effective. Toward that end, this comprehensive plan recommends the following actions.

1. **Promote regular dialogue between city officials and the private business sector for the purpose of achieving joint support for community betterment projects (Status 2025: On-going).**
   The City is always seeking partners to accomplish goals of the community and will continue to do so.

2. **Create forums for private developers to share their ideas and recommendations with city leaders on a regular basis regarding ways to stimulate job growth (Status 2025: On-going).**
   The City regularly meets with developers to assist in moving projects forward, while also making sure requirements of the City are met.

3. **Invite representatives of the Chamber of Commerce to participate on city boards, commissions and task forces that consider development issues, such as sign regulations, zoning, and corridor or neighborhood planning (Status 2025: On-going).**
   The Mayor has initiated a number of Task Forces to accomplish and seek advice from business leaders. Many standing members of the Chamber of Commerce serve on City boards and commissions that regulate or advise the City Council on land usage at the present time. The City must continue to sustain this practice in the future.

H. Goal: Adopt and enforce land use and development standards that promote public health and safety, protect the natural environment and provide City leaders with the flexibility to accommodate the changing nature of private sector economic growth (Status 2025: On-going).

When the city adopts regulations and development standards, it is exercising its legitimate authority to protect the public health and safety and promote the general welfare of the community. Care should be taken to ensure that the rules the city adopts serve a legitimate need and are balanced and reasonable. They should be designed to protect the public health and safety and the natural environment, while at the same

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time giving city leaders the flexibility they need to meet the challenges of an ever-changing economy. Land development regulations and design standards should be clear, tightly written, and related to a specific public purpose. They should also be subject to periodic review to identify needed revisions and updates. The city should not enact regulations simply for the sake of exercising its authority, but it should not hesitate to act when there is a clear need for regulation. Codes, standards and regulations, if written and enforced properly, can enhance a community's economic climate and contribute to a stronger business environment. The city needs to recognize areas where new regulations are needed and where existing regulations can be improved. Toward that end, this comprehensive plan recommends the following actions.

1. **Encourage periodic review by city leaders of development practices in cities identified as having characteristics that exemplify the quality of life desired in St. Charles (Status 2025: On-going).**
   Elected and administrative officials are heavily involved in organizations such as the Missouri Municipal League and National League of Cities. These organizations hold annual meetings that feature innovative programs and model practices. Many ordinance amendments and special projects are the result of the City's participation in the events. Staff often refers to successful programs and regulations in similar cities when ordinance changes and new practices are developed.

2. **Create a private sector task force, including representatives of such professions as banking, engineering, architecture, education and land development, as well as private citizens, that will meet every three years to evaluate and recommend changes to city land use regulations (Status 2025: On-going).**
   While not happening every 3 years, the C3 (City Centre Complex) Task Force has been established by the Mayor and is assisting in accomplishing this action item.

3. **Rewrite the city tree preservation ordinance to make it more realistic, feasible and understandable (Status 2025: Complete).**
   The City's tree preservation ordinance was overhauled in 2003. The changes made at that time are still in effect today and have proved to be user-friendly and beneficial. While accomplished, staff is constantly evaluating our development ordinance to ensure up-to-date codes for implementation.

4. **Adopt design guidelines for the Extended Historic Preservation District (Status 2025: On-going).**
   While created and adopted in 1988, these standards have not been amended since their inception. Staff is constantly reviewing all historic preservation to ensure compliance with current standards.

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5. **Ensure that adequate staff and resources are available to provide effective, prompt, and fair inspections of property and enforcement of property maintenance codes (Status 2025: On-going).**
   Property inspection and code enforcement are a critical part of Department of Community Development operations. The Code Enforcement Division makes every effort to inspect properties and investigate complaints within 24 hours of a request. The City has recently added an additional Code Enforcement Officer to bring the total to five (5) fulltime officers. These officers maintain proper credentials and attend trainings to stay up-to-date on new techniques.

6. **Revise the city's land use and development regulations as needed to provide for emerging technologies, cutting-edge enterprises, and innovative mixed-use developments (Status 2025: On-going).**
   Staff is constantly updating and reviewing our development codes to stay up-to-date and progressive.

7. ***New Action: Re-evaluate the current Wellhead Protection District ordinance by accomplishing a new scientific review/study of the wellfield and its infrastructure. Upon completion, update the existing Wellhead District Ordinance as necessary to ensure best practices are utilized.***
   In 1995, the City adopted a Wellhead Protection District which identified standards and guidelines for the area in and around the City's wells (north and south along Huster Road). In 2010, this ordinance was updated by expanding the district boundaries to a 1 mile radius from these wells (previously was a shorter buffer). Since 2010, this area has experienced significant growth pressures as well as supplemental improvements to the City's wells/drinking water infrastructure. Based upon these changes, the City should re-evaluate the current Wellhead Protection District ordinance and make sure best practices are utilized as well as make any necessary changes to the existing ordinance.

I. Goal: Adopt policies that facilitate the development or redevelopment of properties that are either vacant, abandoned, deteriorated or may no longer be economically productive (Status 2025: On-Going).

Abandoned, vacant, deteriorated, derelict properties are a drain on a community's economy and a blight on its image. Properties that have ceased being economically productive represent unrealized potential and missed opportunity. The City must have in place regulations and ordinances that effectively deal with such properties. Properties and structures that have been allowed to lapse into disrepair and vacancy cannot be allowed to remain in that condition. The City should have at its disposal a variety of means to convince or, if necessary, force the owners of these properties to repair, renovate and reoccupy them, and thereby return them to economic productivity. Policies must be in place to deal with abandoned and/or derelict properties quickly and effectively, before the blight they represent can spread to surrounding properties. Furthermore, properties that are vacant and undeveloped should be identified and assessed for their economic potential. Inventories of developable vacant ground in the City should be maintained and provided to the

private sector. The City should also be willing to consider the full range of economic redevelopment tools provided by the state. In the competitive economy of the 21st century, no piece of ground is expendable; no real estate is unworthy of the City's attention. St. Charles must act to insure that every piece of land in the city is either already at or moving toward its highest and best use. Toward that end, this comprehensive plan recommends the following actions.

10. **Adopt a pro-active policy of contacting the owners of all vacant properties in the city to determine what, if any, plans they have for the land and what enticements the city might offer to induce them to develop it (Status 2025: On-going).**
    The City's economic development team is active on all vacant property and will continue to do so.

11. **Utilize the full range of economic development tools provided in state statutes to initiate redevelopment desired by the city, including Tax Increment Financing (TIF), Chapter 353, Neighborhood Improvement Districts (NID's), Historic Tax Credits, Community Improvement Districts (CID's), and Transportation Development Districts (TDD's) (Status 2025: On-going).**
    The City has utilized all of these programs in recent years to bolster areas and provide new opportunities for growth. It is expected that they will continue to play a role in future redevelopment and stabilization efforts.

12. **Consider the expanded use of neighborhood plans, specialized plans or corridor plans to focus redevelopment efforts on particular geographic areas of the city (Status 2025: On-going).**
    The City has adopted and implemented the 2021 Frenchtown Great Streets Plan which is essentially a corridor plan/study. The City will continue to evaluate and incorporate other plans as necessary.

J. Goal: Provide new areas in the City for development and job creation through an aggressive annexation program (Status 2025: On-going).

As the City acts to protect its economic vitality and provide adequate land for the expansion of existing businesses and the construction of new facilities, it must pursue the annexation of property now in unincorporated St. Charles County. Annexation is how a city grows and adds new land to its economic base. Annexation makes the full range of city services available to the annexed property, and it provides the property owner with development options they may not have in the unincorporated county. Involuntary annexation procedures in Missouri are complex, costly, and time-consuming; and the decision whether to pursue the involuntary annexation of land is best left to the City's elected leaders. Voluntary annexation is the other option, and it is one the City should pursue aggressively. The City needs to be pro-active in contacting the owners of unincorporated land within its planning area to convince them of the advantages of annexation. A good case can be made for bringing such property into the City, and the City must not hesitate to make it. Furthermore, small islands of

unincorporated property completely surrounded by the City hinder the City's growth and planning process, and they should be eliminated wherever possible. If the City becomes locked into its existing boundaries and has no opportunities to bring new land into the municipal limits, it will become increasingly difficult to maintain the community's economic vitality. Annexation is an option the City must reserve and, where appropriate, pursue. Toward that end, this comprehensive plan recommends the following actions.

1. **Contact the owners of all islands or pockets of unincorporated property surrounded by the city and seek to persuade them to annex their property (Status 2025: On-going).**
   The City is constantly evaluating the best way to close these holes of the City. Staff will continue to pursue active annexation programs and will continue to review State law to ensure speedy closure of these gaps.

2. **Seek a change in state annexation statutes to allow the city, under strictly defined narrow circumstances, to annex islands of unincorporated property by ordinance when attempts at voluntary annexation have been unsuccessful (Status 2025: On-going).**
   While the City is not actively lobbying for new annexation rules, staff believes there are opportunities within the existing laws re-interpretations for speedier annexations and will continue to review and pursue.

3. **Prepare plans for the future development of land not now in the city but within the city's planning area, including when public infrastructure will be provided to such areas, and begin now to identify and contact the owners of these tracts to discuss the future annexation of their property (Status 2025: On-going).**
   City staff is currently evaluating the northern growth area along Hwy 94 and north of Hwy B for annexation/development. Currently, a study is being considered for City evaluation.

K. Goal: Adopt policies that foster a wide variety of housing types and affordability to meet the needs of a diverse population (Status 2025: On-going).

One key element of any City's economic vitality is its housing stock. St. Charles has a variety of housing types in a broad price range. The City should seek to preserve that diversity in its housing. Housing options should be provided for residents at varying income levels. Diversity in housing does not mean the City must or should accept low-quality, sub-standard housing. Just as the community's economic health depends in part on a variety of housing, it depends in equal measure on high-quality, well-maintained housing with lasting value. Quality housing and diverse housing are not mutually exclusive; the City need not choose one over the other. In order to attract a workforce that can supply the full range of employment opportunities available in the City, there must be housing available for all income levels and for individuals at all stages of life. The City should utilize the tools available to it to encourage developers and homebuilders to plan innovative residential projects that meet the needs of a

diverse population. The American dream of home ownership is alive and well in St. Charles, but the City should also contain housing for those for whom that dream is not possible or practical. Innovation, diversity, and quality should be the hallmarks of the City's housing stock. Toward that end, this comprehensive plan recommends the following actions.

1. **Utilize Planned Development (PD) overlay zoning to achieve housing developments that are innovative, diverse and contain a range of housing types and cost (Status 2025: On-going).**
   The City continues to see and will utilize PD's as necessary or required to achieve the Goals of the City and the development community.

2. **In new residential development, recognize the need to meet the demands of the marketplace, with the emphasis on quality (Status 2025: On-going).**
   Many of the ongoing residential developments have adjusted the size and options available for new homes to accommodate the housing market. The Planned Development zoning designation has allowed several developments to switch housing products all together (attached single-family to detached single-family, etc.) to meet market demands. While the types of housing product within these developments have been adjusted, the City ensures that every building constructed meets the quality and workmanship standards of the International Residential Building Code.

3. **Utilize, and perhaps expand, the city's Home Improvement Loan Program to enable lower-income homeowners to maintain and improve their properties, thus helping to keep the quality of the city's housing stock high (Status 2025: On-going).**
   The City's CDBG staff continue to implement and encourage use of HUD funds for Home Improvement. The City has also recently merged resources with St. Charles County to increase the City's allotment of HUD funds to leverage for the benefit of our residents.

4. **Given the city's limited remaining vacant acreage, emphasize housing rehabilitation and renovation (Status 2025: On-going).**
   Very little vacant land remains in the City of St. Charles and the City recognizes the importance of property maintenance. As previously stated, the City has participated in numerous Federal grant programs to assist residents in the rehabilitation and renovation of existing properties. A façade grant is made available to owners of property located within the City's historic areas. The matching grant program has been in effect since 2006.

L. Goal: Assure that public infrastructure is provided to meet the City's future needs in terms of both new development and redevelopment (Status 2025: On-going).

If the City's economy is to grow and flourish, it must be supported by an adequate public infrastructure. Virtually any type of land use - residential, commercial or

industrial - depends upon an adequate infrastructure. The public infrastructure is the foundation upon which economic vitality is maintained. It must be designed and built not only to serve existing development but with the capacity to accommodate future growth and expansion as well. Economic expansion cannot occur without roads, water and sewer lines, and other utilities that residences, business and industry need to operate and grow. Providing the infrastructure necessary to sustain the community's economic vitality is among the most important responsibilities of city government. The City must take steps to maintain the existing infrastructure and expand it into new areas. Streets and roads, water wells, sewage treatment facilities and utility lines should be evaluated regularly to ensure they can meet the increasing demand placed upon them. Funds should be budgeted for both routine maintenance and unforeseen emergencies. Long-range planning should be undertaken to guide the extension of improvements into areas where new development is most likely to occur. New infrastructure added to the City's systems by development must be assured to meet or exceed City standards and requirements so as not to increase future burdens. The City must recognize that infrastructure is crucial to its economic vitality and quality of life. Investment and planning now will insure that the infrastructure is in place for the City's future growth, redevelopment and prosperity. Toward that end, this comprehensive plan recommends the following actions.

1. **Conduct a comprehensive assessment of the city's public infrastructure needs every three (3) years, if not more frequently (Status On-going).**
   The City's Engineering and Public Works Departments actively review infrastructure needs via their multiple long range documents and will continue to do so to identify needs and remove/reevaluate projects for maximum benefit of the City and its residents (existing and future).

2. **Engage in long-range planning now for the extension of public infrastructure into the city's planning area in the future (Status 2025: On-going).**
   Community Development, Engineering and Public Works are working on a comprehensive plan for the Northern Growth area (Goal B, Action 9). This plan will look at land use, transportation and utility components to ensure proper planning occurs.

3. **Evaluate what investment is needed to ensure the continued reliability of the city's existing infrastructure, particularly in the older portions of the city, and make provisions there for (Status 2025: On-going).**
   The Department of Public Works has been utilizing an Enterprise Asset Management software working off the City's GIS database. This system is used to track routine maintenance and needs to future upgrades/expansion.

4. **Ensure that new infrastructure and improvements to existing infrastructure consider the aesthetic qualities of such improvements by incorporating greenspace, landscaping, pedestrian walkways and decorative poles and lighting in context and character with the surrounding area.**

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5. ***New Action: With review of the Northern Growth Area Study (Goal B, Action 9), the study should include an evaluation of the infrastructure needed to adequately plan/accommodate anticipated land uses/growth in this area.***
   While the City needs to plan land uses for this area, a more holistic approach is necessary to accommodate infrastructure needs for this area. A study should be accomplished in concert with Land Use evaluation to review infrastructure needs for this area. Upon completion, enact the study's findings.

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Community Spirit

A. Introduction

B. Goal: Improve the appearance of the city through landscaping, street trees, beautification campaigns, uniform signage and expanded green space.

C. Goal: Ensure that public facilities are adequate to serve the population and that they provide for a variety of community activities.

D. Goal: Create a network of parks and trails to provide opportunities for social interaction, encourage healthy lifestyles and add to the natural environment.

E. Goal: Encourage the continuation and expansion of festivals, celebrations, commemorations and ceremonies that add to the city's character and define its spirit.

F. Goal: Encourage communication and cooperation between community groups, neighborhood associations, historic district boards, civic organizations, school districts, churches and city government.

G. Summary

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A. Introduction

This comprehensive plan update recognizes the community spirit of St. Charles that was originally identified in the 2002 plan. The original plan identifies that spirit as one of three principles upon which the future of the community rests. If the city's history and heritage explain how we became the community we are today, the community's spirit explains what kind of city we are. To strengthen and promote a strong sense of community spirit, the original 2002 comprehensive plan adopted the following goals. This update reflects on each goal and objective to determine if actions were taken to ensure that the city continues to develop a strong sense of place.

B. Goal: Improve the appearance of the city through landscaping, street trees, beautification campaigns, uniform signage and expanded green space (Status 2025: On-going).

St. Charles is an attractive community, dominated by gentle hills, an abundance of trees, large parks, streams and creeks, wide streets, and quiet, well-maintained neighborhoods. But no community can rest on its laurels in matters of appearance. Vigilance is required to maintain a healthy, clean, attractive appearance. The community spirit of St. Charles takes great pride in how the city looks to both residents and visitors. A community's appearance speaks volumes about its residents and how they feel about their home. The city's appearance is a vital component of its spirit, and the city should do what it can to improve that appearance. Toward that end, this comprehensive plan update identifies the previously adopted objectives and notes whether or not the city has taken an active role in improving the aesthetics and enhancing beautification efforts.

1. **Encourage and support the activities of the Beautification Commission, particularly the creation of a master plan for the beautification of the city (Status 2025: On-going).**
   The Beautification Commission has not been active for a long time. However, the Public Works Department has created a Beautification Plan/Team that consists of 2 full-time employees to carry out this action item.

2. **Revise the city's tree preservation ordinance to make it more realistic, simpler and easier to explain and enforce (Status 2025: On-going).**
   The Tree Preservation Ordinance was last updated in 2003. However, staff is always evaluating improvements to City Code. Current code allows for compliance via three (3) ways: 1). Preserving 50% tree mass, 2). Replanting tree caliper removed above 50%; or, 3). Paying into the tree fund for trees removed above 50%. These three (3) options has provided flexibility for development while also still adhering to overall goals of the program.

3. **Become a "Tree City USA" (Status 2025: Complete).**
   The City has been a Tree City since 2004 and plans to remain in this program.

4. **Adopt a program to install and maintain landscaping at all major interchanges and intersections in the city (Status 2025: On-going).**

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The City has re-established a Beautification initiative which will be focusing on these tasks.

5. **To the extent possible, enact sign ordinances that will result in uniform signs throughout the city, similar in materials, size and placement (Status: On-going).**
   The City has completed a new Sign Ordinance as well as is in the process of a Uniform Way-Finding Sign project.

6. **Enact the city "Adopt a Street" program (Status 2025: Complete and On-going).**
   This program is administered by the Public Works Department and is anticipated to continue.

7. **Review the city's property maintenance codes to ensure they are adequate to maintain the appearance the city seeks, and review code enforcement procedures to make certain violations are resolved quickly (Status 2025: On-going).**
   Staff is constantly reviewing to adopt and "best practices" to ensure timely resolution. However, once items move to the Municipal Court, resolution can take time.

8. **Organize neighborhood clean-up campaigns focused on specific areas of the city featuring volunteer workers and free trash pick-up and disposal (Status 2025: On-going).**
   The Public Works Dept. has an Adopt-a-roadway program, and hosts and an annual Mission Stream Clean Event. Additionally, Republic Services offers free bulk pick-ups. The City also has 5 part-time employees that are on the Clean Team that only pick up litter on Roads throughout the City.

9. **Create and maintain a natural streetscape along both sides of First Capitol Drive from I-70 to Kingshighway consisting predominantly of trees, shrubs and other greenery (Status 2025: On-going).**
   Ownership of this corridor by MoDOT has long hampered the ability to provide beatification and landscaping on public right of way. Developments such as University Commons, Lindenwood, Starbucks, and Total Access Urgent Care provided limited opportunities to provide landscaping along the corridor. In 2024, the City of St. Charles took over ownership of this stretch. In 2025 the City applied for various outside grant programs in addition to discussing landscaping opportunities and maintenance cost sharing with major stakeholders along the corridor.

10. **Adopt standards for street crossings in the city's historic districts so that these crossings have designs which are appropriate to the unique settings (Status 2025: Amended and On-going).**

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The C3 Taskforce recommended amending this Action to accommodate the uniqueness of each district. For example, Main Street's design may and should be different than another street crossing in Frenchtown.

11. **Solicit the involvement of horticulture and garden clubs in efforts to install, improve and maintain landscaping throughout the city (Status 2025: Not yet pursued).**
    The city has not adopted any specific practices for seeking the involvement of various garden related clubs for the maintenance of landscape areas. A variety of groups and commissions have volunteered over the past ten years; however, it has typically been on a strict volunteer basis and is often proposed by the organization rather than solicited by the city.

12. **Utilize street lighting more effectively throughout the city to improve both appearance and safety (Status 2025: On-going)**.
    The Public Works Department continuously looks for locations and opportunities throughout the city which need street light improvements to enhance the safety and appearance of any particular area. Many of the mid-20th century subdivisions lack street lights and the city continues to work to incorporate lighting projects into the annual budget, depending on available funding.

C. Goal: Ensure that the public facilities are adequate to serve the population and that they provide for a variety of community activities (Status 2025: On-going).
Public facilities for recreational, cultural and educational pursuits are an important part of a community's spirit. Such facilities provide opportunities for citizens to participate in indoor and outdoor recreation, explore their interest in art and culture, receive education for professional or personal objectives, and interact with family and friends in a social setting. Places to gather for fun and recreation are necessary to a community's overall health, and they help its citizens lead fulfilled and well-rounded lives. St. Charles should act to ensure that existing public facilities are improved and that new ones are added. Toward that end, this comprehensive plan recommends the following actions.

1. **Create a community recreational facility that includes an arts and culture center in the Historic Downtown area (Activity Center #7), preferably in the ACF complex (Status 2025: On-going).**
   In 2004, the Foundry Arts Centre was opened in the ACF complex in a former train car factory building. The facility provides gallery space for art and culture exhibits, studio space for painters, sculptors, etc. and the Grand Hall provides a large space for concerts, performances and other events. The City has recently received approval for City voters for improvements in the ACF for a City Hall and a Recreation Center. Construction has commenced with these building beginning to come on-board in late 2026 early 2027.

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2. **Use the Lewis and Clark Boat House, Nature Center and a new Steamboat Museum as an anchor for development dedicated to the City's rich river heritage (Status 2025: Amended and On-going).**
   Specific development related to the Lewis and Clark Expedition has not taken place in the last ten years. The Boat House and museum continue to host school groups and other parties; however, no commercial developments have been proposed that relate back to the historic nature of the building. While no development has taken place, the City is exploring options to bring a steamboat museum adjacent to the Boat House which will assist in telling the story of the City and attract renewed tourist information.

3. **Consider expanded use of the city park system for purposes such as skate parks, nature trails, ice skating rinks and outdoor performances (Status 2025: On-going).**
   The City and its Parks Department are always looking for opportunities to expand park services. A skate park has been included (Huster Road) and Frontier Park remains an opportunity for performances.

4. **Cooperate with Lindenwood University in the construction of a community performing arts center to be utilized by students and civic organizations alike (Status 2025: Complete).**
   J. Scheidegger Center for the Arts was opened in 2008 on the campus of Lindenwood University along West Clay Street. The facility hosts three theaters, the largest having 1,200 seats, and provides classroom space and faculty offices related to the School of Fine and Performing Arts.

5. **Construct a visitors welcome center in Activity Center #8 (I-70/Fifth Street) and locate the facility advantageously so as to be visible and accessible to visitors to the City of St. Charles (Status 2025: Amended and Still Pursuing).**
   To date, a visitor's welcome center has not been constructed near the intersection of Interstate 70 and South Fifth Street. A few properties have been identified for possible locations but no funding or designs have been submitted for City Council approval or site plan review. Staff and area residents have held public meetings to discuss proposed designs for a transportation hub and information office.

6. **Encourage opportunities to learn about life in St. Charles in the early years of its history (Status 2025: Amended and On-going).**
   Throughout the years, the Convention and Visitor's Bureau has worked with a variety of organizations to support historic tours, educational days and celebrations. Heritage Days, the Bicentennial Celebration, and the Living History tours are all examples of the educational festivities that have provided historic examples of early life. The city has also hosted a few archaeological digs since 2002. Most recently in May of 2011, a dig took place near Plank Road along South Main Street and was hosted by Lindenwood University.

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D. Goal: Create a network of parks and trails to provide opportunities for social interactions, encourage healthy lifestyles, and add to the natural environment (Status 2025: On-going).

The environmental movement that arose in the 1960's and 1970's resulted in an increased awareness of and appreciation for the natural environment. Communities around the United States placed emphasis on open space, parks, trails and green space. Protecting the natural environment became a high priority. Today, a community's natural environment is a critical part of its identity and spirit. Places where people can get back to nature, experience the great outdoors and reconnect with Mother Nature are highly valued, and residents have come to expect such amenities in their community. St. Charles had its origins on the edge of the frontier, and its early growth and development were inextricably connected to the Missouri River. The community was, and remains, blessed with abundant natural resources, a moderate climate, and natural features such as gentle hills, streams, river bottoms, and forests. This history has given St. Charles an appreciation for its environment. The city needs to ensure that its environment is preserved and protected and that open space is expanded to meet the needs of a growing population. Toward that end, this comprehensive plan recommends the following actions.

1. **Create at least one large city park south of Highway 94 (Status 2025: Complete).**

   In 2005, the City of St. Charles Parks Department completed a master plan for Webster/Heatherbrook Park located just off of South River Road and northeast of Pralle Lane. The 29 acre facility is in the planning and construction stage and will include a variety of small shelters and pathways. The city also recently dedicated Vogt Brothers Park which includes a child's play area, shelter and pond. The smaller park is adjacent to the Talbridge Subdivision along Fairgrounds Road, just north of Friedens Road.

2. **Make St. Charles a bicycle-friendly community (Status 2025: On-going).**

   a. **Create a system of bicycle/pedestrian trails and paths throughout the city connecting parks, activity centers and the Katy Trail (Status 2025: On-going).**

      A bike/pedestrian master plan was completed in 2016. This plan is being implemented by the City.

   b. **Designate these trails and paths with uniform signs and informational markers, and publicize the routes in all appropriate city publications (Status 2025: On-going).**

      As a part of the Pathways Plan and the Great Rivers Greenway, the city works to identify paths and trails with uniform signage. The GRG provides 90% of the cost for customized signage and the city submits the remaining 10% to cover the cost for new trails identified in the GRG's master plan.

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c. **Implement a public relations campaign that emphasizes the health and environmental benefits of bicycle riding and explains and promotes the safety rules bicyclists and motorists should observe when they encounter each other (Status 2025: On-going).**
City staff participated in the development and adoption of a bicycle trails master plan which addresses a variety of issues and concerns on a regional level. The St. Louis Regional Bike Plan was a master plan supported by multiple cities and counties in the region as a way to emphasize the importance of providing the necessary facilities for bike travelers. The City of St. Charles alone has not implemented a public relations campaign for the benefits of bicycle riding.

3. **Set aside portions of the larger city parks for bird sanctuaries, memorial groves, and horticultural preserves (Status 2025: Not pursued).**
The City of St. Charles Parks Department has not set aside specific portions of any individual parks for sanctuaries, groves or preserves; however, staff attempts to design landscape plans for each park based on native hardy species that attract butterflies, birds and other wildlife. The Parks Foundation has created a memorial bench and personalized pavers program where citizens can donate funds for either item and they are placed throughout various city parks. The city also has a nature walk at the Lewis and Clark Boathouse which is planted with Missouri native species, a braille trail in McNair Park, and various other trails and areas planted with at least 90% native species. The city has also established a Plants of Merit program at Rau Garden within Blanchette Park. Plants within this area have been evaluated by horticulturalists to be dependable in the Midwest and citizens are able to use this knowledge in their own landscape plans.

4. **Encourage the creation of community gardens throughout the city, to be planted and maintained by neighborhood associations, civic groups, historic preservation districts and garden clubs, with an emphasis on plant species native to the St. Charles area (Status 2025: Partial Completion).**
A Community Garden was built in Booneslick Park. No other parks have community gardens.

5. **Create nature walks through the most environmentally sensitive areas of the city, such as the Missouri River floodplain, complete with interpretive signs that explain the native plant and animal life (Status 2025: Complete and On-Going).**
The nature walk located at the Lewis and Clark Boathouse provides examples of native vegetation for the area. Also, the Eco Park Area is located within Jean Baptiste Point DuSable Park and is just north of the Highway 370 bridge. This area includes approximately 5 miles of trails and 18 signs which identify plant and animal life, nearby landmarks and other important information for the area.

6. **Establish and mark a permanent route of varying lengths (5K, 10K, etc.) for fitness walks and runs, and encourage its use by individuals and charitable organizations (Status 2025: Partial Completion).**

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A 5K route is set from Frontier Park. Organizers are encouraged to use it.

E. Goal: Encourage the continuation and expansion of festivals, celebrations, commemorations and ceremonies that add to the City's character and define its spirit (Status 2025: On-going).

St. Charles is known locally, state-wide and nationally for the festivals and celebrations it holds regularly. The city's rich historical heritage provides numerous opportunities to commemorate the past, and a spacious, centrally-located park on the bank of the Missouri River provides a perfect venue for such celebrations. St. Charles has a tradition of celebrating significant events in its and the nation's history, including Independence Day (Riverfest), the Lewis and Clark Expedition, and the city's founding as Les Petites Cotes (Festival of the Little Hills) and its German heritage via Octoberfest. These festivals, celebrations and public commemorations add much to the character of the city, and they contribute to its spirit in a unique way. They create a feeling of community, of belonging, a sense of who we are as a city and a people. In the minds of many, festivals and public celebrations identify St. Charles like nothing else. The people of St Charles must make sure this tradition of public celebration and commemoration continues and expands, that it continues to play a central role in promoting a sense of community spirit. Toward that end, this comprehensive plan recommends the following actions.

1. **Establish by ordinance a Festival Commission to oversee all festivals and celebrations in the city, adopt guidelines and regulations for such events and assist in coordination, scheduling and publicity (Status 2025: On-going).**
   While a commission was not create, a department was expanded in order to service this role (Media/Special Events).

2. **Encourage and provide for alternative activities in city parks now utilized exclusively for sports, such as concerts and art exhibitions (Status 2025: On-Going).**
   Over the years Blanchette, Wapelhorst, Soccer Complex have hosted concerts/food trucks.

3. **Plan for a major public commemoration in 2009 of the two-hundredth anniversary of the city's incorporation in 1809 (Status 2025: Completed).**

4. **Solicit the sponsorship of city festivals and celebrations by the community's major institutions and businesses (Status 2025: On-going).**
   The CVB and Special Events works with several different companies and organizations to sponsor various city events held throughout the year.

5. **Investigate the expanded use of satellite parking lots and shuttle buses during festivals to limit traffic into and out of the festival venue area and improve circulation (Status 2025: On-going).**

Festival organizers have utilized city parking lots at Blanchette and Wapelhorst Parks the Family Arena and other locations throughout town for satellite parking during large festivals such Festival of the Little Hills and Octoberfest celebrations.

6. **Consider the Family Arena as a location for festivals better suited to an indoor venue or that are likely to be impacted by inclement weather (Status 2025: Unknown).**
   The Family Arena is still owned and operated by St. Charles County and would require coordination prior to use. As applicable, the City will continue to explore its use.

7. **Establish regular fitness runs and walks in the Historic Downtown area (Activity Center #7) in warm-weather months, co-sponsored by the city and various charitable and civic groups, and promote such events throughout the St. Louis metropolitan area and the Midwest (Status 2025: On-going).**
   Since the adoption of the comprehensive plan, the city has not taken an active role in planning regular fitness runs and walks in the downtown area. Many Not-for-Profit charities and organizations regularly hold runs or walks in the historic part of town but they are not co-sponsored by the city.

F. Goal: Encourage communication and cooperation between Community Groups, Neighborhood Associations, Historic District Boards, Civic Organizations and City Government (Status 2025: On-going).

True community spirit is achieved only through unity. A sense of identity, of oneness, of belonging to a distinct group of fellow citizens will not flourish unless the diverse elements of a community act in unison with a common purpose and goals. Communication and cooperation between those elements is absolutely essential if the community's spirit is to develop and grow. City government, as the representative of all residents of the community, must act as the catalyst to achieve this communication and cooperation. The city must bring groups to the table, fairly arbitrate disputes, promote compromise, and facilitate communication. If the city uses all the tools and resources at its disposal to encourage communication and cooperation between various groups and organizations, a stronger sense of community will result. St. Charles is a diverse community with varying backgrounds, interests, concerns, hopes and aspirations. That diversity, if channeled property, can be a great strength, not a weakness. Our diversity is part of the spirit that defines us as a community. We must do what we can as a community to build upon that diversity, to achieve unity of purpose as a city. Toward that end, this comprehensive plan recommends the following actions.

1. **Solicit the participation and support of all service and civic organizations in community betterment projects and initiatives (Status 2025: On-going).**
   The City of St. Charles continues to reach out to neighborhood groups, non-profit service organizations and other citizens to participate in community betterment projects such as neighborhood cleanups and redevelopment charrettes. Various festivals are also supported or organized by local civic groups in addition to

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receiving support from the city. The city has also partnered with several groups during the holidays to sponsor donations, meals, and other events to support local charities and citizens in need.

2. **Involve the public at the outset in any neighborhood, corridor, or city-wide planning efforts (Status 2025: Amended and On-going).**
   City staff attempts to contact a variety of individuals and neighborhoods at the onset of any major city projects whether they relate to public works initiatives or are specific to development projects. Through the use of the city's mapping system (GIS), staff is able to quickly create mailing lists for areas as large as an entire ward in order to quickly generate mailing lists. Recent examples include mass mailings sent to address the flash flood event in July 2022 and this amended of the Comprehensive Plan via an online survey.

3. **Hold annual (or more frequent) town hall planning meetings in each ward of the city (Status 2025: On-going).**
   The City has established monthly Ward Town Halls to encourage communication with the City's constituents.

4. **Utilize the city newsletter, St. Charles City News, and the city's website to disseminate information, highlight community achievements and solicit feedback (Status 225: On-going).**
   The St. Charles City News continues to be distributed to all residents of the city and provides information relative to local projects, community achievements and other city developments that have occurred over the last few months. The City has also enhanced its use of different social media platforms to increase outreach and communication.

5. **Make city regulations, codes and ordinances available to the public in a simple, accessible, easy-to-use format (Status 2025: On-going).**
   Currently, full access to the city regulations and ordinances are provided on the website.

6. **Build upon existing city-wide programs such as National Night Out to create similar initiatives with a variety of themes (Status 2025: On-going).**
   The New Special Events & Communications Dept. assists in the permitting and organization of such events.

7. **Reach out to the St. Charles R-6, Francis Howell R-3 and Orchard Farm R-5 school districts, private and parochial schools, the St. Charles City-County Library District, and the city's churches and pastors associations to seek their involvement in community-wide initiatives and betterment projects (Status 2025: On-going).**
   The City of St. Charles regularly reaches out to church groups to participate in charity and fundraising events; however, the city's involvement with the local school districts has been limited over years.

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G. Summary

The intent of the Community Spirit section of the Comprehensive Plan is to address civic needs of the citizens, promote city-wide beautification and foster positive communication between local government and those it serves. The city has been successful in the adoption of specific regulations which will improve the overall aesthetic of public and private properties within the city limits.

Two of the more successful goals of the Community Spirit section include the enhancements to public facilities and the creation of new trails and parks within the city limits. Specific objectives such as the creation of the Foundry Arts Center, Skate Board Park, and J. Scheidegger Center for the Arts have been completed since 2002 and continue to contribute to the cultural welfare of the community. Regional cooperation has also been a major factor in the improvements to St. Charles and the surrounding area. The adoption of the Pathways Plan, in addition to partnering with Great Rivers Greenway, has aided in the construction of several connecting trails and pathways throughout the city limits. These partnerships have benefited citizens by providing trail connections to other areas of the county, as well as continuing all the way into St. Louis city. Also, city parks have been upgraded to include native planting areas, memorial gardens and preserves.

Another successful goal has been the continued expansion of festivals and celebrations in the City of St. Charles. The Comprehensive Plan objectives encourage the use of outlying parks and facilities in order to bring visitors and residents to other areas of the city; however, after review of each objective it was determined that a majority of those sponsoring events elect to hold them in the historic part of the city adjacent to the riverfront. The heritage, ambiance and the availability of other services of the district provide the sought after backdrop that draws visitors to the city each year.

Finally, the goal to improve communication between the city and community groups and associations has and continues to be an ongoing effort. The increased use and developments in technology have provided the necessary tools for bringing news and information to various groups in a more timely fashion. Social media, email, mapping systems and websites allow users from the public and private sectors to interact and create greater transparency for government projects.

Goals/Action Item Conclusion

In summation, the city continues to meet and exceed many of the objectives listed in their respective goals; however, there is always room for improvement with regard to public involvement and open dialogues between the government and its citizens. This may require additional town hall meetings, neighborhood group discussions and presentations to local non-profit organizations in order to gain support for specific projects or address the concerns of the affected public. While many of the main objectives have been met over the years, the city should continue support of the Comprehensive Plan and strive to expand and improve each of the goals set forth in this section.

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APPENDIX

Survey

At the end of 2024, staff initiated an online survey to request feedback from City residents (as well as non-residents) for the Comprehensive Plan review. Questions ranged from simple (age, employment status, etc.) to the more complicated. Overall, we received 262 responses. Below are the results of that survey along with some information from Staff. While the full results are provided, the below items are main points:

- 88% indicated that St. Charles had a "Good/Excellent" quality of life.
- Top reason of respondents on why they choose to live in St. Charles was its "location".
- Of those employed, 67% work outside of the City of St. Charles.
- Respondents were given the option to rank 6 objectives (1-6, 1 being most important) for the next 5-10 years. "Safety" was considered the most important objective for the City on average. Options included (in order of overall rank by average):
    1. Safety;
    2. Economic Growth;
    3. Historic/Cultural Preservation;
    4. Recreational Facilities;
    5. Affordable Housing; and
    6. More Upscale Housing Options.
- 80% of respondents believed the City *is* an affordable City.
- The Northern Growth Area:
    1. Mixed opinions upon annexation/development.
    2. If annexed, 20% (highest) believed Mixed Uses were most appropriate.
    3. Of those opposed to annexation, floodplain concerns were listed as most identified concern.

Full Survey Results

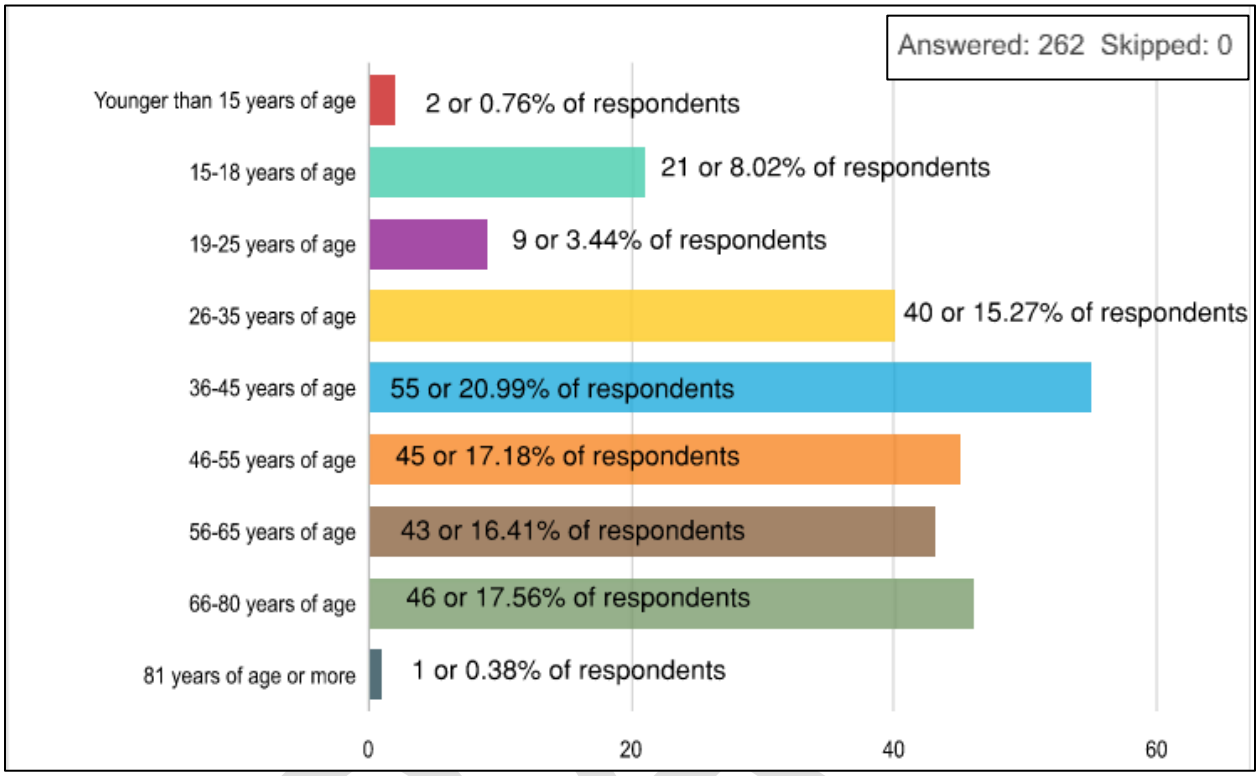
Background/Caveats of Data

- Some questions only required depending upon response of previous/certain questions.
- Survey was advertised by word of mouth, social media and online resources only (paper available, but none requested).
- Allowed Resident and Non-Resident responses.

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Survey Questions/Analysis

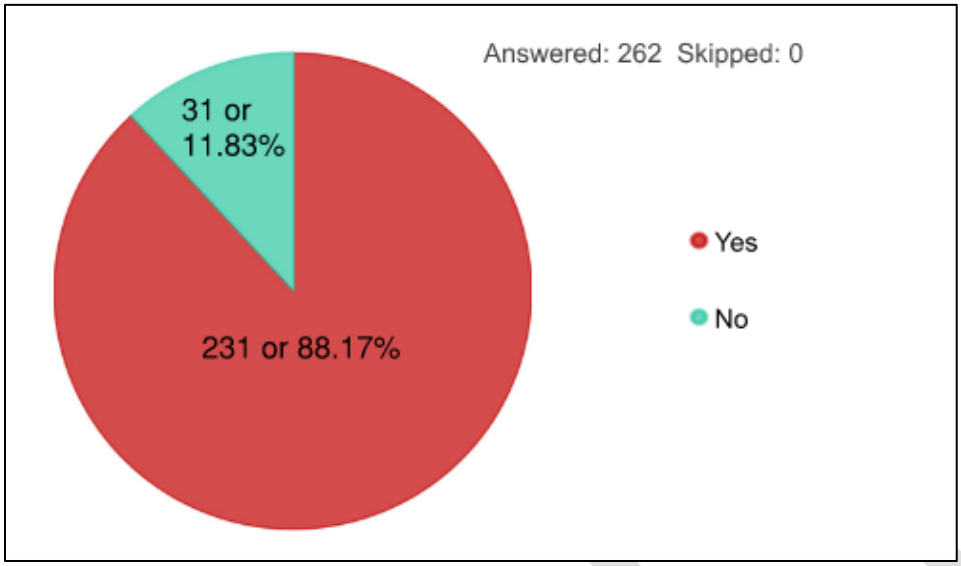
1. *What age bracket are you within?*



- Required Question
- 262 people out of 71,190 population (2022 estimate) – 0.36% response rate.
    - Low for total population; however, not surprising based upon advertisement mostly digitally/word-of-mouth.
- 36-45 year bracket was largest response bracket (21% of total).
- Of respondents, most were 26-80 years of age (87.4% of total).
- The 15-35 year bracket made up 26.7% of responses (70 of 262).

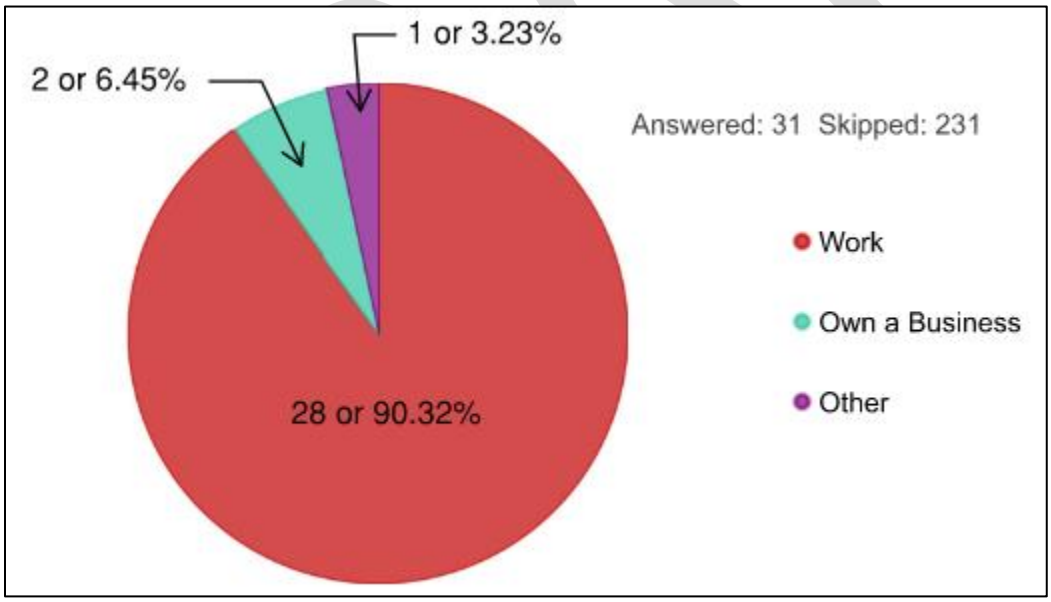
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2. *Are you a resident of the City of St. Charles?*



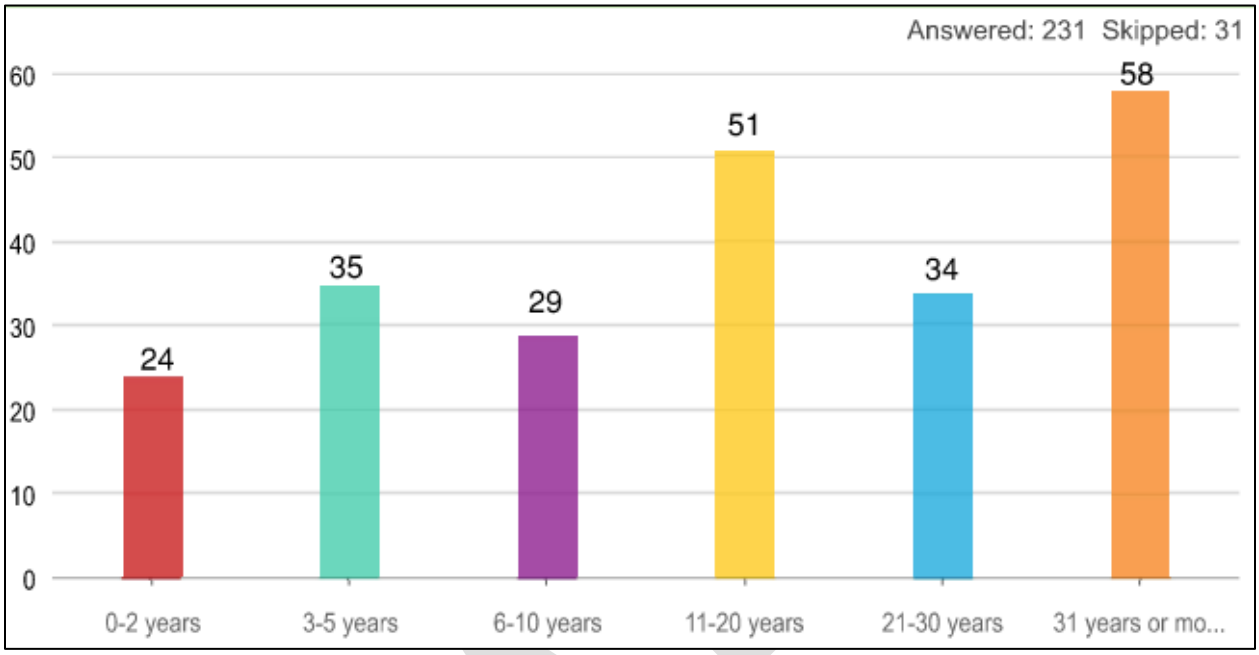
- Required Question
- Not a surprising response rate; however, was advertised to non-residents as well (business owners, outside residents, etc.).

3. *If you are not a resident of the City of the St. Charles, do you work/own a business within the City?*



- Not a required question - could be skipped or if responded to as a "citizen" of St. Charles in Questions #2.
- 90% of non-residents worked within the boundaries of the City.
- The 1 "other" response is unknown (non-resident/student?).

4. *How long have you lived within the City of St. Charles?*

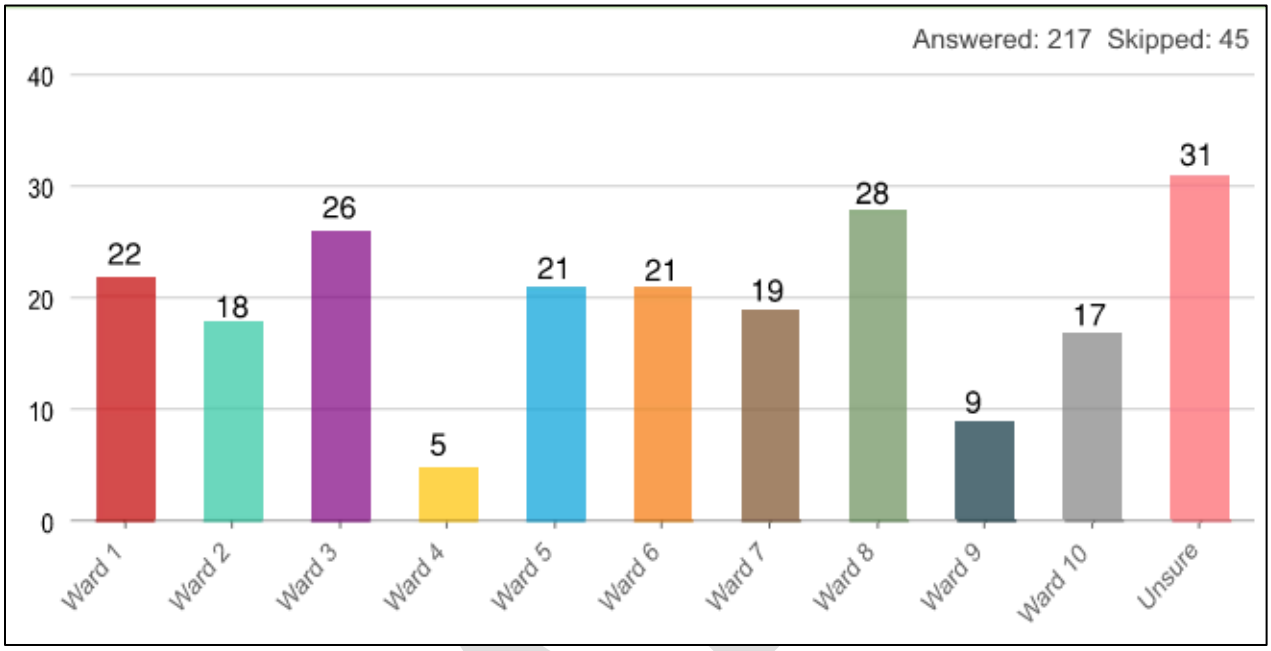


- Not a required question – This question could be skipped or answered if responded answered "citizen" to Questions #2.
- 25% of respondents have lived within the City of 31+ years.
- 62% or respondents have lived within the City 11 or more years.
- 25% of respondents (same percentage as lived 31+ years) only lived within the City less than 5 years.
- Doesn't taken into account residence years within current home.
- Indicate low import of new residents versus existing.
- Potentially backs up an aging population of St. Charles

Median Age	1990	2000	2010	2020
City of St. Charles	*31.1*	*35.3*	*36.6*	*38.8*

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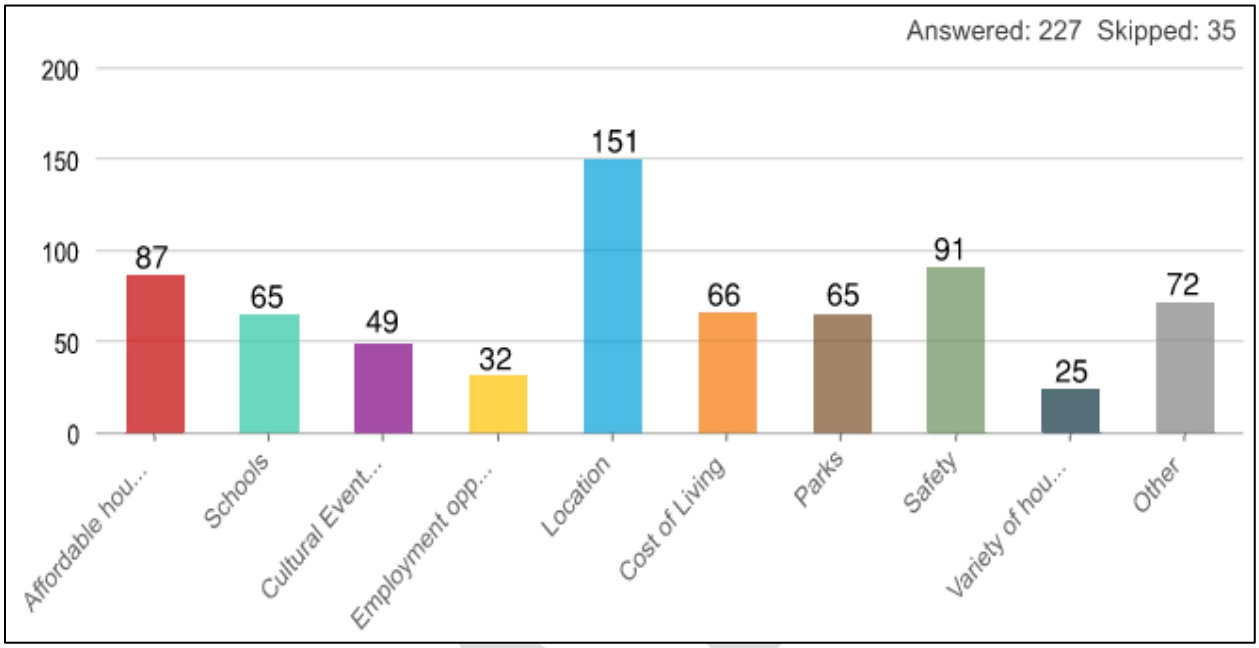
5. *Which City Council Ward do you reside within?*



- Not a required question – could be skipped or if responded as a “non-citizen” to Question #2.

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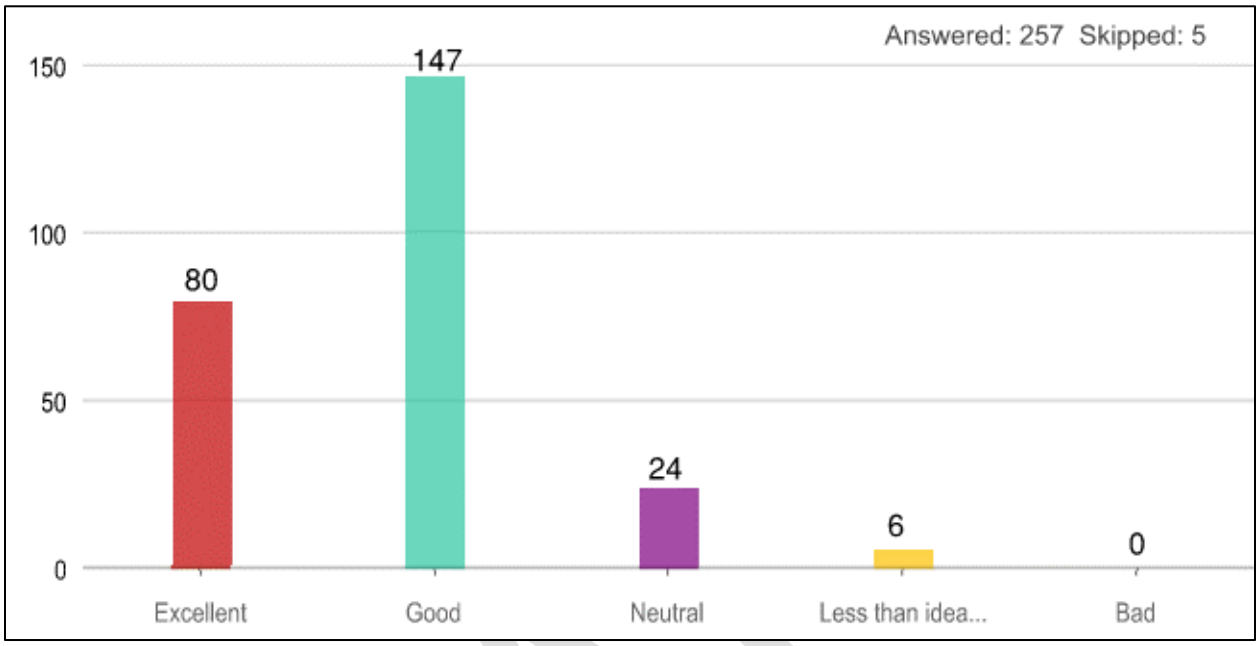
6. *Why did you choose to live in St. Charles (select all that apply)?*



- Not a required question – could be skipped or if responded as a "non-citizen" to Question #2.
- Question allowed more than one answer.
- 66.5% of those surveyed believed "location" was the reason they choose to live within the City (location is a strength).
- Safety was 2nd (40%). Not surprising response as in Question #13 as the single most important issue for the next 5-10 years.
- Affordable Housing was 3rd (38.3%) closely behind "Safety".
- Schools (28.6%), Cost of Living (29.1%) and Parks (28.6%) were very close.
- 31.7% of respondents selected "Other".
- Employment Opportunities is low scoring even though we have major employers within the City.

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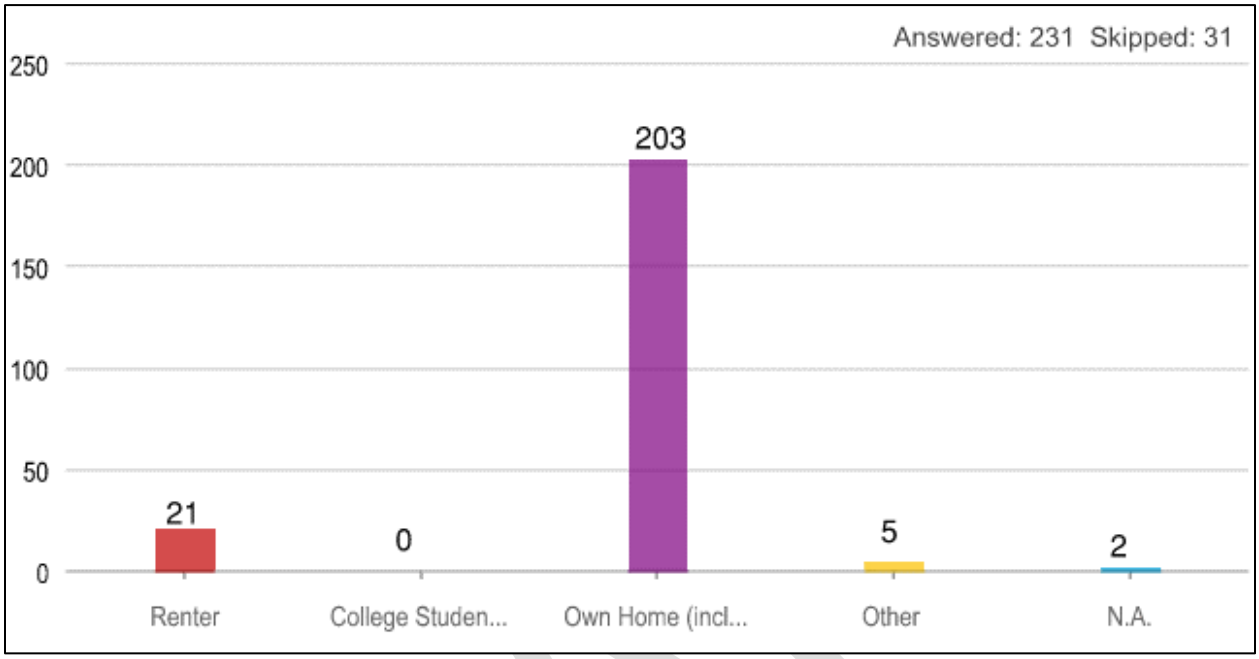
7. *How would you rate the quality of life in St. Charles (1-5)?*



- Not a required question.
  - 2% choose not to answer (high response rate)
- 88.3% of those which responded believed the quality of life in the City was "Good" or "Excellent".
- 2.3% (slightly above that of those who choose NOT to answer) believed the City's quality of life was "Less than ideal".
- No respondents indicated the quality of life was "Bad".

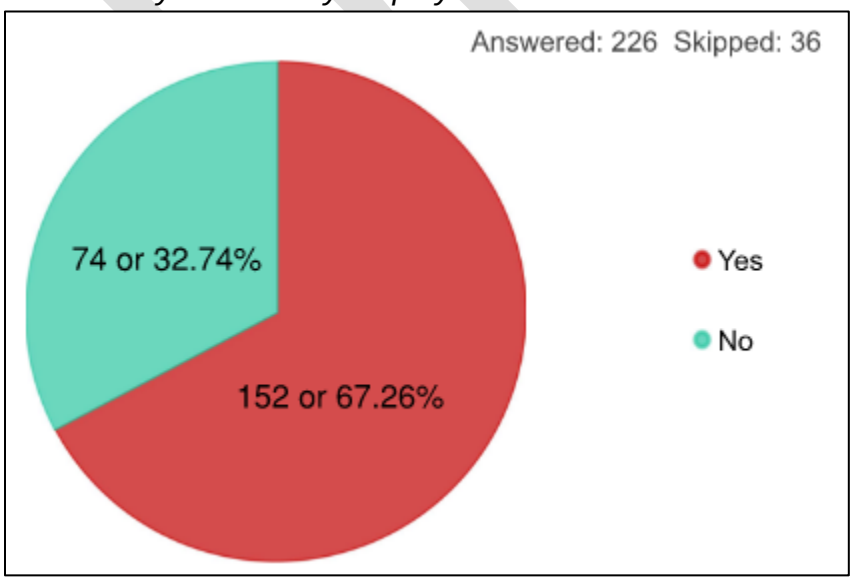
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8. *What type of housing most closely resembles your situation?*



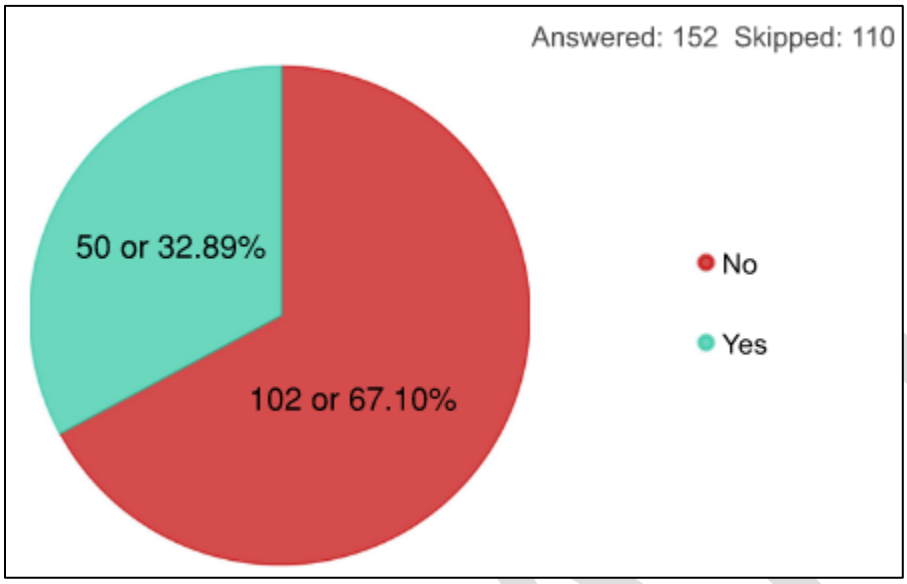
- Not a required question - could be skipped or if responded as a “non-citizen” to Question #2.
- All City residents which responded, answered this question (the 31 skipped equal that of non-resident respondents to the survey).
- 87.7% of respondents “own their home (including mortgages)”.
- 9% of respondents “rent”.

9. *Are you currently employed?*



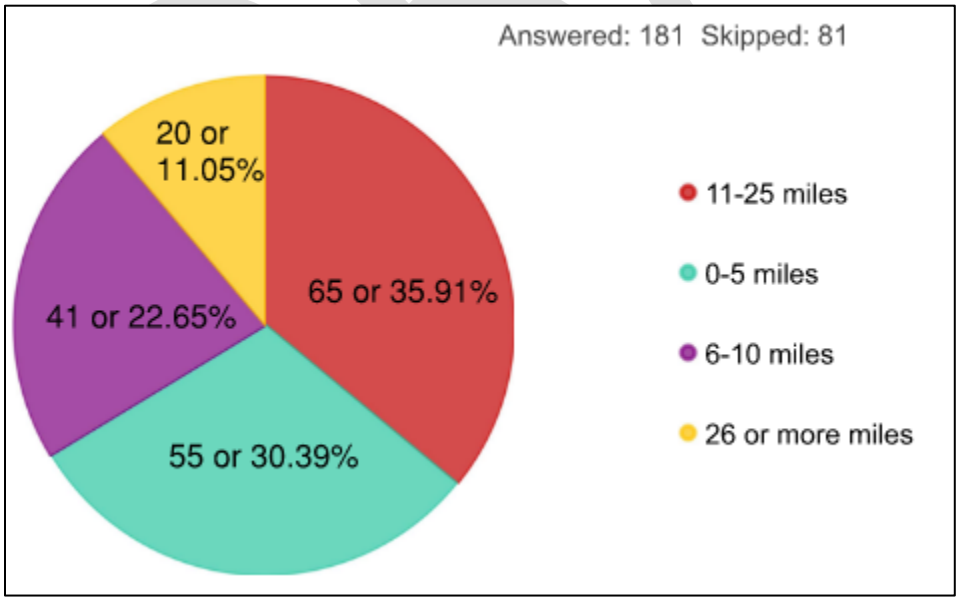
- Not a required question – could be skipped if they were a Non-Resident and were younger than 15.
- Unknown on the official status of the 32.7% who do not work (only 17.5% of residents are of retirement age or 65+ per Question #1).

10. If you are employed, do you work within the City of St. Charles?



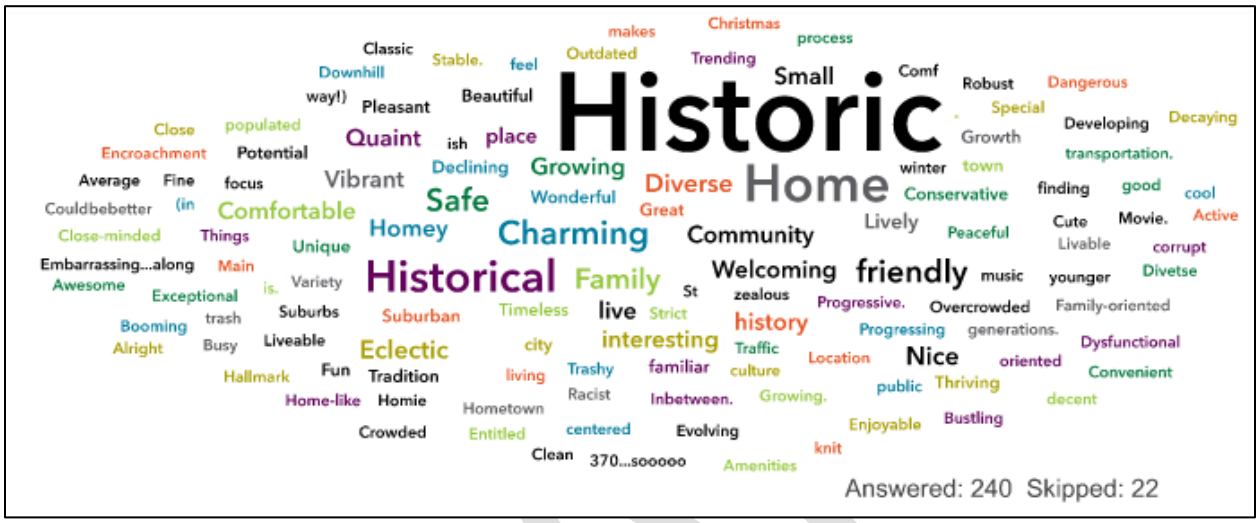
- Not a required question – could be skipped if responded was under 15 years of age or was not employed.
- Over 2/3 of those that responded do NOT work within the City of St. Charles.
- Interesting to track over time.

11. If you are employed, how far to do you commute to work (one-way)?



- Not a required question – could be skipped or was not available if unemployed.

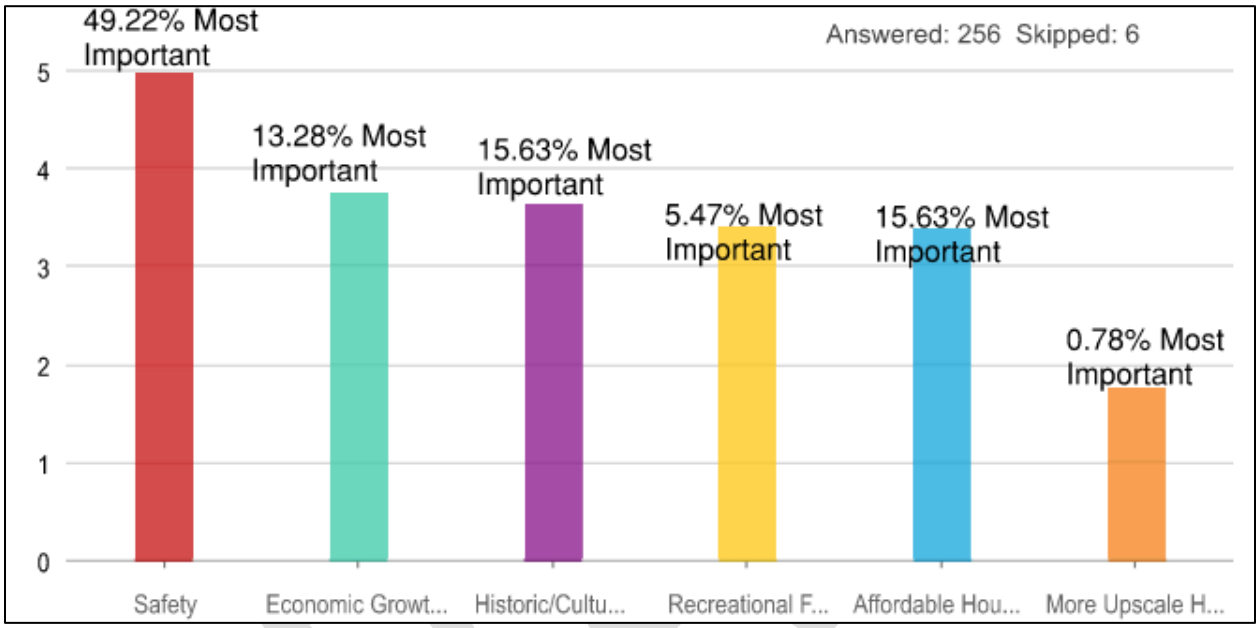
12. *When you think of St. Charles, what is one word you would use to describe the City?*



- Not a required question.
- The most included word, at 49 (20.4%) of respondents, “Historic” or “Historical”.
- 15 of respondents (6.3%) indicated “Home” (next largest selection).
- Majority responded positively - Only 14 (5.8%) responded negatively.

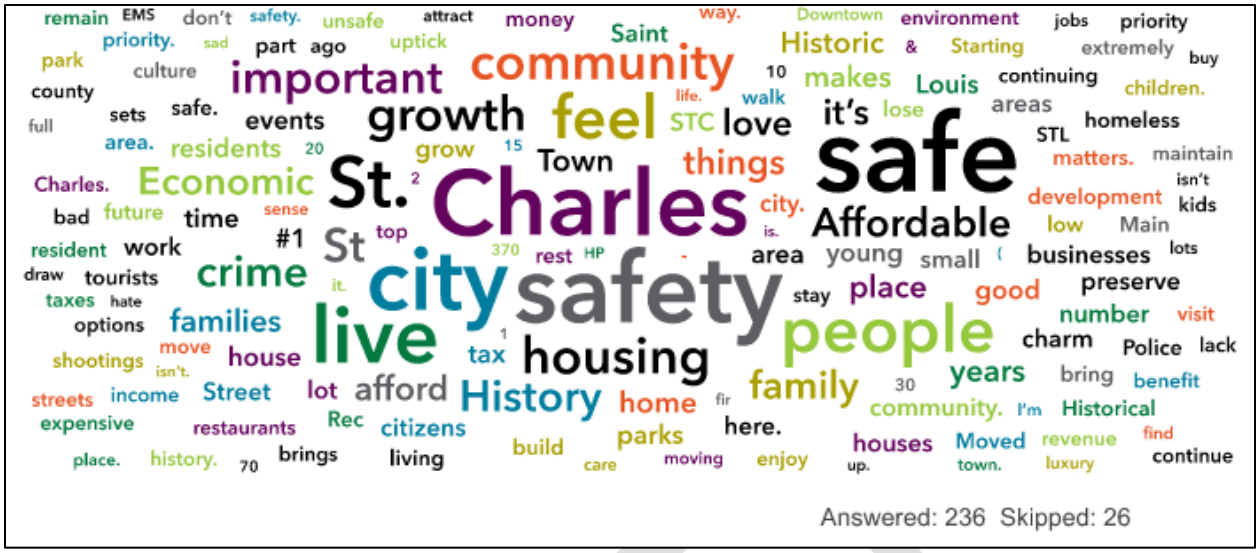
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13. *How would you rank to the importance of the following objectives for St. Charles for the next 5-10 years?*

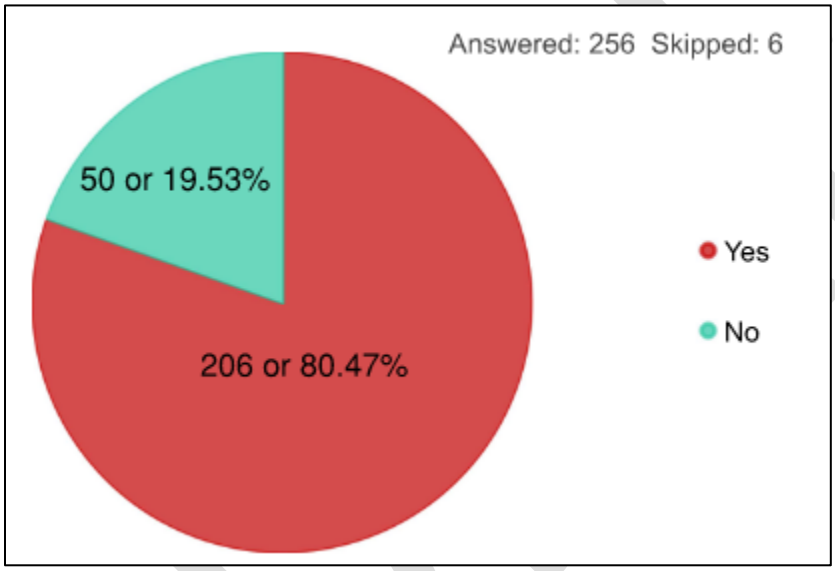


- Not a required question.
    - Ranked in order of importance (by average). Most important received a score of 6 and least 1, etc.
- Terms were NOT defined and left up to the interpretation of the respondent (purposeful by staff).
- 49% of respondents ranked "Safety" as most important (only 0.39% of respondents believed it was the least important).
- "Economic Development" ranked as 2nd most important. This was just ahead of "Historic/Cultural Preservation", "Recreational Facilities" and "Affordable Housing" in average order of importance

14. *Please provide a brief explanation on why you choose your number #1 objective?*

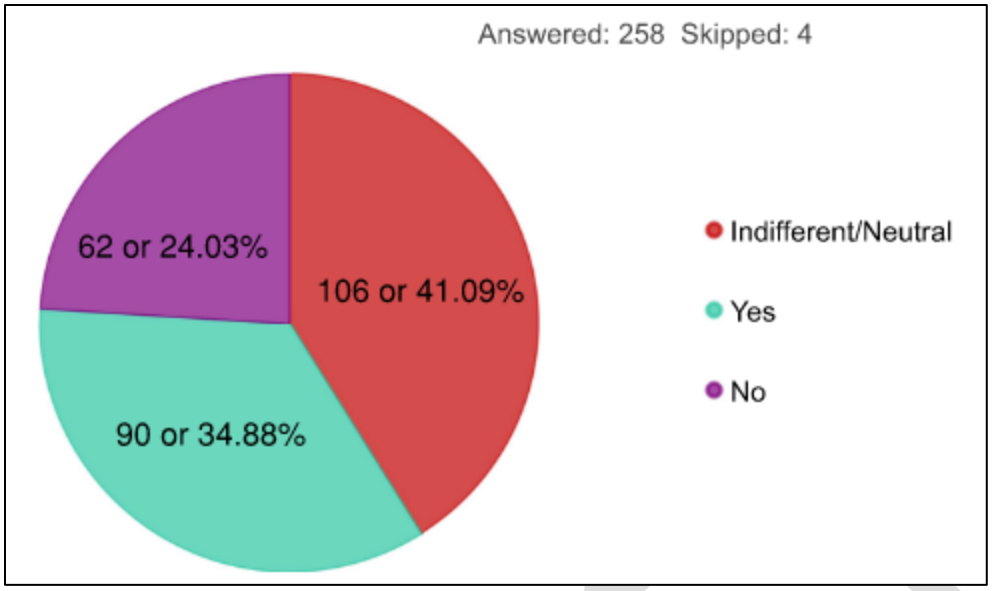


15. *Do you believe the City of St. Charles is an affordable community (housing, services, etc.)?*

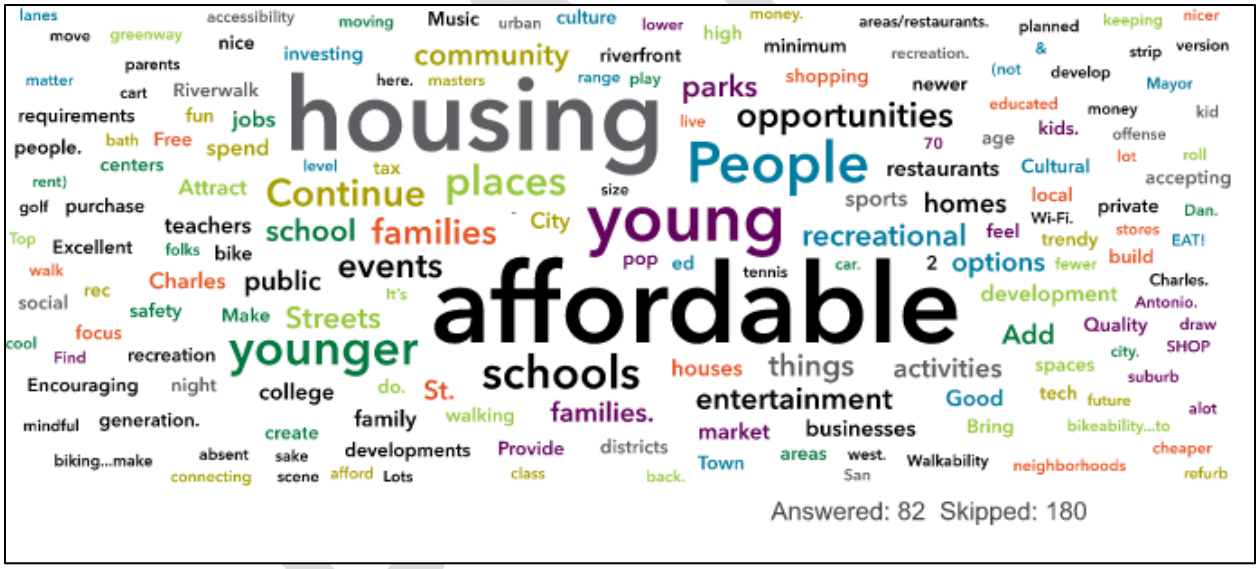


- Not a required question, but nearly all responded.
- Overall, most believed the City is affordable.
- Of the people who said it was not, it be interesting to know their age, housing status, employment (socio-economic factors)…

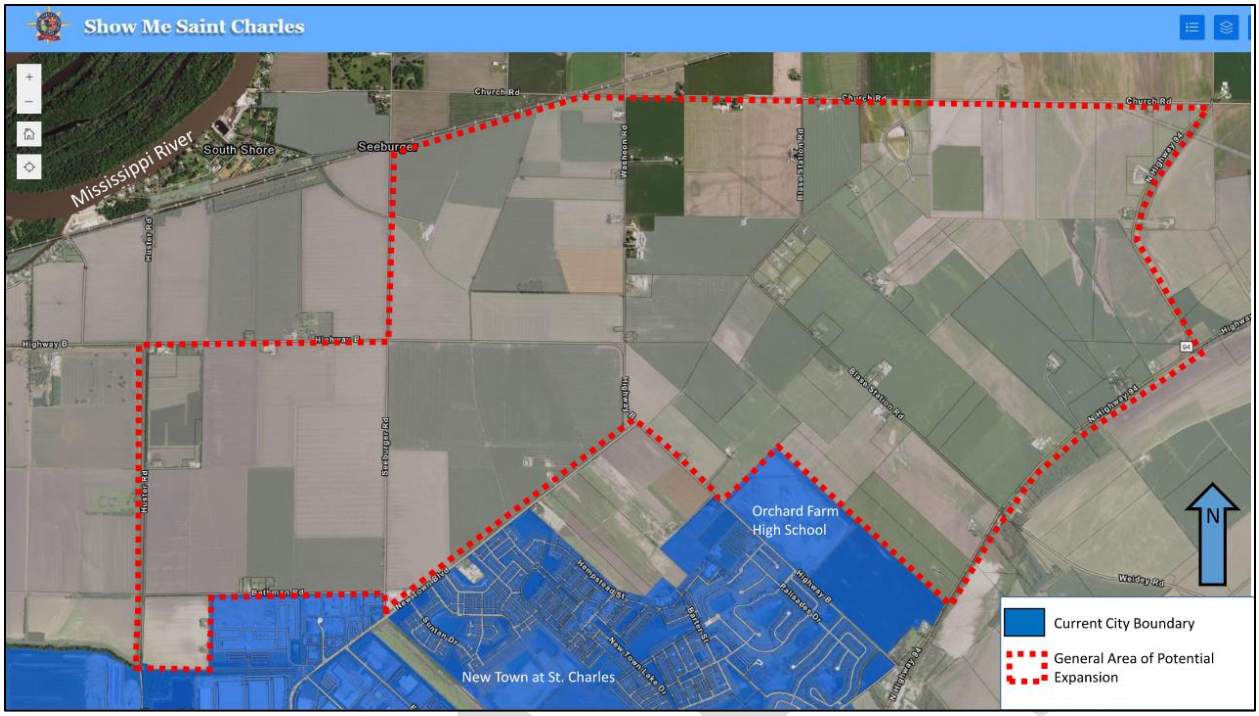
16. *Over time, the City's median age has steadily increased (see below data). Should the City focus on countering this trend? Median Age is the age that divides the population into two numerically equal groups (U.S. Census Bureau).*
    1990 = 31.8
    2000 = 35.3
    2010 = 36.6
    2020 = 38.8



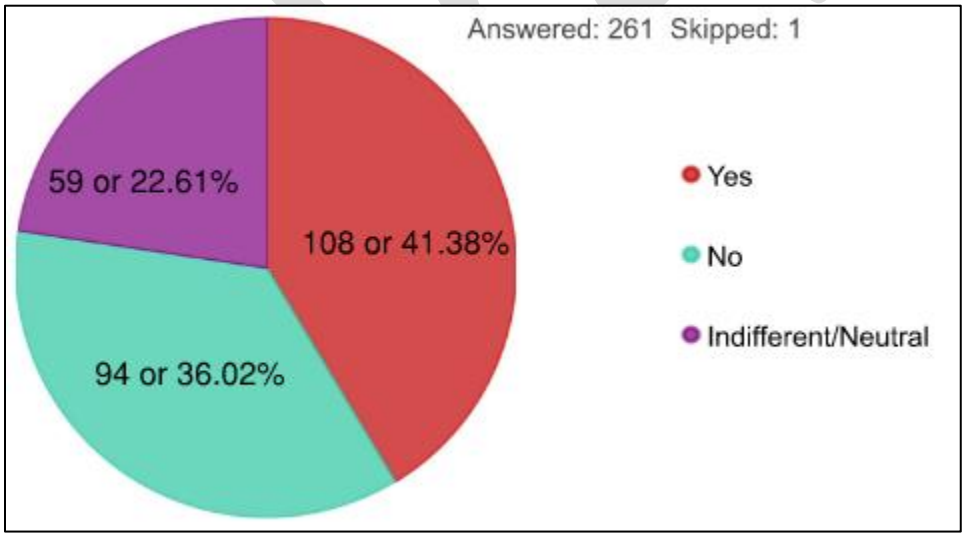
17. *If Yes, what should the City consider/encourage in order to attract/retain younger populations (open ended answer or unknown)?*



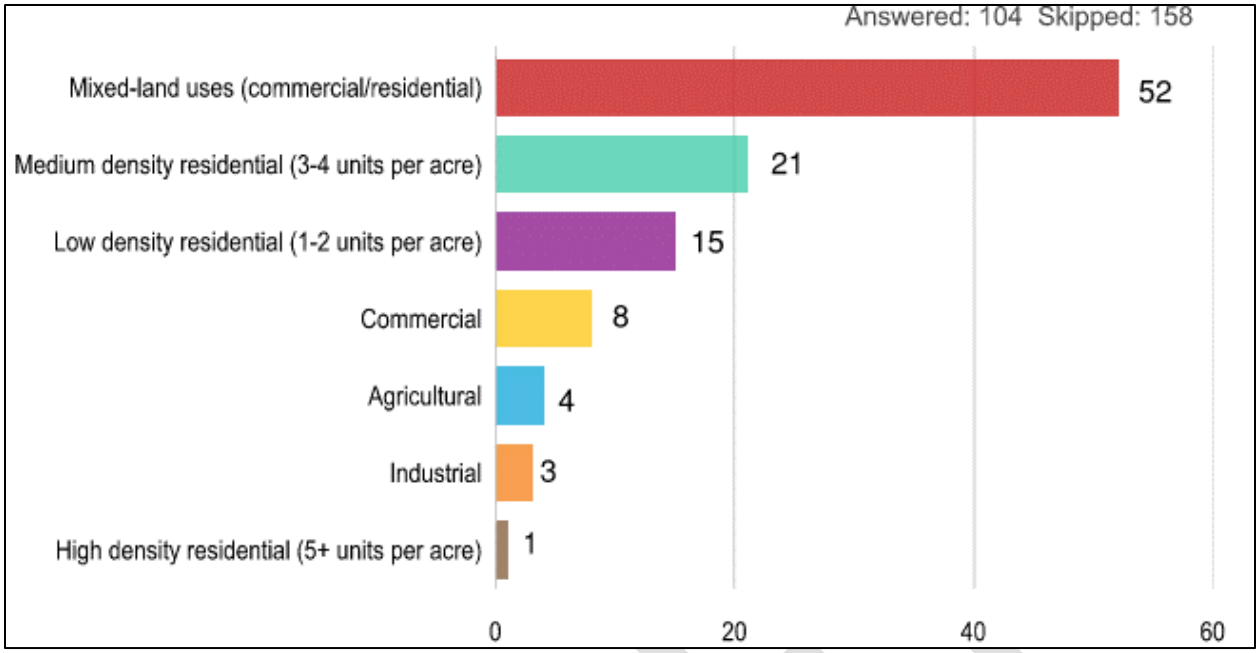
18. *The next series of questions concerns the City's future growth:*
    - *Based upon the City's current boundaries, the City is reviewing possible land expansion to the north (see map). This area is the last remaining region the City could expand to:*



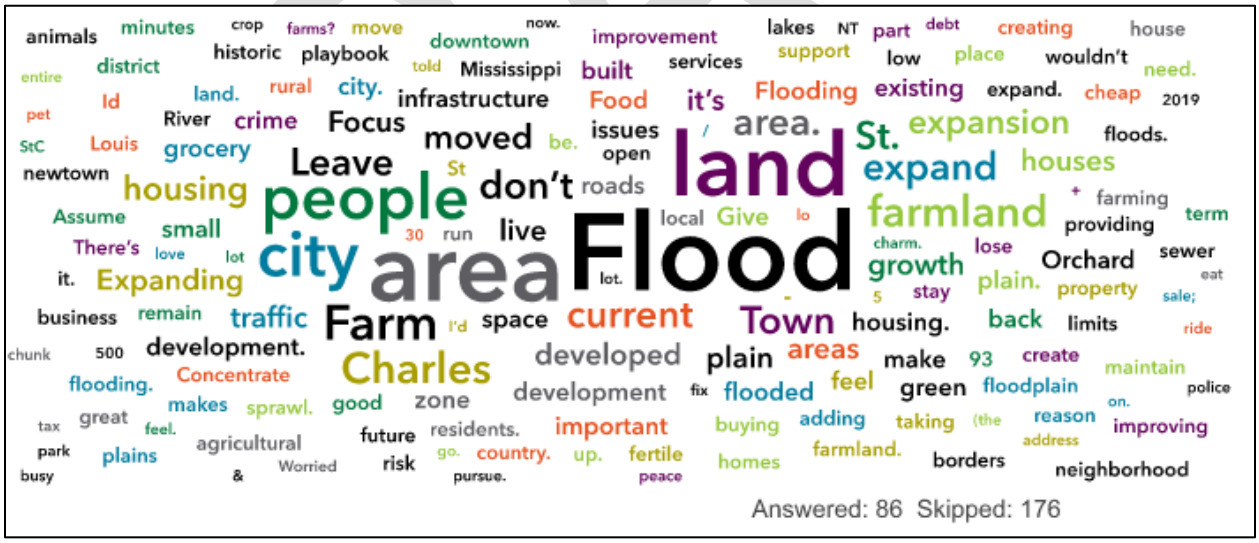
- *Should the City expand into this area?*



- *If Yes, what predominant land use would you be believe is the most appropriate for this area?*

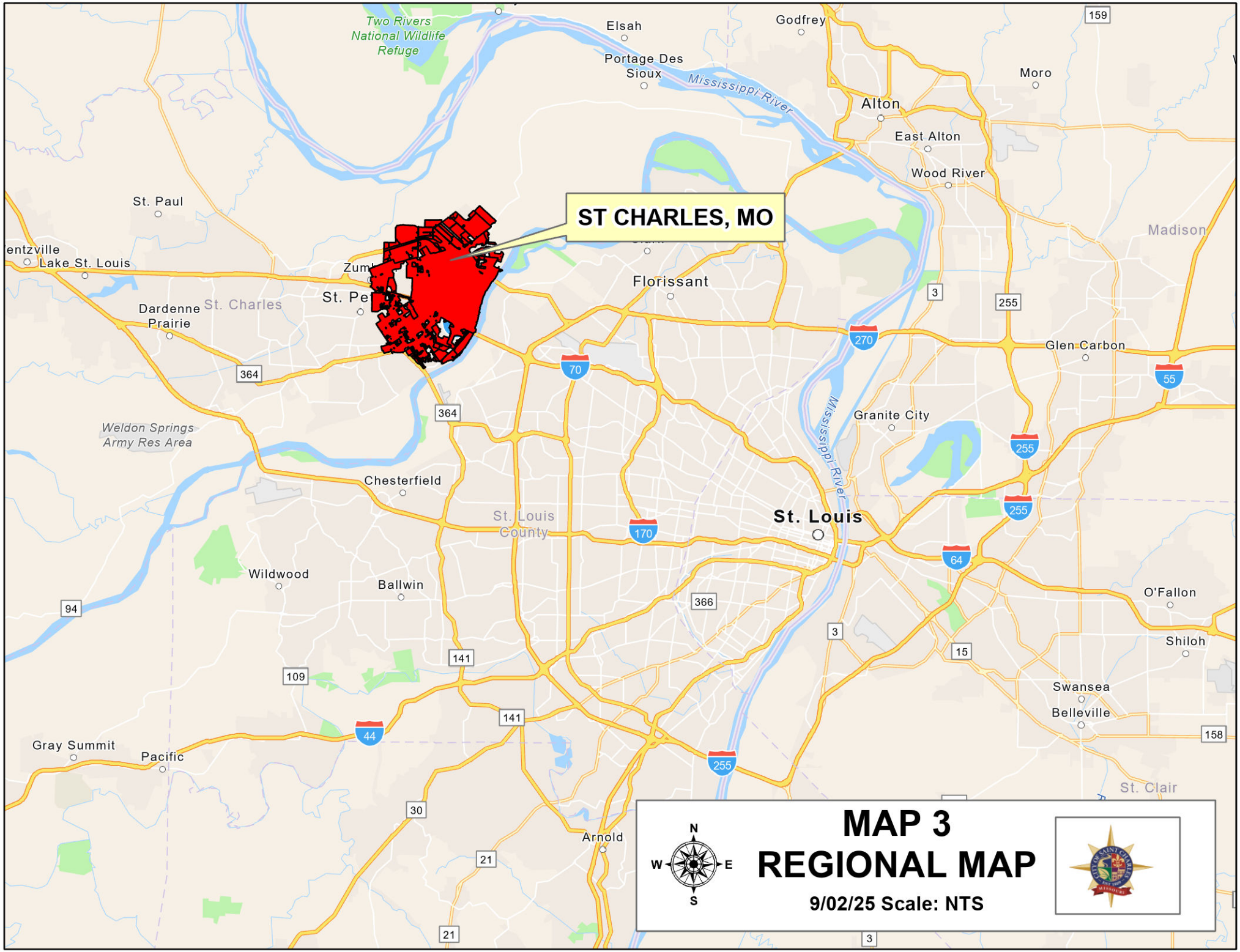


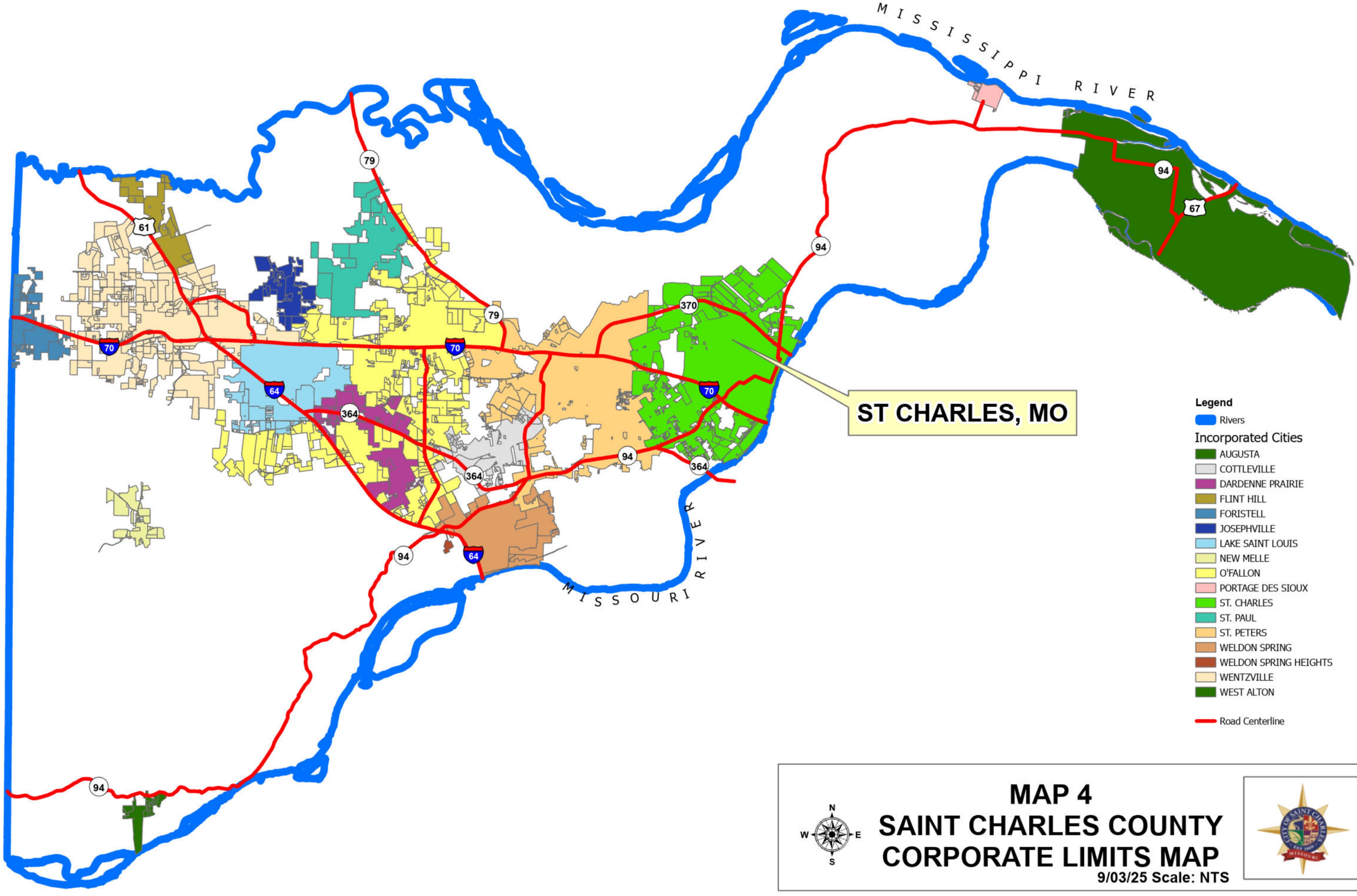
- Only required if respondent choose “Yes” concerning annexation, which was roughly only half of those surveyed.
- Of those which believe the City should annex, a majority believed mixed-use was appropriate/desired.
- Least appropriate were: High density, Industrial and Agricultural.
    - *If No/Indifferent, why?*




Edmonton
Saskatchewan
Québec
Calgary
Ontario
Vancouver
Seattle
Montana
North Dakota
Lake Superior
Minnesota
New Brunswick
Ottawa
Maine
Nova
South Dakota
Wisconsin
Idaho
Oregon
Toronto
Michigan
Wyoming
New York
Boston
Detroit
Chicago
Iowa
Nebraska
Pennsylvania
New York
Nevada
Denver
UNITED STATES
Illinois
Ohio
Utah
Colorado
St. Louis
Washington
Kansas
San Francisco
St. Charles, MO
Virginia
California
Oklahoma
Tennessee
North Carolina
Arkansas
Los Angeles
Arizona
New Mexico
Atlanta
Dallas
Georgia
Texas
Houston
Florida
Monterrey
Miami
Gulf of Mexico
MÉXICO
Havana
CUBA
Guadalajara
Mexico City
N
W
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MAP 1
U.S. MAP
5/30/25


Iowa
Des Moines
Chicago
Lincoln
Indiana
Illinois
Springfield
Indianapolis
Topeka
Kansas City
Jefferson City
St. Louis
Louisville
Frank
St. Charles, MO
Missouri
Kentucky
N
W
E
S
Tulsa
Nashv
Arkansas
Memphis
MAP 2
MISSOURI / ILLINOIS
6/24/25 Scale: NTS
SCALE: NTS

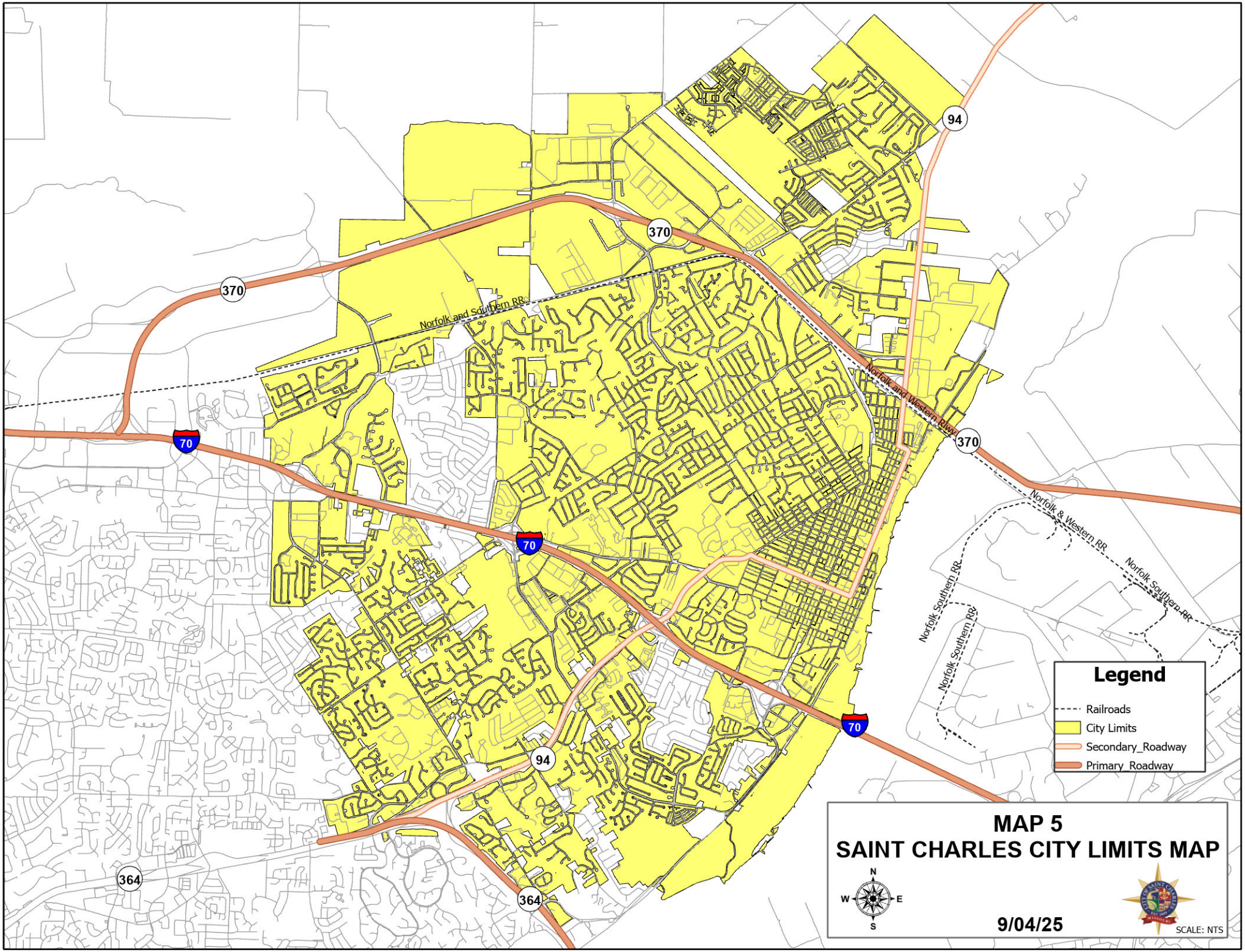

ST CHARLES, MO
Two Rivers National Wildlife Refuge
Elsah
Portage Des Sioux
Mississippi River
Godfrey
Alton
Moro
East Alton
Wood River
St. Paul
Lake St. Louis
Dardenne Prairie
St. Charles
Florissant
Madison
Glen Carbon
Granite City
Weldon Springs Army Res Area
Chesterfield
St. Louis County
St. Louis
Wildwood
Ballwin
O'Fallon
Shiloh
Swansea
Belleville
Gray Summit
Pacific
Arnold
St. Clair
MAP 3
REGIONAL MAP
9/02/25 Scale: NTS
N
W
E
S

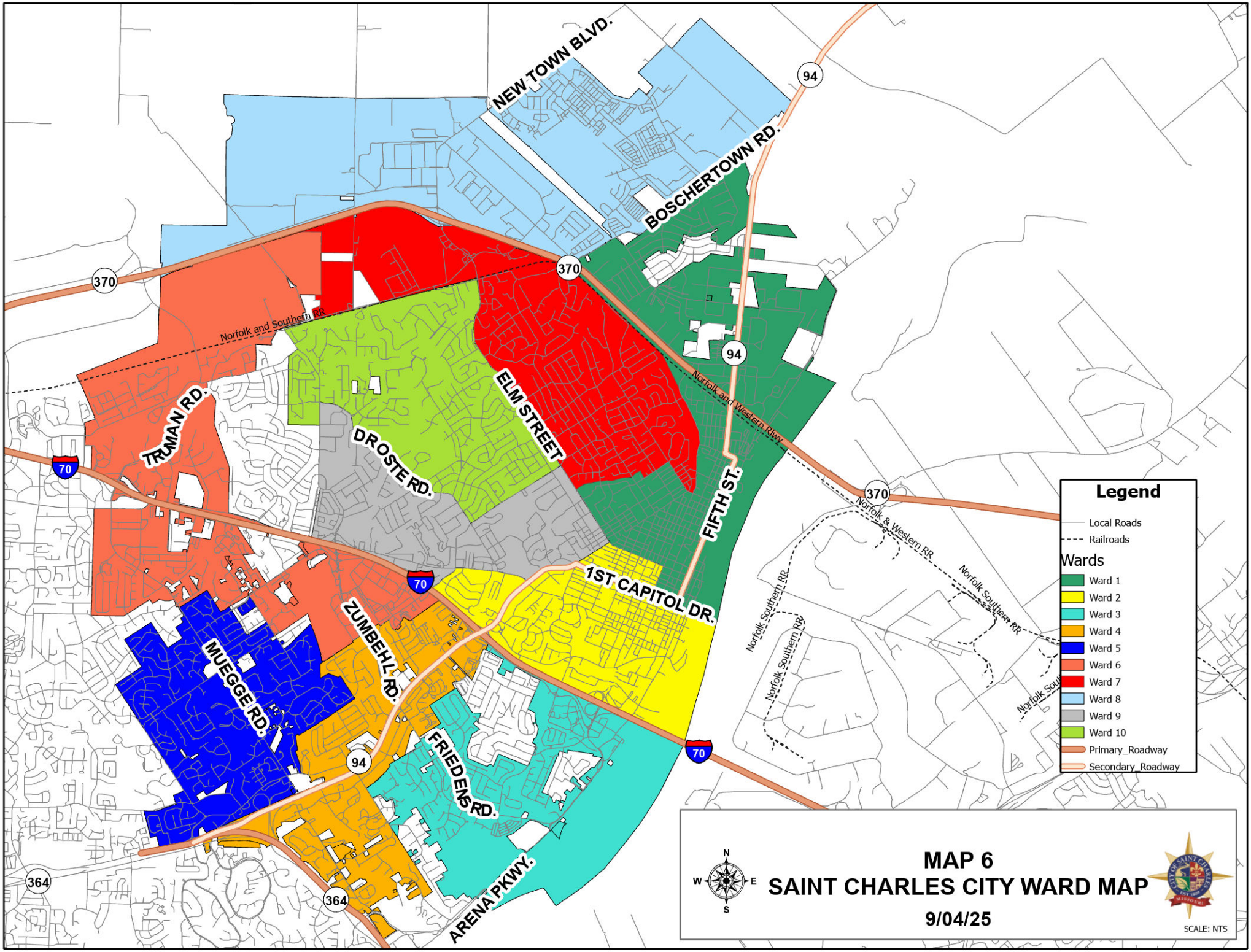


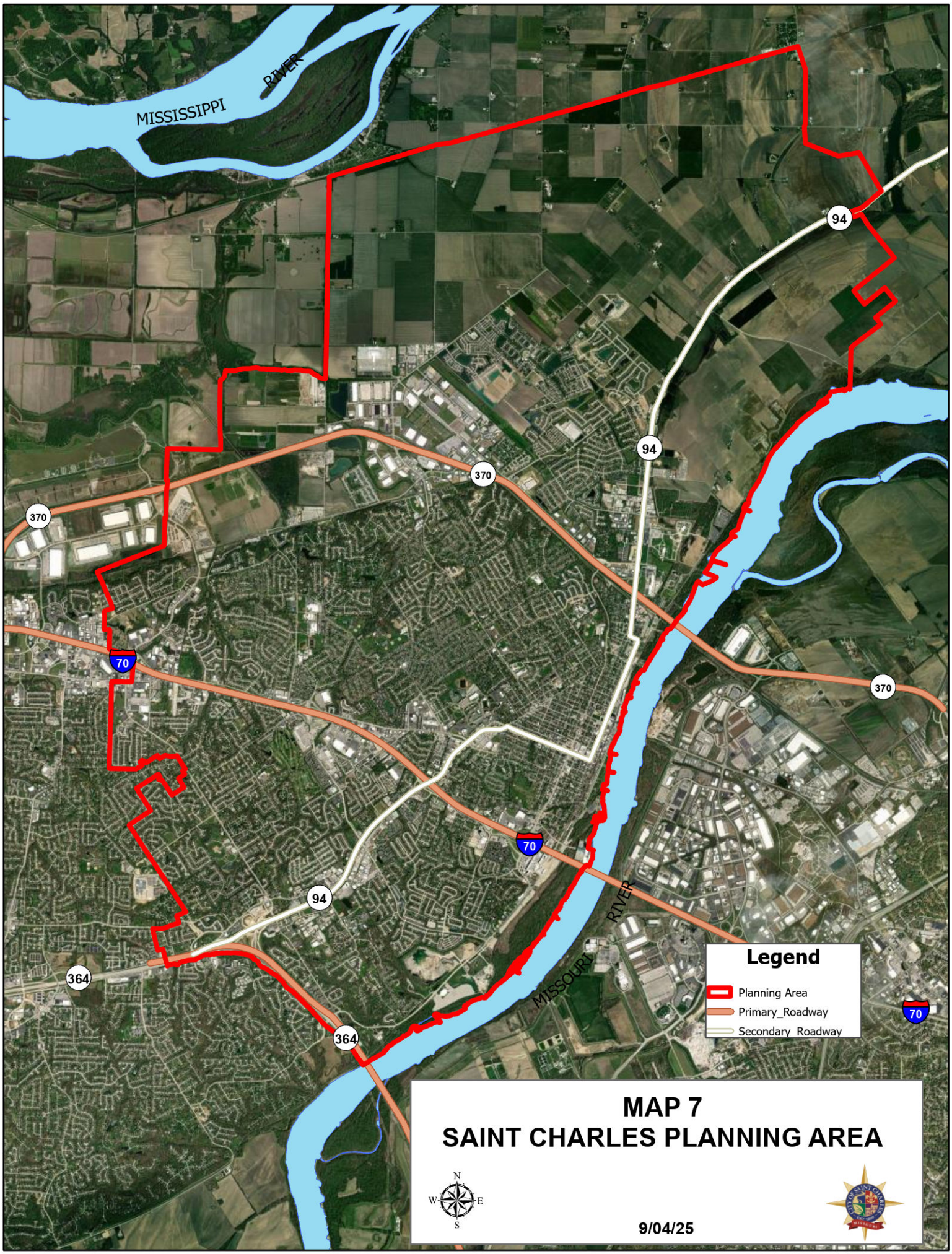
MAP 4
SAINT CHARLES COUNTY CORPORATE LIMITS MAP

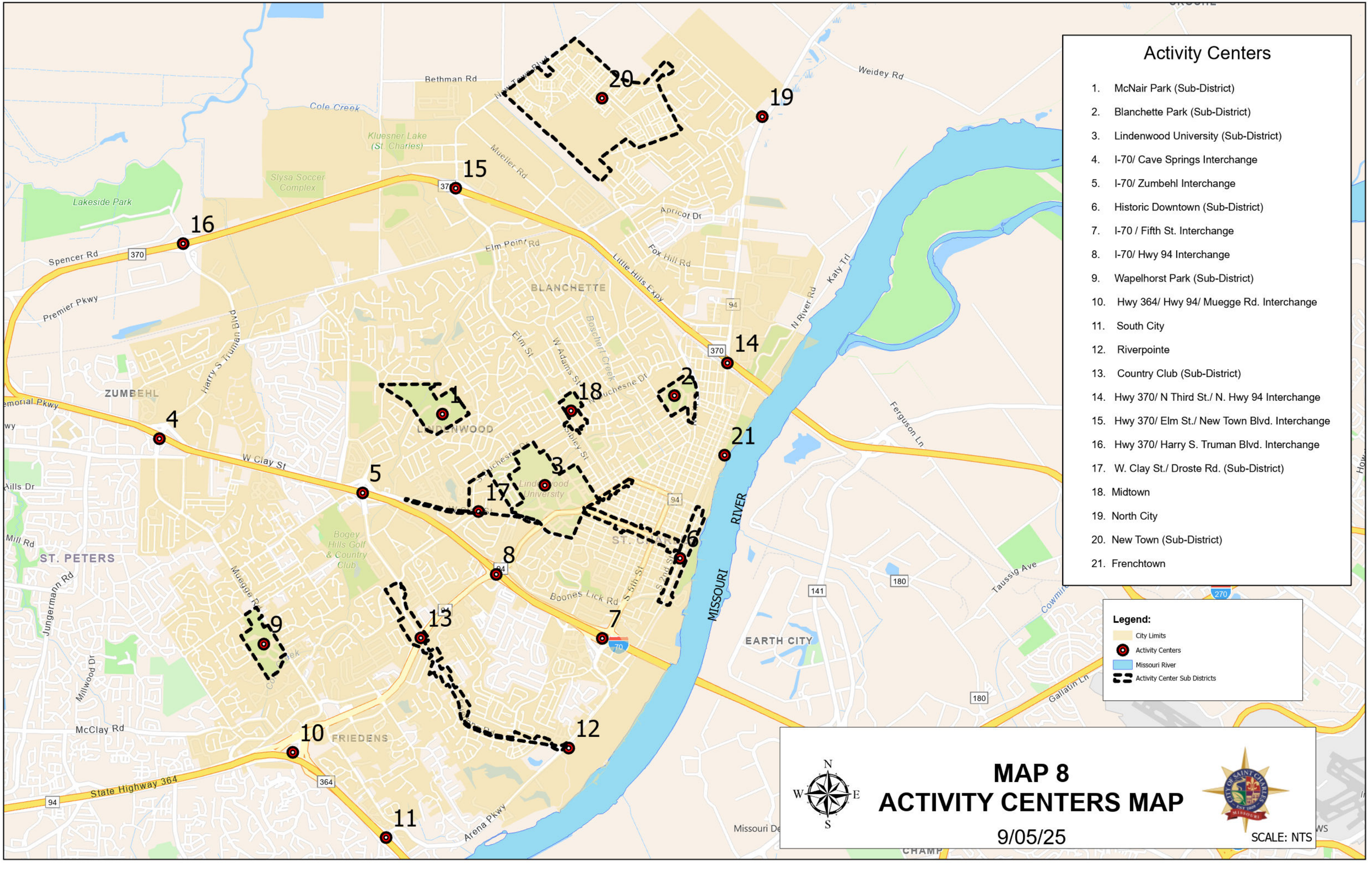
N W E S

9/03/25 Scale: NTS


94
370
370
Norfolk and Southern RR
70
70
Norfolk and Western Rlwy
370
Norfolk & Western RR
Norfolk Southern RR
Norfolk Southern RR
Norfolk Southern RR
70
94
364
364
Legend
Railroads
City Limits
Secondary_Roadway
Primary_Roadway
MAP 5
SAINT CHARLES CITY LIMITS MAP
N
W
E
S
9/04/25
SCALE: NTS


NEW TOWN BLVD.
BOSCHERTOWN RD.
94
370
Norfolk and Southern RR
TRUMAN RD.
DROSTE RD.
ELM STREET
Norfolk and Western RWY
FIFTH ST.
70
1ST CAPITOL DR.
Norfolk & Western RR
Norfolk Southern RR
ZUMBEHL RD.
MUEGGE RD.
FRIEDENS RD.
ARENA PKWY.
364
Legend
Local Roads
Railroads
Wards
Ward 1
Ward 2
Ward 3
Ward 4
Ward 5
Ward 6
Ward 7
Ward 8
Ward 9
Ward 10
Primary_Roadway
Secondary_Roadway
N
W
E
S
MAP 6
SAINT CHARLES CITY WARD MAP
9/04/25
SCALE: NTS


MISSISSIPPI RIVER
MISSOURI RIVER
94
370
70
364
Legend
Planning Area
Primary_Roadway
Secondary_Roadway
MAP 7
SAINT CHARLES PLANNING AREA
N
W
E
S
9/04/25


Activity Centers
1. McNair Park (Sub-District)
2. Blanchette Park (Sub-District)
3. Lindenwood University (Sub-District)
4. I-70/ Cave Springs Interchange
5. I-70/ Zumbehl Interchange
6. Historic Downtown (Sub-District)
7. I-70 / Fifth St. Interchange
8. I-70/ Hwy 94 Interchange
9. Wapelhorst Park (Sub-District)
10. Hwy 364/ Hwy 94/ Muegge Rd. Interchange
11. South City
12. Riverpointe
13. Country Club (Sub-District)
14. Hwy 370/ N Third St./ N. Hwy 94 Interchange
15. Hwy 370/ Elm St./ New Town Blvd. Interchange
16. Hwy 370/ Harry S. Truman Blvd. Interchange
17. W. Clay St./ Droste Rd. (Sub-District)
18. Midtown
19. North City
20. New Town (Sub-District)
21. Frenchtown
Legend:
City Limits
Activity Centers
Missouri River
Activity Center Sub Districts
MAP 8
ACTIVITY CENTERS MAP
9/05/25
SCALE: NTS
Bethman Rd
Cole Creek
Kluesner Lake (St. Charles)
Slysa Soccer Complex
Lakeside Park
Mueller Rd
Weidey Rd
Apricot Dr
Elm Point Rd
Fox Hill Rd
Little Hills Expy
Spencer Rd
Premier Pkwy
Harry S Truman Blvd
BLANCHETTE
Elm St
W Adams St
Boschert Creek
Duchesne Dr
N River Rd
Katy Trl
Ferguson Ln
ZUMBEHL
LINDENWOOD
W Clay St
Lindenwood University
Bogey Hills Golf & Country Club
ST. PETERS
Mill Rd
Jungermann Rd
Muegge Rd
Millwood Dr
McClay Rd
FRIEDENS
State Highway 364
Arena Pkwy
Boones Lick Rd
S 5th St
S 2nd St
MISSOURI RIVER
EARTH CITY
Taussig Ave
Gallatin Ln
Missouri De
CHAMP
370
94
364
70
141
180
270

Air and Rail:

- A — Lambert St. Louis International Airport
- B — Mid-American St. Louis Airport
- C — Spirit of St. Louis Airport
- D — St. Charles Co. Regional Airport
- E — Washington Regional Airport
- F — Creve Coeur Airport
- Amtrak Station
- Metro Light Rail

Lincoln Co.

Jersey Co.

Madison Co.

Warren Co.

St. Charles Co.

St. Louis Co.

St. Louis City

Clinton Co.

St. Clair Co.

Franklin Co.

Jefferson Co.

Monroe Co.

70 94 370 40 61 364 170 270 44 64 55

Legend

- Major Roadway Network
- Counties

N W E S

MAP 9
REGIOAL TRANSPORTATION FACILITIES

SCALE: NTS

McCann Landing
Peruque
Silver Lake
Lakeside Park
State Highway 370
Salt River Rd
Premier Pkwy
Spencer Rd
Veterans Memorial Pkwy
Zumbehl
City Centre Park
Sandford Creek
Cole Creek
Lindenwood
W. Branch Boschert Creek
Boschert Creek
Missouri River Watershed
Blanchette
Elm St
Ipswich Ln
W Clay St
St. Charles
Bogey Hills Golf & Country Club
Booneslick Creek
S 5th St
Mississippi River Watershed
S 1st Capitol Dr
Crystal Springs Creek
St. Peters
Willott Rd
Mid Rivers Mall Dr
Kimberly Ln
Thoele Rd
Millwood Dr
Muegge Rd
McClay Rd
S Old Highway 94
Friedens
Friedens Rd
State Highway 364
S Saint Peters Pkwy
Taylor Branch
Upper Bottom Rd
Jungs Station Rd
Missouri River
St Stanislau Park
Aubuchon Rd
Tradeport Dr
Harry Truman Park
Ferguson Ln
Hazelwood
Coldwater Creek
Lynn Haven Ln
Tausig Ave
Cowmire Creek
Earth City
Earth City Expy
180
364

Legend:

Floodplain

- 500 Year Floodplain
- 100 Year Floodplain
- Zone A
- Floodway
- Watershed/ Drainage

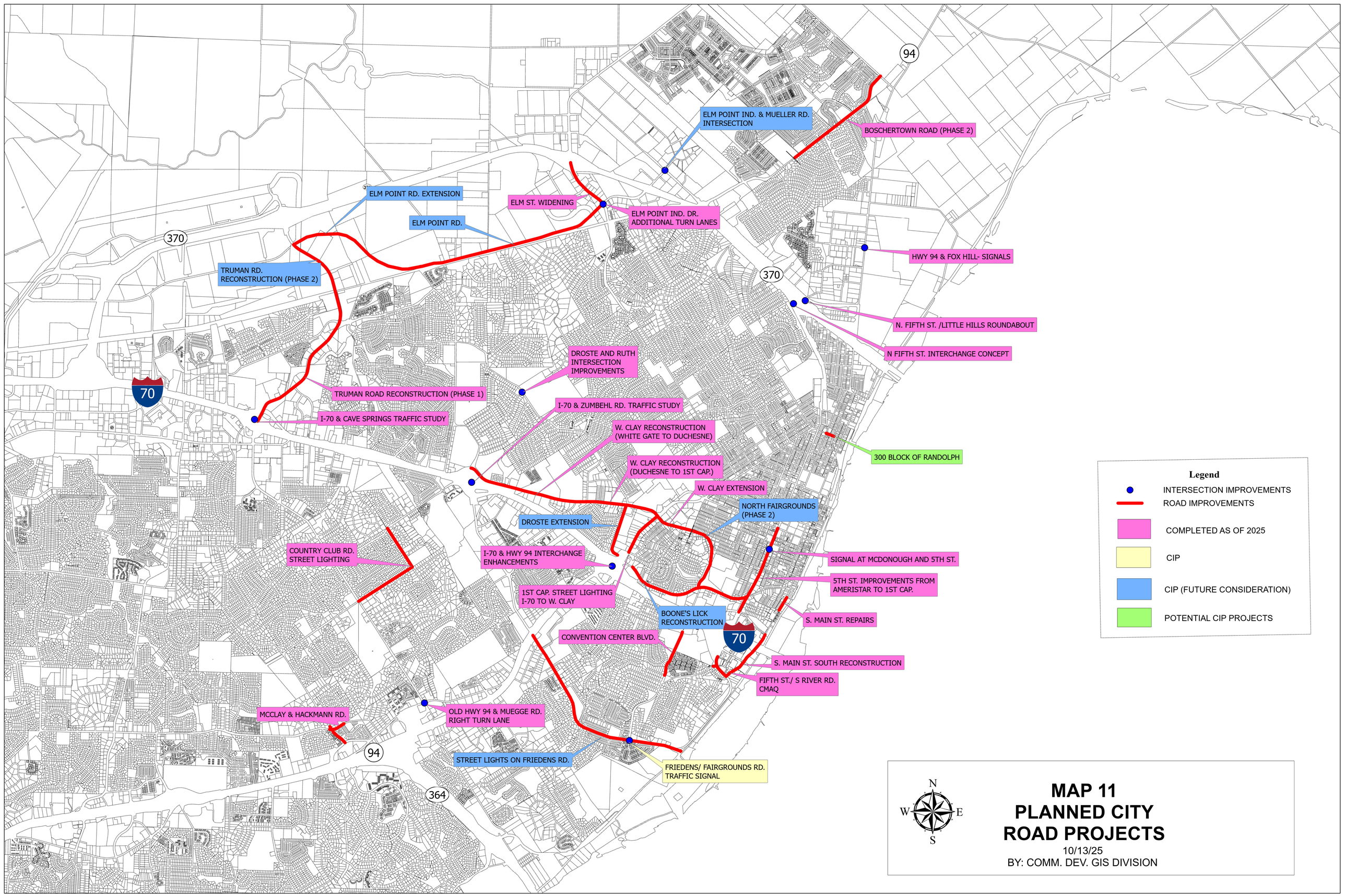
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W E
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MAP 10
FLOODPLAIN MAP

9/08/25

SCALE: NTS

BASED ON FLOOD INSURANCE RATE MAP- INCLUDES 2021 REVISIONS



MAP 11
PLANNED CITY ROAD PROJECTS

10/13/25

BY: COMM. DEV. GIS DIVISION

HIGHWAY B
NEW TOWN BLVD.
HUSTER ROAD
MUELLER ROAD
FOX HILL RD.
ELM POINT ROAD
EHLMAN
ZUMBEHL RD.
WEST CLAY
DUCHESNE
KINGSHIGHWAY
C CLUB RD.
PUNDMANN PKWY
FIRST CAPITOL DR.
5TH ST.
S MAIN ST
MUEGGE RD.
HACKMAN RD.
FRIEDENS ROAD
PRALLE
HEMSATH

Marais Croche
Silver Lake
Cole Creek
Bethman Rd
Kluesner Lake (St. Charles)
Moore Lake (St. Charles)
Slysa Soccer Complex
Lakeside Park
Spencer Rd
Premier Pkwy
Salt River Rd
Executive Centre Pkwy
Veterans Memorial Pkwy
Mid Rivers Mall
Barnes Jewish St Peters Hospital
City Centre Park
Fort Zumwalt East High School
Zumwalt
Mexico
St. Peters
Spencer Creek Park
Willott Rd
Sutters Mill Rd
Laurel Park
Francis Howell North High School
McClay Rd
Park Charles Blvd S
Harvester Rd
State Highway 364
S Old Highway 94
Barnwell Middle School
Imperial Dr
Cinnamon Hills Dr
Chervil Dr
Sterlight Dr
Mayfair Grove Dr
Lexington Dr
Caulks Hill Rd
Congdrege Rd
Jones Station Rd
Upper Bottom Rd
Delaware Dr
Friedens
Wapelhorst Park
Bogey Hills Golf & Country Club
Bogey Hills Country Club Pond
Oak Grove Cemetery
Lindenwood
Lindenwood University
McNair Park
Blanchette
Blanchette Park
Ed Bales Park
Earth City
Earth City Expwy
Riverport Dr
Missouri River
Missouri River
Missouri River
Missouri River
Saint Stanislaus Conservation Area
St Stanislaus Park
Aubuchon Rd
Tradeport Dr
Trade Access Blvd
State Highway 370
St Louis Mills Shopping Center
Bridgeton Mun Athletic Complex
Peterson Oconner Park
Berry Hill Golf Course
The Family Arena
Saint Charles Rock Rd
Fee Fee Rd
Weldey Rd
N Highway 94
Bethman Station Rd
Seeburger Rd
Elm Point Industrial Dr
Buschert Creek
Hemphurst St
Rueben Dr
Bischoff Dr
Graniger Blvd
Peaceable Dr
Riverhill Dr
Apricot Dr
Lancaster Dr
Kent Dr
Indian Hills Dr
Ridgeview Dr
Elmhurst Dr
Weatminster Dr
Cumbria Dr
Elmwood Dr
W Adams St
Hunters Ridge
Hunters Dr
Van Buren
Rivecca Dr
S Pam Ave
Hawthorn Ave
Pine St
Adams St
S 3rd St
S 4th St
S 5th St
Lynnwood Dr
Fairgrounds Rd
Valley Rd
Bellerive Dr
Santa Fe St
Cole Creek
Valley Park
Mabel Tree Dr
Silver Ridge
Oak Tree Dr
Patch St
Line St
Spencer Creek
Driftwood Ln
Thistle Rd
McClay Valley Blvd
Mayes View Dr
Willott Rd
Harford Rd
Huster Rd
Sherborn Ln
Essex St
Ipswich Ln
Highgate Ln
Fleet Ln
Dentich Ln
Executive Centre Pkwy
Premier Pkwy
Spencer Rd
Salt River Rd
Veterans Memorial Pkwy
Executive Centre Pkwy
Boone Hills Dr
Sutters Mill Rd
Willott Rd
Park Charles Blvd S
McClay Rd
Harvester Rd
S Old Highway 94
Woodstone Dr
Sterlight Dr
Yank Ln
Mayfair Grove Dr
Lexington Dr
Caulks Hill Rd
Congdrege Rd
Jones Station Rd
Upper Bottom Rd
Delaware Dr
Cinnamon Hills Dr
Chervil Dr
Barnwell Middle School
Imperial Dr
Harvester Rd
State Highway 364
McClay Rd
Friedens
Hemsath Ln
Hemsath Dr
Trenton St
Fox Ridge Dr
Gettysburg Loop
Hudson Loop
Heritage Loop
Cinnamon Hills Dr
Woodstone Dr
Sterlight Dr
Yank Ln
Mayfair Grove Dr
Lexington Dr
Caulks Hill Rd
Congdrege Rd
Jones Station Rd
Upper Bottom Rd
Delaware

PLANNING & ZONING COMMISSION

2026 MEETING DATES AND DEADLINES

MEETING DATE	*APPLICATION DEADLINE* *(by 5:00 PM)*
JANUARY 12, 2026	**DECEMBER 8, 2025**
FEBRUARY 9, 2026	**JANUARY 12, 2026**
MARCH 9, 2026	**FEBRUARY 9, 2026**
APRIL 13, 2026	**MARCH 9, 2026**
MAY 11, 2026	**APRIL 13, 2026**
JUNE 8, 2026	**MAY 11, 2026**
JULY 13, 2026	**JUNE 8, 2026**
AUGUST 10, 2026	**JULY 13, 2026**
SEPTEMBER 21, 2026	**AUGUST 10, 2026**
OCTOBER 19, 2026	**SEPTEMBER 21, 2026**
NOVEMBER 9, 2026	**OCTOBER 19, 2026**
DECEMBER 14, 2026	**NOVEMBER 9, 2026**

Please note that while these are minimum deadlines for submittal, staff will provide a projected meeting date upon review and confirmation of a complete submittal.

The Planning and Zoning Commission meetings begin at 6:00 p.m. on the fourth floor of St. Charles City Hall, 200 North Second Street, St. Charles, MO. Applicants are required to attend the public hearings.