



PLANNING AND ZONING COMMISSION

AGENDA FOR REGULAR MEETING

January 12, 2026

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, January 12, 2026**, 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 December 8, 2025 Planning and Zoning Commission meeting.

PUBLIC HEARING: Conditional Use

4. Case No. CU-2025-26. (Sazon Tacos & Margaritas) An application for a Conditional Use Permit per §400.220(C)(1)(a) for Liquor Sales associated with a permitted Restaurant use within the “C-2/EHP/FSC-HD” General Business District within the Extended Historic Preservation District and within the Fifth Street Corridor-Hospital District overlay (T4-NMX Neighborhood Mixed Use) located at 416 S. 5th Street. The subject property is located in Ward 2.

PUBLIC HEARING: Conditional Use

5. Case No. CU-2025-29. (Arzolas Fajitas & Margaritas – Ronald Webb) An application for a Conditional Use Permit per §400.270(C)(1) for Liquor Sales associated with a permitted Restaurant use within the CBD/HDD Central Business District within the Historic Downtown District located at 142 N. Main Street. The subject property is located in Ward 1.

PUBLIC HEARING: Planned Development Amendment

6. Case No. PDA-2025-02. (Hummert International) An application for an amendment to the 370 Corporate Center Planned Development – Industrial District (Ord #11-45), specifically to add a new land use to be titled as “interior manufacturing and processing of soil”. The subject properties are zoned PD-I Planned Development – Industrial District and located in Ward 1.

ADMINISTRATIVE ITEMS:

7. Adoption of the 2026 Comprehensive Plan: “Guiding STC”
8. 2026 Officer Elections

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 1/7/2026 at 4:45 PM LB

PLANNING AND ZONING COMMISSION - MINUTES

December 8, 2025

City Hall – Council Chambers
200 N Second Street, 4th Floor
St. Charles, MO 63301

MEMBERS PRESENT:

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

MEMBERS ABSENT

Mayor Dan Borgmeyer

STAFF PRESENT:

John Boyer, Assist. Director of C.D./Planning Manager
Lara Berry, Planner
Madelyn Brown, Planner

A regular meeting of the St. Charles Planning and Zoning Commission was 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.

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 November 10, 2025 Planning and Zoning Commission meeting.

Commissioner DeGuentz made a motion to approve the minutes. Secretary Palitzsch seconded the motion. All were in favor. The minutes were approved.

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.

Planner Brown 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. Secretary Palitzsch made a motion to close the public hearing. Vice-Chair Bartch seconded the motion. All were in favor and the public hearing closed.

Vice-Chair Bartch motioned to forward the Conditional Use application, with the following conditions:

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.

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 January 6, 2026 meeting.

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.

Planner Berry provided the Commission with an overview of the Conditional Use Permit. The applicant addressed the Commission. The public hearing for the application opened with six (6) speakers from the public. Two supported the request, while four raised concerns regarding the number of similar services in the area, parking, and past issues associated with the neighboring church’s outreach activities. Secretary Palitzsch made a motion to close the public hearing. Commissioner DeGuentz seconded the motion. All were in favor and the public hearing closed. Councilmember Galba motioned to forward the Conditional Use application, with the following conditions:

- 1. The conditional use permit is 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. Any emergency assistance identified in the applicant’s business plan, outside of appointment hours will be handled via deliveries. 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.**

Secretary Palitzsch seconded the motion. The Conditional Use application will be forwarded to the City Council with a favorable recommendation (8 In Favor, 1 Opposed) at their January 6, 2026 meeting.

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.

Planner Berry provided the Commission with an overview of this annexation and establishment of zoning request. The applicant addressed the Commission. The public hearing for the application opened with no speakers from the public. Secretary Palitzsch made a motion to close the public hearing. Vice-Chair Bartch seconded the motion. All were in favor and the public hearing closed. Secretary Palitzsch motioned to forward the Annexation application,

as submitted. Commissioner DeGuentz seconded the motion. The Annexation application will be forwarded to the City Council with a favorable recommendation (9 In Favor, 0 Opposed) at their January 6, 2026 meeting.

Commissioner DeGuentz motioned to forward the Establishment of Zoning application, as submitted. Secretary Palitzsch seconded the motion. The Establishment of Zoning application will be forwarded to the City Council with a favorable recommendation (9 In Favor, 0 Opposed) at their January 6, 2026 meeting.

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.

Planner Brown provided the Commission with an overview of the Conditional Use Permit and associated Site Plan (Item #8). The applicant and the project’s traffic engineer 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. Vice-Chair Bartch seconded the motion. All were in favor and the public hearing closed. Secretary Palitzsch motioned to forward the Conditional Use application, with 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.**

Vice-Chair Bartch 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 January 6, 2026 meeting.

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.

Commissioner Morgan motioned to approve the Site Plan application, with the following conditions:

1. **The West Clay access shall be amended to comply with MODOT’s suggestion for right-in/right-out access.**

Secretary Palitzsch seconded the motion. The Site Plan application was approved (9 In Favor, 0 Opposed).

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 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.***

Vice-Chair Bartch and Secretary Palitzsch recused themselves from these applications. Planner Brown provided the Commission with an overview of Items #9, 10, and 11, as these are associated with the same development project. The applicant addressed the Commission. The public hearing for the application opened with three (3) speakers from the public with general questions/concerns regarding existing utilities and other project specifics. Commissioner DeGuentz made a motion to close the public hearing. Councilmember Galba seconded the motion. All were in favor and the public hearing closed. Commissioner DeGuentz motioned to forward the Annexation application, as submitted. Councilmember Galba seconded the motion. The Annexation application will be forwarded to the City Council with a favorable recommendation (7 In Favor, 0 Opposed) at their January 6, 2026 meeting.

Commissioner Liston motioned to forward the Establishment of Zoning application, as submitted. Commissioner DeGuentz seconded the motion. The Establishment of Zoning application will be forwarded to the City Council with a favorable recommendation (7 In Favor, 0 Opposed) at their January 6, 2026 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 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.***

Commissioner DeGuentz motioned to forward the Annexation application, as submitted. Councilmember Galba seconded the motion. The Annexation application will be forwarded to the City Council with a favorable recommendation (7 In Favor, 0 Opposed) at their January 6, 2026 meeting.

Commissioner Liston motioned to forward the Establishment of Zoning application, as submitted. Commissioner DeGuentz seconded the motion. The Establishment of Zoning application will be forwarded to the City Council with a favorable recommendation (7 In Favor, 0 Opposed) at their January 6, 2026 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.

Commissioner Liston motioned to forward the Preliminary Plat application, subject to the following condition:

- 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).**

Commissioner DeGuentz seconded the motion. The Preliminary Plat application will be forwarded to the City Council with a favorable recommendation (6 In Favor, 1 Opposed) at their January 6, 2026 meeting.

ADMINISTRATIVE ITEMS:

12. 2025 Comprehensive Plan: “Guiding STC”

13. P&Z Commission Rules and Procedures – Adoption

Vice-Chair Bartch motioned to adopt the Planning & Zoning Commission Rules and Procedures, as submitted. Secretary Palitzsch seconded the motion. The Rules and Procedures were adopted (9 In Favor, 0 Opposed).

Adjournment

*The next regular meeting of the Planning and Zoning Commission is scheduled for **January 12, 2026.***

Vice-Chair Bartch made a motion to adjourn the meeting. Commissioner Liston seconded the motion. All were in favor. The meeting adjourned at 8:01 p.m.

SECRETARY

DATE



AGENDA ITEM #4
STAFF REPORT
CONDITIONAL USE NO. CU-2025-26
LIQUOR SALES

416 S. FIFTH STREET

JANUARY 12, 2026
BY LARA BERRY

APPLICANT: Cristien Gavier
Sazon Tacos & Margaritas
416 S. Fifth Street
St. Charles, Missouri 63301

OWNER: Burkemper Properties, Ronald S. Bauers, Ruth Ann Bauers,
and Kenneth C. Hawkins Living Trust
c/o 5th Street Capital Group LLC/McKelvey Properties –
Daniel Flaiz
524 Old Moray Place
St. Charles, MO 63301

ADDRESS/LOCATION: 416 S. Fifth Street
Ward 2

ACREAGE/SIZE: Approx. 1,900 sq. ft. (Interior Tenant Space)
Approx. 14,300 sq. ft. (Parcel Lot Size)

CURRENT ZONING: “C-2/EHP/FSC-HD” General Business District within the
Extended Historic Preservation District and within the Fifth
Street Corridor-Hospital District overlay (T4-NMX
Neighborhood Mixed Use)

PROPOSED USE: Liquor Sales associated with a permitted Restaurant use

SUMMARY/ANALYSIS

This request is for liquor sales specifically associated with a permitted restaurant use at 416 S. Fifth Street. The subject property is located within a multi-tenant strip center at the intersection of S. Fifth Street and Tompkins Street. The proposed business, Sazon Tacos & Margaritas, is permitted by right at this location; however, liquor sales associated with the restaurant is a conditional use. The conditional use is specific to the liquor sales only and is not applicable to the other uses.

According to the business plans submitted by the applicant (included with this report), this establishment will specialize in authentic Mexican cuisine, featuring tacos, mole poblano, tamales, tableside guacamole, mezcal cocktails, and aguas frescas. The restaurant will serve lunch and dinner, daily from 11:00 AM to 10:00 PM.



Figure 1: Parking lot view of the subject business.

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 directly adjacent to a residentially zoned district, “CRD-2” Central Residential District-2, and across the street from a church. Because of this adjacency, the notification provisions of Section 600.280(C) are applicable. However, 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, this notification process constitutes compliance with the above-mentioned code section. Therefore, the requirements of Chapter 600 related to notification of surrounding property owners are satisfied through the City’s Conditional Use Permit process.

Consistency with Fifth Street Corridor/Hospital District Smart Code

1.2.1 Redevelop the physical infrastructure of Fifth Street to accomplish more than just the conveyance of vehicular traffic and to support land use patterns that strengthen the public realm.

1.2.2 Utilize mixed use development along street frontages at a scale that emphasizes the pedestrian and enables Saint Charles residents to accomplish a variety of daily needs within walking distance.

1.2.4 Improve the perimeter condition and circulation around the Saint Joseph Health Center (SJHC) property to establish a true health campus district that encourages quality development nearby and provides an attractive environment for SJHC employees and customers.

Overall, the proposed restaurant with accessory liquor sales is consistent with the intent of the Fifth Street Corridor/Hospital District Smart Code. The addition enhances an active, pedestrian-oriented destination along S. Fifth Street, supporting a street environment designed for more than just vehicular movement. It provides a neighborhood-serving use within walking distance of surrounding residential areas and employment centers, and contributes to an improved perimeter condition around the Saint Joseph Health Center campus.

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 nearest to Activity Center #6 (Historic Downtown). The proposed liquor sales at this location associated with permitted restaurant use can be compatible with the mix of commercial and residential surroundings along the S. Fifth Street 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 on S. Fifth Street, near Activity Center #6. This intensity pattern is consistent with the goals of the Comprehensive Plan, the Fifth Street Corridor/Hospital District Smart Code, 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, Comprehensive Plan, and the Fifth Street Corridor/Hospital District, 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 restaurant with liquor sales, if conditioned appropriately, can be compatible within its residential and commercial surroundings and should not produce negative effects on neighboring properties or the neighborhood. 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 the above standards for evaluating Conditional Uses, staff believes the proposed use, if conditioned properly, would prevent any potential adverse impacts, and the public benefits would outweigh any potential adverse impacts.

As mentioned previously within this report, 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.

STAFF RECOMMENDATION

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 liquor sales associated with a permitted use, subject to the following conditions:

1. This conditional use permit for liquor sales associated with a restaurant use shall be issued to the applicant (Cristien Gavier) with Sazon Tacos & Margaritas restaurant only for an approximately 1,900 square-foot interior tenant space located at 416 S. Fifth Street 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.

Recommended Motion:

Motion to forward the Conditional Use Permit application CU-2025-26 to the City Council with a favorable recommendation, subject to the conditions recommended by staff.

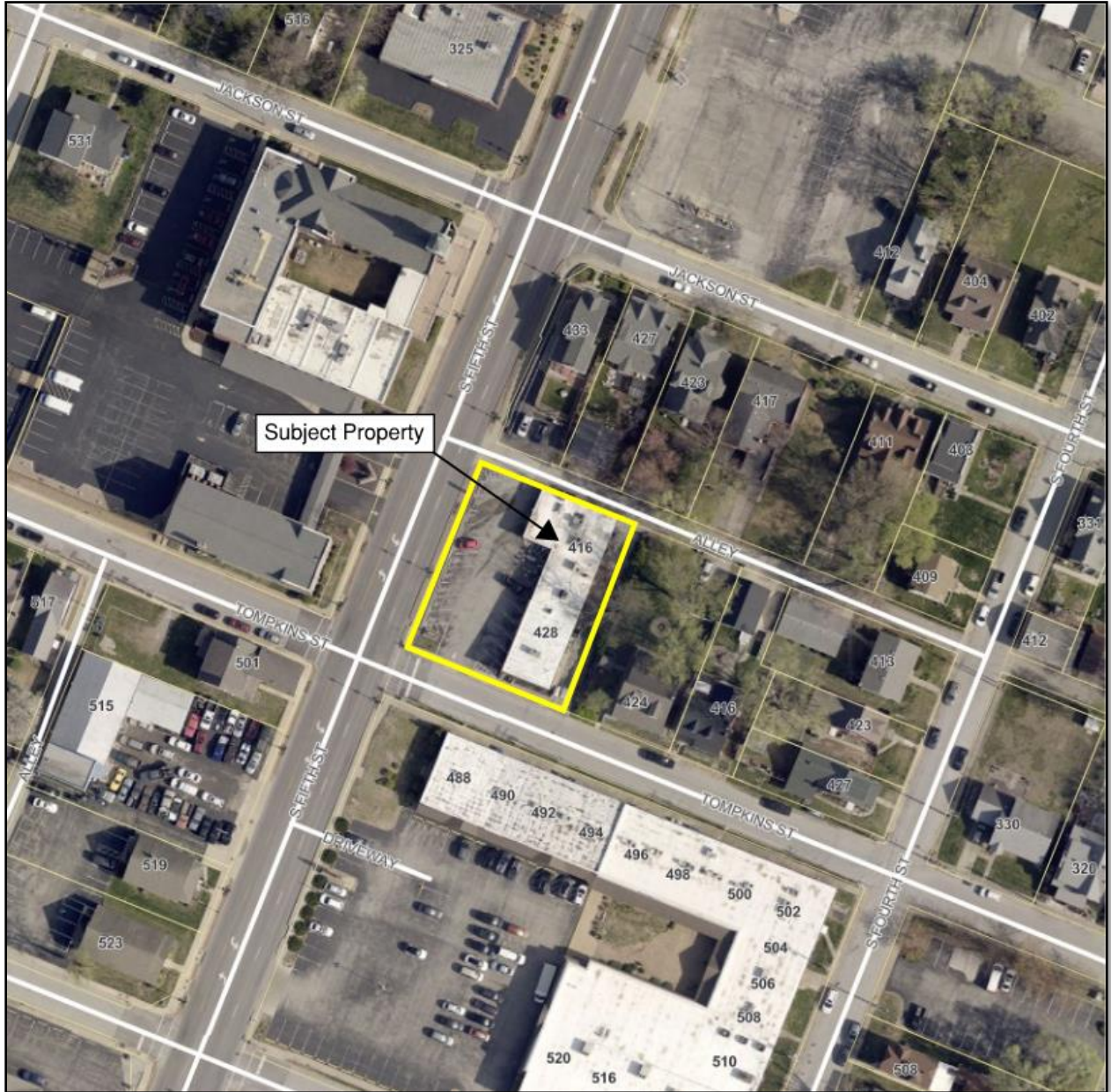


Figure 2: Aerial Photo of the Subject Site.

Lara Berry

From: Jessica Ferguson
Sent: Friday, October 31, 2025 12:22 PM
To: St Charles Planning and Zoning Commission
Subject: FW: Business Plan -

Sent: Friday, October 31, 2025 11:17 AM

To: [REDACTED]
Cc: [REDACTED]
Subject: Business Plan

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.

Business Plan: Sazon Tacos & Marg – Full Dining Mexican Restaurant

1. Executive Summary

- **Name:** Sazon Tacos & Marg
- **Concept:** Authentic Mexican cuisine in a vibrant, full-service dining experience.
- **Location:** High-traffic urban area with strong food culture.
- **Mission:** To deliver traditional Mexican flavors with modern hospitality in a festive, family-friendly atmosphere.

2. Market Analysis

- **Target Audience:** Families, young professionals, foodies, and Latin American communities.
- **Competitive Advantage:** Fresh ingredients, handmade tortillas, regional specialties, and immersive décor.
- **Local Trends:** Rising interest in ethnic cuisine and experiential dining.

3. Menu & Services

- **Signature Dishes:** Mole poblano, cochinita pibil, tamales, tableside guacamole.
- **Beverages:** Full bar with tequila flights, mezcal cocktails, aguas frescas.
- **Services:** Dine-in, catering, private events.

4. Marketing Strategy

- **Branding:** Vibrant logo, cultural storytelling, and festive ambiance.
- **Promotions:** Taco Tuesdays, live mariachi nights, loyalty program.
- **Channels:** Social media, local food blogs, partnerships with delivery apps.

5. Operations Plan

- **Hours:** Lunch and dinner daily.
- **Staffing:** Experienced chefs, bilingual servers, bar manager.
- **Suppliers:** Local farms, specialty importers for authentic ingredients.

6. Financial Plan

- **Startup Costs:** Leasehold improvements, kitchen equipment, licensing (~\$250K–\$300K).
- **Revenue Streams:** Dine-in sales, bar sales, catering, merchandise.
- **Break-even Timeline:** Estimated 18–24 months.

7. Growth Strategy

- **Year 1:** Establish brand and customer base.
- **Year 2–3:** Expand catering and event services.
- **Year 4+:** Open second location or launch food truck.



Lara Berry

From: Jessica Ferguson
Sent: Friday, October 31, 2025 12:38 PM
To: St Charles Planning and Zoning Commission
Subject: FW: Sazon Tacos & Marg Operation Hours

From: [REDACTED]
Sent: Friday, October 31, 2025 12:19 PM
To: [REDACTED]
Subject: Sazon Tacos & Marg Operation Hours

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.

Monday	11:00 AM-10:00PM
Tuesday	11:00 AM-10:00PM
Wednesday	11:00 AM-10:00PM
Thursday	11:00AM- 10:00PM
Friday	11:00AM-10:00PM
Saturday	11:00AM-10:00PM
Sunday	11:00AM-10:00PM

[REDACTED]

Sazon Tacos & Marg

Appetizers

Cheese Dip	5.25
Bean Dip	6.95
Queso Fundido Melted Monterey cheese topped with chorizo, Pico de Gallo served with tortillas.	8.99
Fresh Guacamole with Chicharron Freshly mashed avocado with diced red onion, tomato, cilantro, lime juice, served with golden crispy pork rinds for dipping	12.99
Chori Papas French fries with Mexican Sausage and cheese sauce in top	8.99
Cheese Nachos Add: Lettuce, sour cream, or Pico de Gallo	2.99
. Steak	13.99
. Grilled Chicken	12.99
. Shredded Chicken	11.99
. Supreme (Chorizo, chicken, steak, lettuce, pico de gallo avocado lime sauce)	14.99
. Deluxe (Ground beef, shrimp, shredded chicken, beans topped with queso and sour cream)	15.99
Shrimp Nachos Shrimp, onions, tomatoes and bell peppers topped with cheese dip.	14.99
Fajita Chicken or Steak Nachos Beef or chicken, bell peppers, tomatoes, onion, and yellow peppers.	14.99
Fajita Mix Nachos Chicken, beef and 4 shrimp, bell pepper, tomatoes, and onions.	15.99
Wing & Fries Ten Oven Roasted chicken wing with Buffalo sauce (also add 2.99).	16.55

FAJITAS

Fajitas Steak or Chicken

17.99

Steak or chicken with onions, bell peppers, tomatoes. Served with lettuce, rice, beans, sour cream, Pico de Gallo and three (3) tortillas.

Fajita Mix

19.99

Beef, chicken and five (5) shrimp cooked with onions, bell pepper, tomatoes. Served with lettuce, rice, beans, sour cream, Pico de Gallo and three (3) tortillas.

Fajitas Sazon

19.99

Beef, chicken, chorizo and 5shrimp cooked with onions, bell peppers, tomatoes. Served with lettuce, rice, beans, sour cream, Pico de Gallo and three (3) tortillas.

Fajitas de Camaron

19.49

Fourteen (14) shrimp cooked with onions, bell pepper, tomatoes. Served with lettuce, rice, beans, sour cream, Pico de Gallo and three (3) tortillas.

Fajitas Guerrero

19.99

Steak, chicken five (5) shrimp cooked with onions, tomato, jalapeños and covered in cheese. Served with lettuce, rice, beans, sour cream, Pico de Gallo and three (3) tortillas.

Fajitas Hawaii

9.99

Steak, chicken, shrimp cooked with onions, tomato, jalapeños and covered in cheese. Served with lettuce, rice, beans, sour cream, Pico de Gallo and three (3) tortillas.

Fajitas Riviera Maya (VEGETARIAN)

14.99

Mushrooms cooked with onions, bell peppers, tomatoes. Served with rice, beans, guacamole, lettuce, Pico de Gallo with rice, beans, guacamole, lettuce, sour cream and three (3) tortillas.

QUESADILLAS

Quesadilla Monterey

13.99

Twelve-inch Tortillas s stuffed with grilled chicken, Pico de Gallo, and chipotle-ranch. Side of lettuce, guacamole, jalapeños, and sour cream.

Quesadilla Mexicana

13.59

A flour tortilla stuffed with cheese, beans, beef tips. Served with lettuce, tomatoes, and sour cream.

Quesadilla Fajita

13.49

One beef and one chicken fajita quesadilla. Served with lettuce, sour cream, Pico de Gallo, and guacamole.

Quesadilla Grande

14.99

One beef and one chicken fajita quesadilla. Served with lettuce, sour cream, Pico de Gallo, and guacamole.

Quesadilla Durango

13.99

Cooked with seven (7) shrimps and filled with beans. Served with rice, lettuce, Pico de Gallo, sour cream, and cheese on top.

Quesadilla Ranchera

11.49

Quesadilla stuffed with cheese and mushrooms. Served with lettuce, tomatoes, and sour cream.

Quesadilla Special

11.99

A flour tortilla stuffed with cheese, fried beans, and sausage. Served with lettuce, sour cream, and Pico de Gallo.

Deluxe Quesadilla

14.49

A Flour tortilla stuffed with cheese, chorizo, shrimp, Pico de Gallo, cheese dip on top. Served with rice and vegetables.

STREET TACOS

All tacos served with lettuce, tomatoes, pickled onion, and cilantro. **3.99 each.**

***Carne Asada**

Tender Grill steak served in a corn tortilla with onion and cilantro.

***Pastor**

Marinated pork with pineapple and spice. Topped with pineapple chunks onion and cilantro.

***Birria Tacos**

Crispy red tacos stuffed with cheese shredded beef, served with a rich consommé for dunking.

***Fish soft Tacos** (Shrimp or Tilapia)

Served with shredded cabbage and Pico de Gallo.

***Tripe Tacos**

Crispy beef intestine with onion and cilantro

***Beef tongue tacos**

Tender slow -cooked beef tongue, topped with onion cilantro and salsa Verde.

TRADITIONAL TACOS

All tacos served with lettuce, tomatoes, and cheese. 3.99 each.

- . Ground Beef
- . Shredded Chicken
- . Pork

VEGGIE TACOS (SAUTE ON AVOCADO OIL)

Served with avocado, red onion, zucchini, mushrooms, red bell peppers and black bean. 3.99 each.

FROM THE GRILL

Pollo Gourmet

16.99

Grilled chicken breast topped with mushrooms, tomatoes, and Chihuahua cheese. Served with rice, broccoli, and cauliflower.

Pollo del Carmen

16.99

Chicken breast, five (5) shrimp cooked with mushrooms, lettuce, tomato, and sour cream topped with cheese sauce. served with rice and three (3) tortillas.

Pollo a la Crema

15.99

Grilled chicken covered in a special creamy sauce with broccoli, bell peppers, and mushrooms. Served with rice, Pico de Gallo, and lettuce.

Pollo Fundido

14.49

Two fried chicken burritos topped with cheese dip. Served with rice.

Pollo A La Parrilla

15.99

Grilled chicken breast, cooked with mushrooms, onions and bell peppers, topped with shredded cheese. Served with refried beans, Pico de Gallo, lettuce, sour cream and three (3) tortillas.

Pollo Tulum

17.99

17.99 USD

Grilled chicken breast, five (5) shrimp, cooked with Pico de Gallo and mushrooms, with cheese dip. Served with rice, guacamole, Pico de Gallo, lettuce and three (3) tortillas.

Pollo Paraiso

17.99

Grilled chicken breast, five (5) shrimp, cooked with mushrooms, onions, bell peppers and topped with shredded cheese. Served with rice, refried beans, Pico de Gallo, lettuce, sour cream and three (3) tortillas.

Pollo Peligroso

15.99

Grilled chicken breast covered with San Jose sauce. Served with rice lettuce, sour cream and three (3) tortillas.

Arroz Con Pollo

16.49

Grilled chicken served with rice, cheese dip and three (3) tortillas.

Pollo Hawaii

15.99

Grilled chicken breast on top of a pineapple. Served rice, broccoli, cauliflower, carrot and topped with cheese sauce.

Choripollo

15.99

Grilled chicken and sausage topped with cheese dip. Served with rice and beans and three (3) tortillas.

Pollo San Luca

15.99

Grilled chicken breast, cooked with ranchera sauce. Served with rice, refried beans, Pico de Gallo, lettuce and three (3) tortillas.

Pollo Acapulco

17.99

Grilled chicken breast, cooked with chorizo, and topped with shredded cheese. Served with refried beans, Pico de Gallo, lettuce, sour cream and three (3) tortillas.

Pollo Con Papas

14.99

Grilled chicken breast topped with cheese and potatoes. Served with rice, broccoli, carrot, cauliflower and three (3) tortillas.

SALADS

Tossed Salad

Lettuce, onions, bell peppers, tomatoes, and cheese

5.75

Guacamole Salad

Lettuce, guacamole, and tomatoes

5.50

Mexican Salad

Lettuce topped with guacamole, sour cream, pico de gallo and a side order of rice and beans.

7.99

Mix Salad

Rice, lettuce, tomatoes, sliced avocado, and grilled chicken

12.99

Taco Salad Fajitas

Crispy flour tortilla with melted cheese sauce, topped with your choice of chicken or steak. Sautéed with onions, bell peppers, and tomatoes. Covered with lettuce, cheese, sour cream, guacamole, and tomatoes.

13.49

Grilled Chicken Salad

A crispy flour tortilla with melted cheese sauce topped with chicken. Sautéed with onions, bell peppers, tomatoes, covered with lettuce, cheese, sour cream, guacamole, and tomatoes.

13.50

Taco Salad

Crispy flour tortilla with chicken or beef, lettuce, tomatoes, cheese, and sour cream

11.49

Taco Shrimp Salad

A crispy flour tortilla with melted cheese sauce, topped with shrimps. Sautéed with onions, bell peppers, tomatoe covered with lettuce, cheese, sour cream, guacamole, and tomatoes.

16.49

Shrimp Salad

Shrimp, lettuce, tomatoes, onions, slice avocado, and Chile jalapenos.

16.99

ENCHILADAS ESPECIALES

Enchiladas Rojas

Two cheese enchiladas, topped with pork, (pork cooked with tomatoes (onion, bell peppers, and ranchero sauce on top. Served with rice, lettuce, tomatoes, and sour cream.

12.99

Enchiladas Verdes

Order three chicken enchiladas topped with green sauce, Cilantro, and onions. Served with rice, lettuce, tomatoes, and sour cream.

13.49

Enchiladas Maximas

Supreme combination of one chicken enchilada, one bean enchilada, one cheese enchilada, one beef enchilada, topped with ranchero sauce, lettuce, tomatoes, and sour cream.

13.49

Alexandria

Order of three chicken enchiladas topped with ranchero sauce. Served with rice, lettuce, tomatoes, and sour cream.

13.29

Enchiladas Playa Norte

Three grilled steak enchiladas with cheese dip on top. Served with rice, lettuce, tomatoes, and sour cream.

14.99

Enchiladas Sazon

Order of three enchiladas, cheese sauce on top with shrimps. Served with rice, lettuce, tomatoes, and sour cream.

15.99

Enchiladas Bander

The grilled chicken or beef enchiladas topped with red, green and cheese dip. Side of rice, lettuce, sour cream, and Pico de Gallo

15.99

Enchiladas San Martin

Three grilled chicken flour enchiladas topped with cheese dip and 3 slices of avocado.

14.99

BURRITOS

CHOOSE YOUR MEAT

Burritos Especial

One beef burrito with red sauce, topped with cheese, lettuce, sour cream, and tomatoes.

9.99

Burrito Cabo

A flour tortilla stuffed with pork, cooked with tomatoes, onions, and bell peppers. Topped with cheese sauce, sour cream, lettuce, and tomatoes.

11.49

Burrito Pancho

A flour tortilla filled with pork topped with cheese sauce, tomatillo sauce and pico de gallo. Served with rice

12.49

Burritos Supremos

Order of two burritos, one chicken and beans and one beef and beans topped with lettuce, tomatoes, sour cream, and red sauce.

11.99

Burrito Mexicano

12" Tortilla filled with ground beef, topped with special gravy sauce side of lettuce, tomatoes and sour cream.

12.49**Burritos Fajita**

Choice of chicken or steak cooked with vegetables, cheese sauce on top. Served with lettuce, sour cream, rice, and Pico de Gallo.

12.49**Burrito Banderas**

12-inch tortilla filled with beef tips, chicken and pork, topped with cheese dip, red sauce, and green sauce on top

13.99**Burrito Rio**

12-inch tortilla filled with beef tips, beans and rice topped with cheese sauce and red sauce

13.49**Burrito Carne Asada**

Filled with steak and beans, cheese sauce on top. Served with lettuce, guacamole, sour cream, and Pico de Gallo.

14.69**Burrito California**

Grilled chicken or steak cooked with mushrooms, onions, tomatoes filled with beans and rice. Topped with cheese dip, enchilada sauce, and sour cream.

13.99**Burrito Arandas**

12-inch flour tortilla stuffed with grilled chicken, eight (8) shrimp and rice, topped with cheese dip

15.49**Burrito Super Gigante**

12-inch tortilla filled with grilled chicken, shrimp, steak, onion, bell peppers, tomatoes, rice, beans, lettuce, sour cream, guacamole, pico de gallo with cheese sauce on top

17.99**LUNCH COMBINATION Monday through Friday from 11 AM until 3 PM****1.- One taco, two enchiladas and choice of rice or beans****10.99****2.- One taco, one enchilada, one bean tostada with guacamole****10.99****3.- One enchilada, one taco and one chile relleno****10.99****4.- One taco, one enchilada, one tostada with cheese and beef****10.99****5.- One beef and one cheese enchilada, rice, and refried beans****10.99****6.- One beef enchilada, one taco, rice, and refried beans****10.99****7.- One enchilada, one chile relleno, rice and fried beans****10.99****8.- One enchilada, one tamale, rice, and refried beans****10.99****9.- One beef burrito, one tamale and one taco****10.99****10.- Two beef tacos, rice, and refried beans****10.99****11.- One beef burrito, one taco and one enchilada****10.99**

12.- One bean tostadas with guacamole, one chile relleno, rice and beans	10.99
13.- One beef burrito, one chile relleno and one enchilada	10.99
14.- One burrito, one enchilada and one tamale	10.99
15.- One bean tostadas with guacamole, one beef tostada with nacho cheese and one beef taco	10.99
16.- One bean tostadas with guacamole, one chile relleno and one enchilada	10.99
17.- One chile relleno, one taco, one bean tostada with guacamole	10.99
18.- One burrito, one taco, rice, and beans	10.99
19.- One tostaguac, one enchilada and beans	10.99
20.- One taco, one chile relleno and one burrito	10.99
21.- One bean tostadas with guacamole, one burrito and one taco	10.99
22.- One tostaguac, one chile relleno and one taco	10.99
23.- One burrito, one chile relleno and rice	10.99
24.- One bean tostadas with guacamole, one burrito and beans	10.99
25.- One burrito, one enchilada and one bean tostada with guacamole	10.99
26.- One burrito, one enchilada, rice, and beans	10.99
27.- One chile relleno, one taco, rice, and beans	10.99
28.- One bean tostadas with guacamole, one tamale and one chile relleno	10.99
29.- One chicken quesadilla, one chile relleno and rice	10.99
30.- One burrito, one bean tostada with guacamole and one chile relleno	10.99

CHILDREN'S MENU

UNDER 12 ONLY

Chicken Nuggets

With fries

7.89

Quesadilla

With choice of rice, beans, or fries

7.89

Taco

With rice and beans

7.89

Enchilada With rice and beans	7.89
Burrito and Taco	7.89
Mexican Hamburger With fries	7.89
Hot Dog With fries	7.89
Taco Salad Chicken or Beef	7.89
Steak with choice of French fries or soda.	9.49

SIDE ORDERS

Pico de Gallo	2.00
Jalapeños	1.50
Lettuce	1.50
Jalapeños three (3) deep fried.	2.00
Sour Cream	2.00
Corn Tortilla (3) or flour tortilla (3)	1.50
Rice	3.00
Beans	3.00
Order of shredded cheese	2.75
Side Order Mushrooms	3.99
Order of French fries.	3.00
Quesadilla With Cheese (1) With Cheese	4.00
Quesadilla with Mushroom (1) Mushroom	6.00
Quesadilla Grilled Chicken (1) Grilled chicken	6.75
Quesadilla Steak (1) Steak	6.75

Quesadilla Shrimp (1) Shrimp	7.75
Quesadilla Ground beef	8.25
Tamal (1) Pork	6.00
Tamal (1) Pork	4.50
Taco (1) Beef, chicken, or pork.	4.50
Taco carne asada (1)	3.00
Taco Shrimp (1)	4.00
Chile Relleno Poblano	4.25
Chile relleno (Anaheim pepper)	4.75
Enchiladas (1) Cheese, beef, chicken, or pork	4.75
Tostada Beef or Chicken	3.00
Burrito Cheese, beef, chicken, or bean	5.00
Side Order Grilled Chicken	6.00
Side Order shredded Beef	8.49
Shredded pork	8.99
Side Order Shredded Chicken	8.49
Side Order Ground Beef	8.49
Side Order Grilled Shrimp	7.49
Chimichanga with cheese dip	11.99
	10.95
DESSERTS	
Fried Ice Cream	5.49
Sopapillas	3.99
Sopapilla with Ice Cream	5.99

Ice Cream	3.95
Flan	3.99
SOFT DRINKS	
Iced Tea (Free Refill)	2.89
Raspberry Tea (Free Refill)	2.89
Coca Cola Products (Free Refill)	2.89
Sweet Tea (Free Refill)	2.89
Coffee (Free Refill)	2.89
Orange Juice (No Refill)	3.89
Milk (No Refill)	3.89
Chocolate (No Refill)	3.89

Margaritas

Made with Golden Tequila

Regular	\$6.75
Medium	\$9.75
Large	\$16.50
Flavored Margarita \$1.00 extra	
Large Pitcher (60 oz)	\$18.50
Flavored	\$19.50
Small Pitcher (30oz)	\$14.25
Flavored	\$15.25

Flavors

Strawberry	Guava	Pina Colada
Banana	Pasión Fruit	Sour Apple
Mango	Blue curacao	Raspberry
Wild berry	Watermelon	Hurricane
Peach	Cherry	

Cadillac Margaritas

Available with your choice of premium Tequila

Regular	\$ 8.75
Medium	\$ 12.95
Large	\$ 19.95

Ice Cold Beer (cerveza)

Domestic \$4.25

Imported \$ 4.99

Draft 23oz \$5.95.

Pilsner 23oz \$8.95

Pitcher 60oz \$12.95

Budweiser

Corona Extra

Modelo

Bud Light

Corona Light

Pacifico

Bush

Negra Modelo

Bud Light

Bush Light

Modelo Especial

Michael Ultra

Sol

Miller Lite

XX Lager

Coors Light

XX Amber

Pacifico

Victoria

Michelada \$8.95

Daiquiri (only medium size)

Strawberry Mango Pina Colada \$7.45

Add Run \$9.25 (one shot) \$11.25(Two shots)

Remixed Sodas

Blue Moon Lemonade \$4.99

Lemonade, Starry, Sour Gummy rainbow.

Mango Mountain Hit \$4.79

Mountain Dew, Blood orange, Mango.

Red, White and boba \$6.50

Blueberry, Popping Boba, Sweet cream, cold foam.

Dirty Soda \$4.55

The OG. Any soda with coconut. Cream & Lime.

Soft Drink \$3.95

Coca Cola, Sprite, Diet Coke, Mr. Pibb, Fanta, Minute Maid

Milk (no refill)

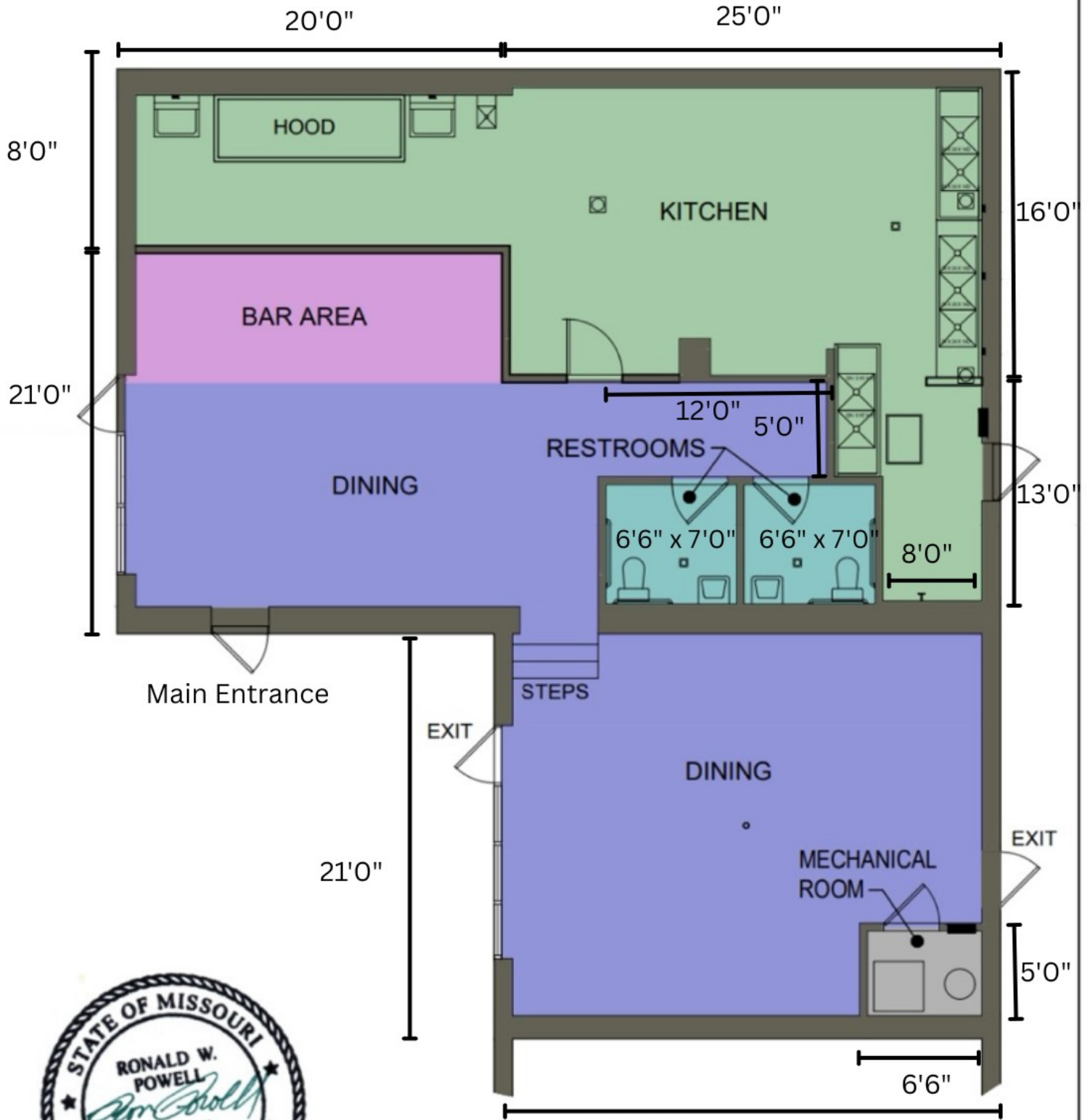
Juice (no refill)

Iced Tea (Sweet or Unsweetened)

Agua Horchata \$5.75

Mexican Sodas Bottles \$4.75

Picture of Jarritos



PLANNED RESTAURANT 26'0"
 SCALE: 1/8" = 1'-0"
 0 4' 8' 12' 16'



NOVEMBER 23, 2025

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Liquor Licence Plan
 424 5th Street
 Saint Charles, MO 63301

I hereby specify, pursuant to RSMo 327.411 that this drawing sheet is authenticated by my seal. The Architect of Record whose seal appears on this sheet disclaims any responsibility for all other plans, specifications, estimates, reports and other documents or instruments not sealed by the Architect of Record.
 MO Certificate of Authority A-2012011838



AGENDA ITEM #5

**STAFF REPORT
CONDITIONAL USE NO. CU-2025-29
LIQUOR SALES
142 N. MAIN STREET**

**JANUARY 12, 2026
BY TAYLOR MOORE**

- APPLICANT:** Ron Webb
Arzola’s Fajitas and Margaritas
102 Godding Court
Wentzville, MO 63385
- OWNER:** Dustin English
4437 Tumbleweed Trail
St. Charles, MO 63304
- ADDRESS/LOCATION:** 142 N. Main Street
Ward 1
- ACREAGE/SIZE:** Approx. 7,000 square feet (Parcel Lot Size)
2,100 square feet (Tenant Space)
- CURRENT ZONING:** “CBD/HDD” Central Business District and within the
Historic Downtown District
- PROPOSED USE:** Liquor sales associated with a permitted restaurant use

SUMMARY/ANALYSIS

This request is for a liquor sales use specifically associated with a permitted restaurant use at 142 North Main Street. The property is located within the CBD/HDD Central Business District within the Historic Downtown District, between Monroe Street and Jefferson Street. The proposed business, Arzola’s Fajitas and Margaritas, intends to operate out of this approximately 2,100 square feet space, formerly occupied by Little Nashville. Restaurant is a land use permitted by right at this location; however, liquor sales associated with the restaurant is a conditional use. The conditional use is specific to the liquor sales only and is not applicable to the other uses.

According to the business plans submitted by the applicant (included with this report), this establishment will specialize in freshly prepared fajitas, classic Mexican-inspired entrees, and handcrafted margaritas. The applicant intends to make minor interior alterations to the existing space, and has provided a preliminary schematic showing the intended layout. The applicant intends to open in February 2026, serving dinner daily with hours generally from 4:00pm – 9:30pm (10:30pm on Friday & Saturday). On the weekends they will open at 9:00am to serve breakfast and lunch.

While there are restricted hours for a Bar use in the Historic Downtown District, those restrictions

do not apply to this proposed Restaurant use. The applicant is not proposing to have live indoor music consisting of bands or DJs. Although there is not a designated patio space and no outdoor music is anticipated at this time, if a future patio area is created, it would require a separate review by staff via a Sidewalk Café Permit and an additional Conditional Use Permit for outdoor music.

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 the Activity Center #6 (Historic Downtown) area. The proposed liquor license at this location associated with a permitted restaurant use can be compatible with its commercial surroundings along the North Main Street 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 142 N. Main Street within the Activity Center #6 area. 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 restaurant with liquor sales use, if conditioned appropriately, can be compatible within its commercial surroundings and should not produce negative effects to neighboring properties or the neighborhood. Staff believes this use will 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 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 the above standards for evaluating Conditional Uses, staff believes the proposed use, 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 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 located within 300 feet from a hospital, school, church, or residence. Therefore, the notification provisions of Section 600.280(C) are applicable. 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 applicable to this application, all nearby property owners have been adequately notified.

STAFF RECOMMENDATION

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 liquor sales associated with a permitted restaurant use subject to the following conditions:

1. This conditional use permit for liquor sales associated with a restaurant use is issued to the applicant (Ron Webb) with Arzola's Fajitas and Margaritas restaurant only for an approximately 2,100 square-foot interior tenant located at 142 N. Main Street 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 submitted restaurant use.
5. 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.
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 CU-2025-29 to the City Council with a favorable recommendation, subject to the conditions recommended by staff.

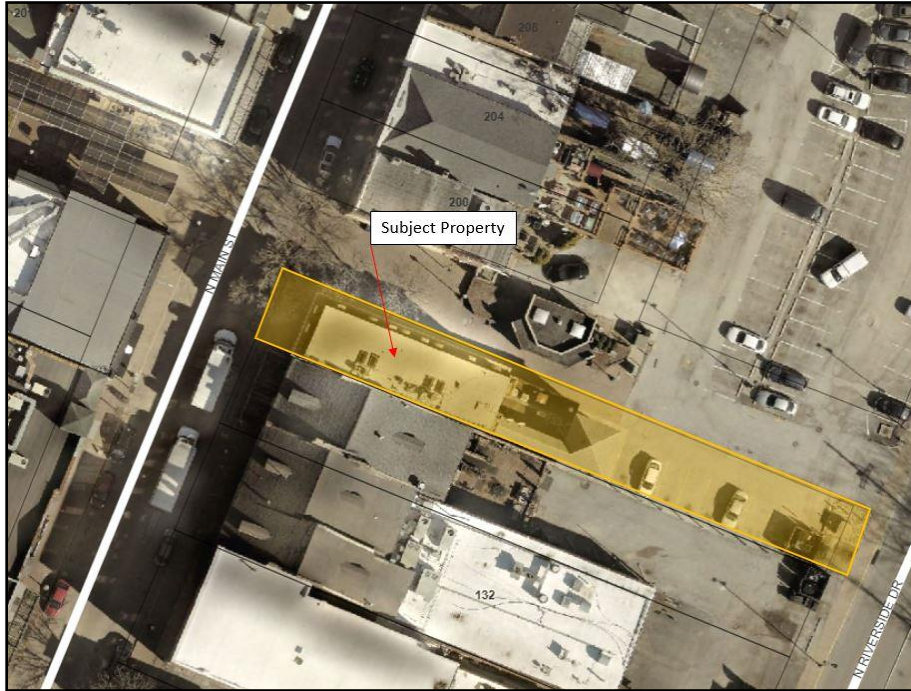


Figure 1: Aerial Photo of the Subject Site.



Figure 2: Current Front Façade.

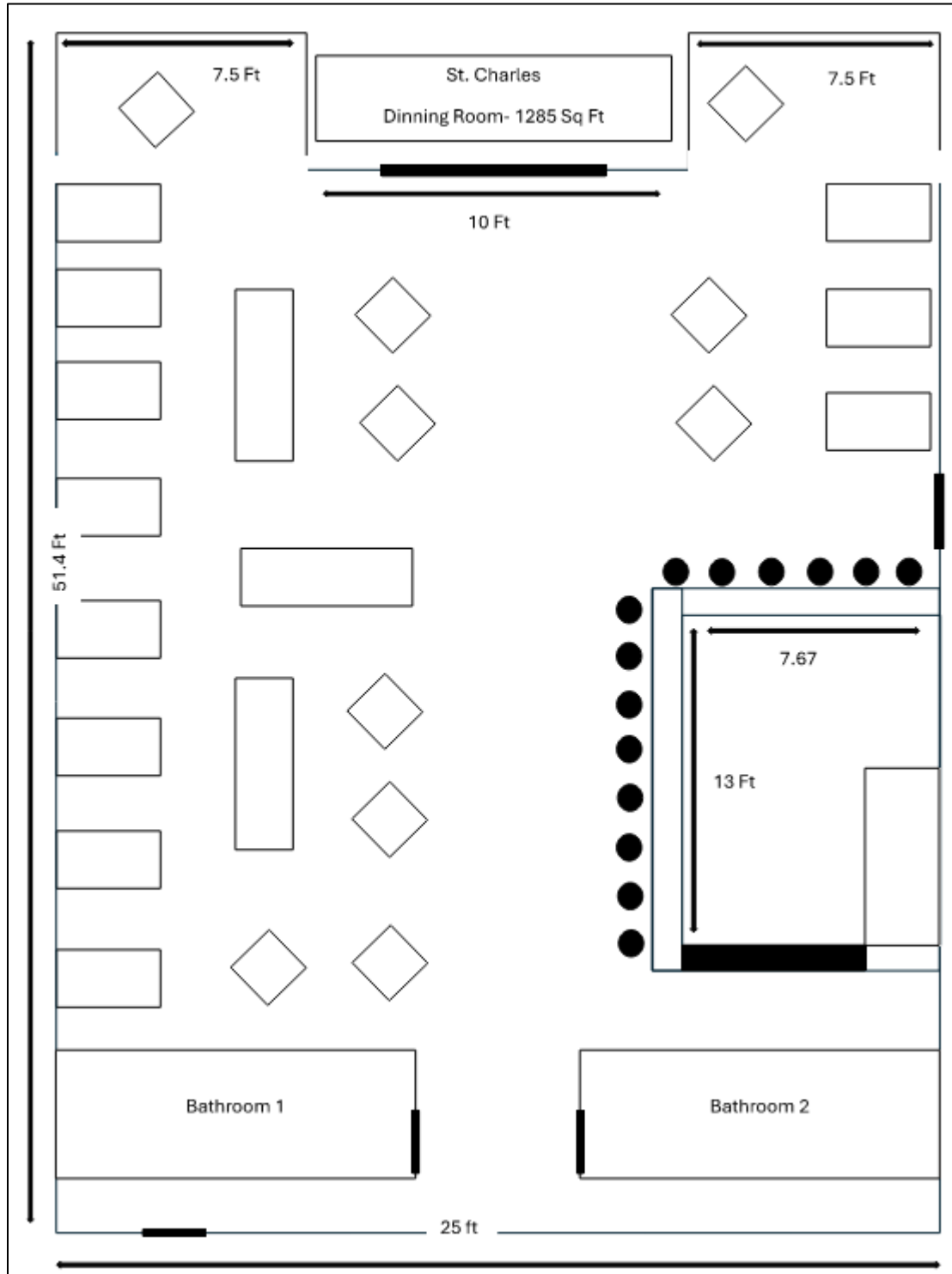


Figure 3: Proposed dining room floorplan.

BUSINESS DEVELOPMENT PLAN & OPERATIONS NARRATIVE

R & L FAM St. Charles LLC
d/b/a Arzola's Fajitas and Margaritas
142 N Main St, St. Charles, MO 63301

1. Business Overview

Arzola's Fajitas and Margaritas is a full-service Tex-Mex restaurant. The establishment specializes in freshly prepared fajitas, classic Mexican-inspired entrées, and handcrafted margaritas in a family-friendly setting.

The restaurant operates under **R & L FAM St. Charles LLC** and offers dine-in service, take-out, and limited catering.

2. Hours of Operation

Restaurant & Bar Hours:

Monday: 4:00 -9:30 PM
Thursday: 4:00 -9:30 PM
Friday: 4:00 -10:30 PM
Saturday: 9:00 -10:30 PM
Sunday: 9:00 -9:30 PM

Kitchen Hours:

(Kitchen closes shortly before restaurant closing)

- **Monday:** 4:00 PM – 9:30 PM
 - **Thursday:** 4:00 PM – 9:30 PM
 - **Friday:** 4:00 PM – 10:30 PM
 - **Saturday:** 9:00 AM – 10:30 PM
 - **Sunday:** 9:00 AM – 9:30 PM
-

3. Description of Liquor Sales

Arzola's Fajitas and Margaritas will operate with the appropriate Missouri liquor license(s), offering **beer, wine, and spirits** for on-premises consumption.

Liquor service includes:

- Full bar featuring specialty margaritas, cocktails, domestic and imported beer, and wine
-

4. Menu

See attached.

MARGARITAS

In keeping with our family's commitment to elevated Tex-Mex food and drinks made with passion and integrity, our margaritas are only crafted with fresh lime, lemon and orange juices and feature premium 100% blue agave

CLASSICS:

Zolarita \$10.95
\$38.95

Our version of the classic! El Jimador Silver tequila, orange triple, fresh citrus lemonade

The Texas Tornado \$12.95
\$46.95

The original top-shelf margarita from Chuy Arzola's! Barrel-aged El Jimador Anejo tequila, triple orange brandy, fresh citrus lemonade, salt rim

Cabo Sunset \$11.95
\$42.95

Close your eyes and you're there! El Jimador Silver tequila, orange triple, hibiscus, fresh citrus lemonade, hibiscus salt rim

Senor Jalapeno \$11.95
\$42.95

Like it spicy? El Jimador Silver tequila is steeped with fresh jalapeno chiles, and triple orange brandy, fresh citrus lemonade, Tajin salt rim

CREATIONS:

El Azteca \$13.95
\$50.95

A smoky-and-spicy margarita inspired by our travels! Espadin mezcal with our jalapeno-steeped El Jimador Silver tequila, Spanish sherry, fresh citrus

La Flaca (A.K.A. The Skinny) \$12.95
\$46.95

Light and refreshing! El Jimador Silver tequila, fresh lime, a touch of organic agave nectar, served up with Jose's salt air. Craft yours with ultra-premium Herradura silver tequila +1.95

Tamarindo \$12.95
\$42.95

We discovered this margarita in Tlaquepaoue, Mexico in 2007 and have loved it ever since! El Jimador Silver tequila, triple orange brandy, tamarind puree, fresh lemon, agave nectar, Tajin salt rim. Craft yours with ultra-premium Herradura silver tequila +1.95

FROZENS:

Chile-Mango-Pina \$11.95
\$42.95

Classic flavors from Mexico's street-side fruit carts! Our jalapeno-steeped El Jimador Silver tequila, licor de ancho chile, mango puree, pineapple juice, fresh citrus lemonade, Tajin salt rim

Prickly Pear \$11.95
\$42.95

Inspired by Mexican Aztec legend and uniquely delicious! El Jimador Silver tequila, orange triple, prickly pear cactus purée, fresh citrus lemonade, sugar rim

Flavor-Of-The-Moment

Our seasonally-inspired flavored slushy margarita! Blended with El Jimador tequila

Frozen Swirl

Can't decide? Por oque no los dos? Your pick of two frozen margarita flavors swirled in the same glass

ZERO PROOF

0% Alcohol | 100% flavor | Featuring bare zero proof reposado style tequila

Bare Rita \$9.95
\$34.95

BARE zero-proof tequila, n/a orange bitters, fresh citrus
lemonade, salt rim

Skinny Bare \$10.95
\$38.95

BARE zero-proof tequila, fresh lime, and orange, a touch of
agave nectar, served up with Jose's salt air

Tam-Bare-Indo \$11.95
\$42.95

BARE zero proof tequila, n/a orange bitters, tamarind puree,
fresh lemon, agave nectar, Tajin salt rim

Spicy Bare \$10.95
\$38.95

BARE zero-proof tequila, muddled jalapeno, fresh citrus
lemonade, Tajin salt rim

COMMON COCKTAILS

Paloma Brava **\$11.95**

Tart and refreshing! El Jimador Silver tequila, fresh grapefruit lemonade, a touch of orange, a splash of Topo Chico, salt rim

East Austin Ranch Water **\$11.95**

A west Texas creation with a big city twist! El Jimador Silver tequila, fresh lime, and Topo Chico all in the bottle, with a salt-rimmed glass

Mexican Mule **\$11.95**

Classically fresh and zesty! El Jimador Silver tequila, fresh lime, a touch of orange, Fever Tree ginger beer

Maria Maria **\$10.95**

A bloody mary like no other! El Jimador Silver tequila with our handmade tomato-chipotle sangrita, Tajin salt rim

Drink Menu

CANS/BOTTLES

Cervezas | Make it a classic michelada with our handmade tomato-chipotle sangrita +\$2.95

Corona	\$5.95
Modelo Especial	\$5.95
Negra Modelo	\$5.95
Pacifico	\$5.95
XX Lager	\$5.95

OUR MENU

MENU
(859859)

GF-Gluten free | V-Vegetarian | VG-Vegan

SHAREABLES

Or...treat yourself



Classic Queso (V, GF)

\$10.75

Our friends call this the 'sauce of life' | "Tex-mex style" yellow cheese dip accented with fresh pico de gallo; with our chile-dusted corn tortilla chips. Add Mexican chorizo or dry-aged ground beef +\$2.15

Loaded Bean Dip

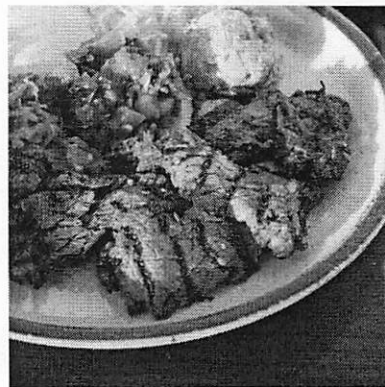
\$11.95

Our traditional slow-cooked charro beans smothered with our Classic Queso; with creme, pico de gallo, fresh cilantro, and our chile-dusted corn tortilla chips.

SIGNATURE FAJITAS

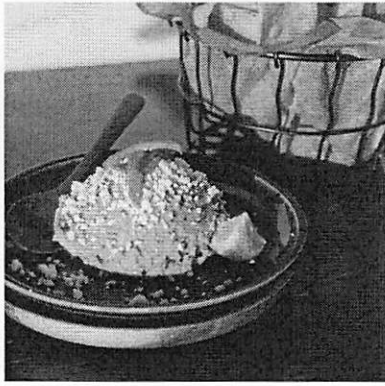
Our family's fajitas are trimmed by hand and then marinated for a minimum of 72 hours of labor of love since 1989. Accompanied by classic trimmings including real-deal handmade guacamole, pico de gallo, crema, mexi-cheese, shredded lettuce, and Mama Delia flour tortillas.

Easily made gluten-free by substituting corn tortillas | Can't decide? Order your fajitas half-and-half!



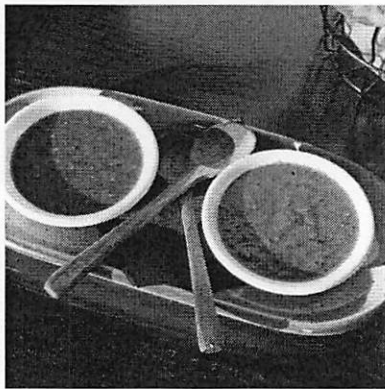
Steak

Our marinated then charbroiled steak fajitas with classic trimmings. Uno \$28.75 | Dos \$53.95 | Familia \$82.55



Real-Deal Handmade Guacamole (V, GF)

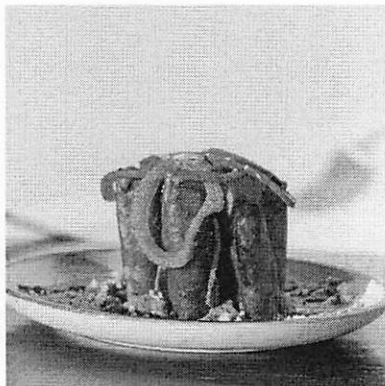
Ripe Haas avocados mashed with jalapeno, garlic, onion, lime, and cilantro; with queso cotija, lime-pickled radish, and our chile-dusted corn tortilla chips | MARKET PRICE



Chips & Salsas Two-Ways (VG, GF)

\$5.15

A duo of seasonally-inspired handmade salsas with our chile-dusted corn tortilla chips.



Taquitos (V, GF)

\$13.35

Crispy rolled corn tortillas filled with our sweet potato fajitas, black beans and mexi-cheese;

Sweet Potato

Our marinated then charbroiled sweet potato fajitas atop seasonally-inspired vegetables and poblano rajas; with classic trimmings. Uno \$20.75 | Dos \$38.95 | Familia \$59.55

Chicken

Our marinated then charbroiled chicken fajitas with classic trimmings. Uno \$23.75 | Dos \$43.95 | Familia \$67.55

Mojo Shrimp

Our mojo shrimp fajitas are marinated with chipotle adobo, roasted garlic and agave then grilled a plancha with poblano rajas; with classic trimmings. Uno \$25.75 | Dos \$48.95 | Familia \$74.55

QUESADILLAS

Served with our Red Chile velvet sauce for extra delicious dipping!

Easily made gluten-free by substituting our quinoa tortilla.



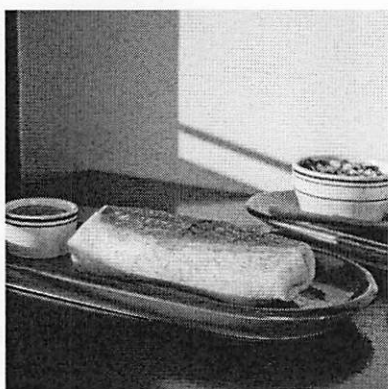
Luna

\$15.95

Our charbroiled chicken fajitas, melted mexi-cheese, half-smashed black beans, and pico de gallo.

1LB.BURRITOS

Like an exploding pinata in your mouth | Served with our spicy salsa avo-verde on the side. Get it smothered or stuffed with our Classic Queso +\$2.15 | Easily made gluten-free by substituting our quinoa tortilla



Arrojo \$18.95

Our charbroiled steak fajitas with poblano rajas, red rice pilaf, charro beans, mexi-cheese and red chile velvet sauce.

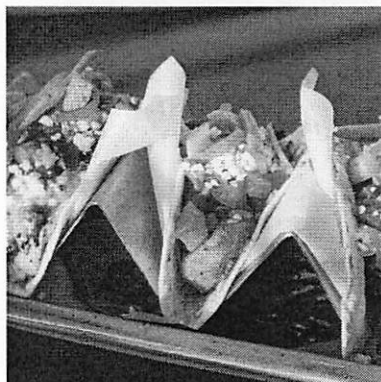
Carmen (V) \$15.35

Our charbroiled sweet potato fajitas with seasonally-inspired vegetables and poblano rajas, red rice pilaf, half-smashed black beans, mexi-cheese, and red chile velvet sauce.

San Miguel \$16.55

Our charbroiled chicken fajitas with spicy house escabeche, red rice pilaf, half-smashed black

TACOS & MAS



6th Street Fajita Tacos
Named after the famed entertainment district in Austin, TX | A trio of classic street tacos served in warm flour tortillas with fresh pico de gallo, queso cotija and lime-pickled radish. Steak +\$17.25, Chicken +\$14.25, Shrimp +\$15.75, Sweet potato +\$12.75

Gringo Crunchy Tacos \$14.25

A trio of crispy yellow corn tacos stuffed with dry-aged ground beef seasoned with our signature spices; with shredded lettuce, mexi-cheese, red chile velvet sauce and pico de gallo

Ensalada (V, GF) \$10.95

Fresh greens, shaved apples & veggies, grilled pineapple, toasted pepitas and queso cotija; with agave-lime dressing. Add 1/4-pound of fajitas to your ensalada: Steak +\$7.95, Chicken +\$5.95,

with handmade guacamole, spicy salsa avo-verde, pickled red onion, and queso cotija.



Fancypants Nachos (V, GF)
\$12.75

Crispy corn tostadas layered with half-smashed black beans and melted mexi-cheese; with handmade guacamole, creme, lime-pickled radish and spicy house escabeche. Add 1/4-pound of fajitas to your nachos: Steak +\$7.95, Chicken +\$5.95, Shrimp +\$6.95, Sweet potato +\$4.95



Fiesta
\$17.15

Our mojo shrimp fajitas a la plancha with poblano rajas, melted mexi-cheese, and grilled pineapple



Tapatia (GF)
\$14.75

Our charbroiled sweet potato fajitas with seasonally-inspired vegetables and poblano rajas, melted mexi-cheese, and pico de gallo.

Chico
\$18.35

Our charbroiled steak fajitas, melted mexi-cheese, crema, and spicy house escabeche.

beans, mexi-cheese, and red chile velvet sauce.

Shrimp +\$15.75, Sweet potato +\$12.75

ON THE SIDE

The perfect pairing with your plate

Red Rice Pilaf (VG, GF)

Seasoned with achiote, poblano, onion, and garlic | \$2.95 | \$4.95

Poblano Rajas (VG, GF)

Sliced poblanos, bell peppers, and onions grilled a la plancha with Mexican oregano and our signature Chuy Oust | \$2.95 | \$4.95

Charro Beans

Traditional cowboy beans slow-cooked with bacon and chorizo, jalapenos, garlic, and Negra Modelo | \$2.95 | \$4.95

Half-Smashed Black Beans (V, GF)

With chile adobo, agave, lime and queso cotija | \$2.95 | \$4.95



BRUNCH

BEBIDAS

MARIA MARIA

A BLOODY MARY LIKE NO OTHER

El Jimador Silver tequila or Tito's Vodka with our handmade tomato-chipotle sangrita, Tajin salt rim 10⁹⁵

MIMOSA

A BRUNCH STAPLE

Choose Classic with fresh orange juice, or a Pomelo with fresh grapefruit juice 9⁹⁵

PALOMA REFRESCA

A REFRESHING TWIST ON THE FAVORITE

El Jimador silver, grapefruit juice, champagne, lime juice, served over ice 13⁹⁵

MICHELADA

THE MEXICAN HANGOVER CURE

Modelo Especial with our handmade tomato-chile sangrita served over ice with Tajin salt rim 7⁹⁵

CAFE DE OLLA

A TRADITIONAL MEXICAN COFFEE

A coarse ground dark roast coffee brewed to perfection with cinnamon, an orange peel, and piloncillo for a sweet and spicy taste 5⁹⁵

ADD CREAM LIQUOR +4⁹⁵

COMIDA

HUEVOS RANCHEROS

Lightly fried corn tortillas layered with half-smashed black beans, sunny side eggs, salsa roja, queso cotija, and avocado 12⁹⁵

CHILAQUILES

THE GO-TO MEXICAN COMFORT FOOD

Chile-dusted corn tortilla chips sautéed with salsa roja until slightly soft, then topped with crema, pickled red onions, queso cotija, and cilantro. 10⁹⁵

BRUNCH BURRITO

Scrambled eggs with poblanos rajitas, Mexican chorizo, charro beans, crispy potatoes, and our Classic Queso wrapped in a flour tortilla then grilled a la plancha; topped with spicy salsa avo-verde, and pico de gallo. 15⁹⁵

BIRRIA BENEDICT

Slow-braised beef birria atop handmade black bean corn masa sopes, with a sunny side up egg, roasted poblano hollandaise and pico de gallo; with half smashed black beans or hash browns. 16³⁵

Y MAS

PAN FRESCA

Thick slices of brioche soaked with cinnamon, vanilla, and orange zest then grilled a la plancha; with grilled pineapple, maple-agave syrup and powdered sugar 10⁹⁵

ADAN'S TEX-MEX SCRAMBLE

Eggs scrambled with red chile velvet sauce, mexi-cheese, served with crispy potatoes, salsa roja and flour tortillas. 13⁷⁵

ADD ONS

+ Eggs 2⁵⁰

+ Pan Fresca 5⁹⁵

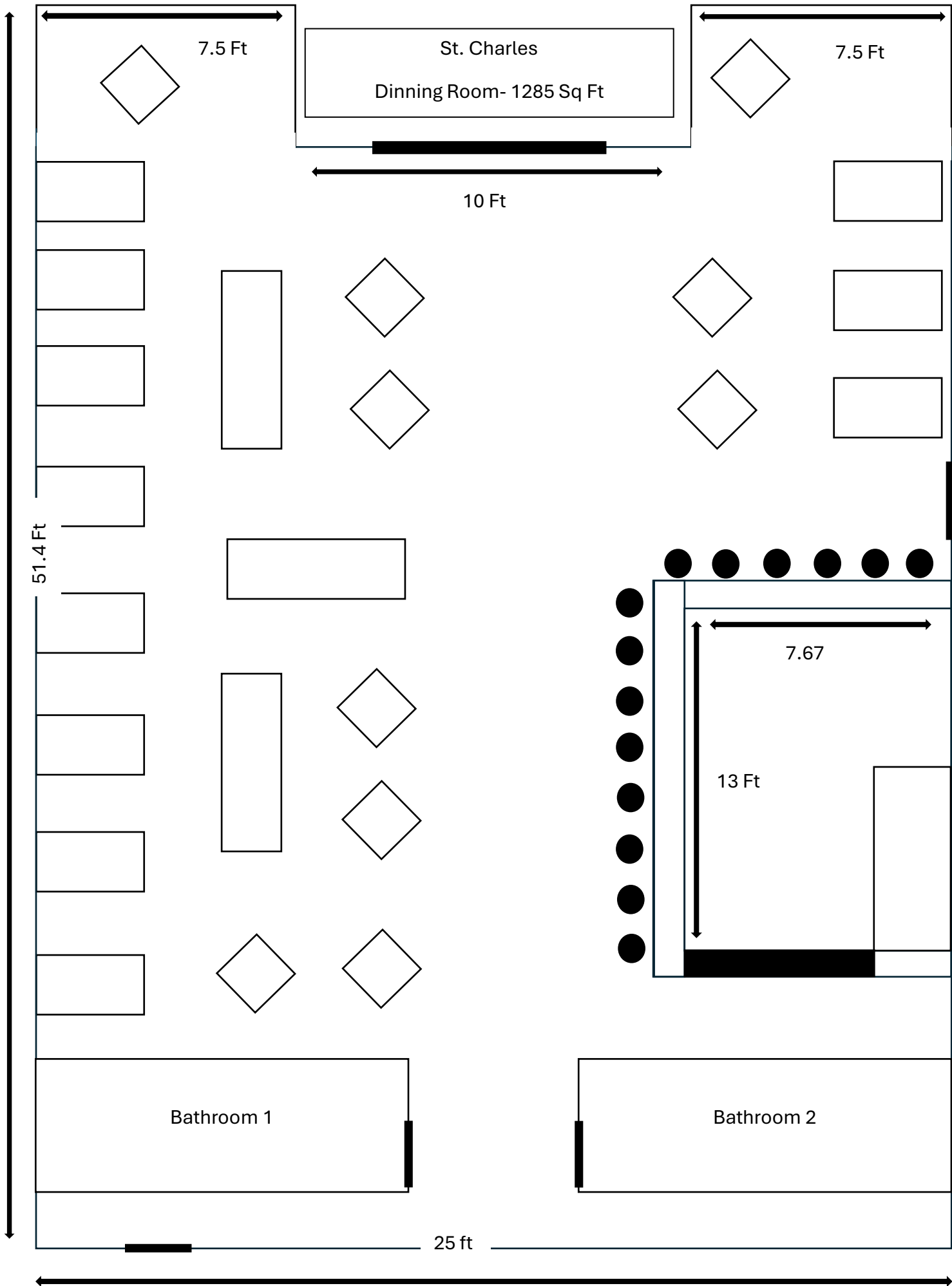
+ Chorizo 2⁹⁹

+ Chicken Tinga 3⁹⁵

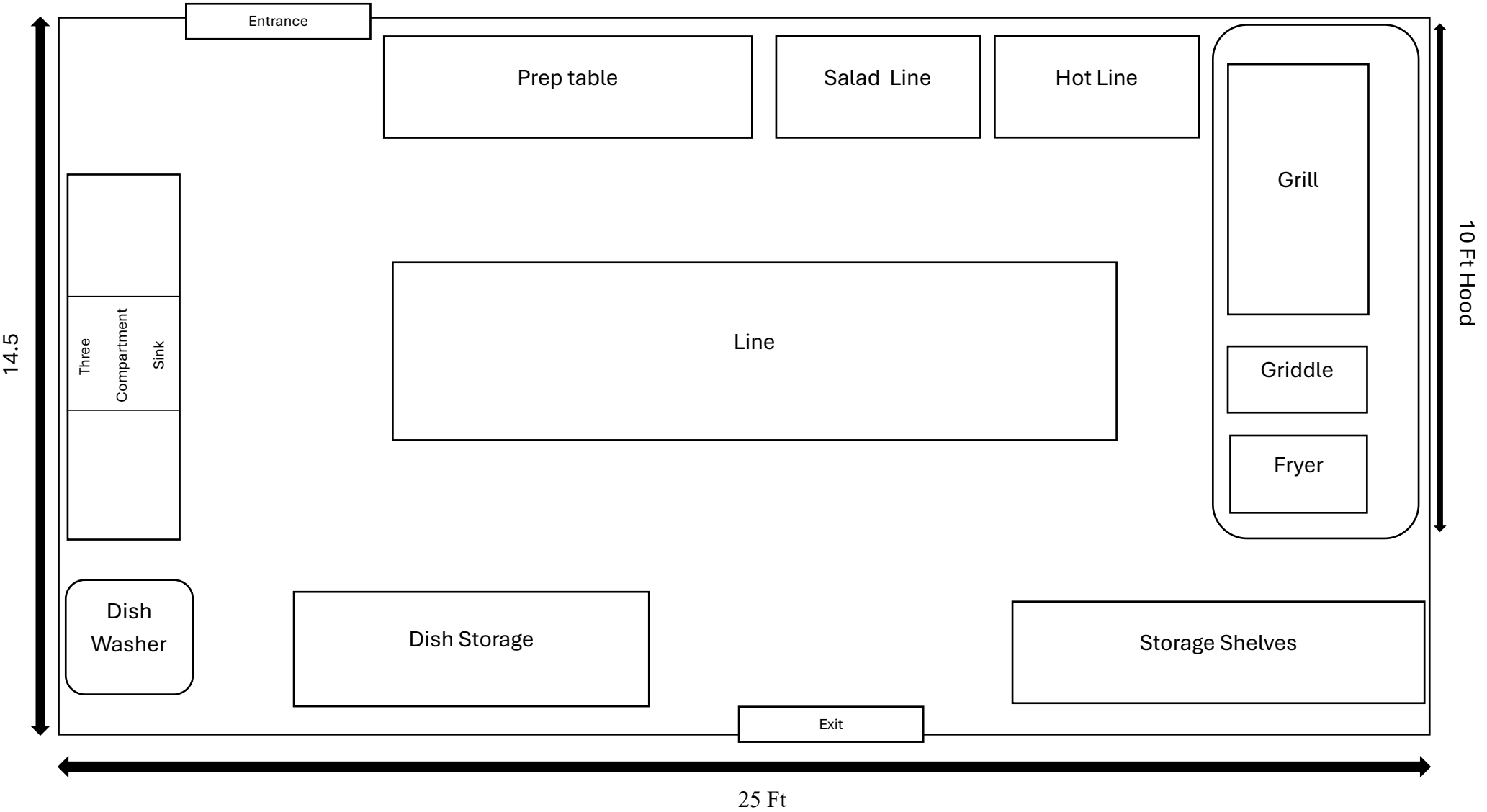
+ Steak Birria 4⁹⁵

+ Hashbrowns 2⁵⁰

ASK YOUR SERVER FOR OUR GLUTEN-FREE OPTIONS!



St. Charles
Kitchen Layout
355 Sq Ft





AGENDA ITEM #6

**STAFF REPORT
PD-I PLANNED DEVELOPMENT
INDUSTRIAL DISTRICT – TEXT AMENDMENT
370 CORPORATE CENTER**

**JANUARY 12, 2026
BY MADELYN P. BROWN**

<i>APPLICANT:</i>	Hummert International, Inc 502 Earth City Plaza, Suite 207 Earth City, MO 63045
<i>OWNER:</i>	10 LHE LLC P.O. Box 917 St. Charles, MO 63302
<i>ADDRESS/LOCATION:</i>	370 Corporate Center Planned Development Ward 1
<i>ACRES:</i>	Approximately 43.72 Acres (overall)
<i>EXISTING ZONING:</i>	PD-I Planned Development Industrial District
<i>PROPOSED USE:</i>	Major Amendment to an Existing PD – proposal to add Interior Manufacturing and Processing of Soil as a Land Use

SUMMARY OF REQUEST

The applicant has submitted an application to amend the existing 370 Corporate Center Planned Development – Industrial District to add a new land use to the district. The proposed land use is titled “interior manufacturing and processing of soil.” The applicant is proposing this land use to permit a proposed business, Hummert International, within the district, specifically at 10 S. Corporate Hills Drive; however, if approved, the amendment would permit this land use at any location within the 370 Corporate Center Planned Development (see below limits of development on Figure 1 on page 2 of this report). This request is specific to the added land use, with no additional amendments to the Planned Development proposed. The proposed use aligns with the present permitted uses and should not create an impact on the existing conditions of the planned development.



Figure 1: Aerial Photo depicting the 370 Corporate Center development.

BACKGROUND

The 370 Corporate Center development consists of eleven (11) lots and a total of nine (9) buildings, with the most recent building at 500 Corporate Hills Drive constructed in 2025. Originally, the development was zoned OBP (Office Business District), which permitted various commercial and light industrial uses by right. In November 2010, OBP was removed from the Zoning Code as a district. The subject development was the only development with an OBP zoning designation within the City at the time of its removal. According to a staff report from February 2011, the City of St. Charles proposed that the defunct zoning district be replaced with PD-I (Planned Development Industrial District), as it was the most appropriate and could be narrowly tailored to mimic the previous districts uses and design standards. All permitted uses, architectural/design standards, and performance standards for the OBP were transferred to the PD-I ordinance for the

370 Corporate Center (Ord. #11-45), with the only change at that time to permitted uses being the addition of manufacturing of aircraft parts.

STAFF ANALYSIS

As discussed above, the applicant is proposing the addition of “interior manufacturing and processing of soil” as a permitted use to the 370 Corporate Center PD-I. The applicant, Hummert International, Inc., has provided a business plan which details the operations which would take place under the proposed land use. Per the provided business plan, the primary use is whole sale distribution of soil to “stock and sell products to greenhouse growers, landscapers, plant scientists, nurseries, retailers, educators, municipalities, and the public”. Also associated with the business is the processing and “devitalization” of plant material to produce soil for storage and export. All operations take place within an enclosed warehouse space.

Pursuant to the City of St. Charles Zoning Code, the proposed use is most similar to the land use identified as “storage/manufacture of stone products, sand, and gravel.” The storage of stone products, sand, and gravel is permitted through approval of a Conditional Use Permit starting in the C-3 Highway Business District, while the manufacturing component is permitted within the I-2 Heavy Industrial District. Based upon these factors, staff find that *interior* manufacturing and processing of soil could be appropriate within the PD-I ordinance.

Currently, the PD-I permits various uses which are permitted by right within the I-1 (Light Industrial District) and I-2 District only. The manufacturing of aircraft parts is the only use permitted within the PD-I that is only permitted within the I-2 District. Similarly, the proposed use is most aligned with uses identified within the I-2 District only; however, it is the opinion of staff that the existing performance standards outlined in the PD-I, including regulations related to noise, odor, and other off-site impacts, would make this use appropriate within the District. Additionally, this use is specific to the interior of the building only, which further reduces the potential impact of the use.

To further minimize any potential impact this use may have on the surrounding area and neighboring properties, the Planning and Zoning Commission may determine whether the use is most appropriately classified as a permitted or conditional use. Presently, the PD-I District does not list Conditional Uses, with all uses either permitted by right or prohibited. Given that the proposed use is interior only with all operations conducted entirely within an enclosed building and is expected to have a low chance of impact on neighboring properties, staff recommends the use be permitted. However, the final determination is left to the purview of the Planning and Zoning Commission.

PD-I Proposed Amendment

The following text amendment to the PD-I will read as follows:

- A. Permitted Uses. The list of permitted uses within the 370 Corporate Center PD-I District shall be amended to include the following additional land use:
 - 1) Interior manufacturing and processing of soil, defined as the manufacturing, processing, or preparation of soil or soil-based products conducted within an enclosed building, with no outdoor processing.

CONCLUSION

In summary, the proposed text amendment to the 370 Corporate Center PD-I accomplishes the following:

- Add “interior manufacturing and processing of soil” as a permitted land use within the PD-I.
- Allow the use at any property within the 370 Corporate Center Planned Development, subject to applicable approval and permitting requirements.
- Maintain the existing development standards and performance standards of the PD-I district.

The proposed text amendment would not accomplish the following:

- Approve a specific site plan.
- Modify existing development standards, architectural requirements, or performance standards of the PD-I district.
- Authorize outdoor manufacturing, processing, or storage activities not otherwise permitted by the PD-I ordinance.
- Exempt any future development or business from required site plan review, Conditional Use Permit approval, or any other applicable City approvals.

Staff Recommendation

As proposed, the requested amendment is consistent with the intent of the 370 Corporate Center PD-I District. Staff recommends approval of the proposed text amendment as submitted.

Recommended Motion

Motion to forward a recommendation of approval to City Council for application PDA-2025-02 as submitted.

Hummert International, Inc.

Mission: To strengthen the horticulture industry by supporting growers with reliable products, innovative solutions, and trusted partnerships.

The vast majority of Hummert's business is basic wholesale distribution. We stock and sell products to greenhouse growers, landscapers, plant scientists, nurseries, retailers, educators, municipalities, and the public. Sonny Hummert, our late third-generation owner and president described the company as selling what one would need to grow or kill a plant and everything you would see in a greenhouse including the greenhouse.

We no longer sell the extensive selection we once offered, but we do our best to service this idea. Approximately one-third of our sales ship directly to our customers from manufacturers or other distributors. We either ship or deliver inventoried products from our warehouses in Topeka, Kansas and Earth City, Missouri.

The Earth City warehouse also performs what we term "Plant Growth Logistics & Services" (PGLS). <https://www.hummertinternational.com/pgls/> . It is a system of product and service delivery and waste disposal to address the needs of local researchers wanting to focus their efforts on science. A typical cycle starts with an order for pre-filled containers. The researcher needs X number of Y pots with Z mixture of soil and possibly fertilizer. Hummert fills the containers and delivers them where and when the order specifies. At the time of delivery, Hummert picks up the remains of the containers and plant material from completed research and brings it back to the warehouse for devitalization and disposal. Picture this happening for a multitude of researchers in a facility in multiple locations.

Devitalization is simply making certain the plant material is dead. To do this we place bins (roughly 4'x4'x4') of waste into an autoclave and "cook" it. An autoclave is essentially a specialized, heavy-duty version of a kitchen pressure cooker. Both use steam under pressure to achieve their purpose, but while a pressure cooker is designed to cook food quickly, an autoclave is engineered to sterilize. Hummert utilizes two such autoclaves fed by a boiler.

The functions of transport, short-term storage, and devitalization are federally regulated and permitted and account for less than 4% of our sales. Hummert International maintains strict SOPs and is under contract with one customer to perform these functions within these procedures. Mandatory equipment inspections occur annually. Other inspections happen announced. Hummert International has never had an incident with people or equipment involved with devitalizing plant material.

EXHIBIT A

LEGAL DESCRIPTION OF THE LAND

Lot 7 of 370 Corporate Center Plat One, Plat Book 35, Pages 324 & 325 as Recorded in the Office of the Recorder of Deeds of St. Charle County, Missouri



Memorandum

To: Planning and Zoning Commission

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

Date: January 7, 2026

Subject: Adoption of the 2026 City of St. Charles Comprehensive Plan – “Guiding STC”

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.

Attached 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. This document is also a culmination of work by the Commission and the C3 Taskforce (Mayor appointed taskforce of key stakeholders of the community as well as members of both the Planning and Zoning Commission and City Council).

As the document is now in its final form, adoption of the document is required to begin action on the items provided. To comply with State Statute, a public hearing notice is required and has been accomplished (advertised for the January 12, 2026 Planning and Zoning Commission). 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 by the Commission, 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

GUIDING **STC**

2026 Comprehensive Plan
of the City of Saint Charles
Amendatory Supplement
(2002 & 2012 previous versions)

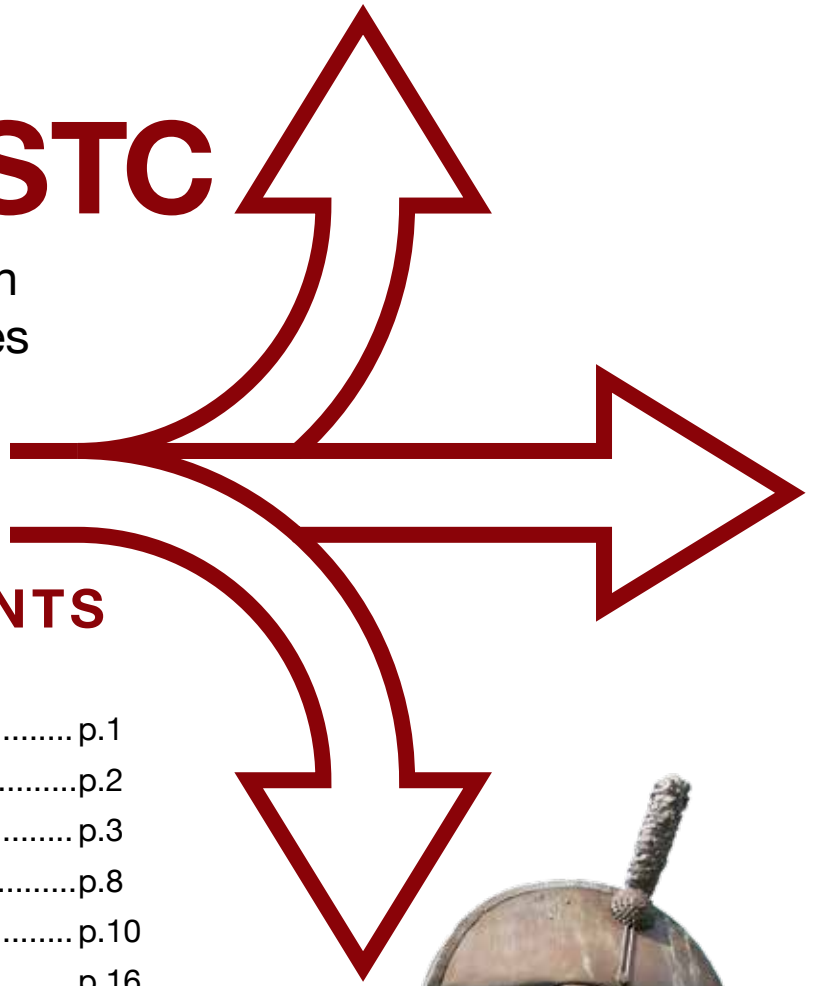


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- Economic Vitality p.80
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Appendix

- Other Documentsp.112
- Survey Results p.112



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.



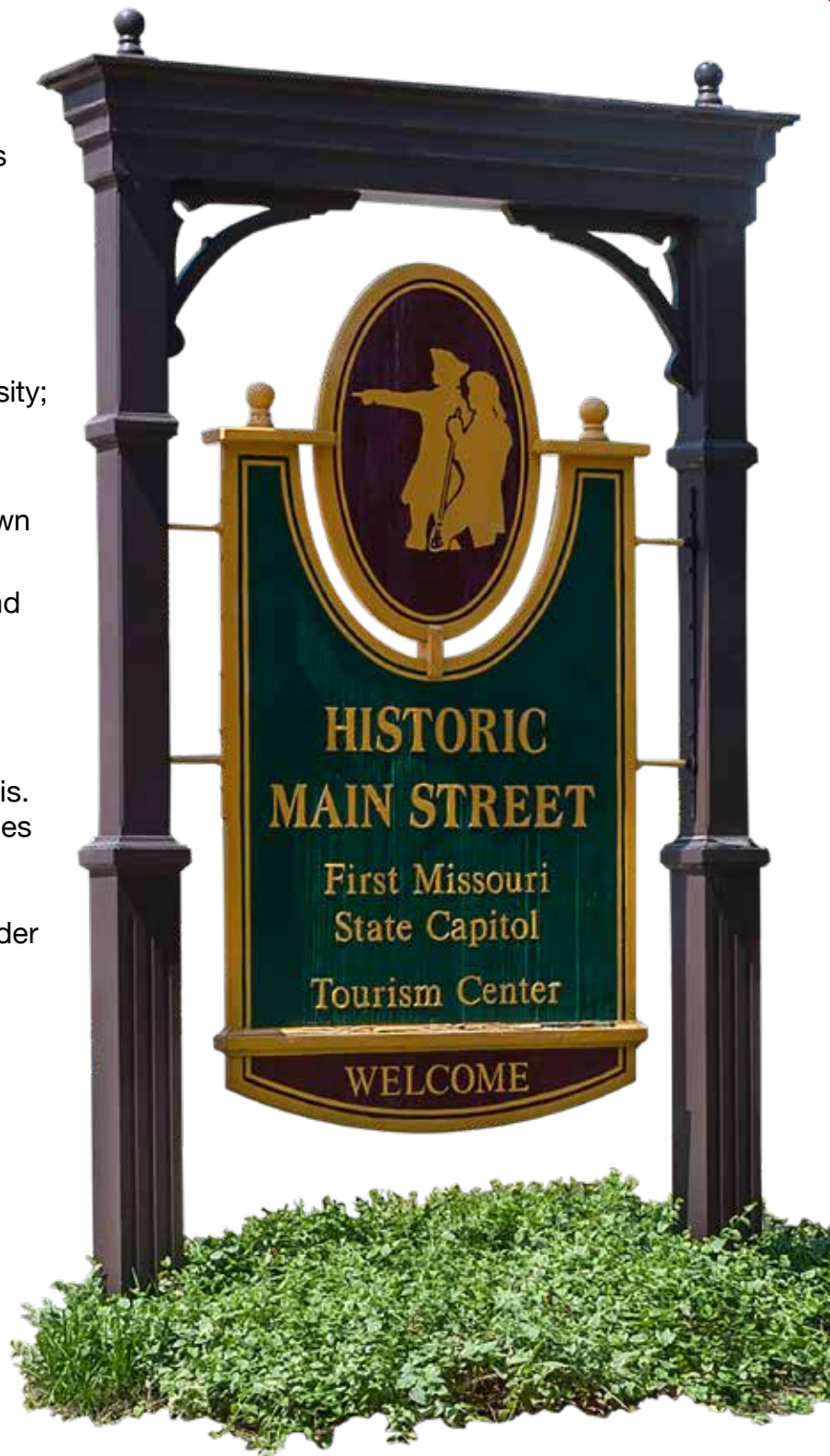
Location/Geography

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.





St. Charles, MO

MAP 1 U.S. MAP



5/30/25

Esri, TomTom, Garmin, FAO, NOAA, USGS, EPA, USFWS, Source: Esri, Maxar, E



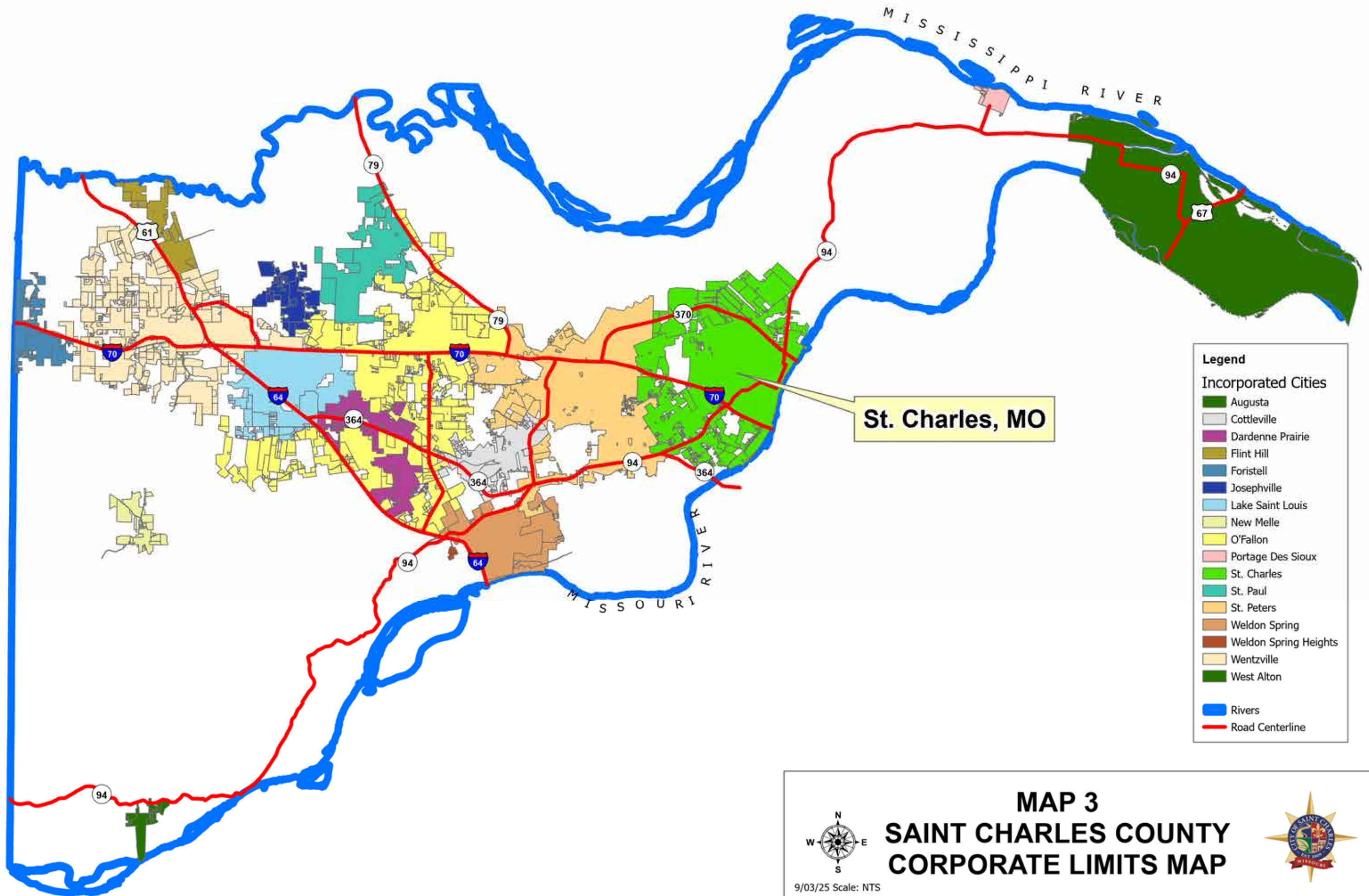
St. Charles, MO

Missouri

MAP 2
MISSOURI / ILLINOIS

Scale: NTS





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

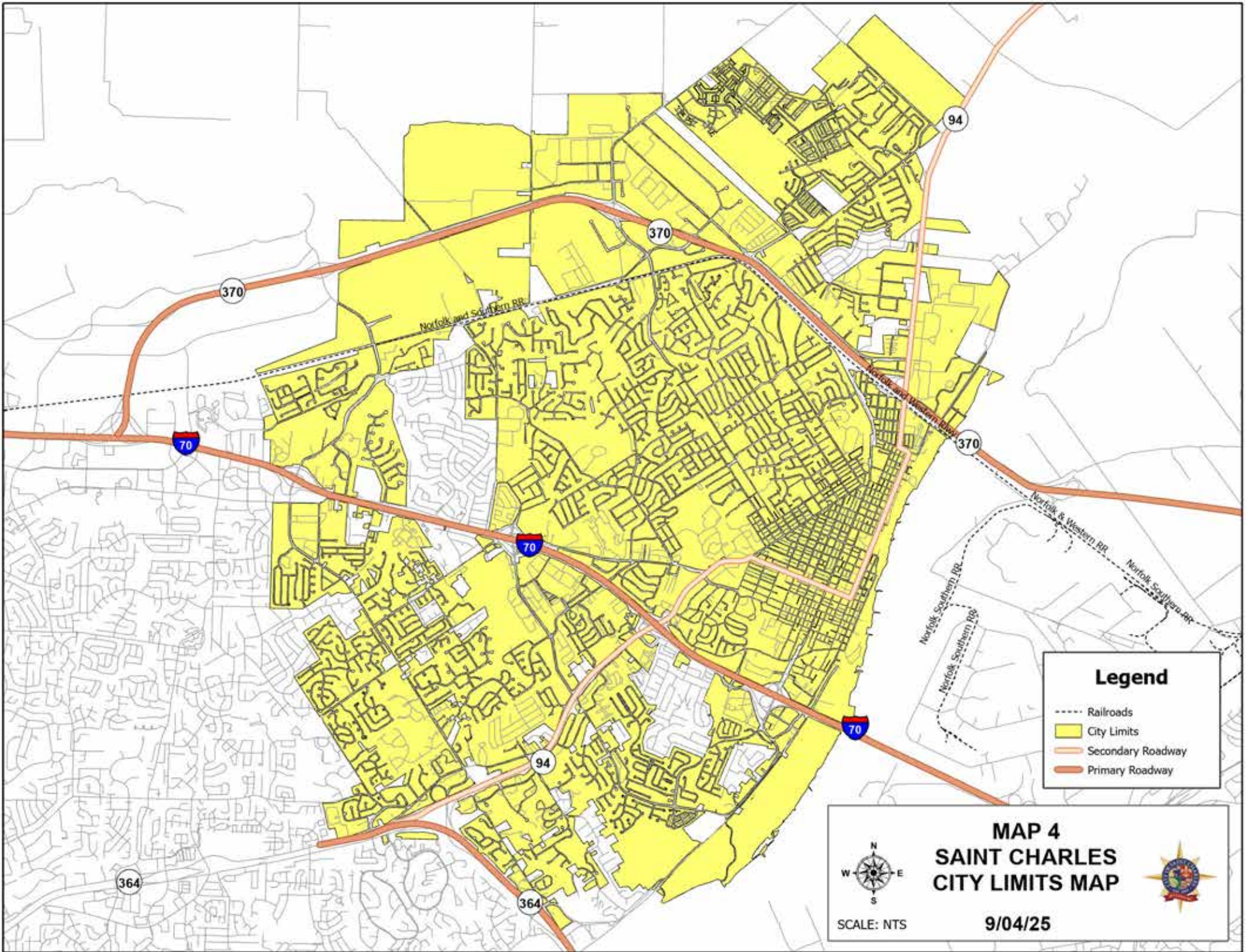
St. Charles, MO

9/03/25 Scale: NTS

MAP 3

SAINT CHARLES COUNTY

CORPORATE LIMITS MAP

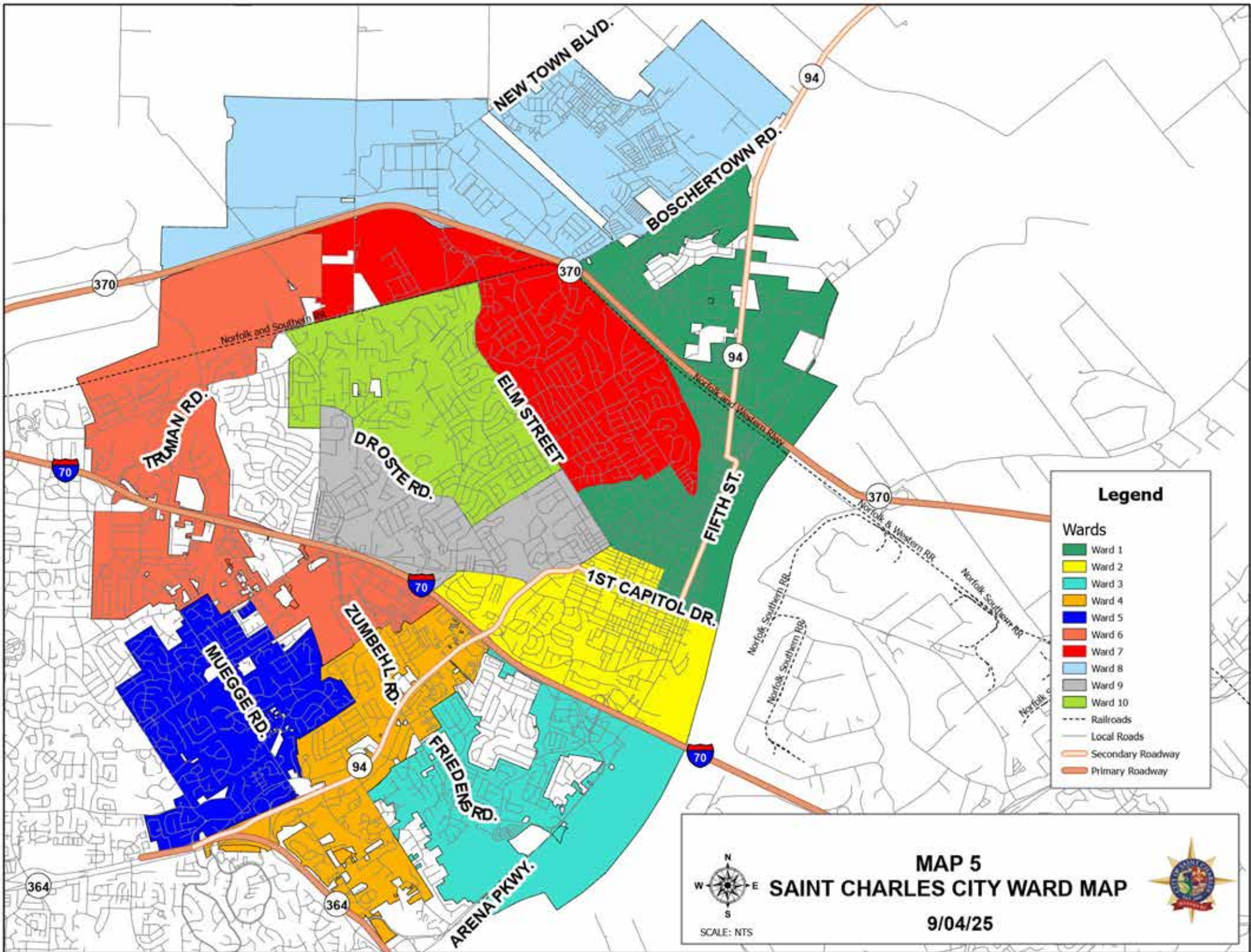


Form of Government

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.

370

370

94

94

Norfolk and Southern RR

FIFTH ST.

TRUMAN RD.

DROSTER DR.

ELM STREET

370

70

70

1ST CAPITOL DR.

Norfolk Southern RR

Norfolk Southern RR

MUEGGER DR.

ZUMBEHL RD.

FRIEDENS RD.

Norfolk Southern RR

Norfolk Southern RR

364

364

ARENA PKWY.



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.

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).

Graph 1: Population
City of St. Charles - Population

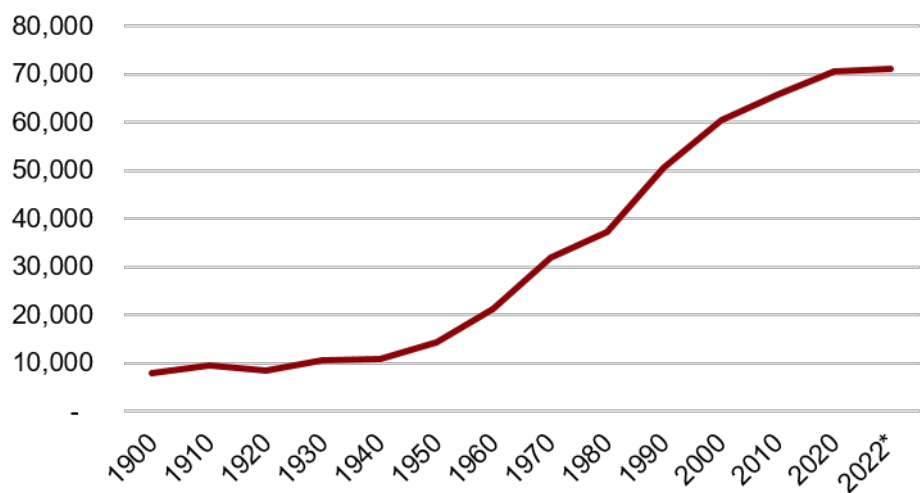


Table 1: Population of Area Jurisdictions

	1960	1970	1980	1990	2000	2010	2020
<i>City of St. Charles</i>	21,187	31,834	37,379	50,634	60,321	65,794	70,493
<i>City of St. Peters</i>	404	486	15,700	45,779	51,381	52,575	57,732
<i>City of O'Fallon</i>	3,770	7,018	8,654	18,296	46,169	79,329	91,316
<i>City of Wentzville</i>	2,724	3,223	3,193	4,785	6,896	29,070	44,372
<i>St. Charles County</i>	52,970	92,954	144,107	212,907	283,883	360,485	405,262
<i>City of St. Louis</i>	750,026	622,236	453,085	396,685	348,189	319,294	301,578
<i>St. Louis County</i>	703,532	951,671	973,896	993,529	1,016,315	998,954	1,004,125
<i>St. Louis Metro (MSA)</i>	2,161,228	2,429,376	2,376,968	2,444,099	2,603,607	2,717,079	2,805,473
<i>Franklin County</i>	44,566	55,127	71,233	80,603	93,827	101,492	104,628
<i>Lincoln County</i>	14,783	18,041	22,193	28,892	38,944	52,566	59,574
<i>Warren County</i>	8,750	9,699	14,900	19,534	24,525	32,513	35,532
<i>Jefferson County</i>	66,377	105,248	146,183	171,380	198,099	218,733	226,739
<i>State of Missouri</i>	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
<u>2010</u>	-	<u>Census Year</u>	<u>65,794</u>
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
<u>2020</u>	<u>419</u>	<u>Census Year</u>	<u>70,493</u>
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.

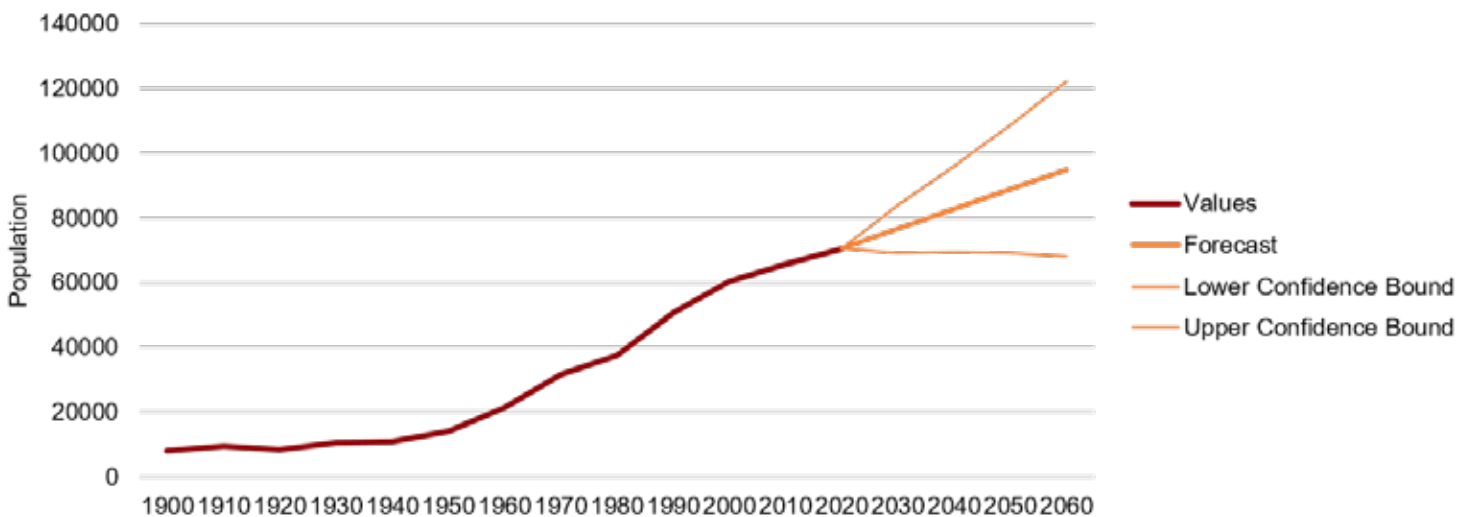
Table 3: Population Projection Linear

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
<u>2030</u>	<u>81,162</u>	10,669
<u>2040</u>	<u>90,305</u>	9,143
<u>2050</u>	<u>98,722</u>	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.

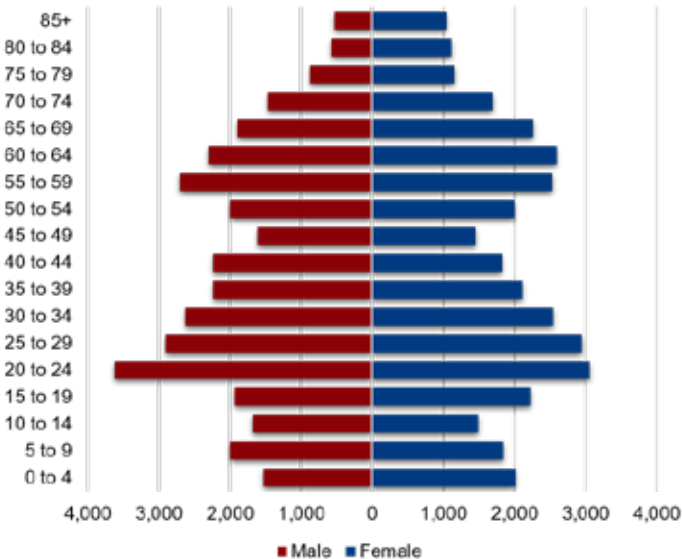
Table 5: Median Age

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

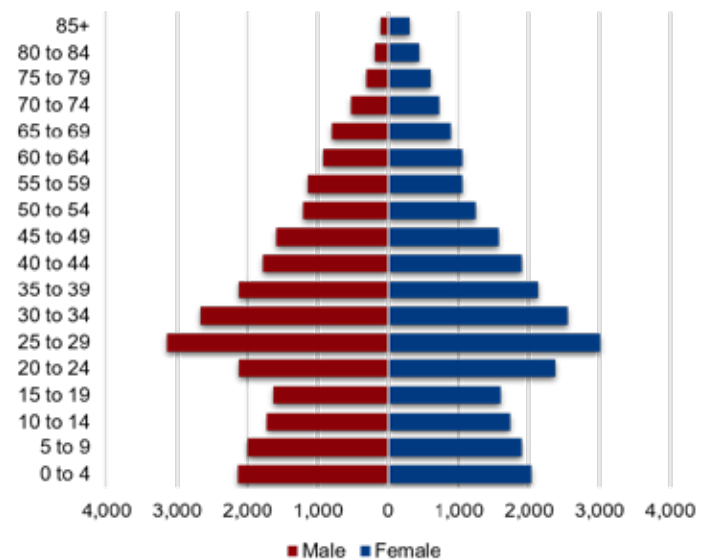
Another way of reviewing the age groups of a city is also through the prism of sex/gender breakdown. A common way of viewing is this data, other than a standard table, is through an Age/Sex Pyramid. This chart shows age brackets with the separation of numbers of males on the left and females on the right 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.

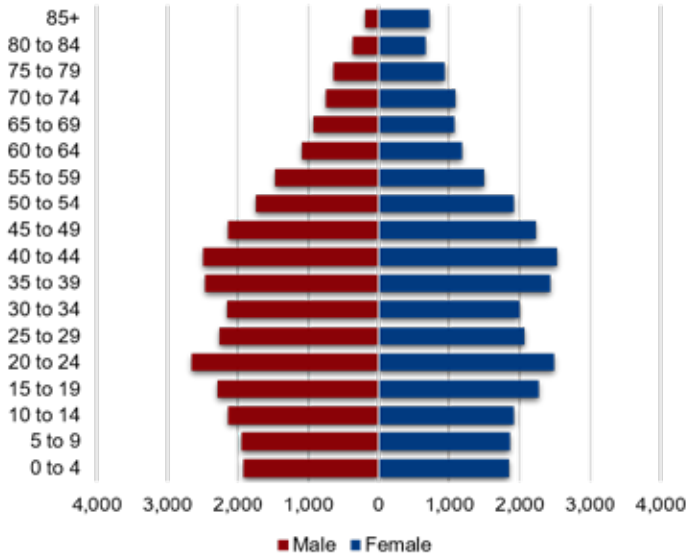
Graph 3: 2020 Age/Sex



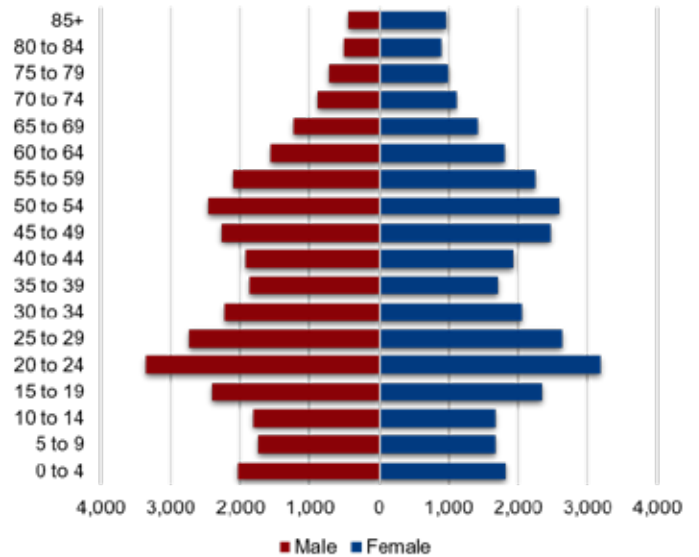
Graph 4: 2010 Age/Sex



Graph 5: 2000 Age/Sex



Graph 6: 1990 Age/Sex



As discussed 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

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,

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%

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

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

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.

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%

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%

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

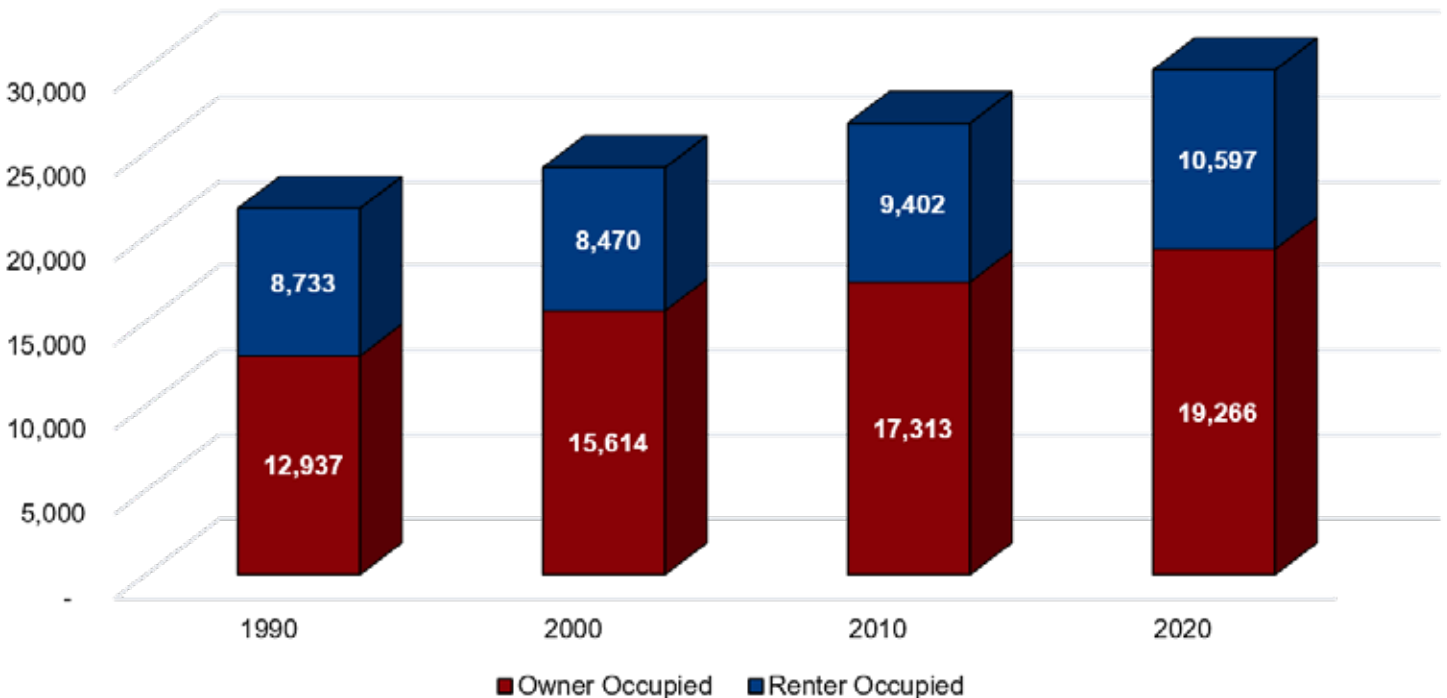
Table 17: Housing Unit Occupied vs Vacant

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

	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%

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%).

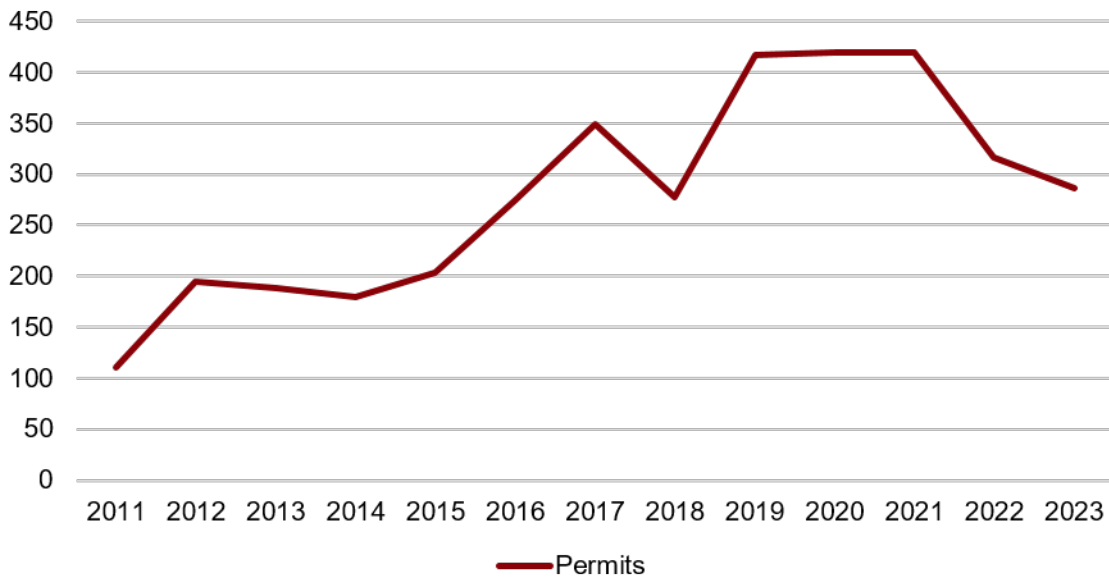
Housing Type

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

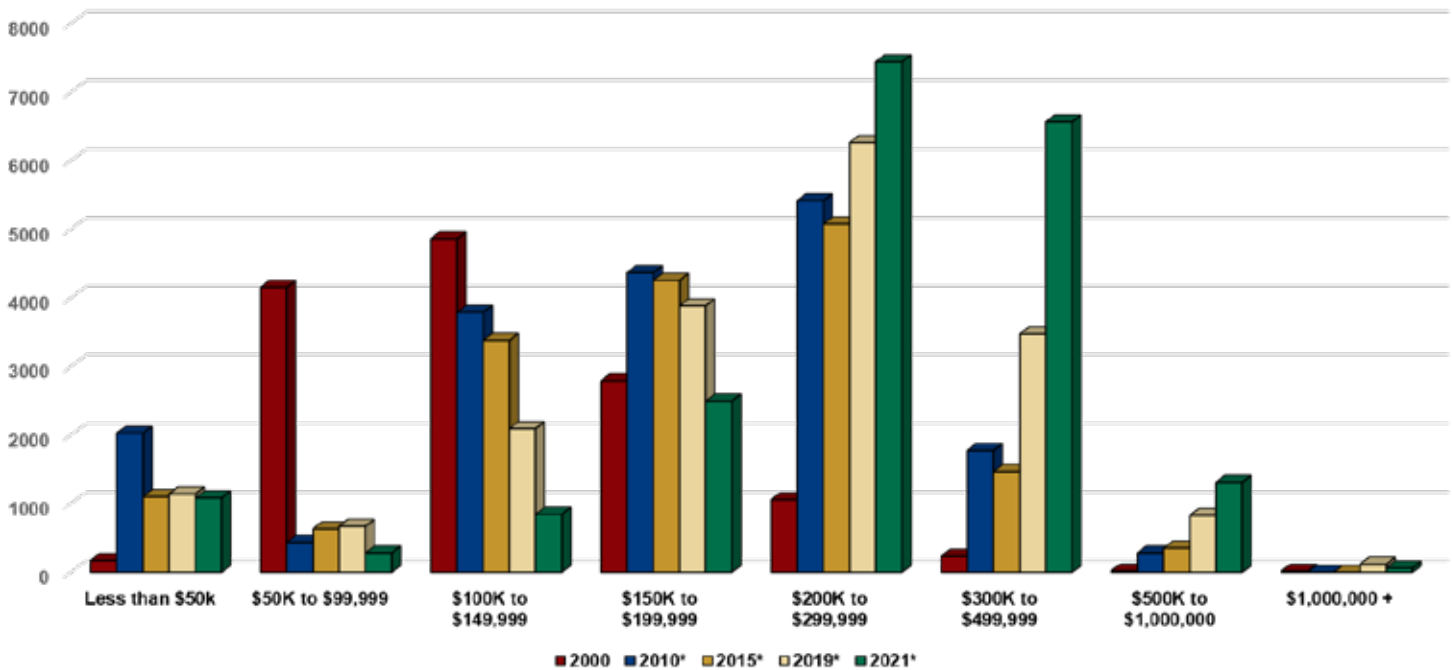


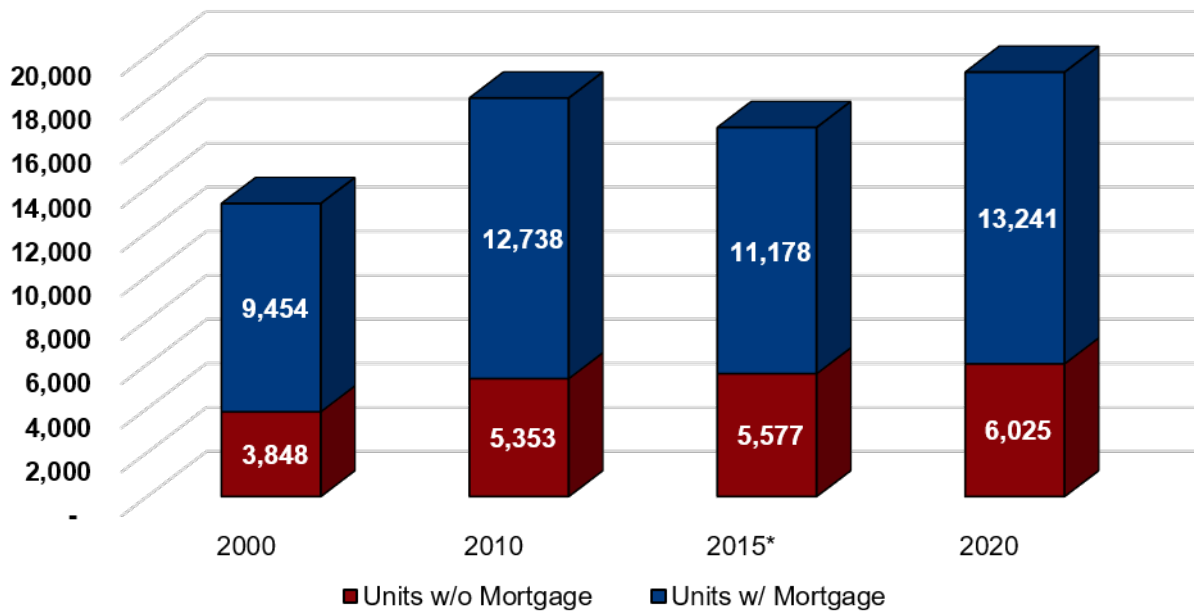
Table 19: Median Housing Value

	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

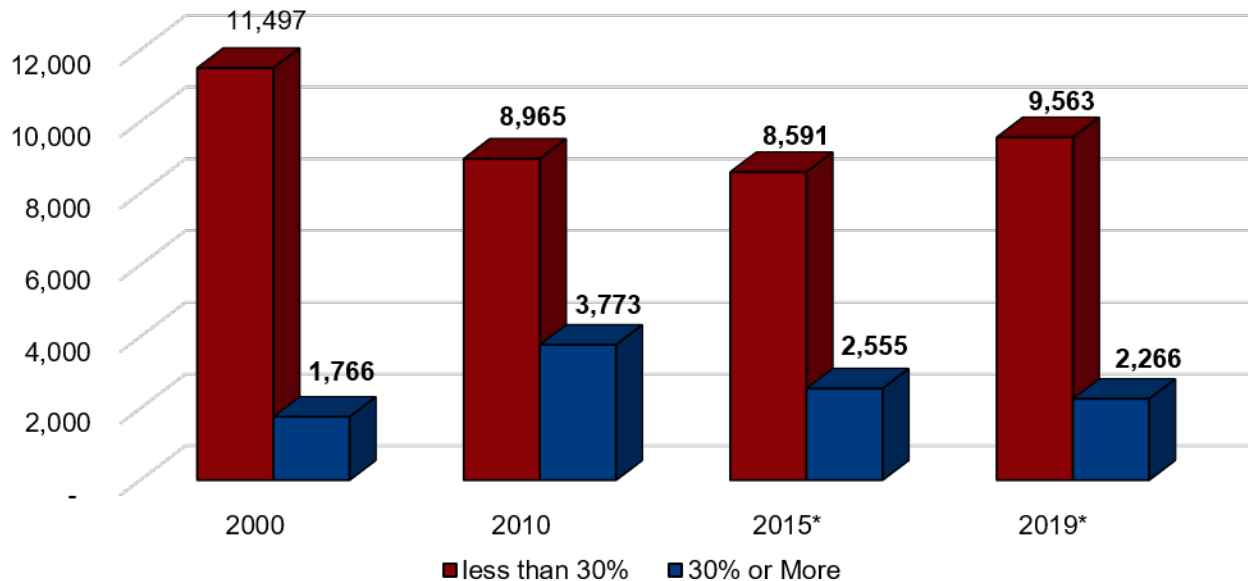
Referencing the total number of Owner-Occupied units within the City of St. Charles (19,378 units), Graph 10, provides information on those units which carry a mortgage versus those owned out-right by the occupant. In 2020, 6,025 units (31% of total Owner-Occupied Units) were mortgage free. Since 2010, 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



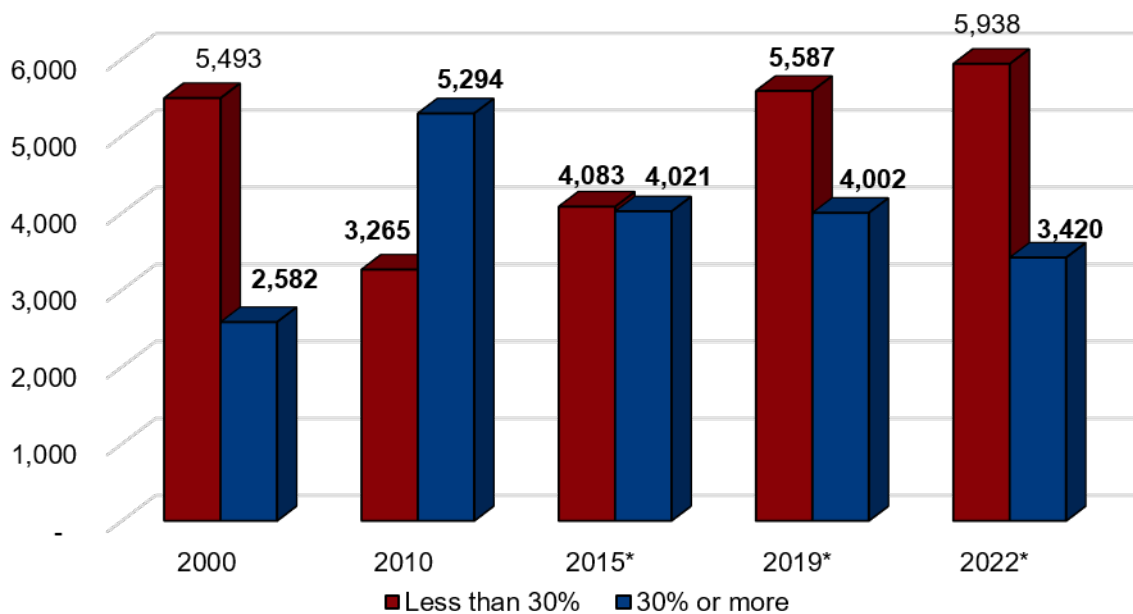
Now let's focus on renters. The below table (Table 20) provides the Median Gross Rent for the City of St. Charles and other area jurisdictions. From viewing the below, the city has seen a steady increase in the Median Gross Rent since 1990 (8% to 15% increase year over year). Overall, an 82% increase 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

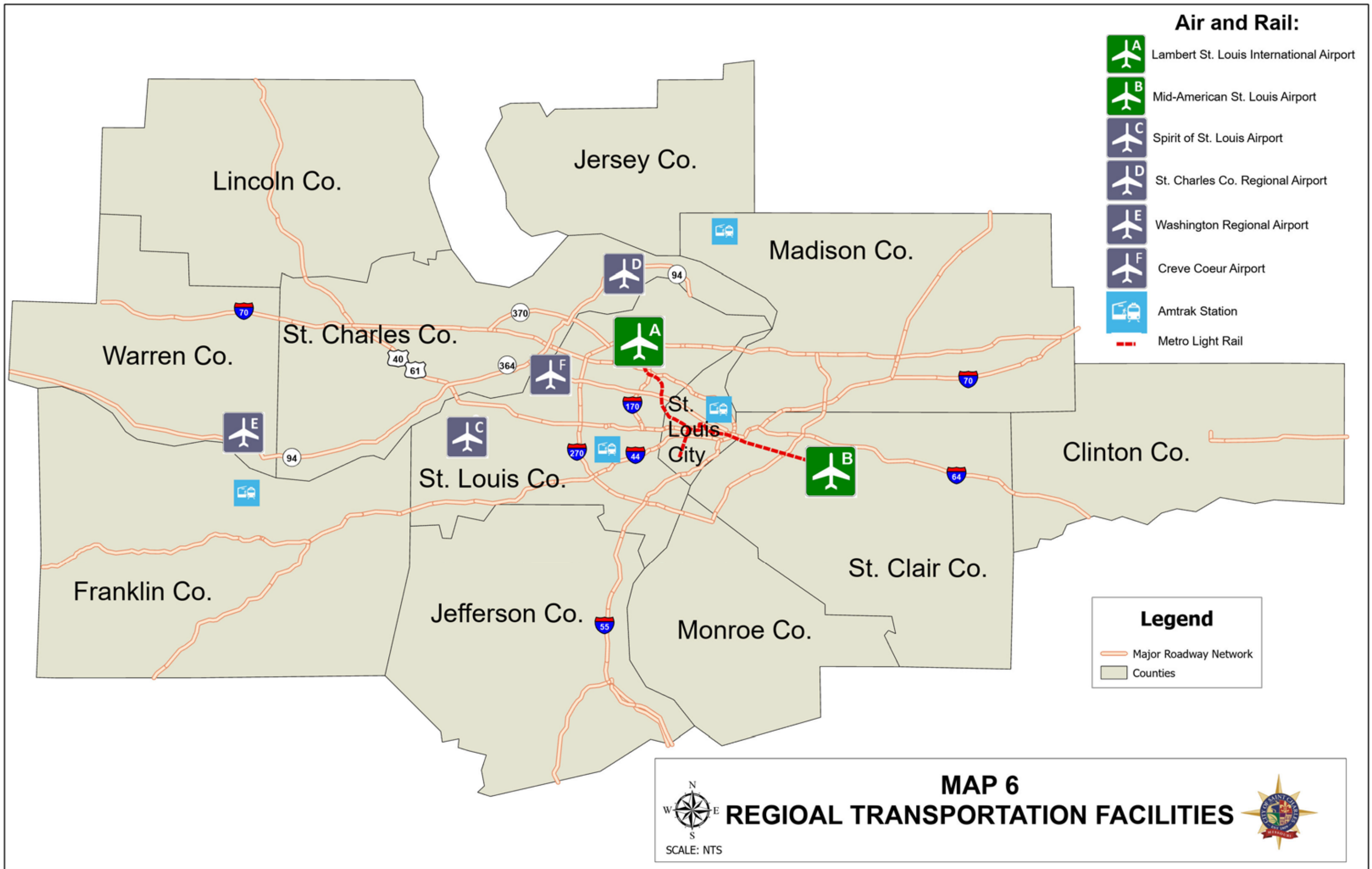
Gross Rent	2000	2010	% change	2015 est	% change	2021 est	% Change
< \$500	2,489	1,241	-50.1%	763	-38.5%	608	-20.3%
\$500-\$999	5,392	5,907	9.6%	6,045	2.3%	3,870	-36.0%
\$1,000-\$1,499	261	939	259.8%	2,054	118.7%	3,572	73.9%
\$1,500 or more	50	558	1016.0%	654	17.2%	1,476	125.7%
Median (\$)	\$ 604	\$ 754	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.



Lincoln Co.

Jersey Co.

Madison Co.

Warren Co.

St. Charles Co.

St. Louis City

Clinton Co.

Franklin Co.

St. Louis Co.

St. Clair Co.

Jefferson Co.

Monroe Co.

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.

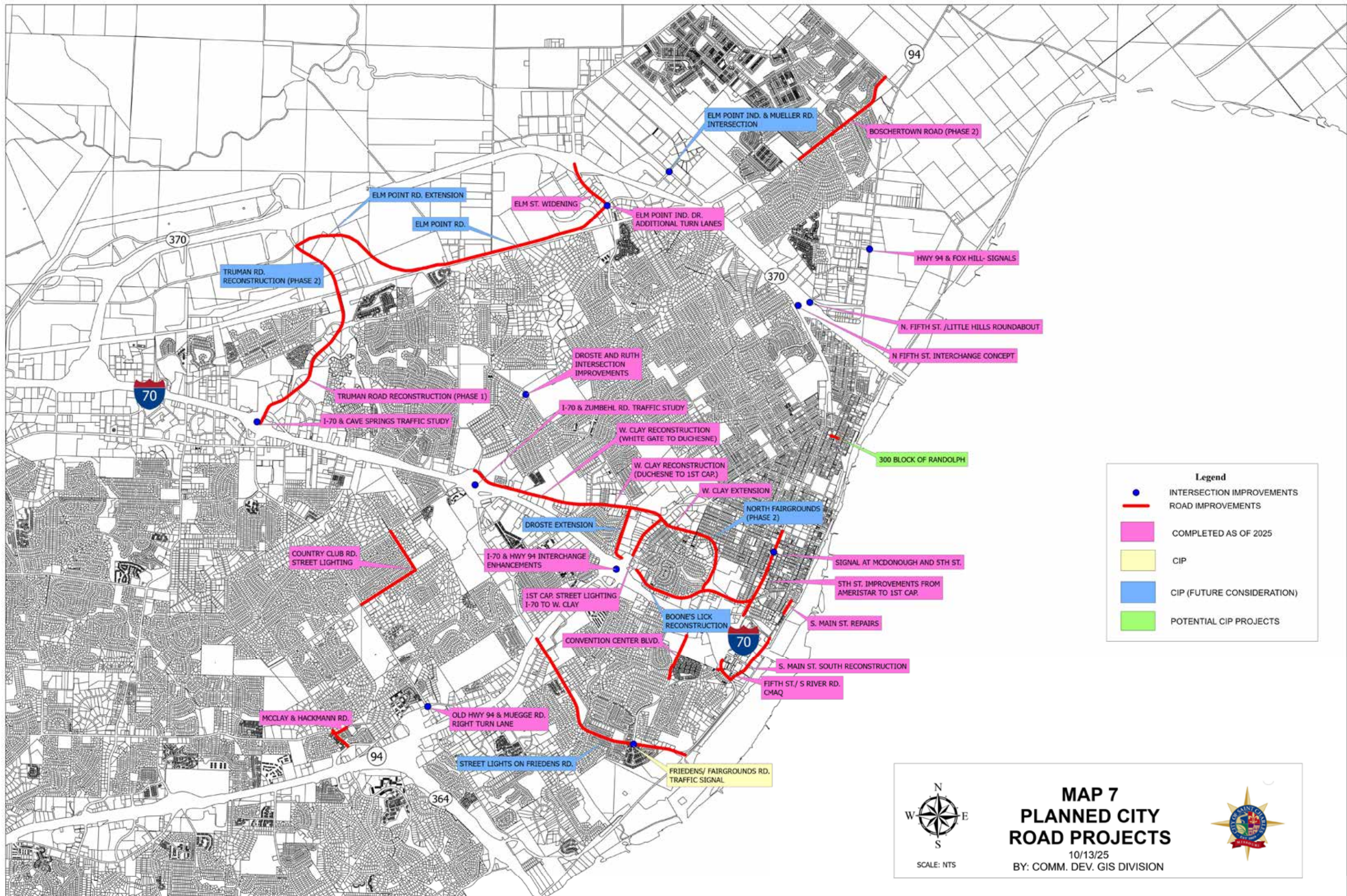
The Katy Trail has continued to serve the community as a transportation network for pedestrians. The Riverwalk Trail project is currently underway, which will provide improvements to the Katy Trail from the Foundry Art Centre to Interstate 70. Greenway projects continue to expand. The Boschert Greenway 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.



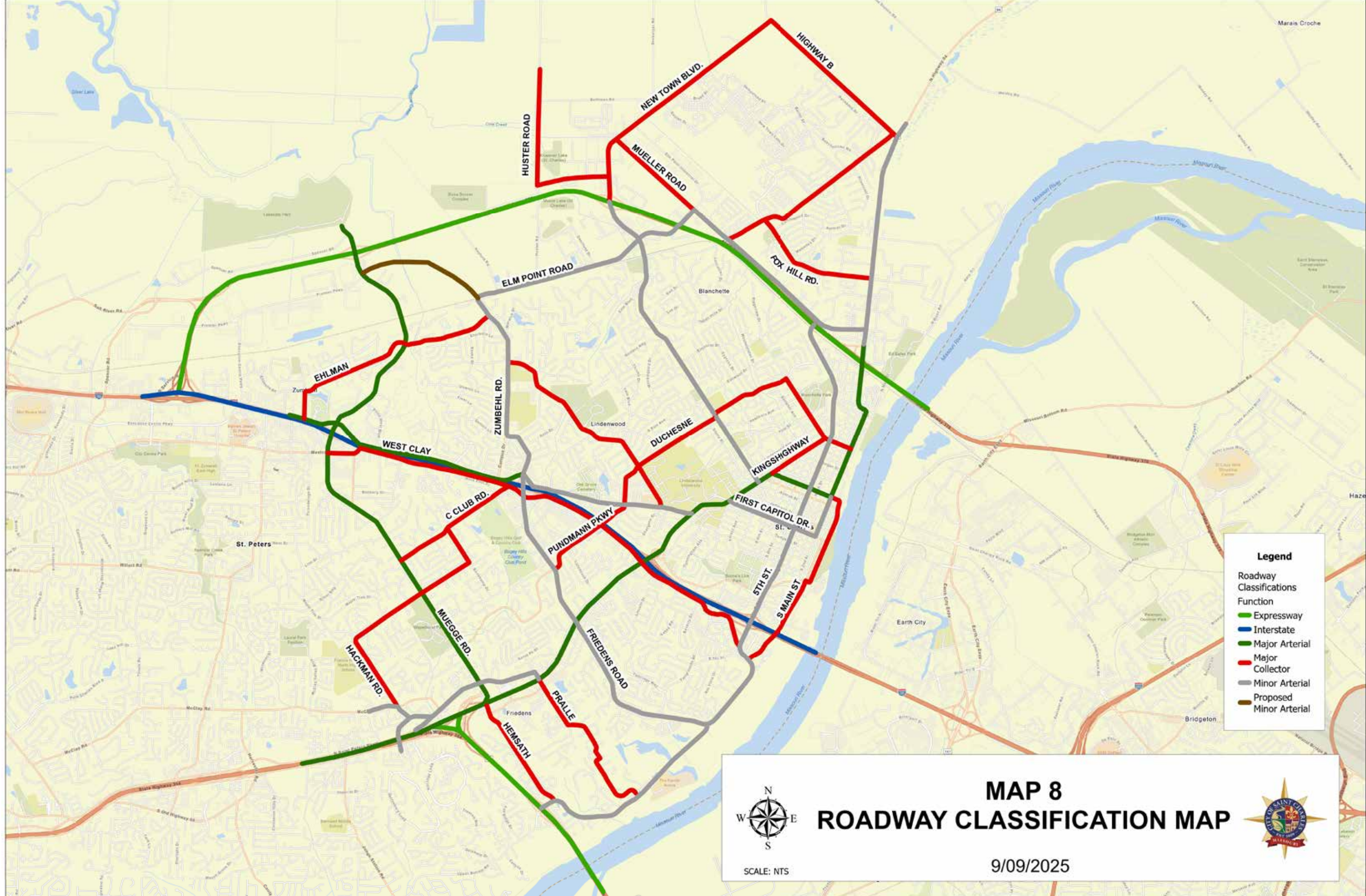
Legend

- INTERSECTION IMPROVEMENTS
- ROAD IMPROVEMENTS
- COMPLETED AS OF 2025
- CIP
- CIP (FUTURE CONSIDERATION)
- POTENTIAL CIP PROJECTS



**MAP 7
PLANNED CITY
ROAD PROJECTS**
10/13/25
BY: COMM. DEV. GIS DIVISION






Legend

Roadway Classifications

Function

- █ Expressway
- █ Interstate
- █ Major Arterial
- █ Major Collector
- █ Minor Arterial
- █ Proposed Minor Arterial
- █ Minor Collector




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 Plant. The water is processed and softened 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.



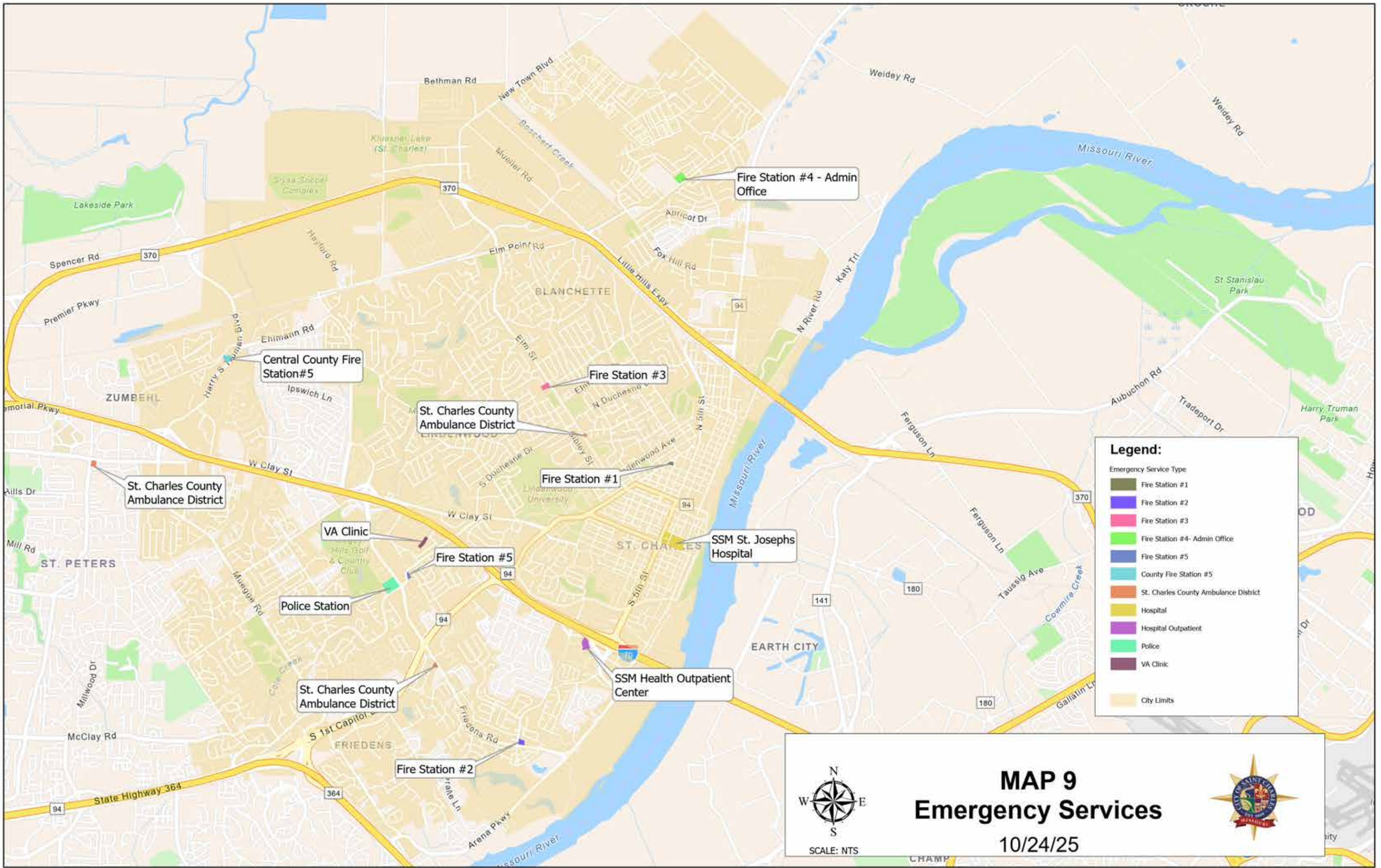
• **Public Safety Services:** St. Charles is served by a coordinated network of public safety agencies that ensure the protection and well-being of residents, businesses, and visitors.

- Police Department: The City of St. Charles Police Department, headquartered at 1781 Zumbuhl 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.






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




SCALE: NTS

MAP 9

Emergency Services

10/24/25



GUIDINGSTC

- **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.







- **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.



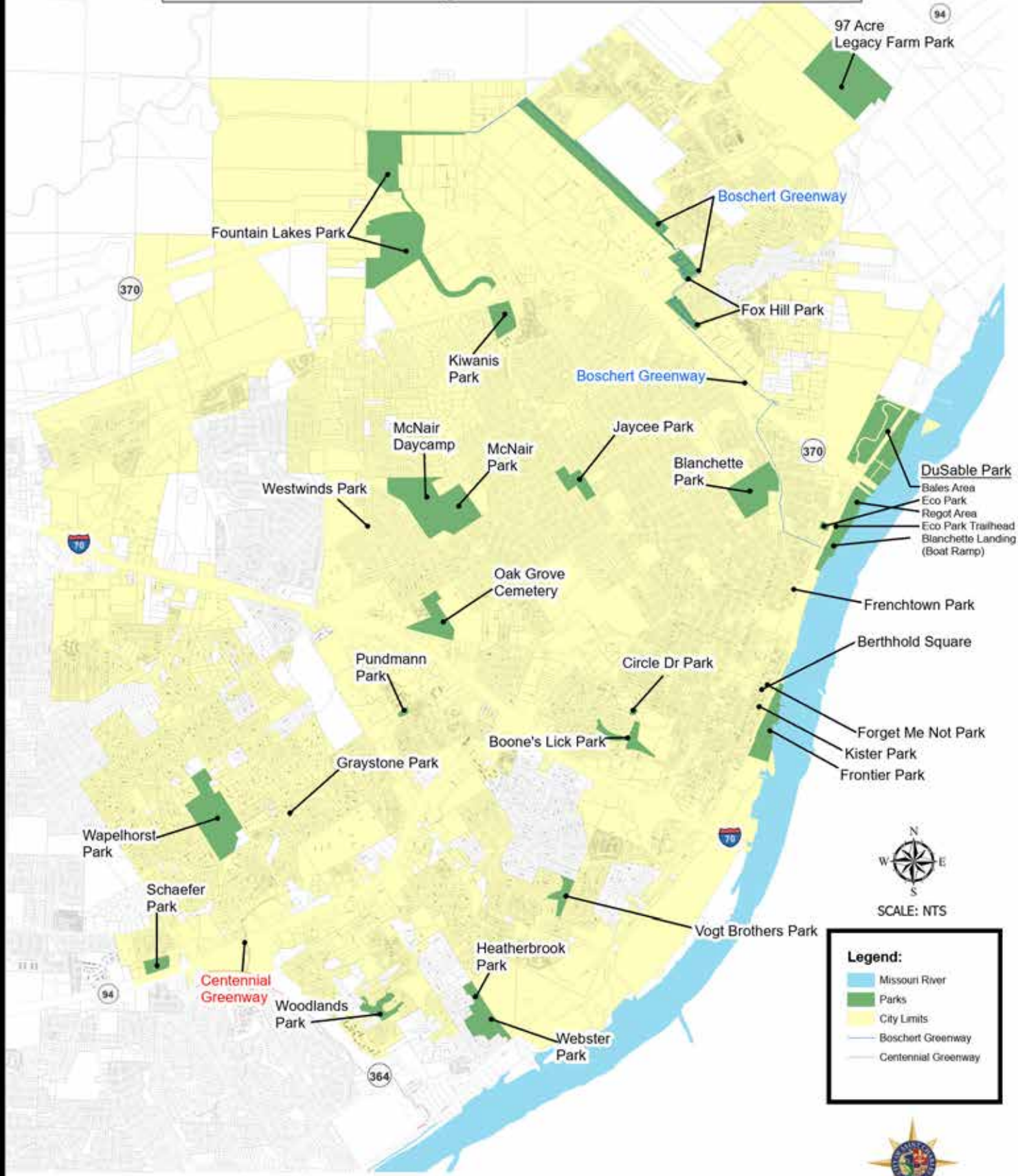
- Wapelhorst Park: Wapelhorst Park contains a mix of active and passive recreation components throughout the park. Major destination amenities within the park include a four (4) field softball complex, an aquatic center with speed slide, tennis/pickleball courts, and the Gould Community Building. Three 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.



- Legacy Farms Park: Purchased in 2019, this new 97-acre parcel, (strategically located north of New Town, west of the intersection of Hwy 94 and Hwy B as well as directly east of Orchard Farms School District new campus), is planned as a future park for the City. This new park will be a catalyst for economic development as well as a central amenity for future city growth. A Master Plan was completed in 2021 which identified many opportunities for future amenities. In 2025 funding was allocated to complete Phase 1 of the Legacy Farms Park Project. This 20 acre phase will include a large signature playground, restrooms, pavilion, small bike park, disc golf course, trails, natural open green spaces, roadways and parking areas will begin construction in 2026 and be completed by the summer of 2027. Securing funding for future phases and a full park build out is ongoing.

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



SCALE: NTS

Legend:

- Missouri River
- Parks
- City Limits
- Boschert Greenway
- Centennial Greenway



- **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.



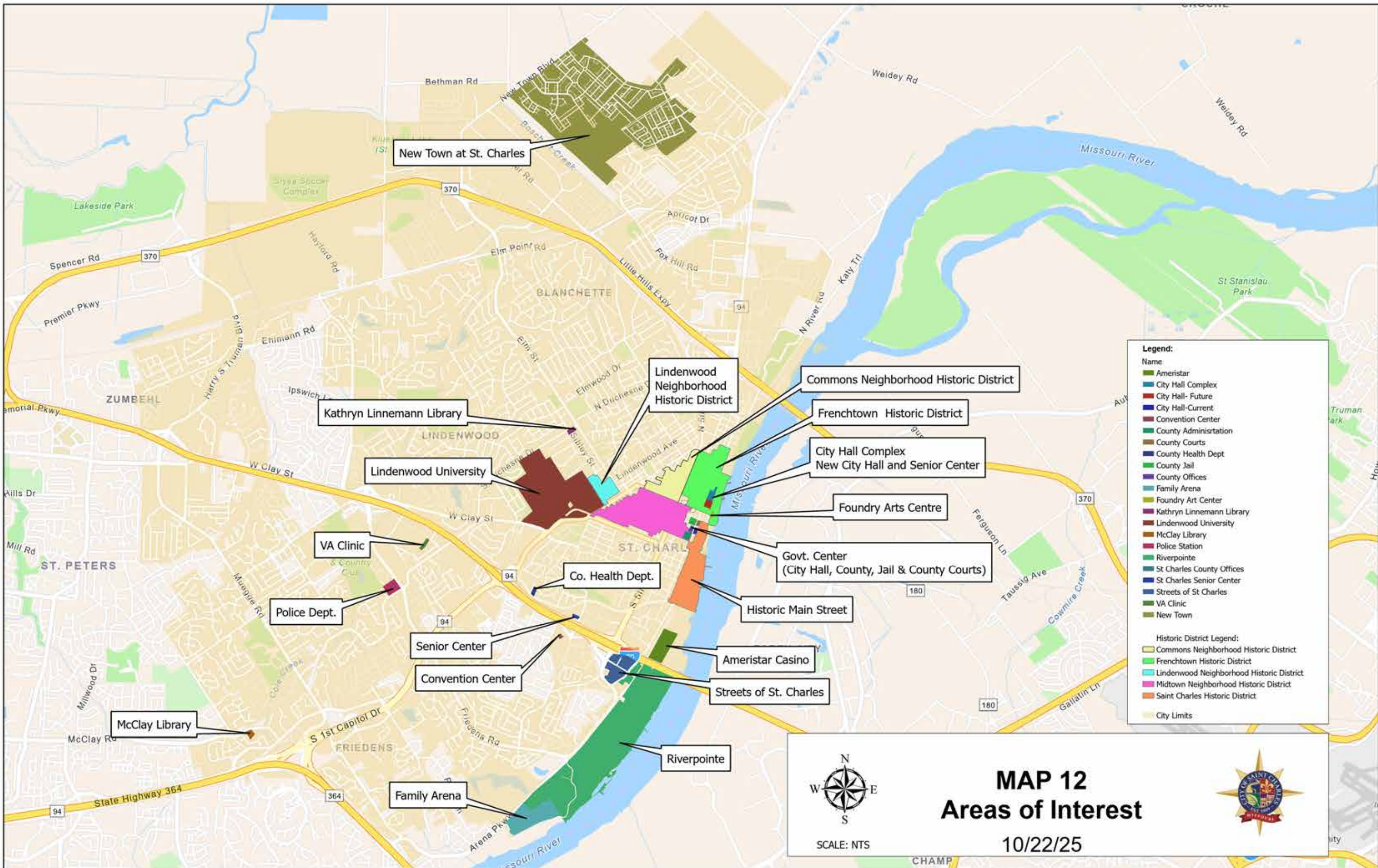
- Historic Main Street and Frenchtown: In addition to formal venues, the City's historic districts host art walks, festivals, antique fairs, and craft markets, blending cultural heritage with contemporary creative expression.



- 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.





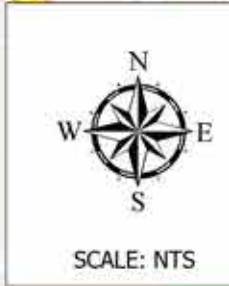
Legend:

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



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.

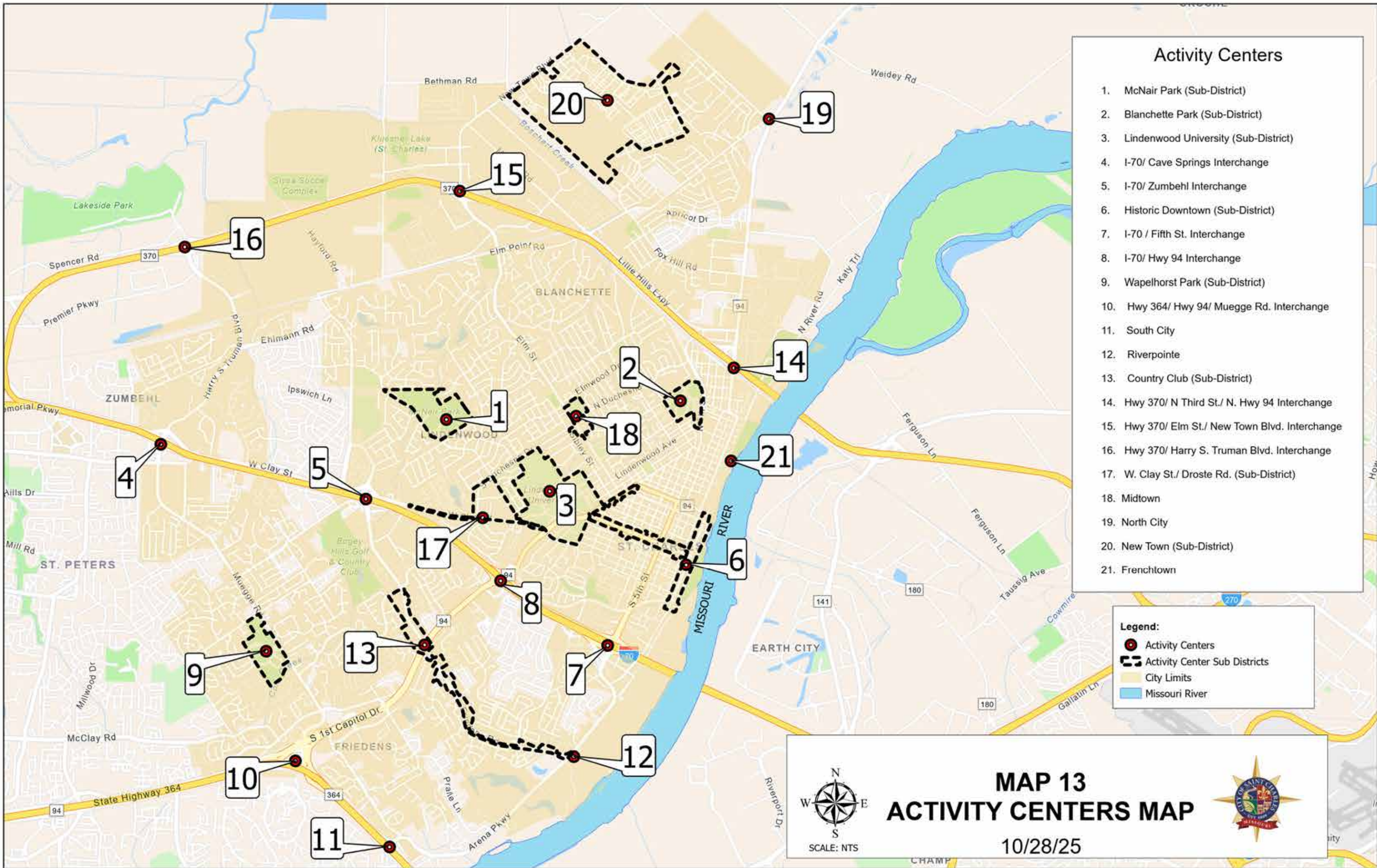


The character of each Activity Center helps define appropriate land uses and transitions outward from areas of higher intensity toward lower-density neighborhoods. Recognizing the different strengths and opportunities of each Activity Center, this plan establishes a vision that builds on existing assets 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/ Zumbahl 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




SCALE: NTS

MAP 13

ACTIVITY CENTERS MAP

10/28/25



ACTIVITY CENTER #4

ACTIVITY CENTER #9

HACKMANN ROAD

MUEGGE ROAD

Wapelhorst Park

OLD HIGHWAY 94 SOUTH



**MAP 14
ACTIVITY CENTERS
SECTION MAP**

12/07/11



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: Zumbahl north to Faye Ave, Zumbahl 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:** Zumbahl 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 Zumbahl 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 Zumbahl 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

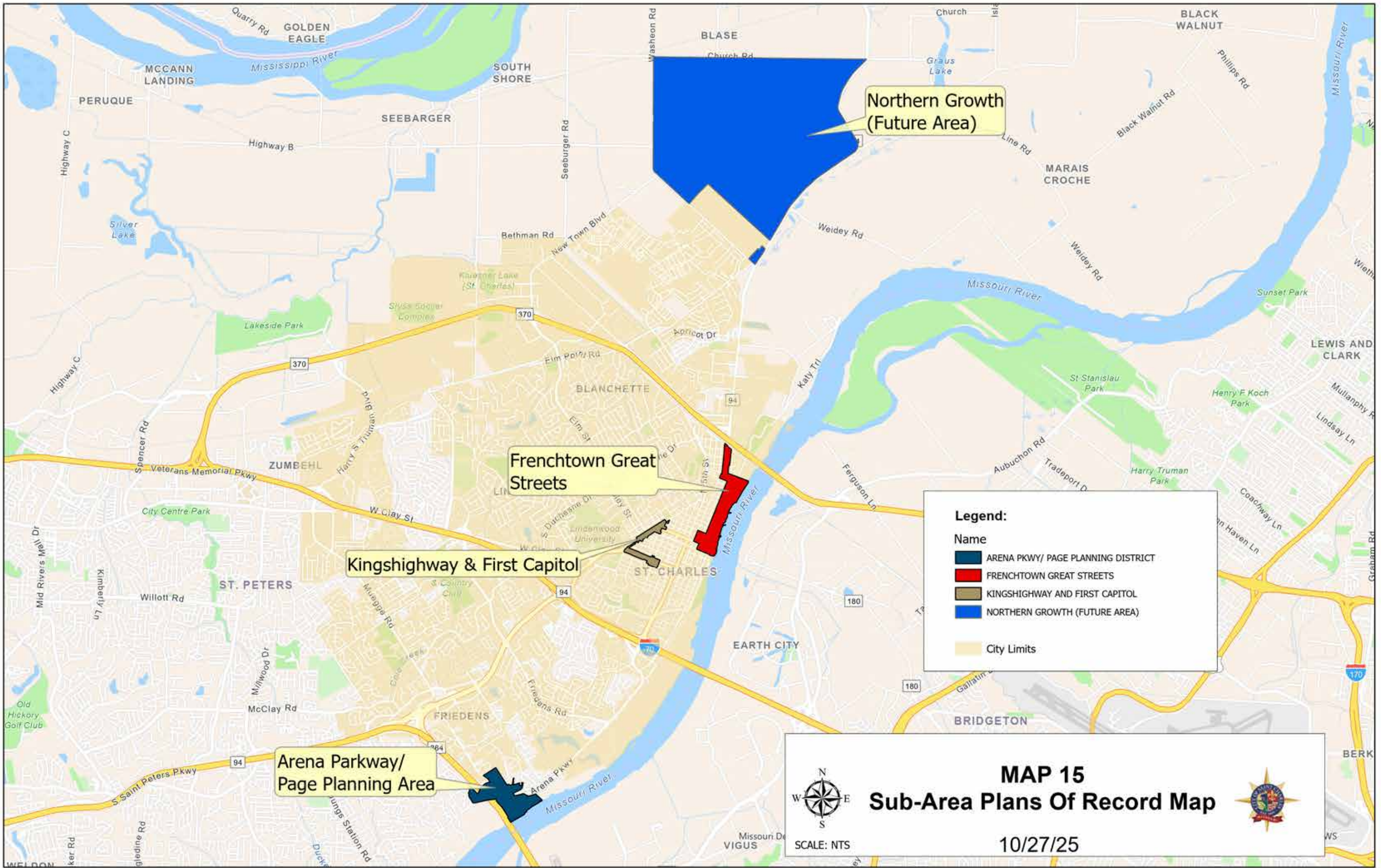
On December 14, 2016, the City of St. Charles City Council formally adopted the above plan, which was a joint study by the City of St. Charles and St. Charles County. This study reviewed the Arena Parkway and Page Avenue interchange to make suggestions on land uses and design criteria, which serve as 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 "Legacy Farms 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



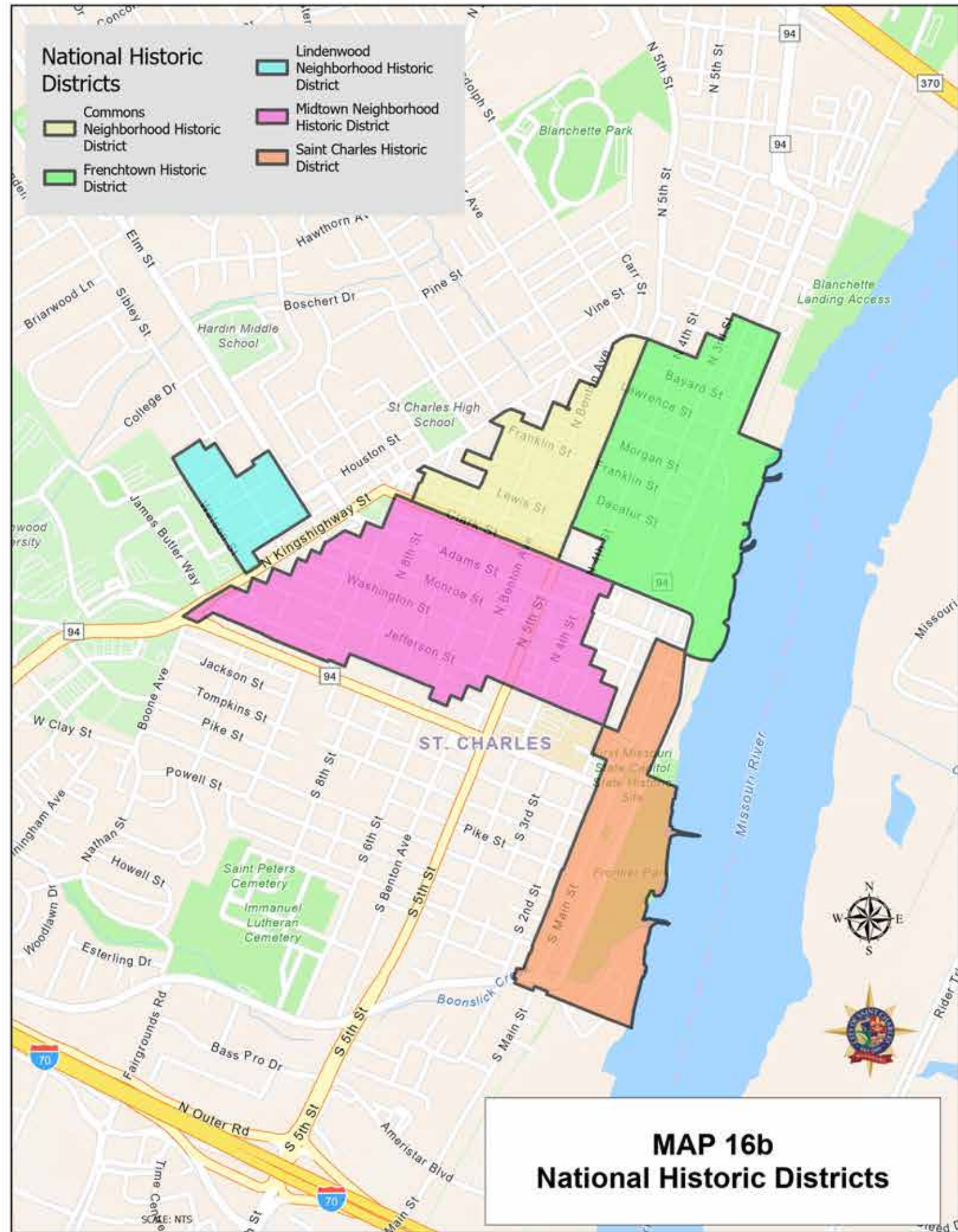
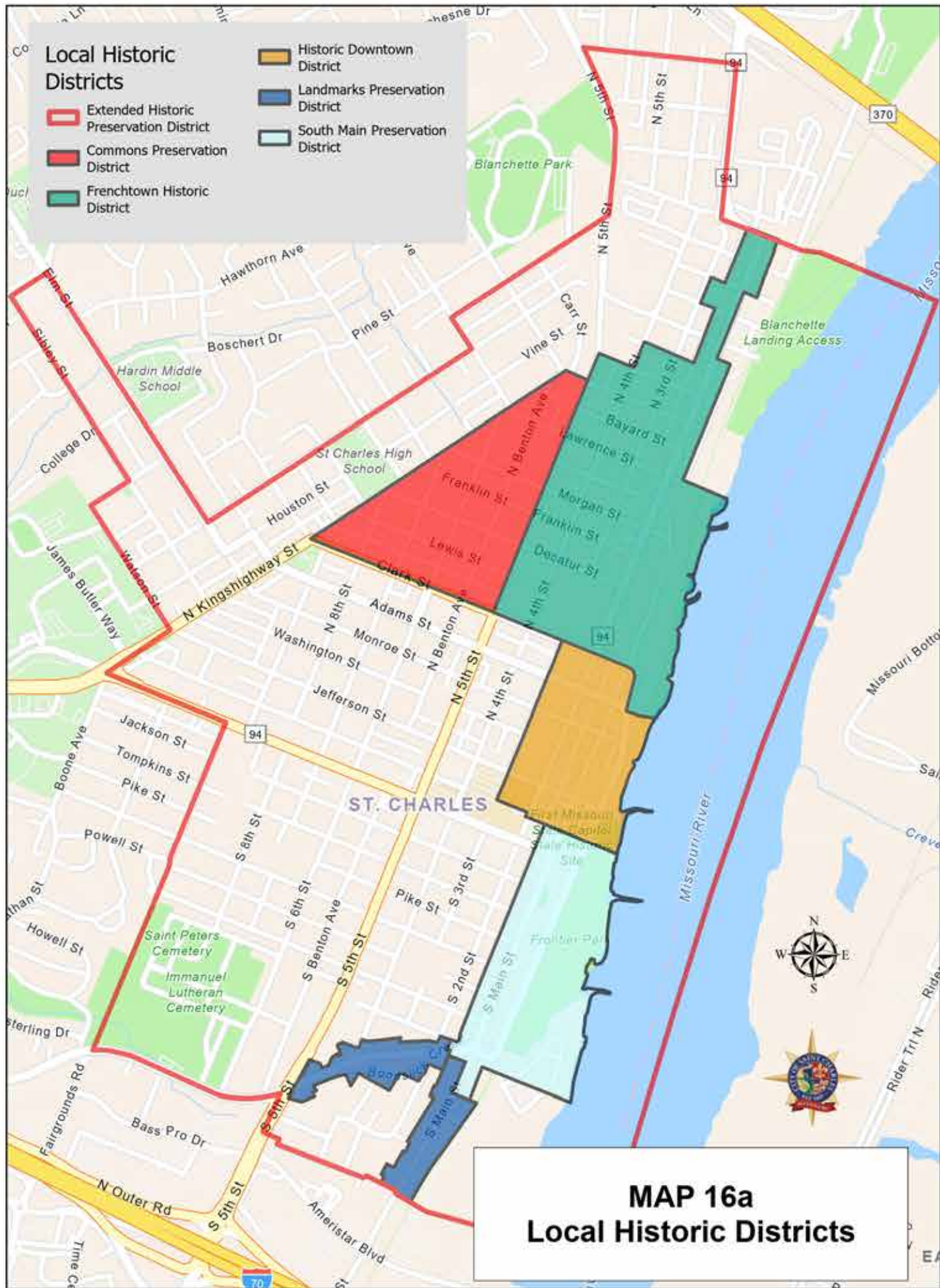
A. INTRODUCTION

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.



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.

5. NEW ACTION: Continue the Façade Grant program and periodically review for the targeted use of these funds (Status 2026: On-going).

The Façade Grant program has been a successful program used by the City for many years to target specific earmarked funding at historical properties by ensuring support for their preservation. In 2025, with the support of City Council, the program was updated to include more funding, increase match funding per project and change from a quarterly issuance to bi-annual. Staff along with City Council and the Landmarks Board will continue to evaluate this program to insure maximum use and effectiveness in its mission.

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 programming 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. NEW ACTION: Amend the density standards for the PD-RF Planned Development-Riverfront for the downtown area to allow density which is complimentary with other densities approved in the area as the current standard of 18 units/acre is below past approvals and market needs.

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. NEW ACTION: Initiate a study of the 1st Capitol Drive (Kingshighway to 5th Street) and Kingshighway (1st Capitol Drive through Elm Clark Street) corridors and look to evaluate necessary changes in 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. NEW ACTION: Initiate a study of the Northern Growth Area (North of Hwy B/New Town Blvd towards Orchard Farm) to include land uses/zoning and design standards for this area. Once complete, enact the Study's findings.

The city has had multiple discussions concerning the annexation and development of the "Northern Growth Area" of the City of St. Charles. This area represents the largest remaining area of expansion for the city. In 2021, the City Council reviewed this area and made preliminary findings based upon 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, form-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. NEW ACTION: Re-evaluate the current Wellhead Protection District ordinance by accomplishing a new scientific review/study of the wellfield and its infrastructure. Upon completion, update the existing Wellhead District Ordinance as necessary to ensure best practices are utilized.

In 1995, the city adopted a Wellhead Protection District which identified standards and guidelines for the area in and around the City's wells (north and south along Huster Road). In 2010, this ordinance was updated by expanding the district boundaries to a 1-mile radius from these wells (previously was a shorter buffer). Since 2010, this area has experienced 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).

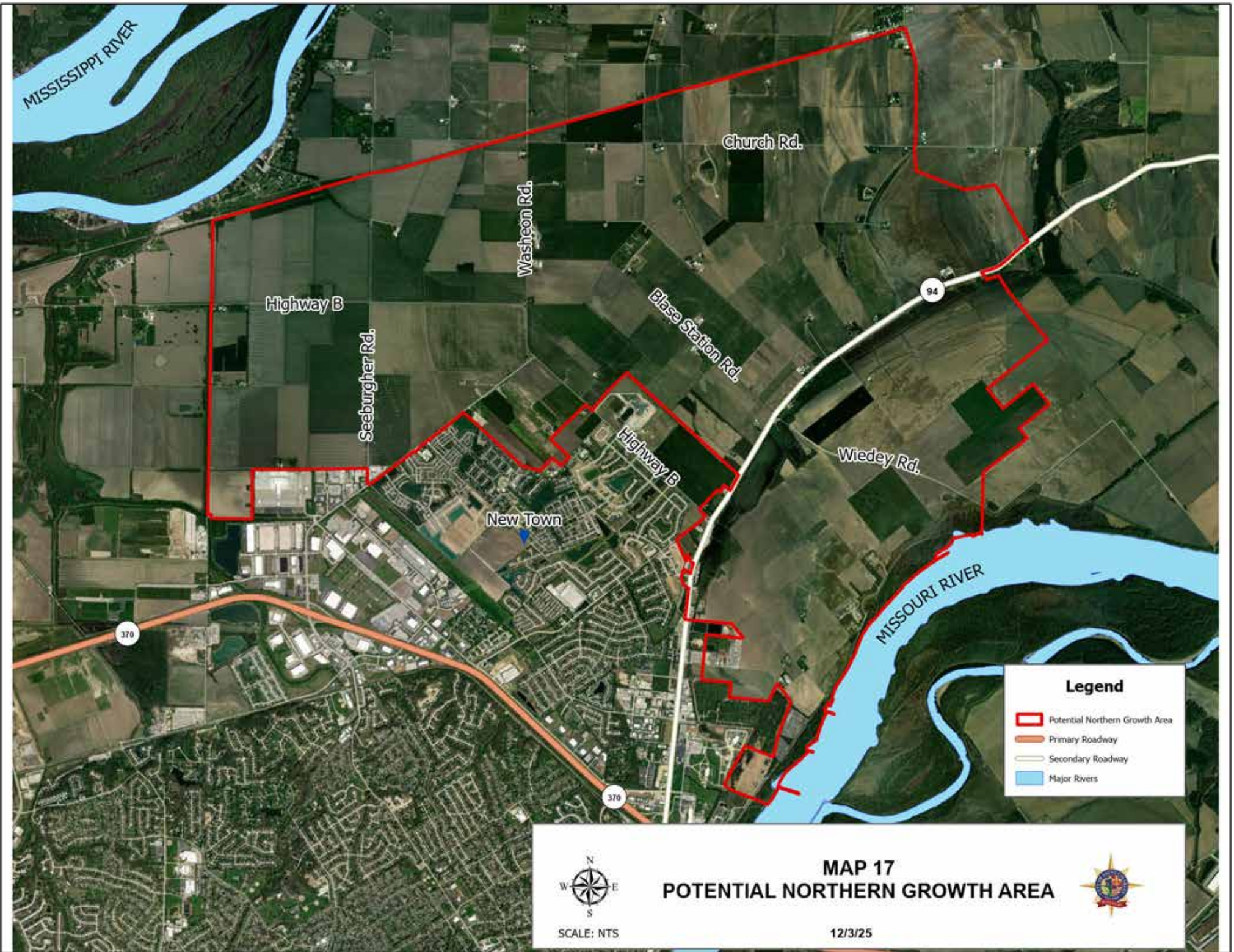
The city is constantly evaluating the best way to close these pockets of the city. Staff will continue to pursue active annexation programs and will continue to review State law to ensure speedy closure of these gaps.

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.

Washoon 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



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. NEW ACTION: With review of the Northern Growth Area Study (Goal B, Action 9), the study should include an evaluation of the infrastructure needed to adequately plan/accommodate anticipated land uses/growth in this area.

While the City needs to plan land uses for this area, a more holistic approach is necessary to accommodate infrastructure needs for this area. A study should be accomplished in concert with Land Use evaluation to review infrastructure needs for this area. Upon completion, enact the study's findings.

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 beautification 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 and Nature Center as an anchor for development dedicated to the City’s rich river heritage (Status 2026: 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 other uses/users 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.

- 7. NEW ACTION: Complete the construction of Legacy Farms Park (Status 2026: On-Going).**

This new park land was acquired in 2019 and subsequently adopted a Master Plan for its completion in 2021. Phase 1 should commence in 2026 with completion in 2027. Full funding is still needed for the complete park; however, this park should be accomplished by the City in insure park access for residents in the northern section of the City.

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 Oktoberfest. 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 in 2021 an existing department, Communications, was expanded and renamed to the Special Events & Communications Department to oversee all events and festivals other than those organized and managed by the Convention & Visitors Bureau. In addition, while not a commission, a Mayor task force was established in 2022, Special Events and Promotions Task Force to advise the Special Events & Communications Department on applicable 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 properly, 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:

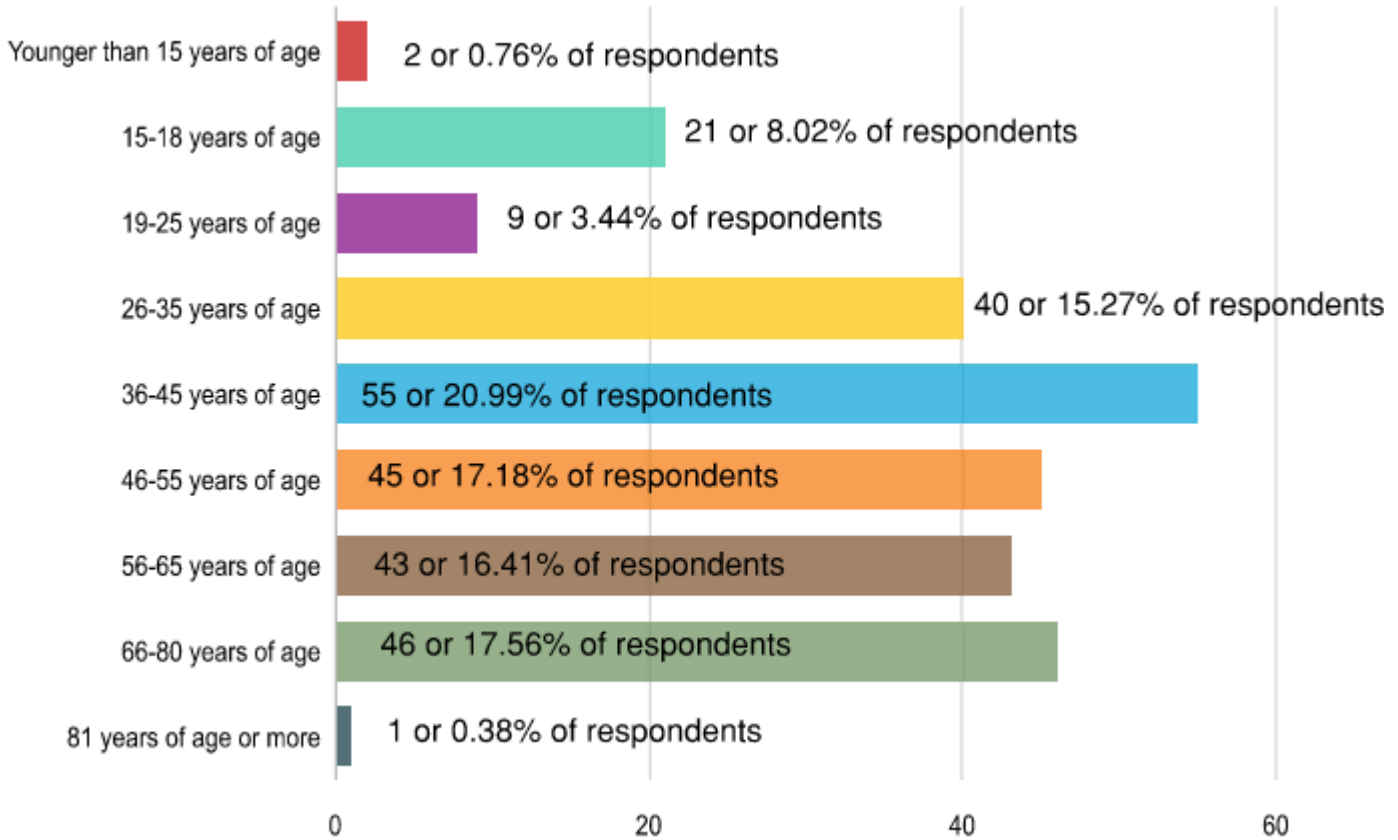
- 88% indicated that St. Charles had a “Good/Excellent” quality of life.
- Top reason of respondents on why they choose to live in St. Charles was its “location”.
- Of those employed, 67% work outside of the City of St. Charles.
- Respondents were given the option to rank 6 objectives (1-6, 1 being most 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.

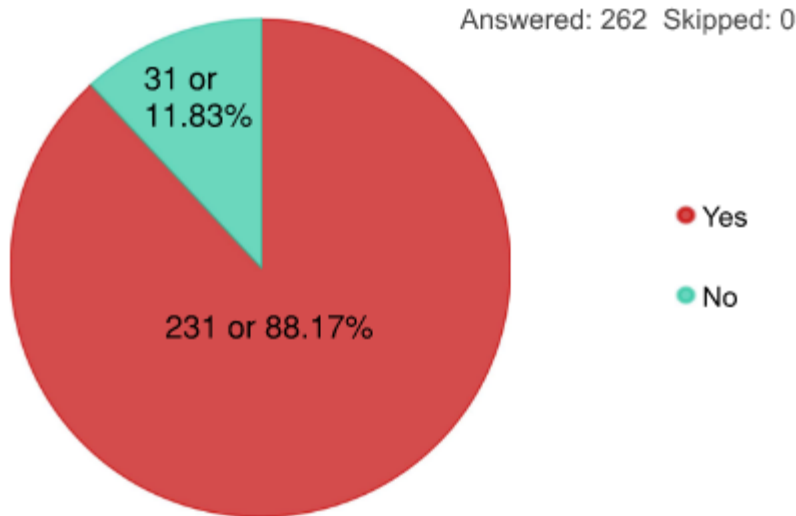
SURVEY QUESTIONS/ANALYSIS

1. What age bracket are you within?



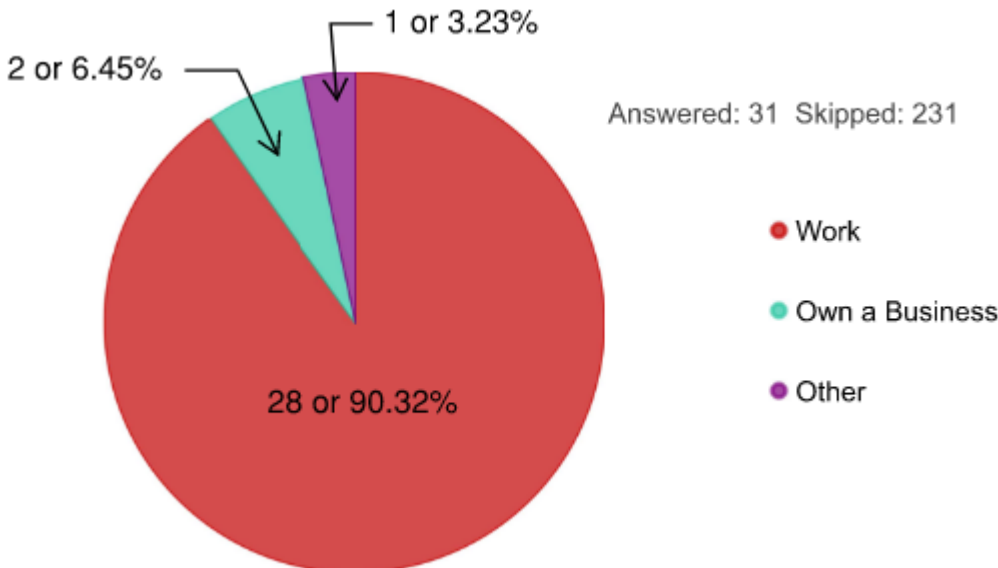
- Required Question
- 262 people out of 71,190 population (2022 estimate) – 0.36% response rate.
 - Low for total population; however, not surprising based upon advertisement mostly digitally/word-of-mouth.
- 36-45 year bracket was largest response bracket (21% of total).
- Of respondents, most were 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?



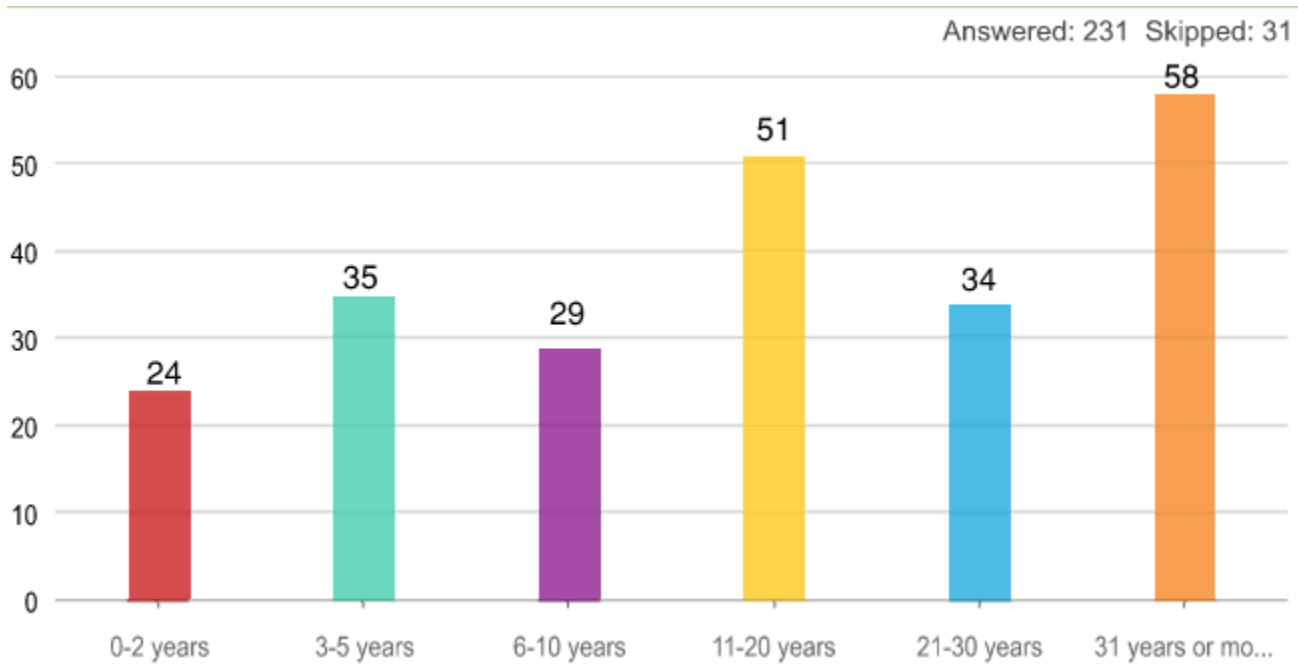
- Required Question
- Not a surprising response rate; however, was advertised to non-residents as well (business owners, outside residents, etc.).

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?).

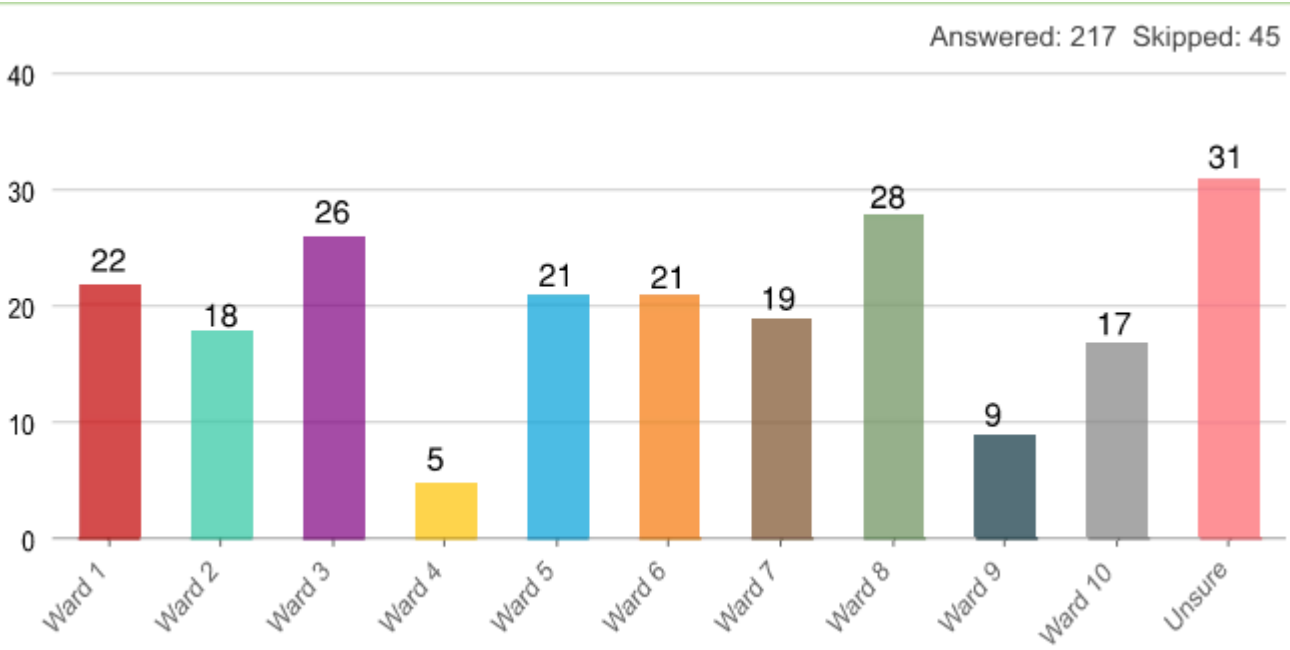
4. How long have you lived within the City of St. Charles?



- 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% of 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.

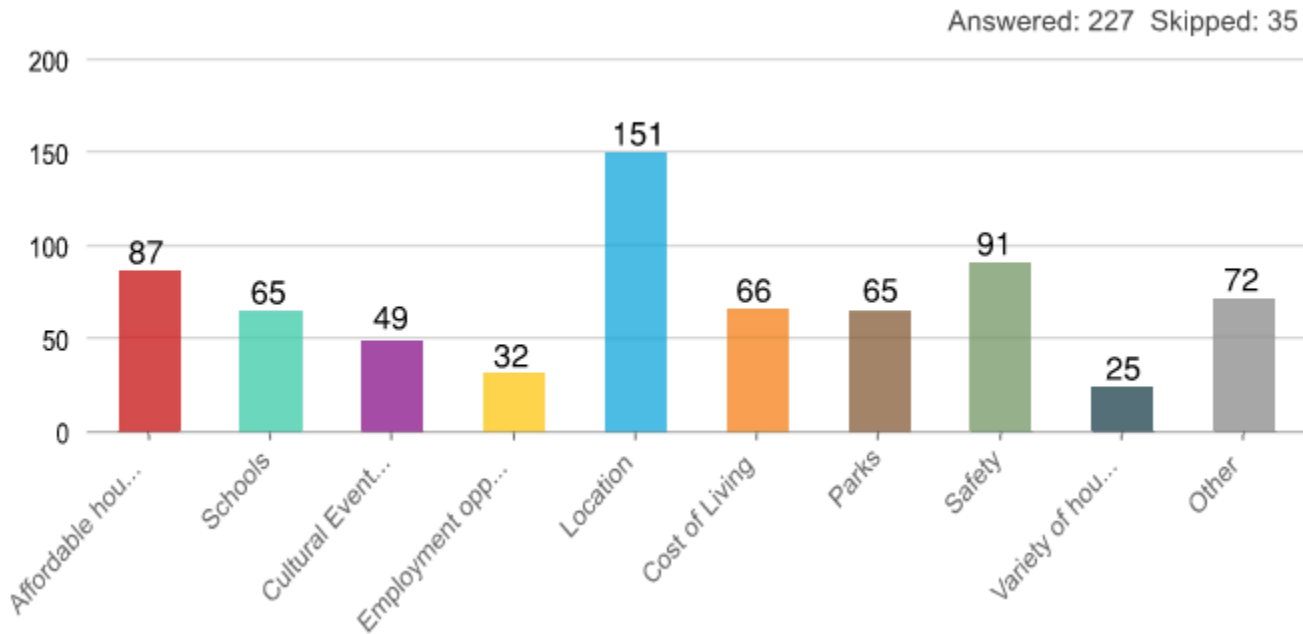
Median Age	1990	2000	2010	2020
	31.8	35.3	42.8	38.8

5. Which City Council Ward do you reside within?



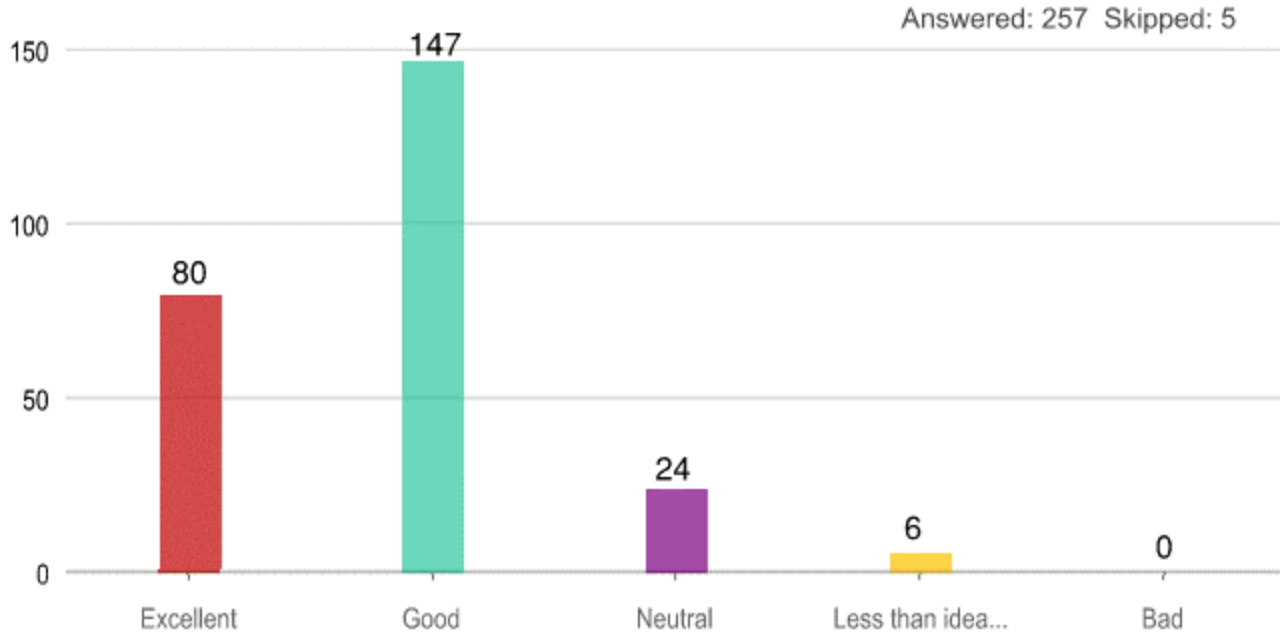
Not a required question – could be skipped or if responded as a “non-citizen” to Question #2.

6. Why did you choose to live in St. Charles (select all that apply)?



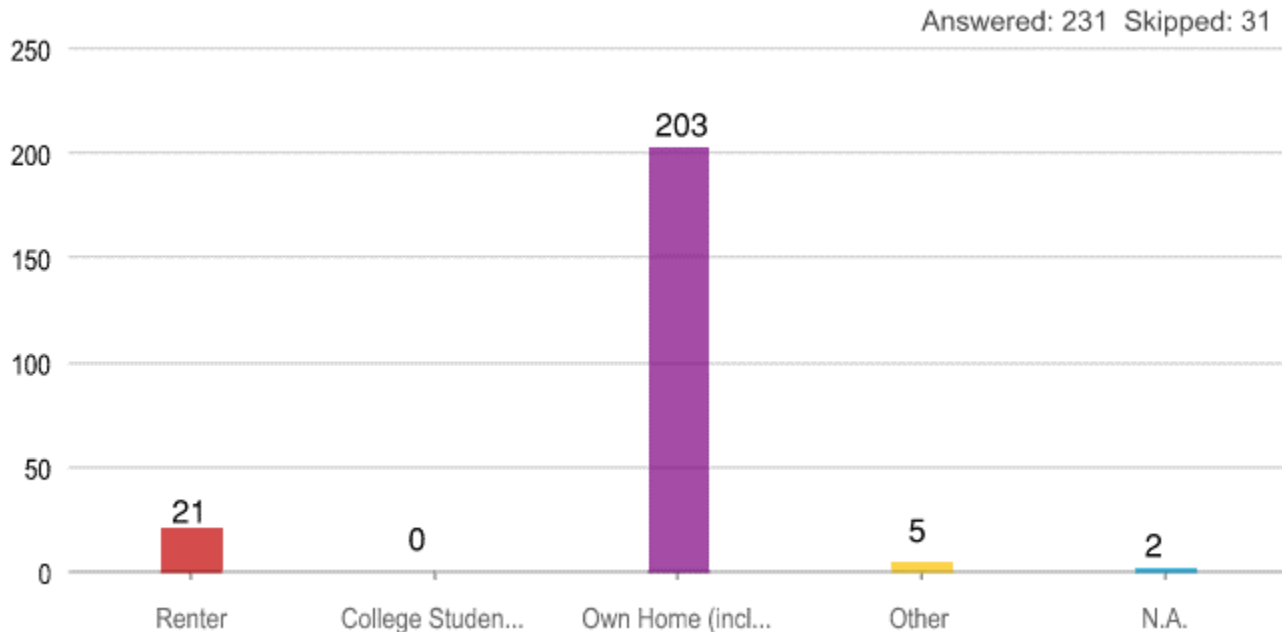
- Not a required question – could be skipped or if responded as a “non-citizen” to Question #2.
- Question allowed more than one answer.
- 66.5% of those surveyed believed “location” was the reason they choose to live within the city (location is a strength).
- Safety was 2nd (40%). Not surprising response 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”.

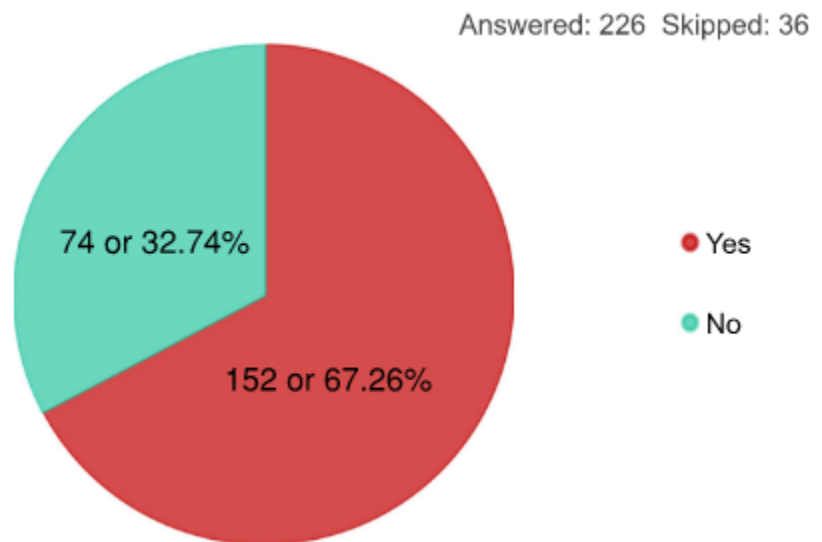
8. What type of housing most closely resembles your situation?



- 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”.

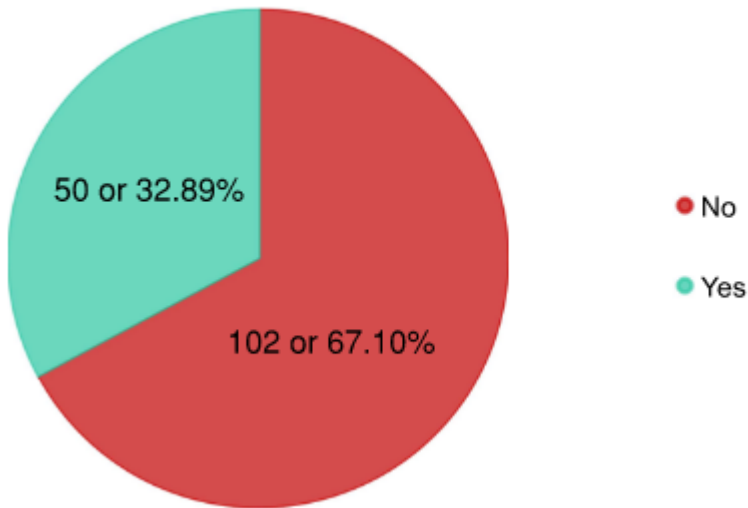
9. Are you currently employed?

- 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?

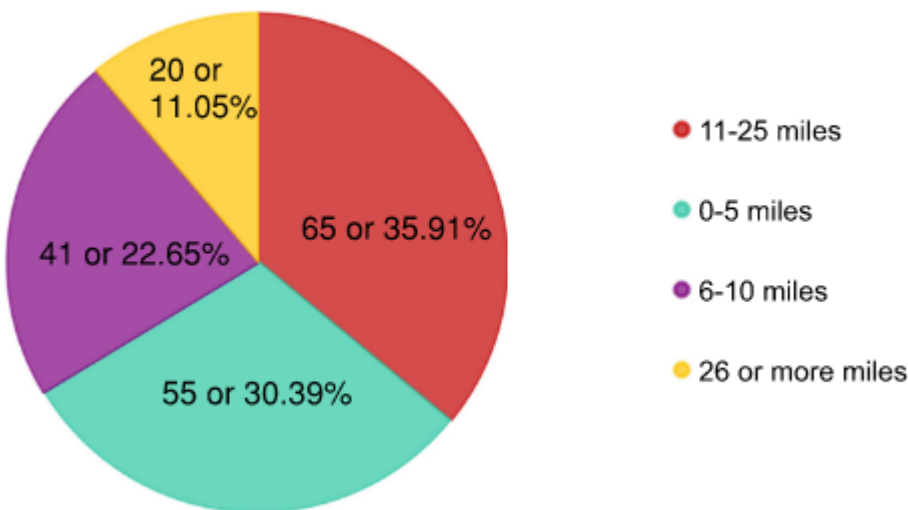
Answered: 152 Skipped: 110



- 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.

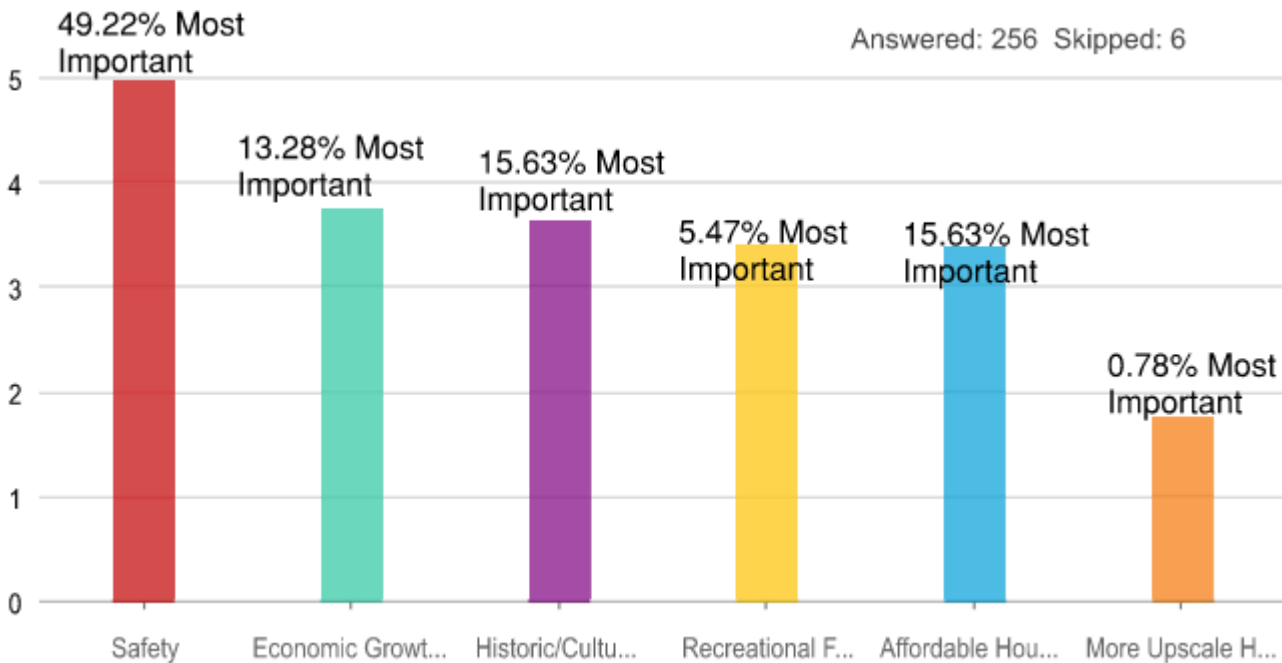
11. If you are employed, how far to do you commute to work (one-way)?

Answered: 181 Skipped: 81



- Not a required question – could be skipped or was not available if unemployed.

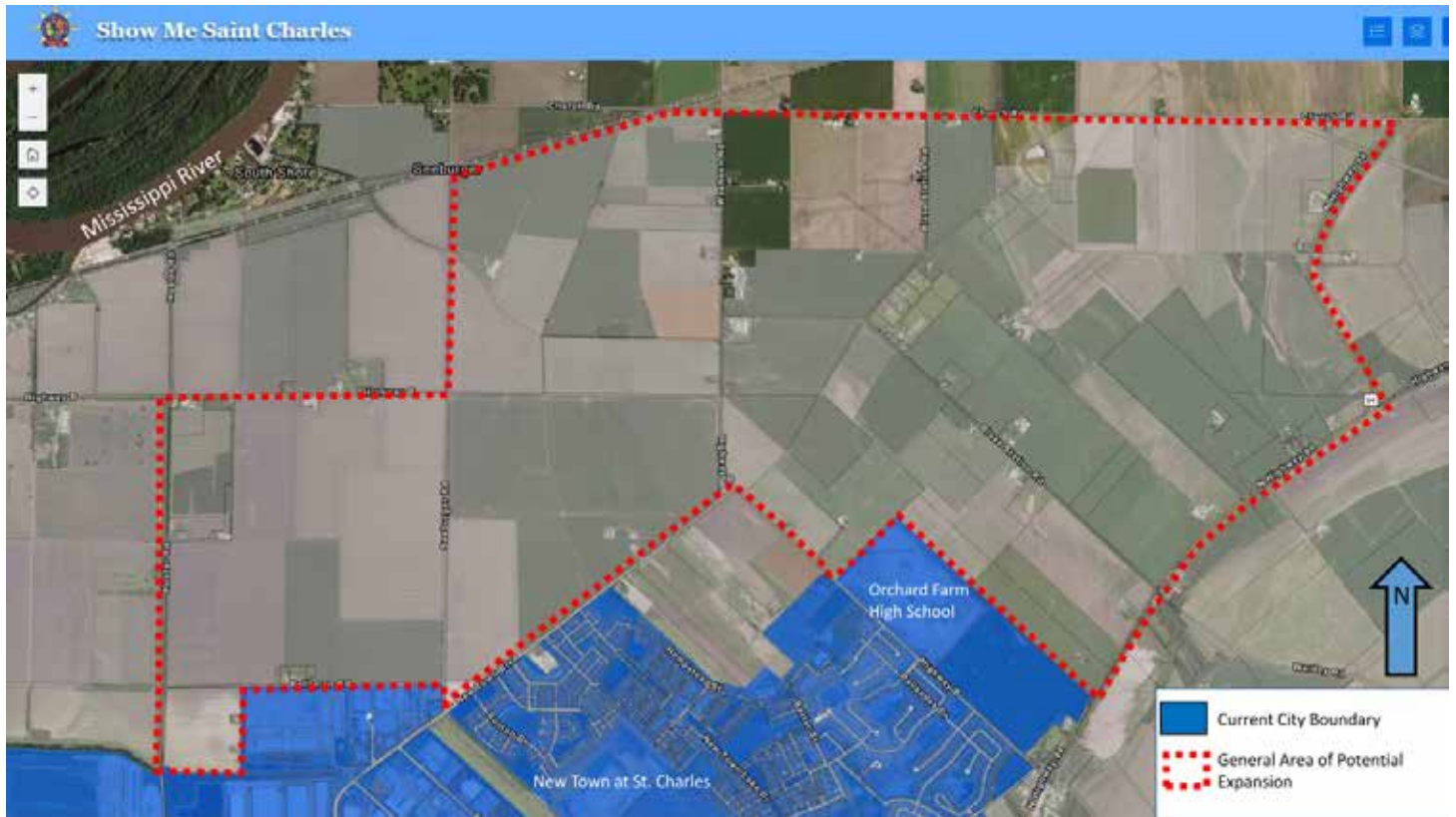
13. How would you rank to the importance of the following objectives for St. Charles for the next 5-10 years?



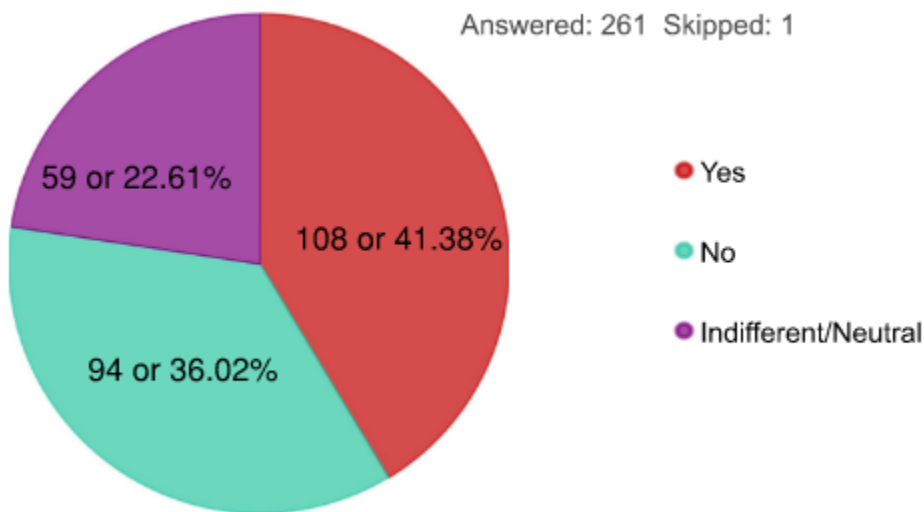
- Not a required question.
 - Ranked in order of importance (by average). Most important received a score of 6 and least 1, etc.
- Terms were NOT defined and left up to the interpretation of the respondent (purposeful by staff).
- 49% of respondents ranked “Safety” as most important (only 0.39% of respondents 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.

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?





CONTACT US

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