PLANNING AND ZONING COMMISSION

AGENDA FOR REGULAR MEETING

December 8, 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, December 8, 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 November 10, 2025 Planning and Zoning Commission meeting.

PUBLIC HEARING: Conditional Use

4. Case No. CU-2025-18. (Naked Spirits LLC – Brandon Eckardt) An application to amend a previously approved Conditional Use Permit per §400.290(C)(2) for Liquor Sales and §400.290(C)(6) Craft Distillery for an expansion of the use within the "FD/FPD" Frenchtown District within the Frenchtown Preservation District located at 1116 N 2nd Street. The subject property is located in Ward 1.

PUBLIC HEARING: Conditional Use

5. Case No. CU-2025-27. (Reach St. Charles) An application for a Conditional Use Permit per §400.220(C)(1)(a) for a Community Service Establishment, specifically for a free food and clothing distribution establishment with office, within the "C-2/EHP" General Business District and within the Extended Historic Preservation District. The subject property is located at 901 First Capitol Drive. The subject property is located in Ward 2.

PUBLIC HEARING: Annexation & Establishment of Zoning

6. Case No. Z-2025-17. (Bax Engineering) An application to annex and establish the zoning for a 14,886 square feet tract of land located at 1753 S. River Road, from St. Charles County "I1" Light Industrial District to the City of St. Charles "I-1" Light Industrial District. The subject property will be located in Ward 3 upon annexation.

PUBLIC HEARING: Conditional Use

7. Case No. CU-2025-28. (Gwen Keen – QuikTrip Corporation) An application for a Conditional Use Permit per §400.230(C)(1)(a) for an Automobile Service Station and §400.230(C)(1)(a) for Liquor Sales. The property is zoned C-3 Highway Business District located at 3801 Harry S Truman Boulevard. The subject property is located in Ward 6.

SITE PLAN

8. Case No. SP-2025-10. (Gwen Keen – QuikTrip Corporation) A Site plan application for a new automobile service station with a convenience store and fuel pumps (QuikTrip). The property is zoned C-3 Highway Business District and is located in Ward 6.

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. ***This application was TABLED at November 10, 2025 Planning & 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. ***This application was TABLED at November 10, 2025 Planning & Zoning Commission meeting.***

PRELIMINARY PLAT

11. Case No. SUB-2025-04. (WOCO Partners, LLC) A Preliminary Plat application to construct thirty-four (34) attached townhomes with common ground on the 5.0 acre tract. The property is St. Charles County "R1E" Single Family Residence and is proposed to be zoned R-3A Multiple Family Residential District upon annexation. The subject tract is located in Ward 5.

ADMINISTRATIVE ITEMS:

12. 2025 Comprehensive Plan: "Guiding STC"
13. P&Z Commission Rules and Procedures - Adoption

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 12/3/2025 at 4:30 PM LB

PLANNING AND ZONING COMMISSION - MINUTES
November 10, 2025
City Hall – Council Chambers
200 N Second Street, 4th Floor
St. Charles, MO 63301

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

A regular meeting of the St. Charles Planning and Zoning Commission was held on **Monday, November 10, 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 Chair, Sean Luesse, at 6:00 p.m. Secretary 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 October 20, 2025 Planning and Zoning Commission meeting.

   Mayor Borgmeyer made a motion to approve the minutes. Councilmember Galba seconded the motion. All were in favor. The minutes were approved.

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. ***This item was TABLED until the November 10, 2025 Planning and Zoning Commission meeting.***

   Mayor Borgmeyer made a motion to approve the Consent Agenda. Secretary Palitzsch seconded the motion. All were in favor.

PUBLIC HEARING: Conditional Use

5. Case No. CU-2025-24. (Do Shaggy's Burgers – Matthew Cartwright) An application for Conditional Use Permit per §400.220(C)(1)(a) for Liquor Sales associated with a permitted Restaurant use within the "C-2" General Business District located at 1981 Zumbehl Road. The subject property is located in Ward 6.

   Planner Berry provided the Commission with an overview of the Conditional Use request. The applicant addressed the Commission. The public hearing for the application opened with no speakers from the public. Mayor Borgmeyer made a motion to close the public hearing. Commissioner DeGuentz seconded the motion. All were in favor and the public hearing closed.

   Commissioner Morgan 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 (Matthew Cartwright) with Do Shaggy's Burgers restaurant only for an approximately 2,500 square-foot interior tenant space located at 1981 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. **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.**
6. **Violations of Chapter 600 (Liquor/Alcoholic Beverages) may be grounds for revocation of this Conditional Use.**

Secretary Palitzsch seconded the motion. The Conditional Use application will be forwarded to the City Council with a favorable recommendation (9 In Favor, 0 Opposed) at their December 2, 2025 meeting.

PUBLIC HEARING: Conditional Use

6. Case No. CU-2025-23. (David & Kathryn Gillette) An application for Conditional Use Permit per §400.210(C)(1)(d) for Liquor Sales associated with a permitted Restaurant use within the C-1/LMPD Neighborhood Business District within the Landmark Preservation District located at 321 Boone's Lick Road. The subject property is located in Ward 2.

   Planner Brown provided the Commission with an overview of the Conditional Use Permit. The applicant addressed the Commission. The public hearing for the application opened no speakers from the public. Secretary Palitzsch made a motion to close the public hearing. Commissioner DeGuentz seconded the motion. All were in favor and the public hearing closed. Commissioner DeGuentz motioned to forward the Conditional Use application, with the following conditions:

   1. **This conditional use permit for a liquor sales associated with a restaurant use is issued to the applicant (David & Kathryn Gillette) and business (Old Trading Post) only for the property located at 321 Boones Lick Road and is not transferable to another location and/or tenant/business.**
   2. **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.**
   3. **Liquor sales shall not occur independent of the primary business use and shall only be accessory to the submitted coffee restaurant/bakery use.**
   4. **Non-compliance with any building codes, property maintenance codes, fire codes, noise control codes, ordinances concerning disturbances or conditions of this approval is grounds for revocation of the conditional use approval.**
   5. **Violations of Chapter 600 dealing with Liquor/Alcoholic Beverages may be grounds for revocation of this Conditional Use.**

   Secretary Palitzsch seconded the motion. The Conditional Use application will be forwarded to the City Council with a favorable recommendation (9 In Favor, 0 Opposed) at their December 2, 2025 meeting.

SITE PLAN

7. Case No. SP-2025-10. (Bax Engineering) A Site Plan application for a new office & workshop with outdoor storage located at 2040 Exchange Drive. The property is zoned -1 Light Industrial District and is located in Ward 4.

   Planner Berry provided the Commission with an overview of the Site Plan request. The applicant addressed the Commission. The Commission had a discussion with the applicant, the owner, and staff about the masonry on the building. Councilmember Galba made a motion to approve the Site Plan, subject to the following conditions:

   1. **Amend elevations to include full height masonry (as shown on the west elevation) to encapsulate the office area, extending approximately three (3) feet past the main entrance door on the south elevation**

and match to the same extent on the north elevation.

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

Commissioner DeGuentz seconded the motion. All were in favor.

PUBLIC HEARING: Rezoning

8. Case No. Z-2025-14. (T.R. Hughes Homes) An application to rezone an 8.50 acre tract of land located on the western side of Harry S Truman Blvd and approximately 465 feet north of Ehlmann Road, from I-1 Light Industrial District "R-3A" Multiple Family Residential District. The subject property is located in Ward 6.

   Planner Brown provided the Commission with an overview of this and the following Rezoning requests (Items 8 & 9). The applicant addressed the Commission. The public hearing for the application opened two (2) speakers from the public. One speaker was a neighbor with general questions on the proposal and the other was in opposition due to possible noise concerns from industrial properties.

   Councilmember Galba made a motion to close the public hearing. Mayor Borgmeyer seconded the motion. All were in favor and the public hearing closed. Councilmember Galba motioned to forward the Rezoning application, as submitted. Secretary Palitzsch seconded the motion. The Rezoning application will be forwarded to the City Council with a favorable recommendation (8 In Favor, 0 Opposed, 1 Abstention) at their December 2, 2025 meeting.

PUBLIC HEARING: Rezoning

9. Case No. Z-2025-15. (T.R. Hughes Homes) An application to rezone an 8.50 acre tract of land located on the western side of Harry S Truman Blvd and approximately 465 feet north of Ehlmann Road, from "R-3A" Multiple Family Residential District to "PD-R" Planned Development – Residential. The subject property is located in Ward 6.

   The Commission had a discussion with the applicant and staff about the masonry on the buildings. Secretary Palitzsch motioned to forward the Rezoning application, with the following condition:

   1. **The applicant shall apply masonry on the frontage area adjacent to the garage doors (to the heights of the garage door) on all units.**

   Commissioner DeGuentz seconded the motion. The Rezoning application will be forwarded to the City Council with a favorable recommendation (8 In Favor, 0 Opposed, 1 Abstention) at their December 2, 2025 meeting.

PUBLIC HEARING: Rezoning

10. Case No. Z-2025-16. (Bax Engineering) An application to rezone a 0.53 acre (more or less) tract of land located at 207 Reservoir Avenue from "R-1E/EHP" Single-Family Residential District within the Extended Historic Preservation District to "HCD/EHP" Historic Commercial District within the Extended Historic Preservation District for the proposed expansion of an existing Winery, Meeting Facility, and Liquor Sales use. The property is located in Ward 2.

    Planner Berry provided the Commission with an overview of this and the following Rezoning and Conditional Use requests (Items 10 & 11). The applicant addressed the Commission. The public hearing for the application opened no speakers from the public. Secretary Palitzsch made a motion to close the public hearing. Mayor Borgmeyer seconded the motion. All were in favor and the public hearing closed. Councilmember Galba motioned to forward the Rezoning application, as submitted. Secretary Palitzsch seconded the motion. The Rezoning application will be forwarded to the City Council with a favorable recommendation (9 In Favor, 0 Opposed) at their December 2, 2025 meeting.

PUBLIC HEARING: Conditional Use

11. Case No. CU-2025-25. (Wine Garden LLC – John Donnelly) An application to expand an existing Conditional Use

Permit per §400.200(C)(1)(b) for a Meeting Facility, §400.200(C)(1)(d) for a Winery and §400.200(C)(1)(i) for Liquor Sales for the expansion of these uses within the proposed "HCD/EHP" Historic Commercial District within the Extended Historic Preservation District located at 207 Reservoir Avenue. The expansion will bring the total adjusted site to 3.18 acres (more or less) and is located in Ward 2.

Secretary Palitzsch motioned to forward the Rezoning application, with the following conditions:

1. **By approving this Conditional Use Permit, the previous approval (CU-2023-32) becomes null and void, unless that zoning request (Z-2025-16) is not approved, then the previous Conditional Use shall remain in affect**
2. **This Conditional Use Permit is contingent upon the approval of rezoning request Z-2025-16. If Z-2025-16 is not approved, this Conditional Use Shall become null and void.**
3. **The applicant shall complete a Boundary Adjustment Plat for the consolidation of 207 Reservoir Avenue and 1219 S. Main Street.**
4. **This Conditional Use Permit for liquor sales associated with a winery and meeting facility is issued to the applicants (John Donnelly, Mike Caples & Ryan Smith) and business (Wine Garden LLC) only subject property as described in the submittal and is not transferable to another location and/or applicant/tenant/business.**
5. **Approval of this Conditional Use Permit is not approval of a liquor license.**
6. **Liquor sales shall not occur independently of the primary business uses and shall only be accessory to the operation of the winery and meeting facility.**
7. **The hours of operation are Monday – Tuesday for private parties only and Wednesday – Sunday from 11:00am – 11:00pm for public use and all other events.**
8. **This use is limited to the description provided by the applicant (attached) and the description found in the staff report. Any change to the submitted proposal, including but not limited to live music, expansion of the outdoor space, reduction in kitchen/food service hours, reduction in menu, etc. may require additional City review and approval.**
9. **This establishment shall maintain the occupancy limitation as established by the Fire Marshal.**
10. **Non-compliance with other building codes, property maintenance codes, fire codes, liquor license codes, or conditions of this approval is grounds for revocation of the conditional use approval.**

Councilmember Galba seconded the motion. The Conditional Use application will be forwarded to the City Council with a favorable recommendation (9 In Favor, 0 Opposed) at their December 2, 2025 meeting.

PUBLIC HEARING: Annexation & Establishment of Zoning

12. 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. ***This application was TABLED at the October 20, 2025 Planning & Zoning Commission meeting. The applicant has requested this item be TABLED again to the December 8, 2025 Planning & Zoning Commission meeting.***

PUBLIC HEARING: Annexation & Establishment of Zoning

13. 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. ***This application was TABLED at the October 20, 2025 Planning & Zoning Commission meeting. The applicant has requested this item be TABLED again to the December 8, 2025 Planning & Zoning Commission meeting.***

Councilmember Galba made a motion to TABLE items 12 and 13 to the December 8, 2025 Commission meeting. Commissioner Morgan seconded the motion. All were in favor.

PUBLIC HEARING: Rezoning

14. 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. ***This application has been withdrawn by the applicant.***

Adjournment

The next regular meeting of the Planning and Zoning Commission is scheduled for ***December 8, 2025.***

Councilmember Galba made a motion to adjourn the meeting. Commissioner Morgan seconded the motion. All were in favor. The meeting adjourned at 7:43 p.m.

_____ _____

SECRETARY DATE

AGENDA ITEM #4

STAFF REPORT
CASE NO. CU-2025-18
AMENDED CONDITIONAL USE
LIQUOR SALES
& CRAFT DISTILLERY
1116 N 2ND STREET

DECEMBER 8, 2025
BY MADELYN P. BROWN

APPLICANT:	Brandon Eckardt Naked Spirits LLC 3235 Reed Crossing Place St. Charles, Missouri 63301
PROPERTY OWNER:	City of St. Charles 200 N 2nd Street St. Charles, Missouri 63301
ADDRESS/LOCATION:	1116 N 2nd Street Ward 1
ACREAGE:	0.43 Acres approximately (overall)
EXISTING ZONING:	FD/FPD Frenchtown District within the Frenchtown Preservation District
PROPOSED USE:	Liquor Sales and Craft Distillery, Amended request

SUMMARY/ANALYSIS

This request is to amend a previously approved Conditional Use application for a new business located at 1116 N 2nd Street. At the August 2025 Planning and Zoning Commission meeting, the applicant received a recommendation of approval for liquor sales and a craft distillery use for a new business, Naked Spirits. At the September 2, 2025 City Council meeting, the application was granted final approval. The applicant is now requesting the addition of a 20' x 8' shipping container structure in the rear of the property for the purpose of temporary housing distilled spirits (2 years). This proposed addition requires a new conditional use approval as it constitutes as an expansion of the previous approved use. This amendment to the Conditional Use Permit is for the addition of the shipping container only. The applicant is not proposing a change in the approved hours of operation, menus, or overall business plan (see attached submitted and approved previously).

Because this property is located within the Landmarks Preservation District, the review of the shipping container addition falls under the purview of the Landmarks Board and not the Planning and Zoning Commission. This item was reviewed by the Landmarks Board at their November

17, 2025 meeting in which the site plan was approved with a condition that it only be located on site for two (2) years.

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 within Activity Center #6 (Historic Downtown). The proposed uses at this location can be compatible with its broader surroundings and neighboring uses along the corridor.

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. In this case, the proposals are located on N 2nd Street nearest to Activity Center #6. This intensity pattern is consistent with the goals of the Comprehensive Plan, and the proposed use at this location could operate in conformance with the density, intensity, and activity guidelines provided above.

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 proposed land uses, if conditioned properly and operated in compliance with the Zoning Ordinance, the proposal should not 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 the proposed uses can be compatible within its commercial/residential surroundings. Staff believes this use, if conditioned properly, can operate in a manner that is consistent with the area and as directed by the Comprehensive Plan

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 conditional uses in this location will not have an undue burden on public services as this proposal has been reviewed by Community Development, Finance, Engineering and Fire Departments with no outstanding comments.

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 uses if conditioned properly would prevent any potential adverse impacts and the public benefits would outweigh any potential adverse impacts.

Furthermore, the City Code allows the Planning and Zoning Commission to recommend conditions of approval to protect surrounding properties, as well as to give consideration with respect to location in the recommendations. The proposed use complies with the above standards.

Consistency with the 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. After review, the proposed land use is consistent with the goals and objectives of the Frenchtown Great Streets Plan, as outlined below:

Development Assets

- **Goal 2: Determine Potential Development Products**

Four (4) types of developments are defined under Goal 2 of Development Assets. Real estate strategies and market analysis are used to support a projected development program of diverse uses.

DA 02.02 Introduce New Retail Development – This goal incentives establishing new retail/businesses within the district. The plan also calls for more "destination" type uses such as restaurants and local shops to help attract tourists as well as local residents to the corridor.

- **Goal 3: Establish sub-districts within Frenchtown**

  Six (6) districts are defined under Goal 3 of Development Assets. These districts identify and group unique characteristics within Frenchtown to better guide development. The subject property is located in the area identified as the "Old Frenchtown."

  DA 03.02 Establish the Old Frenchtown District – The plan identifies a strategic vision for the Old Frenchtown District that focuses on the small-scale redevelopment of existing historic spaces to attract local businesses and entrepreneurs with craft/boutique companies. A mix of adaptive reuse and progressive infill will create an eclectic and hip energy to transition the Sawtooth District and New Frenchtown Districts.

Figure 1: Frenchtown Sub-districts map.

- **Goal 4: Encourage New Development**

  Encouraging New Development in Frenchtown is aided by concurrent efforts such as flood protection and a more walkable streetscape. Further guidance provides insight to bringing in establishments for new infill and adaptive reuse developments.

DA 04.07 Encourage a Diverse Tenant Mix – A broad mix of ground floor and destination uses are encouraged within the district to also help differentiate the corridor from Main Street. Destination type uses are identified as attracting visitors and encouraging additional spending while in the district. There are currently no other establishments similar to the proposed business in the district, which will help to diversify the mix of tenants along the corridor.

STAFF RECOMMENDATION

Staff believes the amended application for liquor sales and a craft distillery use conforms to all City standards. After review of this application against the City's Zoning Code, Comprehensive Plan and the Frenchtown Great Streets Plan, the Department of Community Development recommends approval of the conditional use permit for a liquor sales and craft distillery use, subject to the following conditions (same as previous):

1. This conditional use permit for a liquor sales and craft distillery use is issued to the applicant (Brandon Eckardt) and business (Naked Spirits LLC) only for the property located at 1116 N 2nd Street and is not transferable to another location and/or tenant/business.

2. Approval of this Conditional Use Permit is not approval of a liquor license. A liquor license shall be approved by the City Council prior to any liquor sales.

3. This establishment shall maintain the occupancy limitation as established by the Fire Marshal.

4. Any change to the submitted proposal, including but not limited to hours of operation, expansion of use, etc. may require additional City approval.

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

6. Violations of Chapter 600 dealing with Liquor/Alcoholic Beverages may be grounds for revocation of this Conditional Use.

Recommended Motion:

Motion to forward the Conditional Use Permit application for a Liquor Sales and a craft distillery use at 1116 N 2nd Street to the City Council with a favorable recommendation, subject to the conditions recommended by staff.

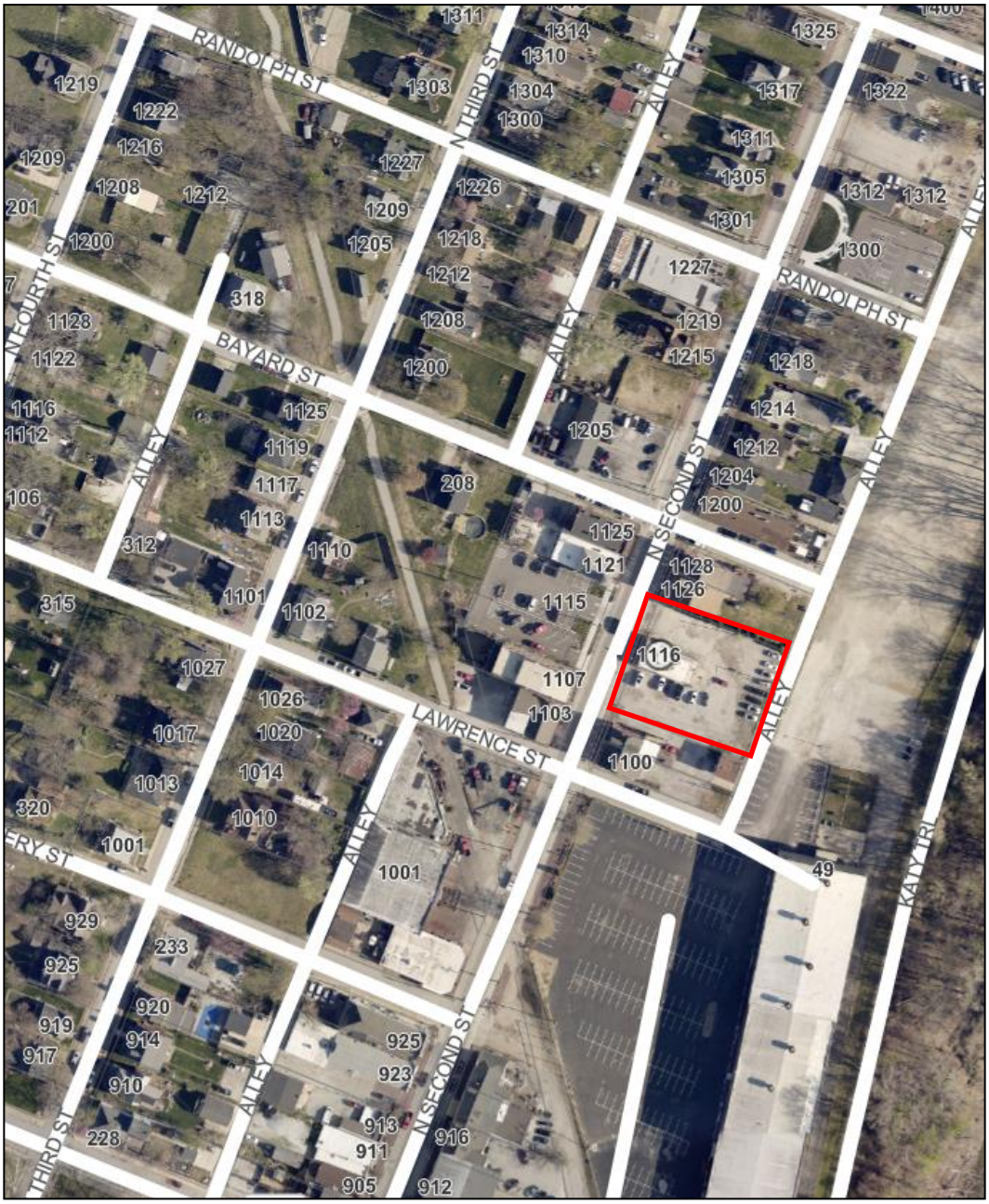


Figure 2: Aerial View of Subject Property.

Figure 3: Location of proposed shipping container.

Figure 4: Example of proposed shipping container to be placed on site.

AGENDA ITEMS #5

STAFF REPORT
CONDITIONAL USE NO. CU-2025-27
COMMUNITY SERVICE ESTABLISHMENT
901 FIRST CAPITOL DRIVE

BY LARA BERRY
DECEMBER 8, 2025

APPLICANT:	Reach St. Charles 901 First Capitol Drive St. Charles, MO 63301
PROPERTY OWNER:	Jolidavis Properties LLC 901 First Capitol Drive St. Charles, MO 63301
ADDRESS/LOCATION:	901 First Capitol Drive Ward 2
LOT SIZE:	7,500 square feet
ZONING:	C-2/EHP General Business District and within the Extended Historic Preservation District Overlay.
PROPOSED USE:	Community Service Establishment

SUMMARY OF REQUEST

In 2017, the City of St. Charles created a land use category for service providers that offer assistance such as food, clothing, or hygiene items without any temporary or permanent lodging. This category, Community Service Establishment, was intended to distinguish these services from Temporary Shelter uses and to ensure transparency and appropriate placement of service-based nonprofits in the community. The definition of this use is as follows:

> **COMMUNITY SERVICE ESTABLISHMENT** - An establishment whose sole activity is the provision of assistance to individuals in need. Similar land uses permitted under this category include, but are not limited to; basic medical care, legal aid, free food distribution, laundry facilities, job training, clothing distribution, and other similar services. This use shall not include temporary or permanent living facilities.

The applicant, Reach St. Charles, has occupied the building since January 2025 under an office/administrative occupancy permit for a 501(c)(3) nonprofit organization. In November, following a resident inquiry, staff determined that the organization's operations fit the definition of a Community Service Establishment rather than an office alone. As a result, the applicant is

seeking approval of a Conditional Use Permit to continue operating at this location.

ANALYSIS

According to the applicant's written business plan (attached), other correspondence, and their website, Reach St. Charles provides emergency assistance with food, clothing, and personal hygiene items to individuals and families experiencing temporary hardship. Based on staff discussions, they maintain only a small quantity of food, hygiene, and clothing items on-site. When specific items are needed that are not available, their staff or volunteers typically purchase them and deliver them directly to the client. Items stored at the building are based on immediate need and the availability of donations. Client visits are by appointment only, and walk-in activity is not a general practice nor anticipated.

The applicant's operating schedule reflects a limited, low-intensity use of the site. In-person client-based operations occur during daytime hours two (2) days per week, timed to fill the gap of other local service providers. On the remaining days, the building is staffed intermittently for administrative work, volunteer coordination, donation management, and scheduling of emergency deliveries. Because of these limited hours and the appointment-based model, on-site activity remains minimal throughout the week. A typical week operates as follows:

- Monday–Tuesday: Administrative tasks, donation coordination, and scheduling
- Wednesday & Friday: Appointment-based pantry hours
- Thursday–Friday: Donation coordination, volunteer training, and emergency deliveries
- Saturday: Closed, except for urgent, pre-approved emergency deliveries
- Sunday: Closed, except for urgent, pre-approved emergency deliveries

Parking/Traffic

The lot is relatively small compared to typical commercial parcels. The site contains a small parking lot of six (6) spaces, and no on-street parking is available adjacent to the property. The applicant's operations are structured around appointments and scheduled volunteer activity, which limits the number of vehicles arriving at any given time. Staff does not anticipate adverse impacts to traffic flow along First Capitol or parking availability.

Outdoor Activity or Loitering

All services provided by Reach St. Charles occur indoors. Distribution of food, clothing, or hygiene items and client intake activities are conducted inside the building, with no outdoor waiting or gathering areas proposed. Donation items are stored indoors and are not placed outside the building. No exterior donation bins or drop-off areas are proposed, which reduces the potential for clutter, litter, or nuisance conditions on the site.

As previously discussed, the business model does not include walk-in services, which further limits exterior activity. These operational constraints limit exterior activity and support maintaining a quiet and orderly frontage consistent with surrounding properties.

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 their distance from the nearest activity center, their compatibility with what surrounds it, and whether the level of development they will generate contributes to a gradual decline in density or acts counter to that goal. This property is located in between Activity Centers #3 (Lindenwood University) and #6 (Historic Downtown). The proposed Community Service Establishment, at this location, can be compatible with its commercial surroundings along the First Capitol Drive corridor, and among the mixed uses (residential and commercial) just outside of the Central Business District and Fifth Street Corridor – Hospital District.

Consistency with Conditional Use Standards

While the request is permitted to be reviewed by the City, the City also is required to determine if the proposed use is appropriate. Associated with this determination, six (6) criteria are listed within Section 400.980 of the Zoning Ordinance to determine if a conditional use is appropriate. 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. In this case, the proposal is located on First Capitol Drive, in between Activity Centers #3 and #6. This intensity pattern is consistent with the goals of the Comprehensive Plan, and the proposed use at this location could operate in conformance with the density, intensity, and activity guidelines provided above if conditioned appropriately.

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. How the proposed co, or under consideration pursuant to official notice by the city.

Based on the appointment-only model and the small number of clients served in person, staff does not anticipate adverse impacts from parking or traffic. If conditioned properly and operated in compliance with the Zoning Ordinance, the proposal should not 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.

The proposed use does not involve overnight stays, temporary lodging, or sheltering of clients. Activity levels are low, and interactions are scheduled and supervised by staff or trained volunteers. Based on the small scale of operations, limited hours, and indoor-only service model, staff does not anticipate negative impacts to public safety or the character of the surrounding area. Staff believes this use can operate in a manner that is consistent with the area, as conditioned.

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 conditional use in this location will not have an undue burden on public services as this proposal has been reviewed by Community Development, Finance, and Fire Departments with no outstanding comments.

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 its limited intensity of the use, the appointment-based model, the absence of outdoor congregation or residential components, and the above standards for evaluating Conditional Uses, staff finds the proposed Community Service Establishment compatible with the surrounding mixed-use context. With recommended conditions of approval, the use is expected to operate in a manner that avoids adverse impacts to adjacent properties. The use also satisfies the intent of the Conditional Use process, which is to allow flexibility for low-intensity uses that can operate compatibly within established neighborhoods.

Furthermore, the City Code allows the Planning and Zoning Commission to recommend conditions of approval to protect surrounding properties, as well as to give consideration with respect to location in the recommendations. The proposed liquor sales associated with an existing restaurant use comply with the above standards.

Consistency with Conditional Use Procedures

In accordance with City Code, which is also in line with the Missouri State Statutes, the Planning and Zoning Commission shall hold a public hearing on applications for conditional uses. Notice of public hearings before the Commission shall be given by publishing the date, time, place and nature of the hearing at least fifteen (15) days before the date of the hearing in a newspaper of general circulation in the City. The notice shall contain the time and place within the City where information relative to the application may be examined. In addition, the Department of Community Development shall erect a sign containing the notice on the property at least fifteen (15) days prior to the hearing and shall notify the applicant and the property owners of record within three-hundred (300) feet of the boundaries of the subject property, in writing, of the hearing at least fifteen (15) days prior to the hearing.

This application has met the above notification requirements by publishing the hearing in the November 21, 2025 edition of the St. Charles Business Record. On the same date, City staff posted a public hearing sign on the property and mailed notification letters to all property owners within three-hundred (300) feet of the boundaries of the subject property.

STAFF RECOMMENDATION

After careful review of the proposed use, the City's Zoning Ordinance and the Comprehensive Plan, staff recommends approval of a Community Service Establishment with the following conditions:

1. The conditional use permit is issued to the applicant (Reach St. Charles) for a Community Service Establishment use at 901 First Capitol Drive only and is not transferable to another location.
2. Temporary or permanent sleeping accommodations, including but not limited to cots, mats, beds, or similar facilities, shall be prohibited within the building or on the property.
3. The use shall operate in accordance with the business plan and hours of operation submitted with the application. Any expansion of services, hours, or client capacity may require an amendment to the Conditional Use Permit.
4. Client visits shall occur by appointment only, except in the case of emergency assistance identified in the applicant's business plan. Appointment scheduling shall be managed to ensure that parking demand does not exceed on-site capacity. Exterior distribution and outdoor waiting areas shall be prohibited.
5. The property shall be maintained in good condition at all times, including litter control and exterior cleanliness. All donations shall be received indoors. No donation drop-offs may be left outside the building.
6. Non-compliance with any of the building codes, property maintenance codes, fire codes or conditions of this approval is grounds for revocation of the conditional use approval.

Recommended Motion

Motion to forward application CU-2025-27 to the City Council with a favorable recommendation, subject to the conditions recommended by staff.

Figure 1: Street view of the Subject Property.

Figure 2: Aerial Photo of the Subject Property

Development Plan: Community Emergency Pantry

1. Executive Summary

The Reach St. Charles (RSC) is a nonprofit initiative dedicated to providing emergency assistance with food, clothing, and personal hygiene items to individuals and families facing temporary hardship. Our mission is to ensure that no one in our community must choose between feeding their family and paying essential bills.

Unlike traditional food pantries that serve only income-qualified households, CEP fills a critical gap—helping those who may not meet strict eligibility guidelines but are struggling due to sudden loss of income, illness, or unexpected financial burdens.

The pantry will operate two days a week, focusing on hours and days when most other assistance programs are closed, and will provide services by appointment, emergency delivery, or same-day need.

---

2. Mission Statement

To provide compassionate, judgment-free assistance to individuals and families experiencing unexpected financial hardship—offering food, clothing, and personal care essentials when they need them most.

---

3. Vision Statement

A community where everyone has access to basic necessities in times of crisis—where neighbors care for neighbors and no one faces hunger or hardship alone.

---

4. Objectives

- Provide nutritious food, clean clothing, and hygiene items to families in emergency need.
- Operate 2 days per week during off-hours from other local resources.
- Develop partnerships with local businesses, grocery stores, markets, and corporations for in-kind and financial donations.
- Maintain a client dignity model, offering a “market-style” experience where individuals can choose what they need.
- Launch an emergency response team for urgent needs (job loss, illness, utility shutoff).

---

5. Services

- **Emergency Food Distribution:** Nonperishable items, fresh produce, frozen meals, and baby supplies.
- **Clothing Closet:** Everyday wear, coats, shoes, and seasonal essentials for all ages.
- **Personal Hygiene Center:** Soap, shampoo, deodorant, toothpaste, feminine hygiene products, and diapers.
- **Delivery Service:** For elderly, disabled, or transportation-limited residents.
- **Resource Referrals:** Connection to job placement, utility assistance, or long-term aid programs.

---

6. Operations Plan

- **Days/Hours:** Open **two days per week**, with flexible hours and days dependent upon volunteers.
- **Distribution Model:** By **appointment** or **referral**, with **emergency same-day service** for urgent cases.
- **Volunteers:** Staffed by community volunteers, church groups, and service organizations.
- **Intake:** Minimal paperwork; verification based on situation rather than income threshold.
- **Location:** Central, accessible facility with parking and delivery access.

---

7. Core Values

- **Compassion:** Meeting people where they are, without judgment.
- **Dignity:** Offering choice and respect in every interaction.
- **Community:** Empowering neighbors to help one another.

Lara Berry

From: Jessica Ferguson
Sent: Monday, October 20, 2025 1:06 PM
To: St Charles Planning and Zoning Commission
Subject: FW: CUP Application - 901 1st Capitol

Addendum to the submitted plan.

Jessica Ferguson
Business Development Coordinator
Community Development Department
O: 636.949.3226 | C: 314.357.2067

Upcoming PTO: November 5 - 11

From: Lisa Davis
Sent: Monday, October 20, 2025 12:11 PM
To: Jessica Ferguson
Subject: Re: CUP Application

CAUTION: This email originated from outside of the City of Saint Charles. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jessica,
See below for the addendum to out Development Plan:

Addendum to Development Plan – Clarification of Primary Use

For clarification purposes, the building will **function primarily as office space** for Reach St. Charles, a 501(c)(3) nonprofit organization. The facility serves as the **administrative and operational headquarters** for the nonprofit, where volunteers conduct day-to-day business activities, coordinate programs, and manage organizational operations.

The building also houses **office equipment, administrative files, and stored supplies** related to the nonprofit's outreach programs. While limited food and essential items are kept on-site for emergency distribution, this activity is **secondary** to the building's primary function as an **office headquarters** and is conducted only on a part-time basis by appointment.

Thank you!

On Fri, Oct 17, 2025 at 3:01 PM Lisa Davis · wrote:

> Hi Jessica,
> Please see the attached Application for Conditional Use. Let me know if there is anything else you need.

Thank you!

On Mon, Oct 13, 2025 at 2:28 PM Jessica Ferguson wrote:

> Good afternoon Lisa,
>
> Please see the attached Conditional Use Permit (CUP) application and the 2025 meeting dates and deadlines. You'll want to include a development plan along with your application. Feel free to reach out with any questions. Thank you,
>
> **Jessica Ferguson**
>
> Business Development Coordinator
>
> Community Development Department
>
> O: 636.949.3226 | C: 314.357.2067
>
> **Upcoming PTO: November 5 - 11**

Lara Berry

From:
Sent: Wednesday, October 22, 2025 11:20 AM
To: Lara Berry
Subject: CUP Application - 901 1st Capitol (REVISED - Final Clean Copy)

CAUTION: This email originated from outside of the City of Saint Charles. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Responses in Black

Good afternoon Lisa & Stacey,

Thank you so much for taking the time to speak with me this afternoon. Upon review of your application for a Conditional Use Permit and Development Plan, staff has some follow-up comments/questions:

1) The Addendum to the Development Plan indicates that "limited food and essential items are kept on-site for emergency distribution"; however, there is no indication of off-site storage. Please clarify.

We don't have an off-site storage facility, as we do not house a large quantity of food and essential items. The items we carry are based on need and the small amount we receive via donations.

2) Based on the Objectives in the Development Plan, it appears this intent is to:
   a. "Operate 2 days per week during off-hours from other local resources". Does this mean the building is only occupied 2 days a week? Office only activities during other days of the week? Are appointments only handled on those 2 days? Please clarify.

   The pantry operates in-person two days per week—specifically chosen to complement other local resources' off-hours. During the remaining days, the office is staffed intermittently for administrative duties, volunteer coordination, donation management, and emergency response scheduling

   b. "Offering a market-style experience where individuals can choose what they need." This seems contrary to #1, above. Please clarify.
   "Market-style" refers to the dignity-based approach used during appointments—individuals select items that best meet their household needs from available supplies. This process occurs entirely within the controlled, scheduled appointment system and does not involve open or walk-in shopping.

3) Please provide an explanation of how your organization operates. In other words, how does this work?
   a. Does the individual/family contact your organization directly? Are they referred? How do you start the process of providing services/products?
   Individuals and families can reach out directly through our website, referral partners (such as schools, churches, and civic groups), or local resource agencies. Referrals are verified for immediate need.

b. Then what? Do they come to your office for this or do they go somewhere else to receive products (emergency vs. non-emergency)?
Emergency situations are served through direct delivery from on-site or off-site inventory. Scheduled appointments occur on-site, allowing clients to select from available food, clothing, and hygiene supplies. No unscheduled or walk-in distribution occurs.

4) Per the Development Plan, "The pantry will operate two days a week, focusing on hours and days when most other assistance programs are closed, and will provide services by appointment, emergency delivery, or same-day need."

a. See above regarding the pantry. Where is this located?
Emergency situations are served through direct delivery from on-site or off-site inventory. Scheduled appointments occur on-site, allowing clients to select from available food, clothing, and hygiene supplies. No unscheduled or walk-in distribution occurs.

b. Appointments – How many appointments do you have on a typical day? What are the different types of appointments, i.e., food pantry appointment, clothing closet appointment, resource referral appointment, etc.?
On average, 10–15 household appointments are scheduled per operating day. Appointment types include Food Pantry, Clothing Closet, Hygiene/Personal Care Support, and Resource or Referral Assistance

5) Understanding that some weeks may vary, can you explain a "typical work week" for this organization, specific to the subject property?

1. Monday–Tuesday: Administrative tasks, donation coordination, and scheduling.
2. Wednesday: Appointment-based pantry hours.
3. Thursday–Friday: Off-site coordination, volunteer training, and emergency deliveries.
4. Saturday: Closed
5. Sunday: Closed except for urgent, pre-approved emergency deliveries

6) Donations – Is there a specific donation area (for random donation drop-off) or are donations only accepted by appointment?
Donations are accepted by appointment only to manage flow and ensure safety. No unsupervised drop-off bins or 24-hour collection points are planned. Donors schedule delivery times directly with staff.

7) Average percentage of food/clothing pick-up vs delivery.

Approximately 55% of distributions occur on-site by appointment, and 45% are emergency deliveries to households unable to travel due to disability, illness, or transportation barriers. This ensures minimal on-site traffic and supports accessibility for vulnerable residents.

Please let us know that you have received this email. We thank you so much for your patience and understanding.

Kindest Regards,
Lisa

901 1ST CAPITOL DR. ST. CHARLES, MO 63301

Property Overview

- **Address:** 901 1st Capitol Dr, St. Charles, MO 63301
- **Parcel ID:** 6-009D-B257-00-0003.0000000
- **Lot Size:** Approximately 0.17 acres (7,405 sq ft)
- **Building Size:** 1,708 sq ft
- **Year Built:** 1920
- **Zoning:** Commercial
- **Current Use:** Office/Residential
- **Parking:** 8 off-street spaces
- **Access:** Fronts 1st Capitol Dr
- **Setbacks:** Minimal, with the building occupying a significant portion of the lot

---

Structures and Layout

- **Main Building:** A two-story brick structure with five office spaces, four of which have separate entrances.
- **Accessory Structures:** No detached buildings or accessory structures are noted in the available records.

Parking and Access

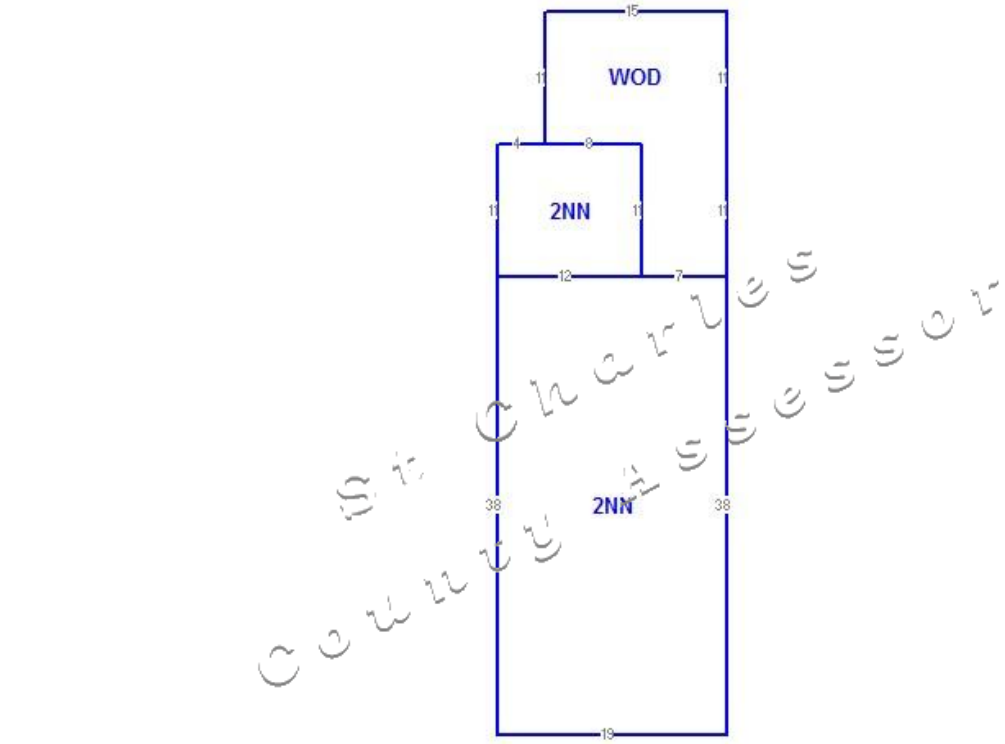
- **Parking:** 8 off-street parking spaces are available, likely situated at the rear or side of the building.
- **Driveway:** Access is provided via a driveway from 1st Capitol Dr.
- **Alley:** No alley access is indicated in the available data.

Surrounding Features

- **Adjacent Properties:** The property is surrounded by other commercial buildings and is situated within the historic district of St. Charles.
- **Creeks/Drainage:** No creeks or significant drainage features are noted in the immediate vicinity.

Topography: The area is generally level, consistent with the urban setting

901 1ST CAPITOL DR. ST. CHARLES, MO 63301



St. Charles County Assessor

Legend:
2NN: 2 ST
WOD: WOOD DECK

November 21, 2025

STOUT JOHN H
811 JACKSON ST
ST CHARLES MO 63301

Dear Property Owner:

As the owner of adjoining property or property within 300 feet, you are hereby notified that the City of St. Charles has received an application from Reach St. Charles. The application is **Case No. CUP-2025-27** An application for Conditional Use Permit per §400.220(C)(1)(a) for a Community Service Establishment, specifically for a free food and clothing distribution establishment with office, within the "C-2/EHP" General Business District and within the Extended Historic Preservation District. The subject property is located at 901 First Capitol Drive. The subject property is located in Ward 2.

The St. Charles Planning and Zoning Commission will hold a public hearing on this application on **Monday, December 8, 2025 at 6:00 p.m.** on the fourth floor of City Hall, 200 North Second Street, St. Charles. You may attend the public hearing and make comments concerning the proposal, or you may forward written comments to the Planning and Zoning Commission through the Department of Community Development, 200 North Second Street, Room 303, St. Charles, MO 63301. Following the public hearing, the Commission is expected to forward a recommendation on this application to the City Council. A public hearing on this application before the City Council is scheduled for **Tuesday, January 6, 2026 at 7:00 p.m.** on the fourth floor of City Hall. You will have an opportunity to make comments at that hearing as well. The final decision on these applications will be made by the City Council.

All information regarding this application is available for public inspection by the office of the Department of Community Development, 200 North Second Street, Room 303, St. Charles, MO 63301. If you have questions regarding this letter or the referenced application, you may contact the Department of Community Development at 636-949-3222. In any communication regarding this matter, please refer to the case number given above.

Sincerely,

Lara Berry

Planner
Department of Community Development
City of St. Charles, Missouri

CUP-2025-27

ALLEY
MADISON ST
ALLEY
MADISON ST
ALLEY
MADISON
FIRST CAPITOL DR
ALLEY
FIRST CAPITOL DR
FIRST CAPITOL DR
OAK AVE
OAK AVE
JACKSON ST
TOMPKINS
1026
1024
1020
1003
920
914
908
902
829
825
1043
1041
1037
1029
1017
1011
1005
1001
921
913
909
901
804
826
820
816
1026
1022
1018
1016
1014
930
926
825
823
821
803
1023
920
910
906
1021
826
814
804
925
923
909
907
1010
1000
837
1001
398
402
404
408
801
831
720
611
801
729
727

Owner	SiteAddres	MailingAdd	CITYSTATE	ZIP
STOUT JOHN H	811 JACKSON ST	811 JACKSON ST	ST CHARLES MO	63301
FIRST UNITED METHODIST CHURCH OF ST CHARLES MO	801 1ST CAPITOL DR	801 1ST CAPITOL DR	ST CHARLES MO	63301
SIPES IRREVOCABLE TRUST	837 1ST CAPITOL DR	327 CLARK ST	ST CHARLES MO	63301
FIRST METHODIST CHURCH	836 JACKSON ST	801 JACKSON ST	ST CHARLES MO	63301-2653
TMS PROPERTY MANAGEMENT LLC	804 1ST CAPITOL DR	1780 HWY Y	OFALLON MO	63366
814 FIRST CAPITOL LLC	814 1ST CAPITOL DR	814 FIRST CAPITOL DR	ST CHARLES MO	63301-2732
ZIZZO FAMILY TRUST	826 1ST CAPITOL DR	4300 WEST CYPRESS ST STE 600	TAMPA FL	33607
OLENDORFF DELLENE J	823 MADISON ST	921 MADISON ST	ST CHARLES MO	63301
WALTERS GREGORY R	825 MADISON ST	825 MADISON ST	ST CHARLES MO	63301
COMPLETE FACILITIES SERVICES LLC	910 1ST CAPITOL DR	910 1ST CAPITOL DR	ST CHARLES MO	63301-2734
920 FIRST CAPITOL LLC	920 1ST CAPITOL DR	920 1ST CAPITOL DR	ST CHARLES MO	63301
SNIPES JERRY T	909 MADISON ST	3200 SOUTHWICK DR	ST CHARLES MO	63301
LEPPING BRIAN*BLOSE ALICIA	901 MADISON ST	901 MADISON ST	ST CHARLES MO	63301
OLENDORFF DELLENE	921 MADISON ST	921 MADISON ST	ST CHARLES MO	63301-2754
KIRK KAREN A REVOC TRUST	913 MADISON ST	913 MADISON ST	ST CHARLES MO	63301
JOLIDAVIS PROPERTIES LLC	901 1ST CAPITOL DR	901 1ST CAPITOL DR	ST CHARLES MO	63301
STROSS DARREN D	909 1ST CAPITOL DR	909 1ST CAPITOL DR	ST CHARLES MO	63301
STROSS DARREN	OAK AVE	909 1ST CAPITOL DR	ST CHARLES MO	63301
STORE MASTER FUNDING XXXVII LLC	923 1ST CAPITOL DR	8377 E HARTFORD DR STE 100	SCOTTSDALE AZ	85255
STROSS DARREN	OAK AVE	909 1ST CAPITOL DR	ST CHARLES MO	63301
MENTZEL MARGARET REVOC TRUST	396 OAK AVE	1741 BEVERLY DR	ST CHARLES MO	63303
BOSCHERT MELVIN J REVOCABLE TRUST	924 1ST CAPITOL DR	22 OAKWOOD DR	ST CHARLES MO	63301
ARIMATHEA HOLDINGS LLC	1012 1ST CAPITOL DR	1012 1ST CAPITOL DR	ST CHARLES MO	63301
DMR RENTAL PROPERTIES LLC	1001 MADISON ST	502 CORONATION DR	OFALLON MO	63366
1540 CCP LLC	1001 1ST CAPITOL DR	1001 1ST CAPITOL DR	ST CHARLES MO	63301
THREE BROTHERS INVESTMENTS LLC	1000 JACKSON ST	7303 WHITMAN AVE	YAKIMA WA	98903
WAMALAMA LLC	821 MADISON ST	802 MONROE	ST CHARLES MO	63301

Lara Berry

From: John Boyer
Sent: Wednesday, December 3, 2025 9:20 AM
To: Lara Berry
Subject: FW: Community Service Establishment

Please include in comments received for the packet.

John Boyer, CFM
Assistant Dir. Community Development/Planning Manager
Community Development Department
City of St. Charles, Missouri
200 N. Second Street
St. Charles, MO 63301
PH: 636-949-3221

From: [redacted]
Sent: Tuesday, November 25, 2025 10:23 AM
To: John Boyer <John.Boyer@stcharlescitymo.gov>
Subject: Re: Community Service Establishment

CAUTION: This email originated from outside of the City of Saint Charles. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Boyer

We would like the cup hearing to be rescheduled to January. The short notice during the holiday months when many neighbors are out of town is prejudicial and lacks adequate notice and opportunity to be heard.
We are respectfully requesting the pnz hearing be rescheduled until mid January after the holidays.

Please let me know

Thank you

AGENDA ITEM #6

STAFF REPORT
CASE NO. Z-2025-17
ANNEXATION &
ESTABLISHMENT OF ZONING DISTRICT
1753 S. RIVER ROAD

DECEMBER 8, 2025
BY LARA BERRY

APPLICANT: BAX Engineering Company
Drake Johnston
221 Point West Blvd.
St. Charles, Missouri 63301

OWNER: 1735, LLC
1715 Deer Tracks Trail, Suite 220
St. Louis, Missouri 63131

ADDRESS/LOCATION: 1753 S. River Road

LOT SIZE: Approximately 14,960 square feet

PROPOSED USE: Parking Lot

EXISTING ZONING: County I1 Light Industrial District

REQUESTED ZONING: City I-1 Light Industrial District

SURROUNDING ZONING:

Direction	***Zoning***	***Land Use***
North	City I-1	Commercial
South	City I-1	Commercial
East	City C-2	Vacant
West	City I-1	Residential

SUMMARY OF REQUESTS

The City has received an application to annex and establish zoning for the property at 1753 S. River Road, currently located in unincorporated St. Charles County and zoned County I1 Light Industrial District for the purpose of constructing a 6,500-square-foot parking lot with twenty-seven (27) spaces. The subject property is an approximately 14,960-square-foot lot located on the west side of S. River Road, approximately 900 feet south of Old S. River Road. The applicant seeks annexation into the City and establishment of City I-1 Light Industrial District zoning. Annexation of this parcel will help incorporate a remaining pocket of unincorporated land into the City.

Background

The property owner also owns the adjoining parcel to the north, 1735 S. River Road, which is within City limits and zoned I-1 Light Industrial District. That parcel contains a mixed-use, multi-tenant building. In 2024, the Board of Adjustment approved a parking variance (BOA-2024-10) based on the combination of existing, proposed, and anticipated uses within the building. At the time, the applicant indicated an interest in acquiring additional land to support off-site parking. The purchase of 1753 S. River Road is intended to help meet those ongoing parking needs.

The site was previously used by St. Charles Sign Company as a storage lot and contains no structures—only a gravel surface with a retaining wall along the rear property line. The applicant now seeks annexation in order to utilize the site as overflow parking for their adjoining business at 1735 S. River Road.

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 lies between Activity Center #7 (I-70/Fifth Street Interchange) and Activity Center #13 (Friedens Road/Fairgrounds Road). Properties to the north, south, and west share similar zoning classifications, and the proposed parking lot represents a low-intensity use compatible with nearby residential and commercial activity. The Department of Community Development finds the annexation and rezoning request to be consistent with the Updated 2012 Comprehensive Plan and compatible with the surrounding development pattern.

SITE PLAN

In accordance with Section 400.966(A) of the Zoning Code, the Planning and Zoning Commission shall review applications for construction of new structures and substantial exterior improvements utilizing the criteria for appearance set forth in the Zoning Ordinance and shall issue or deny site plan and architectural review approval for such construction under the following circumstances:

1. New construction or substantial exterior improvements associated with conditional use requests;
2. New construction or substantial exterior improvements not compliant with the minimum masonry standards of Section 400.965; or
3. Projects which by a finding of the Community Development Director for projects which may have negative impact against the health, safety and general welfare of the City and its residents.
4. Single-family homes, mobile homes, and multi-family structures containing four (4) or less dwelling units are exempt from site plan and architectural review.

The proposed project does not trigger Planning & Zoning Commission review because the applicant intends to consolidate the subject parcel with the adjoining lot (no conditional use is required), is not constructing any structures (no masonry construction requirements), and the project is not anticipated to negatively impact the community. Although formal Commission approval is not required, staff believes providing a brief site plan overview is appropriate for context.

In addition to annexation and zoning, the applicant has requested a variance to reduce the front yard setback along S. River Road from 35 feet to 10 feet to allow parking. This request was scheduled for consideration on December 1, 2025; however, the meeting was cancelled due to inclement weather. The variance is now expected to be heard on the January 5, 2026 meeting.

Staff cannot issue any permits or approvals for the construction of the parking lot until annexation is complete (anticipated January 20, 2026). Staff has conducted a preliminary review of the Site Plan, assuming approval of the requested variance. If the variance is not approved, additional review and modifications would be required.

If the variance is granted, the proposed parking lot layout complies with the City's design standards. Prior to administrative approval, the applicant must submit lighting and landscaping plans that meet City requirements.

STAFF RECOMMENDATION

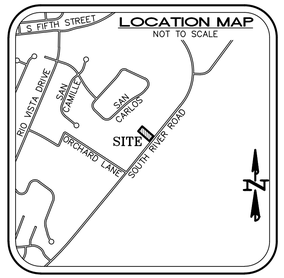
Staff believes the requested rezoning is appropriate and is compatible with the zoning of the surrounding area. The Department of Community Development recommends that the rezoning request be forwarded to the City Council with a **favorable** recommendation.

Recommended Motions:

1. *Motion to forward a recommendation of approval to the City Council for the request to annex the property known as 1753 S. River Road.*
2. *Motion to forward application Z-2025-17 to City Council with a favorable recommendation.*

Figures 1 & 2: Existing Site Photos.

Figure 3: Aerial Photo of the Subject Property.



ALTA/NSPS LAND TITLE SURVEY
A TRACT OF LAND BEING PART OF LOT 9 IN BLOCK 1 OF EVAN'S SURVEY OF THE COMMONS OF ST. CHARLES TOWNSHIP 46 NORTH, RANGE 5 EAST ST. CHARLES COUNTY, MISSOURI

GENERAL NOTES

1. BASIS OF BEARINGS ADOPTED FROM THE VESTING DEED FOR PROPERTY CONVEYED TO A TO Z HOLDINGS NO. 2, LLC ACCORDING TO THE INSTRUMENT RECORDED IN DEED BOOK 3692 PAGE 2043 OF THE ST. CHARLES COUNTY RECORDS.
2. ALL TIES SHOWN HEREON ARE PERPENDICULAR TO THE PROPERTY LINES TO WHICH THEY ARE TIED UNLESS NOTED OTHERWISE.
3. WE HAVE DETERMINED THE HORIZONTAL LOCATION OF THIS TRACT OF LAND IN ST. CHARLES COUNTY, MISSOURI, BY SCALING THE PROPERTY IN REFERENCE TO THE FOLLOWING FLOOD INSURANCE RATE MAP (FIRM), ST. CHARLES COUNTY, MISSOURI AND INCORPORATED AREAS, COMMUNITY PANEL NUMBER 290315, MAP NUMBER 29183C0288G, WITH AN EFFECTIVE DATE OF JANUARY 20, 2016. BY EXPRESS REFERENCE TO THIS MAP AND ITS LEGEND, THIS TRACT OF LAND IS INDICATED TO BE WITHIN THE FOLLOWING ZONES:
   - ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
   - ZONE X (HATCHED) – OTHER FLOOD AREAS – AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.
   - ZONE AE – SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD – BASE FLOOD ELEVATIONS DETERMINED.
4. THE SUBJECT PROPERTY CONTAINS 0 REGULAR PARKING SPACES AND 0 HANDICAPPED PARKING SPACES. THIS INCLUDES ONLY PARKING SPACES WHICH ARE CLEARLY DESIGNATED BY STRIPING ON THE GROUND.
5. THERE WAS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WHILE CONDUCTING THE FIELDWORK OF THIS SURVEY.
6. THERE WAS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS WHILE CONDUCTING THE FIELDWORK OF THIS SURVEY. THE SURVEYOR IS NOT AWARE OF ANY PROPOSED CHANGES IN STREET RIGHT OF WAY LINES.
7. THIS SURVEY CONFORMS TO CURRENT MISSOURI STANDARDS FOR PROPERTY BOUNDARY SURVEYS ESTABLISHED BY THE MISSOURI BOARD FOR ARCHITECTS, PROFESSIONAL ENGINEERS, PROFESSIONAL LAND SURVEYORS AND PROFESSIONAL LANDSCAPE ARCHITECTS UNDER THE RULES OF THE DEPARTMENT OF COMMERCE AND INSURANCE (20 CSR 2030–16).

TITLE COMMITMENT NOTES

THIS PROPERTY AND THE EASEMENTS THEREOF ARE REFERENCED IN A TITLE COMMITMENT ISSUED BY TITLE PARTNERS AGENCY, LLC, COMMITMENT FILE NO. 25–345615–MK, WITH AN EFFECTIVE DATE OF MAY 23, 2025. THIS TITLE COMMITMENT WAS RELIED UPON TO DISCLOSE ALL EASEMENTS AND OTHER MATTERS OF RECORD WHICH AFFECT THIS PROPERTY.

SCHEDULE B – SECTION II ITEMS ARE AS FOLLOWS:

1. NO COMMENT BY THE SURVEYOR.

2(a). PROPERTY MAY BE SUBJECT TO RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.

2(b). PROPERTY MAY BE SUBJECT TO EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY PUBLIC RECORDS.

2(c)–2(e). NO COMMENT BY THE SURVEYOR

3 THRU 5. NO COMMENT BY THE SURVEYOR.

6. PROPERTY SUBJECT TO PERMANENT STORM SEWER EASEMENT AND A TEMPORARY SLOPE CONSTRUCTION EASEMENT GRANTED TO ST. CHARLES COUNTY ACCORDING TO INSTRUMENT RECORDED IN BOOK 1346 PAGE 210. LOCATED AS SHOWN HEREON.

7. NO COMMENT BY THE SURVEYOR.

UTILITY NOTE

THE UNDERGROUND UTILITIES SHOWN HEREON ARE TAKEN FROM UTILITY LOCATIONS AS CONTRACTED THROUGH DIGRITE AND MARKED IN THE FIELD BY VARIOUS UNDERGROUND UTILITY LOCATORS, INCLUDING USIC.

DIGRITE TICKET NUMBER: #251563950 (06/09/2025).

AMEREN MISSOURI ELECTRIC: "CLEAR/NO CONFLICT" PER EMAIL MESSAGE FROM TICKETCHECK.
ATT DISTRIBUTION: "MARKED" PER EMAIL MESSAGE FROM TICKETCHECK.
CITY OF ST. CHARLES: "MARKED" PER EMAIL MESSAGE FROM TICKETCHECK.
SPIRE MO EAST: "CLEAR/NO CONFLICT" PER EMAIL MESSAGE FROM TICKETCHECK.

ALL UTILITY MARKS FOUND IN THE FIELD WERE LOCATED BY THE SURVEYOR AND ARE SHOWN HEREON. THE SURVEYOR CLAIMS NO RESPONSIBILITY AS TO THE ACCURACY OR COMPLETENESS OF SAID UTILITY MARKS.

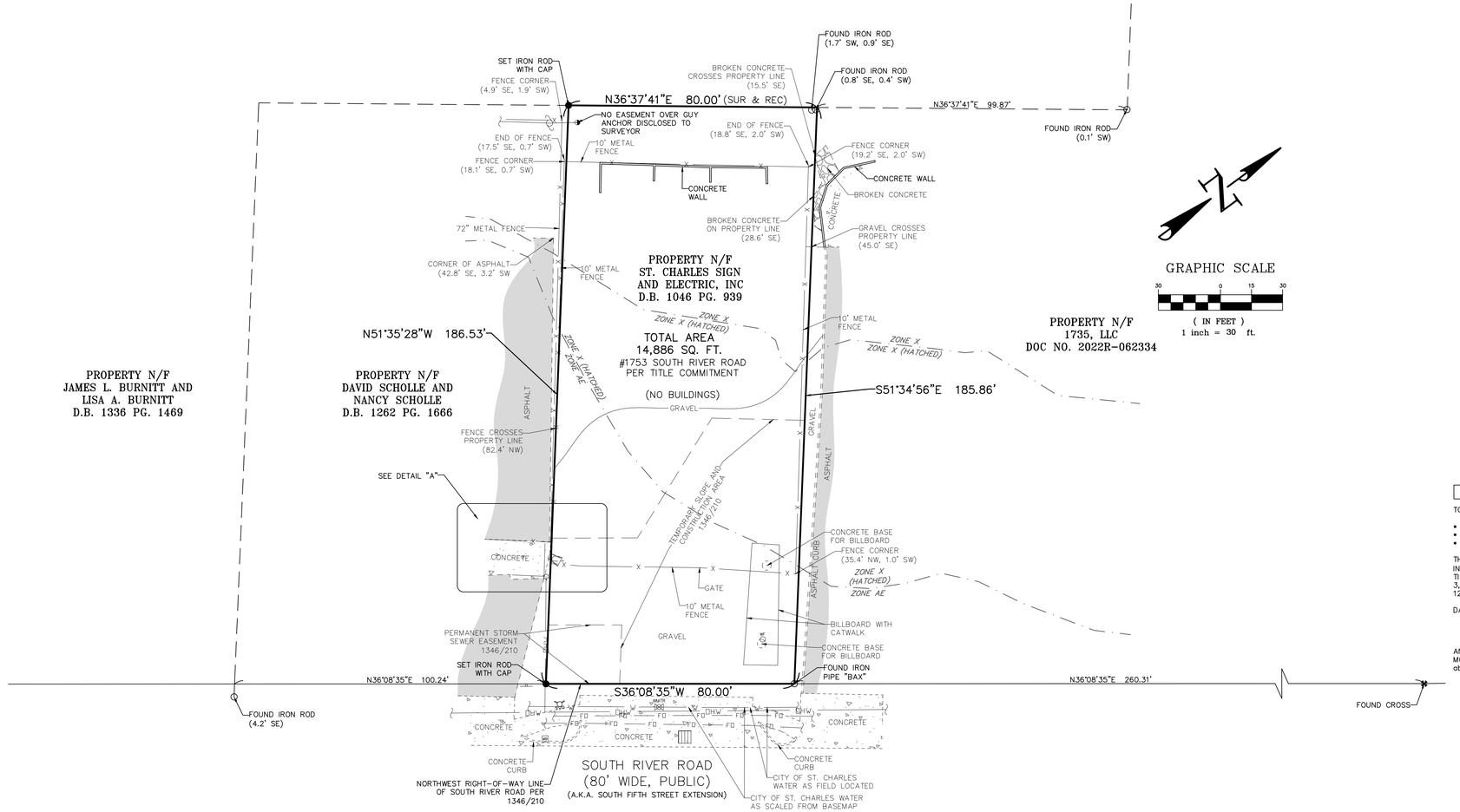
UTILITIES ARE ALSO SHOWN HEREON AS SCALED FROM MAPS OBTAINED FROM THE CITY OF ST. CHARLES AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN, AND 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, CHAPTER 319, RSMO.

SITE IS SUBJECT TO PRIVATE UTILITY INSTALLATIONS. PRIVATE UTILITY INSTALLATIONS DO NOT APPEAR ON UTILITY BASE MAPS, NOR DO UTILITY LOCATORS MARK PRIVATE UTILITIES.

PROPERTY DESCRIPTION FROM TITLE COMMITMENT

A TRACT OF LAND BEING PART OF LOT NO. 9, BLOCK NO. 1, EVANS SURVEY OF THE COMMONS OF ST. CHARLES, TOWNSHIP 46 NORTH, RANGE 5 EAST, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE COMMON CORNER OF LOTS NOS. 43 AND 44, LOTS NOS. 58 AND 59 OF BLOCK NO. 9 OF SAID ST. CHARLES COMMONS, TOWNSHIP 46 NORTH, RANGE 5 EAST; THENCE NORTH 21°30' EAST 115.5 FEET TO AN OLD STONE; THENCE SOUTH 68°52' EAST 1445.0 FEET TO AN OLD STONE ON THE WEST LINE OF A COUNTY ROAD KNOWN AS THE UPPER RIVER ROAD; THENCE SOUTH 38°13' WEST ALONG SAID WEST LINE OF SAID COUNTY ROAD 185 FEET TO A CONCRETE POST FOR CORNER; THENCE SOUTH 38°41' WEST ALONG SAID COUNTY ROAD LINE 100.0 FEET TO THE POINT OF BEGINNING OF THE TRACT OF LAND HEREIN DESCRIBED; THENCE CONTINUING SOUTH 38°41' WEST ALONG SAID COUNTY ROAD LINE 80.0 FEET TO AN OLD IRON PIPE; THENCE LEAVING SAID COUNTY ROAD LINE NORT 50° WEST 238.0 FEET TO AN OLD IRON PIPE; THENCE NORTH 38°12' EAST 80.0 FEET TO A POINT; THENCE SOUTHEASTWARDLY TO THE POINT OF BEGINNING, EXCEPTING THEREFROM THAT PART CONVEYED TO ST. CHARLES COUNTY BY DEED RECORDED IN BOOK 1346 PAGE 210.



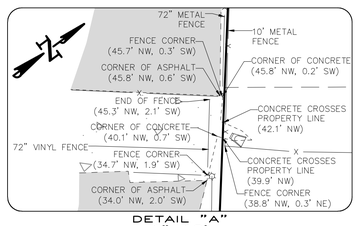
GRAPHIC SCALE

30 0 15 30

(IN FEET)
1 inch = 30 ft.

LEGEND

	FLARED END SECTION		WATER FAUCET
	GRATED INLET		TREE
EMTR	ELECTRIC METER		
WMTR	WATER METER		BUSH
	FIRE HYDRANT		TREE STUMP
MB	MAILBOX		CONCRETE
	SIGN		ASPHALT
	POWER POLE		GRAVEL
	GUY WIRE	OHW	OVERHEAD UTILITIES
	CROSS	W	BURIED WATER
	FOUND MONUMENT	X	FENCE LINE
SUR	SURVEYED DISTANCE		
REC	RECORD DISTANCE		



DETAIL "A"
1"=10'

ALTA/NSPS SURVEYOR'S CERTIFICATION

TO:

- THE WELLINGTON GROUP
- OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
- TITLE PARTNERS AGENCY, LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7a, 8, 9, 13, 16 AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JUNE 12, 2025.

DATE OF PLAT OR MAP: JUNE 25, 2025

ANDY D. BECK
MO LICENSE NO. PLS–2015017835
abeck@baxengineering.com

PREPARED FOR:
THE WELLINGTON GROUP
ATTN: TIM DOWER
1715 DEER TRACKS TRAIL, SUITE 220
ST. LOUIS MO, 63131

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.

REVISIONS

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

06/25/2025	DATE
04-13125E	PROJECT NUMBER
1 of 1	SHEET OF
13125E ALTA	FILE NAME
JH/CM ADB	DRAWN CHECKED
MV 6/12	SURVEY BY DATE

PROPERTY N/F
JAMES L. BURNITT AND
LISA A. BURNITT
D.B. 1336 PG. 1469
6-0023-S007-00-0022.0000000
CITY OF ST. CHARLES
"I-1" ZONING

PROPERTY N/F
DAVID SCHOLLE AND
NANCY SCHOLLE
D.B. 1262 PG. 1666
6-0023-S007-00-0019.0000000
CITY OF ST. CHARLES
"I-1" ZONING

PROPERTY N/F
1735, LLC
DOC NO. 2022R-062334
6-0023-S007-00-0014.1000000
CITY OF ST. CHARLES
"I-1" ZONING

HATCH LEGEND:

= 3" ASPHALT PAVEMENT OVER 8" ROCK.

= INSTALL RIP-RAP AS NOTED.

EXISTING 8' RETAINING WALL TO REMAIN.

CURB TAPER

6" CONCRETE CURB, TYP.

CURB SLOT PER DETAIL

INSTALL 5" D50 - 9" D100 RIP-RAP, 15" DEPTH

35' FRONT YARD SETBACK

EXISTING BILLBOARD TO REMAIN.

NEW ASPHALT TO MEET EXISTING PAVEMENT ELEVATIONS.

NEW CURB TO MEET EXISTING.

NEW CURB TO MEET EXISTING.

PERMANENT STORM SEWER EASEMENT 1346/210

FLARED END FL=462.55

STORM MANHOLE TOP=462.24 FL IN NW=462.14 FL OUT NE=462.08

STORM MANHOLE TOP=459.65 FL(IN)NE=446.70

GRATE INLET TOP=458.12 FL(IN) NE=447.77 FL(IN) SW (2T)=447.62 FL(OUT)SW (36")=447.50

DOUBLE CURB INLET TOP=456.95 FL(OUT) SW=449.12

HVAC EQUIPMENT

ZONE X

ZONE AE

SOUTH RIVER ROAD
(80' WIDE, PUBLIC)
(A.K.A. SOUTH FIFTH STREET EXTENSION)

10 0 5 10
H. SCALE: 1" = 10'

CALL BEFORE YOU DIG!
1-800-DIG-RITE

UNDERGROUND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE INFORMATION AND THEREFORE THEIR LOCATIONS SHALL BE CONSIDERED APPROXIMATE ONLY. THE VERIFICATION 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 OF THE IMPROVEMENTS.

A VARIANCE EXHIBIT FOR

SOUTH RIVER ROAD PARKING ADDITION

1753 S RIVER ROAD
ST. CHARLES, MO, 63303

PREPARED FOR:
1735, LLC
1715 DEER TRACKS TRAIL
ST. LOUIS, MO 63131
(314) 984-9700

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

Δ	Date	Description

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
LARRY D. WALKER
E-2007020343
PROFESSIONAL ENGINEER
11/03/25

NOT FOR CONSTRUCTION. FOR REVIEW AND DISCUSSION ONLY

Larry D. Walker
Civil Engineer
Engineers License No. 2007020343

IF YOU ARE LOOKING AT AN INCOMPLETE SET OF CONTRACT DOCUMENTS (DRAWINGS & SPECIFICATIONS), YOU MAY BE MISSING PORTIONS OF THE WORK FOR WHICH YOU WILL BE RESPONSIBLE.

PROJECT NO: 04-13125E
DATE: 11-03-2025
DRAWN: DOJ
DESIGNED: DOJ
CHECKED: LDW
ISSUED FOR: EXHIBIT

SHEET NAME:
SITE PLAN

SHEET NUMBER:
C2.01

November 21, 2025

ST CHARLES COUNTY
201 N 2ND ST RM 529
ST CHARLES MO 63301

Dear Property Owner:

As the owner of adjoining property or property within 300 feet, you are hereby notified that the City of St. Charles has received an application from Bax Engineering. The application is **Case No. Z-2025-17,** a request to annex and establish the zoning for a 14,886 square feet tract of land located at 1753 S. River Road, from St. Charles County "I1" Light Industrial District to the City of St. Charles "I-1" Light Industrial District. The subject property will be located in Ward 3 upon annexation.

The St. Charles Planning and Zoning Commission will hold a public hearing on this application on **Monday, December 8, 2025 at 6:00 p.m.** on the fourth floor of City Hall, 200 North Second Street, St. Charles. You may attend the public hearing and make comments concerning the proposal, or you may forward written comments to the Planning and Zoning Commission through the Department of Community Development, 200 North Second Street, Room 303, St. Charles, MO 63301. Following the public hearing, the Commission is expected to forward a recommendation on this application to the City Council. A public hearing on this application before the City Council is scheduled for **Tuesday, January 6, 2026 at 7:00 p.m.** on the fourth floor of City Hall. You will have an opportunity to make comments at that hearing as well. The final decision on these applications will be made by the City Council.

All information regarding this application is available for public inspection by the office of the Department of Community Development, 200 North Second Street, Room 303, St. Charles, MO 63301. If you have questions regarding this letter or the referenced application, you may contact the Department of Community Development at 636-949-3222. In any communication regarding this matter, please refer to the case number given above.

Sincerely,

Lara Berry

Planner
Department of Community Development
City of St. Charles, Missouri

Z-2025-17

Subject Property
1735
1740
1744
1754
1761
1765
1769
1775
1773
1801
1722
1718
1712

Owner	SiteAddres	MailingAdd	CITYSTATE	ZIP
BURNITT JAMES L*BURNITT LISA A	1765 S RIVER RD	1765 S RIVER RD	ST CHARLES MO	63303
ST CHARLES SIGN AND ELECTRIC INC	1753 S RIVER RD	527 1ST CAPITOL DR	ST CHARLES MO	63301-2725
SCHOLLE DAVID	1761 S RIVER RD	12 ASHLAND PL	ST CHARLES MO	63301
GROOMS DENNIS E	1769 S RIVER RD	1769 S RIVER RD	ST CHARLES MO	63303-4122
1735 LLC	1735 S RIVER RD	1715 DEER TRACKS TRL STE 220	ST LOUIS MO	63131
BURNITT CHERRY L	1767 S RIVER RD	1767 S RIVER RD	ST CHARLES MO	63303-4122
MICHALSKI AREK*MICHALSKI LUISA	27 SAN CARLOS DR	27 SAN CARLOS DR	ST CHARLES MO	63303
ANDREWS AUSTIN	28 SAN CARLOS DR	28 SAN CARLOS DR	ST CHARLES MO	63303-4117
HEARD RODERIC*HEARD CHAQUANTA	29 SAN CARLOS DR	29 SAN CARLOS DR	ST CHARLES MO	63303-4117
MUNGLE GLENDA F REVOC LIV TRUST	30 SAN CARLOS DR	30 SAN CARLOS DR	ST CHARLES MO	63303
BROWN GARY K*BROWN LORI L	31 SAN CARLOS DR	31 SAN CARLOS DR	ST CHARLES MO	63303-4117
MEERS CHAD D	32 SAN CARLOS DR	32 SAN CARLOS DR	ST CHARLES MO	63303-4117
SANFORD GREGG ALAN*SANFORD KIM R	33 SAN CARLOS DR	33 SAN CARLOS DR	ST CHARLES MO	63303
CARROLL RICHARD J*CARROLL BARBARA	34 SAN CARLOS DR	34 SAN CARLOS DR	ST CHARLES MO	63303-4117
CITY OF ST CHARLES	S RIVER RD	200 N 2ND ST	ST CHARLES MO	63301
CITY OF ST CHARLES	S RIVER RD	200 N 2ND ST	ST CHARLES MO	63301
ST CHARLES COUNTY	1700 S RIVER RD	201 N 2ND ST RM 529	ST CHARLES MO	63301

AGENDA ITEMS #7 & 8

STAFF REPORT
CONDITIONAL USE NO. CU-2025-28
SITE PLAN NO. SP-2025-12
3801 HARRY S TRUMAN BOULEVARD

DECEMBER 8, 2025
BY MADELYN P. BROWN

APPLICANT:	Gwen Keen QuikTrip Corporation 13500 Riverport Drive, Suite 175 Maryland Heights, MO 63043
OWNER:	Gemini Terrasky LLC 14567 N Outer 40 Road, Suite 475 Chesterfield, MO 63017
ADDRESS/LOCATION:	3801 Harry S Truman Boulevard Ward 6
TENANT SPACE:	1.79 Acers (overall)
EXISTING ZONING:	C-3 Highway Business District
PROPOSED USE:	In-Vehicle Service (Automobile Service Station) and Liquor Sales

REQUEST

The applicant has submitted two (2) applications for the construction of a new automobile service station (QuikTrip), located at 3801 Harry S Truman Boulevard.

1. A conditional use permit for an automobile service station and liquor sales use within the C-3 Highway Business District zoning for a 1.79 acre tract of land.
2. Site plan application for a new automobile service station with a convenience store and fuel pumps.

This application will address/analyze both applications. The subject property is located in Ward 6, on the northwest corner of West Clay Street and Harry S Truman Boulevard.

Figure 1: Aerial view.

CONDITIONAL USE ANALYSIS

This request is for liquor sales and in-vehicle service (automobile service station) specifically for a new QuikTrip gas station. City Ordinance requires approval of a Conditional Use Permit for an automobile service station/gas station use in addition to establishments that apply for a Liquor License. The proposed development consists of a new convenience store building, fuel canopy, and associated site improvements on the 1.79 acre property located at the northwest corner of West Clay Street and Harry S Truman Boulevard. There are a total of six (6) fuel pumps proposed on site under the canopy. There is not a carwash proposed. Additional details regarding the site improvements and proposed construction will be provided in the site plan analysis, below. The convenience store component will include a QT kitchen as well as the sale of various food items

and products typical of the use. The liquor sales are typical of a gas station convenience store and will consist of packaged liquor. All liquor sales will function as an accessory component to the primary automobile service station and convenience store use.

The applicant has provided a written development plan along with this application, detailing the functions of the proposed use and demonstrating that the project can operate in compliance with the Conditional Use standards of the Zoning Ordinance.

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 closest to Activity Center #4 (Cave Springs). The proposed automobile service station and liquor sales use at this location is compatible with the existing uses around this activity center and along the corridor.

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. In this case, the proposal is located at 3801 Harry S Truman Blvd nearest to Activity Center #4. This intensity pattern is consistent with the goals of the Comprehensive Plan, and the proposed use at this location could operate in conformance with the density, intensity, and activity guidelines provided above.

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 proposed land uses, and with confirmation from the Engineering and Fire Departments that access and transportation elements have been satisfactorily addressed with no outstanding comments, if conditioned properly and operated in compliance with the Zoning Ordinance, the proposal should not 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 in-vehicle service/automobile service station and liquor sales use can be compatible within its commercial and industrial surroundings and should not produce negative effects to neighboring properties or the neighborhood. Staff believes this use can continue to operate in a manner that is consistent with the area.

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 conditional uses in this location will not have an undue burden on public services as this proposal has been reviewed by Community Development, Finance, Engineering and Fire Departments with no outstanding comments.

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 as submitted, and the above standards for evaluating Conditional Uses, staff believes the proposed use and conditions proposed would prevent any potential adverse impacts and the public benefits would outweigh any potential adverse impacts.

Furthermore, the City Code allows the Planning and Zoning Commission to recommend conditions of approval to protect surrounding properties, as well as to give consideration with respect to location in the recommendations. The proposed use complies with the above standards.

Consistency with Chapter 600 (Alcoholic Beverages)

Section 600.280 of the City Code outlines limitations on granting a liquor license. Specifically subsection (C) states the following:

"No liquor license or restaurant liquor license shall be granted to any person for any premises if the property line of the premises sought to be licensed is less than three hundred (300) feet from the property line of any property used as a hospital, school or church, from the property line of any property in a residential zoning district, any residential land use in the "HCD" zoning district, or in the O-I zoning district, unless the applicant for the

license shall first obtain the consent of the City Council. Such consent shall not be granted until at least ten (10) days' written notice has been provided to all owners of property within three hundred (300) feet of the proposed licensed premises."

The subject property is not located within 300 feet from a hospital, school, church, or residence. Therefore, the notification provisions of Section 600.280(C) are not applicable. Regardless, since a Conditional Use Permit is associated with a public hearing, and all property owners within 300 feet of the subject property are notified 15 days prior to the hearing. While the above-mentioned code section is not applicable to this application, all nearby property owners have been adequately notified.

SITE PLAN ANALYSIS

In addition to the above request, the applicant is proposing to construct a new QuikTrip convenience store building in addition to a fuel canopy and gas pumps on the overall 1.79 acre lot.

Buildings/Elevations

A new convenience store building is proposed in association with the site plan, which is 6,445 square feet in size. The proposed structure includes a vestibule with entrances on the east and west elevations, along with a walk-up window for order pick-up. The applicant states that the window will be used exclusively for walk-up customers. As it cannot be accessed by vehicles, the Conditional Use Permit for in-vehicle sales does not apply to, or authorize use of the window via drive-thru access for vehicles.

The applicant has submitted elevations displaying the materials of the building. The structure is primarily composed of brick (approximately 62%). With the exception of the storefront door and window system and the designated signage area, the remaining elevation material consists of a porcelain tile.

As proposed, the structure does not meet the 100% masonry requirement of Section 400.965 of the Zoning Code. Approximately 62% masonry has been achieved. While the proposal is not compliant with the masonry standards of the Zoning Ordinance, these design standards may be exempted/or exceptions permitted by the Planning and Zoning Commission with good cause.

The Purpose Statement of the Architectural Design Standards of this section states:

"The purpose of these architectural and design standards is to ensure the highest quality and most aesthetically pleasing development in all areas of the City. Redevelopment and new development in the City reflects on the image of St. Charles and it is crucial that new structures and rehabilitation or additions to old structures adhere to a higher standard to reflect positively on the City's progressive attitude toward its future. These standards are not intended to restrict imagination or variety, but rather to assist in focusing on a design which results in an architectural style that creates a signature appearance that is distinctly St. Charles."

While 100% masonry has not been achieved here with the inclusion of the porcelain tile, the Planning and Zoning Commission may discuss the appropriateness of the materials selected and the overall design provided by the City language referenced above.

Per the Architectural Design Standards, masonry is defined as:

> *"Exposed face brick or natural building stone which is used as a facing component which is applied over exterior wall back-up construction. Face brick shall be prismatic units in a variety of sizes, colors and shapes. Brick shall be manufactured from clay, shale or similar naturally occurring earthy substances and subject to firing in a kiln. Natural building stone shall include stone that is sawed, cut, split or otherwise finished or shaped having a minimum thickness of one (1) inch. Natural building stone shall include granite, limestone, marble, slate, soapstone, sandstone or other natural stones of similar characteristics and physical properties. Molded, cast or otherwise artificially aggregated units composed of fragments of natural stone (excluding concrete masonry units) may be used with the approval of the City."*

The proposed tile does not meet the definition of masonry as outlined above; however, staff believes the material aligns with the spirit and intent of the standards as a fired ceramic product. While this design would be new to the St. Louis area, the use of porcelain tile is consistent with the design of newer QuikTrip convenience store constructions.

Additionally, the use of this material enhances the architectural design and visual appeal of the elevation beyond what could be accomplished with brick alone. Overall, staff is supportive of the elevations/design.

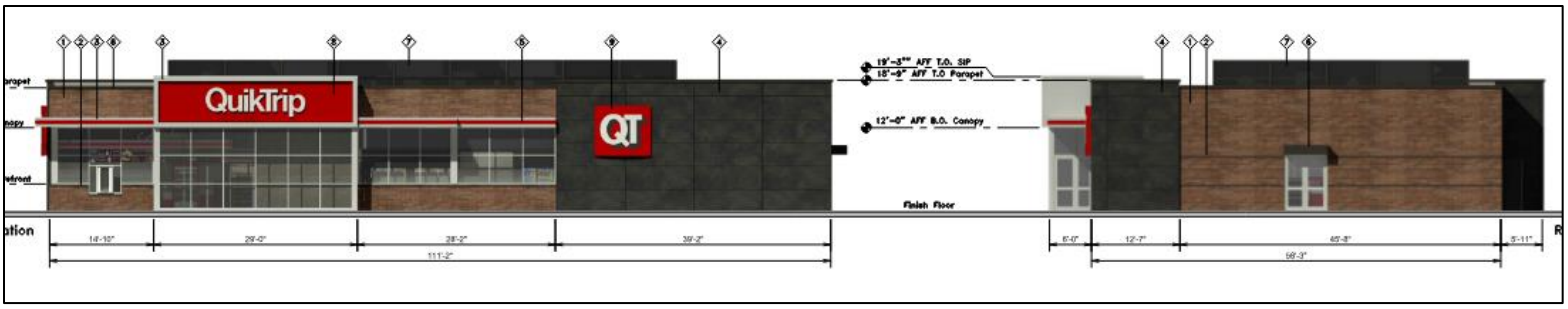


Figure 2: South and west elevations.

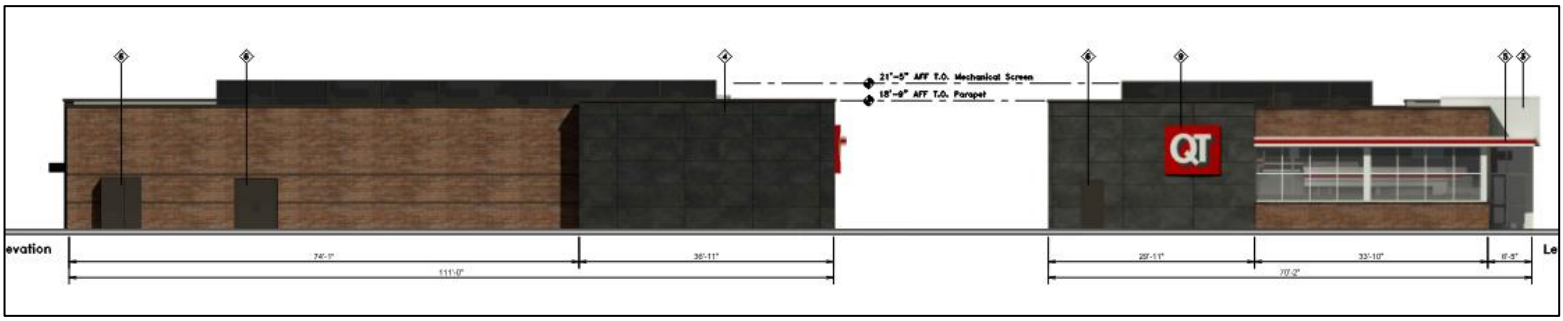


Figure 3: North and east elevations.

Transportation (access), Parking & Loading

As a part of the proposal, the submitted site plan has two (2) access points. These access points ae located at the northeast side of the lot to provide access from Harry S Truman Blvd, and the southern side of the lot from West Clay Street (outer road to I-70). The Harry S Truman Blvd

access point is existing while the West Clay access would be new. The applicant has received review and approval from MODOT for the new access point as this roadway is under the jurisdiction of MODOT and not a city street.

A traffic memo was provided by the applicant in regards to this site as required by the City. Per the provided traffic memo, it has been found that the proposed site is sufficient in traffic management. Based upon this information, it is the opinion of the Engineering Department and Planning Staff that adequate traffic measures have been provided. No additional concerns have been documented.

Parking is in compliance with the City parking standards. The minimum Code standard for "convenience store with fuel" requires one (1) per 250 square feet of floor area plus one (1) per every two (2) fuel pumps. Based on these parking standards, the proposed site plan would require 33 parking spaces in total for the proposed. The proposed plan includes 45 standard spaces with an additional 2 accessible spaces, for 47 spaces in total. Parking shall be located within a paved and striped parking space as designated on the submitted site plan. Additionally, drive aisles adjacent to 90 degree parking maintain aisle widths meeting the minimum requirement of 26.5'.

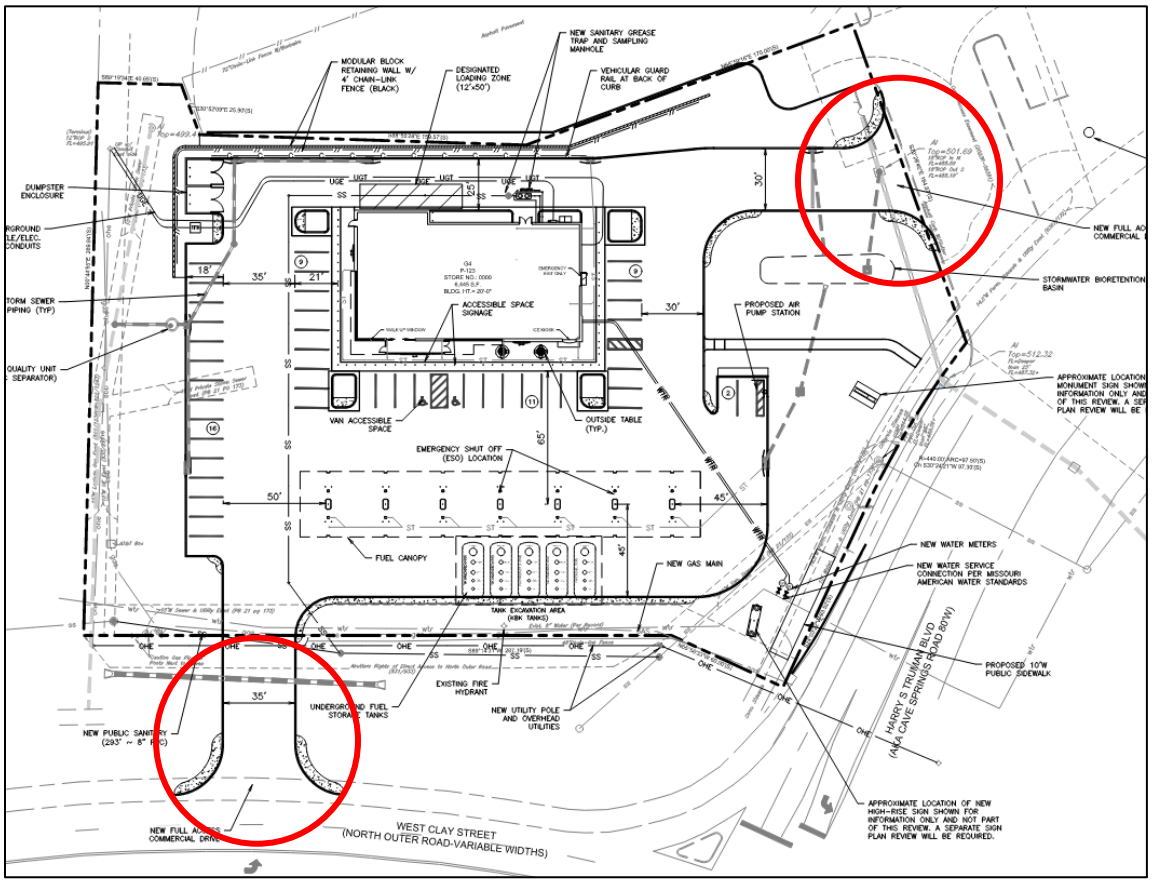


Figure 4: Proposed access points.

<u>Landscaping/Lighting</u>

The landscaping requirements meet the City of St. Charles landscape standards. Landscape buffers have been added along parts of each side of the lot. The added landscape buffers meet the 15'

requirement for landscape areas long public right of ways. The plantings within these buffers follow the code requirements for shade trees and shrubs. Per the site plan, these plantings are native and drought resistant so no irrigation is required.

The proposed lighting is also compliant with City standards. A photometric plan has been provided along with specification sheets of all lighting. The exterior lighting meets the requirement to be shielded to direct light straight down, other than architectural accent lighting.

Furthermore, the City Code allows the Planning and Zoning Commission to recommend conditions of approval to protect surrounding properties, as well as to give consideration with respect to location and site plan in the recommendations.

STAFF RECOMMENDATION

CU-2025-28:
This conditional use can operate in conformance with City requirements, is compatible with surrounding land uses and complies with the Comprehensive Plan of the City of St. Charles. Staff recommends **approval** of the proposed conditional use for In-Vehicle Sales and Service (gas station) and Liquor Sales associated with a convenience store use, subject to the following conditions:

1. This Conditional Use Permit for in-vehicle sales and service (gas station) as well as Liquor Sales is issued to QuikTrip only at 3801 Harry S Truman Blvd is not transferable to another location and/or applicant/tenant/business.
2. Approval of this Conditional Use for Liquor Sales is not approval of a liquor license. A liquor license shall be approved by the City Council prior to any liquor sales.
3. Liquor sales shall not occur independent of the primary business use and shall only be accessory to the submitted operation plan (Automobile Service Station and Convenience Store).
4. Non-compliance with any building codes, property maintenance codes, fire codes, noise control codes, ordinances concerning disturbances or conditions of this approval is grounds for revocation of the conditional use approval.
5. Violations of Chapter 600 dealing with Liquor/Alcoholic Beverages may be grounds for revocation of this Conditional Use.

SP-2025-12:
Staff recommends approval of application SP-2025-12.

Recommended Motions:

1. *Motion to forward application CU-2025-28 to the City Council with a favorable recommendation, subject to the conditions recommended by staff.*

2. *Motion to approve application SP-2025-12.*

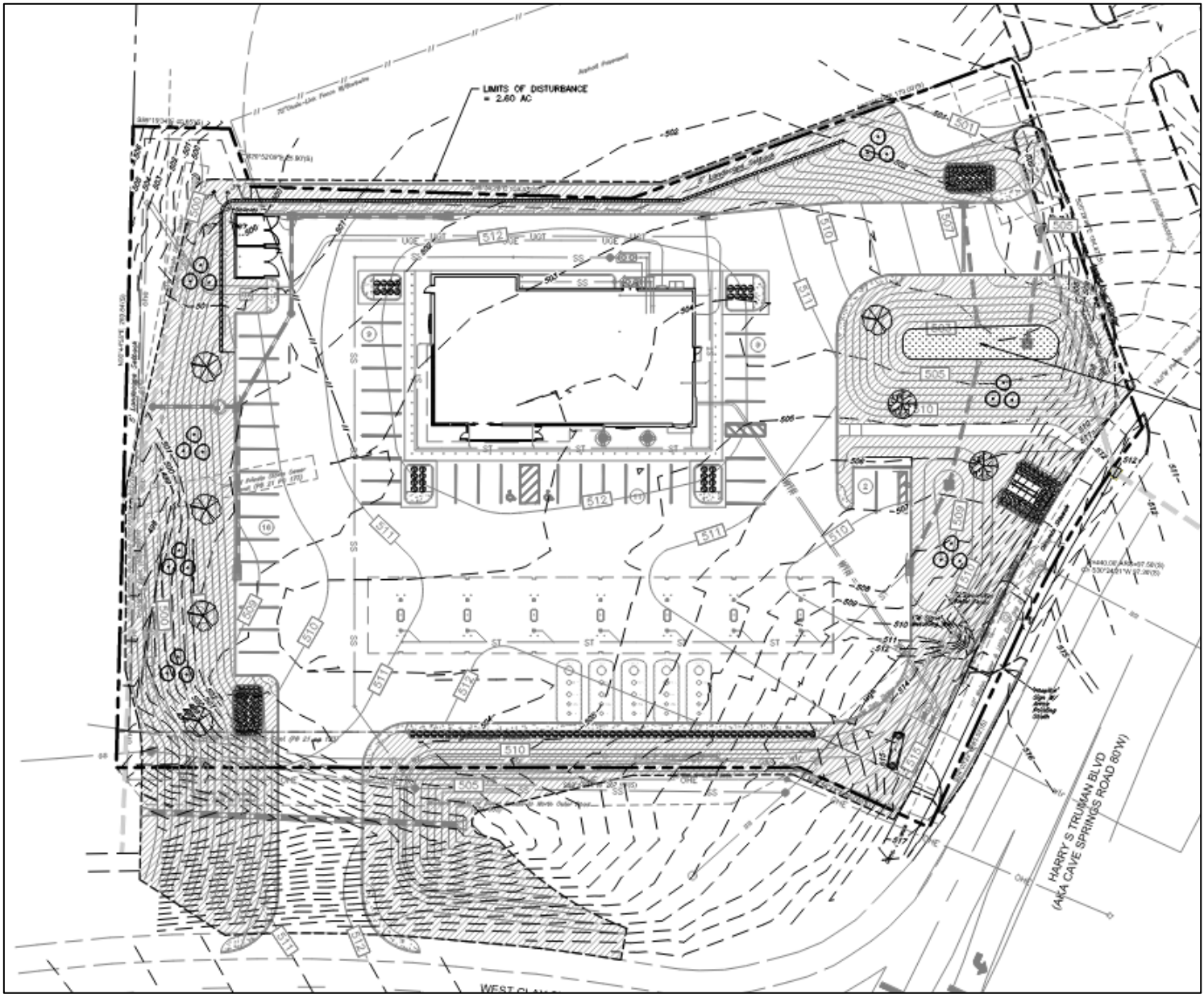


Figure 5: Submitted Site Plan.

SITE DEVELOPMENT PLANS FOR

QUIKTRIP STORE #0616

3801 HARRY S. TRUMAN BLVD.

ST. CHARLES, MISSOURI

Vicinity Map
Not to Scale

GENERAL NOTES:

1. IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, THE CONTRACTOR SHALL BE SOLELY AND COMPLETELY RESPONSIBLE FOR CONDITIONS OF THE JOB SITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. ANY CONSTRUCTION OBSERVATION BY THE ENGINEER OF THE CONTRACTOR'S PERFORMANCE IS NOT INTENDED TO INCLUDE REVIEW OF THE ADEQUACY OF THE CONTRACTOR'S SAFETY MEASURES, IN, ON OR NEAR THE CONSTRUCTION SITE.
2. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL NECESSARY PERMITS HAVE BEEN OBTAINED FROM THE GOVERNING AGENCIES AND COORDINATING ALL GOVERNING AGENCY INSPECTIONS REQUIRED THROUGHOUT THE DURATION OF THE PROJECT.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR RAZING AND REMOVAL OF THE EXISTING STRUCTURES, RELATED UTILITIES, PAVING, AND ANY OTHER EXISTING IMPROVEMENTS AS NOTED. REFERENCE SITE WORK SPECIFICATIONS.
4. CONTRACTOR IS TO REMOVE AND DISPOSE OF ALL DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM PREVIOUS AND CURRENT DEMOLITION OPERATIONS. DISPOSAL WILL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND/OR FEDERAL REGULATIONS GOVERNING SUCH OPERATIONS.
5. THE CONTRACTOR WILL BE HELD SOLELY RESPONSIBLE FOR DAMAGE TO ADJACENT PROPERTIES AND NEW CONSTRUCTION IN PLACE DURING THE CONSTRUCTION PHASES OF THIS PROJECT. ANY DISTURBED IMPROVEMENTS SHALL BE REPLACED IN KIND AT THE CONTRACTORS EXPENSE.
6. ANY QUANTITIES PROVIDED ON THESE PLANS ARE FOR GENERAL REFERENCE PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE QUANTITIES REQUIRED FOR CONSTRUCTION.
7. THE EXISTING FEATURES SHOWN ON THESE PLANS ARE THOSE NOTED IN THE FIELD AND THOSE TAKEN FROM RECORD DRAWINGS. THERE IS NO GUARANTEE THAT ALL FEATURES (ABOVE OR BELOW GROUND) ARE SHOWN ON THE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING FEATURES PRIOR TO BIDDING THE PROJECT.
8. THE CONTRACTOR SHALL LOCATE ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION BY CONTACTING THE LOCAL UTILITY COMPANIES AND/OR UTILIZING THE LOCAL ONE-CALL SYSTEM. ANY DAMAGE DONE TO EXISTING UTILITIES (THAT ARE TO REMAIN IN PLACE) DURING CONSTRUCTION OPERATIONS WILL BE THE CONTRACTOR'S RESPONSIBILITY AND REPAIRED AT THE CONTRACTOR'S EXPENSE.
9. ALL SITE WORK FOR THIS PROJECT SHALL MEET OR EXCEED THE OWNERS CONTRACT DOCUMENTS AND SPECIFICATIONS. ALL WORK SHALL MEET OR EXCEED THE RELEVANT UTILITY COMPANIES AND REGULATORY AGENCIES, CONTRACT DOCUMENTS AND SPECIFICATIONS. ALL WORK WITHIN PUBLIC AND STATE RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE GOVERNING AGENCIES STANDARDS AND SPECIFICATIONS.
10. TRAFFIC CONTROL SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), CURRENT EDITION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE PROPER TRAFFIC CONTROL IS IN PLACE FOR EACH PHASE OF CONSTRUCTION. THE CONTRACTOR IS ALSO RESPONSIBLE FOR PROPERLY MAINTAINING TRAFFIC CONTROL DEVICES THROUGHOUT THE DURATION OF THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING TRAFFIC CONTROL PLANS TO THE CITY AND DEPARTMENT OF TRANSPORTATION AS REQUIRED.

WETLANDS NOTICE:

ANY DEVELOPMENT, EXCAVATION, CONSTRUCTION, OR FILLING IN A U.S. CORPS OF ENGINEERS DESIGNATED WETLAND IS SUBJECT TO LOCAL, STATE AND FEDERAL APPROVALS. THE CONTRACTOR SHALL COMPLY WITH ALL PERMIT REQUIREMENTS AND/OR RESTRICTIONS AND ANY VIOLATION WILL BE SUBJECT TO FEDERAL PENALTY. THE CONTRACTOR SHALL HOLD THE OWNER/ DEVELOPER, THE ENGINEER AND THE LOCAL GOVERNING AGENCIES HARMLESS AGAINST SUCH VIOLATION.

WARRANTY/DISCLAIMER:

THE DESIGNS REPRESENTED IN THESE PLANS ARE IN ACCORDANCE WITH ESTABLISHED PRACTICES OF CIVIL ENGINEERING FOR THE DESIGN FUNCTIONS AND USES INTENDED BY THE OWNER AT THIS TIME. HOWEVER, NEITHER THE ENGINEER NOR ITS PERSONNEL CAN OR DO WARRANT THESE DESIGNS OR PLANS AS CONSTRUCTED EXCEPT IN THE SPECIFIC CASES WHERE THE ENGINEER INSPECTS AND CONTROLS THE PHYSICAL CONSTRUCTION ON A CONTEMPORARY BASIS AT THE SITE.

NOTICE TO BIDDERS:

ALL QUESTIONS REGARDING THE PREPARATION OF THE GENERAL CONTRACTOR'S BID SHALL BE DIRECTED TO THE OWNER'S CONSTRUCTION REPRESENTATIVE. SUBCONTRACTORS MUST DIRECT THEIR QUESTIONS THROUGH THE GENERAL CONTRACTOR. THE CONSULTING ARCHITECT AND/OR THE CONSULTING ENGINEER SHALL NOT BE CONTACTED DIRECTLY WITHOUT PRIOR AUTHORIZATION FROM THE OWNER/DEVELOPER.

FLOOD CERTIFICATION:

THIS PROPERTY LIES IN ZONE "X" AND DOES NOT LOCATE WITHIN ANY PRESENTLY ESTABLISHED 100-YEAR FLOOD PLAIN, AS SHOWN BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY, FLOOD INSURANCE RATE MAP FOR THE CITY OF ST. CHARLES, MISSOURI, COMMUNITY PANEL NUMBER 29183C0262G EFFECTIVE DATE JANUARY 20, 2016.

PROJECT CONTACT LIST:

SURVEYOR OF RECORD
HEIDEMAN ASSOCIATES
CONTACT: MARK WILEY, L.S.
240 LARKIN WILLIAMS IND. CT.
FENTON, MISSOURI, 63026
TEL: 636-492-3200
FAX: 636-492-3202

ENGINEER OF RECORD
CIVIL DESIGN, INC.
CONTACT: NATHAN COWAN, P.E.
5220 OAKLAND AVE.
ST. LOUIS, MISSOURI, 63110
TEL: 314-881-5475

QT REAL ESTATE PROJECT MANAGER
QUIKTRIP CORPORATION
CONTACT: GWEN KEEN
2255 BLUESTONE DRIVE
ST. CHARLES, MISSOURI, 63303
TEL: 636-627-0003

QT CIVIL PROJECT MANAGER
QUIKTRIP CORPORATION
CONTACT: TRAVIS WUNSCH, P.E.
4705 SOUTH 129TH EAST AVENUE
TULSA, OK 74134
TEL: (918) 615-7376

UTILITY CONTACT LIST:

CITY OF ST. CHARLES UTILITY DIVISION (WATER, SEWER)
2871 ELM
TEL: 866-430-0820

AMEREN (ELECTRIC)
TEL: 800-552-7583

SPIRE ENERGY (GAS)
TEL: 800-887-4173

AT&T
(TELEPHONE/CABLE/INTERNET)
TEL: 800-464-7928

SPECTRUM
(TELEPHONE/CABLE/INTERNET)
TEL: 855-757-7328

MUNICIPAL CONTACT LIST:

ST. CHARLES DEPARTMENT OF COMMUNITY DEVELOPMENT
200 N. 2ND STREET
3RD FLOOR, ROOM 303
ST. CHARLES, MO 63301
TEL: 336-949-3222
CONTACT: ZACH TUSINGER

ST. CHARLES DEPARTMENT OF PUBLIC WORKS
2871 ELM POINT INDUSTRIAL DRIVE
ST. CHARLES, MO 63301
TEL: 336-949-3363

ST. CHARLES FIRE DEPARTMENT
3201 BOSCHERTOWN ROAD
ST. CHARLES, MO 63301
TEL: 636-949-3250

SHEET INDEX

SP1	COVER SHEET
SP2	DEMOLITION PLAN
SP3	SITE PLAN
SP4	GRADING PLAN
L100	LANDSCAPE PLAN
EX1	FIRE TRUCK MOVEMENT EXHIBIT

SITE DATA

PARCEL NO.:	6-001-D355-00-0003.0000000
EXISTING ZONING:	C-3 HIGHWAY BUSINESS DISTRICT
PROPOSED USE:	CONVENIENCE/FOOD STORE W/ PETROLEUM SERVICES
DEVELOPMENT AREA:	(102,617 S.F.) 2.36 AC
BUILDING SETBACKS:	FRONT 25' SIDE NONE REAR NONE

BUILDING INFORMATION:
NEW BUILDING: 6,445 GSF

PARKING CALCULATIONS:
REQUIRED PARKING CONVENIENCE STORE W/ FUEL = 33 SPACES
(1 SPACE/250 BLDG. GSF PLUS 1 SPACE/2 FUEL PUMPS)

TOTAL PROVIDED PARKING = 47 SPACES
(INCLUDES 1 STANDARD & 1 VAN ACCESSIBLE SPACE)

LOADING SPACE CALCULATIONS:
REQUIRED LOADING SPACE = 1 SPACE (12'x50')
PROVIDED LOADING SPACE = 1 SPACE (12'x50')

NOTES:

1. SITE PAVEMENT SHALL BE DESIGNED TO ACCOMMODATE AN 80,000 LB. FIRE TRUCK APPARATUS PER CITY OF ST. CHARLES.
2. ALL STORMWATER FLOWS 4 CFS OR GREATER SHALL BE PIPED.
3. ALL RIGHT-OF-WAY APPROACHES SHALL BE A MINIMUM OF 7 INCHES OF P.C.C. PAVEMENT OVER 5 INCHES OF AGGREGATE BASE PER CITY OF ST. CHARLES.

STATE OF MISSOURI
NATHAN JACOB COWAN
NUMBER PE-2005022092
PROFESSIONAL ENGINEER
12/01/2025

PROJECT NO.: R2385.33

CIVIL DESIGN, INC.
WBE | DBE
5220 Oakland Ave.
St. Louis, MO 63110
(314) 863-5570
Missouri State Certificate of Authority #2002006804

QuikTrip No. 0616
3801 HARRY S. TRUMAN BLVD.
ST. CHARLES, MISSOURI

© COPYRIGHT QUIKTRIP CORPORATION 2011
ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION, OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

PROTOTYPE:	P-123 (08/14/2025)
DIVISION:	
VERSION:	001
DESIGNED BY:	
DRAWN BY:	
REVIEWED BY:	

REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:
COVER SHEET

SHEET NUMBER:
SP1

MISCELLANEOUS DEMOLITION NOTES

1. ALL ITEMS IN BOLD ARE TO BE DEMOLISHED.
2. ALL TREES AND SHRUBS (EXCEPT THOSE SPECIFIED TO REMAIN) ON PROPERTY TO BE REMOVED.

EXISTING SANITARY TO BE REMOVED AND ASSOCIATED EASEMENTS TO BE VACATED

EXISTING EASEMENT TO BE VACATED

EXISTING EASEMENT TO BE VACATED.

EXISTING EASEMENT TO BE VACATED

EXISTING EASEMENT TO BE VACATED

EXISTING EASEMENT TO BE VACATED

EXISTING HIGH-RISE SIGN TO BE RELOCATED

POSSIBLE UNDERGROUND GREASE TRAP TO BE REMOVED

EXISTING GAS MAIN (SIZE UNKNOWN) TO BE LOWERED

EXISTING UTILITY POLE TO BE REMOVED/REPLACED TO ELIMINATE NEED FOR GUY WIRES

HARRY S TRUMAN BLVD (AKA CAVE SPRINGS ROAD 80'W)

WEST CLAY STREET (NORTH OUTER ROAD-VARIABLE WIDTHS)

30 15 0 30 60

STATE OF MISSOURI
NATHAN JACOB COWAN
NUMBER
PE-2005022092
PROFESSIONAL ENGINEER

12/01/2025

PROJECT NO.: R2385.33

CIVIL DESIGN, INC.
WBE | DBE
5220 Oakland Ave.
St. Louis, MO 63110
(314) 863-5570
Missouri State Certificate of Authority #2002006804

QuikTrip No. 0616

3801 HARRY S. TRUMAN BLVD.
ST. CHARLES, MISSOURI

© COPYRIGHT QUIKTRIP CORPORATION 2011
ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION, OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

PROTOTYPE:	P-123 (08/14/2025)
DIVISION:	
VERSION:	001
DESIGNED BY:	
DRAWN BY:	
REVIEWED BY:	

REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:

DEMOLITION PLAN (PRELIM)

SHEET NUMBER:

SP2

SITE LEGEND

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- MOUNTABLE CURB W/RADIUS PROTECTOR
- (7) PARKING SPACE INDICATOR
- AREA LIGHT (22' HIGH)
- MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS

MODULAR BLOCK RETAINING WALL W/ 4' CHAIN-LINK FENCE (BLACK)

DESIGNATED LOADING ZONE (12'x50')

NEW SANITARY GREASE TRAP AND SAMPLING MANHOLE

VEHICULAR GUARD RAIL AT BACK OF CURB

DUMPSTER ENCLOSURE

UNDERGROUND TELE/ELEC. CONDUITS

NEW STORM SEWER COLLECTION PIPING (TYP)

STORMWATER QUALITY UNIT (HYDRODYNAMIC SEPARATOR)

NEW 6" PVC SANITARY LATERAL @ 2.0% (MIN.)

NEW PUBLIC SANITARY (29.3' ~ 8" PVC)

NEW FULL ACCESS COMMERCIAL DRIVE. SEE NOTES ON COVER SHEET

G4
P-123
STORE NO.: 0000
6,445 S.F.
BLDG. HT.= 20'-0"

EMERGENCY EXIT ONLY

ACCESSIBLE SPACE SIGNAGE

WALK UP WINDOW

ICE KIOSK

VAN ACCESSIBLE SPACE

OUTSIDE TABLE (TYP.)

EMERGENCY SHUT OFF (ESO) LOCATION

FUEL CANOPY

UNDERGROUND FUEL STORAGE TANKS

TANK EXCAVATION AREA (KBK TANKS)

EXISTING FIRE HYDRANT

NEW UTILITY POLE AND OVERHEAD UTILITIES

PROPOSED AIR PUMP STATION

NEW GAS MAIN

RELOCATED HIGH-RISE SIGN

STORMWATER BIORETENTION BASIN

APPROXIMATE LOCATION OF NEW MONUMENT SIGN SHOWN FOR INFORMATION ONLY AND NOT PART OF THIS REVIEW. A SEPARATE SIGN PLAN REVIEW WILL BE REQUIRED.

NEW WATER METERS

NEW WATER SERVICE CONNECTION PER MISSOURI AMERICAN WATER STANDARDS

PROPOSED 10'W PUBLIC SIDEWALK

APPROXIMATE LOCATION OF NEW HIGH-RISE SIGN SHOWN FOR INFORMATION ONLY AND NOT PART OF THIS REVIEW. A SEPARATE SIGN PLAN REVIEW WILL BE REQUIRED.

HARRY S TRUMAN BLVD (AKA CAVE SPRINGS ROAD 80'W)

WEST CLAY STREET (NORTH OUTER ROAD-VARIABLE WIDTHS)

N

30 15 0 30 60

STATE OF MISSOURI
NATHAN JACOB COWAN
NUMBER PE-2005022092
PROFESSIONAL ENGINEER
12/01/2025

PROJECT NO.: R2385.33

CIVIL DESIGN, INC.
WBE | DBE
5220 Oakland Ave.
St. Louis, MO 63110
(314) 863-5570
Missouri State Certificate of Authority #2002006804

QuikTrip No. 0616

3801 HARRY S. TRUMAN BLVD.
ST. CHARLES, MISSOURI

© COPYRIGHT QUIKTRIP CORPORATION 2011
ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION, OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

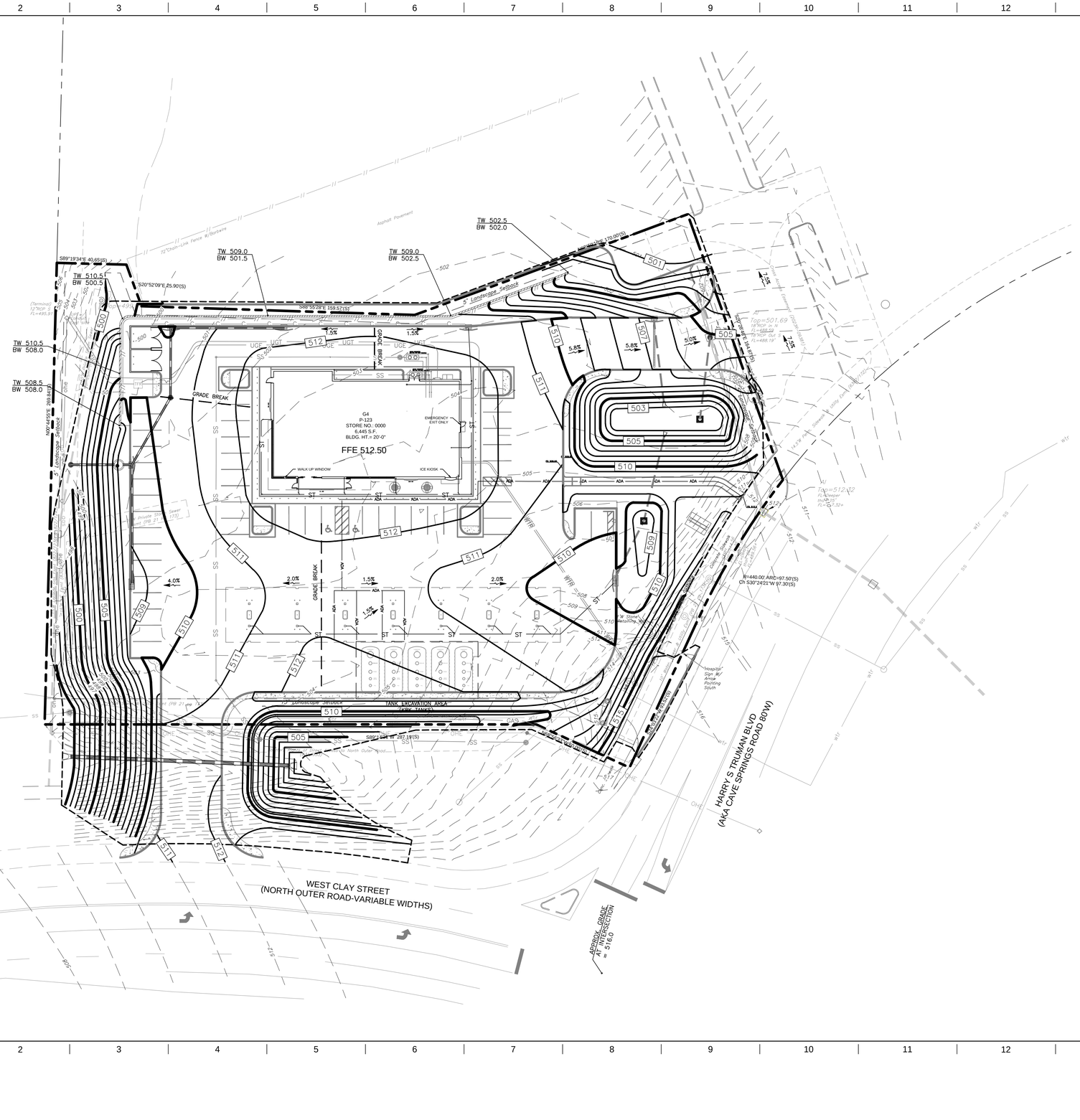
PROTOTYPE:	P-123 (08/14/2025)
DIVISION:	
VERSION:	001
DESIGNED BY:	
DRAWN BY:	
REVIEWED BY:	

REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:
SITE (PRELIM)

SHEET NUMBER:
SP3



GRADING LEGEND

ST	STORM PIPE (< 10" NEW)
ST	STORM PIPE (> 12" NEW)
ST	STORM PIPE (> 12" EXISTING)
FD	FRENCH DRAIN
CD	BACK OF CURB DRAIN
XXXX	MAJOR CONTOUR (NEW)
XXXX	MINOR CONTOUR (NEW)
XXX	MAJOR CONTOUR (EXISTING)
XXX	MINOR CONTOUR (EXISTING)
ADA	ADA PATH OF TRAVEL
TC XXXX.XX G XXXX.XX	TOP OF CURB ELEVATION (NEW) GUTTER ELEVATION (NEW)
FG XXXX.XX	FINISHED GRADE ELEVATION (NEW)
FG XXXX.XX	SPOT ELEVATION (EXISTING)
	STORM GRATE (NEW)

GRADING NOTES

1. GAS CANOPY INSTALLER SHALL INSTALL THE CANOPY COLUMN DRAIN PIPE AND OVERFLOW FITTING. THE STORM WATER INSTALLER SHALL CONNECT THEIR PIPING TO THE GAS INSTALLER'S OVERFLOW FITTING.
2. TO AVOID ANY DEFINED CRESTS OR SUMPS, "GRADE BREAKS" SHALL BE CONSTRUCTED AS A "VERTICAL CURVE". SURVEYOR & CONTRACTOR SHALL CONFER WITH QUIKTRIP CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION STAKING OR CONCRETE PLACEMENT RELATIVE TO ANY GRADE BREAKS.

STATE OF MISSOURI
NATHAN JACOB COWART
NUMBER PE-2005022092
PROFESSIONAL ENGINEER
12/01/2025

PROJECT NO.: R2385.33

CIVIL DESIGN, INC.
WBE | DBE
5220 Oakland Ave.
St. Louis, MO 63110
(314) 863-5570
Missouri State Certificate of Authority #2002006804

QuikTrip No. 0616

3801 HARRY S. TRUMAN BLVD.
ST. CHARLES, MISSOURI

© COPYRIGHT QUIKTRIP CORPORATION 2011
ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION, OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

PROTOTYPE:	P-123 (08/14/2025)
DIVISION:	
VERSION:	001
DESIGNED BY:	
DRAWN BY:	
REVIEWED BY:	

REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:
GRADING (PRELIM)

SHEET NUMBER:
SP4

Landscape Schedule

USE	SYMBOL	COMMON NAME *Botanical Name*	MINIMUM SIZE/ HEIGHT/SPREAD	QUANTITIES	COMMENTS
SHRUBS		CRIMSON PYGMY BARBERRY *Berberis Thunbergii*	HEIGHT/SPREAD RATIO = 3:2 15"ø X 10" HT MIN	147 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR LANDSCAPE BED LOCATIONS AND SHRUB SPACING
		WINTERGREEN BOXWOOD *Microphylla koreana* OR GREEN MOUNTAIN BOXWOOD *Buxus 'Green Mountain'*	HEIGHT/SPREAD RATIO = 3:2 24"ø X 16" HT MIN	124 EA.	
FRONTAGE TREES		WHITE SWAMP OAK *Quercus bicolor*	2.5" CALIPER 8' HT	2 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR TREE PLACEMENT, AND PLANTING SPECIFICATIONS CONTRACTOR TO VERIFY TREE TYPE, LOCATION, SIZE, HEIGHT, AND SPREAD WITH QT REPRESENTATIVE PRIOR TO INSTALLATION
		WILLOW OAK *Quercus Phellos*	2.5" CALIPER 8' HT	5 EA.	
		ROSE OF SHARON *Hibiscus syriacus*	3" CALIPER (TOTAL) 6' HT	21 EA.	
MISC.		FESCUE SOD		41,563 S.F.	

LIMITS OF DISTURBANCE = 2.60 AC

BIORETENTION PLANTINGS PER MSD APPROVED PLANTING LIST 860 S.F. ±

HARRY S TRUMAN BLVD (AKA CAVE SPRINGS ROAD 80'W)

WEST CLAY STREET (NORTH OUTER ROAD-VARIABLE WIDTHS)

30 15 0 30 60

STATE OF MISSOURI
NATHAN JACOB COWART
NUMBER PE-2005022092
PROFESSIONAL ENGINEER
12/01/2025

PROJECT NO.: R2385.33

CDI
CIVIL DESIGN, INC.
WBE | DBE
5220 Oakland Ave.
St. Louis, MO 63110
(314) 863-5570
Missouri State Certificate of Authority #2002006804

QuikTrip No. 0616
3801 HARRY S. TRUMAN BLVD.
ST. CHARLES, MISSOURI

© COPYRIGHT QUIKTRIP CORPORATION 2011
ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION, OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

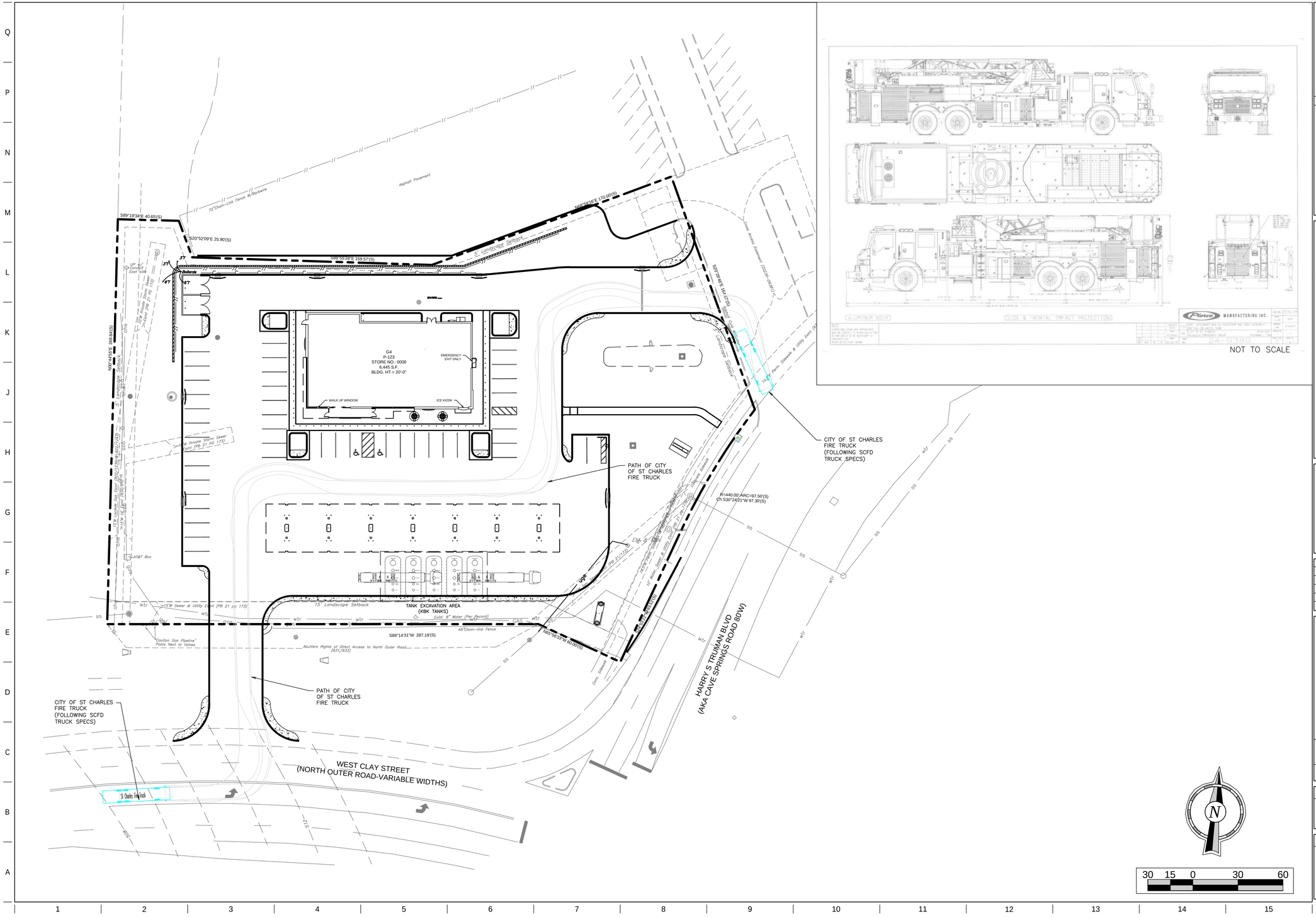
PROTOTYPE:	P-123 (08/14/2025)
DIVISION:	
VERSION:	001
DESIGNED BY:	
DRAWN BY:	
REVIEWED BY:	

REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:
LANDSCAPE (PRELIM)

SHEET NUMBER:
L100



STATE OF MISSOURI
NATHAN JACOB COWAN
NUMBER PE-2010022092
PROFESSIONAL ENGINEER
12/01/2025

PROJECT NO.: R2385.33

CIVIL DESIGN, INC.
WBE | DBE
5220 Oakland Ave.
St. Louis, MO 63110
(314) 863-5570
Missouri State Certificate of Authority #2002006804

QuikTrip No. 0616
3801 HARRY S. TRUMAN BLVD.
ST. CHARLES, MISSOURI

© COPYRIGHT QUIKTRIP CORPORATION 2011
ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION, OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

PROTOTYPE:	P-123 (08/14/2025)
DIVISION:	
VERSION:	001
DESIGNED BY:	
DRAWN BY:	
REVIEWED BY:	

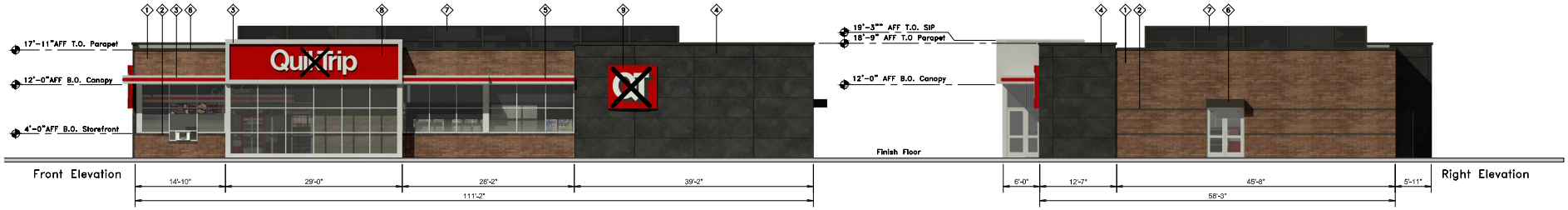
REV	DATE	DESCRIPTION

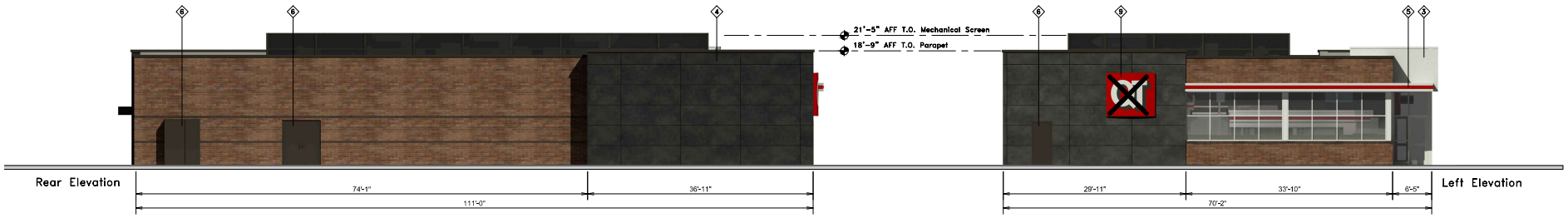
ORIGINAL ISSUE DATE:

SHEET TITLE:
FIRE TRUCK TURN MOVEMENT EXHIBIT

SHEET NUMBER:
EX1

G4 Material SF & Percentage Table						
	TOTAL	ATLAS BRICK	STONE PANELS	FACIA/ CANOPY/MISC	DOORS/ WINDOWS	SIGNAGE
FRONT FACADE:	2051 SF	351 SF 17%	678 SF 33%	111 SF 6%	695 SF 34%	216 SF 10%
RIGHT FACADES:	1041 SF	748 SF 72%	235 SF 22%	8 SF 1%	50 SF 5%	
LEFT FACADES:	1167 SF	281 SF 24%	481 SF 41%	78 SF 7%	271 SF 23%	56 SF 5%
REAR FACADE:	1999 SF	1263 SF 63%	691 SF 35%	45 SF 2%		





QuikTrip

4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store #		Address:	City, State:
616	G4 Building Elevations	3801 Harry S Truman	St. Charles, MO

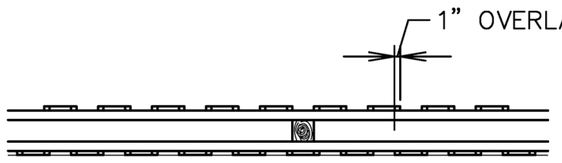
Serial #	Scale:	Issue Date:	Drawn By:	Rev/Notes:
06-0616-G4	1/8"=1'-0"	11.26.2025	JK	

COPYRIGHT © 2011 QUIKTRIP CORPORATION DESIGN PATENTS
QUIKTRIP PLANS ARE THE EXCLUSIVE PROPERTY OF QUIKTRIP CORPORATION, TULSA, OKLAHOMA. THESE PLANS ARE PROTECTED IN THEIR ENTIRETY BY DOMESTIC AND INTERNATIONAL COPYRIGHT AND PATENT STATUTES. ANY UNAUTHORIZED USE, REPRODUCTION, PUBLICATION, DISTRIBUTION OR SALE IN WHOLE OR IN PART, IS STRICTLY FORBIDDEN.

#	FINISH	MANUFACTURER	SPECIFICATION
1	IRONZ/STONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BRUSHED ALUMINUM	REYNOBOND	FASCIA
4	OSSIDO NERO	CROSSVILLE	STONE PANELS
5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
6	QT BROWN	SHERWIN - WILLIAMS	METAL PAINT
7	BLACK	ALL COURT FABRICS	POLYPRO 65 MESH
8	CLEAR	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
9	2120-56	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE

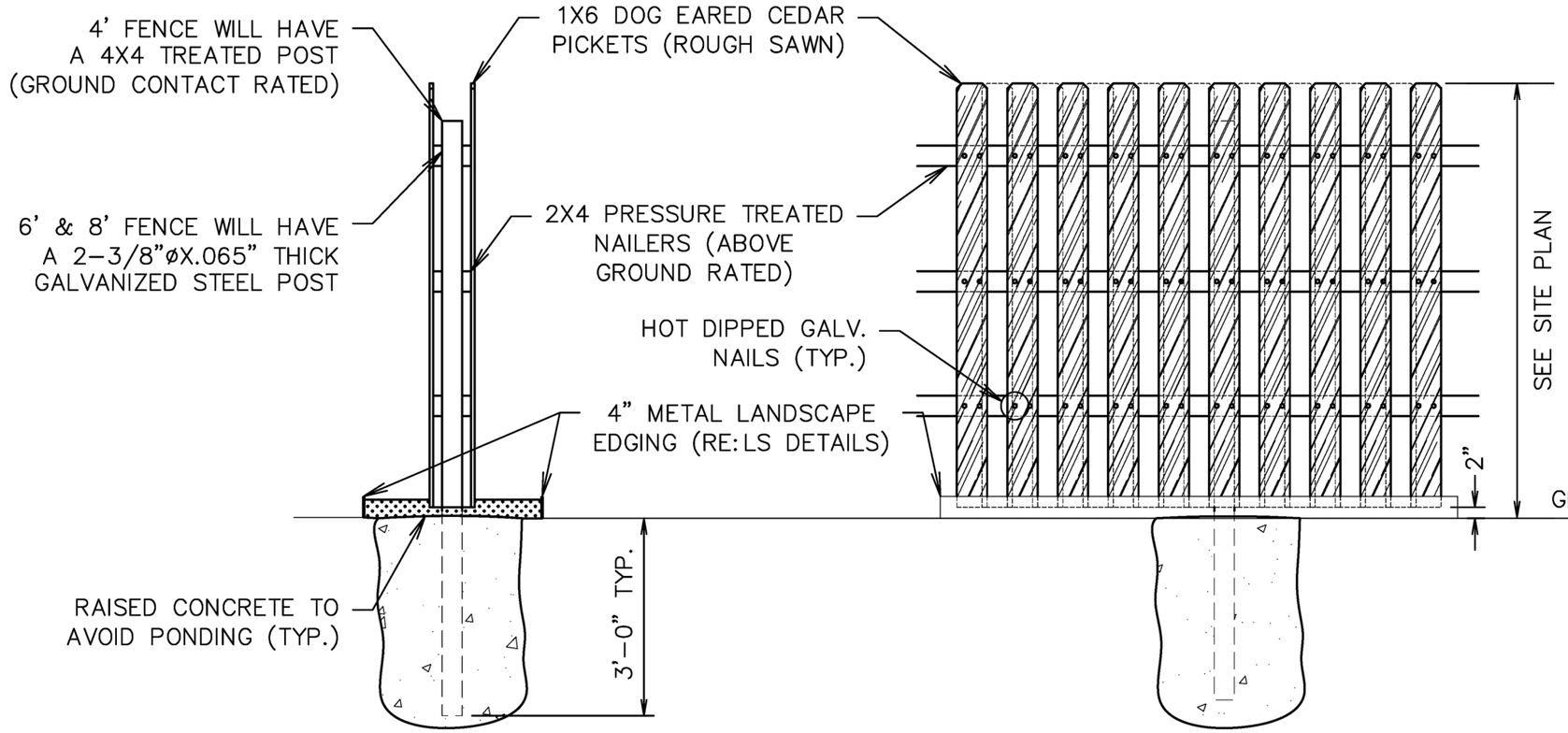
FOR 8' OR TALLER FENCE, A 4TH "NAILER" WILL BE REQUIRED. POST BURIAL DEPTH SHALL BE 4'–0".

COVER ENTIRE FENCE W/BEHR DECK PLUS DP359 OXFORD BROWN (2 COATS MINIMUM). TOP AND BOTTOM OF FENCE ALSO TO BE SEALED.



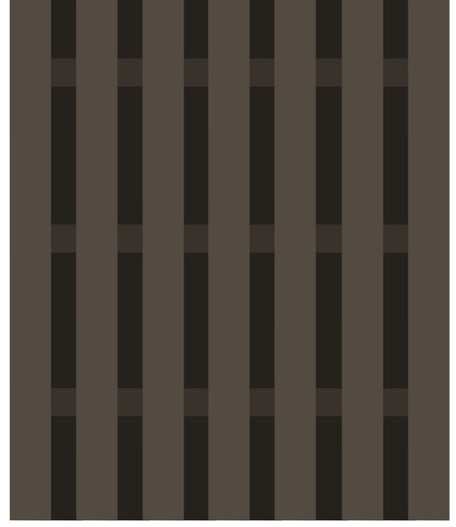
PLAN

PHOTO DETAIL



SIDE ELEVATION

FRONT ELEVATION

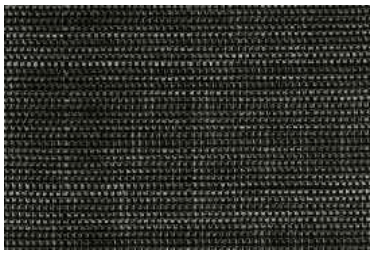


RENDERING

WOODEN FENCE - DOUBLE SIDED

NTS	SN: SD013A005

Brushed Aluminum - Reynobond
Building Cornice/Gas Canopy Fascia



Polypro 95 Mesh - Black
Trash Enclosure/Mechanical Screen

QT BROWN Metal Paint -
Light Poles/Service Doors/Canopy Columns

Aluminum - Tubelite
Entry Door/Window Frame

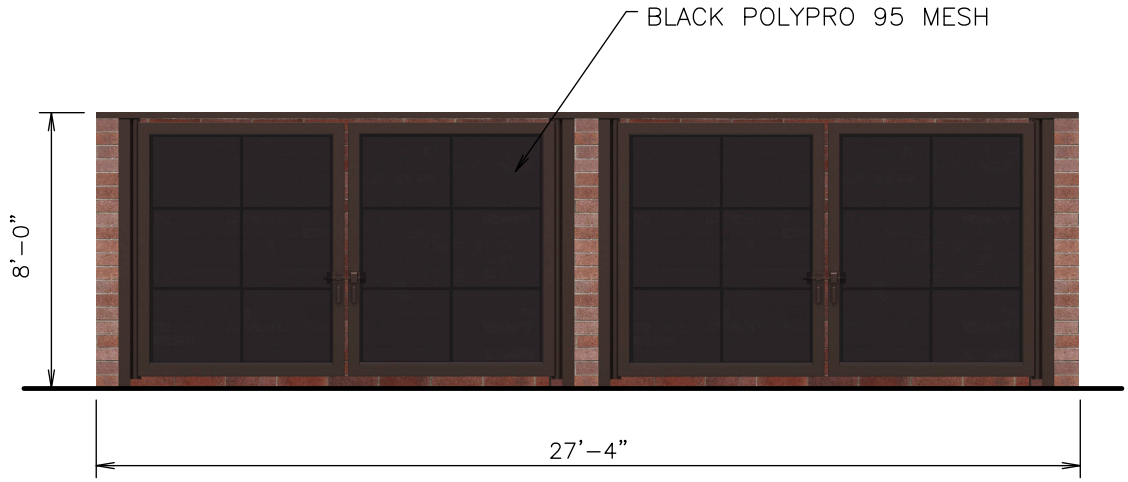
G4 Material Samples
Convenience Store with Fuel
Prepared by: QuikTrip

Translucent #2793 Red -
Accent Band/Awning

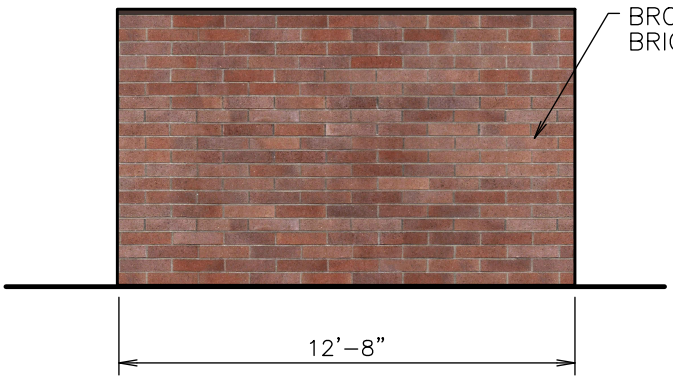
Bronzestone Brick -
Interstate Brick - Building

Stone Panel - Ossido Nero
Crossville - Building

Midnight Black Brick -
Interstate Brick - Building



FRONT ELEVATION



SIDE ELEVATION

SPECIFICATIONS:

QuikTrip

4705 S. 129th E. Ave. – Tulsa, OK 74134-7008
P.O. Box 3475 – Tulsa, OK 74101-3475
p:918.615.7700

Trash Enclosure

Double Polypro 95 Mesh Doors

NOTES			DRAWN BY	ISSUE DATE
				05.26.22

SQUARE FOOTAGE	TYPEFACE	INSIDE CAN	ENTIRE SIGN

SCALE:
1/4" = 1'-0"

SERIAL NUMBER:
06-0616-G4

STORE NUMBER:
616

Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Scottsdale Vertex™ (SCV)

Petroleum Canopy LED Luminaire

IP66

OVERVIEW	
Lumen Package	9,000 - 23,000
Wattage Range	67 - 188
Efficacy Range (LPW)	109 - 154
Weight lbs(kg)	18.5 (8.4)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged low-profile die-cast aluminum housing, optical unit, and driver cover.
- Below canopy access to optical chamber and driver housing for serviceability.
- IP66 rated luminaire protects integral components from dust and water.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling.
- Four fasteners secure the door frame to housing. Door frame also provides quick and easy access to the electrical compartment for servicing.
- Shipping weight: 18.5 lbs in carton.

Optical System

- Symmetrical distribution utilizes a clear tempered flat glass lens to uniformly illuminate the area under the gas canopy.
- Combination Forward Throw distribution uses clear tempered flat glass and optical grade PMMA acrylic lens to create an industry leading unique distribution pattern to illuminate the area under the gas canopy and the area between the gas canopy and convenience store eliminating the need for extra floodlights.
- Available in 5000K, 4000K and 3000K color temperatures.
- Minimum CRI of 80.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 2)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F) when mounted to Steel/ Aluminum surfaces for 10L, 13L, & 15L Lumen Packages, +45°C for 20L Lumen Package, and +35°C for 23L Lumen Package. If mounted to a non-metallic surface, reduce ambient by 5°C.
- Power factor: >0.90
- Field replaceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs are mounted to (4) circuit boards to maximize heat dissipation
- Driver components are fully encased in potting material for moisture resistance. Driver complies with FCC standards.

Hazardous Location

- Designed for lighter than air fuel applications. Product is suitable for Class 1 Division 2 with all lumen packages and distributions only when properly installed per LSI installation instructions. Models with optional controls are not approved for Class 1, Division 2 applications.
  Gas Groups A,B,C, and D – Group A: Acetylene / Group B: Hydrogen / Group C: Propane and Ethylene / Group D: Benzene, Butane, Methane & Propane.

Installation

- Installs in a 12" or 16" deck pan.
- Four fasteners are provided for use in single deck steel canopies. Other suitable fasteners may be required and provided by others.
- Unit is designed to quickly retrofit into existing Scottsdale (4") hole.
- Aluminum locking collar and gasket are included and required for complete seal and support of canopy deck.
- Retrofit panels are available for existing Encores, Richmond, 2x2 Universal, and more.
- Direct mount to surface or recessed J box with hardware bracket kit ordered separately as an accessory.

Warranty

- LSI LED Fixtures carry a 5-year warranty or 10-year warranty with registration for petroleum applications only (contact your LSI representative for details).

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- State of California Title 24 Compliant with IMSBT or ALSC/ALSCS option.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- IDA compliant with 3000K or lower color temperature.

©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

Type: _____

Scottsdale Vertex SCV Petroleum

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: **SCV LED 13L SC UNV DIM 50 WHT IMSBT2**

Family / Size	LED Gen	Lumen Package	Distribution	Voltage	Driver	Color Temperature	Finish	Options
SCV - Petroleum Canopy Luminaire	**LED**	**10L** - 10000 Lumens **13L** - 13000 Lumens **15L** - 15000 Lumens **20L** - 20000 Lumens **23L** - 23000 Lumens **Custom Lumen Packages**[5]	**SC** - Standard Symmetric	**UNV** - 120-277V **HV** - 347-480V	**DIM** - Dims to 10% (0 to 10V dimming)	**50** - 5,000K **40** - 4,000K **30** - 3,000K	**WHT** - White **BLK** - Black **BRZ** - Bronze	**Blank** - NONE **ALSC** - AirLink Synapse Wireless Control System **ALSCS** - AirLink Synapse Wireless Control System with Sensor **ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' mounting height)[4] **ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' mounting height)[4] **IMSBT1** - Integral Bluetooth™ Motion and Photocell Sensor 8 - 24' mounting height [1, 4] **IMSBT2** - Integral Bluetooth™ Motion and Photocell Sensor 25 - 40' mounting height [1, 4] **HL** - Hazardous Location Class 1 Div 2[6]
		23L - 23000 Lumens	**SCFT** - Combination Standard Symmetric and Forward Throw[6]					

Accessory Ordering Information

Description	Part Number
Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 16" Deck Panel with larger openings[2]	673425R2
Retrofit Panel Kit - EC / ECTA / SCF to SCV, for 12" Deck Panel[3]	676011R2
Retrofit Panel Kit - RECU Richmond to SCV	673426R2
Retrofit Panel Kit - UNV Universal 2x2 to SCV	673427R2
Retrofit 2x2 Cover Panel Blank (no holes)	357282
Retrofit RIC Cover Panel Blank (no holes)	354702
26" X 26" Beauty Plate Kit (with 4" Center hole)	557193WHT
26" X 32" Beauty Plate Kit (with 4" Center hole)	564160WHT

Description	Part Number
Junction Box	687461
Kit - Hole Plugs and Sealant (enough for 25 retrofits)	1320540
Rectangular Top Plate Kit (includes top plate and sealant)	678291R2WHT
Surface Mount Box	673433R2
Retrofit Kit - CRU/CRUS to SCV	687462R2
Retrofit Kit for SCM/SCV to upgrade SC/SCF/EC/ECTA White	744333
BRKT SCM / SCV DIRECT MNT W/ HDWR	752172R2

FOOTNOTES:
1 - IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store.
2 - Ideal for 9" to 12" openings.
3 - Ideal for 9" openings.
4 - Not available in HV.
5 - Custom lumen and wattage packages available consult factory. Values are within industry standard tolerances but not DLC listed.
6 - HL not compatible with AirLink or IMSBT controls or 3000K color temperature.

Scottsdale Vertex SCV Petroleum

Back to Quick Links

PERFORMANCE

DELIVERED LUMENS*

Drive Current	3000K CCT			4000K CCT			5000K CCT			Wattage
	Delivered Lumens	Efficiency	BUG Ratings	Delivered Lumens	Efficiency	BUG Ratings	Delivered Lumens	Efficiency	BUG Ratings	
10L	9652	144	B3-U0-G1	9928	148	B3-U0-G1	10317	154	B3-U0-G1	67
13L	12567	140	B3-U0-G1	12927	144	B3-U0-G1	13443	149	B3-U0-G1	90
15L	13999	137	B3-U0-G1	14399	141	B3-U0-G1	14963	147	B3-U0-G1	102
20L	18755	141	B4-U0-G1	19598	147	B4-U0-G1	20234	152	B4-U0-G1	133
23L	21783	141	B4-U0-G2	22406	145	B4-U0-G2	23284	150	B4-U0-G2	155
23L (SCFT)	20886	111	B3-U0-G3	23187	123	B4-U0-G3	23101	123	B3-U0-G3	188

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA - Current draw in AMPS*

Lumen Level	Wattage	120V	208V	240V	277V	347V	480V
10L	67	0.56	0.32	0.28	0.24	0.19	0.14
13L	90	0.75	0.43	0.37	0.32	0.26	0.19
15L	102	0.85	0.49	0.42	0.37	0.29	0.21
20L	133	1.1	0.64	0.55	0.48	0.38	0.28
23L (SC)	155	1.29	0.75	0.65	0.56	0.45	0.32
23L (SCFT)	188	1.57	0.9	0.78	0.68	0.54	0.39

*Electrical data at 25˚C (77F). Actual wattage may differ by +/-10%.

RECOMMENDED LUMEN MAINTENANCE - SCV 15L SC[1]

Ambient Temperature C	Lumen Multiplier				
	Initial [2]	25k hr [2]	50k hr [2]	75k hr [3]	100k hr [3]
25	102%	97%	92%	88%	84%
30	102%	97%	92%	88%	84%
35	102%	97%	92%	88%	84%
40	102%	97%	92%	88%	84%
45	101%	95%	91%	86%	81%
50	101%	95%	90%	85%	80%

RECOMMENDED LUMEN MAINTENANCE - SCV 23 SC[1]

Ambient Temperature C	Lumen Multiplier				
	Initial [2]	25k hr [2]	50k hr [2]	75k hr [3]	100k hr [3]
25	102%	97%	92%	88%	84%
30	102%	97%	92%	88%	84%
35	102%	97%	92%	88%	84%
40	101%	96%	91%	86%	82%

RECOMMENDED LUMEN MAINTENANCE - SCV 23 SCFT[1]

Ambient Temperature C	Lumen Multiplier				
	Initial [2]	25k hr [2]	50k hr [2]	75k hr [3]	100k hr [3]
25	105%	88%	73%	61%	51%
30	105%	80%	61%	47%	36%
35	105%	70%	47%	32%	21%

1. Lumen maintenance values at 25˚C are calculated per TM-21 based on LM-80 data and in-situ luminaire testing.
2. In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times (6X) the IESNA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).
3. In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times NA LM-80-08 total test duration (in hours) for the device under testing ((DUT) i.e. the packaged LED chip).

PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by an accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See http://www.lsi-industries.com/products/led-lighting-solutions.aspx for detailed photometric data.

SCV-LED-15L-SC-50

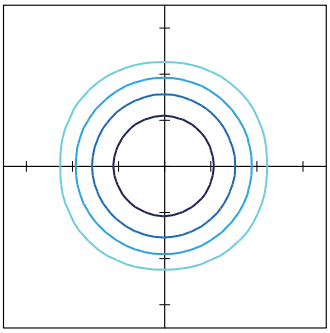
Luminaire Data

Wide Distribution	
Description	5000 Kelvin, 80 CRI
Delivered Lumens	15,410
Watts	103
Efficacy	150
IES Type	Type VS - Very Short
BUG Rating	B3-U0-G1

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	4101.6	26.6%
Medium (30-60)°	8386.4	54.4%
High (60-80)°	2748.8	17.8%
Very High (80-90)°	173.4	1.1%
Uplight (90-180)°	0.0	0.0%
Total Flux	15410.2	100%

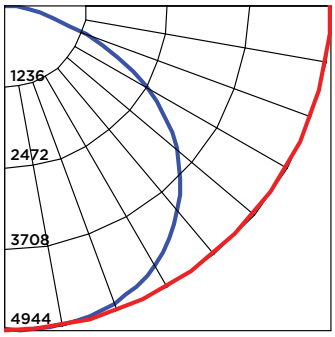
ISOFOOT CANDLE PLOT



15' Mounting Height / 15' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

POLAR CURVE



SCV-LED-23L-SCFT-50

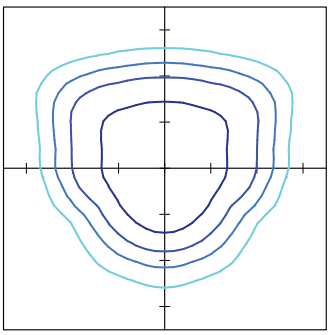
Luminaire Data

Wide Distribution	
Description	5000 Kelvin, 80 CRI
Delivered Lumens	24,361
Watts	191.5
Efficacy	127
IES Type	Type IV - Short
BUG Rating	B3-U0-G3

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	4368.4	17.9%
Medium (30-60)°	12592.5	51.7%
High (60-80)°	6960.6	28.6%
Very High (80-90)°	439.5	1.8%
Uplight (90-180)°	0.0	0.0%
Total Flux	24361.0	100%

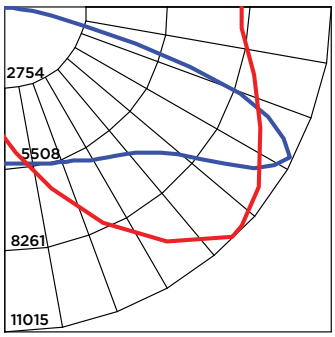
ISOFOOT CANDLE PLOT



15' Mounting Height / 15' Grid Spacing

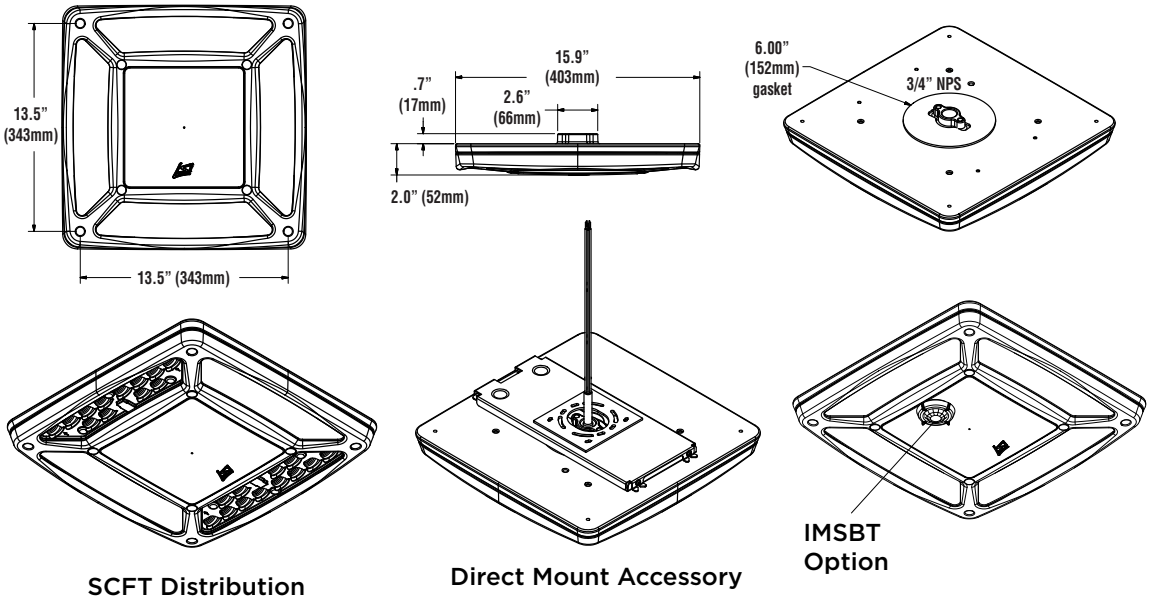
5 FC 2 FC 1 FC 0.5 FC

POLAR CURVE



PRODUCT DIMENSIONS

Back to Quick Links



SCFT Distribution

Direct Mount Accessory

CONTROLS

AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system.

The wireless integrated controller is compatible with this fixture.

Click the link below to learn more details about AirLink.

https://www.lsicorp.com/wp-content/uploads/documents/products/airlink-outdoor-specsheet.pdf

Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click the link below to learn more details about IMSBT.

https://www.lsicorp.com/wp-content/uploads/documents/products/imsbt-specsheet.pdf

AirLink™ Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click the link below to learn more details about AirLink Blue.

https://www.lsicorp.com/product/airlink-blue/

RETROFIT KITS

LSI Industries offers a full line of Retrofit Kits for existing Encore, Richmond, 2x2 Universal and many more older canopy luminaires.

Click the link below to see more details on all our Retrofit Kits.

https://www.lsicorp.com/wp-content/uploads/all/scv-petro-retrofit-specsheet.pdf

Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Slice Medium (SLM)

Outdoor LED Area Light

IP66

OVERVIEW	
Lumen Package	9,000 - 48,000
Wattage Range	63 - 401
Efficacy Range (LPW)	112 - 156
Weight lbs(kg)	30 (13.6)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Cast aluminum wiring access door located underneath.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 37 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP66 rated seal.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in distribution types 2, 3, 5W, FT, FTA and AM.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K, and 3000K color temperatures per ANSI C78.377. Also available in phosphor converted amber with peak intensity at 610nm.
- Minimum CRI of 70
- Integral louver (IL) and house-side shield (IH) options available for improved backlight control without sacrificing street side performance. See page 3 for more details.

Electrical

- High-performance driver features overvoltage, under-voltage, short-circuit and over temperature protection.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 VAC) Input 50/60 Hz or optional High Voltage (347-480 VAC).
- L80 Calculated Life: >100k Hours (See Lumen Maintenance on Page 5)
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F). 42L and 48L lumen packages rated to +40ºC.
- Power factor: >.90
- Input power stays constant over life.
- Field replaceable 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Driver is fully encased in potting material for moisture resistance and complies with FCC standards. Driver and key electronic components can easily be accessed.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor. Fixtures operate independently and can be commissioned via iOS or Android configuration app.
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7.

Installation

- A single fastener secures the hinged door, underneath the housing and provides quick & easy access to the electrical compartment.
- Included terminal block accepts up to 12 ga. wire.
- Utilizes LSI's traditional B3 drill pattern. (See drawing on page 9)

Warranty

- LSI luminaires carry a 5-year limited warranty. Refer to https://www.lsiindustries.com/resources/terms-and-warranty.aspx for more information.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K color temperature selection.
- Title 24 Compliant; see local ordinance for qualification information.
- Suitable for wet locations.
- IP66 rated Luminaire per IEC 60598-1.
- 3G rated for ANSI C136.31 high vibration applicationsapplicationsare qualified.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.
- Patented Silicone Optics (US Patent NO. 10,816,165 B2)

Type: _____

Slice Medium Outdoor LED Area Light

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: **SLM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL**

Luminaire Prefix	Light Source	Lumen Package	Light Output	Distribution	Orientation[2]	Voltage	Driver
SLM - Slice Medium	**LED**	**9L** - 9,000 lms **12L** - 12,000 lms **18L** - 18,000 lms **24L** - 24,000 lms **30L** - 30,000 lms **36L** - 36,000 lms **42L** - 42,000 lms **48L** - 48,000 lms **Custom Lumen Packages**[1]	**SIL** - Silicone	**2** - Type 2 **3** - Type 3 **5W** - Type 5 Wide **FT** - Forward Throw **FTA** - Forward Throw Automotive **AM** - Automotive Merchandise	**(blank)** - standard (no rotation) **L**- Optics rotated left 90° **R** - Optics rotated right 90°	**UNV** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)	**DIM** - 0-10V Dimming (0-10%)

Color Temp	Color Rendering	Controls (Choose One)	Finish	Options
50 - 5,000 CCT **40** - 4,000 CCT **30** - 3,000 CCT **AMB** - Phosphor Converted Amber[12]	**70CRI** - 70 CRI	**(Blank)** - None **Wireless Controls System** **ALSC** - AirLink Synapse Control System **ALSCS02** - AirLink Synapse Control System with 12-20' Motion Sensor **ALSCS04** - AirLink Synapse Control System with 20-40' Motion Sensor **ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' mounting height)[4] **ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' mounting height)[4] **Stand-Alone Controls** **EXT** - 0-10V Dimming leads extended to housing exterior **CR7P** - 7 Pin Control Receptacle ANSI C136.41[6] **IMSBT1-** Integral Bluetooth™ Motion and Photocell Sensor (8-24' MH)[5] **IMSBT2-** Integral Bluetooth™ Motion and Photocell Sensor (25-40' MH)[5] **Button Type Photocells** **PCI120** - 120V **PCI208-277** - 208 -277V **PCI347** - 347V	**BLK -** Black **BRZ -** Dark Bronze **GMG -** Gun Metal Gray **GPT -** Graphite **MSV -** Metallic Silver **PLP -** Platinum Plus **SVG -** Satin Verde Green **WHT -** White	**(Blank)** - None **IH -** Integral Houseside Shield[2] **IL** - Integral Louver (Sharp Spill Light Cutoff)[2]

Accessories Ordering Information[7]

Controls Accessories

Description	Order Number
Twist Lock Photocell (120V) for use with CR7P[8]	122514
Twist Lock Photocell (208-277) for use with CR7P[8]	122515
Twist Lock Photocell (347V) for use with CR7P[8]	122516
Twist Lock Photocell (480V) for use with CR7P[8]	1225180
AirLink 5 Pin Twist Lock Controller[8]	61409
AirLink 7 Pin Twist Lock Controller[8]	661410
Pole-Mounted Occupancy Sensor (24V)	663284CLR[9]
Shorting Cap for use with CR7P[8]	14932

Fusing Accessories[11]

Description	Order Number
Single Fusing (120V)	FK120
Single Fusing (277V)	FK277
Double Fusing (208V, 240V)	DFK240
Double Fusing (480V)	DFK480
Double Fusing (347V)	DFK347

Mounting Accessories[9]

Description	Order Number
Round Pole Adapter (3" Round/Tapered Poles)	408273CLR
Round Pole Adapter (4" Round Poles)	379967CLR
Round Pole Adapter (5" Round Poles)	379968CLR
Universal Mounting Bracket	684616CLR
Adjustable Slip Fitter (2" - 2 3/8" Tenon)	688138CLR
Quick Mount Pole Bracket (Square Pole)	687073CLR
Quick Mount Pole Bracket (4-5" Round Pole)	689903CLR
15 Tilt Quick Mount Pole Bracket (Square Pole)	688003CLR
15 Tilt Quick Mount Pole Bracket (4-5" Round Pole)	689905CLR
Wall Mount Bracket	382132CLR
Wood Pole Bracket (6" Minimum Pole Diameter)	751219CLR

Shielding & Miscellaneous Accessories

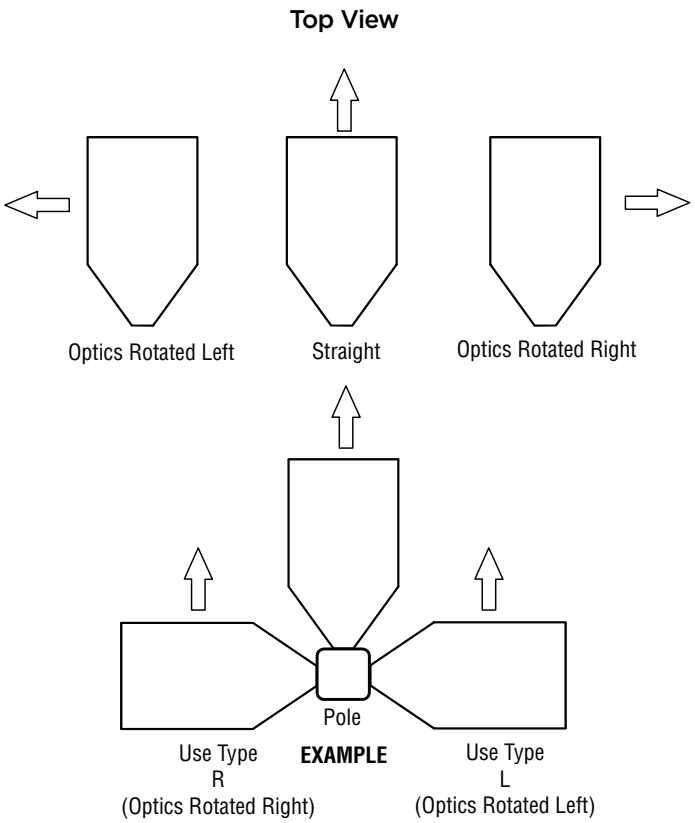
Description	Order Number
Integral Louver/Shield	690981
Internal Houseside Shield	743415
10' Linear Bird Spike Kit (6' Recommended per Luminaire)	736795

FOOTNOTES:
1. Custom lumen and wattage packages available, consult factory. Values are within industry standard tolerances but not DLC listed.
2. Not available on "Type 5W" distribution.
3. Consult factory for availability.
4. Not available in HV.
5. IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store. Consult Facotry for 347-480V.
6. Control device or shorting cap must be ordered separately. See Accessory Ordering Information.
7. Accessories are shipped separately and field installed.
8. Fusing must be located in hand hole of pole.
9. "CLR" denotes finish. See Finish options.
10. Only available with ALSC/ALSCH control options.
11. Fusing must be located in hand hole of pole.
12. Only available in 9L and 12L Lumen Packages. Consult factory for lead time and availability.

©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

Slice Medium Outdoor LED Area Light

OPTICS ROTATION



ACCESSORIES/OPTIONS

Integral Louver (IL) and House-Side Shield (IH)

Accessory louver and shield available for improved backlight control without sacrificing street side performance. LSI's Integral Louver (L) and Integral House-Side Shield (IH) options deliver backlight control that significantly reduces spill light behind the poles for applications with pole locations close to adjacent properties. The design maximizes forward reflected light while reducing glare, maintaining the optical distribution selected, and most importantly eliminating light trespass. Both options rotate with the optical distribution.

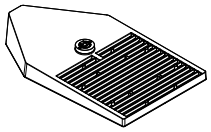
Luminaire Shown with Integral Loxquver (IL)

Luminaire Shown with IMSBT Option

7 Pin Photoelectric Control

7-pin ANSI C136.41-2013 control receptacle option available for twist lock photocontrols or wireless control modules. Control accessories sold separately. Dimming leads from the receptacle will be connected to the driver dimming leads (Consult factory for alternate wiring).

Fixture Shown with CR7P



Slice Medium Outdoor LED Area Light

PERFORMANCE

Back to Quick Links

Delivered Lumens*

Lumen Package	Distribution	CRI	3000K CCT			4000K CCT			5000K CCT			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
9L	2	70	9411	149	B2-U0-G2	9603	152	B2-U0-G2	9603	152	B2-U0-G2	63
	3		9548	152	B2-U0-G2	9743	155	B2-U0-G2	9743	155	B2-U0-G2	
	5W		9261	147	B3-U0-G2	9450	150	B3-U0-G2	9450	150	B3-U0-G2	
	FT		9464	150	B2-U0-G2	9657	153	B2-U0-G2	9657	153	B2-U0-G2	
	FTA		9531	151	B2-U0-G2	9725	154	B2-U0-G2	9725	154	B2-U0-G2	
	AM		9649	153	B2-U0-G1	9845	156	B2-U0-G1	9845	156	B2-U0-G1	
12L	2	70	12533	147	B3-U0-G2	12788	150	B3-U0-G2	12788	150	B3-U0-G2	85
	3		12714	150	B2-U0-G2	12974	153	B2-U0-G2	12974	153	B2-U0-G2	
	5W		12333	145	B4-U0-G2	12584	148	B4-U0-G2	12584	148	B4-U0-G2	
	FT		12603	148	B2-U0-G2	12861	151	B2-U0-G2	12861	151	B2-U0-G2	
	FTA		12692	149	B3-U0-G2	12950	152	B3-U0-G2	12950	152	B3-U0-G2	
	AM		12848	151	B3-U0-G1	13111	154	B3-U0-G2	13111	154	B3-U0-G2	
18L	2	70	18421	136	B3-U0-G3	18797	139	B3-U0-G3	18797	139	B3-U0-G3	135
	3		18691	138	B3-U0-G3	19072	141	B3-U0-G3	19072	141	B3-U0-G3	
	5W		18128	134	B4-U0-G2	18498	137	B4-U0-G2	18498	137	B4-U0-G2	
	FT		18526	137	B3-U0-G3	18904	140	B3-U0-G3	18904	140	B3-U0-G3	
	FTA		18656	138	B3-U0-G3	19037	141	B3-U0-G3	19037	141	B3-U0-G3	
	AM		18886	140	B3-U0-G2	19271	143	B3-U0-G2	19271	143	B3-U0-G2	
24L	2	70	24847	141	B4-U0-G3	25354	144	B4-U0-G3	25354	144	B4-U0-G3	176
	3		25210	143	B3-U0-G4	25724	146	B3-U0-G4	25724	146	B3-U0-G4	
	5W		24451	139	B5-U0-G3	24950	142	B5-U0-G3	24950	142	B5-U0-G3	
	FT		24987	142	B3-U0-G4	25497	145	B3-U0-G4	25497	145	B3-U0-G4	
	FTA		25162	143	B4-U0-G3	25676	146	B4-U0-G3	25676	146	B4-U0-G3	
	AM		25473	145	B3-U0-G2	25993	148	B3-U0-G2	25993	148	B3-U0-G2	
30L	2	70	31109	134	B4-U0-G3	31743	137	B4-U0-G3	31743	137	B4-U0-G3	232
	3		31562	136	B4-U0-G4	32206	139	B4-U0-G4	32206	139	B4-U0-G4	
	5W		30612	132	B5-U0-G3	31237	135	B5-U0-G3	31237	135	B5-U0-G3	
	FT		31283	135	B4-U0-G4	31921	138	B4-U0-G4	31921	138	B4-U0-G4	
	FTA		31503	136	B4-U0-G3	32146	139	B4-U0-G3	32146	139	B4-U0-G3	
	AM		31892	137	B3-U0-G3	32543	140	B4-U0-G3	32543	140	B4-U0-G3	
36L	2	70	36846	129	B4-U0-G3	37597	131	B4-U0-G3	37597	131	B4-U0-G3	286
	3		37383	131	B4-U0-G4	38146	133	B4-U0-G4	38146	133	B4-U0-G4	
	5W		36258	127	B5-U0-G4	36998	129	B5-U0-G4	36998	129	B5-U0-G4	
	FT		37052	130	B4-U0-G4	37808	132	B4-U0-G4	37808	132	B4-U0-G4	
	FTA		37313	130	B4-U0-G4	38075	133	B4-U0-G4	38075	133	B4-U0-G4	
	AM		37774	132	B4-U0-G3	38545	135	B4-U0-G3	38545	135	B4-U0-G3	
42L	2	70	42623	121	B5-U0-G4	43492	124	B5-U0-G4	43492	124	B5-U0-G4	352
	3		43245	123	B4-U0-G5	44127	125	B4-U0-G5	44127	125	B4-U0-G5	
	5W		41943	119	B5-U0-G4	42799	122	B5-U0-G4	42799	122	B5-U0-G4	
	FT		42863	122	B4-U0-G5	43737	124	B4-U0-G5	43737	124	B4-U0-G5	
	FTA		43163	123	B5-U0-G4	44044	125	B5-U0-G4	44044	125	B5-U0-G4	
	AM		43696	124	B4-U0-G3	44588	127	B4-U0-G3	44588	127	B4-U0-G3	
48L	2	70	45975	114	B5-U0-G4	46914	116	B5-U0-G4	46914	116	B5-U0-G4	401
	3		46646	115	B4-U0-G5	47598	118	B4-U0-G5	47598	118	B4-U0-G5	
	5W		45243	112	B5-U0-G4	46166	114	B5-U0-G4	46166	114	B5-U0-G4	
	FT		46235	114	B4-U0-G5	47178	116	B4-U0-G5	47178	116	B4-U0-G5	
	FTA		46559	115	B5-U0-G4	47509	117	B5-U0-G4	47509	117	B5-U0-G4	
	AM		47134	116	B4-U0-G3	48096	119	B4-U0-G3	48096	119	B4-U0-G3	

PERFORMANCE (CONT.)

ELECTRICAL DATA (AMPS)*						
Lumens	**120V**	**208V**	**240V**	**277V**	**347V**	**480V**
9L	0.53	0.30	0.26	0.23	0.18	0.13
12L	0.71	0.41	0.35	0.31	0.24	0.18
18L	1.13	0.65	0.56	0.49	0.39	0.28
24L	1.47	0.85	0.73	0.64	0.51	0.37
30L	1.93	1.12	0.97	0.84	0.67	0.48
36L	2.38	1.38	1.19	1.03	0.82	0.60
42L	2.93	1.69	1.47	1.27	1.01	0.73
48L	3.4	1.9	1.7	1.5	1.2	.8

*Electrical data at 25°C (77°F). Actual wattage may differ by +/-10%

FOOTNOTES:
1. Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.
2. In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
3. In accordance with IESNA TM-21-11, Calculated Values represent time durations that exceed six times the IESNA LM-80-08 total test duration for the device under testing.

RECOMMENDED LUMEN MAINTENANCE[1] (9-18L)					
Ambient	**Intial[2]**	**25h[2]**	**50hr[2]**	**75hr[2]**	**100hr[2]**
0 C	100%	97%	94%	90%	87%
10 C	100%	97%	94%	90%	87%
20 C	100%	97%	94%	90%	87%
25 C	100%	97%	93%	90%	86%
30 C	100%	97%	93%	89%	86%
40 C	100%	97%	92%	88%	84%
50 C	100%	96%	91%	87%	83%

RECOMMENDED LUMEN MAINTENANCE[1] (24-48L)					
C	**0 hrs.[2]**	**25 hrs.[2]**	**50 hrs.[2]**	**75 hrs.[2]**	**100 hrs.[2]**
0 C - 25 C	100%	95%	89%	94%	79%
40 C	100%	94%	87%	80%	74%

PHOTOMETRICS

Back to Quick Links

Luminaire photometry has been conducted by a NVLAP accredited testing laboratory in accordance with IESNA LM-79-08. As specified by IESNA LM-79-08 the entire luminaire is tested as the source resulting in a luminaire efficiency of 100%.

See http://www.lsicorp.com/products/led-lighting-solutions.aspx for detailed photometric data.

SLM-LED-30L-SIL-2-40-70CRI

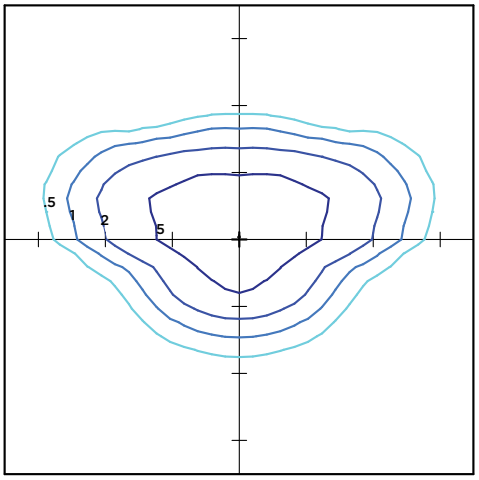
LUMINAIRE DATA

Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	31,743
Watts	232
Efficacy	137
IES Type	Type II - Short
BUG Rating	B4-U0-G3

Zonal Lumen Summary

Zone	**Lumens**	**%Luminaire**
Low (0-30)°	**4953**	**16%**
Medium (30-60)°	**19157**	**60%**
High (60-80)°	**7350**	**23%**
Very High (80-90)°	**284**	**1%**
Uplight (90-180)°	**0**	**0%**
Total Flux	**31743**	**100%**

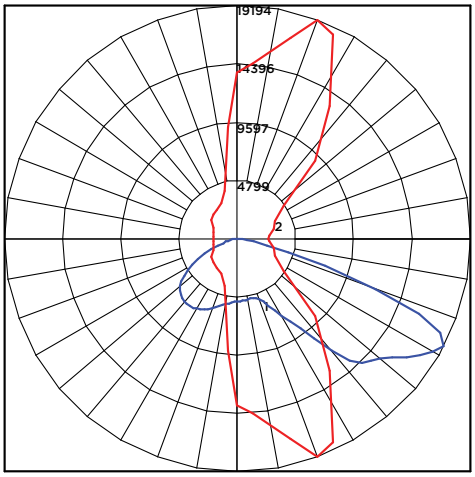
ISO FOOTCANDLE



25' Mounting Height/ 25' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

POLAR CURVE



Slice Medium Outdoor LED Area Light

PHOTOMETRICS (CONT.)

SLM-LED-30L-SIL-3-40-70CRI

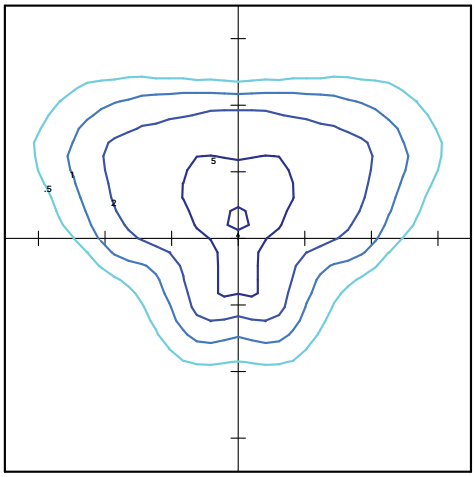
LUMINAIRE DATA

Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	32,206
Watts	232
Efficacy	139
IES Type	Type III - Short
BUG Rating	B4-U0-G4

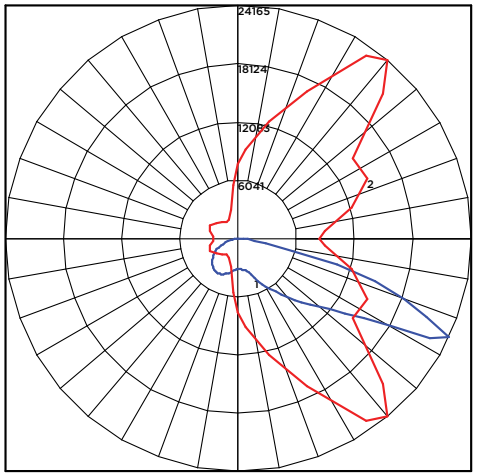
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	3408	11%
Medium (30-60)°	16397	51%
High (60-80)°	11868	37%
Very High (80-90)°	533	2%
Uplight (90-180)°	0	0%
Total Flux	32206	100%

ISO FOOTCANDLE



POLAR CURVE



25' Mounting Height/ 25' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

SLM-LED-30L-SIL-FT-40-70CRI

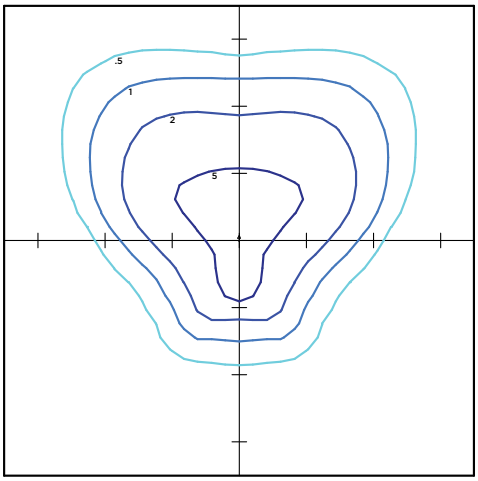
LUMINAIRE DATA

Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	31,921
Watts	232
Efficacy	138
IES Type	Type IV - Short
BUG Rating	B4-U0-G4

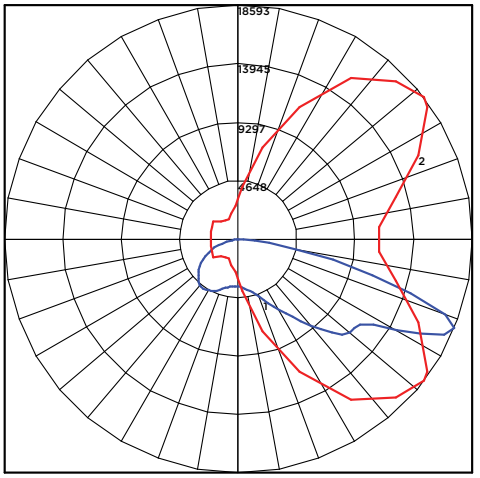
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	3874	12%
Medium (30-60)°	15694	49%
High (60-80)°	11696	37%
Very High (80-90)°	657	12%
Uplight (90-180)°	0	0%
Total Flux	31921	100%

ISO FOOTCANDLE



POLAR CURVE



25' Mounting Height/ 25' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

Slice Medium Outdoor LED Area Light

PHOTOMETRICS (CONT.)

SLM-LED-30L-SIL-5W-40-70CRI

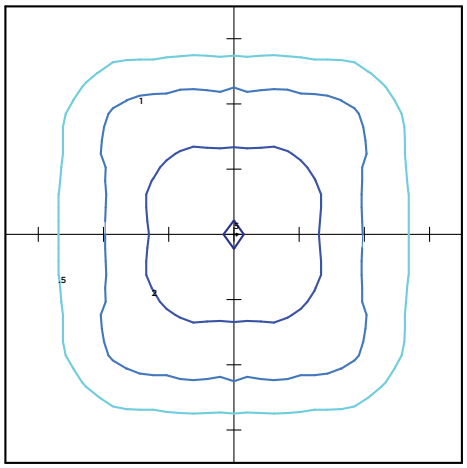
LUMINAIRE DATA

Type 5W Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	31,237
Watts	232
Efficacy	135
IES Type	Type IV - Short
BUG Rating	B5-U0-G3

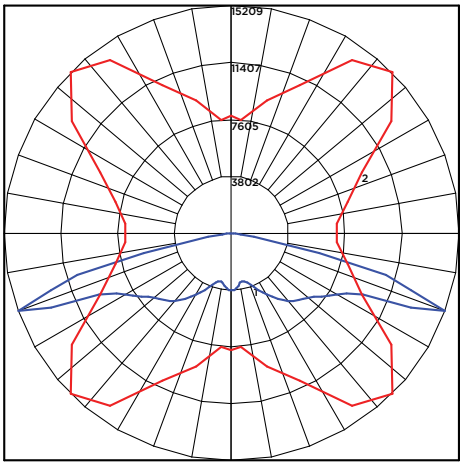
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	3186	10%
Medium (30-60)°	13594	44%
High (60-80)°	14195	45%
Very High (80-90)°	261	1%
Uplight (90-180)°	0	0%
Total Flux	31237	100%

ISO FOOTCANDLE



POLAR CURVE



25' Mounting Height/ 25' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

SLM-LED-30L-SIL-FTA-40-70CRI

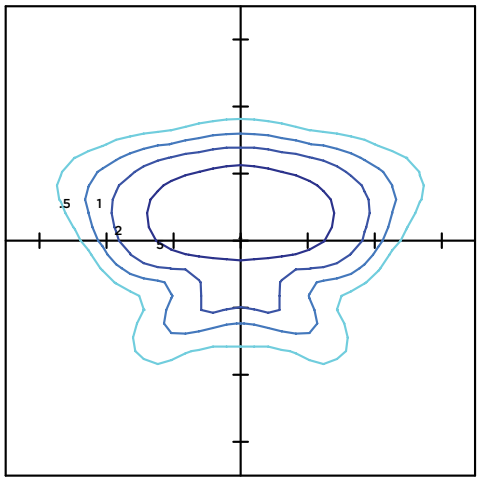
LUMINAIRE DATA

Type FTA Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	32,146
Watts	232
Efficacy	139
IES Type	Type I - Very Short
BUG Rating	B4-U0-G3

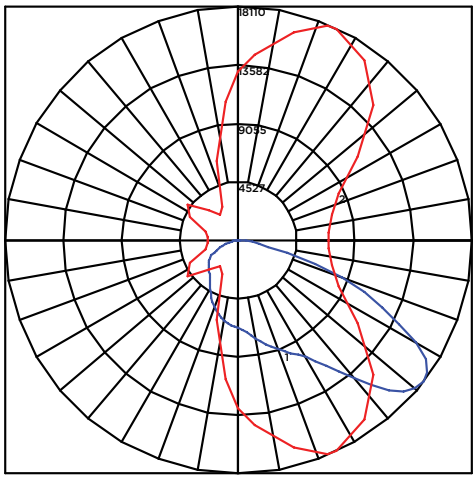
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	7371	23%
Medium (30-60)°	18710	58%
High (60-80)°	5624	17%
Very High (80-90)°	441	1%
Uplight (90-180)°	0	0%
Total Flux	32146	100%

ISO FOOTCANDLE



POLAR CURVE



25' Mounting Height/ 25' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

PHOTOMETRICS (CONT.)

SLM-LED-30L-SIL-AM-40-70CRI

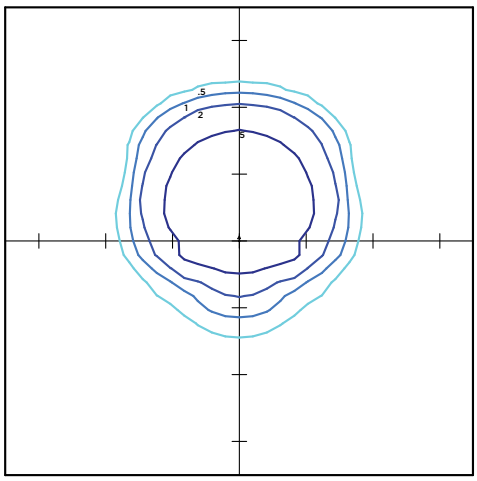
LUMINAIRE DATA

Type AM Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	32,543
Watts	232
Efficacy	140
IES Type	Type III - Very Short
BUG Rating	B4-U0-G3

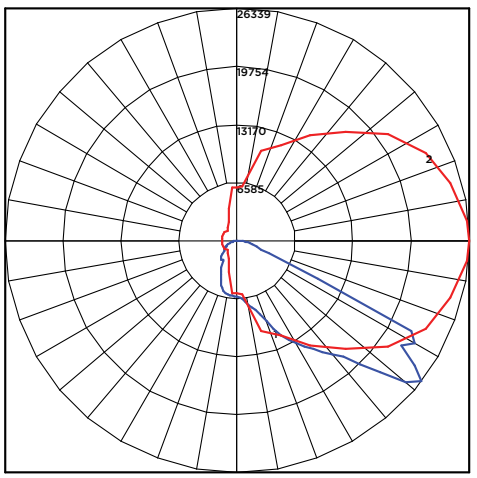
Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	6390	9%
Medium (30-60)°	20951	43%
High (60-80)°	4838	48%
Very High (80-90)°	365	1%
Uplight (90-180)°	0	0%
Total Flux	32543	100%

ISO FOOTCANDLE



POLAR CURVE

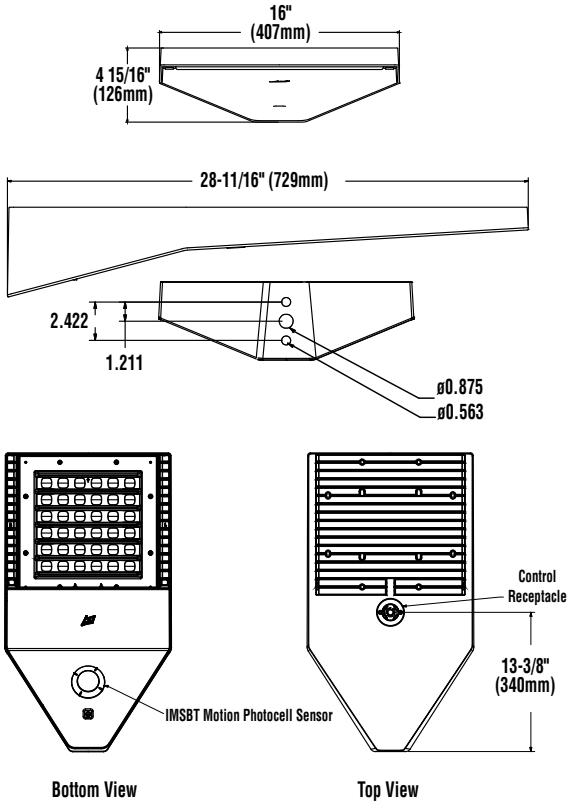


25' Mounting Height/ 25' Grid Spacing

5 FC **2 FC** **1 FC** **0.5 FC**

PRODUCT DIMENSIONS

Back to Quick Links



LUMINAIRE EPA CHART - SLM

Tilt Degree		0°	30°	45°	Tilt Degree		0°	30°	45°
	Single	0.5	2.1	2.6		T90°	1.2	2.9	3.6
	D180°	1.1	2.1	2.6		TN120°	1.3	4.4	5.4
	D90°	0.9	2.5	3.1		Q90°	1.2	2.9	3.6

Slice Medium Outdoor LED Area Light

CONTROLS

AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system.

The wireless integrated controller is compatible with this fixture.

Click the link below to learn more details about AirLink.

https://www.lsicorp.com/documents/datasheets/airlink-outdoor-specsheet.pdf

Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click the link below to learn more details about IMSBT.

https://www.lsicorp.com/documents/datasheets/imsbt-specsheet.pdf

AirLink Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click the link below to learn more details about AirLink Blue.

https://www.lsi-airlink.com/airlink-blue/

POLES & BRACKETS

LSI offers a full line of poles and mounting accessories to complete your lighting assembly. Aluminum and steel in both square and round shafts. In addition, LSI offers round tapered, fluted and hinge based poles. Designed and engineered for durability and protected with our oven baked DuraGrip Protection System. Also available with our DuraGrip+ Protection system for unmatched corrosion resistance and an extended warranty. American made in our Ohio facility with industry leading lead times.

Click the link below to learn more details about poles & brackets.

https://www.lsicorp.com/products/poles-and-brackets-area-street.aspx

BKA UMB CLR

The 3G rated UMB allows for seamless integration of LSI luminaires onto existing/ retrofit or new construction poles. The UMB was designed for square or round (tapered or straight) poles with two mounting hole spacings between 3.5" – 5".

BKA ASF CLR

The adjustable Slip Fitter is a 3G rated rugged die cast aluminum adapter to mount LSI luminaires onto a onto a 2" iron pipe , 2 3/8 OD tenon. The Adjustable Slip Fitter can be rotated 180° allowing for tilting LSI luminaires up to 45° and 90° when using a vertical tenon.

BKS PQM15 CLR

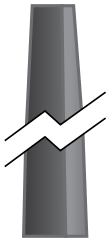
The Pole Quick Mount Bracket allows for preset 15° uptilt of LSI luminaires for greater throw of light and increased vertical illumination as well as fast installation onto poles with LSI's 3" or 5" bolt pattern.

BKS PQMH CLR

The Pole Quick Mount Bracket allows for lightning fast installation of LSI luminaires onto existing and new construction poles with LSI's B3 or B5 standard pole bolt patterns.

Square Pole
14'-39'

Round Pole
10'-30'



Tapered Pole
20'-39'

January 9, 2025

Mr. Kurmanadha Chadalawada, MD
Gemini Terrasky, LLC
14567 North Outer 40 Road, Suite 475
Chesterfield, Missouri 63017

RE: Traffic Impact Study - Proposed Gas Station
Harry S. Truman Boulevard and West Clay Street
St. Charles, Missouri
CBB Job No. 104-24

Dear Mr. Chadalawada:

As requested, CBB has completed a traffic impact study pertaining to the proposed gas station in St. Charles, Missouri. The site is located on the northwest quadrant of Harry S. Truman Boulevard and West Clay Street, just north of Interstate 70. The location of the site relative to the surrounding area is depicted in **Figure 1**.

Figure 1: Project Location Map

It is our understanding that the development will consist of a gas station with 14 vehicle fueling positions (vfp) and a 5,200 square foot (SF) convenience store. Access to the development is proposed via an existing shared full-access private drive on Harry S. Truman Boulevard serving the EPC store and a proposed right-in/right-out (RIRO) driveway on West Clay Street. A schematic of the proposed gas station concept plan provided is shown in **Exhibit 1**. Note that the site plan currently depicts a separate right-turn lane on West Clay Street at the proposed RIRO drive though based on feedback from the Missouri Department of Transportation (MoDOT), they prefer this lane not be constructed. The need for this right-turn lane is discussed later in the report.

The purpose of this study was to determine the number of trips that would be generated by the proposed development, evaluate the impact of those trips on operating conditions along the adjacent roadways, and determine the ability of motorists to safely enter and exit the site. Where necessary, roadway improvements and/or traffic control modifications were recommended to mitigate the impact of the development. The focus of this study was the weekday AM and PM peak hours.

CBB discussed the scope of work with MoDOT to outline the parameters of the traffic impact study being prepared. CBB also provided MoDOT a Technical Memo summarizing the existing traffic volumes, proposed site trip generation and directional distribution estimates and study scenarios and gained their consensus on the assumptions prior to completing the traffic analyses.

As requested, the traffic impact study evaluated the following analysis scenarios for the weekday AM and PM peak hours:

- 2024 Conditions
  - ✓ 2024 Existing (CBB Traffic Counts)
  - ✓ 2024 Build (Existing plus site trips)

As requested, the study evaluated the following study intersections:

- Harry S. Truman Boulevard and West Clay Street;
- Harry S. Truman Boulevard and private drive serving the EPC store; and
- West Clay Street and proposed Right-In/Right-Out Driveway.

The following report presents the methodology and findings relative to the 2024 Existing and 2024 Build conditions.

Exhibit 1: Preliminary Site Plan (Provided by Others)

EXISTING CONDITIONS

Area Roadway System: Harry S. Truman Boulevard is a north-south principal arterial maintained by MoDOT. Within the study area, Harry S. Truman Boulevard provides five lanes, two through lanes in each direction with a center two-way left-turn lane (TWLTL). The posted speed limit is 35 miles per hour (mph). Sidewalks are provided along both sides of the roadway. Harry S. Truman Boulevard provides access to Missouri Route 370 to the north, Interstate 70 to the south and provides access to both commercial and residential uses in the study area.

West Clay Street is an east-west major arterial maintained by the MoDOT. Generally, West Clay Street provides two lanes, one in each direction. At the intersection of West Clay Street and Harry S. Turman Boulevard, West Clay Street provides two through lanes at the eastbound and westbound approaches. West Clay Street narrows down back to one lane in each direction approximately 300 feet east and west of the intersection. The posted speed limit is 45 mph. Sidewalks are not provided on either side of the roadway. West Clay Street provides access to both commercial and residential areas.

The site is also served by one private drive: the east-west drive is located north of the proposed site. The private drive consists of two lanes, one lane in each direction. There is no posted speed limit on the private drive and sidewalks are not provided along the drive.

The intersection of Harry S. Truman Boulevard and West Clay Street is controlled by a traffic signal. The eastbound West Clay Street approach provides one left-turn lane, two through lanes, and one right-turn lane. The westbound approach provides one left-turn lane, one shared left-turn/through lane, and one shared through/right-turn lane. The northbound Harry S. Truman Boulevard approach provides two left-turn lanes, two through lanes, and one right-turn lane. The southbound Harry S. Truman Boulevard approach provides one left-turn lane, one through lane, and one shared through/right-turn lane. Marked pedestrian crosswalks and push buttons are provided on the north and east legs of the intersection. The northbound and southbound left-turn movements operate with protected only phasing. The eastbound and westbound approaches operate under split phasing. **Figure 2** provides an aerial view of the Harry S. Truman Boulevard and West Clay Street intersection.

The intersection of Harry S. Truman Boulevard and the private drive operates under side-street stop control. The northbound Harry S. Truman Boulevard approach consists of a center left-turn lane and two through lanes. The southbound Harry S. Truman Boulevard has one through lane and one shared through/right-turn lane. The eastbound private drive approach provides a single shared left- and right-turn lane. **Figure 3** provides an aerial view of the intersection of Harry S. Truman Boulevard and the private drive.

Figure 2: Aerial View of the Harry S. Truman Boulevard and West Clay Street Intersection

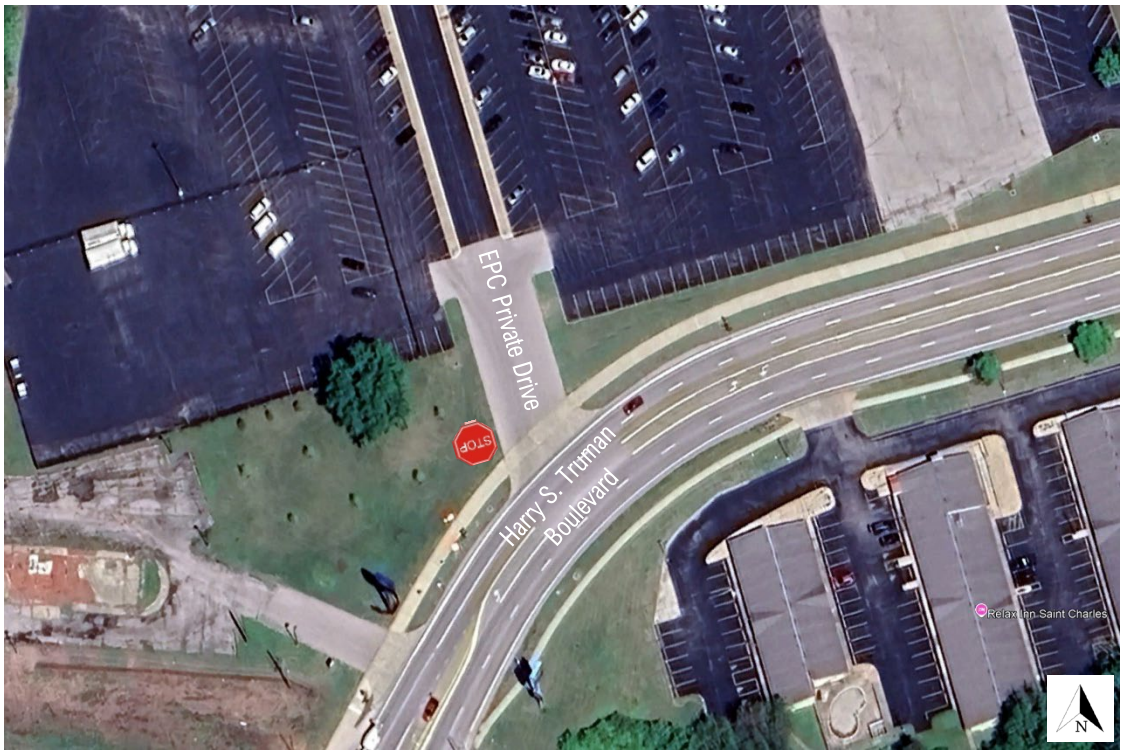


Figure 3: Aerial View of the Intersection of Harry S. Truman Boulevard and EPC Private Drive

2024 Existing Traffic Volumes: Video turning movement traffic counts were conducted on Wednesday, December 4, 2024, during the weekday morning (7:00 - 9:00 a.m.) and afternoon (3:00 - 6:00 p.m.) peak periods at the following intersections:

- Harry S. Truman Boulevard and West Clay Street; and
- Harry S. Truman Boulevard and private drive serving the EPC store.

Based on the traffic data collected, the AM peak hour occurred between 7:30 and 8:30 a.m. and the PM peak hour occurred between 4:45 and 5:45 p.m. The 2024 Existing Traffic Volumes are summarized in **Exhibit 2**. The existing traffic volumes were rounded to the nearest 5 vehicles per hour (vph).

Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the AM and PM commuter peak periods would represent a "worst-case scenario" with regards to the traffic impact. If traffic operations are acceptable during these peak periods, it can be reasoned that conditions would be acceptable throughout the remainder of the day.

Exhibit 2: 2024 Existing Traffic Volumes

PROPOSED DEVELOPMENT

Proposed Land Use: It is our understanding that the development will consist of a gas station with 14 vehicle fueling positions (vfp) and a 5,200 square foot (SF) convenience store.

Site Access: Access to the development is proposed via an existing shared full-access private drive on Harry S. Truman Boulevard serving the EPC store and a proposed right-in/right-out driveway on West Clay Street.

Careful consideration should be given to sight distance obstructions when planning future aesthetics enhancements, such as signs, berms, fencing and landscaping, to ensure that these improvements do not obstruct the view of entering and exiting traffic at the intersection of all drives with the public roadways. It is generally recommended that all improvements higher than 3 ½ feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

Trip Generation: Traffic forecasts for the proposed gas station were estimated based upon information provided in the ITE *Trip Generation Manual*, 11th Edition. Estimates for the proposed gas station were based on ITE Land Use 945 (Convenience Store/Gas Station with a store size between 4000 and 5500 SF). The peak hour of adjacent street traffic (one hour between 7 and 9 a.m.) was utilized for the AM peak hour and the peak hour of adjacent street traffic (one hour between 4 and 6 p.m.) was utilized for the PM peak hour trip generation.

It should be noted that not all of these trips would represent *new* traffic on the adjacent roadways. Nationwide studies have found that a large percentage of convenience-oriented trips, such as gas stations would already be present on the adjacent roads and would be attracted to the development on their way to or from home, work or another destination (i.e., pass-by trips). The actual percentage of traffic attributable to pass-by depends upon the nature of the use, the time of day and the traffic volume on the adjacent street. Therefore, statistical information provided in the ITE *Trip Generation* Appendices "Pass-By Data and Rate Tables/2021", was utilized to estimate pass-by percentages for the proposed gas station. As a result, approximately 76% of the site trips were assumed to be pass-by trips during the AM peak hour, and approximately 75% of the site trips were assumed to be pass-by trips during the PM peak hour.

The resulting trip generation forecast for the proposed gas station is shown in **Table 1**. As shown, the proposed gas station would be expected to attract a total of approximately 290 and 240 pass-by trips during the weekday AM and PM peak hours, respectively. In turn, the gas station is estimated to generate a total of 90 new trips during the AM peak hour and 80 new trips during the PM peak hour.

Table 1: Trip Estimate – Proposed Gas Station

Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Gas Station	14 vfp	190	190	380	160	160	320
Pass-By Trips (AM: 75%; PM: 76%)		145	145	290	120	120	240
New Trips		45	45	90	40	40	80

~ Trips rounded to nearest 5 vph

Trip Distribution: The new trips for the proposed gas station were assigned into and out of the site based upon an assumed directional distribution. Based upon the existing travel patterns in the area and the proximity to other gas stations, it is anticipated that the distribution of *new* site-generated trips would be as summarized in **Table 2**.

Table 2: New Trip Distribution Assumptions

Land Use	NEW Trip Distribution Assumptions
To/from the south on Harry S. Truman Boulevard	25%
To/from the north on Harry S. Truman Boulevard	25%
To/from the east on West Clay Street	25%
To/from the west on West Clay Street	25%

It should be noted that the pass-by trips would be assigned according to the existing traffic patterns along Harry S. Truman Boulevard and West Clay Street. The resulting assignment of site-generated trips for the weekday AM and PM peak hours is summarized in **Exhibit 3.**

2024 Build Traffic Volumes: The proposed site-generated trips (Exhibit 3) were added to the 2024 Existing Traffic Volumes (Exhibit 2) to determine the total volume in the forecasted scenario. The forecasted, or 2024 Build, traffic volumes for the weekday AM and PM peak hours are shown in **Exhibit 4.**

Exhibit 3: Site Generated Trips

Exhibit 4: 2024 Build Traffic Volumes

2024 TRAFFIC ANALYSIS

Study Procedures: The 2024 Existing and Build operating conditions were analyzed using SYNCHRO 11, a macro-level analytical traffic flow model. SYNCHRO is based on study procedures outlined in the *Highway Capacity Manual*, published by the Transportation Research Board. This manual, which is used universally by traffic engineers to measure roadway capacity, establishes six levels of traffic service: Level A ("Free Flow"), to Level F ("Fully Saturated"). Levels of service (LOS) are measures of traffic flow, which consider such factors as speed, delay, traffic interruptions, safety, driver comfort, and convenience. Level C, which is normally used for highway design, represents a roadway with volumes ranging from 70% to 80% of its capacity. However, Level D is often considered acceptable for peak period conditions in urban and suburban areas.

The thresholds that define level of service at an intersection are based upon the type of control used (i.e., whether it is signalized or unsignalized) and the calculated delay. For signalized and all-way stop intersections, the average control delay per vehicle is estimated for each movement and aggregated for each approach and then the intersection as a whole. At intersections with partial (side-street) stop control, delay is calculated for the minor movements only since motorists on the main road are not required to stop.

Level of service is directly related to control delay. At signalized intersections, the level of service criteria differs from that at unsignalized intersections primarily because varying transportation facilities create different driver expectations. The expectation is that a signalized intersection is designed to carry higher traffic volumes, and consequently may experience greater delay than an unsignalized intersection. **Table 3** summarizes the thresholds used in the analysis for signalized and unsignalized intersections.

Table 3: Level of Service Thresholds

LEVEL OF SERVICE (LOS)	CONTROL DELAY PER VEHICLE (SEC/VEH)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤ 10	0-10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

2024 Operating Conditions: The study intersections were evaluated using the methodologies described previously. **Table 4** summarizes the results of this analysis, which reflects the 2024 Existing and Build operating conditions and average delay at the study intersections during the weekday AM and PM peak hours. The Synchro estimated 95th percentile queue length for movements with a queue over 25 feet is also shown in the table. The existing signal timings were used in the analysis.

Table 4: 2024 Capacity Analysis Summary

Intersection / Approach	Weekday AM Peak Hour		Weekday PM Peak Hour	
	2024 Existing	2024 Build	2024 Existing	2024 Build
Harry S. Truman Boulevard and West Clay Street (Signalized Control)				
Eastbound West Clay Street Approach	C (20.7) 95th Q: 60' R	C (21.3) 95th Q: 85' L	C (34.7) 95th Q: 120' R	D (39.8) 95th Q: 140' LT
Westbound West Clay Street Approach	D (38.4) 95th Q: 95' LT	D (38.3) 95th Q: 100' LT	E (57.3) 95th Q: 190' LT	E (57.2) 95th Q: 195' LT
Northbound Harry S. Truman Boulevard Approach	B (16.9) 95th Q: 250' T	C (20.3) 95th Q: 185' T	B (14.4) 95th Q: 145' L	B (15.9) 95th Q: 160' L
Southbound Harry S. Truman Boulevard Approach	C (21.4) 95th Q: 170' T	C (24.0) 95th Q: 175' T	D (35.1) 95th Q: 385' T	D (37.2) 95th Q: 390' T
Overall	**C (21.4)**	**C (23.8)**	**C (31.2)**	**C (33.3)**
Harry S. Truman Boulevard and EPC Driveway (Side-Street Stop Control)				
Eastbound EPC Driveway Approach	B (10.2)	B (14.3) 95th Q: 35'	B (11.7)	C (20.4) 95th Q: 50'
Northbound Harry S. Truman Boulevard Left-Turn	A (8.5)	A (8.9)	A (9.7)	B (10.9)
Southbound Harry S. Truman Boulevard Approach	Free Flow	Free Flow	Free Flow	Free Flow
West Clay Street and Proposed Site Driveway (Right-In/Right Out Control)				
Eastbound West Clay Street Approach		Free Flow		Free Flow
Westbound West Clay Street Approach		Free Flow		Free Flow
Southbound Site Driveway Approach		B (10.1)		A (9.9)

X (XX.X) - Level of Service (Vehicular delay in seconds per vehicle)
95th percentile queue for the critical movement of the approach and lane (L-Left, T-Thru, R-Right)

As shown in the table, the overall intersections as well as all approaches operate at acceptable levels of service (LOS D or better) under existing conditions during both the AM and PM peak hours except for the westbound West Clay Street approach at Harry S. Truman Boulevard which operates at LOS E in the PM peak hour with approximately 57 seconds of delay on average per vehicle. In the Build conditions, the overall intersections as well as all approaches would continue to operate at acceptable levels of service during both the AM and PM peak hours except for again the westbound West Clay Street approach at Harry S. Truman Boulevard which would continue to operate at LOS E in the PM peak hour with approximately 57 seconds of

delay on average per vehicle. Note that the westbound approach currently operates at LOS E and the proposed development would result in no increased delay for this approach.

As shown in Table 4, the southbound Harry S. Truman Boulevard approach at West Clay Street has a Synchro estimated 95th percentile queue of 390 feet in the through lane during the PM peak hour. There is approximately 260 feet of storage available for the southbound approach before the southbound queues would block the EPC shared driveway serving the proposed gas station. As such, the driveway would likely be blocked for a short period during each signal cycle when southbound queues extend past the drive. However, this is not expected to be an issue since a center left-turn lane is provided for the northbound left-turn movement into the proposed site/EPC. The storage in the northbound left-turn lane could accommodate four vehicles which would be adequate. With the signal operating on a 120-cycle length in the PM peak hour, there would be 30 cycles during the PM peak hour, so with an estimated 66 northbound left-turns at the private drive that would equate to about 2.2 vehicles per cycle which could easily be accommodated in the available northbound left-turn storage.

Based on prior comments from MoDOT, it is our understanding that MoDOT prefers a separate right-turn lane not be constructed on West Clay Street at the proposed RIRO so as to not create a condition where southbound motorists on Harry S. Truman Boulevard turning right onto West Clay Street are in the right-turn lane and then having to merge into the through lanes. CBB does not disagree with this concern. As the westbound approach is a free-flow movement, a separate right-turn lane at the proposed RIRO drive is not needed from a capacity standpoint. In fact, since West Clay Street narrows to two lanes just west of the proposed RIRO drive, most motorists would be in the inside through lane resulting in the outside through lane essentially serving as a right-turn movement into the proposed site.

If a separate right-turn lane is desired by MoDOT, the right-turn bay could be shortened so as to not create a condition where southbound motorists on Harry S. Truman Boulevard turning right onto West Clay Street end up in the right-turn lane but are instead directed toward the existing through lane.

SUMMARY

CBB completed the preceding study to address the traffic impacts associated with the proposed gas station development located in the northwest quadrant of Harry S. Truman Boulevard and West Clay Street in St. Charles, Missouri.

It is our understanding that the development will consist of a gas station with 14 vehicle fueling positions (vfp) and a 5,200 square foot (SF) convenience store. Access to the development is proposed via an existing shared full-access private drive on Harry S. Truman Boulevard serving the EPC store and a proposed right-in/right-out driveway on West Clay Street.

In summary, the following findings should be considered in conjunction with the proposed Highlands development in the near term 2024 conditions:

- The proposed gas station would be expected to attract a total of approximately 290 and 240 pass-by trips during the weekday AM and PM peak hours, respectively. In turn, the gas station is estimated to generate a total of 90 new trips during the AM peak hour and 80 new trips during the PM peak hour.
- All approaches at the study intersections operate at acceptable levels of service during both peak hours for the 2024 Existing conditions except for the westbound West Clay Street approach at Harry S. Truman Boulevard which operates at LOS E in the PM peak hour.
- All approaches to the study intersection would continue to operate at acceptable levels of service for the 2024 Build conditions during the peak hours except for again the westbound West Clay Street approach at Harry S. Truman Boulevard which would continue to operate at LOS E in the PM peak hour. Note that the westbound approach currently operates at LOS E and the proposed development would result in no increased delay for this approach
- No physical improvements and/or signal timing changes are required to provide acceptable levels of service in the 2024 Build conditions with the proposed gas station.
- Careful consideration should be given to sight distance obstructions when planning any future aesthetic enhancements, such as berms, fencing and landscaping, at the development drives to ensure that these improvements do not obstruct the view of entering and exiting traffic at the site drives on the public roadways. It is generally recommended that all improvements wider than two inches (posts, tree trunks, etc.) and higher than 3 1/2 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway.

We trust this traffic impact study adequately describes the forecasted traffic conditions that should be expected as a result of the proposed gas station in St. Charles, Missouri. If additional information is desired, please feel free to contact me at 314-449-9572 or [redacted].

Sincerely,

Shawn Lerai White, P.E., PTOE
Associate - Senior Traffic Engineer

MoDOT

Missouri Department of Transportation

St. Louis District
Thomas K. Blair, P.E., District Engineer

1590 Woodlake Drive
Chesterfield, Missouri 63017-5712
314.275.1500
Fax: 573.522.6475
1.888.ASK MODOT (275.6636)

January 16, 2025

Ms. Shawn Lerai White, PE, PTOE
Senior Traffic Engineer - Associate
CBB
12400 Olive Boulevard, Suite 430
St. Louis, MO 63141

RE: Harry S. Truman Boulevard and West Clay Street, St. Charles, Missouri
Proposed Gas Station

Ms. Shawn Lerai White:

MoDOT has completed their review of the Traffic Impact Study (TIS) for the proposed gas station at Harry S. Truman Boulevard and West Clay Street.

MoDOT concurs with the findings of the submitted TIS and concurs that no improvements at the signalized intersection are needed. MoDOT also concurs with the location of the right-in/right-out access point on West Clay Street. The right-in/right-out access point will need to follow MoDOT's Engineering Policy Guidelines (EPG) when being designed and installed. The guardrail removal and end terminal reinstallation at the right-in/right-out access point will need to follow MoDOT's EPG for installation.

If the consultant and their developer concur with this letter, a permit can be sought when design plans are ready.

If you have any questions, please contact me at [redacted] or by phone, 314-628-7687.

Respectfully,

Crystal L. Stuesse

Crystal L. Stuesse
Traffic Studies Specialist
MoDOT – SL District

Copy: Andrew Tuerck, MoDOT
Justin Wagner, MoDOT
Paul Graham, MoDOT

LED SOFFIT LIGHT (XSL2)

DOE LIGHTING FACTS

Department of Energy has verified representative product test data and results in accordance with its Lighting Facts Program. Visit www.lightingfacts.com for specific catalog strings.

US patents D574994 & D595896 & 7828456 and US & Int'l. patents pending

EXPECTED LIFE - Minimum 60,000 hours to 100,000 hours depending upon the ambient temperature of the installation location. See LSI web site for specific guidance.

LEDS - Select high-brightness LEDs. Cool White 5000K color temperature, 69 CRI.

DRIVER CURRENT - Super saver (SS) - most economical and highest lumens per watt or High Output (HO) - highest output per initial dollar.

DISTRIBUTION/PERFORMANCE - Type S (Symmetric) or 5A (Type 5). Excellent uniformity with Bug rating of BU-UO-G1. Optional diffused lens available to reduce visibility of diodes

HOUSING/OPTICAL UNIT - Housing is die-formed aluminum with a gasketed clear tempered glass lens providing a water-resistant seal. Weather-tight aluminum enclosure contains factory prewired driver to ensure no water entry. Sealed optical unit containing LEDs rated IP67.

MOUNTING - Direct mounts with screws through the trim frame (standard). Optional channel bar kit available to suspend assembly from ceiling joists. 12" clearance required for ease of installation.

ELECTRICAL - Universal frequency power supply (50/60 Hz). Supply voltage must be specified for pre-wired thermal protectors.

DRIVER - State-of-the-art driver technology designed specifically for LSI LED light sources provides unsurpassed system efficiency. Driver will operate with input of 120/208/240/277V (50/60 Hz). Components are fully encased in potting material for moisture resistance. Driver complies with IEC and FCC standards.

OPERATING TEMPERATURE - -40°C to +50°C (-40°F to +122°F).

FINISH - Each fixture is finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling, and is guaranteed for five full years. Standard color is white.

WARRANTY - LSI LED fixtures carry a limited 5-year warranty.

PHOTOMETRICS - Please visit our web site at www.lsi-industries.com for detailed photometric data.

LISTING - Listed to U.S. and Canadian safety standards. Suitable for damp locations.

LIGHT OUTPUT - XSL2

	Clear Lens	Lumens	Watts	LPW
Type S	SS - Super Saver	6,193	60	103
	HO - High Output	8,348	86	97
Type 5A	SS - Super Saver	5,158	60	86
	HO - High Output	6,959	86	81
	Diffused Lens			
Type S	SS - Super Saver	5,752	60	96
	HO - High Output	6,751	87	78
Type 5A	SS - Super Saver	4,393	60	73
	HO - High Output	5,842	87	67

LED Chips are frequently updated therefore values may increase.

This product, or selected versions of this product, meet the standards listed below. Please consult factory for your specific requirements.

ARRA Funding Compliant · Intertek damp location · RoHS COMPLIANT · FC · IP67

Project Name _____ **Fixture Type** _____

Catalog # _____

09/27/19

© 2019 LSI INDUSTRIES INC.

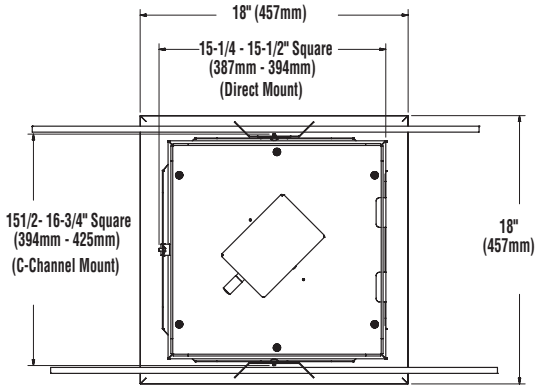
LED SOFFIT LIGHT (XSL2)

PRODUCT ORDERING INFORMATION

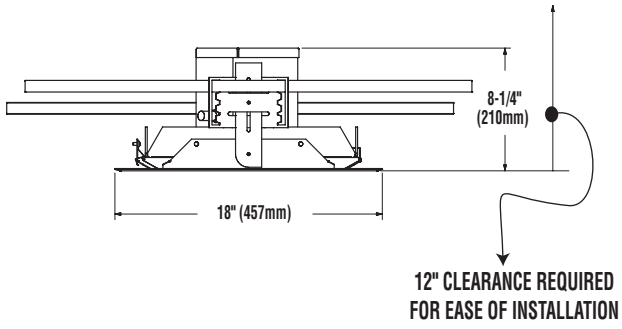
TYPICAL ORDER EXAMPLE: **XSL2 S LED 50 SS CW 120 WHT CMT**

Prefix	Distribution	Light Source	# of LEDs	Drive Current	Color Temperature	Input Voltage	Finish	Options
XSL2 - Soffit Light	S - Symmetric 5A - Type 5	LED	50	HO - High Output SS - Super Saver	CW - Cool White (5000º K nom.)	120 208 240 277 347	WHT - White	CMT - Channel Bar Mounting Kit DM - Direct Mount DFL - Diffused Lens

DIMENSIONS

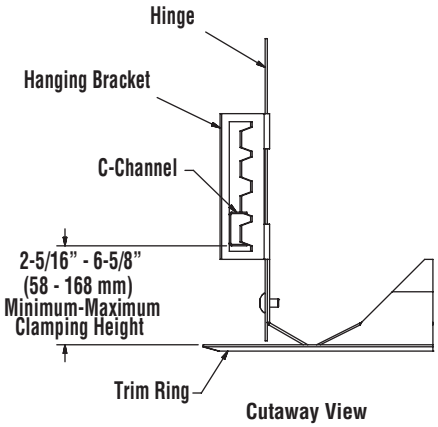


TOP VIEW



SIDE VIEW
(Channel Mount Shown)

SHIPPING WEIGHT - 14 lbs. (6.4kg)



Cutaway View

© 2019
LSI INDUSTRIES INC.

Catalog #: _____ Project: _____

Prepared By: _____ Date: _____ Type: _____

Mirada Wall Sconce (XWM)

Outdoor LED Wall Sconce

OVERVIEW	
Lumen Range	3,000 - 12,000
Wattage Range	23 - 102
Efficacy Range (LPW)	107 - 140
Weight lbs(kg)	30 (13.6)

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Construction

- Rugged die-cast aluminum housing contains factory prewired driver and optical unit. Hinged die-cast aluminum wiring access door located underneath.
- Galvanized-steel universal wall mount bracket comes standard with hinging mechanism to easily access the junction box wire connections without removing the luminaire.
- Optional pole-mounting bracket (XPMA) permits mounting to standard poles.
- Fixtures are finished with LSI's DuraGrip® polyester powder coat finishing process. The DuraGrip finish withstands extreme weather changes without cracking or peeling. Other standard LSI finishes available. Consult factory.
- Shipping weight: 30 lbs in carton.

Optical System

- State-of-the-Art one piece silicone optic sheet delivers industry leading optical control with an integrated gasket to provide IP65 rated sealed optical chamber in 1 component.
- Proprietary silicone refractor optics provide exceptional coverage and uniformity in Types 2, 3, and Forward Throw (FT) distributions.
- Silicone optical material does not yellow or crack with age and provides a typical light transmittance of 93%.
- Zero uplight.
- Available in 5000K, 4000K and 3000K color temperatures per ANSI C78.377.
- Minimum CRI of 70.

Electrical

- High-performance programmable driver features over-voltage, under-voltage, short-circuit and over temperature protection. Custom lumen and wattage packages available.
- 0-10V dimming (10% - 100%) standard.
- Standard Universal Voltage (120-277 Vac) Input 50/60 Hz or optional High Voltage (347-480 Vac).
- L80 Calculated Life: >100k Hours
- Total harmonic distortion: <20%
- Operating temperature: -40°C to +50°C (-40°F to +122°F).
- Power factor: >.90
- Input power stays constant over life.
- Optional 10kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).
- High-efficacy LEDs mounted to metal-core circuit board to maximize heat dissipation
- Components are fully encased in potting material for moisture resistance. Driver complies with FCC standards. Driver and key electronic components can easily be accessed via hinged door.
- Optional integral emergency battery pack provides 90-minutes of constant power to the LED system, ensuring code compliance. A test switch/indicator button is installed on the housing for ease of maintenance. The fixture delivers 1500 lumens during emergency mode.

Controls

- Optional integral passive infrared Bluetooth™ motion and photocell sensor (see page 5 for more details). Fixtures operate independently and can be commissioned via iOS or Android configuration app
- LSI's AirLink™ wireless control system options reduce energy and maintenance costs while optimizing light quality 24/7. (see page 5 for more details).

Installation

- Universal wall mounting plate easily mounts directly to 4" octagonal or square junction box.
- 2 fasteners secure the hinged door underneath the housing and provide quick & easy access to the electrical compartment for installing/servicing.
- Optional terminal block accepts up to 12 ga wire.

Warranty

- LSI LED Fixtures carry a 5-year warranty.
- 1 Year warranty on Battery Back-up option.

Listings

- Listed to UL 1598 and UL 8750.
- Meets Buy American Act requirements.
- IDA compliant; with 3000K or lower color temperature selection.
- State of California Title 24 Compliant
- Suitable for wet Locations.
- IP65 rated luminaire per IEC 60598.
- 3G rated for ANSI C136.31 high vibration applications when pole mounted (using optional XPMA bracket) or wall mounted.
- DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/QPL to confirm which versions are qualified.

Type: _____

Mirada Wall Sconce (XWM)

ORDERING GUIDE

Back to Quick Links

TYPICAL ORDER EXAMPLE: **XWM 2 LED 03L 30 UE BRZ ALSC**

Luminaire Prefix	Distribution	LED Technology	Lumen Package	Color Temperature	Voltage
XWM - Mirada Wall Sconce	**2** - Type 2 **3** - Type 3 **FT** - Type 4 Forward Throw	**LED**	**3L** - 3,000 lms **4L** - 4,000 lms **6L** - 6,000 lms **8L** - 8,000 lms **12L** - 12,000 lms **Custom Lumen Packages**[6]	**30** - 3000K **40** - 4000K **50** - 5000K	**UE** - Universal Voltage (120-277V) **HV** - High Voltage (347-480V)

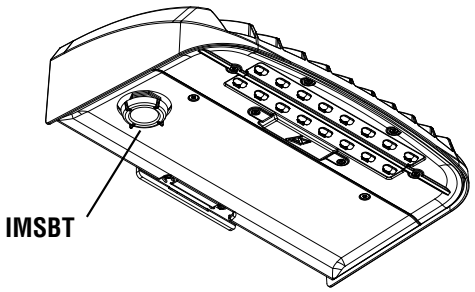
Finish	Controls (Choose One)	Options
BLK - Black **BRZ -** Dark Bronze **GMG -** Gun Metal Gray **GPT -** Graphite **MSV -** Metallic Silver **PLP -** Platinum Plus **SVG -** Satin Verde Green **WHT -** White	**Wireless Controls** **ALSC** - Airlink Synapse Control System[2] **ALSCS01** - AirLink Synapse Control System with 8-12' Motion Sensor[2] **ALSCS02** - AirLink Synapse Control System with 12-20' Motion Sensor [2] **ALBCS1** - AirLink Blue Wireless Motion & Photo Sensor Controller (8-24' mounting height)[2] **ALBCS2** - AirLink Blue Wireless Motion & Photo Sensor Controller (25-40' mounting height)[2] **Standalone Controls** **DIM** - 0-10v Dimming leads extended to housing exterior **IMSBT1-** Integral Bluetooth™ Motion and Photocell Sensor max 8-24' mounting height [4] **IMSBT2-** Integral Bluetooth Motion and Photocell Sensor max 25-40' mounting height [4] **Button Type Photocells** **PCI120** - 120V **PCI208-277** - 208 -277V **PCI347** - 347V **Lutron Limelight Controls** **LLC** – LimeLight Integral Wireless Radio Control by Lutron[2] **LLCS1** – Limelight Integral Wireless Radio Control and PIR Motion/ Daylight Sensor by Lutron 8-15' mt height[2] **LLCS2** – Limelight Integral Wireless Radio Control and PIR Motion/Daylight Sensor by Lutron 16-30' mt height[2] **LLCS3** – Limelight Integral Wireless Radio Control and PIR Motion/Daylight Sensor by Lutron 31-40' mt height[2]	**BB** - Battery Back-up[2] **CWBB** - Cold Weather Battery Backup[2] **XPMA** - Pole Mounting Bracket **SP1** - 10kV Surge Protection **TB** - Terminal Block

ACCESSORY ORDERING INFORMATION[6]

Description	Order Number	Description	Order Number
XWM SW BLK - Surface Wiring Box (Available in black only)	356915BLK	DFK - Double Fusing	DFK208[6]
FK120 - Single Fusing	FK120[5]	DFK - Double Fusing (240V)	DFK240[6]
FK277 - Single Fusing	FK277[5]	DFK - Double Fusing (480V)	DFK480[6]
FK347 - Single Fusing	FK347[5]	10' Linear Bird Spike Kit (2' Recommended per Luminaire)	736795

FOOTNOTES:
1. Consult Factory for availability.
2. Not available in HV.
3. Consult Factory for Site Layout.
4. IMSBT is field configurable via the LSI app that can be downloaded from your smartphone's native app store. Consult Facotry for 347-480V.
5. Fusing must be located in a hand hole for pole or in the junction box.
6. Custom lumen and wattage packages available consult factory. Values are within industry standard tolerances but not DLC listed.

Luminaire Shown with IMSBT



PERFORMANCE

Back to Quick Links

DELIVERED LUMENS*

Lumen Package	Distribution	CRI	3000K			4000K			5000K			Wattage
			Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	Delivered Lumens	Efficacy	BUG Rating	
03L	2	70	2822	125	B1-U0-G1	3088	137	B1-U0-G1	3088	137	B1-U0-G1	22.6
	3	70	2873	127	B1-U0-G1	3144	139	B1-U0-G1	3144	139	B1-U0-G1	
	FT	70	2838	126	B1-U0-G1	3105	137	B1-U0-G1	3105	137	B1-U0-G1	
04L	2	70	3702	125	B1-U0-G1	4051	137	B1-U0-G1	4051	137	B1-U0-G1	29.5
	3	70	3769	128	B1-U0-G1	4124	140	B1-U0-G1	4124	140	B1-U0-G1	
	FT	70	3722	126	B1-U0-G1	4073	138	B1-U0-G1	4073	138	B1-U0-G1	
06L	2	70	5506	123	B2-U0-G2	6025	135	B2-U0-G2	6025	135	B2-U0-G2	44.7
	3	70	5606	125	B1-U0-G1	6134	137	B1-U0-G2	6134	137	B1-U0-G2	
	FT	70	5536	124	B1-U0-G2	6058	136	B1-U0-G2	6058	136	B1-U0-G2	
08L	2	70	7304	118	B2-U0-G2	7993	129	B2-U0-G2	7993	129	B2-U0-G2	62.0
	3	70	7437	120	B1-U0-G2	8138	131	B2-U0-G2	8138	131	B2-U0-G2	
	FT	70	7345	118	B2-U0-G2	8037	130	B2-U0-G2	8037	130	B2-U0-G2	
12L	2	70	10979	107	B3-U0-G3	12014	118	B3-U0-G3	12014	118	B3-U0-G3	102.2
	3	70	11178	109	B2-U0-G2	12232	120	B2-U0-G2	12232	120	B2-U0-G2	
	FT	70	11040	108	B2-U0-G3	12080	118	B2-U0-G3	12080	118	B2-U0-G3	

*LEDs are frequently updated therefore values are nominal.

ELECTRICAL DATA*

Lumen Package	Watts	120V	208V	240V	277V	347V	480V
03L	22.6	0.19	0.11	0.09	0.08	0.07	0.05
04L	29.5	0.25	0.14	0.12	0.11	0.09	0.06
06L	44.7	0.37	0.21	0.19	0.16	0.13	0.09
08L	62.0	0.52	0.30	0.26	0.22	0.18	0.13
12L	102.2	0.85	0.49	0.43	0.37	0.29	0.21

*Electrical data at 25C (77F). Actual wattage may differ by +/-10%.

RECOMMENDED LUMEN MAINTENANCE (3L-6L)[1]

Ambient Temperature C	Initial [2]	25K hrs.[2]	50K hrs.[3]	75K hrs.[3]	100K hrs.[3]
0 C	100%	98%	95%	93%	90%
10 C	100%	98%	95%	93%	90%
20 C	100%	98%	95%	93%	90%
25 C	100%	98%	95%	93%	90%
30 C	100%	98%	95%	93%	90%
40 C	100%	98%	95%	93%	90%
50 C	100%	98%	96%	94%	91%

RECOMMENDED LUMEN MAINTENANCE (8L-12L)[1]

Ambient Temperature C	Initial [2]	25K hrs.[2]	50K hrs.[3]	75K hrs.[3]	100K hrs.[3]
0 C	100%	97%	94%	90%	87%
10 C	100%	97%	94%	90%	87%
20 C	100%	97%	94%	90%	87%
25 C	100%	97%	93%	90%	86%
30 C	100%	97%	93%	90%	85%
40 C	100%	97%	93%	88%	84%
50 C	100%	96%	91%	87%	83%

1 - Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing.
2 - In accordance with IESNA TM-21-11, Projected Values represent interpolated value based on time durations that are within six times the IESNA LM-80-08 total test duration for the device under testing.
3 - Lumen maintenance values at 25C are calculated per TM-21 based on LM-80 data and in-situ testing times the IESNA LM-80-08 total test duration for the device under testing

Mirada Wall Sconce (XWM)

PHOTOMETRICS

Back to Quick Links

All published luminaire photometric testing performed to IESNA LM-79 standards. ISO footcandle plots below demonstrate the Mirada Wall Sconce (XWM) light patterns only. Not for total fixture output. For complete specifications and IES files, see website.

XWM-2-LED-6L-40

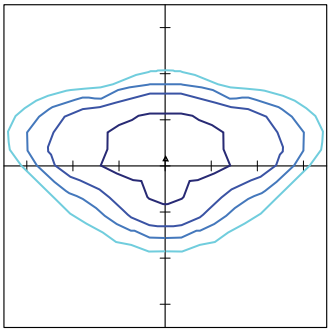
LUMINAIRE DATA

Type 2 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	6,025
Watts	44.7
Efficacy	135
IES Type	Type III - Medium
BUG Rating	B2-U0-G2

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	807.1	13.4%
Medium (30-60)°	3301.0	54.8%
High (60-80)°	1847.4	30.7%
Very High (80-90)°	69.2	1.1%
Uplight (90-180)°	0.0	0.0%
Total Flux	6024.7	100%

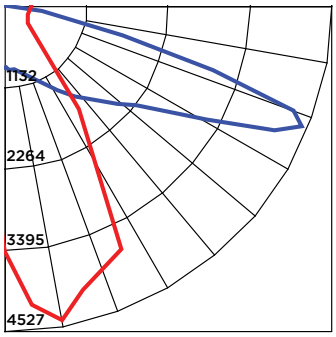
ISO FOOTCANDLE PLOT



15' Mounting Height / 10' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

POLAR CURVE



XWM-3-LED-6L-40

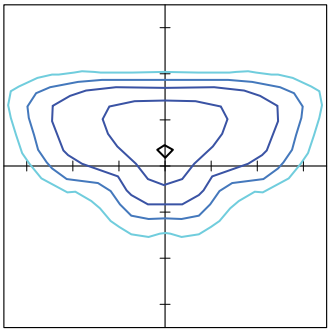
LUMINAIRE DATA

Type 3 Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	6,133
Watts	44.7
Efficacy	137
IES Type	Type III - Medium
BUG Rating	B1-U0-G2

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	567.4	9.3%
Medium (30-60)°	3106.3	50.6%
High (60-80)°	2368.8	38.6%
Very High (80-90)°	90.7	1.5%
Uplight (90-180)°	0.0	0.0%
Total Flux	6133.2	100%

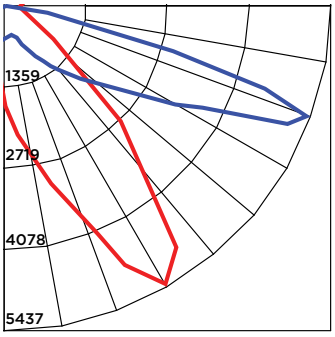
ISO FOOTCANDLE PLOT



10' Mounting Height / 10' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

POLAR CURVE



XWM-FT-LED-6L-40

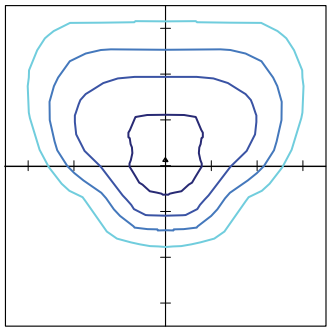
LUMINAIRE DATA

Type FT Distribution	
Description	4000 Kelvin, 70 CRI
Delivered Lumens	6,058
Watts	44.7
Efficacy	136
IES Type	Type IV - Short
BUG Rating	B1-U0-G2

Zonal Lumen Summary

Zone	Lumens	%Luminaire
Low (0-30)°	779.0	12.9%
Medium (30-60)°	2584.4	42.7%
High (60-80)°	2523.2	41.7%
Very High (80-90)°	170.8	2.8%
Uplight (90-180)°	0.0	0.0%
Total Flux	6057.4	100.0%

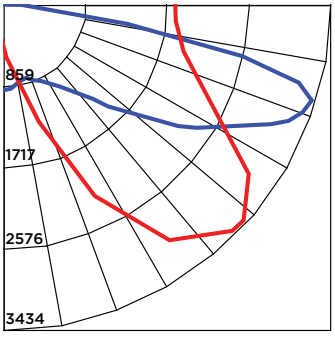
ISO FOOTCANDLE PLOT



10' Mounting Height / 10' Grid Spacing

5 FC 2 FC 1 FC 0.5 FC

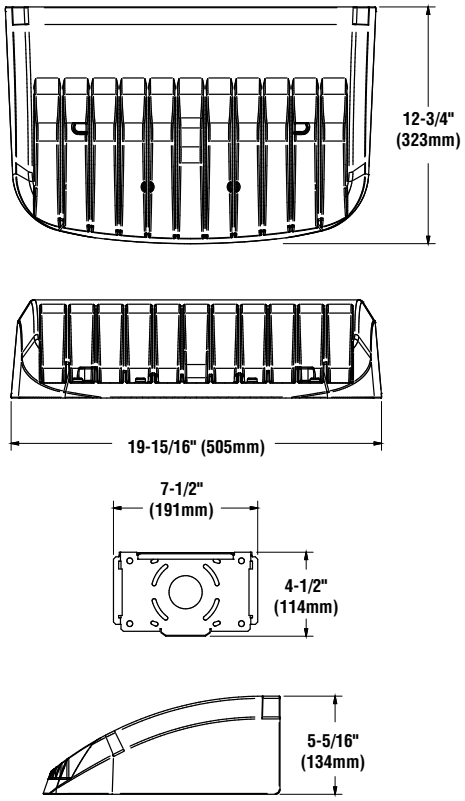
POLAR CURVE



Mirada Wall Sconce (XWM)

PRODUCT DIMENSIONS

Back to Quick Links



CONTROLS

AirLink Wireless Lighting Controller

The AirLink integrated controller is a California Title 24 compliant lighting controller that provides real-time light monitoring and control with utility-grade power monitoring. It includes a 24V sensor input and power supply to connect a sensor into the outdoor AirLink wireless lighting system. The wireless integrated controller is compatible with this fixture.

Click here to learn more about AirLink.

Integral Bluetooth™ Motion and Photocell Sensor (IMSBT)

Slim low profile sensor provides multi-level control based on motion and/or daylight. Sensor controls 0-10 VDC LED drivers and is rated for cold and wet locations (-30° C to 70° C). Two unique PIR lenses are available and used based on fixture mounting height. All control parameters are adjustable via an iOS or Android App capable of storing and transmitting sensor profiles.

Click here to learn more about IMSBT.

AirLink Blue

Wireless Bluetooth Mesh Outdoor Lighting Control System that provides energy savings, code compliance and enhanced safety/security for parking lots and parking garages. Three key components; Bluetooth wireless radio/sensor controller, Time Keeper and an iOS App. Capable of grouping multiple fixtures and sensors as well as scheduling time-based events by zone. Radio/Sensor Controller is factory integrated into Area/Site, Wall Mounted, Parking Garage and Canopy luminaires.

Click here to learn more about AirLink Blue.

AGENDA ITEM #9, 10, & 11

STAFF REPORT
CASE NO. Z-2025-11, Z-2025-12, & SUB-2025-04
HAWTHORNE GROVE – PRELIMINARY PLAT

DECEMBER 8, 2025
BY MADELYN P. BROWN

OWNER/APPLICANT: WOCO Partners LLC
2299 S Spoede Lane
Truesdale, MO 63380

ADDRESS/LOCATION: The property is generally located at the southeast corner of Muegge Road and S. Old Highway 94 - Ward 5 upon annexation & rezoning

ACREAGE: Overall 6.57 (more or less)

EXISTING ZONING: St. Charles County "R1E" Single Family Residence

REQUESTED ZONING: 1st C-2 General Business District (Z-2025-11)
2nd R-3 Multiple Family Residential District (Z-2025-12)

SURROUNDING ZONING:

Direction	Zoning	Use
North	R-1C Single Family Residential	Meeting Facility
South	C2 General Commercial District (County)	Commercial
East	R1E Single-Family Residential District (County)	Single-Family Dwelling
West	R1E Single-Family Residential District (County)	Single-Family Dwelling

REQUEST

The applicant has submitted three (3) applications for a commercial and residential development within the City of St. Charles:

1. To annex and establish zoning for 1.57 acres of an overall 6.57 acre tract of land from St. Charles County "R1E" Single Family Residence to the City of St. Charles "C-2" General Business District (Z-2025-11).
2. To annex and establish the zoning for 5.0 acres of an overall 6.57 acre tract of land, from St. Charles County "R1E" Single Family Residence to the City of St. Charles "R-3A" Multiple-Family Residential District (Z-2025-12).
3. A preliminary plat to construct thirty-four (34) attached townhomes with common ground

on the 5.0 acre tract proposed to be zoned R-3A Multiple-Family Residential District (SUB-2025-04).

This report will analyze the appropriateness of each application.

The attached Preliminary Plat (SUB-2025-04) identifies two (2) parcels, one (1) proposed commercial lot with uses available within C-2 General Business District, such as general retail, a restaurant and a coffee shop, and a proposed multi-family residential development containing 34 attached townhome buildings (7 units per acre – 18 units per acre is allowed via the requested zoning).

BACKGROUND

The R-3A District is designed for multi-family developments under single ownership, such as apartments or condominium projects where units are subdivided synonymously with the unit footprint but all ground/land is part of a common ownership entity like a Home Owner's Association (HOA). It does not provide standards for fee-simple townhomes subdivided into individual lots unless they meet the minimum lot standards of the R-3A district (see attached standards), even though townhouse dwellings are a permitted use. Similar individually owned townhouse projects in the City have been approved through Planned Development Residential (PD-R) zoning, such as Oakleigh Park (2021).

For this development, staff identified two (2) pathways:

1. Rezone to PD-R with an underlying R-3A district; or
2. Maintain straight R-3A zoning and seek variances through the Board of Adjustment.

Through review, staff and the applicant determined that retaining straight R-3A zoning and pursuing the necessary variances is the most appropriate approach. The applicant did explore a PD-R zoning alternative to avoid variances from R-3A standards; however, the PD option would have required landscape buffers that cannot be accommodated on this site and would have resulted in even greater variances. The applicant has requested three (3) variances for the residential portion of the project: reducing the minimum lot width from 75 feet to 26 feet; reducing the minimum lot depth for Lots 31–34 from 125 feet to 98.7 feet; and reducing the minimum side yard setback from 7 feet to 0 feet. These variances were originally scheduled for Board of Adjustment review on December 1, 2025 but were postponed due to the cancelation of the meeting based on City Hall being closed from inclement weather and are now scheduled for the January 5, 2026 meeting. While BOA action typically precedes the Planning and Zoning Commission review, the delay was outside the applicant's control; therefore, the preliminary plat is being presented to Planning and Zoning Commission first. A condition has been added stating that preliminary plat approval is contingent upon approval of all three (3) variances.

ANALYSIS OF ANNEXATION/ESTABLISHMENT OF ZONING (Z-2025-11 & Z-2025-12)

The 6.57 acre tract currently consists of a single parcel that the applicant proposes to divide into a 1.57 acre commercial lot and a 5.0-acre residential lot as part of an annexation request. The 1.57 acre parcel is proposed to be zoned C-2 General Commercial District upon annexation, while the 5.0 acre parcel is proposed to be zoned R-3A Multiple-Family Residential District to accommodate

an attached townhome development.

C-2 Zoning Analysis (Z-2025-11)
As shown on Figure 1, below on Page 4, the proposed 1.57 acre commercial parcel is directly adjacent to C-2 zoned properties, and the South Old Highway 94 corridor contains a mix of commercial and residential uses. The yellow and brown shading indicate residential zoning/uses, the pink and red indicate commercial, and the grey indicates industrial. Although a specific future use has not been identified, all permitted and conditionally permitted uses within the C-2 District would apply (see attached district regulations). Establishing C-2 zoning upon annexation is compatible with the surrounding development pattern and supports closing a remaining pocket of unincorporated county within the City. If developed for commercial purposes, a future site plan requiring City review, would be required prior to development.

The City's Comprehensive Plan identifies fifteen (15) activity centers that evaluate proposed new land uses on the basis of their proximity to an activity center, rather than on a site-specific map. This land use philosophy bases 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. The subject property is located closest to Activity Center #4 (Page Avenue/ Highway 94). This Activity Center includes a mix of uses; residential, commercial, and industrial uses on both sides of Capitol Drive. Given the established commercial zoning in this area, assigning a C-2 zoning designation is appropriate and fits well within the existing development pattern.

The Department of Community Development considers this rezoning request to be in general conformance with the Updated 2012 Comprehensive Plan and consistent with existing area land uses around the subject property and staff would be supportive of this establishment of zoning to C-2 General Commercial District.

R-3A Zoning Analysis (Z-2025-12)
Also shown on Figure 1, below on Page 4, the proposed R-3A zoning for the remaining 5.0 acres aligns with adjacent residential zoning and land uses under both City of St. Charles and St. Charles County jurisdictions. This portion of the property also lies within the mixed-use South 94 corridor, where residential and commercial uses are located in close proximity. The requested R-3A designation is therefore appropriate for the planned attached townhome development and facilitates the incorporation of this unincorporated area into the City.

The City's Comprehensive Plan identifies fifteen (15) activity centers that evaluate proposed new land uses on the basis of their proximity to an activity center, rather than on a site-specific map. This land use philosophy bases 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. The subject property is located closest to Activity Center #4 (Page Avenue/ Highway 94). As indicated above, this Activity Center is mixed use adjacent to First Capitol Drive, with a mix of residential, commercial, and industrial uses located nearby to this center. These existing neighborhood conditions are well suited for a higher density, townhouse subdivision such as what is being proposed.

The Department of Community Development considers this rezoning request to be in general conformance with the Updated 2012 Comprehensive Plan and consistent with existing area land uses around the subject property and staff would be supportive of this establishment of zoning to R-3A Multi-Family Residential District.

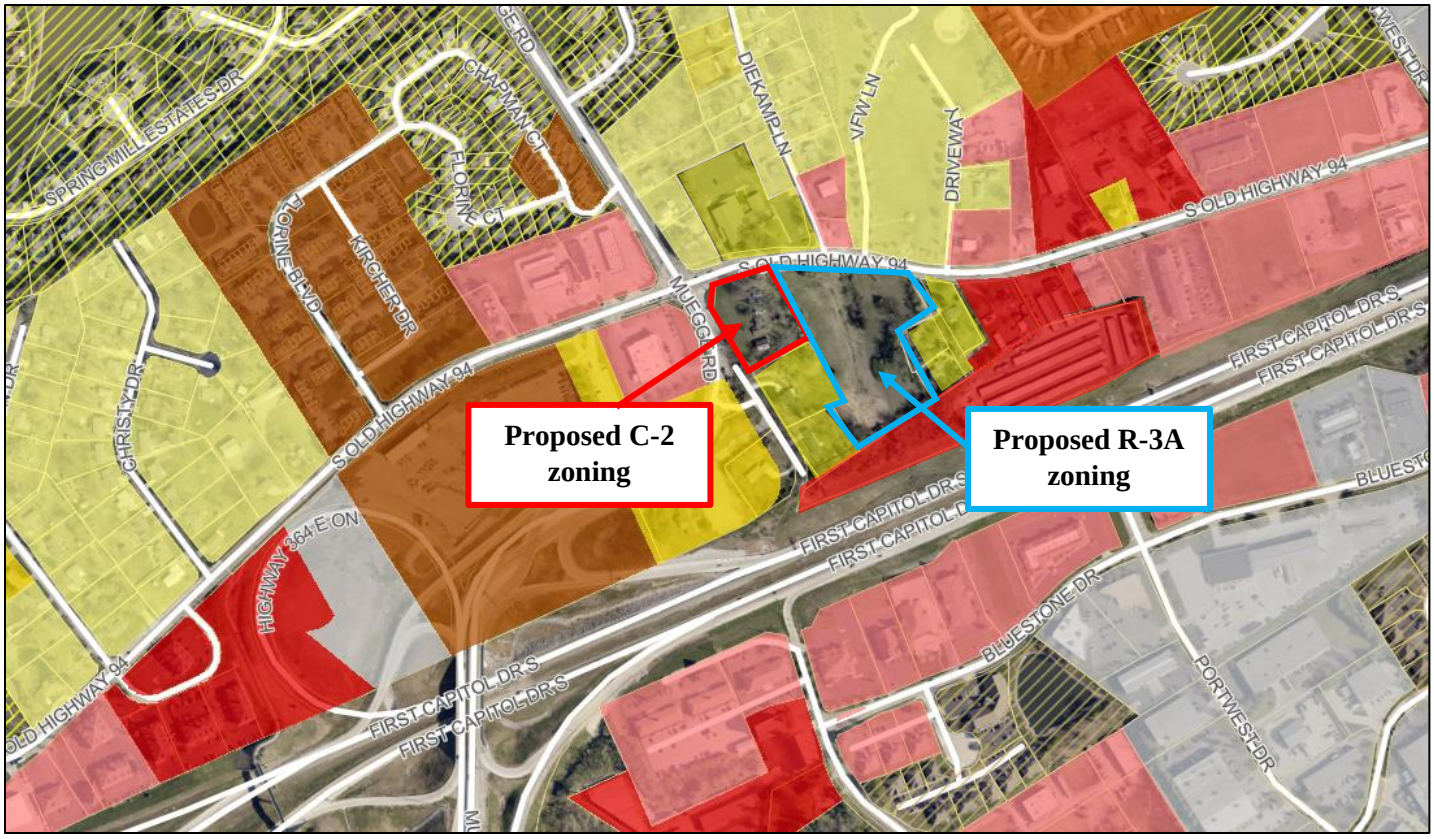


Figure 1: Area zoning map.

ANALYSIS OF THE PRELIMINARY PLAT (SUB-2025-04)

Overview

The Applicant has submitted a Preliminary Plat application for a new subdivision, consisting of thirty-four (34) attached townhomes with common ground under the R-3A zoning district. The proposal depicts the establishment of residential lots for each townhome unit, common open space, walkways, landscape buffer, storm water detention areas and interior streets.

Density

The R-3A zoning district establishes a maximum density of 18 units per acre. Based upon this maximum, a total of 90 residential units could be permitted as part of this development. The submitted Preliminary Plat proposes a total of 34 units, with an overall density of 6.8 units per acre. While the proposed density is much lower than what is permitted within the R-3A district, the R-1 and R-2 districts would not permit a townhome-style development of this nature. The proposed density is typical of this style of development and would be compatible within the mixed-use corridor at the corner of Muegge Road and South Old Highway 94.

Architectural

The applicant has submitted elevation/façade examples for this development. Building materials include vertical and horizontal siding and architectural shingle roofs. Each unit will also have a two car garage located at the front of the dwelling along the access drive. Samples of the proposed elevations are illustrated in Figure 2, below. As attached single-family dwellings, the proposed structures are exempt from the masonry standards. The elevations have been included for reference only, and do not require approval from the Commission.

Figure 2: Elevations of the proposed structures.

Access/Transportation

A 26-foot wide public roadway (Hawthorne Grove Court) is proposed to access the majority of the townhome driveways, leading to the two-car garages and main entrances. Hawthorne Grove Court will end in a cul-de-sac with a mailbox cluster and four (4) parallel parking spaces to serve residents. Four (4) of the units will be accessed by an existing roadway, which is to be paved and also made a 26-foot wide public roadway (Hawthorne Trail). Each entrance to the subdivision is located along South Old Highway 94, with Hawthorne Grove Court towards the east and Hawthorne Trail to the West. The Fire Marshal has reviewed this plan and approves the proposed access. The City's Engineering Department has also determined that a traffic study is <u>not</u> required or warranted. Additionally, the sight distance at the proposed access point has been reviewed and found to be compliant with City standards, as the Engineering Department has approved the design as proposed.

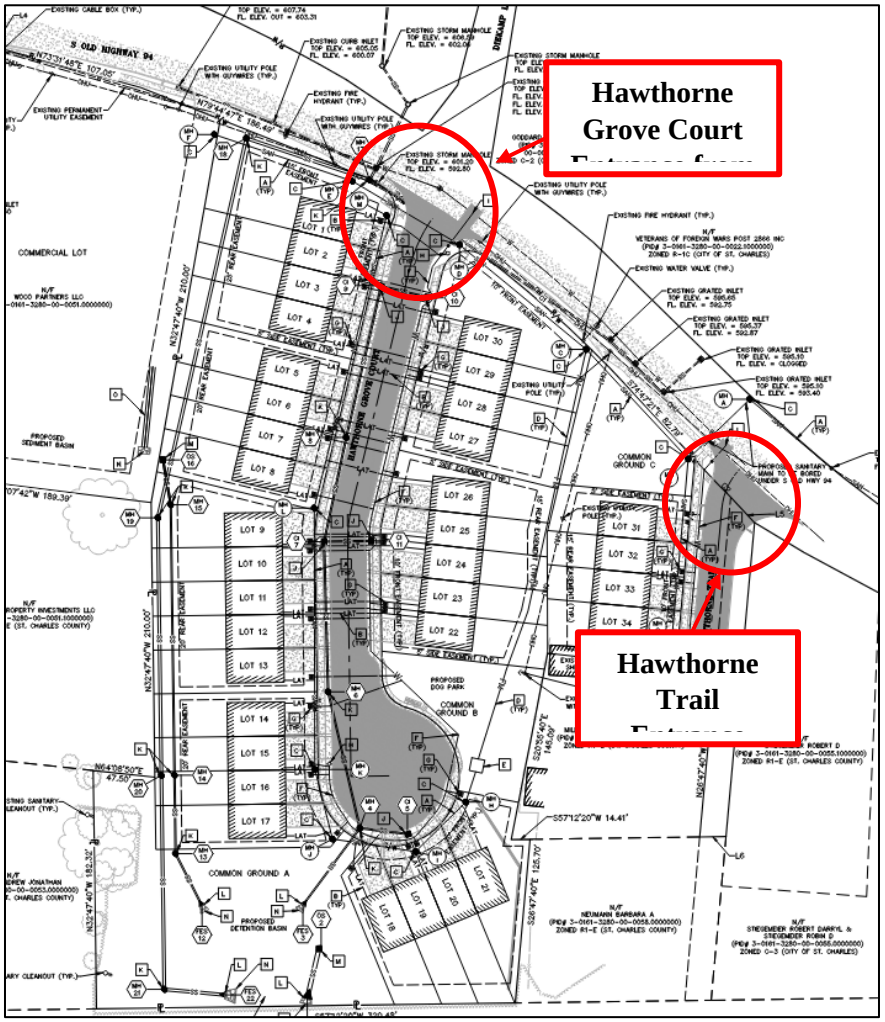


Figure 3: Proposed access points.

Open Space/Amenities/Landscaping
A total of 0.98 acres of common ground has been provided. The developer will also incorporate a dog park as an added amenity for residents. Additionally, a stormwater detention area is proposed at the southwestern portion of the site. While provided, minimum common open space is not a requirement of the R-3A zoning district.

The City's Tree Preservation Ordinance requires either preservation, replacement of at least 50% of all live trees ten (10) inches or greater in diameter breast height (DBH) on the development site or a payment into the tree fund to account for removal over 50%. Per the submitted plan, approximately 140 cumulative inches (DBH) of existing trees are proposed for removal, with 42 inches to remain (removal of more than 50% of existing mass). In order to achieve compliance with tree preservation standards, 28 trees are to be planted on site. The trees are proposed to be planted along the South Old Highway 94 frontage, within common ground, and along the frontages of units.

STAFF RECOMMENDATION

After review of the two (2) zoning requests (including the proposed preliminary plat), the City's Zoning Ordinance, Comprehensive Plan and area development patterns, staff believes the annexation/establishment of zoning requests and preliminary plat are appropriate and are consistent with the zoning of the surrounding area. The Department of Community Development recommends that these requests be forwarded to the City Council with a favorable recommendation, subject to the condition on application SUB-2025-04, listed below:

1. Approval of the preliminary plat is contingent upon approval by the Board of Adjustment of all three variances associated with the project (minimum lot width, minimum lot depth for Lots 31–34, and minimum side yard setback).

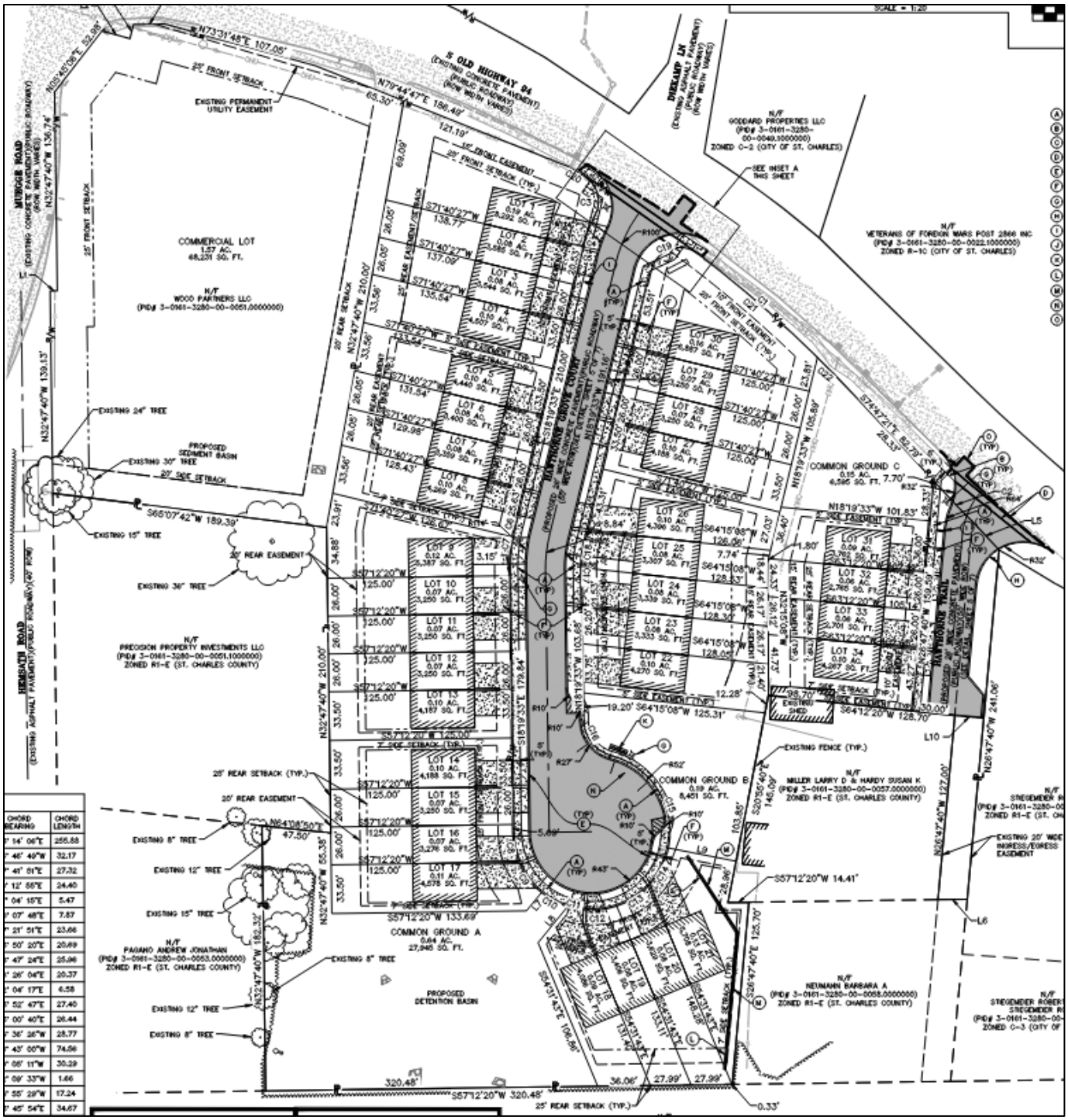
Recommended Motions:

1. *Motion to forward a **favorable** recommendation to the City Council for annexation of the subject property, as noted in Z-2025-11 and Z-2025-12.*

2. *Motion to forward a **favorable** recommendation of approval to the City Council for the establishment of zoning for the subject property via Z-2025-11.*

3. *Motion to forward a **favorable** recommendation of approval to the City Council for the establishment of zoning for the subject property via Z-2025-12.*

4. *Motion to forward a **favorable** recommendation of approval to the City Council for a new Preliminary Development Plat (Hawthorne Grove) per SUB-2025-04, subject to the condition recommended by staff.*

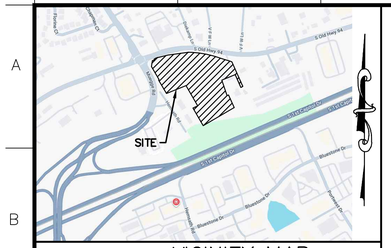


CHORD BEARING	CHORD LENGTH
' 14' 06"E	255.88
' 46' 49"W	32.17
' 41' 51"E	27.32
' 12' 56"E	24.40
' 04' 15"E	5.47
' 07' 48"E	7.87
' 21' 51"E	23.66
' 50' 20"E	20.69
' 47' 24"E	25.96
' 26' 04"E	20.37
' 04' 17"E	6.58
' 52' 47"E	27.40
' 00' 40"E	26.44
' 36' 26"W	28.77
' 43' 00"W	74.56
' 05' 11"W	30.29
' 09' 33"W	1.66
' 55' 29"W	17.24
' 45' 54"E	34.67

Figure 4: Submitted Site Plan.

Figure 5: Aerial view of subject property.

PRELIMINARY PLAT



VICINITY MAP
NO SCALE

DRAWING LEGEND

RIGHT-OF-WAY	R/W	NEW MAJOR CONTOUR	XXX
PROPERTY LINE		NEW MINOR CONTOUR	
EXISTING MAJOR CONTOUR	XXX	NEW SETBACK LINE	
EXISTING MINOR CONTOUR		NEW EASEMENT LINE	
EXISTING EASEMENT		NEW FENCE	
EXISTING FENCE		NEW STORM SEWER PIPE	SS
EXISTING OVERHEAD UTILITIES	OHU	NEW WATER LINE	W
EXISTING WATER LINE	W	NEW SANITARY MAIN	SAN
EXISTING STORM SEWER	SS	NEW SANITARY LATERAL	LAT
EXISTING SANITARY LINE	SAN	SANITARY MANHOLE	
EXISTING SANITARY MANHOLE		STORM MANHOLE	
EXISTING SANITARY/STORM CLEAN-OUT		STORM INLET	
EXISTING CURB INLET		FLARED END SECTION	
EXISTING GRATED INLET		GRATED INLET	
EXISTING STORM MANHOLE		GRATED INLET WITH SIDE INTAKE	
EXISTING FLARED END SECTION		SIGN	
EXISTING SIGN		WATER VALVE	
EXISTING WATER VALVE		FIRE HYDRANT	
EXISTING FIRE HYDRANT		WATER METER	
EXISTING WATER METER		LIGHT	
EXISTING UTILITY POLE		NEW BUILDING	
EXISTING LIGHT			
BENCHMARK		NEW STANDARD DUTY CONCRETE	
EXISTING TREE		NEW CONCRETE PAVEMENT/SIDEWALK	
EXISTING TREELINE			
EXISTING BUILDING			
EXISTING ASPHALT PAVEMENT			
EXISTING CONCRETE PAVEMENT			
EXISTING GRAVEL			

LEGAL DESCRIPTION

A TRACT OF LAND BEING PART OF LOT 8, OF BLOCK 8, OF STEEN AND CUNNINGHAMS SUBDIVISION OF A PART OF THE COMMONS OF ST. CHARLES IN U.S. SURVEY 3280, TOWNSHIP 46, RANGE 4 EAST OF THE FIFTH PRINCIPAL MERIDIAN, PER THE PLAT THEREOF RECORDED IN CABINET E, DRAWER E–2 OF THE ST. CHARLES COUNTY, MISSOURI RECORDS, THE OUTBOUNDARY OF SAID TRACT IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

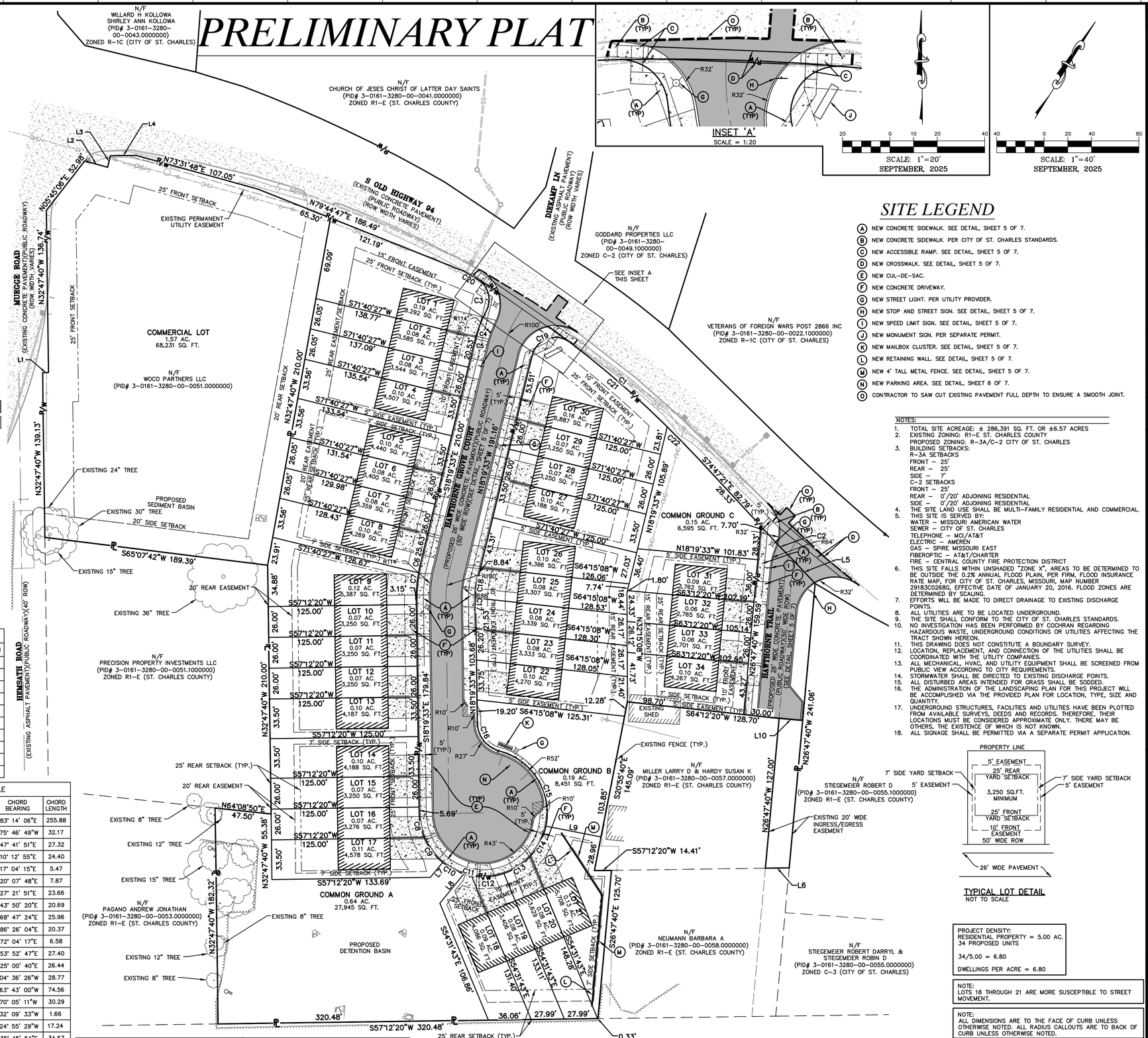
COMMENCING AT THE SOUTHWEST CORNER OF SAID STEEN AND CUNNINGHAMS SUBDIVISION, SAID POINT ALSO BEING ON THE CENTERLINE OF HEMSATH ROAD, A 40 FOOT WIDE PUBLIC ROADWAY; THENCE NORTH 57 DEGREES 12 MINUTES 20 SECONDS EAST 160.43 FEET TO AN IRON ROAD AT THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO ANDREW JONATHAN PAGANO BY DOCUMENT 2022R–061669 OF THE ST. CHARLES COUNTY, MISSOURI RECORDS, SAID POINT ALSO BEING THE POINT OF BEGINNING OF THE TRACT OF LAND DESCRIBED HEREIN; THENCE ALONG THE EAST LINE OF SAID PAGANO TRACT NORTH 32 DEGREES 47 MINUTES 40 SECONDS WEST 182.32 FEET TO A POINT ON THE SOUTH LINE OF A TRACT OF LAND CONVEYED TO PRECISION PROPERTY INVESTORS, LLC BY DOCUMENT 2021R–016597 OF THE ST. CHARLES COUNTY, MISSOURI RECORDS, SAID POINT BEARS NORTH 52 DEGREES 21 MINUTES 15 SECONDS WEST 1.93 FEET FROM AN IRON ROD; THENCE ALONG SAID SOUTH LINE NORTH 64 DEGREES 08 MINUTES 50 SECONDS EAST 47.50 FEET TO AN IRON ROD; THENCE NORTH 32 DEGREES 47 MINUTES 40 SECONDS WEST 210.00 FEET ALONG THE EAST LINE OF SAID PRECISION PROPERTY INVESTORS TRACT TO A POINT THAT BEARS SOUTH 24 DEGREES 21 MINUTES 10 SECONDS WEST 0.34 FEET FROM AN IRON PIPE ; THENCE SOUTH 65 DEGREES 07 MINUTES 42 SECONDS WEST 189.39 FEET ALONG THE NORTH LINE OF SAID PRECISION PROPERTY INVESTORS TRACT TO A POINT ON THE EAST RIGHT OF WAY LINE OF THE AFOREMENTIONED HEMSATH ROAD; SAID POINT ALSO BEARS SOUTH 30 DEGREE 35 MINUTES 20 SECONDS EAST 3.19 FEET FROM AN IRON PIPE; THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES, NORTH 32 DEGREES 47 MINUTES 40 SECONDS WEST 139.13 FEET; NORTH 57 DEGREES 12 MINUTES 20 SECONDS EAST 5.00 FEET; THENCE NORTH 32 DEGREES 47 MINUTES 40 SECONDS WEST 136.74 FEET; THENCE NORTH 05 DEGREES 45 MINUTES 08 SECONDS EAST 52.98 FEET TO THE SOUTH RIGHT OF WAY OF OLD STATE HIGHWAY 94, A VARIABLE WIDTH PUBLIC ROADWAY; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE THE FOLLOWING COURSES, NORTH 73 DEGREES 31 MINUTES 49 SECONDS EAST 20.00 FEET; THENCE NORTH 16 DEGREES 09 MINUTES 12 SECONDS WEST 10.00 FEET; THENCE NORTH 57 DEGREES 12 MINUTES 19 SECONDS EAST 21.89 FEET; THENCE NORTH 73 DEGREES 31 MINUTES 48 SECONDS EAST 107.05 FEET; THENCE NORTH 79 DEGREES 44 MINUTES 47 SECONDS EAST 186.49 FEET TO A NON TANGENT CURVE CONCAVE TO THE SOUTH HAVING A RADIUS OF 872.19 FEET AND A CHORD OF SOUTH 83 DEGREES 14 MINUTES 06 SECONDS EAST 255.88 FEET; THENCE ALONG SAID CURVE 256.81 FEET; THENCE SOUTH 74 DEGREES 47 MINUTES 21 SECONDS EAST 82.79 FEET TO A POINT ON A NON TANGENT CURVE CONCAVE TO THE NORTH HAVING A RADIUS OF 930.00 FEET AND A CHORD OF SOUTH 75 DEGREES 46 MINUTES 49 SECONDS EAST 32.17 FEET; THENCE ALONG SAID CURVE 32.17 FEET; THENCE SOUTH 75 DEGREES 18 MINUTES 46 SECONDS EAST 26.70 FEET TO A POINT ON THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO STIEGMEIER, ROBERT D BY A DEED RECORDED IN BOOK 6894, PAGE 1238 OF THE ST. CHARLES COUNTY MISSOURI RECORDS, SAID POINT ALSO BEING DISTANT SOUTH 87 DEGREES 29 MINUTES 39 SECONDS WEST 108.23 FEET FROM AN IRON ROD; THENCE ALONG THE WEST LINE OF SAID STIEGMEIER TRACT SOUTH 26 DEGREES 47 MINUTES 40 SECONDS EAST 241.06 FEET TO A POINT THENCE SOUTH 57 DEGREES 12 MINUTES 20 SECONDS WEST 20.11 FEET TO A POINT ON THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO MILLER LARRY D AND HARDY SUSAN K BY A DEED RECORDED IN BOOK 883, PAGE 1604 OF THE ST. CHARLES COUNTY MISSOURI RECORDS; THENCE ALONG THE EAST LINE OF SAID TRACT NORTH 28 DEGREES 47 MINUTES 40 SECONDS WEST 127.00 FEET TO A POINT AT THE NORTHEAST CORNER OF SAID TRACT, SAID POINT BEING DISTANT SOUTH 26 DEGREES 47 MINUTES 00 SECONDS EAST 14.54 FEET FROM AN IRON ROD; THENCE ALONG THE NORTH LINE OF SAID TRACT SOUTH 64 DEGREES 12 MINUTES 20 SECONDS WEST 128.70 FEET TO A POINT AT THE NORTHWEST CORNER OF SAID TRACT; THENCE ALONG THE WEST LINE OF SAID TRACT SOUTH 20 DEGREES 55 MINUTES 40 SECONDS EAST 145.09 FEET TO A POINT ON THE SOUTHWEST CORNER OF SAID TRACT; THENCE NORTH 57 DEGREES 12 MINUTES 20 SECONDS EAST 14.41 FEET TO THE NORTHWEST CORNER OF A TRACT OF LAND CONVEYED TO NEUMANN, BARBARA A BY A DEED RECORDED IN BOOK 3746, PAGE 1439 OF THE ST. LOUIS COUNTY, MISSOURI RECORDS; ; THENCE ALONG THE WEST LINE OF SAID TRACT SOUTH 26 DEGREES 47 MINUTES 40 SECONDS EAST 125.70 FEET TO A POINT ON THE NORTH LINE OF A TRACT OF LAND COVEYED TO SECURITY STORAGE SYSTEMS, LLC BY A DEED RECORDED IN BOOK 6096, PAGE 1001 OF THE ST. CHARLES COUNTY MISSOURI RECORDS; THENCE ALONG SAID NORTH LINE SOUTH 57 DEGREES 12 MINUTES 20 SECONDS WEST 320.48 FEET TO THE POINT OF BEGINNING AND CONTAINING 6.575 ACRES MORE OR LESS, ACCORDING TO CALCULATIONS MADE BY COCHRAN ENGINEERING DURING NOVEMBER, 2023

LINE TABLE

LINE #	BEARING	LENGTH
L1	S57° 12' 19.96"W	5.00
L2	S73° 31' 48.96"W	20.00
L3	S18° 09' 12.04"E	10.00
L4	S57° 12' 18.88"W	21.89
L5	N75° 18' 46.32"W	26.70
L6	N57° 12' 20.04"E	20.11
L7	N07° 18' 12.86"E	16.34
L8	S07° 18' 12.86"W	32.01
L9	N69° 04' 20.16"E	47.35
L10	N63° 12' 20.04"E	20.00

CURVE TABLE

CURVE #	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	256.81	872.19	S83° 14' 06"E	255.88
C2	32.17	930.00	N75° 46' 49"W	32.17
C3	30.08	20.00	S47° 41' 51"E	27.32
C4	24.44	125.00	S10° 12' 55"E	24.40
C5	5.48	125.00	S17° 04' 15"E	5.47
C6	7.87	125.00	S20° 07' 48"E	7.87
C7	23.69	125.00	S27° 21' 51"E	23.66
C8	20.82	54.00	S43° 50' 20"E	20.69
C9	26.21	54.00	S68° 47' 24"E	25.96
C10	20.49	54.00	N86° 26' 04"E	20.37
C11	6.59	54.00	N72° 04' 17"E	6.58
C12	27.71	54.00	N53° 52' 47"E	27.40
C13	26.71	54.00	N25° 00' 40"E	26.44
C14	29.12	54.00	N04° 36' 26"W	28.77
C15	82.30	54.00	N63° 43' 00"W	74.56
C16	32.54	25.00	N70° 05' 11"W	30.29
C17	1.66	75.00	N32° 09' 33"W	1.66
C18	17.28	75.00	N24° 55' 29"W	17.24
C19	41.77	20.14	N35° 45' 54"E	34.67
C20	13.54	872.19	S88° 46' 28"W	13.54
C21	109.14	872.19	N81° 01' 17"W	109.07
C22	40.14	872.19	N76° 07' 06"W	40.13



SITE LEGEND

- (A) NEW CONCRETE SIDEWALK. SEE DETAIL, SHEET 5 OF 7.
- (B) NEW CONCRETE SIDEWALK. PER CITY OF ST. CHARLES STANDARDS.
- (C) NEW ACCESSIBLE RAMP. SEE DETAIL, SHEET 5 OF 7.
- (D) NEW CROSSWALK. SEE DETAIL, SHEET 5 OF 7.
- (E) NEW CUL–DE–SAC.
- (F) NEW CONCRETE DRIVEWAY.
- (G) NEW STREET LIGHT. PER UTILITY PROVIDER.
- (H) NEW STOP AND STREET SIGN. SEE DETAIL, SHEET 5 OF 7.
- (I) NEW SPEED LIMIT SIGN. SEE DETAIL, SHEET 5 OF 7.
- (J) NEW MONUMENT SIGN. PER SEPARATE PERMIT.
- (K) NEW MAILBOX CLUSTER. SEE DETAIL, SHEET 5 OF 7.
- (L) NEW RETAINING WALL. SEE DETAIL, SHEET 5 OF 7.
- (M) NEW 4' TALL METAL FENCE. SEE DETAIL, SHEET 5 OF 7.
- (N) NEW PARKING AREA. SEE DETAIL, SHEET 6 OF 7.
- (O) CONTRACTOR TO SAW CUT EXISTING PAVEMENT FULL DEPTH TO ENSURE A SMOOTH JOINT.

NOTES:
1. TOTAL SITE ACREAGE: ± 286,391 SQ. FT. OR ±6.57 ACRES
2. EXISTING ZONING: R1–E ST. CHARLES COUNTY
   PROPOSED ZONING: R–3A/C–2 CITY OF ST. CHARLES
3. BUILDING SETBACKS:
   R–3A SETBACKS
   FRONT – 25'
   REAR – 25'
   SIDE – 7'
   C–2 SETBACKS
   FRONT – 25'
   REAR – 0'/20' ADJOINING RESIDENTIAL
   SIDE – 0'/20' ADJOINING RESIDENTIAL
4. THE SITE LAND USE SHALL BE MULTI–FAMILY RESIDENTIAL AND COMMERCIAL.
5. THIS SITE IS SERVED BY:
   WATER – MISSOURI AMERICAN WATER
   SEWER – CITY OF ST. CHARLES
   TELEPHONE – MCI/AT&T
   ELECTRIC – AMEREN
   GAS – SPIRE MISSOURI EAST
   FIBEROPTIC – AT&T/CHARTER
   FIRE – CENTRAL COUNTY FIRE PROTECTION DISTRICT
6. THIS SITE FALLS WITHIN UNSHADED "ZONE X", AREAS TO BE DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL FLOOD PLAIN, PER FIRM, FLOOD INSURANCE RATE MAP, FOR CITY OF ST. CHARLES, MISSOURI, MAP NUMBER 29183C0268G, EFFECTIVE DATE OF JANUARY 20, 2016. FLOOD ZONES ARE DETERMINED BY SCALING.
7. EFFORTS WILL BE MADE TO DIRECT DRAINAGE TO EXISTING DISCHARGE POINTS.
8. ALL UTILITIES ARE TO BE LOCATED UNDERGROUND.
9. THE SITE SHALL CONFORM TO THE CITY OF ST. CHARLES STANDARDS.
10. NO INVESTIGATION HAS BEEN PERFORMED BY COCHRAN REGARDING HAZARDOUS WASTE, UNDERGROUND CONDITIONS OR UTILITIES AFFECTING THE TRACT SHOWN HEREON.
11. THIS DRAWING DOES NOT CONSTITUTE A BOUNDARY SURVEY.
12. LOCATION, REPLACEMENT, AND CONNECTION OF THE UTILITIES SHALL BE COORDINATED WITH THE UTILITY COMPANIES.
13. ALL MECHANICAL, EAC, AND UTILITY EQUIPMENT SHALL BE SCREENED FROM PUBLIC VIEW ACCORDING TO CITY REQUIREMENTS.
14. STORMWATER SHALL BE DIRECTED TO EXISTING DISCHARGE POINTS.
15. ALL DISTURBED AREAS– INCLUDING DRY GRASS SHALL BE SODDED.
16. THE ADMINISTRATION OF THE LANDSCAPING PLAN FOR THIS PROJECT WILL BE ACCOMPLISHED VIA THE PROVIDED PLAN FOR LOCATION, TYPE, SIZE AND QUANTITY.
17. UNDERGROUND STRUCTURES, FACILITIES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, DEEDS AND RECORDS. THEREFORE, THEIR LOCATIONS MUST BE CONSIDERED APPROXIMATE ONLY. THERE MAY BE OTHERS, THE EXISTENCE OF WHICH IS NOT KNOWN.
18. ALL SIGNAGE SHALL BE PERMITTED VIA A SEPARATE PERMIT APPLICATION.

TYPICAL LOT DETAIL
NOT TO SCALE

PROJECT DENSITY:
RESIDENTIAL PROPERTY = 5.00 AC.
34 PROPOSED UNITS
34/5.00 = 6.80
DWELLINGS PER ACRE = 6.80

NOTE:
LOTS 18 THROUGH 21 ARE MORE SUSCEPTIBLE TO STREET MOVEMENT.

NOTE:
ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED. ALL RADIUS CALLOUTS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.

OWNER:	DEVELOPER:
WOCO PARTNERS LLC 3535 S. SPOEDE LANE TRUESDALE, MO 63383	KARRENBROCK CONSTRUCTION INC. 4481 STATE HWY Z WENTZVILLE, MO 63385

CALL OR CLICK 3 DAYS BEFORE YOU DIG!
MISSOURI ONE CALL SYSTEM
1-800-DIG-RITE OR 811
www.mo1call.com

COCHRAN
North Office
1 East Main Street
Wentzville, Missouri 63385
636–332–4574 (tel.)
636–327–0760 (fax)
wentmail@cochraneng.com
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning
Missouri State Certificate of Authority Numbers: 2010000046

Two working days prior to the start of any excavation on this site, contractor shall call Missouri One Call for utility location information.

All OSHA rules & regulations established for the type of construction involved in these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

STATE OF MISSOURI
ERIC SCOTT KIRCHNER
E-2001004618
PROFESSIONAL ENGINEER
12/1/2025
ERIC S. KIRCHNER
E–2001004618

DATE:	REVISIONS:	DRN. BY:	APPD. BY:
11/3/25	PER CITY COMMENTS	WBC	ESK
12/1/25	PER CITY COMMENTS	WBC	ESK

PRELIMINARY PLAT - SITE PLAN

PRELIMINARY PLAT
HAWTHORNE GROVE
ST. CHARLES, MISSOURI

DRN. BY: ERH
APPD. BY: ESK
DATE: SEPT. 2025
SCALE: 1:40
PROJ. NO: M23–8740B
DWG. NO:

1 OF 7

DWG NAME: J:\2023\M23–8740 – 2250 S. Old Hwy 94, Muegge Rd. St. Charles County\M23–8740B\ENGINEERING\AUTOCAD DRAWINGS\02_ Preliminary\M23–8740B_1_SITE PLAN.dwg LAYOUT TAB: 1 OF 7 PLOTTED ON: Dec 01, 2025 – 9:18am PLOTTED BY: BCastillo

PRELIMINARY PLAT

L1
N57°12'20"E 5.00'

L2
N73°31'49"E 20.00'

L3
N18°09'12"W 10.00'

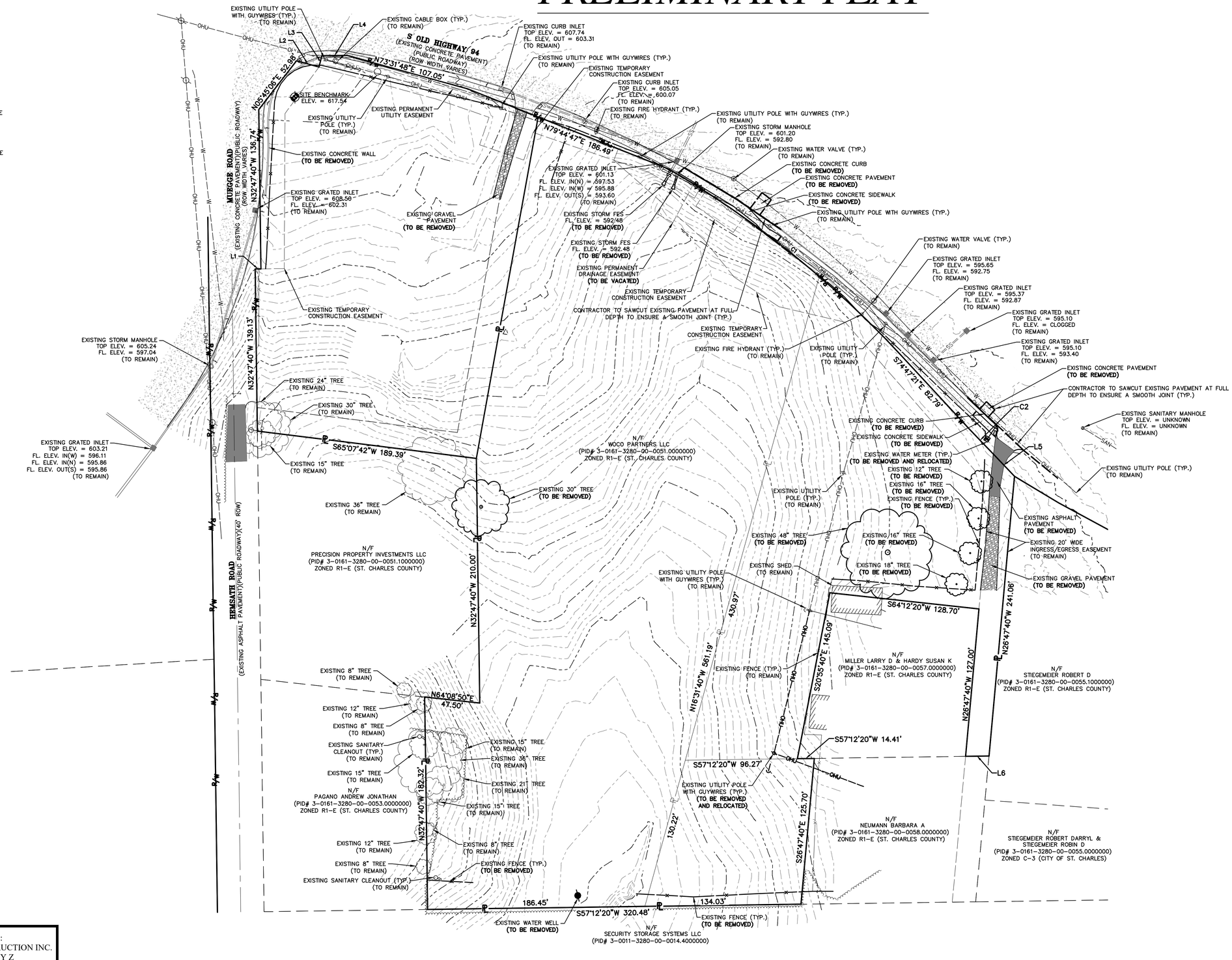
L4
N57°12'19"E 21.89'

L5
S75°18'46"E 26.70'

L6
S57°12'20"W 20.11'

C1
RADIUS=872.19'
ARC LENGTH=256.81'
CHORD BEARING=S83°14'06"E
CHORD LENGTH=255.88'

C2
RADIUS=930.00'
ARC LENGTH=32.17'
CHORD BEARING=S75°46'49"E
CHORD LENGTH=32.17'



40 0 20 40 80
SCALE: 1"=40'
SEPTEMBER, 2025

DEVELOPER:
KARRENBROCK CONSTRUCTION INC.
4481 STATE HWY Z
WENTZVILLE, MO 63385

OWNER:
WOCO PARTNERS LLC
3535 S. SPOEDE LANE
TRUESDALE, MO 63383

CALL OR CLICK 3 DAYS BEFORE YOU DIG!
MISSOURI ONE CALL SYSTEM
1-800-DIG-RITE OR 811
www.mo1call.com

OCHRAN
North Office
4481 State Street
Wentzville, Missouri 63385
636-332-4574 (tel.)
636-327-0760 (fax)
wentmail@ochraneng.com
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning
Missouri State Certificate of Authority Numbers: 2010000046

Two working days prior to the start of any excavation on this site, contractor shall contact Missouri One Call utility location information.

All OSHA rules & regulations established for the type of construction involved on these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

STATE OF MISSOURI
ERIC SCOTT KIRCHNER
E-2001004618
PROFESSIONAL ENGINEER
12/1/2025
ERIC S. KIRCHNER
E-2001004618

REVISIONS:	DATE:	DRN. BY:	APPD. BY:
PER CITY COMMENTS	11/3/25	WBC	ESK
PER CITY COMMENTS	12/1/25	WBC	ESK

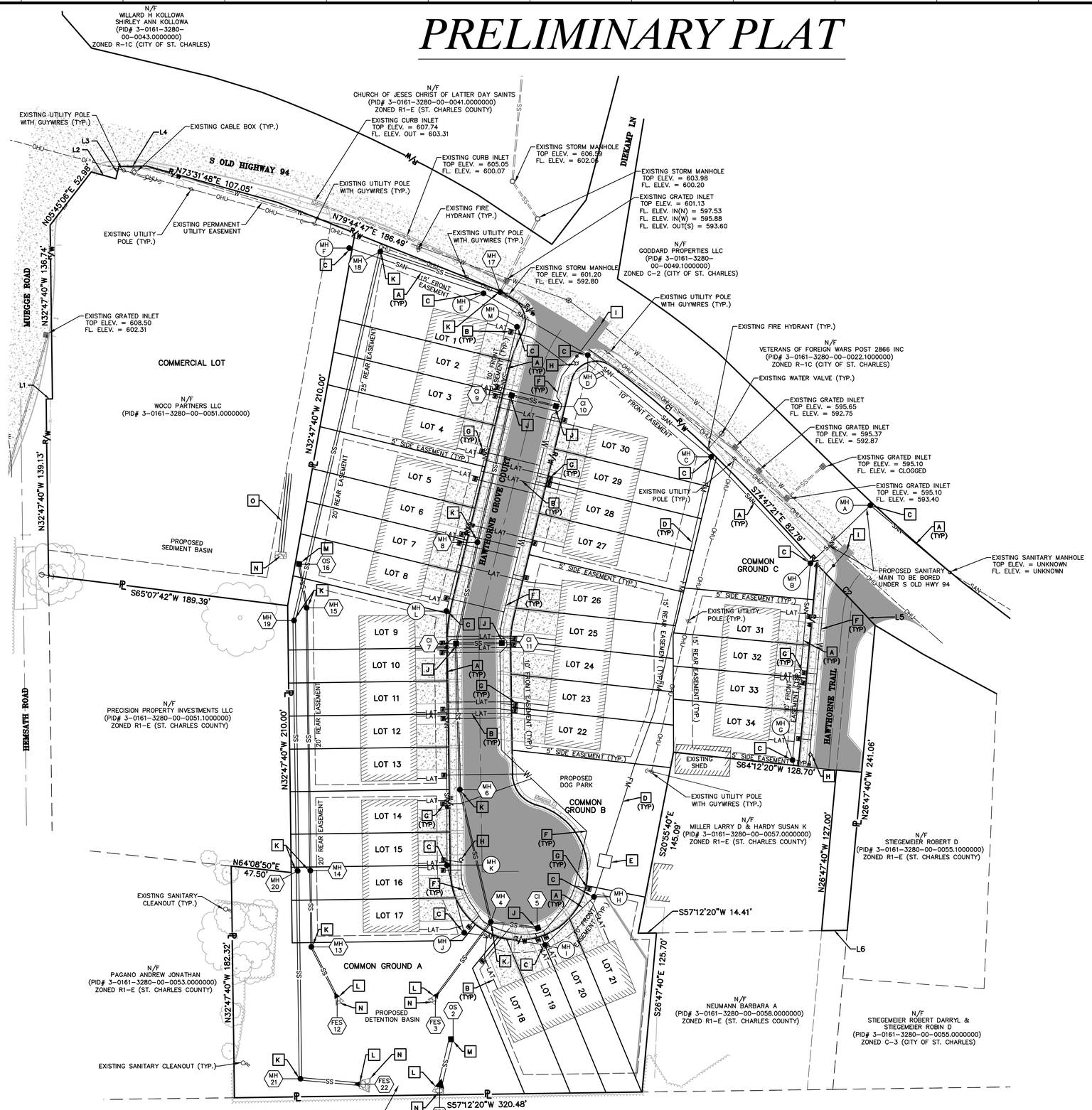
PRELIMINARY PLAT - EXISTING CONDITIONS

DRN. BY:	ERH
APPD. BY:	ESK
DATE:	SEPT. 2025
SCALE:	1:40
PROJ. NO.	M23-8740B
DWG. NO.	2 OF 7

PRELIMINARY PLAT
HAWTHORNE GROVE
ST. CHARLES, MISSOURI

DWG NAME: J:\2023\M23-8740 - 2250 S. Old Hwy 94, Muegge Rd, St. Charles County\M23-8740B\ENGINEERING\AUTOCAD DRAWINGS\02_ Preliminary\M23-8740B_2_EXISTING CONDITIONS.dwg LAYOUT TAB: 2 OF 7 PLOTTED ON: Dec 01, 2025 - 9:18am PLOTTED BY: BCastillo

PRELIMINARY PLAT



LINE TABLE		
LINE #	BEARING	LENGTH
L1	S57° 12' 19.96"W	5.00
L2	S73° 31' 48.96"W	20.00
L3	S18° 09' 12.04"E	10.00
L4	S57° 12' 18.88"W	21.89
L5	N75° 18' 46.32"W	26.70
L6	N57° 12' 20.04"E	20.11
L7	N07° 18' 12.86"E	16.34
L8	S07° 18' 12.86"W	32.01
L9	N69° 04' 20.16"E	47.35

CURVE TABLE				
CURVE #	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	256.81	872.19	S83° 14' 06"E	255.88
C2	32.17	930.00	N75° 46' 49"W	32.17
C3	30.08	20.00	S47° 41' 51"E	27.32
C4	24.44	125.00	S10° 12' 55"E	24.40
C5	5.48	125.00	S17° 04' 15"E	5.47
C6	7.87	125.00	S20° 07' 48"E	7.87
C7	23.69	125.00	S27° 21' 51"E	23.66
C8	20.82	54.00	S43° 50' 20"E	20.69
C9	26.21	54.00	S68° 47' 24"E	25.96
C10	20.49	54.00	N86° 26' 04"E	20.37
C11	6.59	54.00	N72° 04' 17"E	6.58
C12	27.71	54.00	N53° 52' 47"E	27.40
C13	26.71	54.00	N25° 00' 40"E	26.44
C14	29.12	54.00	N04° 36' 26"W	28.77
C15	82.30	54.00	N63° 43' 00"W	74.56
C16	32.54	25.00	N70° 05' 11"W	30.29
C17	1.66	75.00	N32° 09' 33"W	1.66
C18	17.28	75.00	N24° 55' 29"W	17.24
C19	41.77	20.14	N35° 45' 54"E	34.67
C20	13.54	872.19	S88° 46' 28"W	13.54
C21	109.14	872.19	N81° 01' 17"W	109.07
C22	40.14	872.19	N76° 07' 06"W	40.13

OWNER:
WOCO PARTNERS LLC
3535 S. SPOEDE LANE
TRUESDALE, MO 63383

DEVELOPER:
KARRENBROCK CONSTRUCTION INC.
4481 STATE HWY Z
WENTZVILLE, MO 63385

40 0 20 40 80
SCALE: 1"=40'
SEPTEMBER, 2025

UTILITY LEGEND

A	NEW 8"ø SDR 36 PVC SANITARY MAIN.
B	NEW 6"ø SDR 36 PVC SANITARY LATERAL.
C	NEW SANITARY MANHOLE.
D	NEW FORCE MAIN.
E	NEW LIFT STATION.
F	NEW 8"ø C900 PVC WATER MAIN.
G	NEW WATER METER/SERVICE LINE.
H	NEW FIRE HYDRANT.
I	CONNECT TO EXISTING WATER MAIN.
J	NEW CURB INLET.
K	NEW STORM MANHOLE.
L	NEW FLARED END SECTION.
M	NEW OUTFALL STRUCTURE.
N	NEW RIP RAP PAD.
O	TEMPORARY SLOPE DRAINS.

NOTE:
ALL WATER MAINS DEEPER THAN THE MAXIMUM COVER OF 72" SHALL BE RESTRAINED DIP MATERIAL.

NOTE:
MINIMUM 10' OF HORIZONTAL SEPARATION BETWEEN WATER AND SANITARY MAINS.

NOTE:
THE WATER DISTRICT REQUIRES A MINIMUM OF 42" AND A MAXIMUM OF 72" OF COVER OVER ITS WATER MAINS.

NOTE:
ALL WATER AND SANITARY CONNECTIONS ARE TO BE MISSOURI AMERICAN STANDARDS.

NOTE:
ALL METER PITS ARE TO BE INSTALLED IN "GREENSPACE" PER WATER DISTRICT SPECIFICATIONS.

NOTE:
THE STORMWATER ON-SITE SHALL ALL BE DIRECTED TO THE PROPOSED DETENTION BASIN LOCATED IN COMMON GROUND A. THIS DETENTION BASIN IS TO BE UTILIZED FOR THE ENTIRE SITE.

CALL OR CLICK 3 DAYS BEFORE YOU DIG!
MISSOURI ONE CALL SYSTEM 1-800-DIG-RITE OR 811
www.mo1call.com

OCHRAN
North Office
1401 East Jefferson Street
Wentzville, Missouri 63385
636-332-4574 (tel.)
636-327-0760 (fax)
wentzmail@ochraneng.com
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning
Missouri State Certificate of Authority Numbers: 2010000046

Two working days prior to the start of any excavation on this site, contractor shall notify all affected utility location information.

All OSHA rules & regulations established for the type of construction involved on these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

STATE OF MISSOURI
ERIC SCOTT KIRCHNER
E-2001004618
PROFESSIONAL ENGINEER
12/1/2025
ERIC S. KIRCHNER
E-2001004618

REVISION	DATE	DRN. BY	APPD. BY
PER CITY COMMENTS	11/3/25	WBC	ESK
PER CITY COMMENTS	12/1/25	WBC	ESK

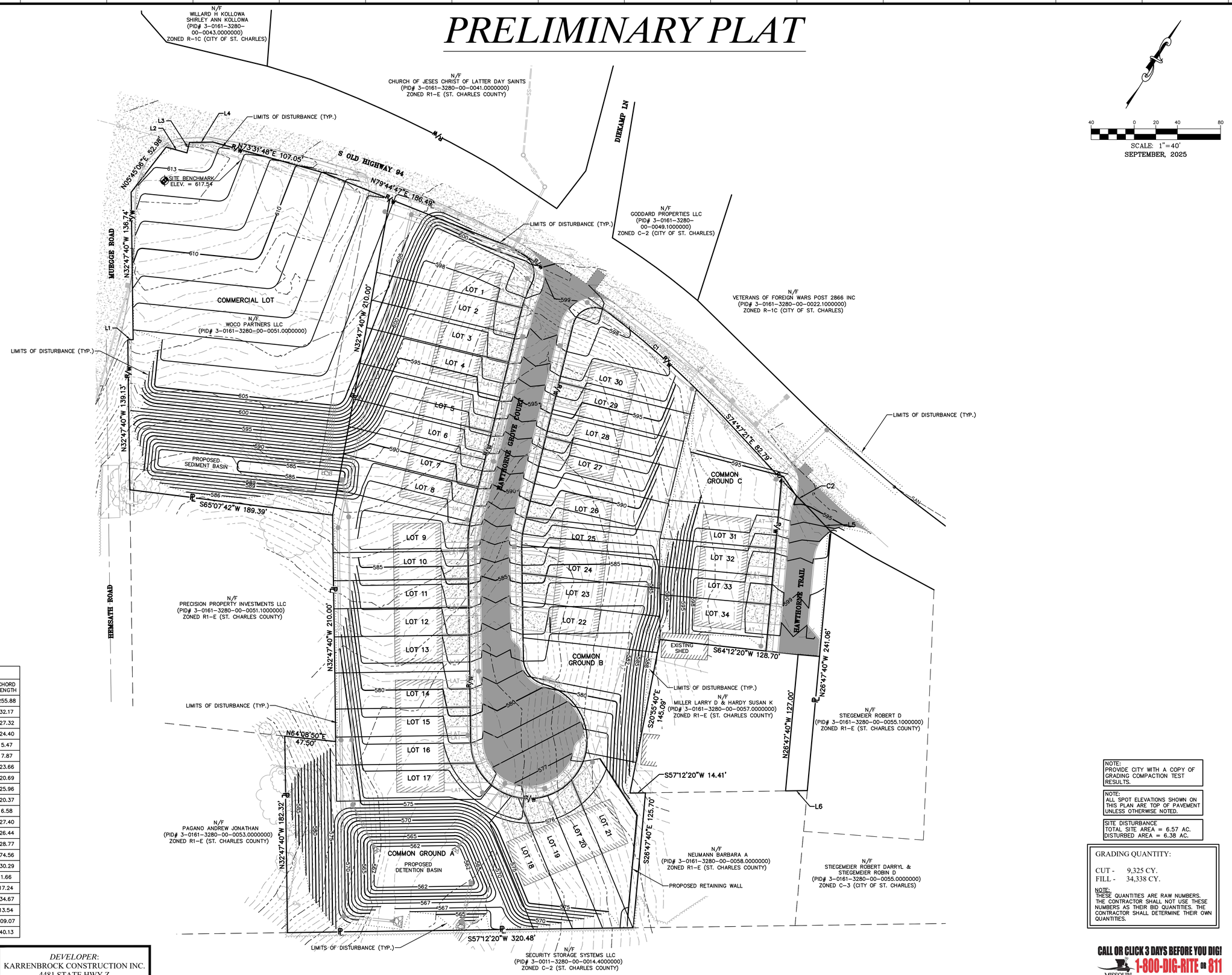
PRELIMINARY PLAT - UTILITY PLAN

DRN. BY:	ERH
APPD. BY:	ESK
DATE:	SEPT. 2025
SCALE:	1:40
PROJ. NO.	M23-8740B
DWG. NO.	3 OF 7

PRELIMINARY PLAT
HAWTHORNE GROVE
ST. CHARLES, MISSOURI

DWG NAME: J:\2023\M23-8740 - 2250 S. Old Hwy 94, Muegge Rd, St. Charles County\M23-8740B\ENGINEERING\AUTOCAD DRAWINGS\02_ Preliminary\M23-8740B_3_UTILITY PLAN.dwg LAYOUT TAB: 3 OF 7 PLOTTED ON: Dec 01, 2025 - 9:18am PLOTTED BY: BCastillo

PRELIMINARY PLAT



LINE TABLE		
LINE #	BEARING	LENGTH
L1	S57° 12' 19.96"W	5.00
L2	S73° 31' 48.96"W	20.00
L3	S18° 09' 12.04"E	10.00
L4	S57° 12' 18.88"W	21.89
L5	N75° 18' 46.32"W	26.70
L6	N57° 12' 20.04"E	20.11
L7	N07° 18' 12.86"E	16.34
L8	S07° 18' 12.86"W	32.01
L9	N69° 04' 20.16"E	47.35

CURVE TABLE				
CURVE #	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	256.81	872.19	S83° 14' 06"E	255.88
C2	32.17	930.00	N75° 46' 49"W	32.17
C3	30.08	20.00	S47° 41' 51"E	27.32
C4	24.44	125.00	S10° 12' 55"E	24.40
C5	5.48	125.00	S17° 04' 15"E	5.47
C6	7.87	125.00	S20° 07' 48"E	7.87
C7	23.69	125.00	S27° 21' 51"E	23.66
C8	20.82	54.00	S43° 50' 20"E	20.69
C9	26.21	54.00	S68° 47' 24"E	25.96
C10	20.49	54.00	N86° 26' 04"E	20.37
C11	6.59	54.00	N72° 04' 17"E	6.58
C12	27.71	54.00	N53° 52' 47"E	27.40
C13	26.71	54.00	N25° 00' 40"E	26.44
C14	29.12	54.00	N04° 36' 26"W	28.77
C15	82.30	54.00	N63° 43' 00"W	74.56
C16	32.54	25.00	N70° 05' 11"W	30.29
C17	1.66	75.00	N32° 09' 33"W	1.66
C18	17.28	75.00	N24° 55' 29"W	17.24
C19	41.77	20.14	N35° 45' 54"E	34.67
C20	13.54	872.19	S88° 46' 28"W	13.54
C21	109.14	872.19	N81° 01' 17"W	109.07
C22	40.14	872.19	N76° 07' 06"W	40.13

OWNER:
WOCO PARTNERS LLC
3535 S. SPOEDE LANE
TRUESDALE, MO 63383

DEVELOPER:
KARRENBROCK CONSTRUCTION INC.
4481 STATE HWY Z
WENTZVILLE, MO 63385

40 0 20 40 80
SCALE: 1"=40'
SEPTEMBER, 2025

NOTE:
PROVIDE CITY WITH A COPY OF GRADING COMPACTION TEST RESULTS.

NOTE:
ALL SPOT ELEVATIONS SHOWN ON THIS PLAN ARE TOP OF PAVEMENT UNLESS OTHERWISE NOTED.

SITE DISTURBANCE
TOTAL SITE AREA = 6.57 AC.
DISTURBED AREA = 6.38 AC.

GRADING QUANTITY:

CUT - 9,325 CY.
FILL - 34,338 CY.

NOTE:
THESE QUANTITIES ARE RAW NUMBERS. THE CONTRACTOR SHALL NOT USE THESE NUMBERS AS THEIR BID QUANTITIES. THE CONTRACTOR SHALL DETERMINE THEIR OWN QUANTITIES.

CALL OR CLICK 3 DAYS BEFORE YOU DIG!
MISSOURI ONE CALL SYSTEM 1-800-DIG-RITE OR 811
www.mo1call.com

North Office
5 East Main Street
Wentzville, Missouri 63385
636-327-4574 (tel.)
636-327-0760 (fax)
wentmail@cochraneng.com
COCHRAN
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning
Missouri State Certificate of Authority Numbers: 2010000046

Two working days prior to the start of any excavation on this site, contractor shall notify Missouri One Call for utility location information.

All OSHA rules & regulations established for the type of construction involved however plans shall be strictly followed (ie. Trenching, Blasting, etc.)

STATE OF MISSOURI
ERIC SCOTT KIRCHNER
E-2001004618
PROFESSIONAL ENGINEER
12/1/2025
ERIC S. KIRCHNER
E-2001004618

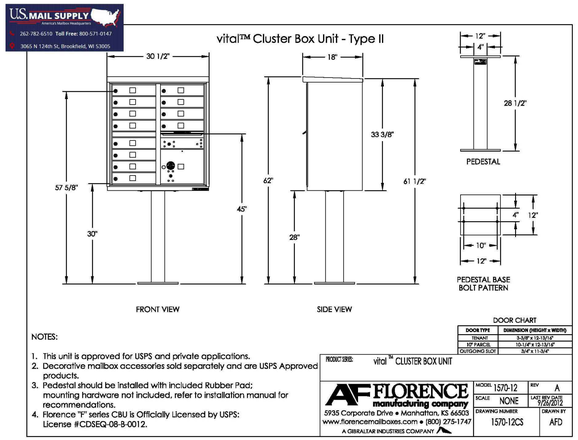
REVISIONS:	DATE:	DRN. BY:	APPD. BY:
PER CITY COMMENTS	11/3/25	WBC	ESK
PER CITY COMMENTS	12/1/25	WBC	ESK

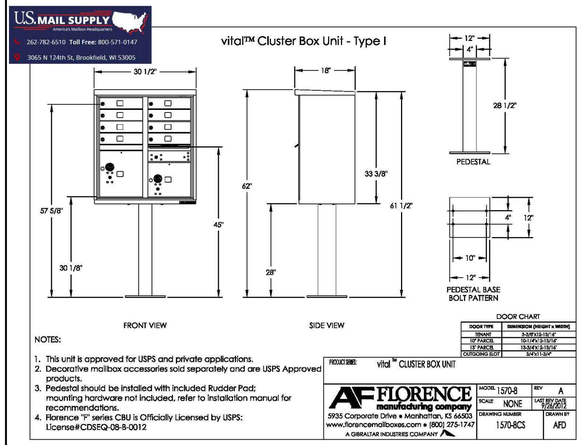
PRELIMINARY PLAT - GRADING PLAN

DRN. BY:	ERH
APPD. BY:	ESK
DATE:	SEPT. 2025
SCALE:	1:40
PROJ. NO:	M23-8740B
DWG. NO:	4 OF 7

PRELIMINARY PLAT
HAWTHORNE GROVE
ST. CHARLES, MISSOURI

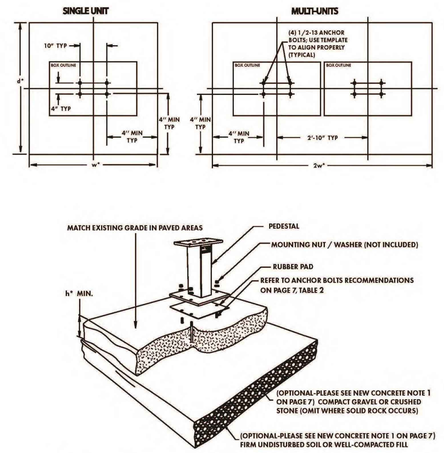
DWG NAME: J:\2023\M23-8740 - 2250 S. Old Hwy 94, Muegge Rd, St. Charles County\M23-8740B\ENGINEERING\AUTOCAD DRAWINGS\02_ Preliminary\M23-8740B_4_GRADING PLAN.dwg LAYOUT TAB: 4 OF 7 PLOTTED ON: Dec 01, 2025 - 9:18am PLOTTED BY: BCastillo





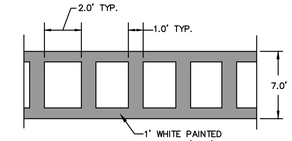
CONCRETE FOUNDATION PREPARATION

vital™ cluster box unit - 1570 "F" Series



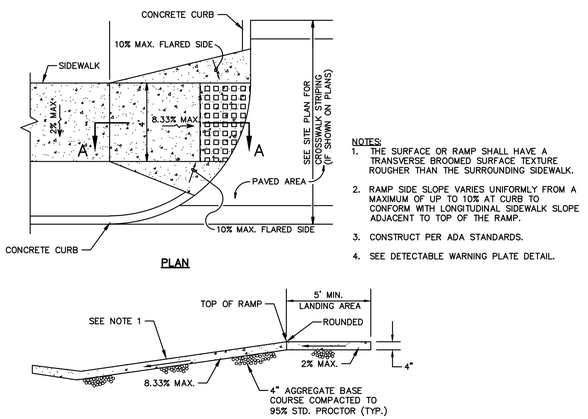
*Pad recommendations for "h/d/w" outlined on page 7, Table 1

AF FLORENCE manufacturing company



CROSSWALK DETAIL

NO SCALE



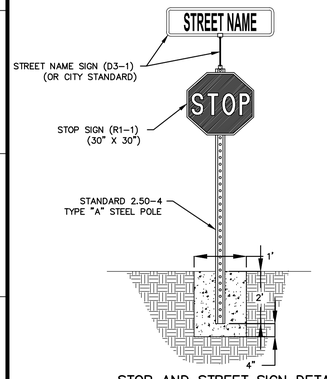
NOTES:
1. THE SURFACE OR RAMP SHALL HAVE A TRANSVERSE BROOMED SURFACE TEXTURE ROUGHER THAN THE SURROUNDING SIDEWALK.
2. RAMP SIDE SLOPE VARIES UNIFORMLY FROM A MAXIMUM OF UP TO 10% AT CURB TO CONFORM WITH LONGITUDINAL SIDEWALK SLOPE ADJACENT TO TOP OF THE RAMP.
3. CONSTRUCT PER ADA STANDARDS.
4. SEE DETECTABLE WARNING PLATE DETAIL.

PLAN

SECTION A–A

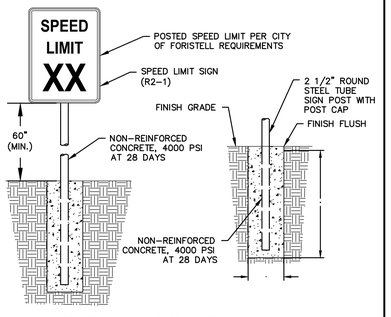
ADA RAMP DETAIL

NO SCALE



STOP AND STREET SIGN DETAIL

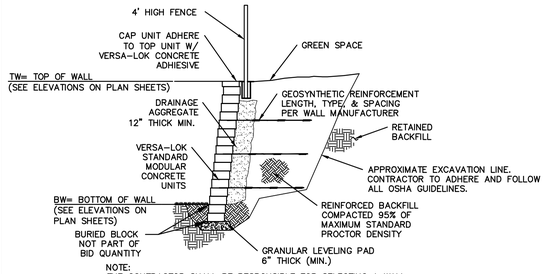
NO SCALE



SPEED LIMIT SIGN DETAIL

NO SCALE

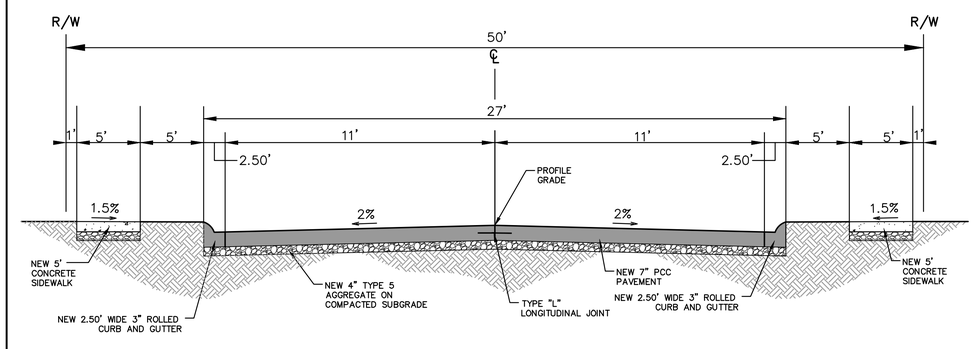
NOTE:
THE QUANTITIES OF WALL SHOWN IN THE BID FORM ARE BASED UPON SQUARE FEET OF EXPOSED WALL ACCORDING TO THE TW AND BW ELEVATIONS SHOWN ON THE PLANS. ANY BLOCK OR FOOTING BELOW THE BW ELEVATION SHOWN ON THE PLANS ARE DEPENDENT ON THE CONTRACTOR AND SELECTED WALL MANUFACTURER/DESIGNER AND SHOULD BE INCLUDED IN THE CONTRACTOR'S UNIT PRICE FOR THE WALL. THE CONTRACTOR SHALL NOT RECEIVE UNIT PRICE PAYMENT FOR ANY BLOCK BELOW FINISH GRADE OR ANY ADDITIONAL PAYMENT FOR THE WALL FOOTING.



NOTE:
THE CONTRACTOR SHALL BE RESPONSIBLE FOR SELECTING A WALL MANUFACTURER WHO WILL BE RESPONSIBLE FOR THE WALL DESIGN ACCORDING TO SITE CHARACTERISTICS AND SUBMIT TO THE CITY FOR WALL PERMIT INDEPENDENT OF THE PERMIT ASSOCIATED WITH THIS SET OF PLANS.

TYPICAL SECTION REINFORCED RETAINING WALL DETAIL

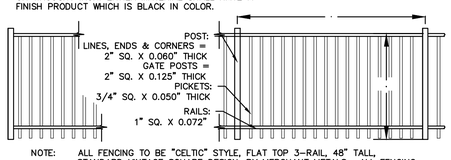
NO SCALE



TYPICAL ROADWAY SECTION

NO SCALE

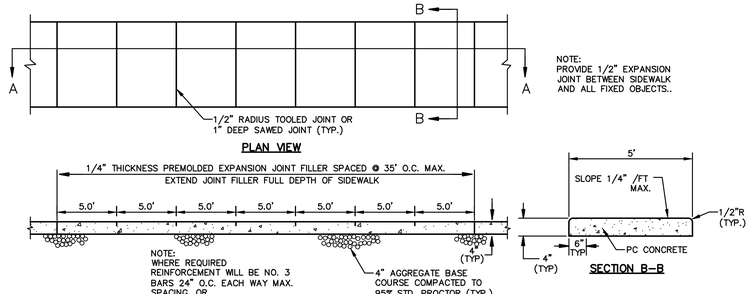
NOTE:
FENCE SHALL BE PAINTED POWDER COATED ALUMINUM OR WROUGHT IRON. EITHER MATERIAL SHALL HAVE A FINISH PRODUCT WHICH IS BLACK IN COLOR.



NOTE: ALL FENCING TO BE "CELTIC" STYLE, FLAT TOP 3–RAIL, 48" TALL, STANDARD VINTAGE SQUARE DESIGN, BY MERCHANT METALS. ALL FENCING, GATES AND INSTALLATION SHALL FOLLOW MANUFACTURER'S SPECIFICATIONS.

METAL FENCE DETAIL

NO SCALE



NOTE:
PROVIDE 1/2" EXPANSION JOINT BETWEEN SIDEWALK AND ALL FIXED OBJECTS..

CONCRETE SIDEWALK DETAIL

NO SCALE

OWNER:	DEVELOPER:
WOCO PARTNERS LLC 3535 S. SPOEDE LANE TRUESDALE, MO 63383	KARRENBROCK CONSTRUCTION INC. 4481 STATE HWY Z WENTZVILLE, MO 63385

OCHRAN
North Office
1401 Jungs Station Road
Wentzville, Missouri 63385
636-332-4574 (tel.)
636-327-0760 (fax)
wentmail@ochraneng.com
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning

Missouri State Certificate of Authority Numbers: 2010000046

Two working days prior to the start of any excavation on this site, contractor shall contact Missouri One Call for utility location information.

All OSHA rules & regulations established for the type of construction involved in these plans shall be strictly followed (ie. Trenching, Blasting, etc.)

STATE OF MISSOURI
ERIC SCOTT KIRCHNER
E-2001004618
PROFESSIONAL ENGINEER
11/3/2025
ERIC S. KIRCHNER
E–2001004618

PRELIMINARY PLAT
HAWTHORNE GROVE
ST. CHARLES, MISSOURI

		APPD BY:
	DRN. BY: WBC	APPD BY: ESK
	DATE: 11/3/25	REVISIONS: PER CITY COMMENTS

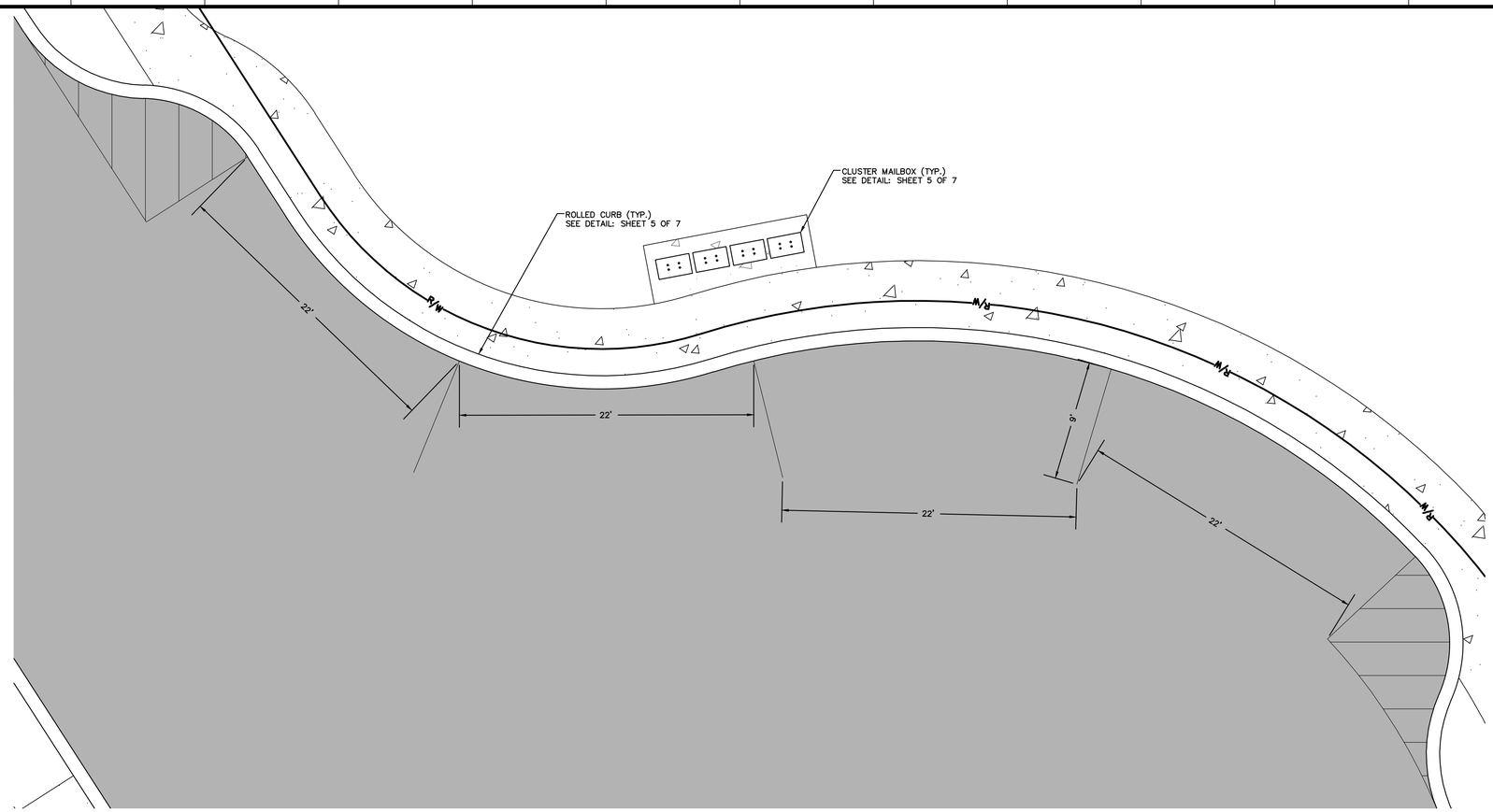
PRELIMINARY PLAT - DETAILS

DRN. BY: ERH | APPD BY: ESK
DATE: SEPT. 2025
SCALE: NO SCALE
PROJ. NO: M23–8740B
DWG. NO:

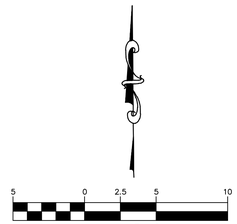
5 OF 7

CALL OR CLICK 3 DAYS BEFORE YOU DIG!
MISSOURI ONE CALL SYSTEM
1-800-DIG-RITE OR 811
www.mo1call.com

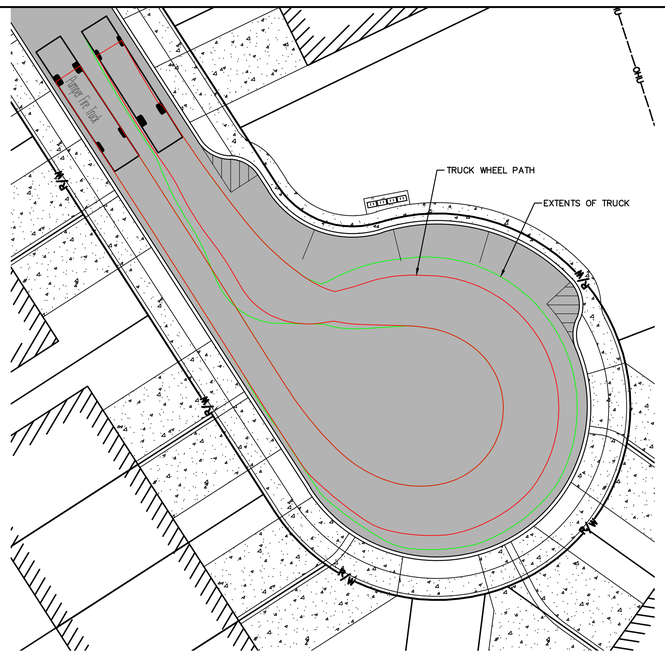
DWG NAME: J:\2023\M23-8740 – 2250 S. Old Hwy 94, Mueggee Rd, St. Charles County\M23-8740B\ENGINEERING\AUTOCAD DRAWINGS\02_ Preliminary\M23-8740B_5_DETAILS.dwg LAYOUT TAB: 5 OF 7 PLOTTED ON: Dec 01, 2025 – 9:18am PLOTTED BY: BCastillo



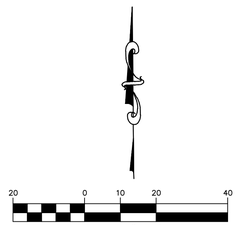
PARKING DETAIL



SCALE: 1"=5'
SEPTEMBER, 2025



FIRETRUCK ACCESS DETAIL



SCALE: 1"=20'
SEPTEMBER, 2025

OWNER:	*DEVELOPER:*
WOCO PARTNERS LLC 3535 S. SPOEDE LANE TRUESDALE, MO 63383	KARRENBROCK CONSTRUCTION INC. 4481 STATE HWY Z WENTZVILLE, MO 63385

CALL OR CLICK 3 DAYS BEFORE YOU DIG!
MISSOURI ONE CALL SYSTEM
1-800-DIG-RITE OR 811
www.mo1call.com

North Office
6 East Main Street
Wentzville, Missouri 63385
636-332-4574 (tel.)
636-327-0760 (fax)
wentmail@cochraneng.com
COCHRAN
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning

Missouri State Certificate of Authority Numbers: 2010000046

Two working days prior to the start of any excavation on this site, contractor shall verify actual location of utility location information.

All OSHA rules & regulations established for the type of construction involved shall be strictly followed (ie. Trenching, Blasting, etc.)

STATE OF MISSOURI
ERIC SCOTT KIRCHNER
E-2001004618
PROFESSIONAL ENGINEER
12/1/2025

ERIC S. KIRCHNER
E-2001004618

PRELIMINARY PLAT
HAWTHORNE GROVE
ST. CHARLES, MISSOURI

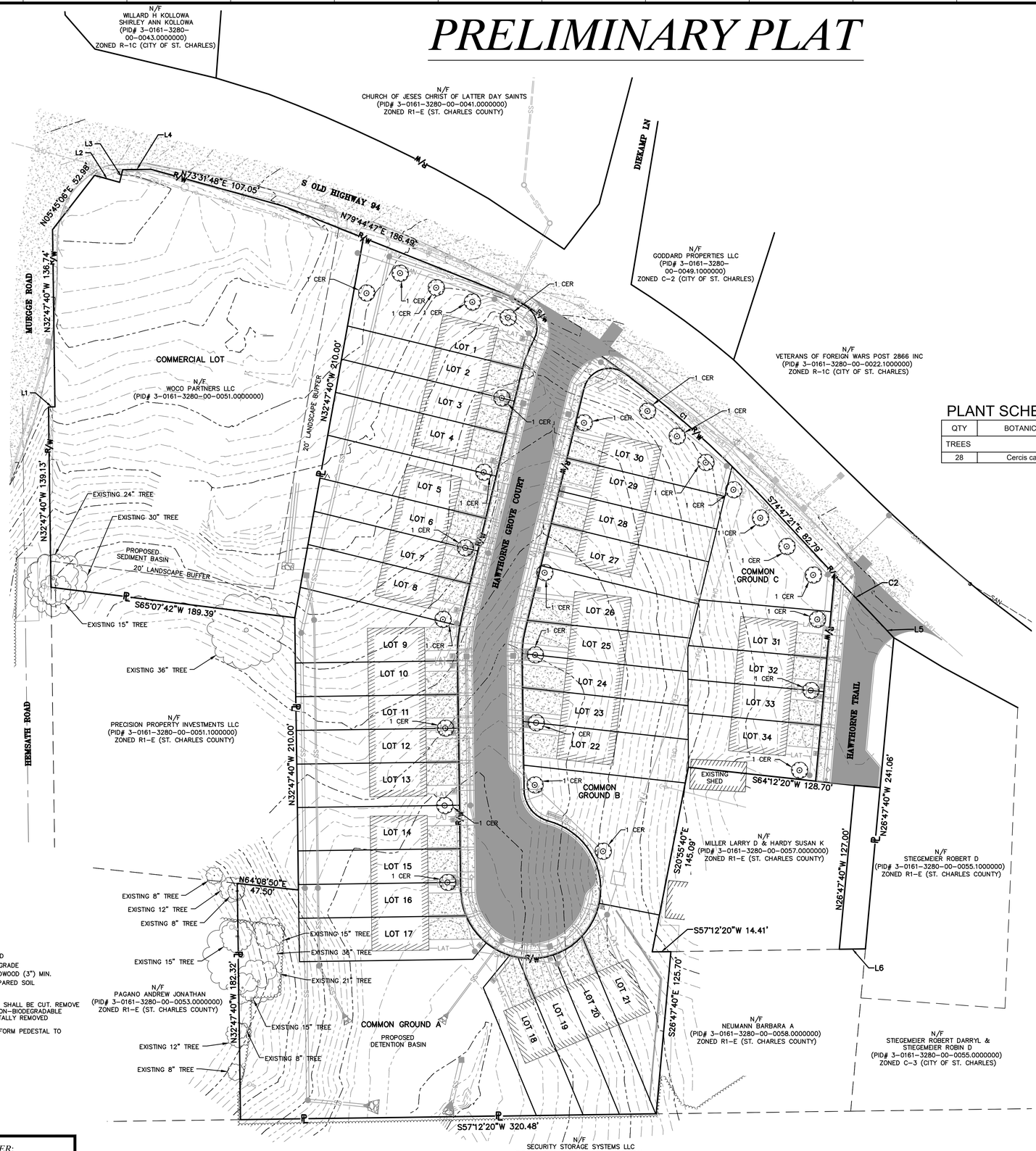
PRELIMINARY PLAT - DETAILS

REVISION:	DATE:	DWN. BY:	APPD. BY:
PER CITY COMMENTS	11/3/25	WBC	ESK
PER CITY COMMENTS	12/1/25	WBC	ESK

DWN. BY: ERH
APPD. BY: ESK
DATE: SEPT. 2025
SCALE: VARIES
PROJ. NO: M23-8740B
DWG. NO: 6 OF 7

DWG NAME: J:\2023\M23-8740 - 2250 S. Old Hwy 94, Mueggee Rd, St. Charles County\M23-8740B\ENGINEERING\AUTOCAD DRAWINGS\02_ Preliminary\M23-8740B_6_DETAILS.dwg LAYOUT TAB: 6 OF 7 PLOTTED ON: Dec 01, 2025 - 9:19am PLOTTED BY: BCastillo

PRELIMINARY PLAT



LANDSCAPE LEGEND

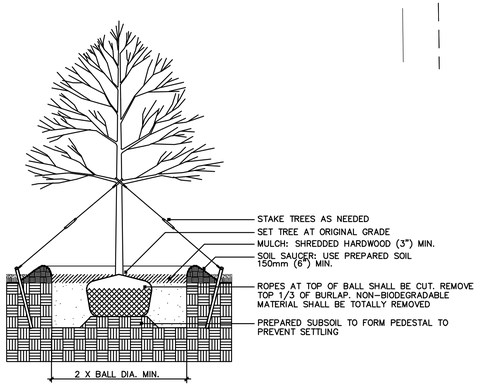
– EASTERN REDBUD "CER"

PLANT SCHEDULE

QTY	BOTANICAL NAME	COMMON NAME	ABBREV.	SIZE	SPACING	TYPE
TREES						
28	Cercis canadensis	Eastern Redbud	CER	2.5 IN	AS SHOWN	B&B

LINE TABLE		
LINE #	BEARING	LENGTH
L1	S57° 12' 19.96"W	5.00
L2	S73° 31' 48.96"W	20.00
L3	S18° 09' 12.04"E	10.00
L4	S57° 12' 18.88"W	21.89
L5	N75° 18' 46.32"W	26.70
L6	N57° 12' 20.04"E	20.11
L7	N07° 18' 12.86"E	16.34
L8	S07° 18' 12.86"W	32.01
L9	N69° 04' 20.16"E	47.35

CURVE TABLE				
CURVE #	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	256.81	872.19	S83° 14' 06"E	255.88
C2	32.17	930.00	N75° 46' 49"W	32.17
C3	30.08	20.00	S47° 41' 51"E	27.32
C4	24.44	125.00	S10° 12' 55"E	24.40
C5	5.48	125.00	S17° 04' 15"E	5.47
C6	7.87	125.00	S20° 07' 48"E	7.87
C7	23.69	125.00	S27° 21' 51"E	23.66
C8	20.82	54.00	S43° 50' 20"E	20.69
C9	26.21	54.00	S68° 47' 24"E	25.96
C10	20.49	54.00	N86° 26' 04"E	20.37
C11	6.59	54.00	N72° 04' 17"E	6.58
C12	27.71	54.00	N53° 52' 47"E	27.40
C13	26.71	54.00	N25° 00' 40"E	26.44
C14	29.12	54.00	N04° 36' 26"W	28.77
C15	82.30	54.00	N63° 43' 00"W	74.56
C16	32.54	25.00	N70° 05' 11"W	30.29
C17	1.66	75.00	N32° 09' 33"W	1.66
C18	17.28	75.00	N24° 55' 29"W	17.24
C19	41.77	20.14	N35° 45' 54"E	34.67
C20	13.54	872.19	S88° 46' 28"W	13.54
C21	109.14	872.19	N81° 01' 17"W	109.07
C22	40.14	872.19	N76° 07' 06"W	40.13



DECIDUOUS TREE PLANTING

OWNER:	DEVELOPER:
WOCO PARTNERS LLC 3535 S. SPOEDE LANE TRUESDALE, MO 63383	KARRENBROCK CONSTRUCTION INC. 4481 STATE HWY Z WENTZVILLE, MO 63385

LANDSCAPE REQUIREMENTS:

EXCEPT FOR FIFTY PERCENT (50%) OF THE EXISTING TREES WHICH MAY BE REMOVED WITHOUT A PERMIT, ANY TREE TEN (10) INCHES DBH OR LARGER REMOVED FROM AN APPROVED DEVELOPMENT SHALL BE REPLACED AT A RATIO EQUAL TO THE NUMBER OF INCHES CONTAINED IN THE DIAMETER OF THE TREE REMOVED. THE MINIMUM SIZE OF A REPLACEMENT TREE IS TWO AND ONE-HALF (2 1/2) INCHES DBH.

TOTAL DBH EXISTING TREES TO BE REMOVED:	140 INCHES
HALF OF TOTAL DBH:	70 INCHES
TREES REQUIRED TO BE REPLANTED:	28 TREES

NOTE:
ALL DISTURBED AREAS TO BE SODDED.

NOTE:
COMMERCIAL LOT LANDSCAPING TO BE PROVIDED BY FUTURE SITE PLAN.

CALL OR CLICK 3 DAYS BEFORE YOU DIG!
MISSOURI ONE CALL SYSTEM
1-800-DIG-RITE OR 811
www.mo1call.com

OCHRAN
North Office
1401 East Wall Street
Wentzville, Missouri 63385
636-332-4574 (tel.)
636-327-0760 (fax)
wentmail@ochraneng.com
• Civil Engineering
• Land Surveying
• Architecture
• Site Development
• General Consulting
• Master Planning
Missouri State Certificate of Authority Numbers: 2010000046

Two working days prior to the start of any excavation on this site, contractor shall verify location of all utility location information.

All OSHA rules & regulations established for the type of construction involved shall be followed (ie. Trenching, Blasting, etc.)

MISSOURI STATE OF MISSOURI
ERIC SCOTT KIRCHNER
E-2001004618
PROFESSIONAL ENGINEER
12/1/2025
ERIC S. KIRCHNER
E-2001004618

REVISION	DATE:	DRN. BY:	APP'D BY:
PER CITY COMMENTS	11/3/25	WBC	ESK
PER CITY COMMENTS	12/1/25	WBC	ESK

PRELIMINARY PLAT - LANDSCAPE PLAN

DRN. BY: ERH
APP'D BY: ESK
DATE: SEPT. 2025
SCALE: 1:40
PROJ. NO.: M23-8740B
DWG. NO.: 7 OF 7

PRELIMINARY PLAT
HAWTHORNE GROVE
ST. CHARLES, MISSOURI

DWG NAME: J:\2023\M23-8740 - 2250 S. Old Hwy 94, Muegge Rd, St. Charles County\M23-8740B\ENGINEERING\AUTOCAD DRAWINGS\02_ Preliminary\M23-8740B_7_LANDSCAPE PLAN.dwg LAYOUT TAB: 7 OF 7 PLOTTED ON: Dec 01, 2025 - 9:19am PLOTTED BY: BCastillo

FRONT ELEVATION "A" FRONT ELEVATION "B"

FRONT ELEVATION "B" FRONT ELEVATION "C" FRONT ELEVATION "B"

FRONT ELEVATION "A" FRONT ELEVATION "B" FRONT ELEVATION "A" FRONT ELEVATION "B"

Section 400.220. "C-2" General Business District.[1] [R.O. 2011 § 400.220; R.O. 2009 § 156.033; CC 1981 § 30-34; Ord. No. 77-31, 7-5-1977 ; Ord. No. 79-38, 5-2-1979 ; Ord. No. 79-85, 8-29-1979 ; Ord. No. 82-29, 4-21-1982 ; Ord. No. 89-36, 2-23-1989 ; Ord. No. 90-188, 7-18-1990 ; Ord. No. 91-115, 6-4-1991 ; Ord. No. 94-230, 9-7-1994 ; Ord. No. 96-46, 2-21-1996 ; Ord. No. 98-209, 5-15-1998 ; Ord. No. 99-53, 2-4-1999 ; Ord. No. 99-205, 6-3-1999 ; Ord. No. 99-288, 8-17-1999 ; Ord. No. 00-78, 4-5-2000 ; Ord. No. 01-71, 4-18-2001 ; Ord. No. 01-156, 7-19-2001 ; Ord. No. 02-130, 5-28-2002 ; Ord. No. 04-176, 8-4-2004 ; Ord. No. 05-65, 3-7-2005 ; Ord. No. 06-273, 9-27-2006 ; Ord. No. 06-357, 12-20-2006 ; Ord. No. 08-123, 6-18-2008 ; Ord. No. 09-47, 3-20-2009 ; Ord. No. 09-227, 12-10-2009 ; Ord. No. 10-115 § 1, 6-9-2010 ; Ord. No. 10-244 § 1, 11-18-2010 ; Ord. No. 11-106 § 3, 6-9-2011]

A. Purpose. The purpose of the "C-2" General Business District is to provide sufficient space in appropriate locations for a variety of commercial and service activities generally serving a wide area and located particularly along certain existing major thoroughfares where a general mixture of commercial and service activity now exists, but which uses are not characterized by warehousing, frequent heavy trucking activity, open storage of material or the nuisance factors of dust, odor and noise associated with manufacturing.

B. Permitted Uses. A building or land in a "C-2" District shall be used only for the following purposes: **[Ord. No. 18-283, 12-18-2018]**

1. Any use permitted in the "O-I" Office Institution District or "C-1" Neighborhood Business District.
2. Ambulance services, public or private.
3. Amusement places, including dance halls and similar activities, subject to applicable City regulations. **[Ord. No. 22-088, 7-12-2022]**
4. Archery ranges, provided that such range is approved by the Chief of Police.
5. Building contractor establishment; outside storage shall be prohibited.
6. One (1) dwelling unit is permitted above the first floor.
7. Dry cleaning or laundry establishment. **[Ord. No. 22-088, 7-12-2022]**
8. Equipment rental and leasing services, including lawn mower, yard and garden equipment, trailers (not mobile homes) and other such items, provided storage is within a completely enclosed building unless otherwise allowed through the conditional use process.
9. Exterminators; outside storage of chemicals shall be prohibited.
10. Hotels, motels or motor court/lodges, bed-and-breakfast establishments and inns. **[Ord. No. 22-088, 7-12-2022]**
11. Meeting facility. **[Ord. No. 21-016, 1-19-2021 [2]]**

---

1. **Cross Reference: As to penalty, § 400.1890.**
2. **Editor's Note: This ordinance provided for the redesignation of former Subsection (B)(11) through (14) as Subsection (B)(12) through (15), respectively.**

Downloaded from https://ecode360.com/ST3435 on 2024-05-06

12. Motor Vehicle Repair. Wrecked, disabled or inoperable motor vehicles shall not be stored anywhere on the property for more than thirty (30) days. Examples of permitted uses are tire repair and replacement, motor vehicle engine repair, muffler shops, body shops and motor vehicle paint shops. **[Ord. No. 18-284, 12-18-2018 ; Ord. No. 22-088, 7-12-2022]**

13. Plumbing, heating and air-conditioning shop, upholstering shop (not involving furniture manufacture), appliance repairs and general service and repair establishments similar in character to those listed in this item. No outside storage of material is permitted.

14. Recreational uses, outdoor.

15. Schools for industrial training, trade or business.

C. Conditional Uses. **[Ord. No. 14-113 § 1, 5-20-2014 ; Ord. No. 18-283, 12-18-2018 ; Ord. No. 21-078, 5-18-2021]**

1. The following uses may be permitted in the "C-2" District as conditional uses if approved by the City Council following recommendation by the Planning and Zoning Commission:

   a. Any conditional use permitted in the "C-1" Neighborhood Business District unless otherwise permitted by the "C-2" District.

   b. Indoor firearm ranges.

      (1) Conditional Use Regulations.

         (a) An indoor firearm range facility must be designed to offer a completely controlled shooting environment that includes impenetrable walls, floor and ceiling, adequate ventilation and lighting systems and acoustical treatment for sound attenuation suitable for the range's approved use.

         (b) Noise levels at the nearest residential property line to an indoor firearm range shall not exceed thirty-five (35) decibels.

         (c) Noise levels at the nearest commercial property line to an indoor firearm range shall not exceed forty-five (45) decibels.

         (d) An indoor firearm range shall not operate between the hours of 10:00 P.M. and 7:00 A.M.

         (e) An indoor firearm range must be authorized in writing by the Chief of Police and Building Code Official.

         (f) The construction and operation of an indoor firearm range must comply with all State and Federal regulations.

   c. Motor vehicle sales and rentals, new and used and temporary motor vehicle storage.

      (1) Conditional Use Regulations.

Downloaded from https://ecode360.com/ST3435 on 2024-05-06

(a) The setback of any overhead canopy or similar structure shall be a minimum of ten (10) feet from all street rights-of-way lines, a minimum of twenty (20) feet from all residentially zoned property lines and shall be a minimum of five (5) feet from all other property lines. The total height of any overhead canopy or similar structure shall not exceed twenty (20) feet as measured to the highest part of the structure. The setback requirements may be recommended for modification by the Planning and Zoning Commission and modified by the City Council where it is found that due to pre-existing circumstances the provision of said setback will cause an undue burden on the ability to effectively use the property.

(b) All vehicular areas of the facility shall provide a surface paved with concrete or bituminous material which is designed to meet the requirements of a minimum four-ton axle load.

(c) The facility shall provide a minimum six-foot-high, solid, earth-tone-color, vinyl fence with a combination of shrubs [eighteen (18) inches to twenty-four (24) inches tall or three (3) feet to four (4) feet wide at the time of planting], understory trees [six (6) feet to eight (8) feet tall at the time of planting] and canopy trees [two and one-half (2 1/2) inches to three (3) inches caliper at the time of planting] as recommended by the Planning and Zoning Commission and approved by the City Council along all borders of the property directly abutting a residentially zoned property. These requirements may be recommended for modification by the Planning and Zoning Commission and modified by the City Council where it is found that due to pre-existing circumstances the provision of the setback will cause an undue burden on the ability to effectively use the property.

d. Microbreweries, brew pubs, craft distilleries, bars and wineries. **[Ord. No. 22-088, 7-12-2022]**

(1) Conditional Use Regulations. Due to the potential negative secondary effects of the location and operations of establishments that predominantly sell intoxicating beverages, the City Council may place additional regulations on these uses to reduce or eliminate these effects, including, but not limited to, hours of operation, separation and location restrictions, noise levels, and the manner of operation.

e. Shipping container structures. **[Ord. No. 21-019, 2-2-2021 [3]]**

(1) Conditional Use Regulations.

(a) Shipping container structures shall be painted or treated so as to prevent rust. **[Ord. No. 22-088, 7-12-2022]**

---

3. Editor's Note: This ordinance redesignated former Subsection (C)(1)(e) through (g) as Subsection C(1)(f) through (h), respectively.

Downloaded from https://ecode360.com/ST3435 on 2024-05-06

(b) Shipping container structures shall be affixed to a permanent foundation. **[Ord. No. 22-088, 7-12-2022]**

(c) Shipping container structures shall be certified by a Missouri licensed professional engineer as structurally sound, shall be fully compliant with Chapter 500, and shall be a permanent structure. **[Ord. No. 22-088, 7-12-2022]**

(d) This Subsection shall not supersede the availability of temporary commercial storage containers permitted via Section 400.520.

f. Secondhand sales.

g. Taxicab stations and stands.

h. Taxidermy.[4]

2. The provisions of this Section shall apply to all new uses and to existing uses where a substantial change or expansion to the layout, operation or configuration is proposed.

D. Design Standards. (See also Article III, Division 2, Design Standards, for additional regulations.) The following design standards are required in the "C-2" District:

1. Minimum lot area: ten thousand (10,000) square feet.

2. Minimum lot width at the building line: none.

3. Minimum lot depth: none.

4. Maximum height of building: three (3) stories or forty-five (45) feet.

"GPRS" bonus:

All tiers: four (4) stories or sixty (60) feet, except when adjoining a residential zoning district.

5. Minimum setbacks measured from building line to property line:

a. Front yard setback: twenty-five (25) feet.

"GPRS" bonus:

Tiers 1 and 2: twenty (20) feet.

Tier 3: fifteen (15) feet.

b. Side yard setback: none, except twenty (20) feet when abutting a residential district.

"GPRS" bonus:

---

4. Editor's Note: Former Subsection (C)(1)(i), regarding any permitted use that applies for a liquor license, was repealed 7-12-2022 by Ord. No. 22-088.

Downloaded from https://ecode360.com/ST3435 on 2024-05-06

All tiers: none, except twenty (20) feet when abutting a residential district.

c. Rear yard setback: none, except twenty (20) feet when abutting a residential district.

"GPRS" bonus:

All tiers: none, except twenty (20) feet when abutting a residential district.

6. Maximum floor area in square feet: none.

7. Public Utilities. Requirements are contained in Section 400.610.

8. Off-Street Parking And Loading.

a. No parking shall be permitted in a required front yard.

b. Additional requirements are contained in Article V, Division 1, Parking.

9. Protective Screening.

a. All exterior solid waste containers and container racks or stands shall be screened from public view by an enclosure which complies with the requirements of Section 400.965(B)(4).

b. Where a "C-2" zoning district directly adjoins a residential zoning district or is located across a public street or alley from a residential zoning district, a landscaped greenbelt at least twenty (20) feet in width shall be provided and maintained along the appropriate property line by the users of the "C-2" property. The open area shall be planted with trees and shrubs. A minimum of one (1) tree shall be planted per thirty (30) lineal feet or fraction thereof for any frontage along a residential zoning district. Required trees shall be at least two and one-half (2 1/2) inch caliper. Trees existing within any required greenbelt at the time of installation and which are larger than two and one-half (2 1/2) inch caliper shall be preserved and will count toward the minimum landscaping requirements. Newly planted species shall be hardy for the specified area. All landscaping shall be maintained in a healthy growing condition and be neat and orderly in appearance. The twenty-foot greenbelt shall not be used for off-street parking facilities or for loading spaces. Along the inner side (the commercial property side) of the greenbelt, except when the greenbelt adjoins a public street, there shall be provided either:

(1) A continuous visual screen with a minimum height of six (6) feet, such screen consisting of a compact evergreen hedge or foliage screening; or

(2) An ornamental masonry wall or wood fence at least six (6) feet in height above grade, in which case one (1) shrub shall be planted in the greenbelt per ten (10) lineal feet or fraction thereof. Required shrubs shall be a minimum of eighteen (18) inches in height at time of initial planting. Shrubs may be clustered rather than evenly spaced.

Downloaded from https://ecode360.com/ST3435 on 2024-05-06

c. Outdoor Storage. All permitted and conditional uses shall be conducted within a completely enclosed building with no open storage, unless screened from the street, adjacent properties or any residential district by fences or walls as approved by the Planning and Zoning Commission.

Downloaded from https://ecode360.com/ST3435 on 2024-05-06

Section 400.170. "R-3A" Multiple-Family Residential District. [R.O. 2011 § 400.170; R.O. 2009 § 156.028; CC 1981 § 30-29; Ord. No. 77-31, 7-5-1977; Ord. No. 82-29, 4-21-1982; Ord. No. 90-188, 7-18-1990; Ord. No. 98-209, 5-15-1998; Ord. No. 99-53, 2-4-1999; Ord. No. 99-205, 6-3-1999; Ord. No. 99-344, 10-7-1999; Ord. No. 04-176, 8-4-2004; Ord. No. 10-244 § 1, 11-18-2010]

A. Purpose. The purpose of the "R-3A" Multiple-Family Residential District is to provide for a variety of housing types and residential densities as might be appropriate for row houses, garden apartments or townhouse developments in areas appropriately located for such use, which areas are well located with respect to major thoroughfares, shopping facilities and centers of employment.

B. Permitted Uses. A building or land in the "R-3A" District shall be used only for the following purposes:

1. Any use permitted in the "R-1C," "R-1D" and "R-1E" Single-Family Residential District.

2. Any use permitted in the "R-2" Two-Family Residential District.

3. Apartment buildings, residential condominiums, townhouses, row houses and other types of multiple-family dwellings.

4. Senior Housing Facilities. **[Ord. No. 15-069 § 2, 4-21-2015]**

C. Permitted Accessory Uses. The following accessory uses are permitted in the "R-3A" District:

1. Any accessory use permitted in the "R-1C," "R-1D," "R-1E" and "R-2" residential districts.

2. A laundry room for use of occupants of a multiple-family dwelling development.

3. An office located in a main building for administration of a multiple-family development containing ten (10) or more dwelling units.

4. Coin-operated vending machines for candy, tobacco, ice, soft drinks and sundries located inside a building and for the use of occupants of a multiple-family dwelling development.

5. Club and recreational facility for use of occupants of a multiple-family development.

D. Conditional Uses.

1. The following uses may be permitted in the "R-3A" District as conditional uses if approved by the City Council following recommendation by the Planning and Zoning Commission:

a. Conditional uses in any "R-1" or "R-2" zoning district.

b. Congregate care facilities.

Downloaded from https://ecode360.com/ST3435 on 2025-12-02

c. Hospitals and orphanages, subject to the requirements of Section 400.440.

d. Store for sale of food and sundries, not exceeding one thousand (1,000) square feet of total floor area, inside a multiple-family dwelling development and primarily for the convenience of residents of a multiple-family development.

2. The provisions of this Section shall apply to all new uses and to existing uses where a substantial change or expansion to the layout, operation or configuration is proposed.

E. Design Standards. (See also Article III, Division 2, Design Standards, for additional regulations.) The following design standards are required in the "R-3A" District:

1. Minimum lot area: ten thousand (10,000) square feet.

2. Minimum lot width:

a. Minimum width at the building line: seventy-five (75) feet.

b. Minimum street frontage: twenty-five (25) feet.

3. Minimum lot depth: one hundred twenty-five (125) feet.

4. Maximum height of building: three (3) stories or forty-five (45) feet.

5. Minimum setback requirements measured from building line to property line:

a. Front yard setback: twenty-five (25) feet.

b. Side yard setback: seven (7) feet.

c. Rear yard setback: twenty-five (25) feet.

d. Minimum horizontal distance between buildings on the same lot: thirty (30) feet.

6. Maximum Lot Coverage. Not more than forty percent (40%) of the lot area shall be covered by the principal buildings and accessory structures.

7. Residential Density. The density shall not exceed eighteen (18.0) dwelling units per acre (DU/A).

8. Protective Screening. All exterior solid waste containers and container racks or stands for a multiple-family dwelling shall be screened from public view by an enclosure which complies with the requirements contained in Section 400.965(B)(4).

9. Public Utilities. Requirements are contained in Section 400.610.

10. Off-Street Parking And Loading. Requirements are contained in Article V, Division 1, Parking.

Downloaded from https://ecode360.com/ST3435 on 2025-12-02

AGENDA ITEM: #12

Community Development

Memorandum

To: **Planning and Zoning Commission**

From: **John Boyer, Assistant Director of Community Development/Planning Manager**

Date: **December 3, 2025**

Subject: **Rules and Procedures**

Per Section 400.980 of the Zoning Ordinance, the Planning and Zoning Commission has the sole authority to "make and adopt a City Comprehensive Plan for the physical development of the municipality." Not only does this authority extend to the Commission from City Code, but it also foremost comes as a direct power given by the State of Missouri to a City's Planning and Zoning Commission via State Statute (RSMo 89.340).

For review, a City's Comprehensive Plan is a jurisdiction's principal long-range planning document. It serves as a guide or "north star" to the physical development, redevelopment, preservation, public investment, and decision-making across St. Charles and its immediate surroundings. The Plan is comprehensive in scope—addressing the entire city and interconnected issues such as land use, mobility, housing, utilities, economic development, and community identity.

Provided for your review is the Final Draft of City of St. Charles Comprehensive Plan, titled "Guiding STC". Per previous discussions, this plan is an amended supplement to the original plan of 2002, which was last updated in 2012. As you may recall, a rough draft of this plan was provided in October's packet to the Commission for review and comment.

As the document is now in its final form, adoption of the document will be required to begin action on the items provided. To comply with State Statute, final adoption by the Commission cannot occur until a public hearing has occurred. As such, staff will advertise a public hearing for the January 12, 2026 Planning and Zoning Commission meeting. Upon adoption by the Commission, staff will be forwarding this Plan to the City Council for their formal endorsement via a resolution on the January 20, 2026, City Council meeting. Once adoption is complete, staff will also continue working on a "public facing" version of this document via an interactive website. Staff will provide updates through 2026 to the Commission.

2026

GUIDING**STC**

A Comprehensive Plan
by and for the Citizens of the
City of Saint Charles, Missouri
for the Future of Our Community.

VISION

We are committed to proudly preserving our historical heritage while embracing growth. We strive to be a gateway for exploration and to foster a safe and dynamic community, creating a vibrant future for all who live, work, and visit the City.

CITY OF SAINT CHARLES

Dan Borgmeyer
Mayor

Larry Dobrosky
City Administrator

Bill Otto
City Council Ward 1

Justin Foust
City Council Ward 6

Mark A. Hollander (Vice President)
City Council Ward 2

Brian Gould
City Council Ward 7

Vince Ratchford
City Council Ward 3

Michael Galba (President)
City Council Ward 8

Mary West
City Council Ward 4

Bart Haberstroh
City Council Ward 9

Denise Mitchell
City Council Ward 5

Steve Hollander
City Council Ward 10

CITY OF SAINT CHARLES (Continued)

Department of Community Development – Planning Division

Zach Tusinger, JD, AICP – Director
John Boyer, CFM – Assistant Director/Planning Manager
Lara Berry – Planner
Madelyn P. Brown – Planner
Jessica Ferguson – Business Development Coordinator
Taylor Moore – Preservation Planner

Planning and Zoning Commission

Shawn Luesse – Chairperson
Julie Bartch – Vice-Chair
Missy Palitzsch – Secretary
Michael Galba – Council Liaison
Daniel J. Borgmeyer – Mayor
Tyson King
Keith Liston
Adriana Perrone
Chris DeGuentz
John Morgan
Mark A. Hollander – Alt. Council Liaison

C3 & Comprehensive Plan Citizen's Advisory Task Force

Steve Hollander – Chair
Joshua Allen
Julie Bartch
Cliff Heitmann
Mathew Johannesman
Susan Sams
Randy Schilling
Tom Hughes
Scott Tate
Jim Droste
Mark Hollander
Mike Meiners
Jerry Scheidegger
Michael Galba
Dr. John Porter
Tom Glosier
Shelly Roy
Bob Cissell

APPRECIATION

Special Thanks

Office of the Mayor
Department of Administration
Department of Community Development
Department of Economic Development
Department of Engineering
Department of Finance
Legal Department
Department of Parks and Recreation
Department of Public Works
Department of Special Events and Communications

Individual Thanks

Gavin Johnson – GIS Manager
Joseph Karolczak – Graphic Designer
Chuck Lovelace, GISP – GIS Coordinator
Holly Magdziarz – City Attorney
Dan Mann, P.E. – Director of Engineering
Amy Milstead – Executive Assistant to the Mayor
Beth Norviel – Director of Special Events and Communications
John Phillips – Utility Superintendent
Brad Temme, P.E. – Assistant Director of Administration – Development Services

GUIDINGSTC

2026 Comprehensive Plan
of the City of Saint Charles
Amendatory Supplement
(2002 & 2012 previous versions)

TABLE OF CONTENTS

Introduction

- Executive Summary p.1
- Purpose p.2
- Location/Geography p.3
- Form of Goverment p.8
- History of Saint Charles p.10
- Demographic Profile p.16
- Transportation p.34
- Utilities & Infrastructure p.43
- Community Facilities p.45

Land Use

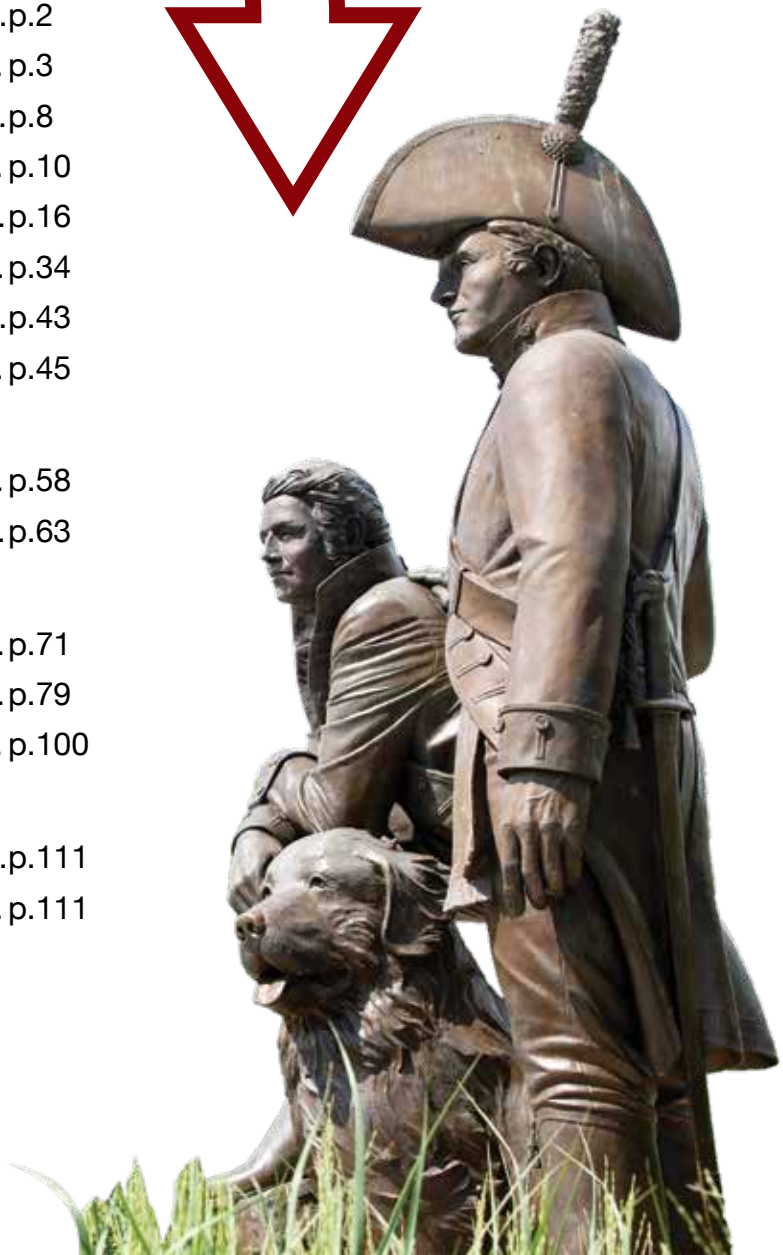
- Existing Land Use p.58
- Future Land Use & Activity Centers p.63

Goals/Action Items

- Historical Heritage p.71
- Economic Vitality p.79
- Community Spirit p.100

Appendix

- Other Documents p.111
- Survey Results p.111



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 considering 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.

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. While St. Charles faces physical and jurisdictional limits to expansion on most sides, potential for future growth remains to the north, pending floodplain considerations. Additionally, other 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. As part of the greater St. Louis metropolitan area, St. Charles is a historically significant, strategically located, and economically vital city.

Purpose

The Comprehensive Plan is the City's principal long-range planning document. It serves as a flexible, living policy framework that guides physical development, redevelopment, preservation, public investment, and decision-making across St. Charles and its immediate surroundings. The Plan is comprehensive in scope—addressing the entire city and interconnected issues such as land use, mobility, housing, utilities, parks, economic development, and community identity—while remaining general enough to adapt to changing conditions and specific enough to inform day-to-day choices.

Developed with extensive community and stakeholder input, the Plan reflects a shared vision formally recommended by the Planning and Zoning Commission and adopted by the City Council. Though not regulatory, it provides the foundation for zoning ordinances, capital improvements programming, departmental budgets, public-private partnerships, and alignment of municipal operations with long-term goals. Ultimately, the Plan equips elected officials, staff, and community leaders with a clear roadmap to balance economic opportunity, environmental stewardship, and quality of life while preserving St. Charles' heritage and strengthening its identity as the city grows.

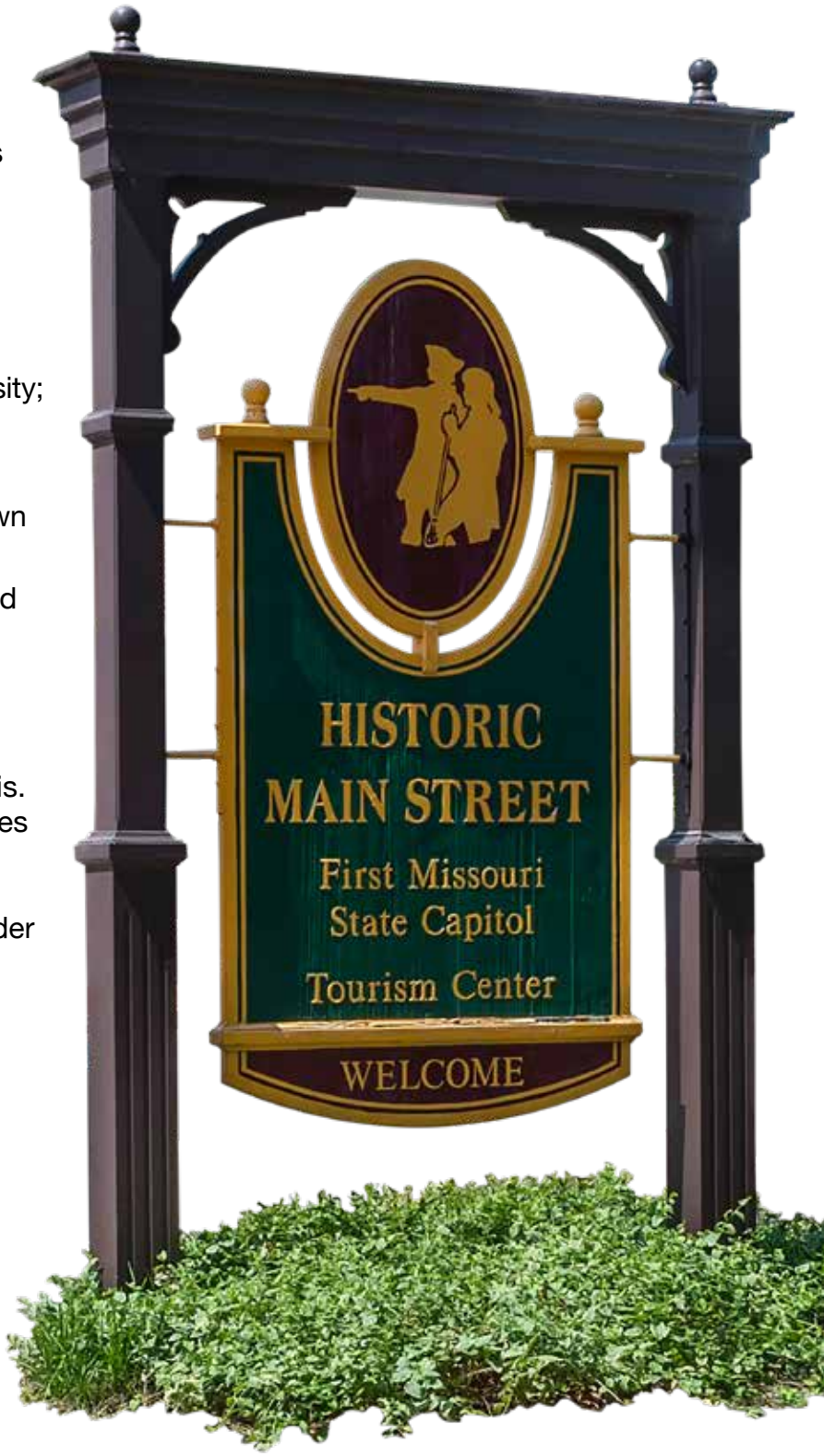
Location/Geography

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

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 (MSA), 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.



Edmonton
Saskatchewan
Québec
Calgary
Ontario
Vancouver
Seattle
Lake Superior
North Dakota
Montana
Minnesota
New Brunswick
Ottawa
Maine
South Dakota
Nova
Idaho
Wisconsin
Oregon
Toronto
Michigan
Wyoming
New York
Boston
Detroit
Chicago
Iowa
Nebraska
New York
Pennsylvania
Nevada
Denver
UNITED STATES
Illinois
Ohio
Utah
Colorado
St. Louis
Washington
San Francisco
Kansas
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
Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, Source: Esri, Maxar,
N
W
E
S
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

MISSISSIPPI RIVER

MISSOURI RIVER

St. Charles, MO

Legend

Incorporated Cities

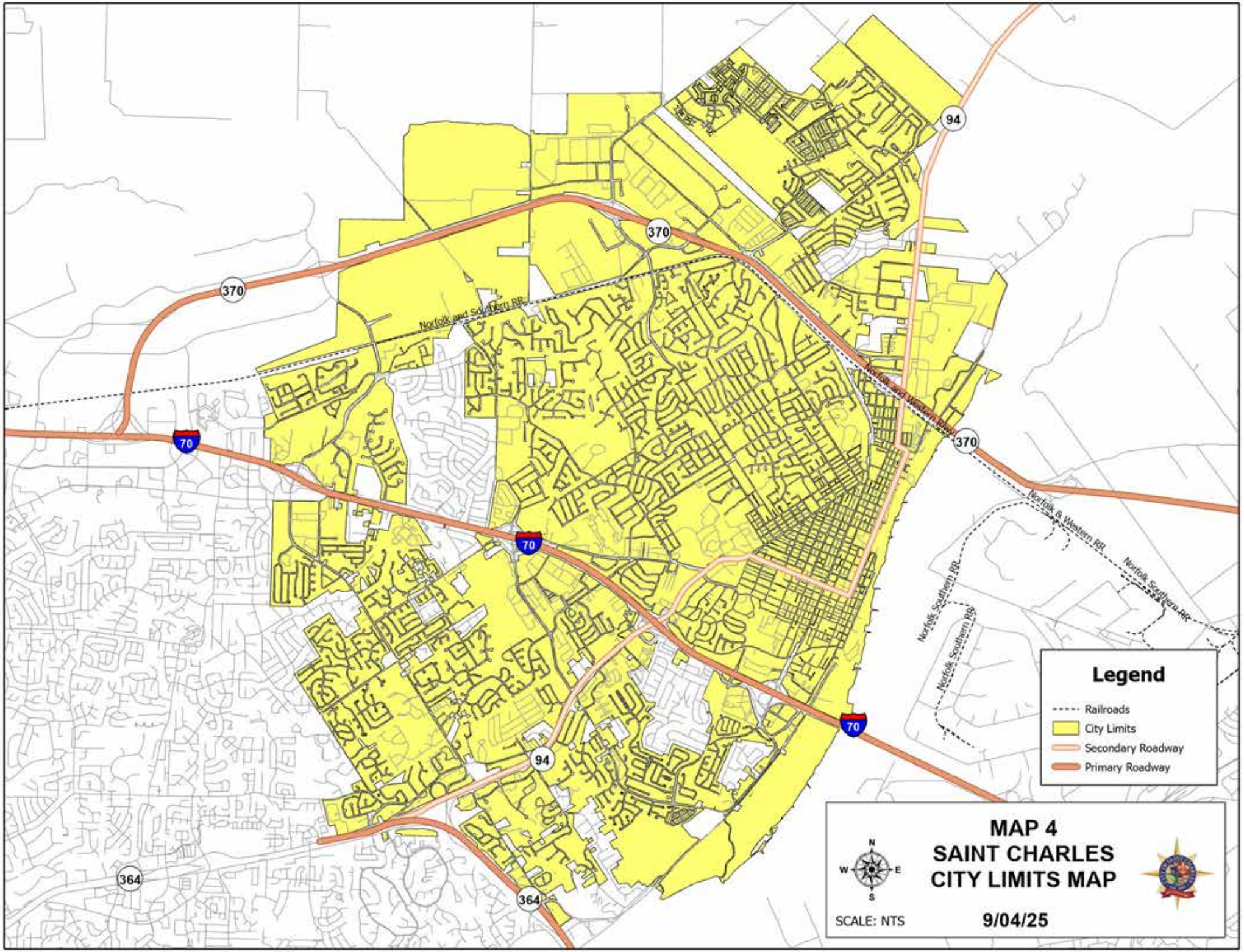
- Augusta
- Cottleville
- Dardenne Prairie
- Flint Hill
- Foristell
- Josephville
- Lake Saint Louis
- New Melle
- O'Fallon
- Portage Des Sioux
- St. Charles
- St. Paul
- St. Peters
- Weldon Spring
- Weldon Spring Heights
- Wentzville
- West Alton

Rivers

Road Centerline

MAP 3
SAINT CHARLES COUNTY CORPORATE LIMITS MAP

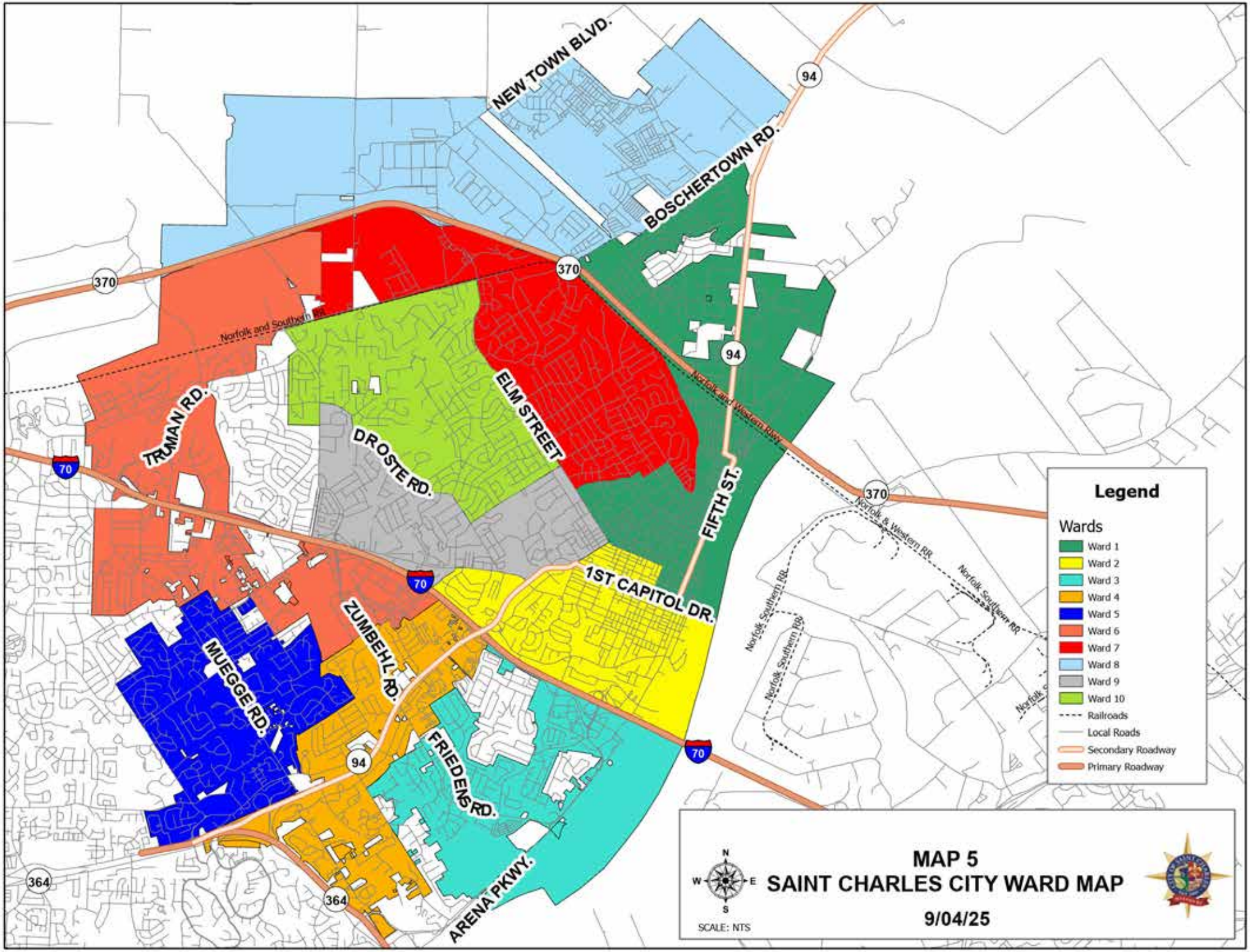
9/03/25 Scale: NTS


94
370
370
Norfolk and Southern RR
Norfolk and Western RR
370
70
70
70
Norfolk & Western RR
Norfolk Southern RR
Norfolk Southern RR
Norfolk Southern RR
94
364
364
Legend
Railroads
City Limits
Secondary Roadway
Primary Roadway
N
W
E
S
MAP 4
SAINT CHARLES
CITY LIMITS MAP
SCALE: NTS
9/04/25

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 amended in April 2007. A mayor is elected at large to a four (4)-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 aid 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 stagger three (3)-year terms. While the Mayor may participate in Council meetings, the mayor is not a voting member but does have veto powers on ordinances. A two-thirds (2/3) vote of the Council is required to override a mayoral veto.


NEW TOWN BLVD.
BOSCHERTOWN RD.
94
370
Norfolk and Southern RR
TRUMAN RD.
ELM STREET
DROSTE RD.
Norfolk and Western RWY
FIFTH ST.
70
1ST CAPITOL DR.
ZUMBEHL RD.
MUEGGE RD.
FRIEDENS RD.
364
ARENA PKWY.
Norfolk & Western RR
Norfolk Southern RR
Legend
Wards
Ward 1
Ward 2
Ward 3
Ward 4
Ward 5
Ward 6
Ward 7
Ward 8
Ward 9
Ward 10
Railroads
Local Roads
Secondary Roadway
Primary Roadway
N
W
E
S
SCALE: NTS
MAP 5
SAINT CHARLES CITY WARD MAP
9/04/25

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 the colonial Louisiana Territory, the inhabitants were mostly French. In 1784, a Spanish military post was established at the settlement and named 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 (3) 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.

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 (unit of measure in French colonial territories: 1 arpent = 0.845 acres) 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.

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 remained the county seat since its establishment. 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 1,000 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 working in 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.

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 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, apart from 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 (5) years on the second floor of two (2) adjoining structures on Main Street before the capital was moved west to Jefferson City. Thus ended a lively trade for St. Charles taverns.

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 (3) 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 (2/3) of St. Charles' population was German. German immigration to St. Charles swelled again in the 1850s because of European political unrest. By 1870, three-fourths (3/4) of the population of St. Charles were either German natives or first-generation German Americans. In 1875, no less than three (3) 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. Several industrial enterprises were established, including mills, a tobacco factory, brewery (most notably Spring Brewery located at 300 Water Street), wineries, and a bag factory.

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 several memorable disasters.

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.

In 1929, widespread economic hardship rose across the United States as financial markets collapsed, unemployment rose, and industrial production slowed nationwide (known as the Great Depression). While this period is regarded as one of the most challenging eras in American history, its impact on the City of St. Charles was reduced by the community's existing industrial base. Local employers, including the American Car and Foundry Company and the International Shoe Company, continued to provide steady work at a time when many other communities faced widespread job loss. These industries helped shield St. Charles from the more devastating effects of the national downturn, enabling many residents to maintain employment and stability throughout the 1930s. The community's established industrial activity played a significant role in sustaining the local economy during this period of national uncertainty.

At the dawn of World War II, the St. Charles economy was still described as leaning heavily on area farming and education despite the move to industrial facilities in the area. 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).

St. Charles changed dramatically after the war. Due to a few 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 even 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 “Population Trends” in the Demographics Section, 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 its 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, but they also 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 capital. 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.

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 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 (2) 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 '93 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.

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 into 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 (3) 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.

In 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 a 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 the 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.

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) in the old American Car Foundry have brought in a new wave of tourism and helps strengthen the local 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.

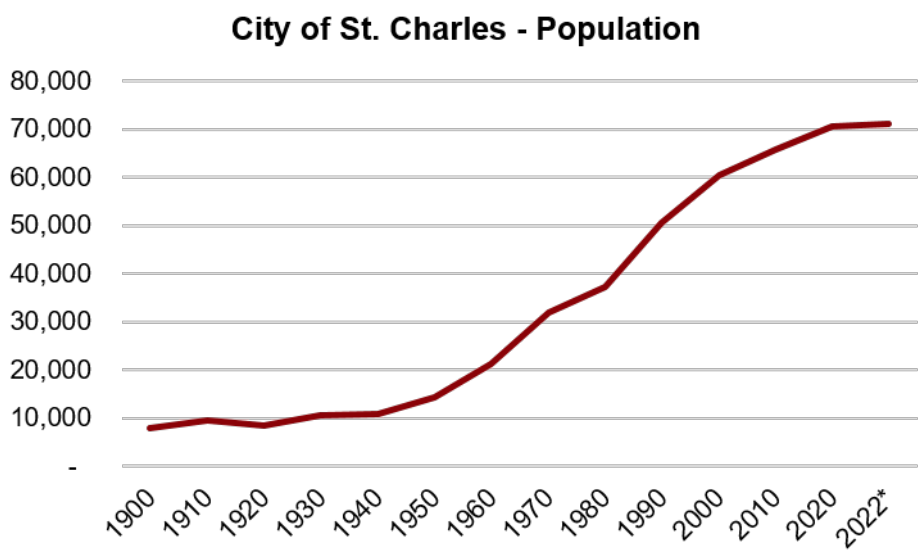
Demographic Profile

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 (data sources: City of St. Charles and U.S. Census Bureau).

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 demographic information, a desirable community. As of recent estimate data from the U.S. Census Bureau (2022 estimate), the City's population is listed as 71,190 residents.

Graph 1: Population



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 in 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 at 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).

Table 1: Population of Area Jurisdictions

	1960	1970	1980	1990	2000	2010	2020
City of St. Charles	*21,187*	*31,834*	*37,379*	*50,634*	*60,321*	*65,794*	*70,493*
City of St. Peters	404	486	15,700	45,779	51,381	52,575	57,732
City of O'Fallon	3,770	7,018	8,654	18,296	46,169	79,329	91,316
City of Wentzville	2,724	3,223	3,193	4,785	6,896	29,070	44,372
St. Charles County	52,970	92,954	144,107	212,907	283,883	360,485	405,262
City of St. Louis	750,026	622,236	453,085	396,685	348,189	319,294	301,578
St. Louis County	703,532	951,671	973,896	993,529	1,016,315	998,954	1,004,125
St. Louis Metro (MSA)	2,161,228	2,429,376	2,376,968	2,444,099	2,603,607	2,717,079	2,805,473
Franklin County	44,566	55,127	71,233	80,603	93,827	101,492	104,628
Lincoln County	14,783	18,041	22,193	28,892	38,944	52,566	59,574
Warren County	8,750	9,699	14,900	19,534	24,525	32,513	35,532
Jefferson County	66,377	105,248	146,183	171,380	198,099	218,733	226,739
State of Missouri	4,319,813	4,677,229	4,916,766	5,117,073	5,595,211	5,988,927	6,154,913

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 population. Below, staff provide 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.

Table 2: Population Projection Based Upon Permits

Year	Permits	Projected New Pop	Total Projected
2010	-	Census Year	65,794
2011	111	255	66,049
2012	195	449	66,498
2013	188	432	66,930
2014	180	414	67,344
2015	204	469	67,813
2016	275	633	68,446
2017	349	803	69,249
2018	277	637	69,886
2019	417	959	70,845
2020	419	Census Year	70,493
2021	*420*	*966*	*71,459*
2022	*316*	*727*	*72,062*
2023	*286*	*658*	*72,720*
2024	*262*	*603*	*73,323*
2025	*262*	*603*	*73,926*
2026	*262*	*603*	*74,529*
2027	*262*	*603*	*75,132*
2028	*262*	*603*	*75,735*
2029	*262*	*603*	*76,338*
2030	*262*	*603*	*76,941*

Population Projection Based Upon Single-Family 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 number 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 landlocked 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 that 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 have included other projection models which we believe take better account of this shortcoming. 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 believe this amount combined with the population per unit still provides useful information.

Linear Population Projection

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) present the risk of inaccurate future data due to the possibility of a housing market crash and a variation in the number of residents per household. However, the linear prediction (Table 3) has its faults 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.

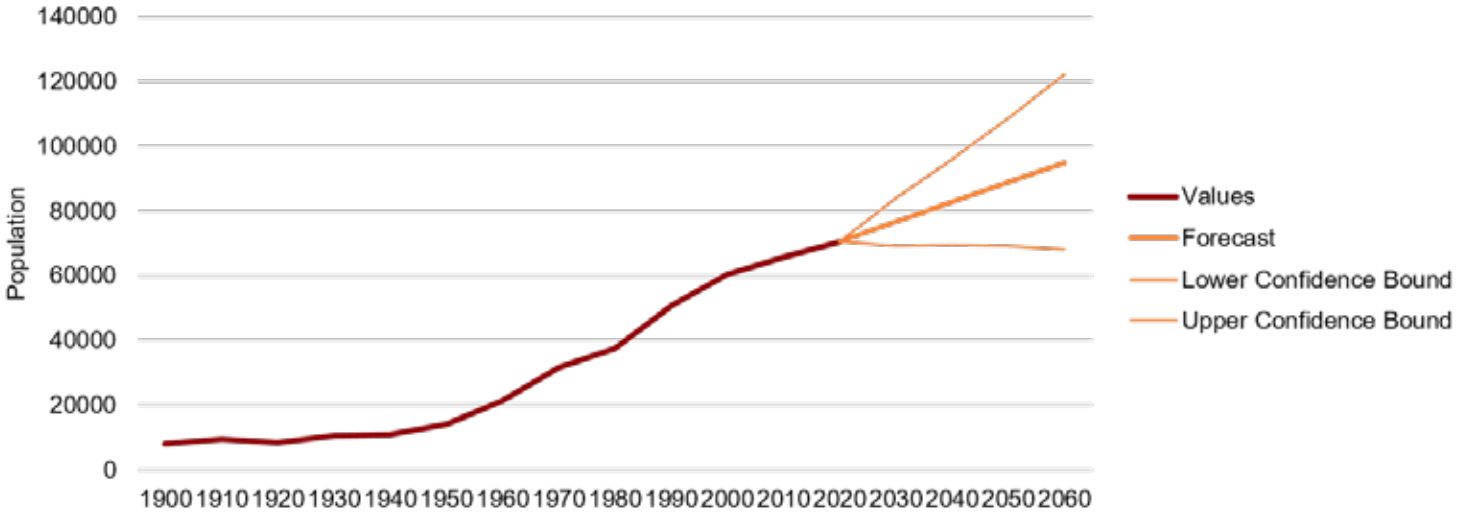
Table 3: Population Projection Linear

Year	Population	Difference
1900	7,982	
1910	9,437	1,455
1920	8,503	(934)
1930	10,491	1,988
1940	10,803	312
1950	14,314	3,511
1960	21,187	6,873
1970	31,834	10,647
1980	37,379	5,545
1990	50,634	13,255
2000	60,321	9,687
2010	65,794	5,473
2020	70,493	4,699
2030	*81,162*	10,669
2040	*90,305*	9,143
2050	*98,722*	8,416

Confidence Interval Projection

The last projection is that of a Confidence Interval Projection (Graph 2). 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), the Forecast is slightly more conservative and ahead of that projected using single-family residential permits.

Graph 2: Population Projection Confidence Interval



AGE/SEX CHARACTERISTICS

Age/Sex composition of a city provides information on the population makeup of a community. For example, if the population of an age group changes (increases or decreases), a community can analyze 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. 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). 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.

Table 4: Basic Age Composition

Age Group	1990		2000		2010		2020	
	Total	%	Total	%	Total	%	Total	%
0 to 4	4,172	7.8%	3,765	6.2%	3,855	5.9%	3,537	5.0%
5 to 9	3,892	7.3%	3,810	6.3%	3,415	5.2%	3,839	5.4%
10 to 14	3,440	6.5%	4,050	6.7%	3,480	5.3%	3,187	4.5%
15 to 19	3,226	6.1%	4,560	7.6%	4,751	7.2%	4,160	5.9%
20 to 24	4,500	8.5%	***5,134***	***8.5%***	***6,540***	***9.9%***	**6,691**	**9.5%**
25 to 29	***6,150***	***11.6%***	4,344	7.2%	5,362	8.1%	5,862	8.3%
30 to 34	5,213	9.8%	4,138	6.9%	4,289	6.5%	5,171	7.3%
35 to 39	4,247	8.0%	4,902	8.1%	3,580	5.4%	4,359	6.2%
40 to 44	3,679	6.9%	5,015	8.3%	3,852	5.9%	4,061	5.7%
45 to 49	3,158	5.9%	4,366	7.2%	4,740	7.2%	3,067	4.3%
50 to 54	2,444	4.6%	3,658	6.1%	5,049	7.7%	4,002	5.7%
55 to 59	2,191	4.1%	2,954	4.9%	4,352	6.6%	5,229	7.4%
60 to 64	1,985	3.7%	2,270	3.8%	3,366	5.1%	4,897	6.9%
65 to 69	1,695	3.2%	2,002	3.3%	2,646	4.0%	4,162	5.9%
70 to 74	1,245	2.3%	1,853	3.1%	1,996	3.0%	3,160	4.5%
75 to 79	902	1.7%	1,587	2.6%	1,718	2.6%	2,030	2.9%
80 to 84	628	1.2%	1,015	1.7%	1,407	2.1%	1,697	2.4%
85+	406	0.8%	898	1.5%	1,396	2.1%	1,576	2.2%

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 seems to depict a strong and vibrant community.

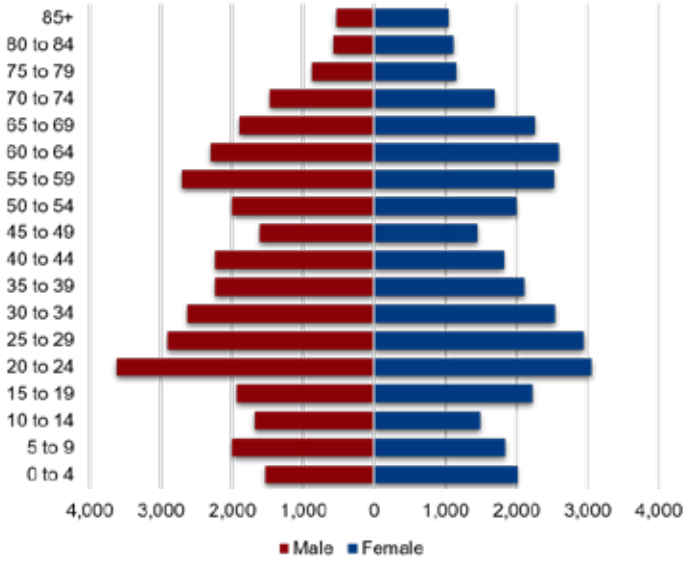
Table 5: Median Age

Median Age	1990	2000	2010	2020
City of St. Charles	*31.1*	*35.3*	*36.6*	*38.8*
City of St. Peters	29.8	34.2	38.8	41.1
City of O'Fallon	28.7	31.1	34.3	37.8
City of Wentzville	29.8	30.8	31.2	34.6
City of St. Louis	32.7	33.7	33.9	40.6
St. Charles County	30.6	35.4	36.9	39.9
St. Louis County	34.6	37.5	39.9	40.6
Missouri	33.5	36.1	37.9	39.2

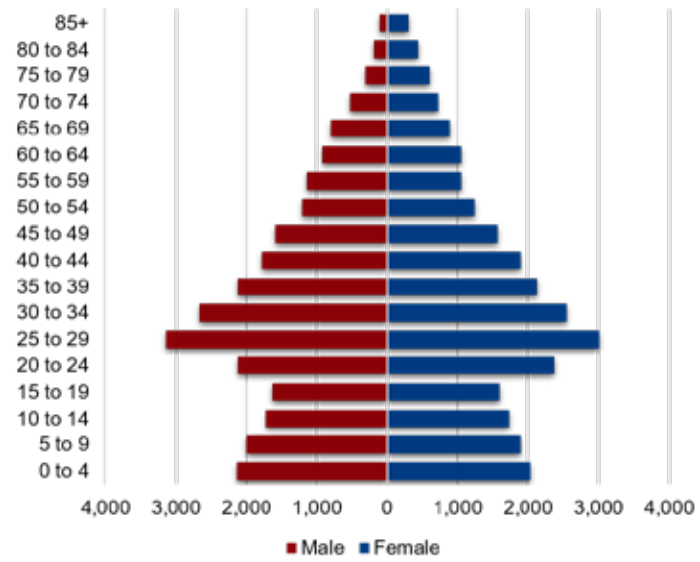
Another way of reviewing the age groups of a city is also through the prism of sex/gender breakdown. A common way of viewing is this data, other than a standard table, is through an Age/Sex Pyramid. This chart shows age brackets with the separation of numbers of males on the left and females on the right 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 reduce 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 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 populations in the higher age brackets), generally provides information that a community is ageing out and not replacing its population through childbirth. 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 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); 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 snapshot, 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 2010 (Graph 6) and 2020 (Graph 3) being more pronounced.

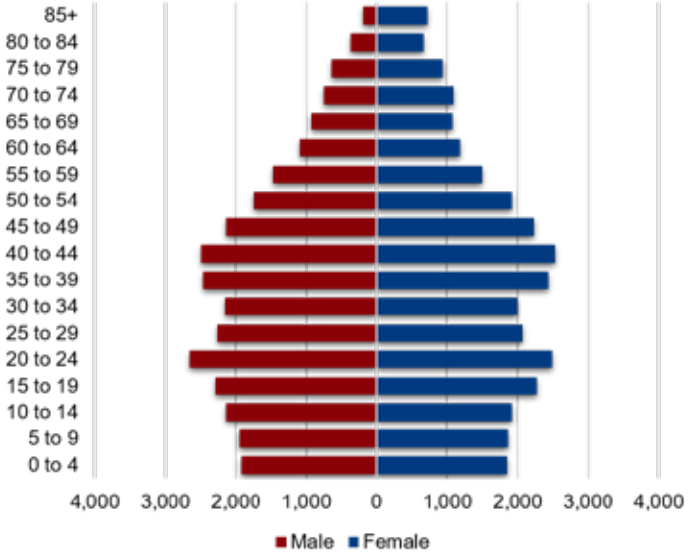
Graph 3: 2020 Age/Sex



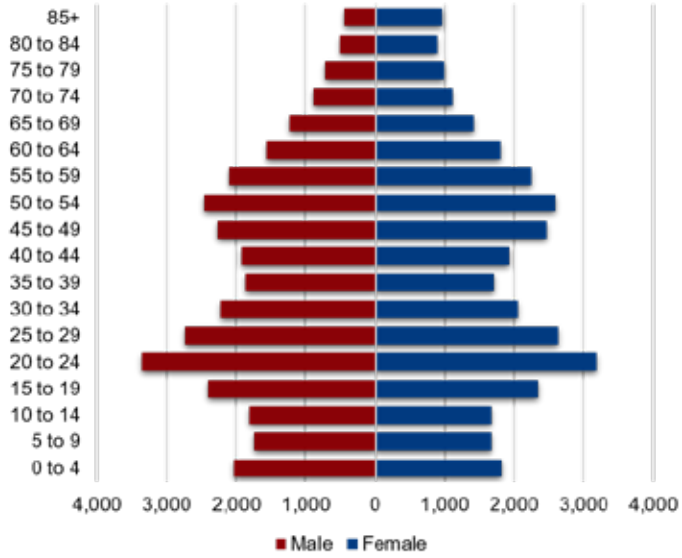
Graph 4: 2010 Age/Sex



Graph 5: 2000 Age/Sex



Graph 6: 1990 Age/Sex



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).

Table 6: Sex Ratios

Years	City of St. Charles			St. Charles County			Missouri		
	Male	Female	Sex R	Male	Female	Sex R	Male	Female	Sex R
1990	26,699	27,856	95.8%	105,492	107,415	98.2%	2,464,315	2,652,758	92.9%
2000	29,802	30,519	97.7%	139,872	144,011	97.1%	2,720,177	2,875,034	94.6%
2010	32,253	33,541	96.2%	176,922	183,563	96.4%	2,933,477	3,055,450	96.0%
2020	33,541	34,341	97.7%	198,115	207,147	95.6%	3,024,114	3,130,799	96.6%

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 most 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 makeup should continue.

Table 7: Race & Ethnicity

Ethnicity	1990		2000		2010		2020	
	Number	%	Number	%	Number	%	Number	%
White	52,343	95.9%	56,270	93.3%	57,557	87.5%	55,850	79.2%
Black or African American	1,521	2.8%	2,097	3.5%	3,889	5.9%	5,460	7.7%
American Indian and Alaska Native	148	0.3%	160	0.3%	182	0.3%	175	0.2%
Asian	401	0.7%	612	1.0%	1,673	2.5%	2,315	3.3%
Native Hawaiian and Other Pacific Islander	5	0.0%	22	-	47	0.1%	40	0.1%
Some other race	137	0.3%	441	0.7%	1,170	1.8%	1,925	2.7%
Two or more races	-	-	719	1.2%	1,276	1.9%	4,728	6.7%
Total Population	54,555	100.0%	60,321	100.0%	65,794	100.0%	70,493	100.0%
Hispanic or Latino (of any race)	545	1.0%	1,187	2.0%	2,759	4.2%	3,969	5.6%
Not Hispanic or Latino	54,010	99.0%	59,134	98.0%	63,035	95.8%	66,524	94.4%

HOUSEHOLD CHARACTERISTICS

Table 8 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 be 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.

Table 8: Household Information

	City of St. Charles			St. Charles County			Missouri		
	2000	2010	2020	2000	2010	2020	2000	2010	2020
Total Households	24,068	26,715	29,863	101,663	134,274	154,851	2,194,594	2,375,611	2,479,146
Avg. Household Size	2.38	2.29	2.24	2.76	2.64	2.64	2.48	2.45	2.38
Total Families	15,392	16,128	17,692	77,104	84,700	94,200	1,476,516	1,552,133	1,567,376
Avg. Family Size	2.97	2.90	2.73	3.18	3.11	2.95	3.02	3.00	3.00
Non-Family	8,676	10,587	12,171	24,559	23,519	45,119	718,078	823,478	911,770
Married-couple family household	12,436	12,116	13,164	64,244	72,528	86,831	1,140,866	1,150,929	1,135,132
Female householder, no spouse	2,242	2,894	3,232	10,213	8,282	15,714	253,760	292,204	303,958

SOCIO-ECONOMIC DATA

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 into 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

Table 9: Median Household Income

Jurisdiction	Income ($)			Overall Increase (%)
	2000	2010*	2022*	
City of St. Charles	*$ 47,782*	*$ 54,936*	*$ 85,798*	*79.56%*
Wentzville	$ 47,232	$ 71,933	$ 109,158	131.11%
Lake St. Louis	$ 68,830	$ 81,393	$ 114,230	65.96%
O'Fallon	$ 60,179	$ 76,839	$ 105,240	74.88%
St. Peters	$ 57,898	$ 70,275	$ 88,708	53.21%
St. Charles County	$ 57,258	$ 70,331	$ 98,831	72.61%
State of Missouri	$ 37,934	$ 46,262	$ 64,811	70.85%

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). 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 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.

Further reviewing this data via income levels, provides additional insight to the income/wealth of the City of St. Charles residents. Table 10 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 numbers 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.

Table 10: Median Household Income

Income	% of Total Households		
	2000	2010*	2022*
Less than $14,999	10.5%	11.7%	5.2%
$15,000 to $24,999	11.1%	9.5%	2.9%
$25,000 to $34,999	13.1%	13.5%	6.8%
$35,000 to $49,999	17.9%	15.2%	12.2%
$50,000 to $74,999	21.6%	18.0%	16.2%
$75,000 to $99,999	12.8%	12.0%	14.7%
$100,000 to $149,999	9.6%	13.3%	20.0%
$150,000 to $199,999	1.9%	3.5%	11.7%
$200,000 or more	1.5%	3.2%	10.3%

Table 11: Household Income Estimates

Jurisdiction	Household Income by Percent of Total Households								
	Less than $14,999	$15,000 to $24,999	$25,000 to $34,999	$35,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 to $149,999	$150,000 to $199,999	$200,000 or more
City of St. Charles	*5.2%*	*2.9%*	*6.8%*	*12.2%*	*16.2%*	*14.7%*	*20.0%*	*11.7%*	*10.3%*
Wentzville	2.7%	3.3%	4.0%	7.0%	12.4%	13.4%	28.7%	15.7%	12.8%
Lake St. Louis	7.6%	2.3%	2.8%	11.0%	12.6%	11.2%	19.8%	14.6%	22.3%
O'Fallon	3.7%	3.9%	5.1%	11.4%	13.2%	11.4%	23.2%	15.2%	12.9%
St. Peters	3.7%	5.1%	5.3%	11.1%	17.4%	14.9%	22.1%	12.3%	8.3%
St. Charles County	3.7%	3.6%	4.8%	10.3%	15.2%	13.1%	21.8%	14.1%	13.1%
State of Missouri	10.1%	7.7%	8.5%	12.3%	17.9%	13.4%	16.2%	6.9%	7.0%

Poverty

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 like that of the State of Missouri. This may warrant further investigation.

Table 11: Poverty as a Percentage

Jurisdiction	Percentage of Individuals in Poverty by Age Group									2022 Total Percentage
	Younger than 18			Ages 18 to 64			Ages 65+			
	2000	2010	2022*	2000	2010	2022*	2000	2010	2022*	
City of St. Charles	*1.9%*	*16.2%*	*11.6%*	*5.6%*	*8.7%*	*7.1%*	*6.3%*	*5.0%*	*6.2%*	*7.7%*
Wentzville	6.3%	5.0%	5.3%	7.8%	4.1%	3.4%	13.3%	6.1%	4.0%	4.0%
Lake St. Louis	1.8%	6.5%	1.3%	2.8%	3.3%	2.7%	3.9%	2.7%	7.8%	3.5%
O'Fallon	1.2%	3.6%	3.8%	3.2%	3.4%	3.5%	6.7%	5.2%	5.4%	3.9%
St. Peters	0.9%	3.2%	4.5%	2.6%	2.7%	3.4%	5.1%	3.6%	5.4%	4.0%
St. Charles County	1.5%	6.4%	5.6%	3.5%	4.5%	4.0%	5.1%	3.9%	6.9%	4.9%
State of Missouri	3.9%	19.3%	16.9%	10.3%	12.3%	12.4%	9.9%	9.3%	11.3%	13.2%

Employment Data

Table 12 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 the educational sector has increased (2000=17.5%, 2010=22.4% and 2022=24.0%). All other sectors remained consistent throughout the period reviewed.

Table 12: Workforce by Industry

Industry	2000		2010*		2022*	
	Number	Percent	Number	Percent	Number	Percent
Agricultural, Forestry, Fishing, Hunting & Mining	120	0.4%	72	0.2%	243	0.6%
Construction	2,380	7.5%	2,095	6.3%	2,695	6.9%
Manufacturing	4,950	15.5%	5,122	15.5%	5,963	15.3%
Wholesale Trade	1,045	3.3%	772	2.3%	1,026	2.6%
Retail Trade	4,044	12.7%	4,367	13.2%	3,925	10.1%
Transportation, Warehousing & Utilities	1,952	6.1%	1,147	3.5%	3,011	7.7%
Information	974	3.1%	926	2.8%	501	1.3%
Finance, Insurance, Real Estate & Rental/Leasing	2,416	7.6%	2,507	7.6%	2,877	7.4%
Professional, Scientific, Administrative & Waste Management	3,231	10.1%	3,845	11.7%	4,338	11.1%
Educational Services, Health Care & Social Assistance	5,577	17.5%	7,405	22.4%	9,340	24.0%
Arts, Entertainment, Recreational, Accommodations & Food Services	2,802	8.8%	3,225	9.8%	2,789	7.2%
Other Services (except Public Administration)	1,462	4.6%	814	2.5%	1,128	2.9%
Public Administration	959	3.0%	698	2.1%	1,116	2.9%

Conversely to employment data, Unemployment is also tracked by both the U.S. Census Bureau and the U.S. Federal Reserve. Table 13 shows estimated data indicating the City's rate at 2.2% in 2022. 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.

Table 13: Unemployment Rates

Jurisdiction	Percentage of Labor Force - Unemployed		
	2000	2010*	2022*
City of St. Charles	*4.9%*	*7.2%*	*2.2%*
St. Charles County	2.8%	6.3%	1.7%
St. Louis MSA	3.3%	7.0%	2.6%
State of Missouri	3.4%	6.4%	2.3%

Table 14: 2023 Largest Employers

2023 Largest Employers (100+)		
Employer	**Product/Service**	**Full-Time Employees**
LINDENWOOD UNIVERSITY	University/Education	Approx. 1,400
AMERISTAR CASINO AND ARA SPA	Casino/Gambling	1,031
BOEING	Aerospace/Manufacturing	Approx. 1,000
ST. CHARLES SCHOOL DISTRICT	Education	883
ROYAL CANIN USA, INC	Manufacturing	512
EPC	Electronics/Service	460
WALMART #1161	Retail	422
RX SYSTEMS, INC	Pharmacy Packaging and Supplies	257
WILLOWS WAY, INC	Non-Profit	250
MILLSTONE WEBER LLC	Construction	226
CLIENT SERVICES, INC	Call Center	220
SYSCO FOOD SERVICES ST LOUIS	Food Distribution	210
LEONARD'S METAL, INC (LMI)	Aerospace	205
TARGET STORE T1280	Retail	197
HOME DEPOT# 3009	Retail	192
LOWE'S HOME CENTER LLC #1057	Retail	168
SAM'S WHOLESALE CLUB # 8251	Retail	163
CRAFTSMEN INDUSTRIES INC	Manuf.	161
R G BRINKMANN COMPANY	Construction	161
TRINITY MANUFACTURING LLC	Manufacturing	160
NEWCO ENTERPRISES INC.	Manufacturing	150
BASS PRO SHOPS SPORTSMAN'S	Retail	149
TRUE FITNESS TECHNOLOGY, INC	Manufacturing	147
TSI GLOBAL COMPANIES, LLC	Manufacturing	144
CRAFTSMEN UTILITY TRAILER	Manufacturing	129
BIG ST CHARLES MOTORSPORTS LLC	Retail	125
GINGHAM'S HOMESTYLE RESTAURANT	Restaurant	120
LOYET LANDSCAPE MAINTENANCE, INC	Service	120
DIERBERGS	Retail	119
SCHNUCK MARKETS INC (1ST CAPITOL)	Retail	110
PUNDMANN FORD COLLISION CENTER	Retail	105
JDHQ HOTELS LLC	Service/Hospitality	104
BAR LOUIE	Restaurant	100
CRACKER BARREL OLD COUNTRY STO	Restaurant	100
TEXAS ROADHOUSE	Restaurant	100

Education

Table 15: Education Attainment

Educational Attainment	2000	2010*	2022*
Population 25 and Over	38,753	46,970	49,903
Less than 9th Grade	5.7%	4.3%	2.8%
9th to 12th Grade (no diploma)	8.4%	6.7%	2.1%
High School Graduate (includes equivalency)	30.1%	30.3%	21.6%
Some College, no degree	23.4%	21.4%	20.6%
Associates Degree	6.3%	6.0%	8.9%
Bachelor's Degree	17.0%	21.4%	28.9%
Graduate or Professional Degree	9.6%	9.9%	14.9%
High School Graduate or Higher	86.4%	89.0%	95.0%
Bachelor's Degree or Higher	26.6%	31.2%	43.8%

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 who have obtained a Graduate or Professional Degree have increased since 2000 (2000=9.6% and 2022=14.9%). Overall, this shows that the city is becoming more educated (at least in obtaining degrees). In looking at this data versus that of employment (industry and actual employment numbers), many of these sectors require an education population.

City Retail Sales

Table 16: Retail Sales

Retail Sales			
Year	Total Retail Sales ($)	Difference	% Change
2010	$ 1,059,464,651.52	$ -	
2011	$ 1,097,303,155.56	$ 37,838,504.04	3.57%
2012	$ 1,137,254,486.87	$ 39,951,331.31	3.64%
2013	$ 1,108,584,553.54	$ (28,669,933.33)	-2.52%
2014	$ 1,217,384,803.03	$ 108,800,249.49	9.81%
2015	$ 1,253,328,460.61	$ 35,943,657.58	2.95%
2016	$ 1,287,991,496.97	$ 34,663,036.36	2.77%
2017	$ 1,348,200,442.42	$ 60,208,945.45	4.67%
2018	$ 1,354,642,409.09	$ 6,441,966.67	0.48%
2019	$ 1,356,437,805.05	$ 1,795,395.96	0.13%
2020	$ 1,334,881,304.04	$ (21,556,501.01)	-1.59%
2021	$ 1,440,658,248.48	$ 105,776,944.44	7.92%
2022	$ 1,661,557,958.59	$ 220,899,710.10	15.33%

Included in this section are Retail Sales 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 (2) periods of reduced sales to the previous years can be explained as 2010 was at the heart of a large recession and 2020 was likely a direct result of the COVID-19 pandemic and its effects, which would also account for increase in sales from 2021 to 2022.

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.

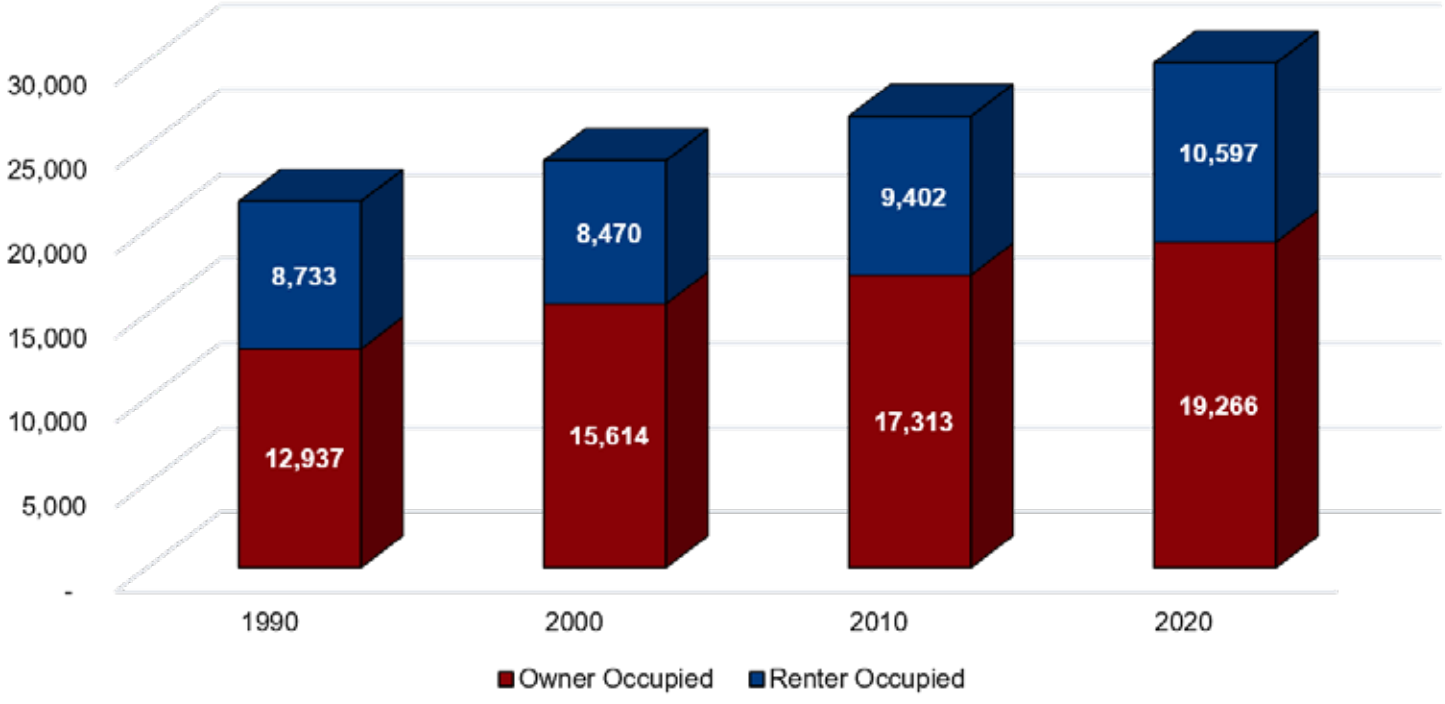
Housing Units/Occupancy

Table 17: Housing Unit Occupied vs Vacant

	Total Housing Units	Occupied Units		Vacant Units	
		Number	%	Number	%
1990	23,246	21,670	93.2%	1,576	6.8%
2000	25,214	24,087	95.5%	1,130	4.5%
2010	28,590	26,715	93.4%	1,875	6.6%
2020	31,744	29,863	94.1%	1,881	5.9%

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 has been consistent in the reporting periods.

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

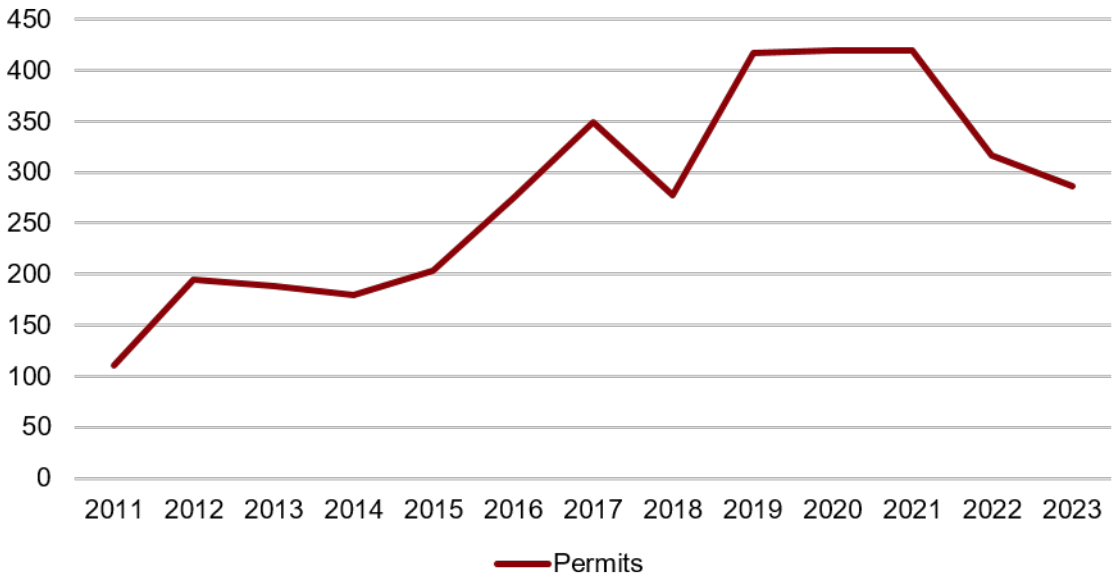
Housing Type

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).

Table 18: Housing Type)

	1990	2000	2010	2019*
Single-Family	12,410	15,240	19,191	20,030
2 to 4 units	2,247	2,480	2,226	2,280
5 to 19 units	3,872	3,834	2,998	4,220
20+ units	2,494	1,828	3,170	2,459
Mobile Homes	2,033	1,832	1,579	1,528
Boat, RV, Van, etc.	190	-	-	-

Graph 8: Single Family Permit Per Year



Housing Value

Graph 9 below on Page 31, provides the housing value by price brackets. Based upon this chart, most 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). In 2021, the median value for the City of St. Charles was $269,200 (34% increase from 2010).

Graph 9: Housing Values

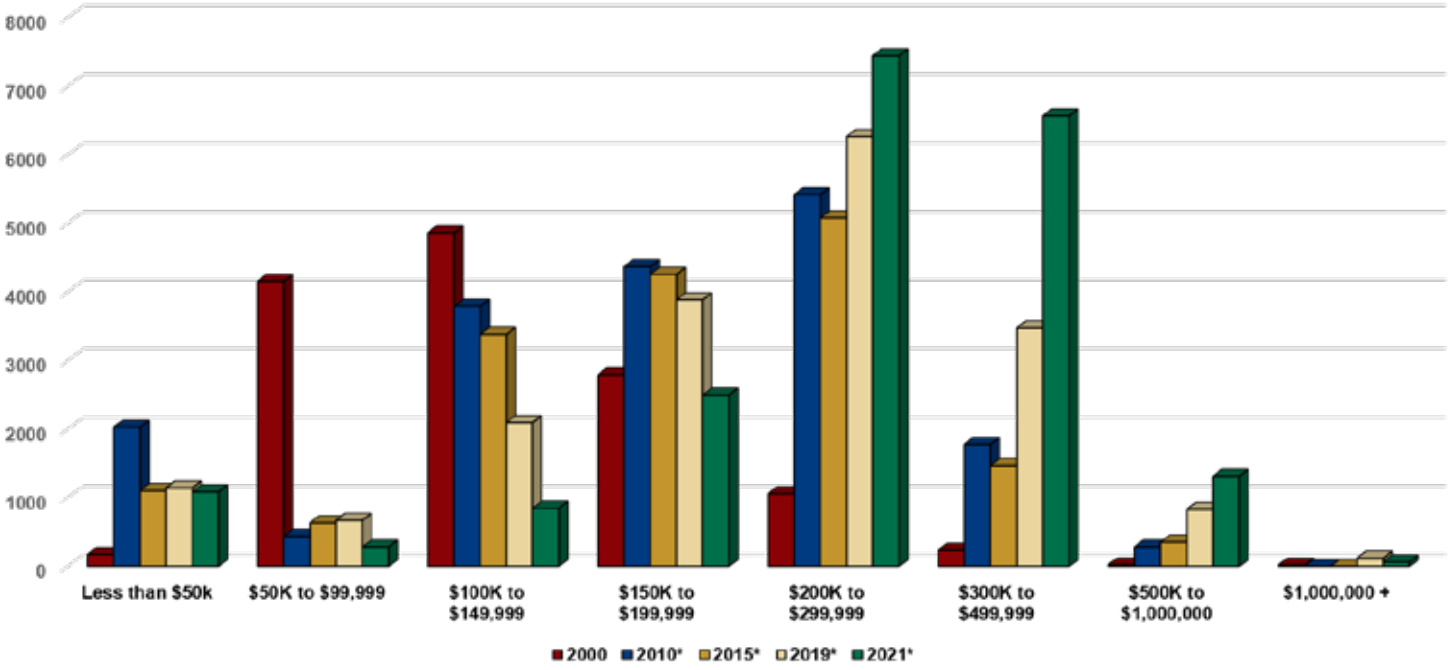


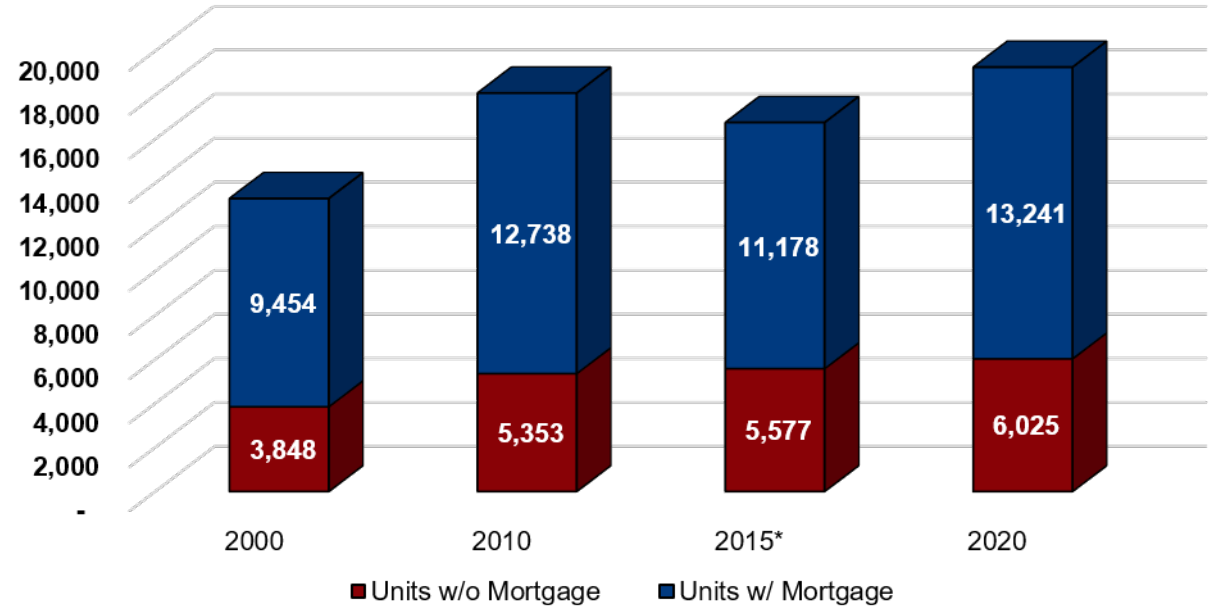
Table 19: Median Housing Value

	1990	2000	2010*	2015*	2019*	2021*
St. Louis County	$ 107,764	$ 116,600	$ 179,300	$ 173,400	$ 198,800	$ 214,297
St. Charles County	$ 109,330	$ 126,200	$ 197,300	$ 188,200	$ 219,100	$ 278,300
St. Charles	*$ 105,677*	*$ 121,300*	*$ 185,300*	*$ 173,700*	*$ 200,400*	*$ 269,200*
St. Peters	$ 112,330	$ 115,100	$ 171,500	$ 167,400	$ 182,200	$ 235,500
O'Fallon	$ 91,717	$ 135,800	$ 206,700	$ 190,900	$ 226,300	$ 281,700
Wentzville	$ 83,759	$ 113,100	$ 207,100	$ 188,100	$ 228,400	$ 297,600
Maryland Heights	$ 105,024	$ 107,900	$ 162,200	$ 151,800	$ 158,800	$ 206,700
Chesterfield	$ 226,226	$ 238,300	$ 347,100	$ 338,900	$ 379,800	$ 452,300

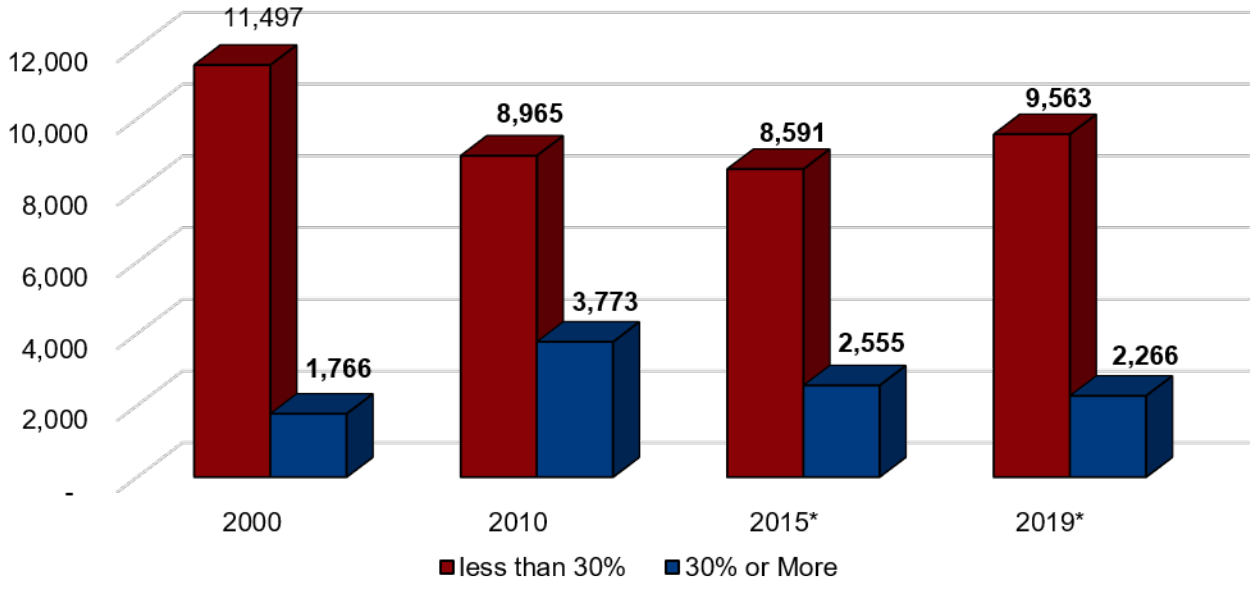
Referencing the total number of Owner-Occupied units within the City of St. Charles (19,378 units), Graph 10, provides information on those units which carry a mortgage versus those owned out-right by the occupant. In 2020, 6,025 units (31% of total Owner-Occupied Units) were mortgage free. Since 2010, this percentage has remained consistent, whereas in 2000, only 24.6% of Owner-Occupied units were mortgage free. Of those carrying mortgages, the 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 consider those incomes of households looking to purchase in what seems to be still an elevated housing value market.

Graph 10: Mortgage Status of Owner



Graph 11: Monthly Cost of Mortgage as a Percent of Income



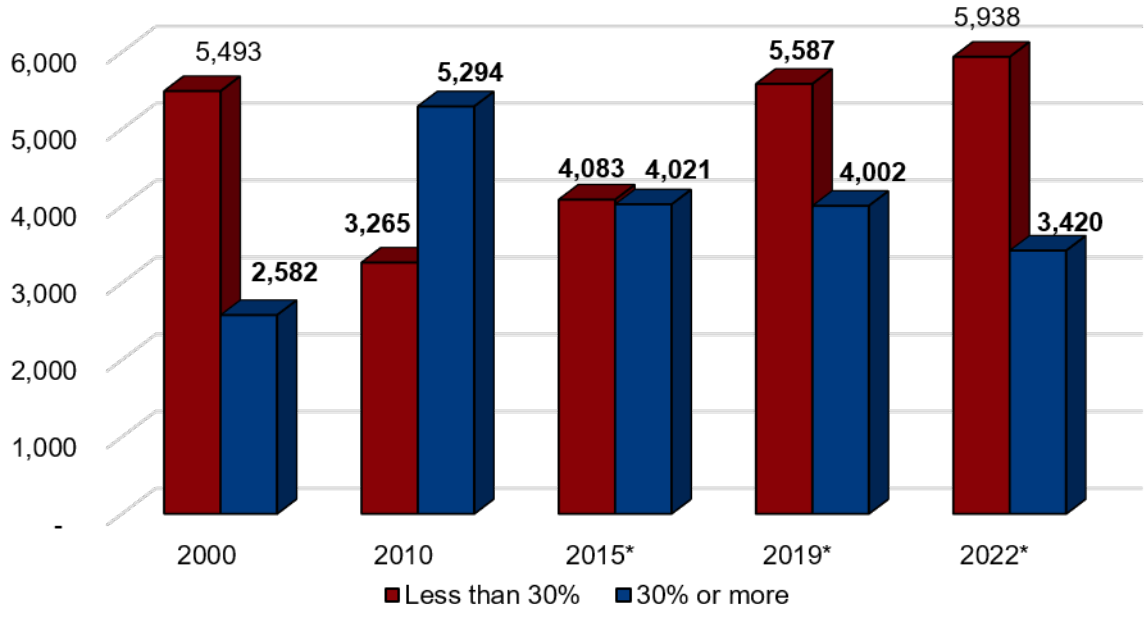
Now let's focus on renters. The below table (Table 20) provides the Median Gross Rent for the City of St. Charles and other area jurisdictions. From viewing the below, the city has seen a steady increase in the Median Gross Rent since 1990 (8% to 15% increase year over year). Overall, an 82% increase when directly comparing 2021 and 1990 values. From review against area jurisdictions, the City of St. Charles is comparable in median gross rent.

Table 20: Median Gross Rent

	1990	2000	2010	2015*	2019*	2021*
St. Louis County	$ 629	$ 601	$ 789	$ 882	$ 965	$ 1,018
St. Charles County	$ 633	$ 624	$ 819	$ 931	$ 1,057	$ 1,140
St. Charles	*$ 604*	*$ 622*	*$ 785*	*$ 852*	*$ 979*	*$ 1,100*
St. Peters	$ 690	$ 639	$ 826	$ 884	$ 1,093	$ 1,055
O'Fallon	$ 620	$ 615	$ 876	$ 986	$ 1,110	$ 1,200
Wentzville	$ 476	$ 454	$ 717	$ 928	$ 942	$ 1,100
Maryland Heights	$ 685	$ 659	$ 771	$ 887	$ 997	$ 1,065
Chesterfield	$ 890	$ 838	$ 946	$ 1,075	$ 1,196	$ 1,443

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 exceeds 30%, meaning more rental units may not be affordable.

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



While this can be viewed as potential affordability issue, it may also be more of a reflection of lower incomes generally rent. From view from 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 Table below (Table 21) which further breaks down gross rent.

Table 21: Gross Rent

Gross Rent	2000	2010	% change	2015 est	% change	2021 est	% Change
< $500	2,489	1,241	-50.1%	763	-38.5%	608	-20.3%
$500-$999	5,392	5,907	9.6%	6,045	2.3%	3,870	-36.0%
$1,000-$1,499	261	939	259.8%	2,054	118.7%	3,572	73.9%
$1,500 or more	50	558	1016.0%	654	17.2%	1,476	125.7%
Median ($)	$ 604	$ 754	24.8%	$ 852	13.0%	$ 1,029	20.8%
Gross Rent % of Income	**2000**	**2010**	**% change**	**2015 est**	**% change**	**2021 est**	**% Change**
<15.0%	1,992	1,098	-44.9%	1,284	16.9%	1,078	-16.0%
15.0%-19.9%	1,535	1,524	-0.7%	1,546	1.4%	2,092	35.3%
20.0%-24.9%	1,214	1,076	-11.4%	1,253	16.4%	1,301	3.8%
25.0%-29.9%	752	1,000	33.0%	1,294	29.4%	1,330	2.8%
30.0%-34.9%	632	732	15.8%	1,095	49.6%	1,064	-2.8%
35.0% or more	1,950	3,123	60.2%	2,926	-6.3%	2,501	-14.5%

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.

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 94 370 364 40 61 170 270 44 55 64

Legend

- Major Roadway Network
- Counties

N W E S

SCALE: NTS

MAP 6
REGIOAL TRANSPORTATION FACILITIES

There is one (1) general aviation airport near 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.

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 (2) of the world's great 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.

The Katy Trail has continued to serve the community as a transportation network for pedestrians. 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 (5) to ten (10) 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 and continues to play a key role, creating two (2) 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 assisted in the production of 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.

ELM POINT IND. & MUELLER RD. INTERSECTION

BOSCHERTOWN ROAD (PHASE 2)

ELM POINT RD. EXTENSION

ELM ST. WIDENING

ELM POINT RD.

ELM POINT IND. DR. ADDITIONAL TURN LANES

HWY 94 & FOX HILL- SIGNALS

TRUMAN RD. RECONSTRUCTION (PHASE 2)

N. FIFTH ST. /LITTLE HILLS ROUNDABOUT

N FIFTH ST. INTERCHANGE CONCEPT

DROSTE AND RUTH INTERSECTION IMPROVEMENTS

TRUMAN ROAD RECONSTRUCTION (PHASE 1)

I-70 & ZUMBEHL RD. TRAFFIC STUDY

I-70 & CAVE SPRINGS TRAFFIC STUDY

W. CLAY RECONSTRUCTION (WHITE GATE TO DUCHESNE)

300 BLOCK OF RANDOLPH

W. CLAY RECONSTRUCTION (DUCHESNE TO 1ST CAP.)

W. CLAY EXTENSION

NORTH FAIRGROUNDS (PHASE 2)

DROSTE EXTENSION

COUNTRY CLUB RD. STREET LIGHTING

I-70 & HWY 94 INTERCHANGE ENHANCEMENTS

SIGNAL AT MCDONOUGH AND 5TH ST.

5TH ST. IMPROVEMENTS FROM AMERISTAR TO 1ST CAP.

1ST CAP. STREET LIGHTING I-70 TO W. CLAY

BOONE'S LICK RECONSTRUCTION

S. MAIN ST. REPAIRS

CONVENTION CENTER BLVD.

S. MAIN ST. SOUTH RECONSTRUCTION

FIFTH ST./ S RIVER RD. CMAQ

MCCLAY & HACKMANN RD.

OLD HWY 94 & MUEGGE RD. RIGHT TURN LANE

STREET LIGHTS ON FRIEDENS RD.

FRIEDENS/ FAIRGROUNDS RD. TRAFFIC SIGNAL

94

370

70

364

Legend

- INTERSECTION IMPROVEMENTS
- ROAD IMPROVEMENTS
- COMPLETED AS OF 2025
- CIP
- CIP (FUTURE CONSIDERATION)
- POTENTIAL CIP PROJECTS

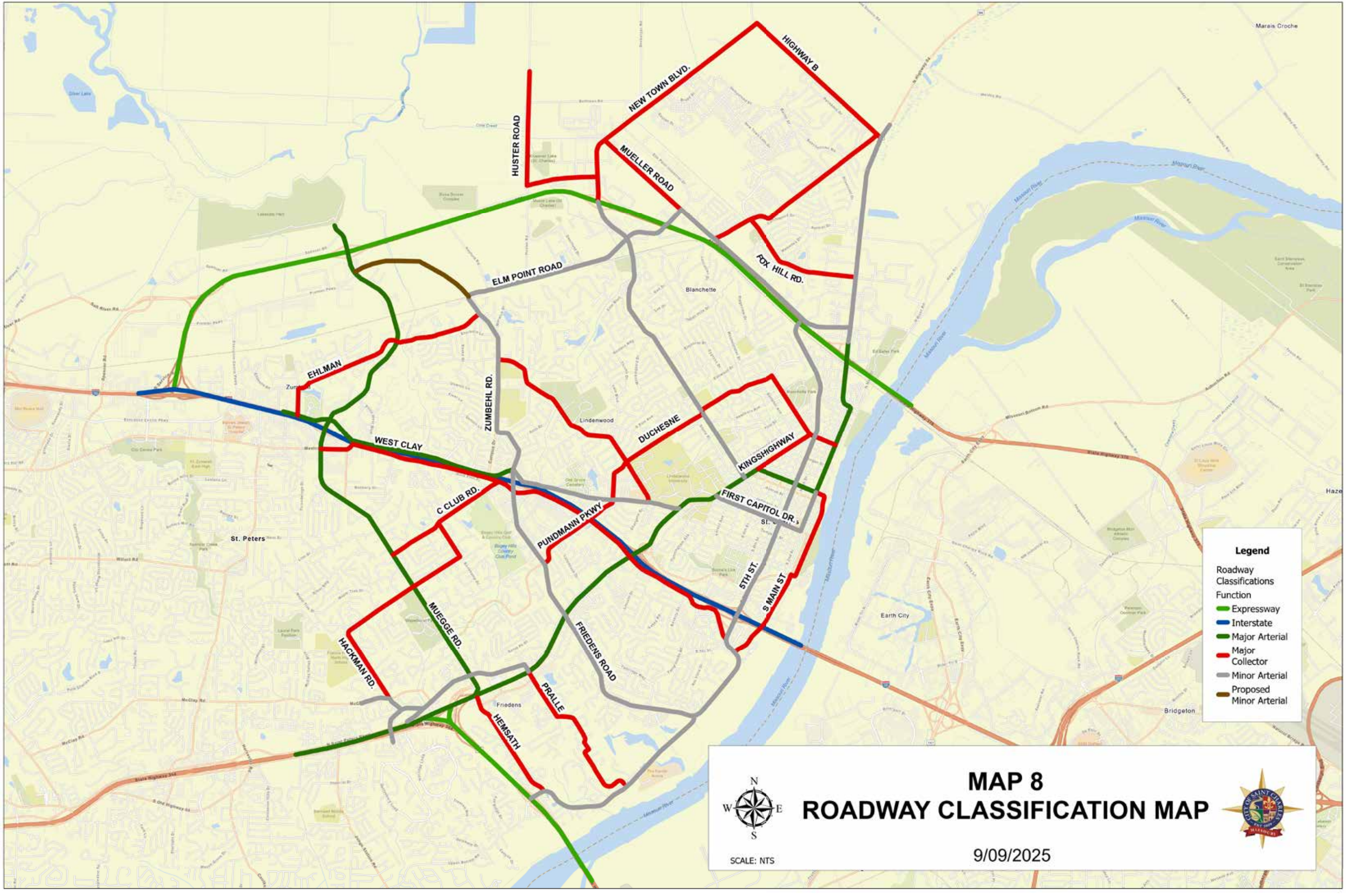
N W E S

SCALE: NTS

MAP 7
PLANNED CITY ROAD PROJECTS

10/13/25

BY: COMM. DEV. GIS DIVISION


HUSTER ROAD
NEW TOWN BLVD.
HIGHWAY B
MUELLER ROAD
FOX HILL RD.
ELM POINT ROAD
Blanchette
EHLMAN
ZUMBEHL RD.
Lindenwood
DUCHESNE
WEST CLAY
KINGSHIGHWAY
FIRST CAPITOL DR.
C CLUB RD.
PUNDMANN PKWY
St. Peters
5TH ST.
S.MAIN ST
MUEGGE RD.
FRIEDENS ROAD
HACKMAN RD.
PRALLE
HEMSATH
Friedens
Earth City
Bridgeton
Marais Croche
Missouri River
Legend
Roadway Classifications
Function
Expressway
Interstate
Major Arterial
Major Collector
Minor Arterial
Proposed Minor Arterial
N
W
E
S
SCALE: NTS
MAP 8
ROADWAY CLASSIFICATION MAP
9/09/2025

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 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.

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, bridging 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 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

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.

The existing conditions of the City of St. Charles includes 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 were 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 were five (5) priorities identified, which are the base of the Master Plan. The 1st priority is to connect to key destinations and address barriers in and near the city. The 2nd is to set infrastructure and land use standards that lead to desirable streets and trails. The 3rd is to communicate and share the safety and health benefits of active transportation. The 4th is strengthening connections to the Katy Trail. The 5th 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.

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 aim to create a more connected, healthy, and accessible St. Charles for years to come.

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 of St. Charles, 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.

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 introduction of 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 been started. This includes the expansion of public parking options. The City has purchased property in Frenchtown and provided new paved parking lots for visitors to 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 also underway, and 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.

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

The City of St. Charles provides several utility services to its residents: Water, Sewer, and Storm Water. In addition, the City also has 3rd party providers which offer additional services to its residents (gas, telephone, internet, etc.). Below is information on all services available via the City of St. Charles.

Water

The City of St. Charles supplies potable water to its residents as well as some non-residents (property not yet annexed). Water is both purchased from the City of St. Louis and is produced via underground aquifers via wells to service the City's residents. Concerning water drawn from underground aquifers, a total of 7 wells (6 vertical and 1 horizontal) is located within the wellfield north and south of Hwy 370. The design capacity of these wells allows for over 15 million gallons per day of potable water. This wellfield is protected via a Wellhead Protection District which restricts land use and incorporates design standards.

Water produced via the wellfield is treated at the City's Elm Point Water Treatment Plan. The water is processed and soften via lime and normal filtration. From there, water produced from the wellfield is treated again via a Granular Activated Carbon (GAC) system. The GAC system was installed in 2023-2024 to filter out any potential pollutants which may be within the wellfield.

In addition to water produced via the wellfield, supplement water is also purchased via St. Louis City on an as needed basis. Storage of water is via above ground and ground mounted tanks at approximately 11 million gallons strategically located around the city. Distribution of that water is via 384 miles of water mains, 353 miles of the total are owned and maintained by the city.

In 2016, the Long Range Water Plan was adopted to drive recommendations for future Capital Improvement Projects (CIP) concerning the City's water resources. This plan is currently being updated; however, it is planned for completion in 2027.

Sewer

The City currently has two (2) sewer treatment facilities:

1. Mississippi River Wate Treatment Plant – Design flow of 9.63 million gallons per day (currently at 55% capacity), and
2. Missouri River Wastewater Treatment Plant – Design flow of 7.54 million gallons per day (current at 57% capacity).

Sewer is serviced with 357 total miles of sanitary lines (322 miles are City owned and maintained). With plenty of capacity and reach, the City can accept additional development.

In 2016, the city adopted the Long Range Sanitary Sewer Plan, which identified and planned for system improvements (costs, schedules, etc.). This plan is currently being reviewed for update.

Stormwater

The City regulates stormwater discharge from any property within its jurisdiction. This is accomplished primarily at the time of development of a property. With the inclusion of storm inlets, manholes, outfalls, underground pipes, the city maintains a total of 190 miles of stormwater infrastructure.

While development is reviewed prior to construction, post construction issues which arise can and are handled by the City. To assist in the funding of such projects, City residents approved “Proposition P” in 2016, which provides a 1/2 cent sales tax that is be split: 2/3’s of the funding going to Storm Water and 1/3 going to the Parks & Recreation Department for outdoor recreational uses. With its passage, a Stormwater Master Plan was adopted in 2017 which identified 24 original projects, which most have been completed. An update to this original plan is slated for 2027 to identify new projects.

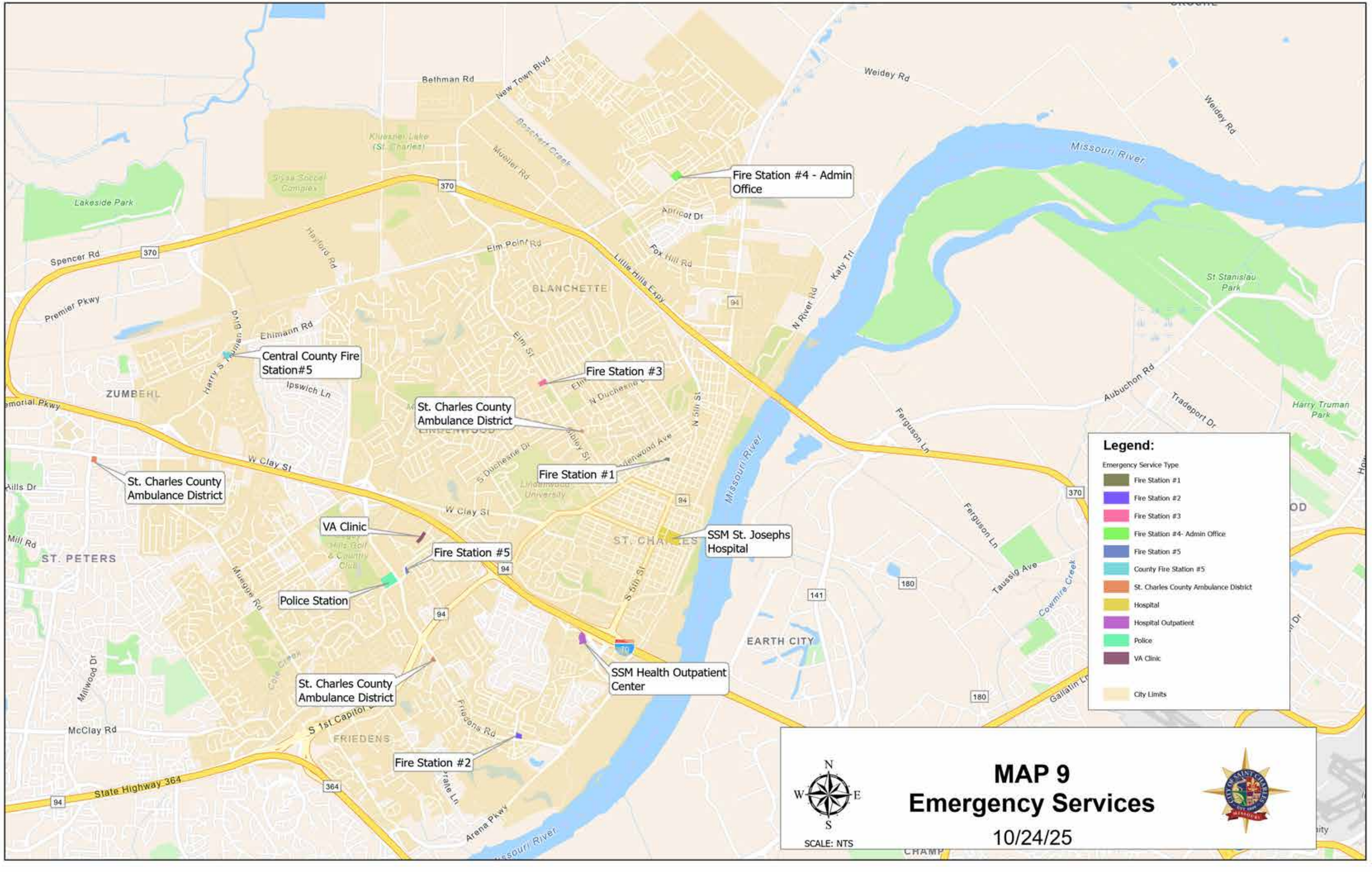
Community Facilities

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.
  - 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.

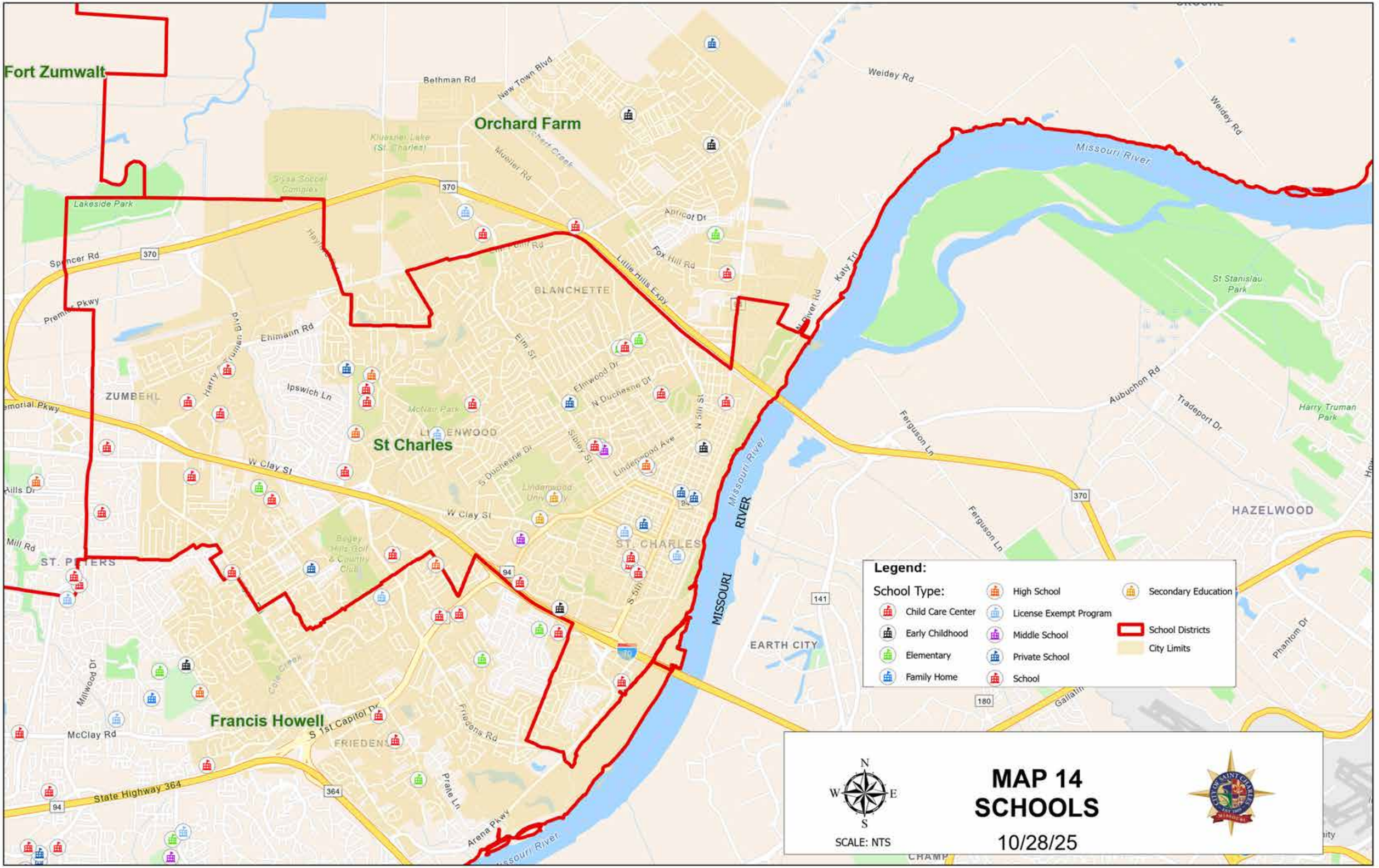
- **Public Safety Services:** St. Charles is served by a coordinated network of public safety agencies that ensure the protection and well-being of residents, businesses, and visitors.
  - Police Department: The City of St. Charles Police Department, headquartered at 1781 Zumbehl Road, provides comprehensive law enforcement services, including crime prevention, investigation, traffic enforcement, and community outreach programs.
  - 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.

  - 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.


Fire Station #4 - Admin Office
Central County Fire Station#5
Fire Station #3
St. Charles County Ambulance District
Fire Station #1
St. Charles County Ambulance District
VA Clinic
Fire Station #5
SSM St. Josephs Hospital
Police Station
SSM Health Outpatient Center
St. Charles County Ambulance District
Fire Station #2
Legend:
Emergency Service Type
Fire Station #1
Fire Station #2
Fire Station #3
Fire Station #4- Admin Office
Fire Station #5
County Fire Station #5
St. Charles County Ambulance District
Hospital
Hospital Outpatient
Police
VA Clinic
City Limits
N
W
E
S
SCALE: NTS
MAP 9
Emergency Services
10/24/25

- **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 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.


Fort Zumwalt
Orchard Farm
St Charles
Francis Howell
BLANCHETTE
ZUMBEHL
LINDENWOOD
ST. CHARLES
ST. PETERS
HAZELWOOD
EARTH CITY
Bethman Rd
New Town Blvd
Weidey Rd
Missouri River
Lakeside Park
Spencer Rd
370
Premier Pkwy
Ehlmann Rd
Harry S Truman Blvd
Ipswich Ln
Mueller Rd
Apricot Dr
Fox Hill Rd
Little Hills Expy
Katy Trl
St Stanislau Park
Elm St
Elmwood Dr
N Duchesne Dr
N 5th St
McNair Park
Aubuchon Rd
Tradeport Dr
Harry Truman Park
Ferguson Ln
W Clay St
S Duchesne Dr
Sibley St
Lindenwood Ave
Lindenwood University
Mill Rd
Millwood Dr
Cole Creek
McClay Rd
S 1st Capitol Dr
FRIEDENS
Friedens Rd
Prairie Ln
State Highway 364
364
94
Arena Pkwy
MISSOURI RIVER
141
180
Gallatin
Phantom Dr
Legend:
School Type:
Child Care Center
Early Childhood
Elementary
Family Home
High School
License Exempt Program
Middle School
Private School
School
Secondary Education
School Districts
City Limits
N
W
E
S
SCALE: NTS
MAP 14
SCHOOLS
10/28/25

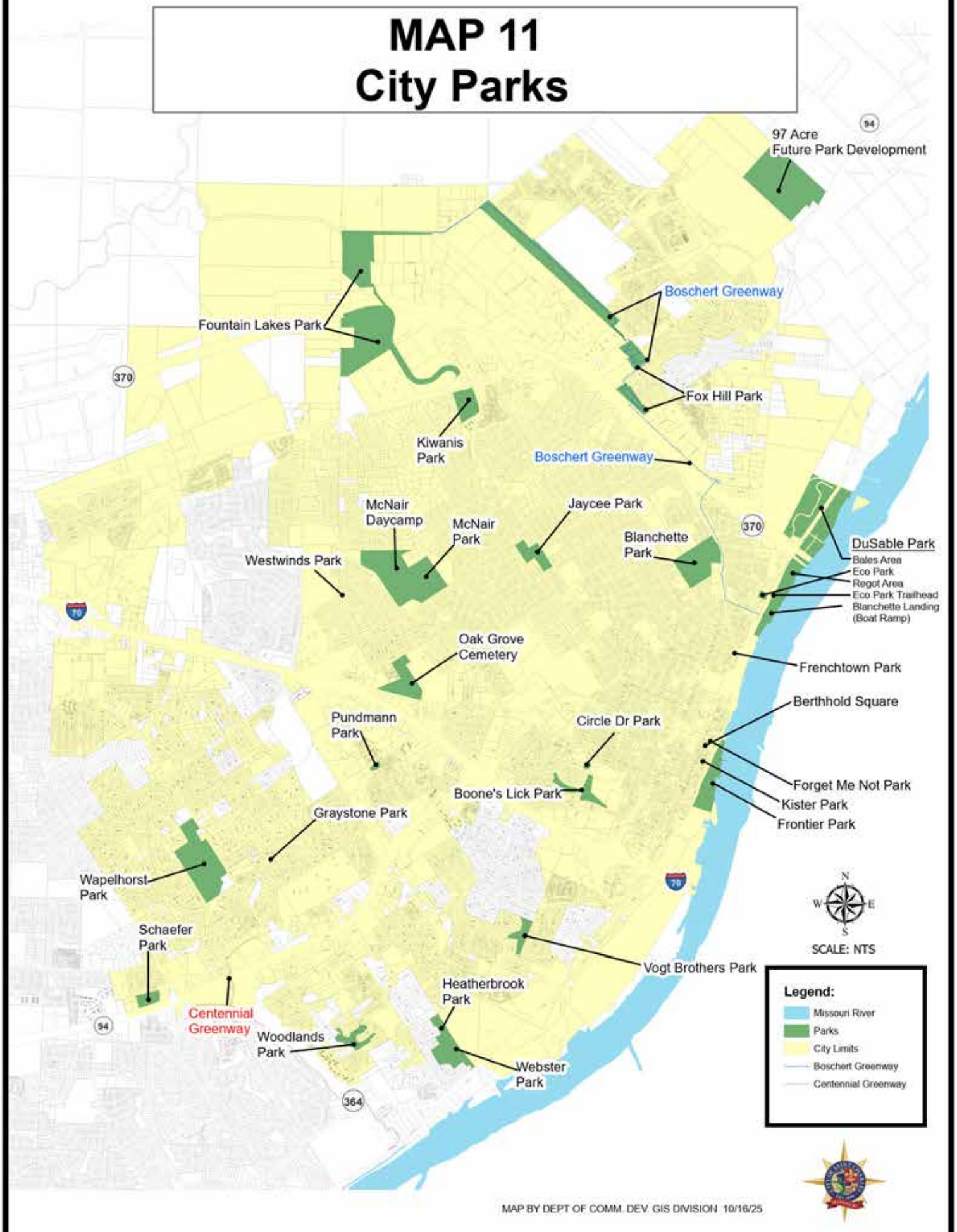
- **Parks and Recreation:** The City maintains an extensive park system managed by the Parks and Recreation Department. The Parks' facilities provide spaces for outdoor activities, sports, and community events. The City's investment in parks supports health, wellness, and community engagement.

The City of St. Charles maintains a total of 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.
- 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.
- 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.
- 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 (4) 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.

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.

MAP 11
City Parks



- **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.
- **Senior Services:** As St. Charles continues to grow and change, the needs of its senior residents remain a vital part of community planning. Nearly 18,000 (25% of total population) of St. Charles residents are age 60 or older, a demographic that may 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.

- **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.

  - 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.

- 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.

- 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.

- 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.

- 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.

- 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.

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.

New Town at St. Charles

Lindenwood Neighborhood Historic District

Commons Neighborhood Historic District

Frenchtown Historic District

Kathryn Linnemann Library

City Hall Complex
New City Hall and Senior Center

Lindenwood University

Foundry Arts Centre

VA Clinic

Govt. Center
(City Hall, County, Jail & County Courts)

Co. Health Dept.

Police Dept.

Historic Main Street

Senior Center

Ameristar Casino

Convention Center

Streets of St. Charles

McClay Library

Riverpointe

Family Arena

Legend:

Name
- Ameristar
- City Hall Complex
- City Hall- Future
- City Hall-Current
- Convention Center
- County Administration
- County Courts
- County Health Dept
- County Jail
- County Offices
- Family Arena
- Foundry Art Center
- Kathryn Linnemann Library
- Lindenwood University
- McClay Library
- Police Station
- Riverpointe
- St Charles County Offices
- St Charles Senior Center
- Streets of St Charles
- VA Clinic
- New Town

Historic District Legend:
- Commons Neighborhood Historic District
- Frenchtown Historic District
- Lindenwood Neighborhood Historic District
- Midtown Neighborhood Historic District
- Saint Charles Historic District

City Limits

N W E S

SCALE: NTS

MAP 12
Areas of Interest

10/22/25

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 (10) 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 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 windshield survey verification. 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 have also identified sub-area plans to be used as a guide for future development within the city. Following are brief descriptions of the land use categories and where in the city they predominate.

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, 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 separated from other land uses.

Single-Family

A single-family home consists of only one (1) 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.

Manufactured Homes

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

- Mobile homes can be found on individual lots, but more are in mobile home parks.
  - Mobile home parks, in essence, allow these units 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 off Elm Point Industrial Road, 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 (2) 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 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.
- 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.
- Recent trends indicate that city residents of all demographics are opting to rent within multi-family residences.

COMMERCIAL AND OFFICE

Commercial and office use 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
  - Much of the commercial development is situated near the intersections of Highway 370 and Highway 94 North and 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 contains a combination of commercial, industrial and residential uses.

[Source of ADT counts: Missouri Department of Transportation]

INDUSTRIAL AND UTILITY USES

Manufacturing and utility plants are the two (2) major land uses identified in this category and occupy 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 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 Foundry complex will house the future City Center Complex, including the new 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 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.

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 a golf course (specifically Bogey Hills), common ground within subdivisions, lots designated to school activities, and areas of future development (notably the Riverpointe Development).

GOVERNMENT/INSTITUTIONAL

Institutional use consists 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 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.

Future Land Use & Activity Centers

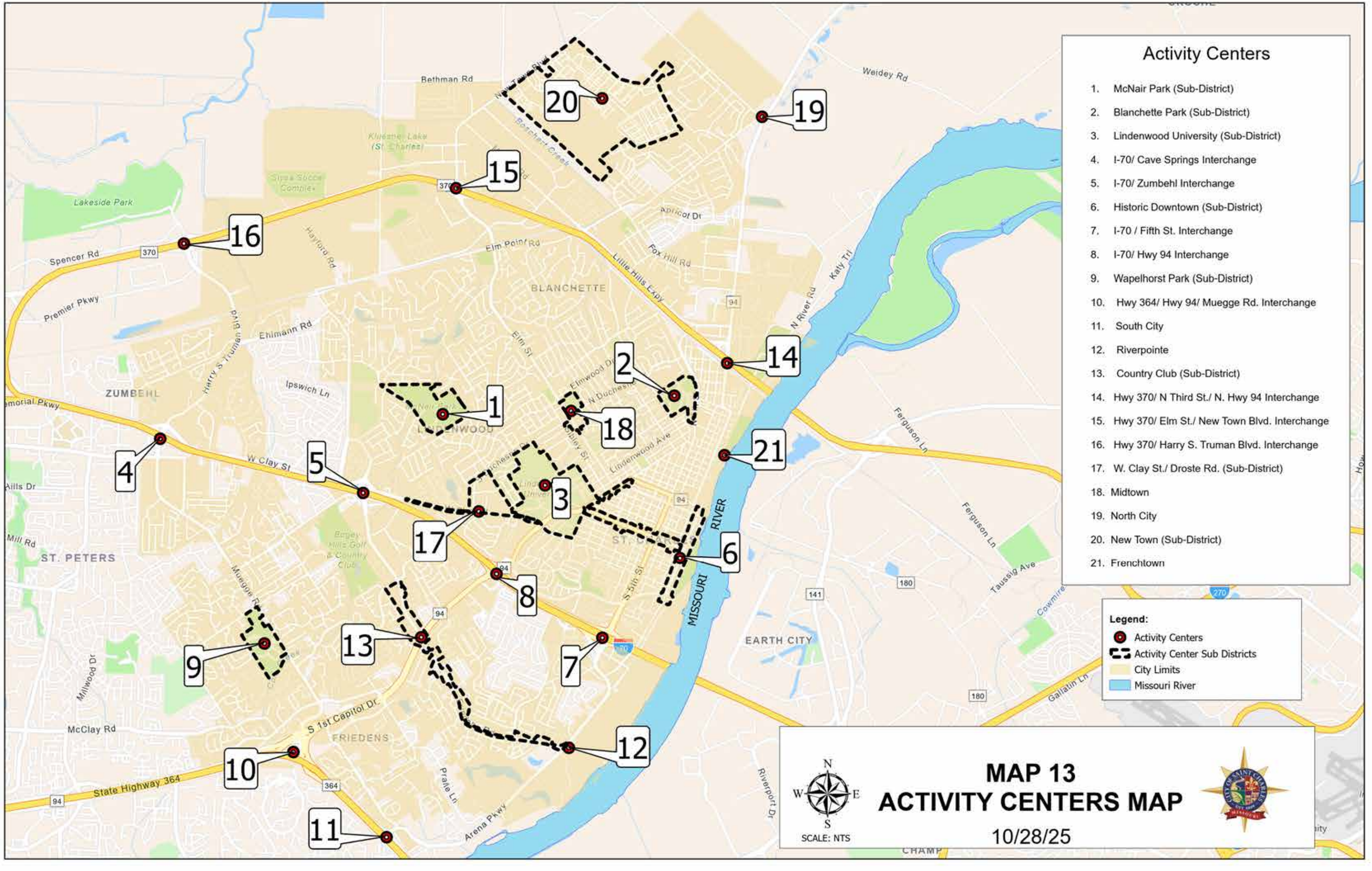
To effectively structure a guide to the future of St. Charles, this 2025 Amendatory Supplement to the Comprehensive Plan identifies twenty-one (21) Activity Centers within the city. Activity Centers are defined as distinct locations of visibility, activity, and traffic – destination points that attract residents and visitors alike because of the shopping, educational, recreational, and cultural opportunities they offer. They help identify and define the community of St. Charles, serving as hubs of civic life and contributing to the city's overall identity and sense of place.

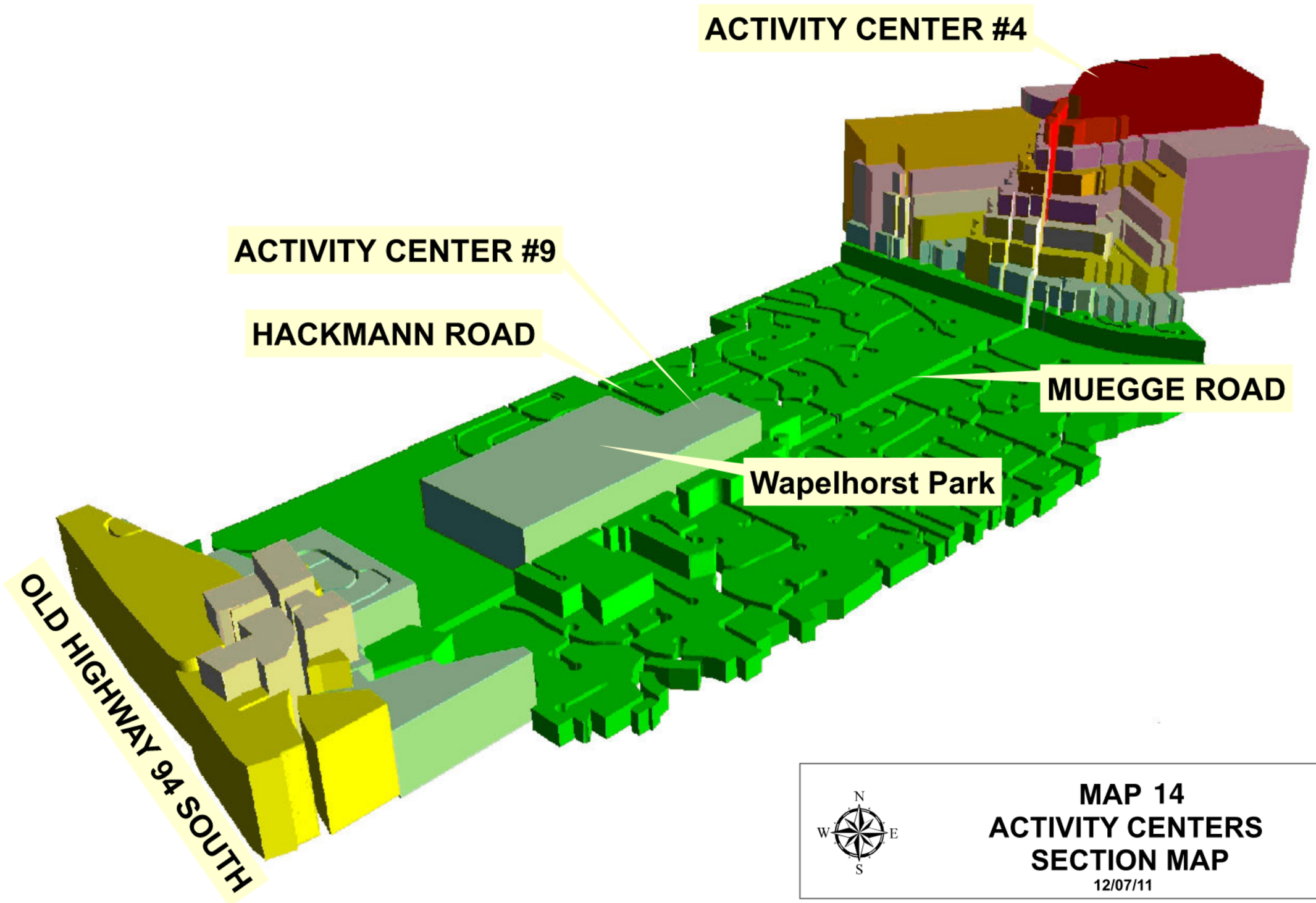
Activity Centers serve and have served the city since 2002 as a planning tool that provides a framework for organizing future growth and development. Their designation is not intended to divide the city but rather to recognize its diversity and variety of land uses and physical characteristics. The Activity 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.

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
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:
Activity Centers
Activity Center Sub Districts
City Limits
Missouri River
MAP 13
ACTIVITY CENTERS MAP
10/28/25
SCALE: NTS
Bethman Rd
Weidey Rd
Lakeside Park
Spencer Rd
Premier Pkwy
Elm Point Rd
Fox Hill Rd
Lillie Hills Expy
BLANCHETTE
Ehlmann Rd
Harry S Truman Blvd
ZUMBEHL
Ipswich Ln
LINDENWOOD
W Clay St
Mill Rd
ST. PETERS
Muegge Rd
Millwood Dr
McClay Rd
S 1st Capitol Dr
FRIEDENS
State Highway 364
Prairie Ln
Arena Pkwy
Lindenwood Ave
S 5th St
MISSOURI RIVER
EARTH CITY
N River Rd
Katy Trl
Ferguson Ln
Tausig Ave
Gallatin Ln
Riverport Dr
CHAMP



N
W E
S

MAP 14
ACTIVITY CENTERS
SECTION MAP

12/07/11

Community Development

ACTIVITY CENTERS

The Activity Centers identified by this Plan were named for the predominant physical or geographic characteristics of each. While corridors (typically highways and arterial streets) 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 or node of development.

To better define these unique areas, the city is introducing the concept of polygon-based Sub-Districts with this amendment. These dashed polygons, shown on the Activity Centers Map, expand an Activity Center "beyond the dot" to more accurately reflect the extent of established core activity and the transition to surrounding lower-density development. This approach allows higher-intensity land uses to be more clearly identified within appropriate areas while maintaining compatibility with adjacent neighborhoods.

While corridors continue to provide a connective framework between Activity Centers across the city, the Sub-District polygons act as a visual reference for understanding how activity levels change within some of the more unique centers. By incorporating both traditional Activity Centers and these new Sub-Districts into the Activity Centers Map, the city hopes to provide a clearer framework for growth that reflects the community's evolving development patterns. The Activity Centers/Sub-Districts and a general description of each are as follows:

1. **MCNAIR PARK:** McNair Park on Droste Road in the City's center.
   - Sub-District: While McNair Park is a focal point for its immediate neighborhoods, this Activity Center is not a commercial node. Area development patterns are residential in nature, primarily detached single-family, with some two-family and multi-family in the area.
2. **BLANCHETTE PARK:** Blanchette Park on Randolph Street on the City's northwest side.
   - Sub-District: Much like McNair Park, Blanchette Park (while a focal point for the area) is located within a neighborhood atmosphere (predominantly detached single-family with some multi-family south of the park).
3. **LINDENWOOD UNIVERSITY:** Lindenwood University campus and 1st Capitol/Hwy 94 south to include University Commons.
   - Subdistrict: Lindenwood University is an important focal point of the city as well as strategically located near the center of the city and at the intersection of major road network (1st Capitol Drive, West Clay Street & Kingshighway Street). Due to this strategic location, it is also ideal for more dense development. While the area does and can support dense development, as you move away from the node, residential patterns quickly emerge, with these being established and some historic neighborhoods.
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:** 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.
   - Sub-District: This is the traditional core of the city, which incorporates the City's downtown. Commercial activity is concentrated along the primary corridor streets listed above, reflecting the city's historic development patterns, while higher-density residential uses are situated on the streets branching off these main thoroughfares. This Sub-District supports a walkable environment where the intensity of activity gradually diminishes as it moves from the commercial corridors toward surrounding neighborhoods, maintaining the character and scale of the historic downtown while also allowing for redevelopment or higher-intensity infill in areas outside of the Sub-District's main corridors, incorporating an appropriate mix of uses and respecting the historic character.
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:** Wapelhorst Park on Muegge Rd on the City's southwest side.
   - Sub-District: Like the other parks of the city, this park is located within a predominant residential area consisting of multiple neighborhoods. While located at the intersection of two (2) major roadways (Muegge Road and Hackman Road), this area is void of commercial activity.
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:** Zumbehl Rd north to Graystone Dr and Friedens Rd south to Arena Pkwy/S River Road.
   - Sub-District: This Sub-District offers two (2) areas: North and South of Hwy 94. The area north of the intersection of Hwy 94, commercial activity has been limited to the frontage of Zumbehl Rd due to existing residential development. South of Hwy 94 along Friedens Rd, a more distinguished node emerged via industrial and commercial activities. As you move south of this established node, residential uses take charge until terminating at Activity Center #12 along S. River Rd.
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.
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:** 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.
    - Sub-District: West of Lindenwood University (Activity Center #3), this established commercial node represents a large area of older commercial development. Referred internally as the Grey Triangle, this area represents an opportunity for redevelopment.
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.
    - Sub-District: This area represents a very traditional neighborhood commercial node, with commercial uses (neighborhood grocery store, strip center and library branch) adjacent to the intersection of Elm Street and South Duchesne Drive/Hawthorne Avenue and quickly transitioning to single-family residential (mostly detached).
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).
    - Sub-District: Essentially the limit of the Sub-District is the boundary of the New Town at St. Charles development. This unique development incorporates its own downtown and commercial node areas within the development. While commercial uses do occur within, outside of the Sub-District is medium to low density residential and farm ground. Additional development is anticipated in this area; however, the city is seeking an additional study for this area (Northern Growth area) to better plan for utility, transportation and land use expansions.
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 the Frenchtown Great Streets Plan for additional details).

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 and should be consulted for development.

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 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 guide 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 on 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).

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 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 the North 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 area represents the most logical expansion of the City's boundaries moving forward.

Northern Growth
(Future Area)

Frenchtown Great
Streets

Kingshighway & First Capitol

Arena Parkway/
Page Planning Area

Legend:

Name

- ARENA PKWY/ PAGE PLANNING DISTRICT
- FRENCHTOWN GREAT STREETS
- KINGSHIGHWAY AND FIRST CAPITOL
- NORTHERN GROWTH (FUTURE AREA)

City Limits

MAP 15
Sub-Area Plans Of Record Map

SCALE: NTS

10/27/25

GOALS/ACTION ITEMS

City of St. Charles Comprehensive Plan 2002
Update 2026

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

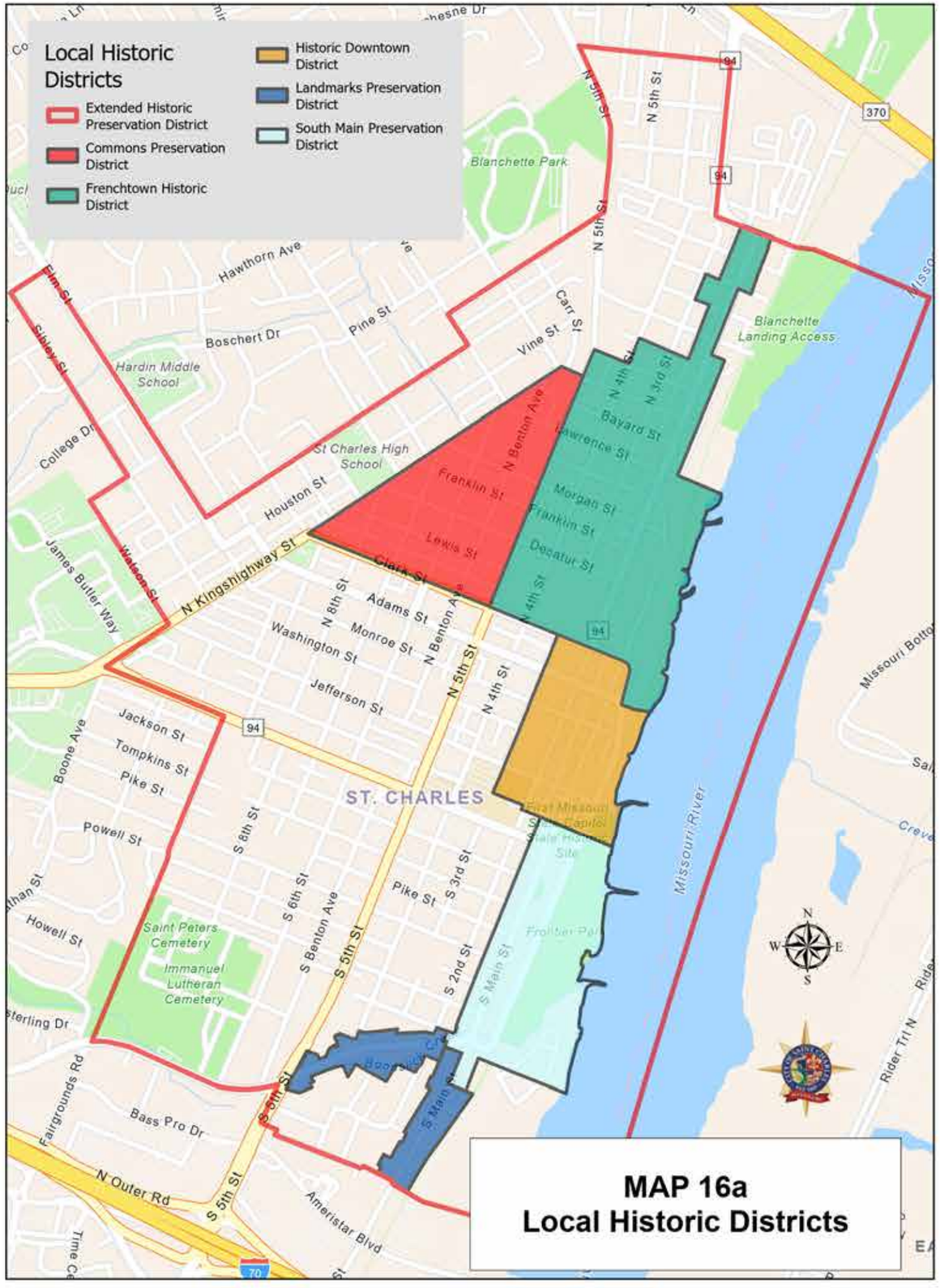
A. INTRODUCTION

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.

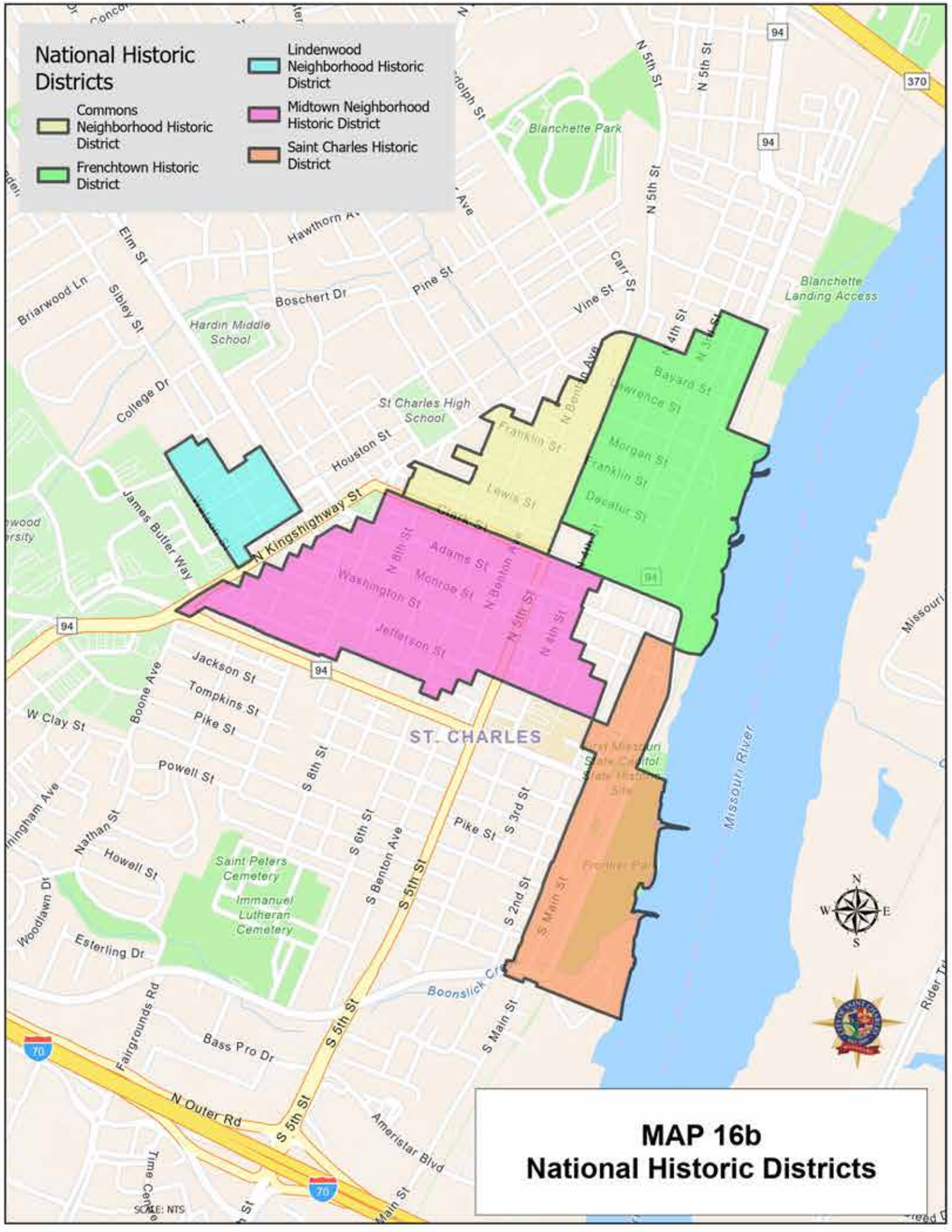
This comprehensive plan recognizes the historical heritage of St. Charles. It identifies that heritage as one of three (3) principles upon which the future of the community rests. Since 2002, St. Charles has taken many significant steps to protect, preserve and enhance its historical heritage. This comprehensive 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 2026: 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 many 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 its historical heritage in the future, it must take care to ensure that the existing historic districts continue to prosper and flourish. Toward that end, this comprehensive plan recommends the following actions.



MAP 16a
Local Historic Districts



MAP 16b
National Historic Districts

SCALE: NTS

1. **Review the boundaries of the existing historic preservation districts and evaluate whether any adjustments are needed (Status 2026: 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 years the City has been awarded Historic Preservation Fund Grants by the Missouri SHPO and the National Park Service to complete historic and architectural surveys of the St. Charles Mid-Town and Commons Neighborhoods. While these areas of the previously identified Extended Historic Preservation District have been added, the Extended District remains a very large area and its boundaries need 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 2026: 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 2026: On-going).**

City Staff has met with various neighborhood organizations over the years 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 2026: On-going).**

Staff consistently review 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 2026: 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 2026: Complete and On-going).**

In 2004, the city adopted the Riverfront Concept Plan. This plan reviewed and identified several strategies for 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 2026: 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 2026: 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 currently.

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 2026: Not Yet Implemented)**

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 2026: 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, provides 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 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 supports continuation. Toward that end, this comprehensive plan recommends the following actions.

1. **Use the City newsletter to explain and promote historic preservation (Status 2026: 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.

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 2026: 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 2026: Amended)**

The city is no longer pursuing programming on the City's local 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 2026: Partial Completion).**

Signage has been provided in all historic districts (markers, wayfinding, banners, etc.). The St. Charles Convention and Visitor's Bureau continue 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 with tourists.

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 2026: 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 installing a new welcome sign on 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 tourists.

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 2026: On-going).**

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 2026: Complete).**

The City's website is updated regularly for accurate information including information about 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 2026: 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.

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 experienced 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.

K. Goal: Adopt policies that foster a wide variety of housing types and affordability to meet the needs of a diverse population.

L. Goal: Assure that public infrastructure is provided to meet the City's future needs in terms of both new development and redevelopment.

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 act now to ensure 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 2026: ON-GOING).

In the Land Use Section, this comprehensive plan identifies twenty-one (21) activity centers in the City of St. Charles (see Map 13). 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. 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 based on 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 the Land Use Section as the foundation of a plan that evaluates proposed new land uses based on their proximity to an activity center, rather than on a site-specific map (Status 2026: 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 2026: 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 2026: 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 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 2026: 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 with 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 2026: 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 2026: 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 them 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 in other districts into the future.

7. **<u>NEW ACTION:</u> 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.**

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 of a new appropriate standard.

8. **<u>NEW ACTION:</u> 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 streetscape, 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. **<u>NEW ACTION:</u> 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 the 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 2026: 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 2026: 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 2026: 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 2026: 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 redevelopment.

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 2026: 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 ensure 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 in as efficient and environmentally friendly a manner as possible. Toward that end, this comprehensive plan recommends the following actions.

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 2026: 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 2026: 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 2026: 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 2026: On-going and implemented as practical).**

Most, if not all 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. 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 2026: 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 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.

6. **Extend certain streets to create a smoother flow of traffic through, within and around the city, as well as open new areas for development and redevelopment (Status 2026: 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 2026: 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 2026: 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 2026: 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 2026: 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 2026: 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 2026: 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 2026: 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 2026: 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 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, bookstores, art galleries, and performing arts facilities (Status 2026: 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 2026: On-going).**

   The Riverfront Plan 2004 identifies many uses and amenities that would provide opportunities for visitors to engage in 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 2026: 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 one 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 2026: 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 2026: 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 2026: 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 2026: 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.

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 2026: 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 2026: 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 2026: 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 2026: 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 deserve 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.

1. **Use the forthcoming economic enhancement study of the Frenchtown neighborhood as the basis for a redevelopment plan for that area (Status 2026: 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 a 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 2026: On-going).**

   This action plan was established prior to the construction/completion of the University Commons but it 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 2026: 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 need 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 2026: On-going).**

The city has utilized all 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 2026: ON-GOING).

Economic vitality depends at least in part on the 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 given that business and government will not always agree on every issue, that there will at times be honest differences in 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 2026: 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 2026: 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 2026: On-going).**

The mayor has initiated several 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 2026: 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 public health and safety and the natural environment, while at the same 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 reviews 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 2026: 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 2026: 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 2026: 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 are constantly evaluating our development ordinance to ensure up-to-date codes for implementation.

4. **Adopt design guidelines for the Extended Historic Preservation District (Status 2026: On-going).**

While created and adopted in 1988, these standards have not been amended since their inception. Staff are constantly reviewing all historic preservation to ensure compliance with current standards.

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 2026: 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) full-time officers. These officers maintain proper credentials and attend training 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 2026: On-going).**

Staff are constantly updating and reviewing our development codes to stay up-to-date and progressive.

7. **<u>NEW ACTION:</u> 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 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 2026: 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 to be 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 vacancies 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 ensure 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.

1. **Adopt a proactive 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 2026: On-going).**

   The City's economic development team is active on all vacant property and will continue to do so.

2. **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 2026: On-going).**

   The city has utilized all 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.

3. **Consider the expanded use of neighborhood plans, specialized plans or corridor plans to focus redevelopment efforts on geographic areas of the city (Status 2026: 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 2026: 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 proactive 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 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 2026: On-going).**

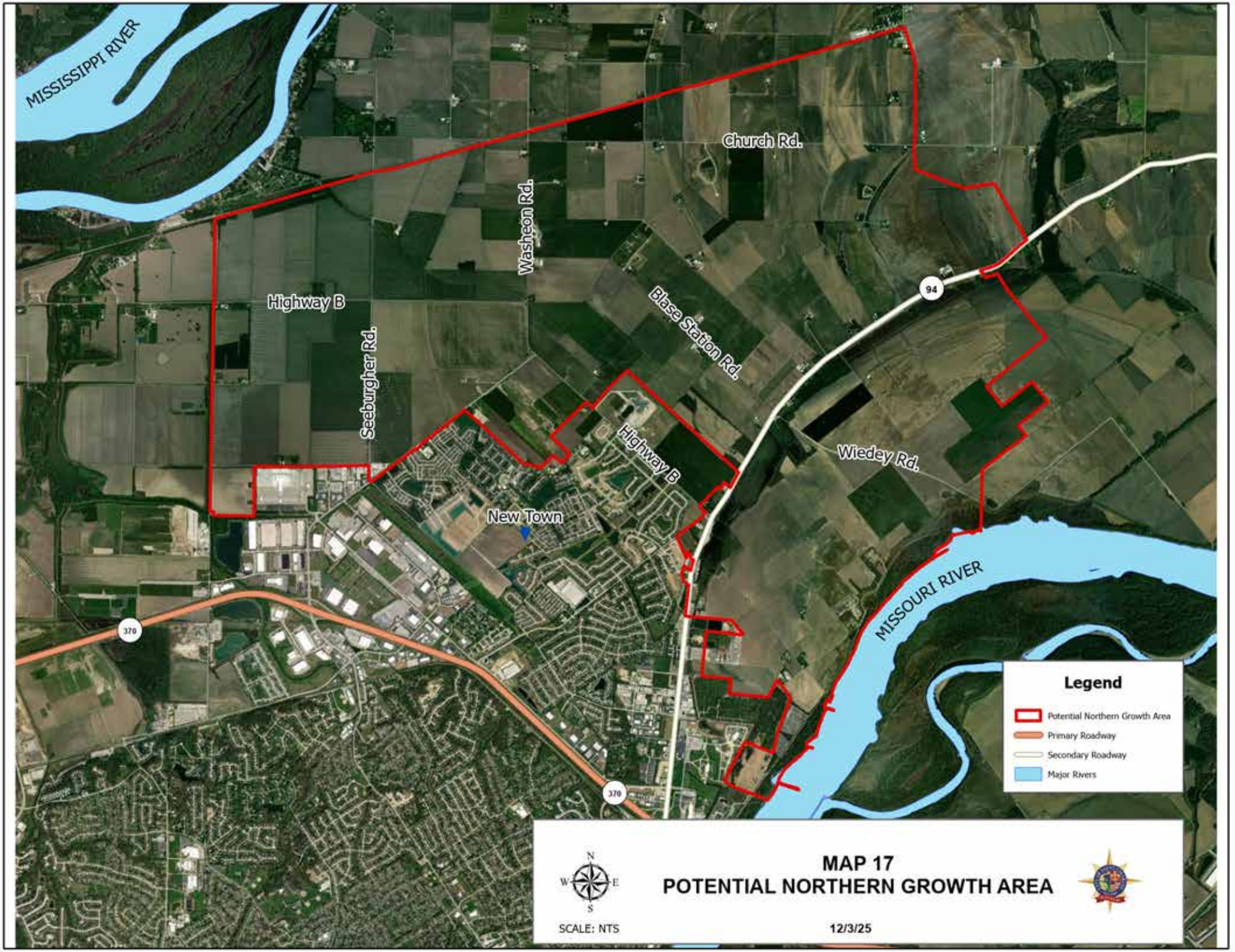
   The city is constantly evaluating the best way to close these pockets of the city. Staff will continue to pursue active annexation programs and will continue to review State law to ensure speedy closure of these gaps.

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 2026: 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 2026: On-going).**

   City staff are 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.


MISSISSIPPI RIVER
Church Rd.
Washeon Rd.
Highway B
Seeburgher Rd.
Blase Station Rd.
94
Highway B
Wiedey Rd.
New Town
MISSOURI RIVER
370
370
Legend
Potential Northern Growth Area
Primary Roadway
Secondary Roadway
Major Rivers
N
W
E
S
SCALE: NTS
MAP 17
POTENTIAL NORTHERN GROWTH AREA
12/3/25

K. GOAL: ADOPT POLICIES THAT FOSTER A WIDE VARIETY OF HOUSING TYPES AND AFFORDABILITY TO MEET THE NEEDS OF A DIVERSE POPULATION (STATUS 2026: 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. 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 2026: 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 2026: 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 2026: 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 2026: 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 2026: ON-GOING).

If the City's economy is to grow and flourish, it must be supported by 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 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 ensure 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 to 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 2026: 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 2026: On-going).**

The Department of Public Works has been utilizing Enterprise Asset Management software working off the City's GIS database. This system is used to track routine maintenance and needs 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.**

5. **<u>NEW ACTION:</u> 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.

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 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

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 2026: 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 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 2026: 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 2026: On-going).**

   The Tree Preservation Ordinance was last updated in 2003. However, staff are 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 have provided flexibility for development while also still adhering to overall goals of the program.

3. **Become a "Tree City USA" (Status 2026: 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 2026: On-going).**

   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 2026: 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 2026: 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 2026: On-going).

The Public Works Dept. has an Adopt-a-roadway program and hosts 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 2026: 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 2026: Amended and On-going).

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 2026: 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 2026: On-going).

The Public Works Department continuously looks for locations and opportunities throughout the city which need streetlight improvements to enhance the safety and appearance of any area. Many of the mid-20th century subdivisions lack streetlights 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 A VARIETY OF COMMUNITY ACTIVITIES (STATUS 2026: 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 2026: 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 buildings beginning to come on-board in late 2026 early 2027.

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 2026: 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 2026: 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 2026: 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 to be visible and accessible to visitors to the City of St. Charles (Status 2026: 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 2026: Amended and On-going).**

Throughout the years, the Convention and Visitor's Bureau have 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.

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 2026: 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 has become 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 2026: Complete).

In 2005, the City of St. Charles Parks Department completed a master plan for Webster/ Heatherbrook Park located just off 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 2026: On-going).

a. Create a system of bicycle/pedestrian trails and paths throughout the city connecting parks, activity centers and the Katy Trail (Status 2026: 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 2026: 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.

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 2026: 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 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 2026: 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 paver program where citizens can donate funds for either item or 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 2026: 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 2026: 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 2026: Partial Completion).**

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 2026: 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 2026: On-going).**

While a commission was not created, a department was expanded to serve this role (Media/Special Events).

2. **Encourage and provide alternative activities in city parks now utilized exclusively for sports, such as concerts and art exhibitions (Status 2026: 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 (200) anniversaries of the city's incorporation in 1809 (Status 2026: Completed).**

4. **Solicit the sponsorship of city festivals and celebrations by the community's major institutions and businesses (Status 2026: 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 2026: 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 2026: 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 2026: 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 2026: 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 are 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 2026: 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 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 2026: Amended and On-going).**

   City staff attempt 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. Using the city's mapping system (GIS), staff can quickly create mailing lists for areas as large as an entire ward 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 frequently) town hall planning meetings in each ward of the city (Status 2026: 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 2026: 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 2026: 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 2026: 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 2026: 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.

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, Skateboard 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 to bring visitors and residents to other areas of the city; however, after reviewing each objective it was determined that many 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 draw 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 timelier 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 regarding 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 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.

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 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 following items are main points:

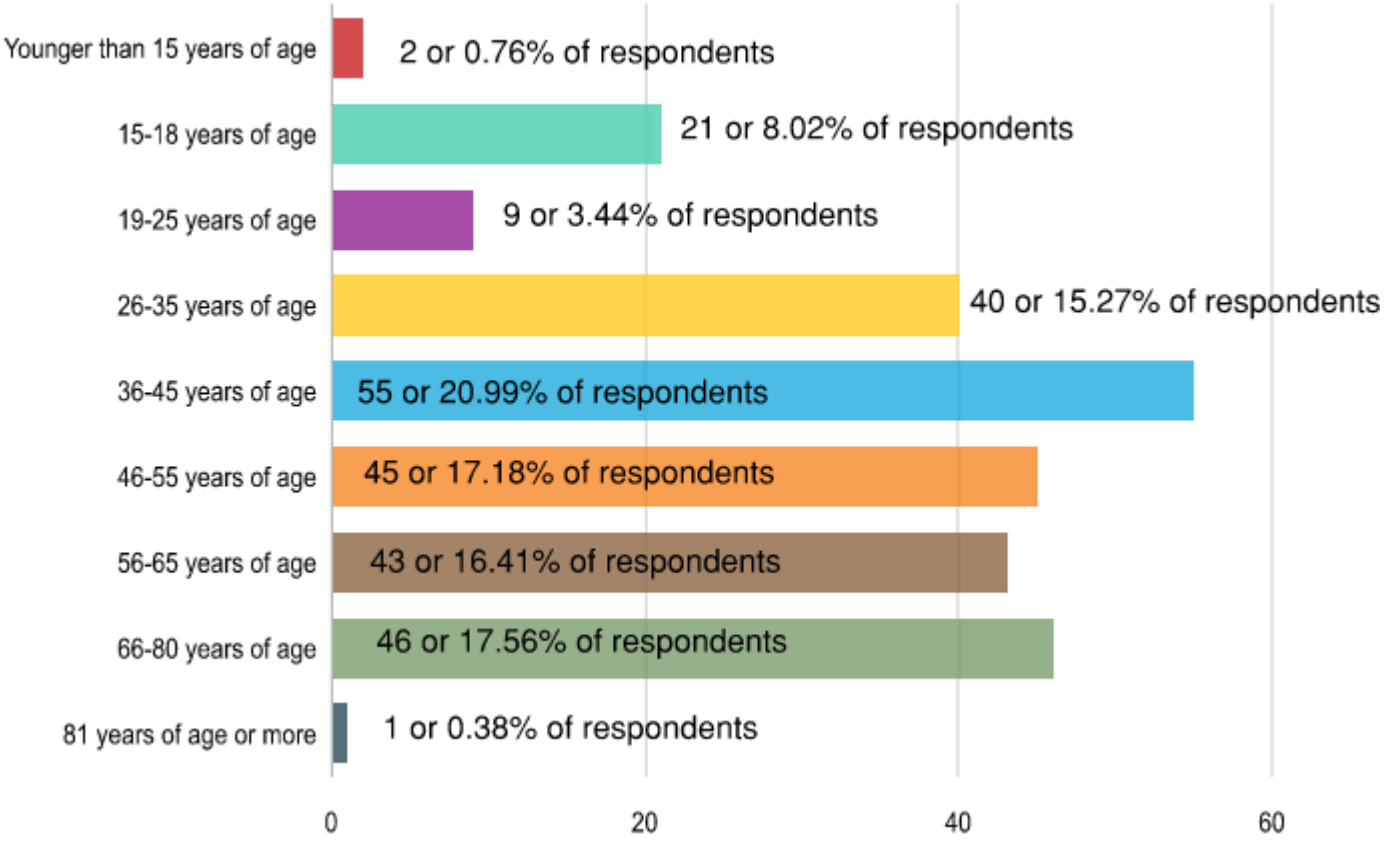
- 88% indicated that St. Charles had a "Good/Excellent" quality of life.
- Top reason of respondents on why they choose to live in St. Charles was its "location".
- Of those employed, 67% work outside of the City of St. Charles.
- Respondents were given the option to rank 6 objectives (1-6, 1 being most 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 are 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.

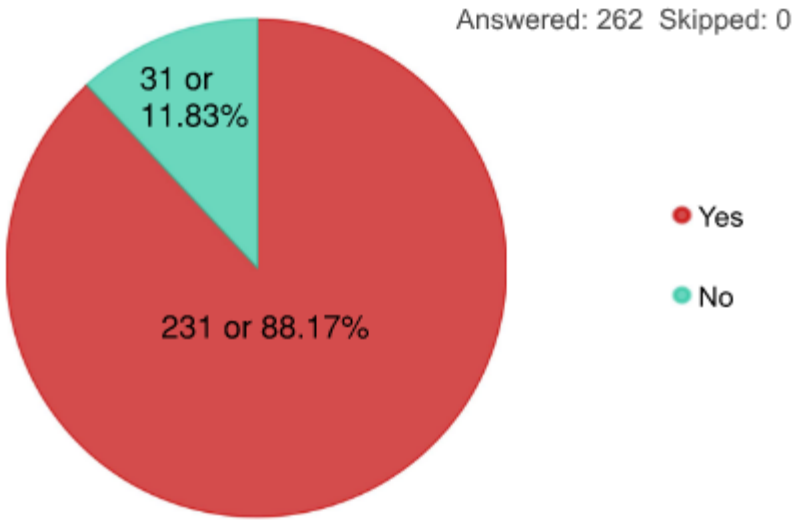
SURVEY QUESTIONS/ANALYSIS

1. What age bracket are you within?



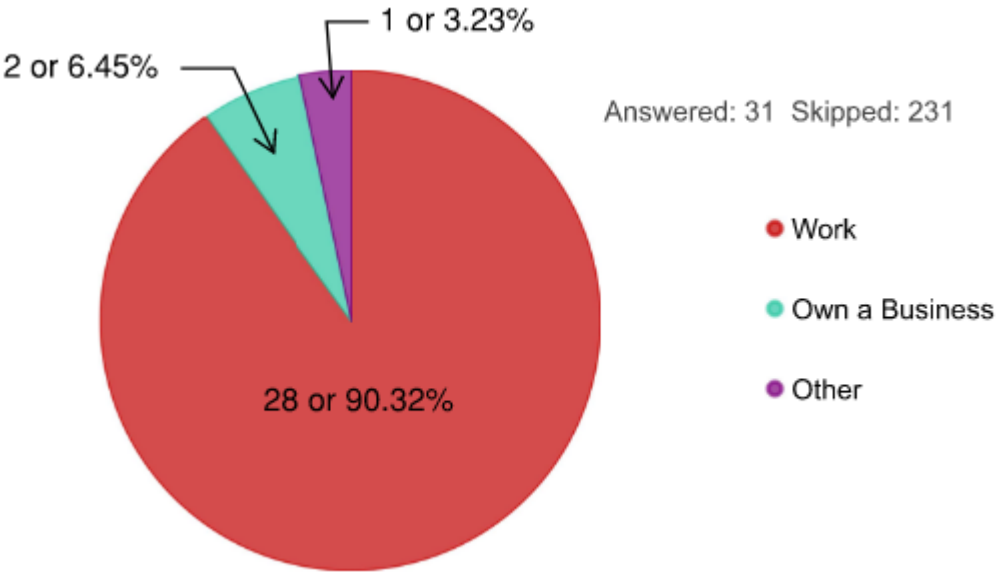
- Required Question
- 262 people out of 71,190 population (2022 estimate) – 0.36% response rate.
  - Low for total population; however, not surprising based upon advertisement mostly digitally/word-of-mouth.
- 36-45 year bracket was largest response bracket (21% of total).
- Of respondents, most were 26-80 years of age (87.4% of total).
- The 15-35 year bracket made up 26.7% of responses (70 of 262).

2. Are you a resident of the City of St. Charles?



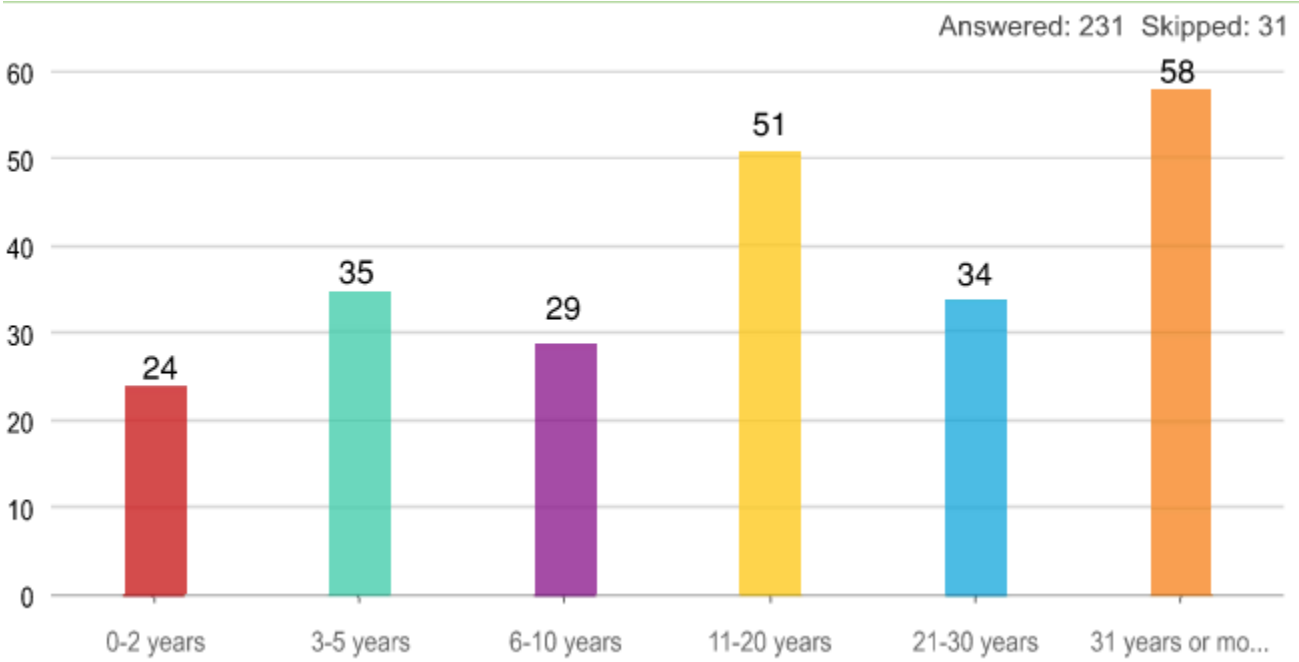
- Required Question
- Not a surprising response rate; however, was advertised to non-residents as well (business owners, outside residents, etc.).

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?).

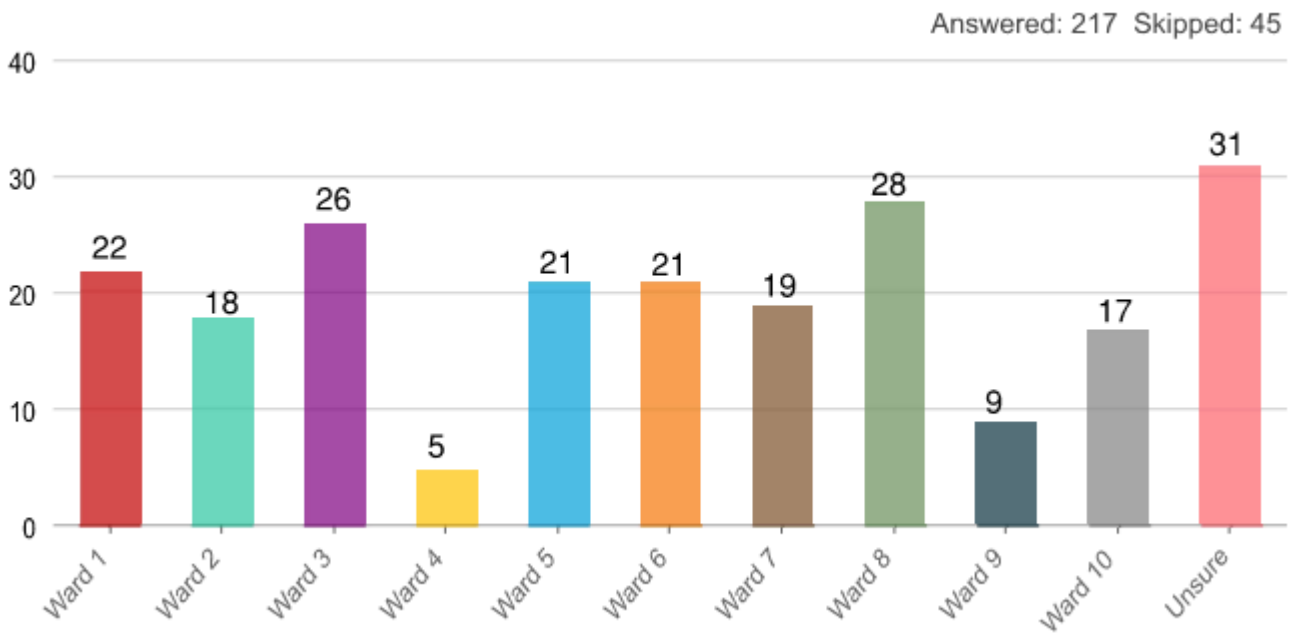
4. How long have you lived within the City of St. Charles?



- 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 consider residence years within current home.
- Indicate low import of new residents versus existing.
- Potentially backs up an aging population of St. Charles.

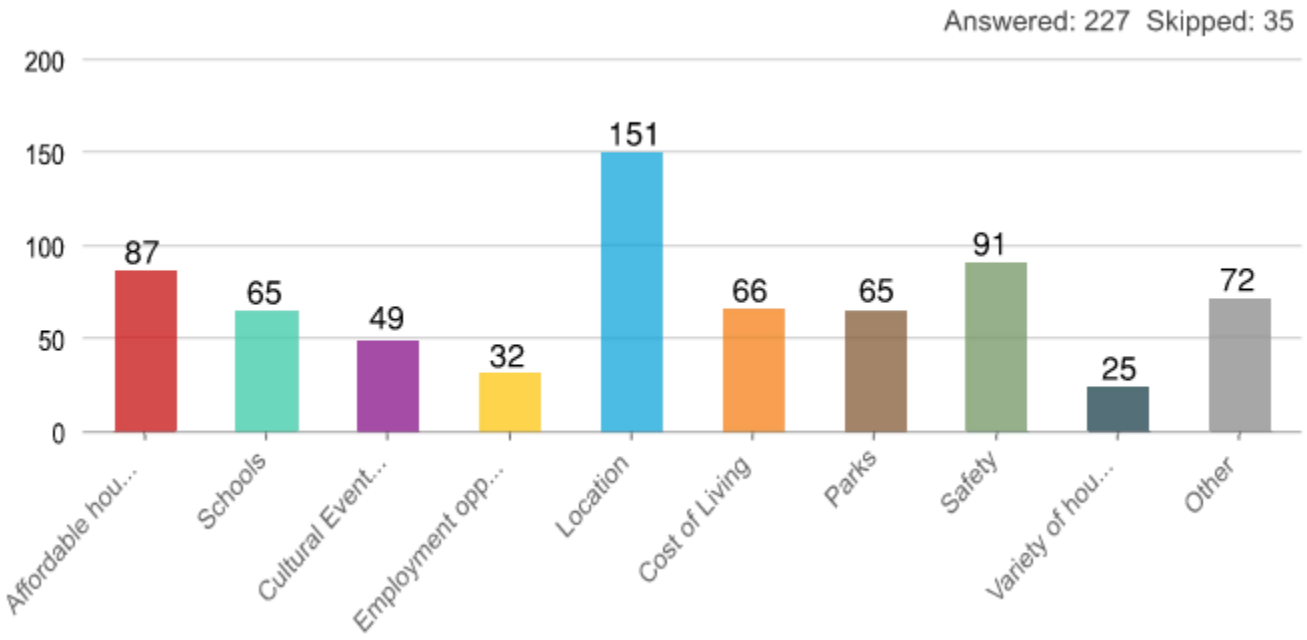
Median Age	1990	2000	2010	2020
	31.8	35.3	42.8	38.8

5. Which City Council Ward do you reside within?



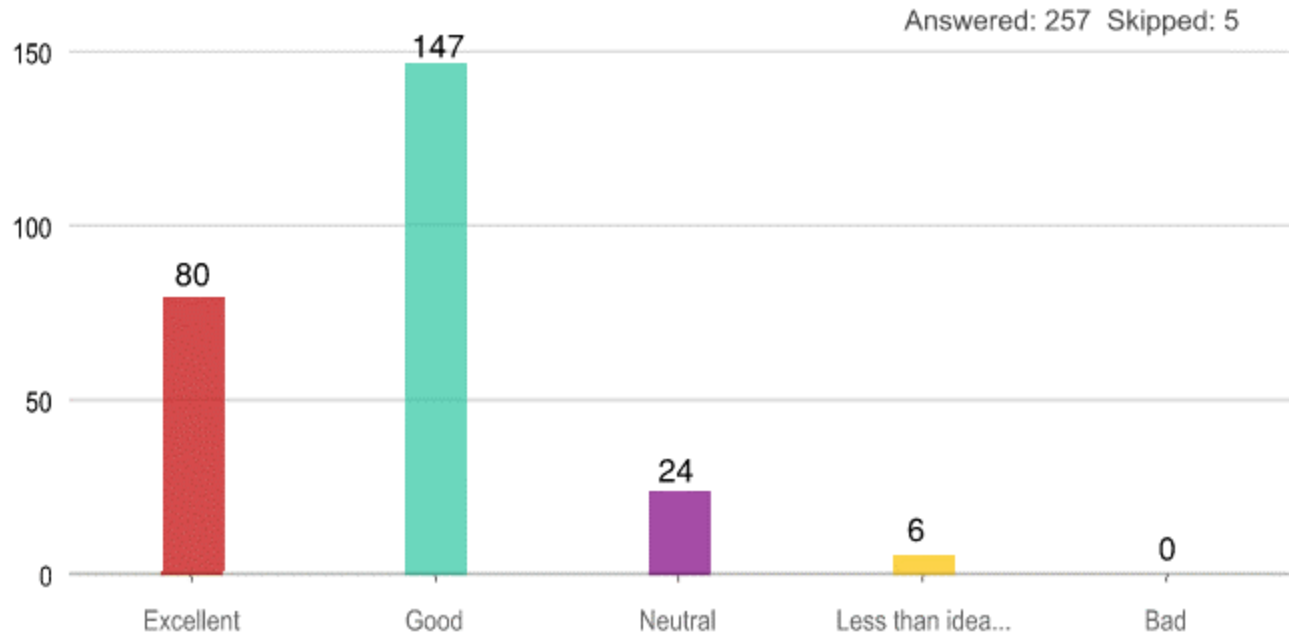
Not a required question – could be skipped or if responded as a “non-citizen” to Question #2.

6. Why did you choose to live in St. Charles (select all that apply)?



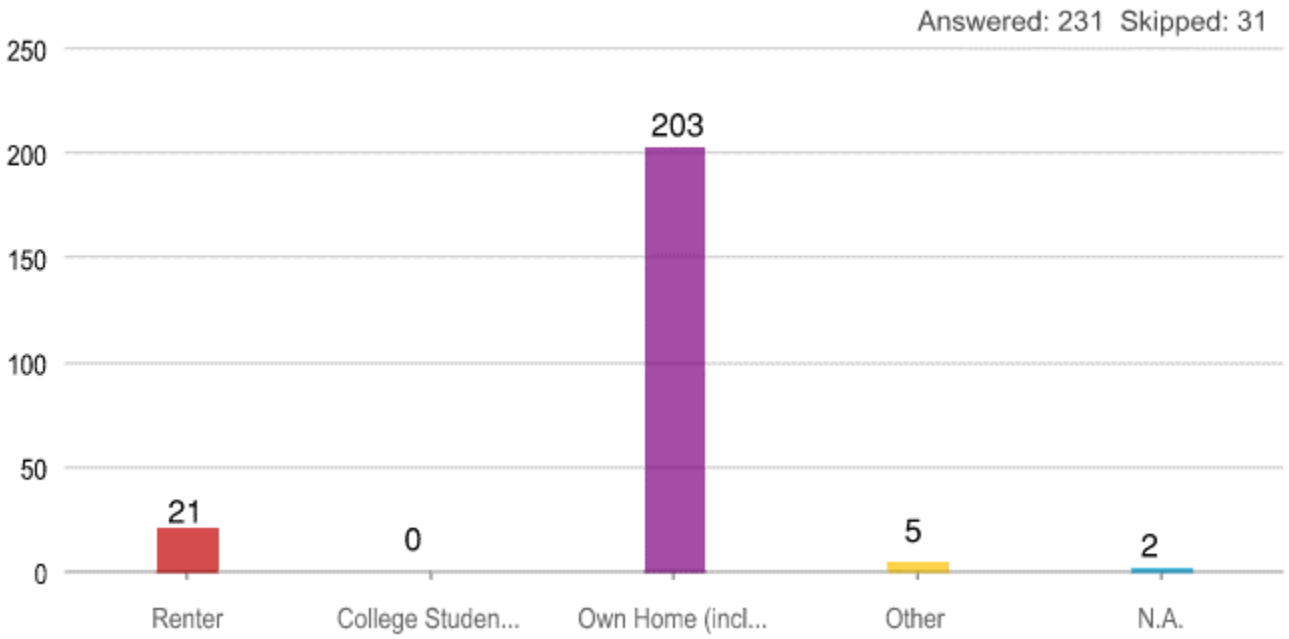
- Not a required question – could be skipped or if responded as a "non-citizen" to Question #2.
- Question allowed more than one answer.
- 66.5% of those surveyed believed "location" was the reason they choose to live within the city (location is a strength).
- Safety was 2nd (40%). Not surprising response 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 are low scoring even though we have major employers within the city.

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”.

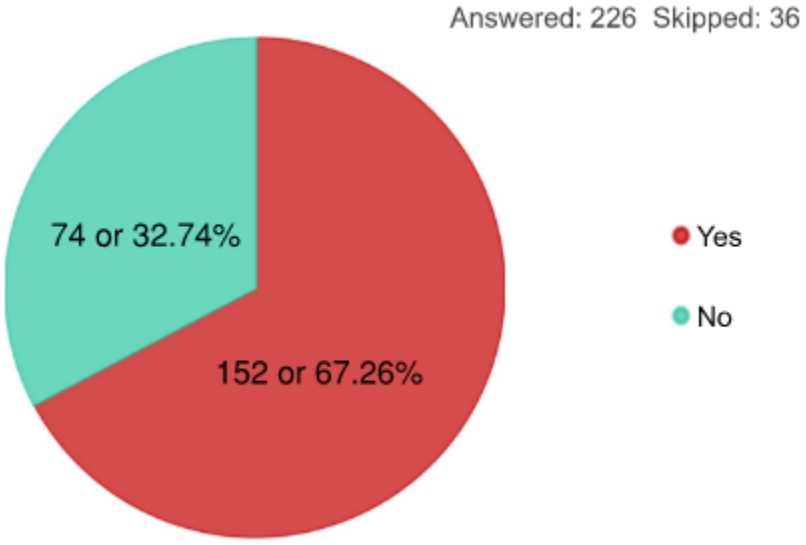
8. What type of housing most closely resembles your situation?



- 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”.

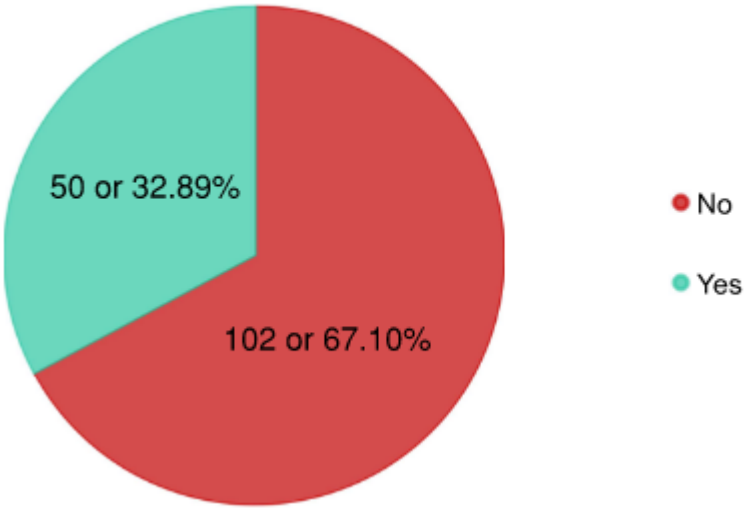
9. Are you currently employed?

- 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?

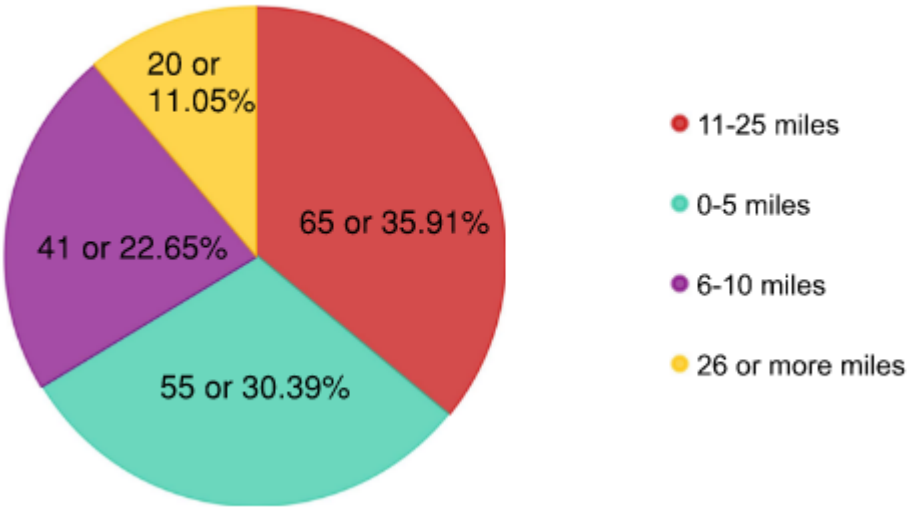
Answered: 152 Skipped: 110



- 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)?

Answered: 181 Skipped: 81

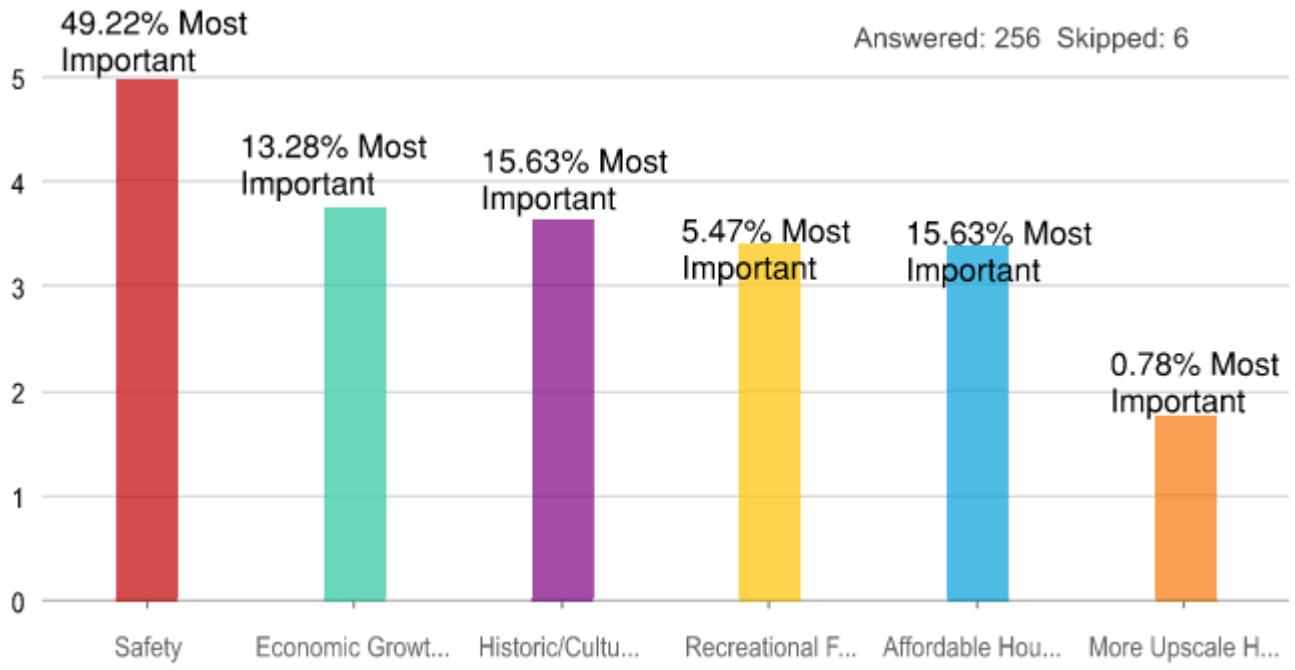


- Not a required question – could be skipped or was not available if unemployed.

12. When you think of St. Charles, what is one word you would use to describe the City?

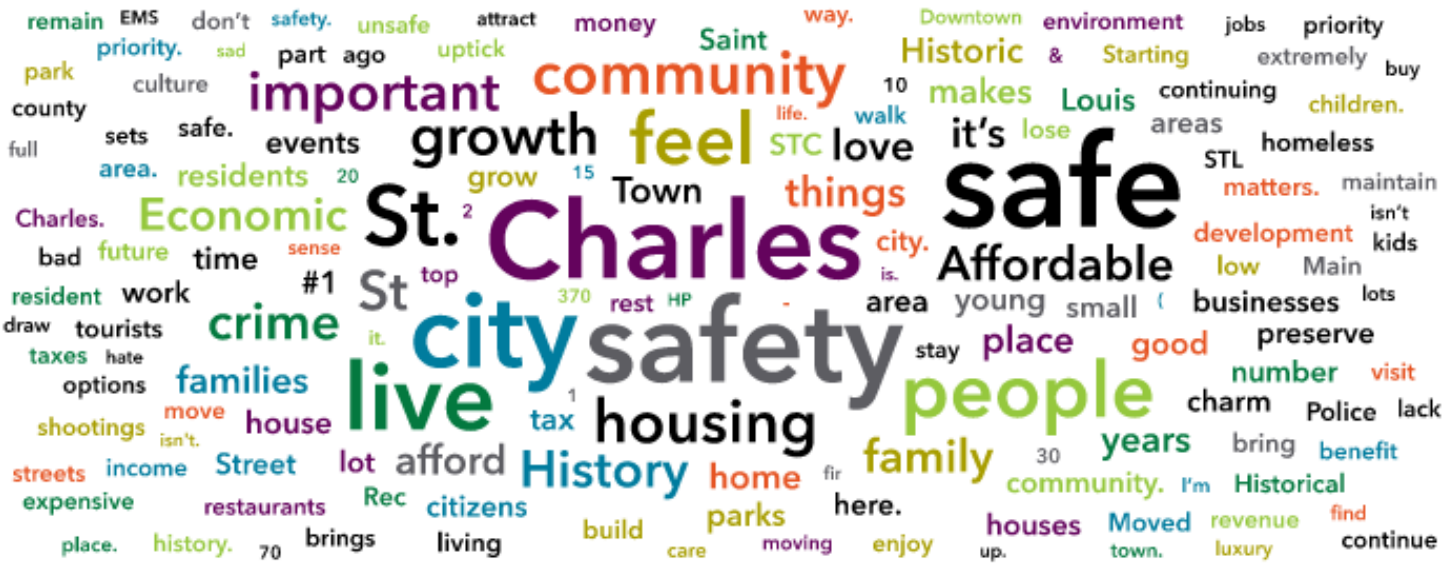
- Not a required question.
- The most included word, at 49 (20.4%) of respondents, “Historic” or “Historical”.
- 15 of respondents (6.3%) indicated “Home” (next largest selection).
- Majority responded positively - Only 14 (5.8%) responded negatively.

13. How would you rank to the importance of the following objectives for St. Charles for the next 5-10 years?



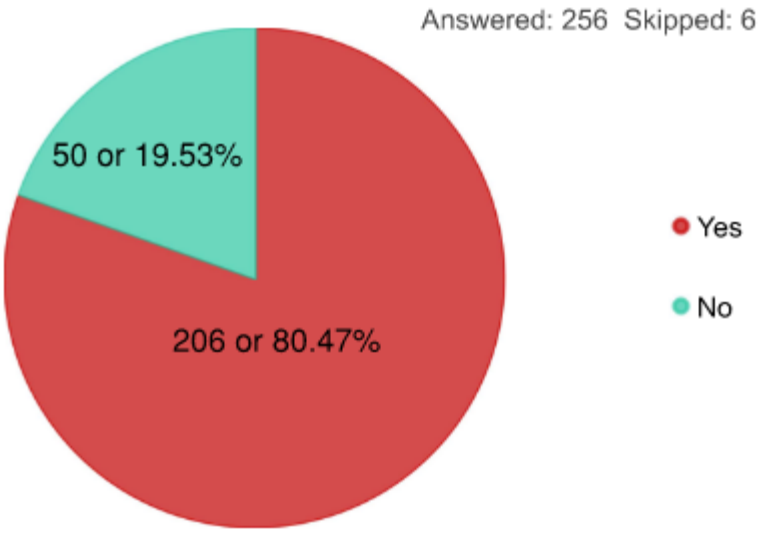
- Not a required question.
  - Ranked in order of importance (by average). Most important received a score of 6 and least 1, etc.
- Terms were NOT defined and left up to the interpretation of the respondent (purposeful by staff).
- 49% of respondents ranked “Safety” as most important (only 0.39% of respondents 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?



Answered: 236 Skipped: 26

15. Do you believe the City of St. Charles is an affordable community (housing, services, etc.)?

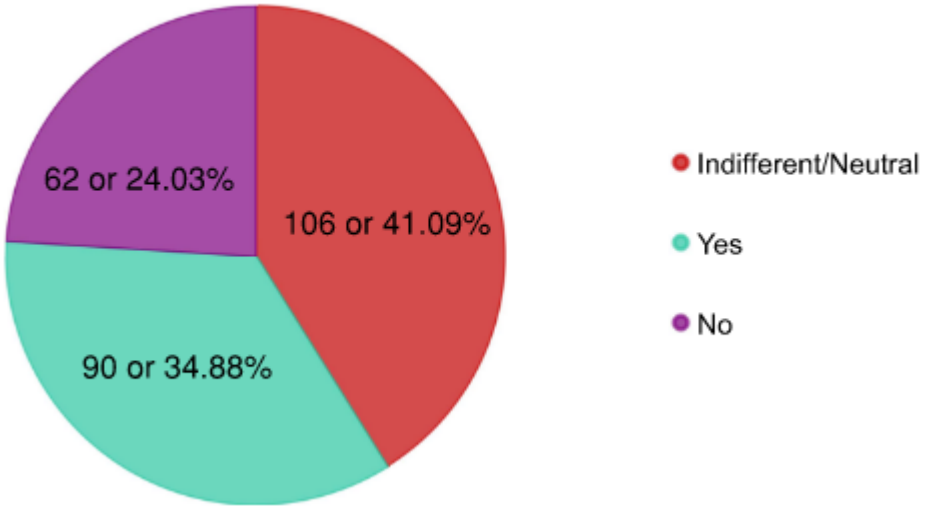


- Not a required question, but nearly all responded.
- Overall, most believed the City is affordable.
- Of the people who said it was not, it be interesting to know their age, housing status, employment (socio-economic factors)…

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

Answered: 258 Skipped: 4

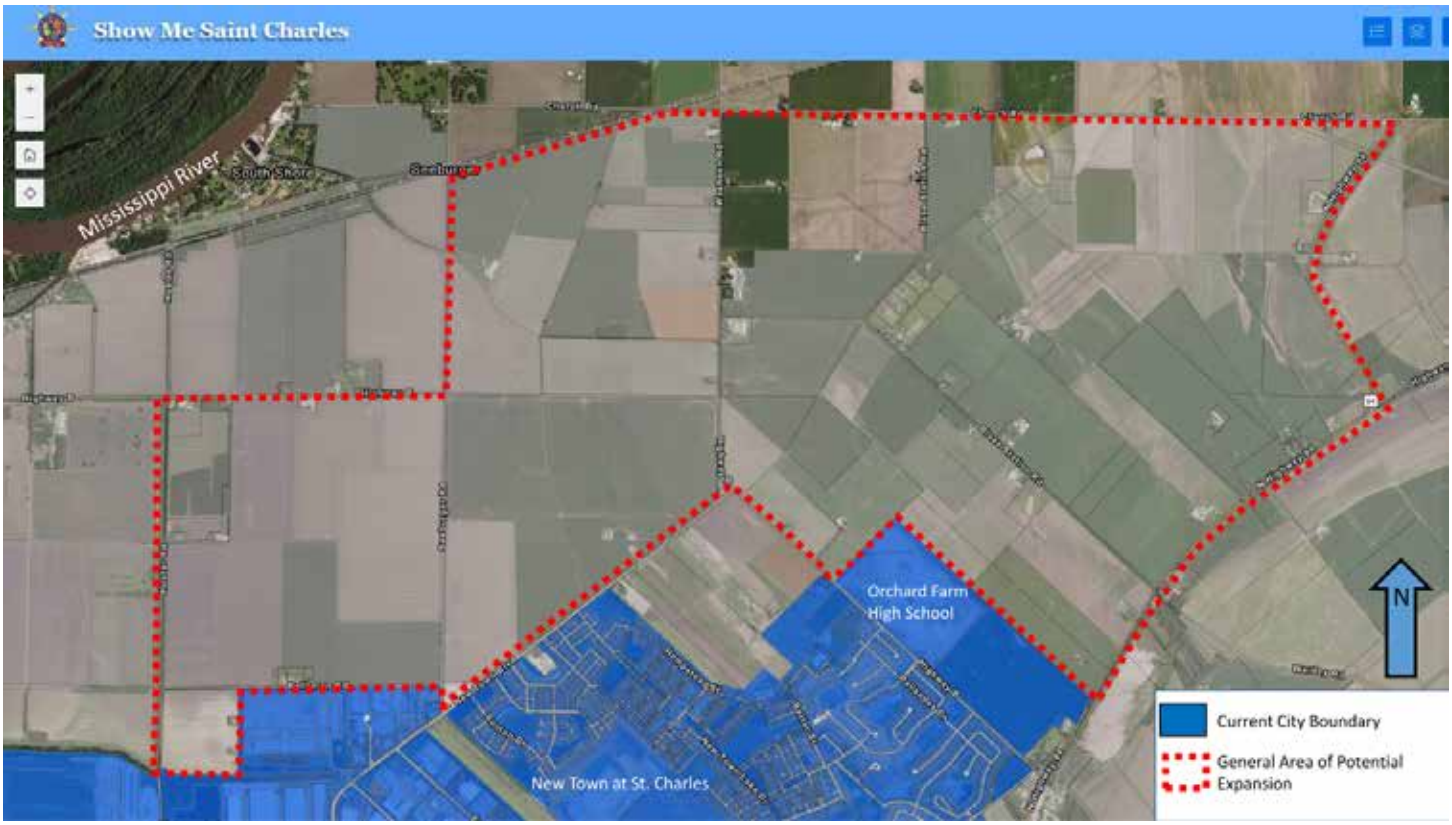


17. If Yes, what should the City consider/encourage in order to attract/retain younger populations (open ended answer or unknown)?

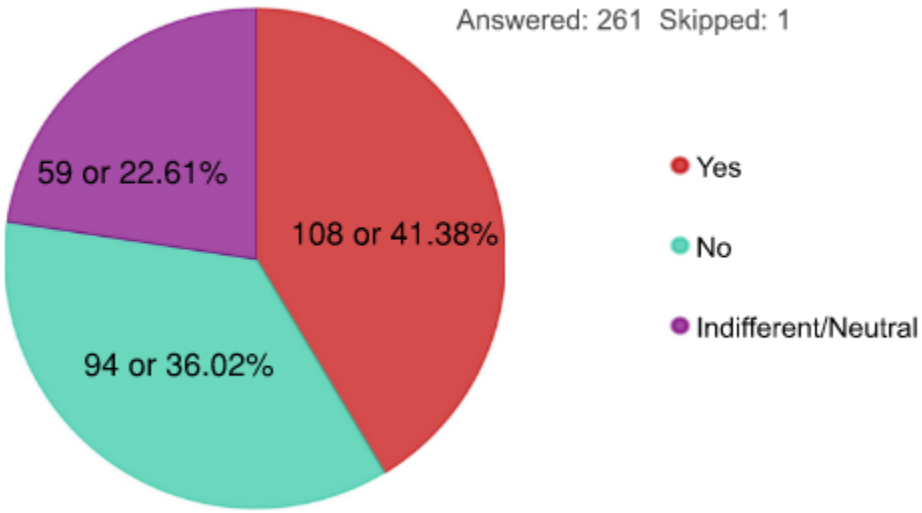
Answered: 82 Skipped: 180

18. The next series of questions concerns the City's future growth:

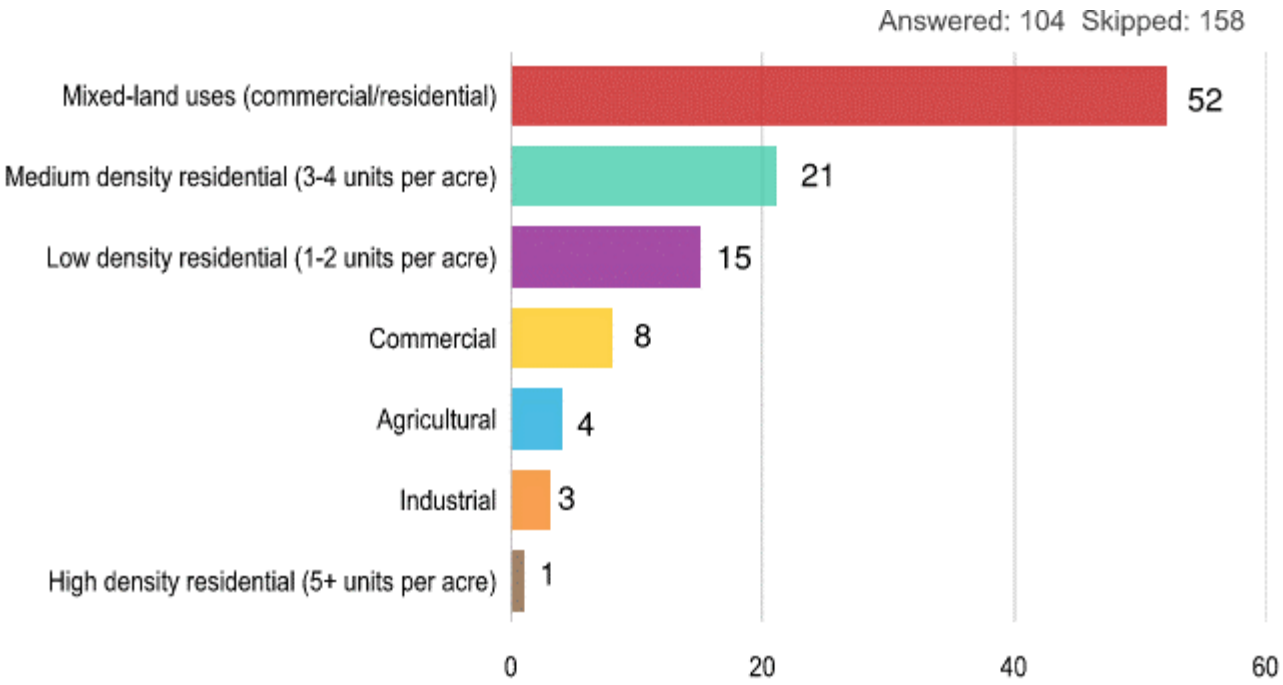
- Based upon the City's current boundaries, the City is reviewing possible land expansion to the north (see map). This area is the last remaining region the City could expand to:



- 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?

Answered: 86 Skipped: 176

CONTACT US

City Hall
200 N. Second Street
Saint Charles, MO 63301

(636) 949-3200

www.stcharlescitymo.gov

AGENDA ITEM: #13

Community Development

Memorandum

To: **Planning and Zoning Commission**

From: **John Boyer, Assistant Director of Community Development/Planning Manager**

Date: **December 3, 2025**

Subject: **Rules and Procedures**

As an official Board of the City of St. Charles, The Planning and Zoning Commission is charged to hear and decide cases as required via Article XI of the City of St. Charles Zoning Ordinance. To discharge these duties, public meetings are required and Section 400.970(B) of the City's Municipal Code states: "Rules. The Commission shall adopt rules of procedure in accordance with the provisions of this Chapter." Upon review of City records, no official rules and/or procedures of the Commission have been located other than what is stated within Article XI (also attached for convenience). To ensure compliance with City Code and to provide consistency for the running of meetings, City staff (Planning Staff and Legal Staff) recommend the Planning and Zoning Commission officially adopt Rules and Procedures for their meetings.

Attached is a drafted document which accomplishes compliance with the above code section and provides consistency with past meeting operation and will ensure consistency moving forward. It is recommended that the Commission review these rules and procedures and adopt them by vote at the December 8, 2025, Planning and Zoning Commission meeting. Upon adoption, these rules and procedures should then be followed. While these rules are being brought forward for adoption, it is not an indication that previous meetings have not being run properly, this request is simply being brought forward to provide code compliance and consistency in the operation of all City meetings.

Recommended Motion
Motion to adopt Rules and Procedures for the Planning and Zoning Commission as presented.

Draft Rules and Procedures – Planning and Zoning Commission
Adopted [Date]

This is not intended nor should be used to re-state requirements provided via the City Code (Chapter 125 or Title IV: Land Use).

Rules & Voting

1. Roberts Rules of Order Newly Revised, In Brief.

2. Motion shall be made only in the form of a positive.

3. A motion shall not be made by the presiding officer (Chair of the meeting).

4. No Motion shall be considered until it is seconded, and no motion shall be debated before it is seconded.

Decorum

1. The Chair, or in their absences, the Vice-Chair, shall run the meeting. In the absence of the Chair and Vice-Chair, the meeting shall be called to order by a quorum of the Board, and a temporary Chair shall be elected by the members of the Board to run the meeting.

2. When a member of the Commission wishes to speak, the member shall raise a hand, or use some other Commission-approved signaling device, and respectfully address the chair, but shall not proceed to speak until recognized and named by the Chair. The member's remarks shall be confined to the question under debate and avoid disparaging, offensive or slanderous statements. Any member failing to comply with the provisions of this section shall be called to order.

3. When two or more members shall seek recognition at the same time, the Chair shall name the member who is to speak first.

4. Except in case of the defeat of an item before the Commission, when a motion has been made and carried in the affirmative or negative, it shall be in order for any member who voted on that side which prevailed to move for a reconsideration thereof at the same meeting.

5. All votes shall be taken and entered on the minutes. On items being recommended to the City Council, a roll call vote shall be required. On procedural/administrative matters (site plans, or other non-Conditional Use, non-Rezoning, non-annexation), a roll call vote shall not be taken unless requested. The request for a roll call vote can be made either before or after the vote.

6. Roll Call Voting shall be successively rotated.

7. Following any vote, the Chair shall state the decision/recommendation of the Commission.

8. A motion to adjourn shall always be in order, except:

    a. When a member is in possession of the floor;

    b. While the members are voting;

    c. When it was the last preceding motion;

    d. When it has been decided that the previous questions shall be taken; or

    e. When any member had indicated (by light, hands, etc.) a request to speak.

Public Hearing and the Orderly Conduct of Meetings

1. Public Hearings

    a. Any person, including the Applicant, or the Applicant's representative, is allowed a total of five (5) minutes to address the Commission at a Public Hearing. A speaker is not permitted to reserve time or yield time.

    b. Any person speaking at a Public Hearing shall limit their comments to the topic of the Public Hearing and shall comply with Conduct Section.

    c. Once a Public Hearing has been closed, no further oral or written comments will be accepted.

    d. All persons who desire to speak at a Public Hearing shall complete a Speaker's Card in its entirety and present it to the City Staff prior to speaking.

2. Orderly Conduct of Meetings

    a. Persons speaking during the Public Hearing shall address all comments to the Planning and Zoning Commission as a body and not to any staff member or to the audience.

    b. Speakers shall not make comment that are:

        i. Irrelevant or unrelated to the topic;

        ii. Unduly repetitious; or

        iii. Personal attacks, personal accusations, threats, explicit or obscene. The Presiding Officer shall immediately call a Speaker who violates this rule to order and if the conduct continues, the Speaker will be asked to sit down or the Presiding Officer may recess the meeting.

c. Meeting attendees shall not engage in any disruptive or disorderly behavior of conduct that actually disrupts, disturbs or impedes the orderly conduct of the business of the Commission. At the discretion of the Presiding Officer, such behavior or conduct may incur a warning(s), recess of the meeting, or other appropriate actions, to allow the Commission to resume the orderly conduct of its business.

d. All persons who desire to speak at a Public Hearing shall complete a Speaker's Card in its entirety and present it to the City Staff prior to speaking. A Speaker's Card must be completed for each Public Hearing on which the person desires to speak.

e. Written Comments or Materials

   i. Written Public Comments provided to the office of Community Development by 4:00 p.m. the day of the Planning and Zoning Commission meeting will be distributed to the Commission prior to the meeting and will be included in the records of the meeting. Written comments will not be read aloud at the meeting.

   ii. A person who wishes to have paper copies of any printed material distributed at a Commission meeting as part of a public hearing shall provide eleven (11) copies for staff to distribute to Commission on the day of the meeting.

Article XI Planning and Zoning Commission

Section 400.970 Membership – Appointment – Compensation – Terms – Vacancies – Removal – Rules – Meetings – Officers – Minutes And Records.

A. Membership – Appointment – Compensation. The Planning and Zoning Commission is a Committee that shall have the composition, powers and duties prescribed in Chapter 125, Article I and in this Article XI and shall consist of ten (10) members who shall include the Mayor, if the Mayor chooses to be a member, a member of the City Council selected by the Council, if the Council chooses to have a member serve on the Commission, and eight (8) citizens appointed by the Mayor and approved by the City Council. All citizen members of the Commission shall be residents and qualified, registered voters of the City.

B. Rules. The Commission shall adopt rules of procedure in accordance with the provisions of this Chapter.

C. Meetings. Regular meetings of the Commission will be held each month as needed, at a place and time designated by the Commission.

D. Officers. The Commission shall elect a Chairperson, a Vice Chairperson and a Secretary from among the members. These officers shall serve one-year terms.

E. Minutes And Records. The Department of Community Development shall keep the minutes and records of the Commission.

Section 400.980 Powers And Duties.

A. The Commission shall make and adopt a City Comprehensive Plan for the physical development of the municipality. The City plan, with the accompanying maps, plats, charts and descriptive and explanatory matter, shall show the Commission's recommendations for the physical development and uses of land and may include, among other things, the general location, character and extent of streets and other public ways, grounds, places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned, the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing; the general character, extent and layout of the replanning of blighted districts and slum areas.

B. The Commission may prepare a land use plan for the regulation of the height, area, bulk, location and use of private, non-profit and public structures and premises and of population density.

C. The Commission shall recommend and the City Council may by ordinance adopt regulations governing the subdivision of land within its jurisdiction.

D. The Commission may make reports and recommendations relating to the plan and development of the City to the City Council.

E. All public officials shall, upon request, furnish to the Commission, within a reasonable time, all available information it requires for its work. The Commission, its members and employees, in the performance of its functions, may enter upon any land to make examinations and surveys for which an application has been submitted/under review. In general, the Commission shall have the power necessary to enable it to perform its functions and promote municipal planning.

F. The Planning and Zoning Commission shall review and make a recommendation to the City Council on all applications for conditional uses as provided in Article **IX**.

Section 400.990 Applications Generally.

A. All applications shall be addressed to the Planning and Zoning Commission and submitted to the Department of Community Development by the deadline date for the requested meeting per the schedule annually approved by the Commission.

B. Provisions as to applications to amend, supplement, change or modify the number, shape, area or boundaries of the districts or the regulations herein established are contained in Sections **400.1010** et seq., "Amendments and Modifications."

Section 400.1000 Overturning Of A Negative Recommendation.
Rezoning, Conditional Use Or Text Amendments. In case of a negative recommendation for rezonings, conditional uses or amendments to Title IV: Land Use, the Commission shall communicate its reasons to the City Council. The City Council may overrule the negative recommendation by a vote of not less than two-thirds (2/3) of the entire City Council.