



City of St. Peters Comprehensive Plan 2003



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Introduction

The City of St. Peters has grown over time into an established and desirable location to live and work in the metropolitan region. Offering both convenience to transportation routes as well as ample local services, the City has become one of the largest cities in the metropolitan area. The City recognizes that providing necessary services to City residents – parks and recreation, utility services, police services, waste management including recycling, and transportation management – is basic to being a leading community within the region. This emphasis on excellence continues to be the focus of the City’s planning effort.

The purpose of the plan is to provide a guideline for the City’s future. The goals and objectives of each working group within the City provide a framework for future projects. The Future Community Plan provides a specific land use guide for both the Planning Commission and the Board of Aldermen to make decisions regarding future development that will support the goals of the City and provide services, employment, and recreation for residents.

Plan Themes

Preservation. Since 1980, the City’s population has grown from 15,500 people to a current population of 51,381. To accommodate this population, excellent housing choices and services have been provided. As the City ages, an important focus will be on maintaining existing assets – the housing stock, transportation system, utility systems, and other City features. Preservation of historic and cultural assets must also be considered, including historic buildings and arts programs.

Expansion. To accommodate the City’s population, the City must continue to provide necessary and desirable services. A variety of housing types and recreational opportunities is desirable for residents. In addition, the provision of jobs within the community and additional commercial services are essential to providing a sustainable community. Opportunities for enterprise – commercial and industrial projects – must also be provided.

Governance. The City focuses on providing efficient and quality customer service. This emphasis is a key component to the City current governing philosophy and, therefore, an important part of the City’s planning effort.

Planning Process

The Comprehensive Plan advisory committee includes the Mayor and the Board of Aldermen of the City of St. Peters. The Board and the Mayor reviewed and commented on each phase of the plan. A joint meeting was held with the Planning and Zoning



Commission to review the process and invite participation. Final public hearings were held before the Planning and Zoning Commission and Board of Aldermen.

The public participation element of the plan was partially done in conjunction with the City's Community Development Block Grant (CDBG) effort. Four public forums were held at various locations in the City. Notification of the forums was put in a local newspaper and also in the citywide newsletter. In addition to the public forums, information was sent to all subdivision trustees on record asking that input be sought from residents within each subdivision.

Background

Several documents have been used as background sources for the Comprehensive Plan. These include:

- 1991 Comprehensive Plan. Developed in the early 1990s, this plan outlines goals and objectives and future land use, transportation, and utility scenarios. These have been reviewed and are reflected in the goals and objectives of this plan where applicable.
- 1994 Comprehensive Plan Update. This document outlines goals and objectives for the City as well future plans related to land use, transportation, utility systems, and community facilities.
- St. Peters Old Town Master Plan. This plan was developed with resident involvement to outline development concepts for the Old Town area. The plan identifies a master plan to guide future improvements to Old Town.
- City of St. Peters Annual Budget 2003-2004. This document provides information related to the fiscal picture of the City – information needed regarding the existing conditions of the City as well as future project expenditure.
- The 2000 Plus Planning Process. This project was initiated in 1988 by the Board of Aldermen to formulate a strategic direction for the City. A committee of approximately 40 residents, business persons, and City leaders formulated goals and objectives for the City. These have been reviewed and are reflected in the goals and objectives of this plan.
- City of St. Peters Capital Improvements Plan – Fiscal Years 1999/2000 through 2004/2005. This document, which is updated every year, assesses the long-term capital needs of the City to establish funding of high priority projects in a timely and cost-effective fashion. The CIP was used during this planning process in identifying goals related to preservation and expansion and in setting implementation priorities.





Existing Conditions

The City of St. Peters has grown significantly since the early 1970s with substantial population and housing unit increases in the 1980s and 1990s. This growth over the last twenty – thirty years has impacted the appearance of the community as well as the services available in the community. The demographic composition of the City as well as other key characteristics are identified in this plan section to provide a “snapshot” of the City. Key questions such as the current size and anticipated growth of the City’s population will influence the future planning needs. Labor force characteristics will indicate future opportunities related to economic development. Education and income levels will also influence future job markets as well as the effort needed to provide services to the community.

Demographic Overview



Population. The population of the City is reported as 51,381 persons in the 2000 Census. The population increased from 42,747 people in 1990.

Age. The median age of the City’s population was 34.2 in 2000.

Housing. The number of housing units has increased from 5,286 in 1980 to a current estimate of 19,718 units in 2003. The median value is currently \$83,607.

Education. In 2000, 27% of the population over 25 had an associate or bachelor’s degree. 91 % of the population over 18 had graduated from highschool.

Labor Force Characteristics

The unemployment rate in St. Peters has typically been very low. In 2001, the rate was 2.2%. This rate reflects the working age population within St. Peters. The majority of the population is employed in the retail trade, manufacturing, and service industry occupations.

Economic Information

The assessed value, including real and personal property, of the City of St. Peters was \$675,227,105 in 2001; this value has steadily increased as the City’s population and development has expanded.

Sources of City revenue are outlined in the following chart. Funds are directed to the general revenue fund as well as the transportation fund, which is funded by a ½ cent sales tax that was approved in 1982. Also, recreation and stormwater projects are funded by a



1/10 cent sales tax that was established in 2001. The chart indicates the importance of the variety of revenue sources, especially sales tax.

Revenue Sources – City of St. Peters (2003-2004)

Revenue Category	Percentage of total revenue
Property taxes (residential and non-residential)	14%
Sales and Use taxes	32%
Other tax	5%
Licenses and Permits	1%
Intergovernmental Revenue	14%
Operating Income	21%
Interest Income	1%
REC-PLEX Revenue	5%
General Recreation Revenue	1%
Other Revenues	6%

Existing Land Use

As indicated on the Existing Land Use Map, a substantial portion of the City is developed residentially. Most of the residential development is single family homes, reflecting the increasing population moving into the City and St. Charles County in general.



As the population has increased, the demand for services has also increased. Over time the need for commercial services has expanded resulting in substantial commercial corridors along Mid Rivers Mall Drive, including Mid Rivers Mall (Westfield Shoppingtown), the Interstate 70 corridor, and the Highway 94 corridor.

The following chart indicates the approximate percentage of each category of land use. As the chart indicates, a substantial portion of the City is developed with residential land uses; the majority of these are single family residences. In addition, there are attached single family homes, or “villas”, and apartments. Additional housing for senior citizens has also been planned or is under construction at various locations within the City.

A discussion of each land use category is provided below. Also, a review of special planning districts within the City is provided below; these include the Special District, Old Town, and St. Peters Lakeside Business Park.



Land Uses (% of Total)

Land Use Category	Percentage of Land Area
Residential – single family	30.8
Residential – attached units and multiple family	3.8
Commercial – retail/service/office	12.9
Industrial	3.3
Institutional/Community facilities/hospitals	12.0
Park/open space/recreation	32.7

Residential Uses

As indicated above, a substantial portion of the City is developed with single family residential uses. As the City grew, subdivisions were developed in compliance with the City’s ordinances resulting in single family development throughout the City. Multiple family development, including attached single family “villa” units, has also occurred, predominantly along major corridors such as Mexico Road and Highway 94, and west of Mid Rivers Mall Drive.

As indicated above, housing development grew substantially in the 1980s and early 1990s and has leveled off in recent years. As the City annexes property, such as properties in Hi Point subdivision and the Savannah development to the west of Mid Rivers Mall Drive, and as other undeveloped properties are developed, the number of housing units and overall population will increase slightly.

Commercial Development – Retail/Service and Office uses

Commercial development in the City includes retail, service commercial, and office development. The area along Mid Rivers Mall Drive, including Mid Rivers Mall (Westfield Shoppingtown), is substantially commercial and includes several strip centers/shopping centers, banks, restaurants, a furniture store, and various other retail/service uses. Other commercial areas include the Highway 94 corridor throughout the City including the major commercial development at the intersection of Mid Rivers Mall Drive and Highway 94. Commercial development has also occurred in the eastern area of the City along Mexico Road, Cave Springs Road, and Jungermann Roads. With the widening of Salt Lick Road in the western area of the City, some commercial development has happened in that area with more retail/office uses planned.

Office uses are also an important component of the City, focused in the Special District. The Special District, which includes City Hall and areas to the north and east, is planned for professional offices and support retail/commercial uses. Other office development is located throughout the City at various locations along the commercial corridors.



Industrial Development

Industrial land uses within the City include predominantly office/warehouse development oriented north of Interstate 70; some smaller industrial areas are located south of Interstate 70 including Indicom Drive in the central area of the City, I-70 Industrial Park and Trade Center Drive located along Veterans Memorial Parkway, and Triad Industrial Drive and Lami Industrial Drive located closer to the Highway 94 corridor. The areas north of Interstate 70 include Arrowhead Industrial Park and two smaller industrial parks – Cherokee Industrial and I-70 Parkway Industrial Park. In addition to office/warehouse uses there are some manufacturing facilities and a mix of commercial uses, contractors’ facilities, and other small miscellaneous industrial users.

Institutional and Community Facilities

This land use category includes schools, churches, and community facilities. The community facilities include City Hall, the Rec Plex, and the Community and Arts Center. The City relocated the Community and Arts Center to a larger facility within walking distance of many subdivisions. The City also maintains the Senior Center which serves meals and provides various recreational activities for senior citizens. Francis Howell, Fort Zumwalt, Orchard Farms, and St. Charles school districts are within the City; nine elementary schools and middle schools and four high schools are within the City. Other community facilities include the St. Charles Library District, St. Charles Ambulance District, and Central County Fire and Rescue stations and headquarters.

Hospitals

The City is the home of a major medical center, Barnes Jewish Christian (BJC), which is located to the east of the Special District. The 130 bed hospital is a major medical center for St. Charles County and has generated medical office development to the west of the BJC campus. Anticipating the area’s future growth, the BJC administrators are preparing a master plan for the hospital campus. The plan includes hospital expansion, two additional medical office buildings, and a new ambulatory care center (ACC). An expansion of the hospital emergency room and the ACC were completed in 2003.

An additional medical facility was completed in 2003 at Highway 94 and Kisker Road. This facility, St. Joseph Ambulatory Care Center, is operated by SSM and includes medical offices and an ambulatory care center.

Parks and Recreation

The City maintains a system of nineteen parks, totaling 580 acres, and 10 miles of trails throughout the City. The larger parks include City Centre Park, Woodlands Sports Park, Rabbit Run Park, Laurel Park, Spencer Park, Shady Springs Park, and Brown Road Park. A variety of facilities are available at these parks including ballfields, tennis courts, picnic pavilions, and play equipment. Three outdoor swimming pools are located in the City including facilities at Laurel Park, Nob Hill pool, and St. Peters Golf Course and Recreation center. Trails connect several of the parks including Laurel Park and City



Centre Park. A new trail is planned which will connect Rabbit Run Park and Woodlands Sports Park. The City also contracts for the operation of an 18 hole golf course that is open to the general public.

The Rec-Plex, located adjacent to City Hall, is also available to residents of the area and provides a variety of indoor recreation activities. A state-of-the-art swimming and diving pool is available as well as skating rinks, basketball courts, and indoor rock climbing. Facilities for exercise and weight training are also available at the Rec-Plex. The YMCA, located in the northern part of the City, also provides swimming and exercise facilities for members.

Special Planning Districts

Special District: The Special District, which includes City hall, extends northward from Mexico Road to Interstate 70, east towards BJC St. Peters Drive, and west to Spencer Road; several properties south of Mexico Road are also included in the Special District. A smaller area is located on the east side of Mid Rivers Mall Drive north of Highway 94. These areas were designated as special planning areas in an effort to attract high quality development with a focus on aesthetics. Therefore, a separate zoning category was established for this area that outlines stricter development and architectural standards. Five sub-districts within the Special District zoning category further control the type and location of uses within this planning area. The primary land use within the district is professional offices, including medical offices, and retail/service uses. Institutional uses such as City Hall and Lutheran high school are also in the Special District. The Economic Development Center, a business incubator, is located in the Special District on Mid Rivers Mall north of Highway 94.

Old Town: Old Town, located north of Interstate 70 and west of Mid Rivers Mall Drive, is the historic original settlement area of St. Peters. The neighborhood is characterized by a mix of land uses that includes residential, commercial, and industrial activities. Located within the flood plain, the area was levee protected in the Spring of 2001. A master plan was prepared for this area in 1997; it outlines alternative development concepts and a master plan which is focused on aesthetic improvements.

St. Peters Lakeside Business Park: This area, located north of Interstate 70 along Route 370, between Spencer Creek and Cave Springs/Truman Road, is being planned as an integral part of the City's future. Possible land uses will include office parks, office/warehouse development, commercial nodes near interchanges, hotel/conference uses, and residential developments. The area will be protected by a 500-year levee; outside the levee, a large recreation area, including a lake and other features, will be developed.

Transportation System

The City's transportation system includes an extensive road system overseen by several jurisdictions. Interstate 70, Route 370 and Route 94 serve the City and make it easily



accessible. With the development of Page Avenue (Route 364) along the Route 94 corridor, transportation between St. Louis County and St. Peters will be further improved. The Page Avenue bridge is scheduled for completion in 2004 and will provide another link between St. Charles and St. Louis counties.

The City's system includes 217 miles of streets of varying functional classification. The following functional classifications describe the road system:

- Arterial street. A multi-lane facility designed for movement of a relatively large volume of traffic that serves the major centers of activity within the City.
- Major Collector streets. A multi-lane facility which distributes traffic from arterials through the City to the ultimate destination, typically distributing traffic to minor collectors and local streets from arterials. Major collector streets provide access to residential, commercial, and industrial areas.
- Minor Collector streets. A street located within a residential or non-residential subdivision which collects from and distributes traffic to local streets and connects to major collectors and arterials.
- Local streets. A minor street generally serving local subdivisions and providing direct access to abutting land.

The City is also served by the Norfolk Southern Railroad which extends through a predominantly industrial area north of Interstate 70.

Transportation Issues

Issues related to transportation that were identified from public input include improvements to specific roads, public transportation/bus system, and congestion on Interstate 70. Specific road improvements related to Gatty Road, Church Street, Mid Rivers Mall Drive, and other miscellaneous road improvements. Other transportation related issues include the future design of the Interstate 70 service roads and the provision of pedestrian/bicycle facilities. The issue of pedestrian/bicycle facilities is addressed in the Goals and Objectives section and the Parks and Recreation map. The Interstate 70 service roads were studied by the Missouri Department of Transportation (MoDOT); future improvements or modifications to the service roads will be based on plan implementation and funding. The improvements to Gatty Road and Church Street are not planned at the time of publishing; improvements to Mid Rivers Mall Drive have been implemented including the improvements to the Mid Rivers Mall Drive and Mexico Road intersection and widening of Mexico Road at various locations.



City Services

Utility Systems

The City operates and maintains sanitary sewer and storm sewer systems and water system throughout most of the City. The City obtains its water from two sources. Water is supplied from a groundwater well field located in the Mississippi River flood plain and is treated at the City's 6 mgd water plant. Water is supplied from the City of St. Louis' Howard Bend Treatment Plant on the Missouri River. There are nearly 220 miles of water mains in the distribution system and approximately 1,900 fire hydrants. The average daily water consumption from over 15,000 customers is approximately 5 million gallons per day.

The City operates a 7-mgd wastewater treatment plant and maintains 208 miles of sanitary sewers. The average daily treatment is approximately 5 million gallons. The Duckett Creek Sewer District also serves part of the City. The City also owns and maintains 135 miles of storm sewers with over 7,000 structures. The storm sewer system maintenance also includes road culverts and creek bank stabilization.

Police Services

The St. Peters Police Department provides full time patrols of the City in addition to traffic enforcement, investigations, crime prevention, and community oriented policing programs. The size of the existing police force includes 85 full-time commissioned officers, and 2 non-paid commissioned reserve officers. full time officers. Police dispatch is located at the Police Station at 1020 Kimberly Lane.

Health and Environment

The City provides various services related to health and the environment. These include solid waste management, animal control, mosquito control, rodent and wildlife control, nuisance enforcement, and inspection, licensing, and rating of food establishments. Solid waste management includes trash and recycling collection service to residential and commercial customers, trash transfer station and recycling processing, yard waste pick-up and compost supply for residents, and various special services related to recycling, Earth Day, etc.

Natural Resources

Natural resources within the City include creeks and streams, flood plain areas, and other natural features. These resources are located throughout the community as described below.



Creeks and Streams

Several creeks extend through the City including Spencer Creek, Dardenne Creek, Plum Creek and Baltic Creek. St. Peters has generally developed in two watersheds – the Dardene Creek watershed and the Spencer Creek watershed.

Flood Plain

A large amount of floodplain exists within the City along the creeks identified above. In addition, the northern area of the City, extending northward from the Norfolk & Southern railroad line, is within the 100 year floodplain and includes some Mississippi River floodway. The location of the floodplain has required the City to plan and build levees around the Old Town area and the future Lakeside Business Park. In addition, infill development near floodplain has been scrutinized as the impact on neighboring residential areas is measured.



Goals and Objectives

LAND USE

Housing/Neighborhoods

St. Peters housing stock has grown significantly since 1980 with approximately 19,718 households in the City in 2003. The City's housing needs include single family homes for young families as well as "move-up" homes for growing families. Also, attached single family villas and multiple family units, as well as housing for senior citizens, is needed within the City. The need for various types and sizes of housing reflects the plan theme of expansion, while the need to maintain the City's existing housing stock reflects the preservation theme.

General goals related to housing and neighborhood issues include the following:

- Preserve the existing housing stock within St. Peters.
 - Encourage maintenance of owner occupied and rental homes.
 - Continue the re-occupancy inspection program for rental properties.
 - Continue the no-interest home improvement loan program using Community Development Block Grant (CDBG) funds.
 - Continue the home ownership down payment assistance program using CDBG funds.

- Promote the development of a variety of housing types.
 - Encourage larger single-family homes on larger lots within the City.

 - Continue to approve attached single-family homes at appropriate locations.

 - Ensure adequate buffering between developments of varying types.

 - Consider multiple family units of varying densities at appropriate locations within the City.

 - Ensure adequate buffering between developments of varying types.

 - Maintain and enhance existing codes that allow the co-location of commercial and residential uses within Old Town St. Peters and developments with traditional neighborhood design features.



- Work with the development community to encourage mixed-use developments that allow services within walking distance of residential areas.
- Consider mixed-use developments at appropriate locations, thereby creating neighborhoods where residents can work and reside.
 - Identify areas for mixed use developments including St. Peters Lakeside Business Park.
- Provide housing for various age groups – young families, senior citizens, etc.
 - Consider attached housing or multiple family housing to serve senior citizens at appropriate locations.
 - Ensure adequate buffering between developments of varying types.
- Expand utility systems where possible in areas where residences are served by septic systems within and outside the City.
- Promote the beautification and livability of neighborhoods through landscaping, sidewalks, and other improvements.
 - Consider various beautification programs for residential streetscapes.
 - Continue to coordinate improvements to Old Town St. Peters in compliance with the Old Town sub area plan.
 - Continue maintaining and adding sidewalks within neighborhoods throughout the City that comply with accessibility requirements.
 - Ensure compliance with street light and signage requirements.
 - Provide utility system improvements in neighborhoods as necessary.
 - Add amenities – parks, playgrounds, pedestrian trails, etc. – where feasible to provide recreational opportunities to residents.
 - Strictly enforce weed control ordinances to ensure the livability of City neighborhoods.

These goals and objectives indicate the importance of both maintaining and improving existing residential areas while attracting new and varying types of housing. This is in an effort to provide housing for a variety of age groups and families, and to address the needs of all income levels.

Non Residential (commercial, industrial, institutional) development

As St. Peters’ residential population has grown, commercial development has followed to provide the necessary services to residents of the community. As noted above, there are several commercial corridors in the City including Interstate 70, Mid Rivers Mall Drive, Mexico Road, Jungermann Road, Salt Lick Road, and Highway 94. Office development has also flourished, resulting in the establishment of the Special District and the planning of St. Peters Lakeside Business Park. The goals related to commercial development reflect the plan theme of expansion as the City attempts to meet the shopping/service



needs of the community while expanding the sales tax base, which supports City services. Also, the need to oversee the redevelopment of older developments is reflected, ensuring the maintenance of existing commercial assets. In the office, industrial, and institutional sectors, the goal of expansion is reflected as the City plans for development that will increase the job base in the community.

Goals related to commercial, industrial, and institutional development include the following:

- Provide the necessary information regarding the City (population data, ordinance information, information related to the planning process, etc.) to ensure the development community can make informed decisions.
 - Approach new businesses that would complement the shopping/services already existing in the City.
- Promote the City as a place that welcomes new businesses.
 - Prepare brochures, maps, etc. that promote the City’s commercial corridors.
 - Maintain a database of available vacant ground and vacant buildings including acreage, ownership, etc.
 - Continue to provide “welcome” signs to new businesses.
- Promote new businesses that will complement existing businesses.
 - Attract new sit-down restaurants within the major commercial corridors.
 - Attract new businesses to Old Town, maintaining the character of the area while enhancing the viability.
- Oversee the design of new businesses and the maintenance/remodeling of existing businesses within the City to ensure high quality commercial areas.
 - Continue to work with a consulting architect regarding the design of new and remodeled businesses.
 - Strictly enforce the architectural and landscape requirements of the zoning regulations including the emphasis on masonry building treatment.
 - Maintain and enforce strict signage regulations that are appropriate for the business location including the development of sign themes for each development.
 - Work with existing business owners to encourage remodeling of older retail centers within the commercial corridors.
 - Work with the Old Town Association to enhance the community appearance and infrastructure.
 - Encourage commercial recycling, especially cardboard and office paper.
- Promote the Special District as a professional office environment that includes high standards for building design, landscaping, signage, and type of use.
 - Require the installation of fiber optic systems with all new development.



- Continue planning for and promoting St. Peters Lakeside Business Park.
 - Finalize the levee design to flood protect the development area.
 - Conceptually plan the business park, including lot layout concepts and the transportation network.
 - Promote the future park to developers.
 - Initiate the levee construction by Spring 2004.
- Promote industrial areas of the Old Town TIF Redevelopment area.
- Inventory and promote industrial areas along the Interstate 70 and Highway 94 corridors, thereby helping to expand the job base in the community.
- Work with local institutions (hospitals, schools, churches) to ensure that new buildings and building expansion meets the City's development guidelines.

Parks and Recreation/Cultural Activities

Parks and recreation are an integral part of the St. Peters community, providing both active and passive recreation areas for residents. These include parks, playgrounds, swimming pools, the Rec Plex recreation complex, the Senior Center, the Community and Arts Center, and the trail system. Expansion and maintenance are both important to the provision of a quality recreation system; therefore, the goals related to parks and recreation address the plan themes of preservation and expansion.

Parks, Facilities, and Trails

- Expand and improve the trail system within the City.
 - Continue to link the community through a system of linear parks and trails designed to connect major facilities with residential areas.
 - Enhance the Park Trail System through improved trail markings.
 - Link the City trail system to the regional trail system.
- Provide a user friendly Ranger program.
 - Provide a highly visible Ranger presence in the parks, on paths, and in recreational facilities by implementing creative and pro-active patrol methods and enhancing ranger-youth interaction.
 - Increase resident awareness of the Ranger Division's functions, responsibilities and role in the City's Law Enforcement Team.
- Continue to make the Rec-Plex the focal point of fitness and recreation within the community.



- Continue supporting the arts through the Community and Arts Center and other venues that expose residents to cultural activities.

Program Needs

- Continue to improve existing athletic fields and diamonds to increase the quality of sports play within the City. (see annual CIP)
 - Increase use of the fields by installing lights to allow night play.
- Continue the program to update playground equipment and surfacing to Consumer Product Safety Commission Guidelines, American Society for Testing and Materials Standards, and the Americans with Disability Act Regulations.

TRANSPORTATION

The City's transportation system provides for safe travel throughout the City. The ongoing expansion and preservation of the system are essential to the City's development and, therefore, are reflected in the transportation goals below.

Existing Transportation System

- Continue planning for road expansions and realignments through the annual update to the City's 5 year Capital Improvements Plan (CIP).
- Provide quality maintenance of existing roads within the City.
- Add sidewalks along City arterial and collector roads where adequate space is available and upgrade crosswalks to be accessible to all citizens to allow safe pedestrian circulation throughout the City.
- Continue implementing a Private Street Dedication program.
- Implement Best Management Practices for street maintenance to meet the requirements of EPA's Storm Water Phase II regulations.
- Continue to provide door-to-door transportation services using CDBG funds.

Future Transportation Network

- Continue applying for funds from the St. Charles County Road Board, East-West Gateway Coordinating Council, and other transportation funds to supplement the City's road expenditures for projects contained in the City's 5 year CIP.



- Coordinate local involvement in multi-modal transportation efforts including bus systems, light rail system extensions, etc.

CITY SERVICES

Law Enforcement

The City's Police Department provides excellent service to residents and businesses within the City. Goals and objectives related to law enforcement include:

- Promote positive police engagement with the community.
 - Continue involvement in schools through the School Resource Officer and DARE programs
 - Improve the quality of police/citizen interaction through training focused on mutual understanding and awareness of the varying perspectives of law enforcement by members of the community
 - Encourage staff participation in Aldermanic Ward meetings
- Continue supporting and developing innovative interactive programs
 - Citizen Police Academy
 - Junior Citizen Police Academy
 - Citizens Firearms Safety Course
 - Internet safety programs
 - Head-Smart Helmet Safety Program
- Increase the use of community involvement programs
 - Neighborhood Watch
 - Business Watch and Mall Watch
 - Offer mediation for chronic neighborhood disputes
 - Encourage the use of problem oriented policing strategies
 - Increase use of the Police Pager Response Program
- Collaborate with the City's Information Systems Group to research and implement alternatives to CDPD wireless mobile law enforcement services
- Improve traffic law enforcement programs focusing on traffic flow based upon retail and housing patterns and strategic traffic crash reduction programs
- Continue cooperative efforts with City planners on new site and building plans to encourage crime prevention strategies through environmental design; identify and



mitigate potential safety issues that will better serve the community and new businesses.

Solid Waste

The general goals of the Solid Waste Dept. include a focus on providing a City-owned solid waste collection service which is totally user-fee supported and providing superior residential and commercial customer service for trash, yard waste, blue bag recycling program, bulky, cardboard, and dumpster use. Also, the City strives to ensure the Central Materials Processing Facility (CMPF) will be the focal point for recycling activities in St. Charles County and beyond by combining education, collection, processing and recycling principles to reduce the volume of waste in landfills. Specific goals include:

- Maintain supreme customer service to residential and commercial users.
- Expand collection services to include commercial and residential contract users.
- Increase community participation in recycling programs.
 - Decrease yard waste collection by volume by encouraging home composting, “Don’t Bag It”, and Earth Centre self-hauling.
 - Encourage recycling through various incentive programs such as Billie the Blue Beast and “Wild About Recycling” as a theme.
 - Increase use of the CMPF facility by the public and private solid waste industry.

Health

- Continue to provide a high quality restaurant inspection program to ensure safety of patrons at food establishments within the City.
- Control the mosquito population and other public nuisance problems.
- Provide quality animal control programs for stray animals and responsible pet care.

Utility Services

The City’s utility systems serve significant areas of the City including water, sanitary sewer, and storm sewer systems. In an effort to continue excellent service to City residents, the following goals and objectives are outlined regarding utility services:

Water Service

- In accordance with the water distribution system master plan, expand the system to support future growth areas.



- Increase public education efforts through written media, classroom visits and website for purpose of promoting clean water and water conservation.
- Work with new developers to provide necessary water service in appropriate areas.
 - Coordinate service to St. Peters Lakeside Business Park, north of the Norfolk and Southern Railroad and east of Spencer Road, and the Old Town levee area, north of the Norfolk and Southern Railroad at the terminus of Mid Rivers Mall Drive.

Sanitary Sewer System

- Work with new developers to provide necessary sanitary service in appropriate areas.
 - Coordinate service to St. Peters Lakeside Business Park, north of the Norfolk and Southern Railroad and east of Spencer Road, and the Old Town levee area, north of the Norfolk and Southern Railroad at the terminus of Mid Rivers Mall Drive.
- Administer the sanitary sewer lateral repair program.
- Begin design phase of wastewater treatment plant capacity upgrade.
- Implement biosolids processing and disposal plan for the wastewater plant.
- Continue to beneficially reuse biosolids through composting with yard waste thereby producing a marketable product.
- Continue to implement sanitary sewer system maintenance program and implement maintenance strategy to improve overall system condition and reduce backups.

NATURAL RESOURCES

The City recognizes the importance of managing natural resources within the City. These include stormwater management, tree preservation and landscape enhancements, and floodplain management. Goals and objectives related to natural resources are outlined below:

Stormwater Management Goals

- Develop and implement a Citywide stormwater management program including a complete comprehensive stormwater master plan and the implementation of new policies and study recommendations.
- Improve stormwater detention within the City of St. Peters.
 - Provide additional stormwater detention within the Spencer Creek and Dardenne Creek watersheds by adding regional basins or oversizing existing or new basins.



- Retrofit existing basins to detain more water from storms of 2 to 10 year frequency range.
- Use monies generated by the 1/10 cent sales tax to address stormwater issues in the City and implement stormwater master plan recommendations.
- Develop and implement Best Management Practices for storm sewer maintenance to meet the requirements of EPA’s Storm Water Phase II regulations.
- Improve the “50/50” Storm water Erosion Program to allow the City to help residents with storm water and erosion concerns where there is joint responsibility for storm water management.

Tree Preservation and Landscape Enhancement Goals

- Improve and maintain the appearance of City streets, rights-of -way and other highly visible areas of the City with enhancement modifications and continual maintenance to enhance the City’s positive image.
- Maintain the Tree City USA status.
- Expand the City’s Forestry Program by increasing the number of street trees planted, working with developers to preserve and or replace forested areas, educating residents about the benefits of trees and the harm in tree topping, and by implementing a thorough tree maintenance program to ensure the success of the urban tree canopy.



Floodplain Management

- Carefully review development in the floodplain to ensure minimal impact on adjacent properties.
- Review current codes and regulations regarding flood plain management to ensure proper development within the City.

GOVERNANCE

- Promote information sharing and communication with residents and business owners.
 - Implement E-Commerce/E-Government opportunities allowing city residents to interact with the city via the Internet.
 - Review and upgrade cable programming and newsletter.



- Enhance the quality of information and appearance of the City’s web page to ensure effective communications with residents.
 - Create more St. Peters originated public service announcements that will run on the cable channel and will highlight City facilities and programs.
 - Continue to air recreational segments on the *Upfront* news show, highlighting events and activities taking place in the City and at the REC-PLEX.
- Focus on customer service including ways to improve and reward good customer service.
 - Promote cohesiveness and economy in internal and external relationships, programs and activities within the community.
 - Provide timely and efficient support service to the City’s elected officials and facilitate communication with both internal and external customers.
 - Maintain a “user friendly” City Hall where services are provided in a friendly and efficient manner.
 - Provide timely and quality responses to citizen’s concerns.
 - Offer certain GIS data to the public.
 - Offer the Citizen’s Academy on an annual basis to allow residents to be thoroughly informed on City operations.
 - Ensure conservative fiscal management to enable the City to continue operating with a balanced budget now and in the future.

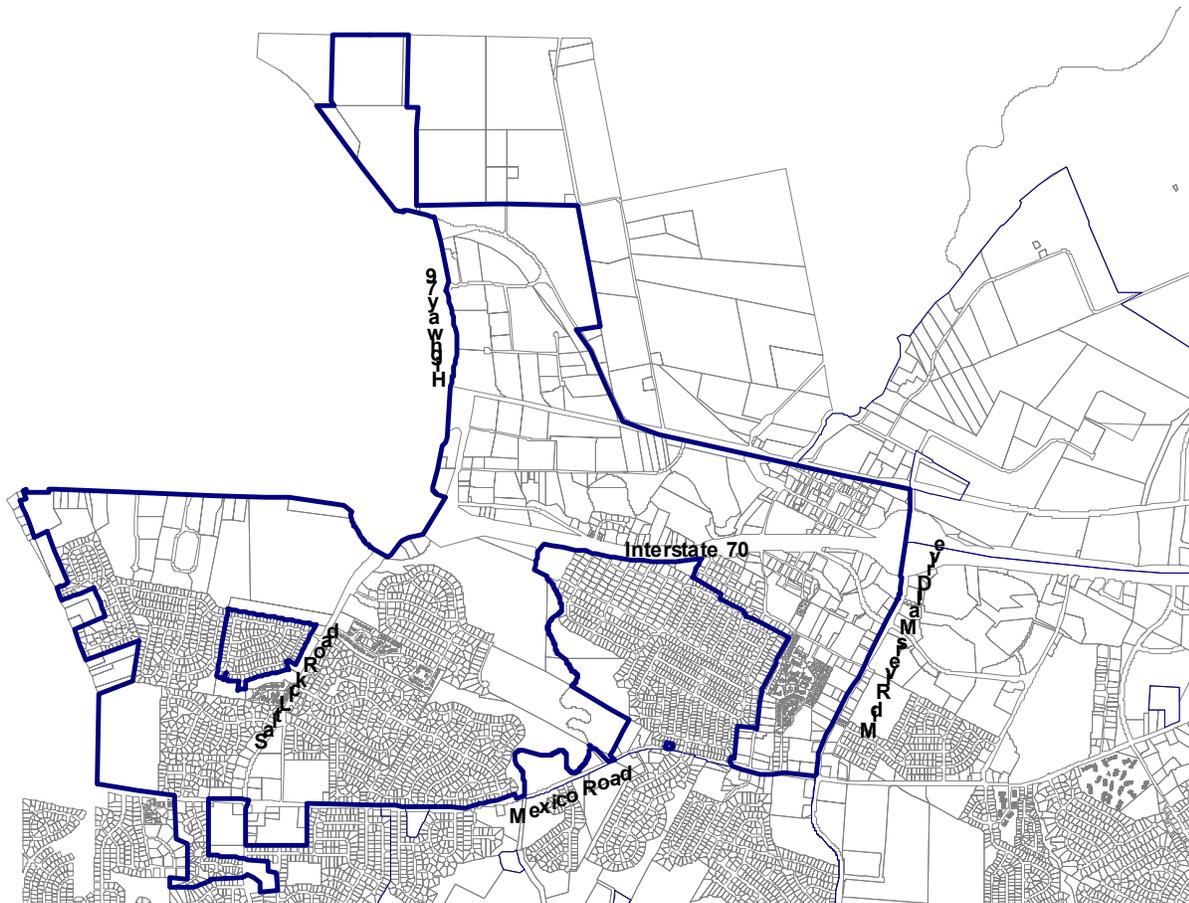


Future Community Plan

The Future Community Plan outlines the future land use and transportation systems for the entire City. The land uses and transportation improvements are addressed below and on the accompanying maps. For purposes of analysis, the City has been divided into six planning areas. For each planning area, the issue areas above are addressed.

Planning Area 1

Planning Area 1 includes the area north of Mexico Road and west of Mid Rivers Mall Drive extending north and west to the city boundaries.



Existing Conditions

The major roads within this planning area include Mexico Road, Salt Lick Road, Highway 79, Interstate 70 and Veteran's Memorial Parkway, and Mid Rivers Mall Drive. Access to Interstate 70 is available at Belleau Creek Road. Predominant land uses include single family residential



development and commercial development along the main thoroughfares – Mexico Road, Mid Rivers Mall Drive, and Salt Lick Road. A substantial amount of industrial development is within this area, primarily north of Interstate 70 and along Veteran’s Memorial Parkway south of Interstate 70.

Future Land Use

Future opportunities include the addition of commercial development in several subareas of this planning area in addition to the major roadway corridors.

Salt Lick Road/Interstate 70

Existing commercial zoning on the west side of Salt Lick Road south of Interstate 70 will allow a large retail center with outlots and/or a combination of commercial uses; a large supermarket and adjacent retail is planned for a portion of the commercial area fronting on Salt Lick Road. A large retail/office building is planned for the commercially zoned property on the south side of Interstate 70. These areas at the entrances to the Richmond mixed use development provide substantial commercial opportunity near the interstate.

To the west on Salt Lick Road and further to the south on Salt Lick Road are several frontage properties in the C-2 Commercial District and two properties in the C-1 District. Existing development includes two banks, fast food restaurants, and retail facilities; appropriate future development should be of the same intensity. Curb cuts serving future development should be limited, with an emphasis on shared drives, to enhance safe vehicular travel in the area. Development near Old Salt Lick Road and Mexico Road, east of Salt Lick Road, will include attached villas and a variety of commercial uses including a car wash and a retail center.

- Subarea A: Southeast quadrant of Mexico and Birdie Hills Roads



Subarea A is a compact area including several parcels currently developed with a produce stand, automotive repair, carwash, laundromat and restaurant, and various other uses. The assembly of lots could be consolidated and redeveloped. The existing C-2 District zoning would be compatible with the zoning across Mexico Road and would allow appropriate retail/office uses at the subject location; more intense uses, such as a restaurant, could be approved by the Planning Commission if appropriate buffering and setback issues could be addressed. An alternative use for all or some of the property would be attached or multiple family housing, especially housing that serves senior citizens. This type of development would be reasonable at this location given the proximity of services for older residents. Redevelopment of the area would also allow a reduction in the number of curb cuts on Mexico Road.

North of Interstate 70

The area north of Interstate 70 includes predominantly industrial development. Also, Old Town, the original part of St. Peters, is located north of Interstate 70, west of Mid Rivers Mall Drive. Future development will include additional industrial development that may include office uses. Areas that are currently zoned for industrial development but developed with residential homes may develop as industrial uses in the future. The City, in conjunction with an outside consultant, prepared a plan for Old Town that includes various strategies for beautification and improvement. Development within Old Town typically includes small commercial uses and residential development.

Interstate 70 frontage

Interstate 70 extends through this planning area from western city limits to Mid Rivers Mall Drive. West of Salt Lick Road the frontage properties are primarily commercial and industrial. The uses in this area are well suited for interstate frontage including industrial buildings and future retail/office uses. Redevelopment of existing uses including a mobile home sales facility and used car sales as well as a family fun center should include industrial/office uses in addition to retail uses that appropriately need interstate visibility. These could include hotels, restaurants, or shopping.

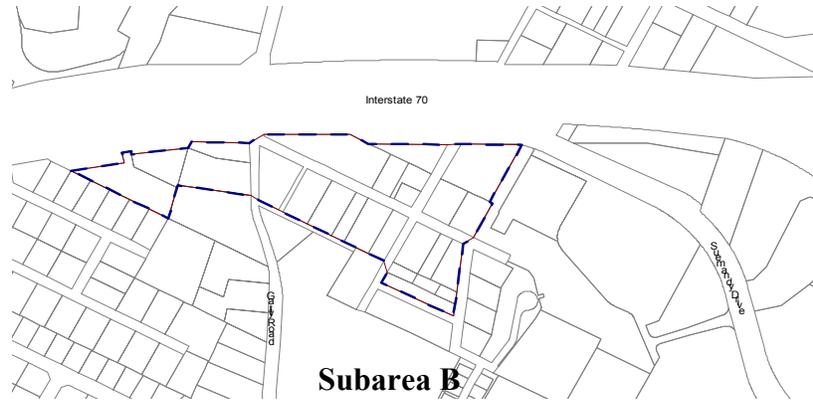
The interstate frontage area east of Salt Lick Road and west of Suemandy Drive includes a variety of lots zoned residential (R-1 District) and commercial (primarily C-2 District with one day care center zoned C-1 District). Redevelopment of this area may occur due to the proximity and visibility from the interstate. Subarea B addresses part of this area.

- Subarea B: Interstate 70 and Gatty Road

This subarea includes several parcels zoned C-2 Community Commercial District between Veterans Memorial Parkway (south service road of the interstate) and Henry Drive. The majority of these are under one ownership. Expansion and redevelopment of this center is planned; however, the visibility of the site from the interstate could result in a wholesale redevelopment of the site in the future. Redevelopment would be appropriate for the site if the lots could be



consolidated to create a developable site with ample area to buffer the adjacent residential development. The vacation of Henry Street would be required – this could be accomplished if the parcels were consolidated under one owner. Redevelopment may require a rezoning to the



C-3 District which would be reasonable if the residential buffer can be obtained. Appropriate uses would include restaurants, retail uses, and a hotel.

In the west portion of Subarea B are two lots zoned C-2 Commercial District. The site fronting Veteran’s Memorial Parkway at Gatty Street was developed but the structure burned in 2001. Future development of the site may require an extension of the C-2 District to the south to create a developable lot. This extension of the commercial zoning would be reasonable if buffering of the adjacent residential uses can be obtained.

Further to the west are several residential lots and a day care center zoned C-1 Neighborhood Commercial District. This site has been developed with a day care center for many years; it was established prior to annexation into the City. At the time of annexation the site was improperly zoned and functioned as a non-conforming use until 2001 when the zoning was corrected. Extension of the C-1 zoning to the south and west, if the adjacent parcel is annexed into the City, may be reasonable given the interstate frontage. However, the proximity to residential development would require commercial development at this location to be substantially buffered and accessed only via Veteran’s Memorial Parkway.

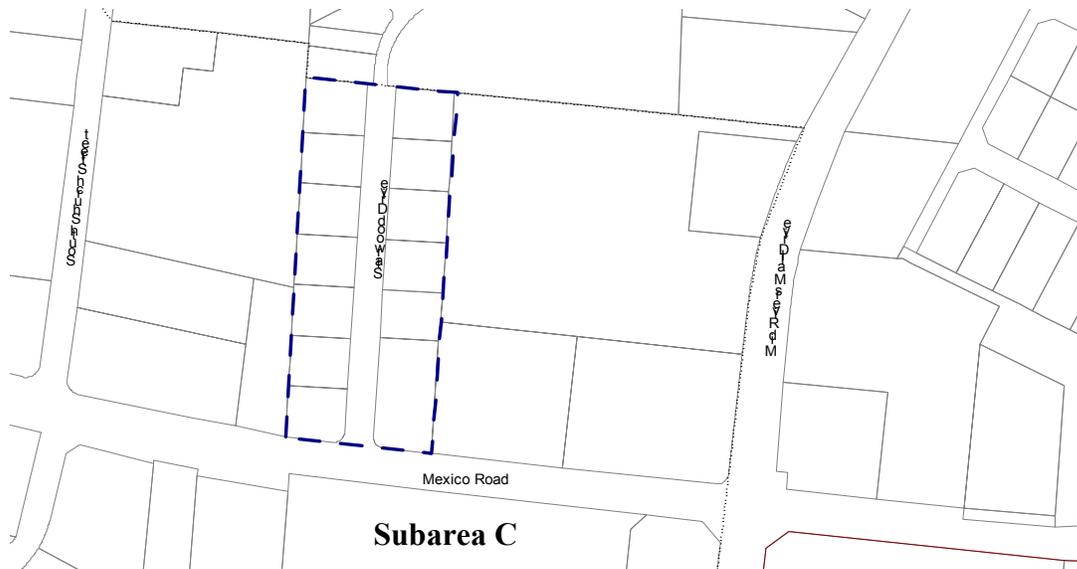
Mexico Road

The Mexico Road corridor extends through this Planning Area from the western city limits near Salt Lick Road to Mid Rivers Mall Drive. One subarea is along this corridor – Subarea C which includes Starwood Drive.

- Subarea C: Starwood Drive

Starwood Drive extends northward from Mexico Road and is lined with small platted lots in the C-2 Commercial District. The lots, except one frontage lot, are undeveloped; access to the north is barricaded to prevent a connection to the abutting private road. Future development of this area may include development of the existing lots with small offices or consolidation of the lots to create a single large lot or several moderate size lots. Housing for senior citizens would also be an appropriate use for this area. The abutting development to the north is multiple family





housing and there would be easy access to services on Mexico Road. Consolidation of the lots could result in relocation or vacation of Starwood Drive to provide a more developable parcel.

Belleau Creek Road

Along the Belleau Creek Road frontage, properties near Interstate 70 would be zoned C-1 Neighborhood Commercial District upon annexation; a residential use adjacent to existing residential uses would be considered. Other properties further to the south would be appropriate for residential development when annexed into the City.

Transportation

Transportation improvements within Planning Area 1 include the planned widening of Mexico Road in the western portion of this planning area. This project entails the addition of a lane on Mexico Road; the widening has been completed to Salt Lick Road with the balance planned for completion in 2003.

Other road improvements include possible future improvements on Church Street north of Mexico Road although this project is on hold by St. Charles County. Also, the reconnection of the North Service Road of Interstate 70 from Old Town (Mid Rivers Mall Drive) to Highway 79 is identified by the City as a means to redirect traffic out of Old Town and provide improved access to properties along the North Service Road. This project would be funded by the Missouri Department of Transportation (MoDOT) but it has not been identified as a funding priority. A reconnection of Veterans Memorial Parkway across Dardenne Creek has also been identified as a possible future project by the City and/or MoDOT.



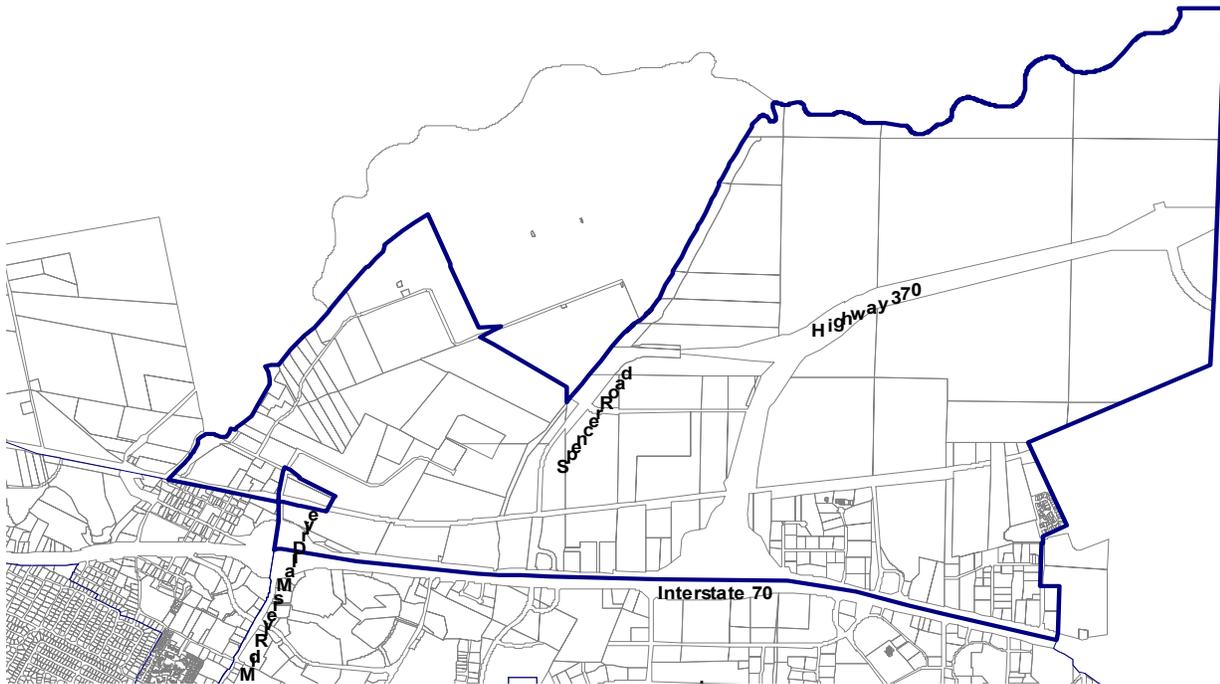
Planning Area 1 – Summary

Area	Future land use	Future transportation improvements
Salt Lick Road	<ul style="list-style-type: none"> Commercial uses on undeveloped properties near Mexico Road. 	
	<ul style="list-style-type: none"> Additional development in the NE quadrant of Mexico and Salt Lick roads. 	<ul style="list-style-type: none"> A road extending through future development may serve as a connector between Salt Lick and Mexico Roads.
Subarea A: se quadrant of Mexico Road and Birdie Hills Road.	<ul style="list-style-type: none"> Future lot consolidation would allow redevelopment; existing C-2 zoning/uses or multiple family uses would be appropriate. Curb cuts could be reduced. 	
Interstate 70 frontage	<ul style="list-style-type: none"> Redevelopment of a mobile home sales facility, used car sales, and family fun center may include industrial/office uses, retail, and hotel/restaurant uses. 	<ul style="list-style-type: none"> Future reconnection of the North Service Road of Interstate 70 and Veterans Memorial Parkway.
Subarea B: Interstate 70 and Gatty Road.	<ul style="list-style-type: none"> Expansion is planned for the current center. Future redevelopment could occur with lot consolidation in area; future uses could include C-3 District uses with highway orientation – restaurant, hotel, and retail. 	
Mexico Road	<ul style="list-style-type: none"> Future development may include low-moderate intensity commercial uses and/or residential uses. 	
Subarea C: Starwood Drive	<ul style="list-style-type: none"> Existing lots could be used for small offices or lots could be consolidated for commercial offices or residential uses (villas and/or senior citizen housing). 	



Planning Area 2

Planning Area 2 includes the area east of Spencer Road and north of Interstate 70 extending to the City limits, and the Old Town area west of Spencer Road.



Existing Conditions

A large portion of this Planning Area is undeveloped. The area east of Spencer Road, north of the Norfolk and Southern Railroad is located in the floodplain and currently is used for agricultural purposes; one single family home and a par 3 golf course are located in this area. The City has purchased the majority of this area and it has been approved as a Tax Increment Finance (TIF) district in anticipation of future development.

The area south of the railroad includes a combination of industrial and commercial uses. Small industrial buildings coupled with commercial offices and retail facilities are located within several small industrial parks. Several automobile dealerships line the frontage road. East of Executive Centre Parkway are a residential development, Turnberry, which includes single family and attached single family residences/villas, multiple family condominiums, and multiple family apartments. East of Turnberry is Ellington Place, a development of detached villas, Shady Springs Park, a YMCA facility, and Braewood, a development of villa units.

This area includes a mix of residential and retail/service uses in addition to a farmer's co-op. To the east of Old Town are vacant parcels and a lumber company under development in the I-2 Industrial District. North of Old Town are single family residences in the A-1 Agricultural



District and an area in the I-1 Light Industrial District that is used as a private airplane landing strip and a large wetlands/detention area. The City's water plant, wastewater treatment plant, Central Materials Processing Facility, and yard waste composting facility are located in this area. The area north of Interstate 70 extending to the City boundaries and east to Spencer Road have been levee protected since late 2001.

Along the frontage of Interstate 70 east of Mid Rivers Mall Drive are two automobile dealerships, a lumber company, and vacant properties in the C-3 Commercial District.

Future Land Use

Future opportunities include the development of a large portion of this planning area east of Spencer Road into St. Peters Lakeside Business Park, a mixed use development to include a variety of land uses. The development of this area, which is bisected by Route 370, will begin after the construction of a levee to flood protect approximately 1,300 acres north of the railroad. These uses will include office/warehouse, general industrial, retail/service, conference/hotel, and residential. In addition, a large recreation area, to include a lake and amenities, is planned for the area outside the levee. A specific plan for this area is being prepared for the City by an outside consultant and is considered an addendum to this plan, available upon request.

Future development south of the railroad will include the infill of a few vacant lots with office or light industrial uses. The property east of the Turnberry development is under construction with villas known as Ellington Place.

The area north of Old Town is not served by utilities; future development will require the extension of water and sewer service to this area. Development in this area would include a mix of light industrial and office uses in addition to retail/service uses.

To the east of Old Town are vacant parcels, car dealers, and a lumber company under development in the I-2 Industrial District. This industrial area also includes several City properties such as the water and sewer plants and the recycling facility. Future development in this area will include additional industrial uses.

Commercial and industrial properties fronting on the North Service Road of Interstate 70 may be redeveloped with retail uses and/or highway oriented use such as restaurants or a hotel. Easy access from Mid Rivers Mall Drive would facilitate the development of these parcels.

Transportation

Transportation improvements within Planning Area 2 include the westward extension of Industrial Drive to connect Executive Centre Parkway and Ehlmann Road. This roadway extension will facilitate travel from the residential and industrial areas to Executive Centre Parkway and links this northern part of the City to areas south of Interstate 70. This road extension will also allow easier access to Ellington Place, a villa development west of the YMCA. Residents of this development or Braewood, or an industrial user, will be able connect



into Industrial Drive and travel to the east or west. Improvements to Ehlmann Road between existing Shady Springs Lane and Interstate 70 North Outer Road are also planned – this includes the renaming of Ehlmann Road within the City to Shady Springs Lane. St. Charles County is also planning the realignment and improvement of Ehlmann Road to the east of the City boundary; the realigned Ehlmann Road will align with Industrial Drive.

Other road improvements include the possible northward extension of Mid Rivers Mall Drive to serve future development north of Old Town; also, improvements will be planned for the future development of St. Peters Lakeside Business Park including the future connection of Executive Centre Parkway into the new development and a system of roads to serve the areas north and south of Route 370.

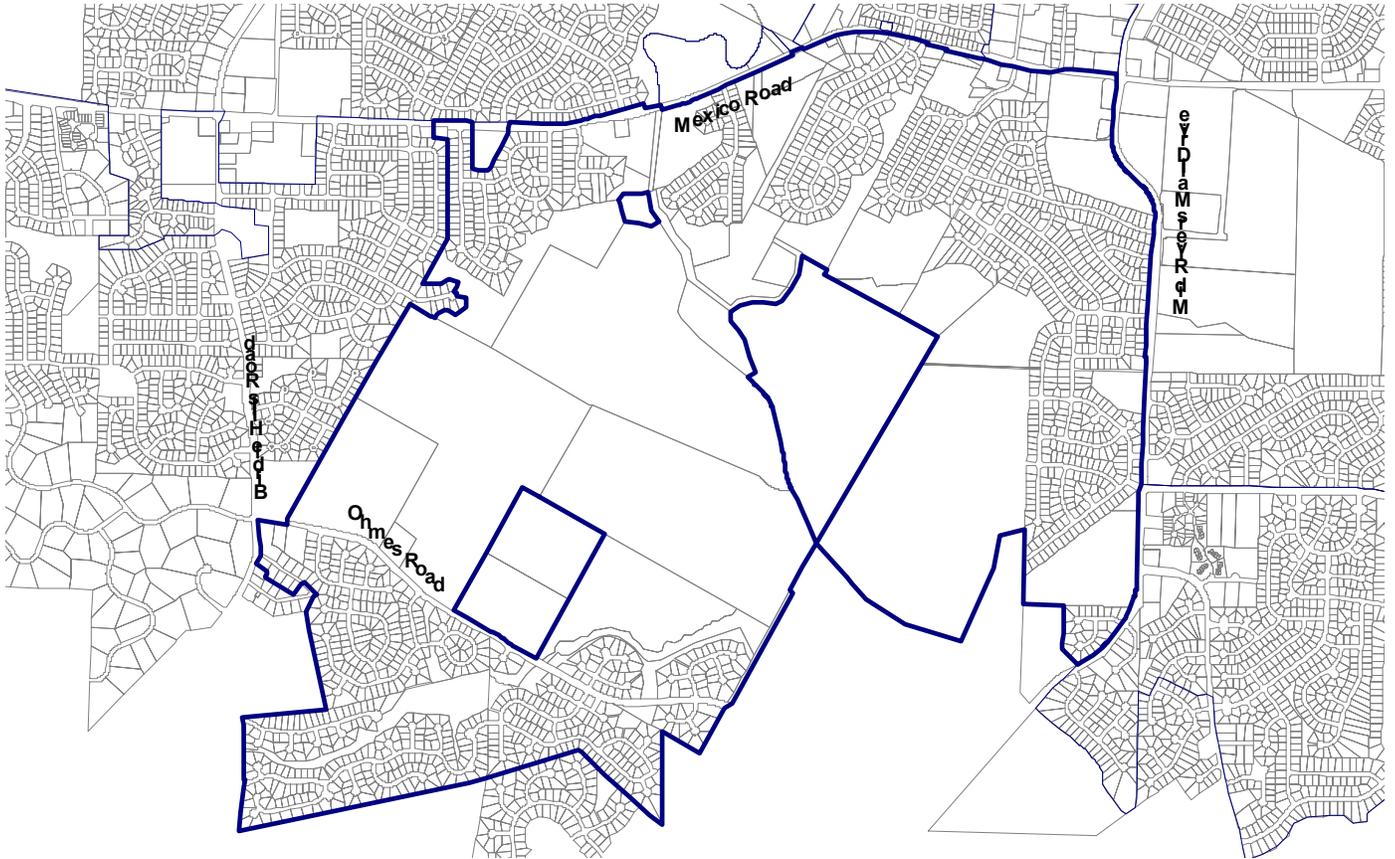
Planning Area 2 – Summary

Area	Future land use	Future transportation improvements
St. Peters Lakeside Business Park	<ul style="list-style-type: none"> Mixed use development of industrial/office uses, commercial uses, and residential uses. A large park is also planned. 	<ul style="list-style-type: none"> Extension of Executive Centre Parkway; road network inside the development area.
South of railroad	<ul style="list-style-type: none"> Additional industrial/office uses; industrial or residential uses east of Turnberry development. 	<ul style="list-style-type: none"> Extension of Industrial Drive to connect Executive Centre Parkway and Ehlmann Road. Realignment of Ehlmann Road within St. Charles County to align with Industrial Drive; renaming of Ehlmann Road within the City to Shady Springs Lane.
North of Old Town area	<ul style="list-style-type: none"> Industrial/office development to the north and east of Old Town. 	
Commercial parcels fronting on North Service Road of Interstate 70	<ul style="list-style-type: none"> Commercial development including retail and/or highway oriented uses (restaurant/hotel). 	



Planning Area 3

Planning Area 3 includes the area east of Birdie Hills Road, south of Mexico Road, west of Mid Rivers Mall Drive, and north of Country Crossing/Ohmes Road.



Existing Conditions

This planning area includes a substantial amount of residential area coupled with commercial nodes and corridors. Many of the subdivisions which extend off of Mexico Road and Mid Rivers Mall Drive are impacted by the floodplain of Dardenne Creek. This includes Savannah, a residential subdivision under construction that is accessed through an existing subdivision west of Mid Rivers Mall Drive. The commercial areas include the Mexico Road corridor and the node at Mid Rivers Mall Drive/ Mexico Road and Willot Road/St. Peters Howell Road.

Ohmes Road extends to the west from Mid Rivers Mall Drive serving the Country Crossing subdivisions and connecting to Birdie Hills Road. Woodlands Sports Park and a large undeveloped tract are also in this area.



Future Land Use

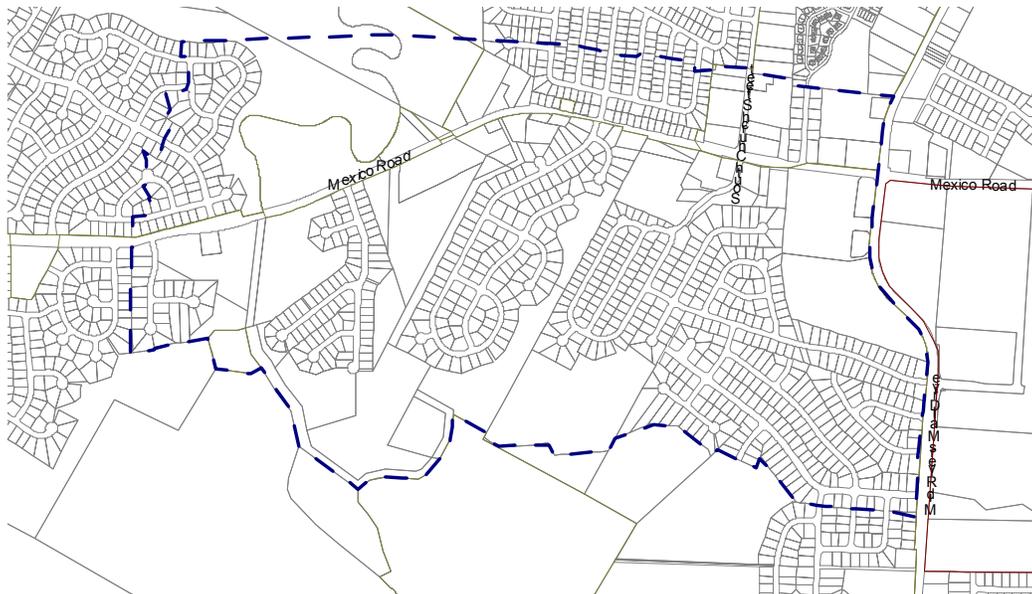
Future development opportunities include the addition of commercial and residential development in several subareas of this planning area in addition to the major roadway corridors.

Mexico Road corridor

The south side of the Mexico Road corridor extends through this planning area from the western city limits near Salt Lick Road to Mid Rivers Mall Drive. One subarea is within this corridor – Subarea A - which includes the frontage along Mexico Road from South Church Street to Dardenne Creek.

- Subarea A: Mexico Road Corridor, South Church Street to Dardenne Creek.

The Mexico Road corridor, which is also addressed in Planning Area 1, extends between South Church Street and Dardenne Creek and includes some residential properties and some commercial development in the C-1 Commercial District. The existing commercial development in the City on the south side of Mexico Road includes a nursery and two small office buildings.



A restaurant in the C-2 District was approved for the north side of Mexico Road although it was never constructed; therefore, the site is available for future commercial development. Other commercial uses are on properties in unincorporated St. Charles County and include storage warehouses, a truck rental facility, an appliance service facility, and other small offices.

Future development in this area may include frontage parcels on the north side of Mexico Road at the front of Steeplechase subdivision and a five-acre parcel in front of Mid Rivers Elementary

School. The frontage parcels could be consolidated and annexed into the City to allow low intensity commercial development. By consolidating lots, access could be limited to enhance safe travel on Mexico Road. The property in front of Mid Rivers Elementary School is zoned R-1 Single Family Residential District. This property could be developed with single family homes although it is unlikely given the wide frontage on Mexico Road. Rather, it would be more appropriate for attached single-family villas, multiple family units, housing for senior citizens, or low-moderate intensity commercial development in the C-1 or C-2 districts.

Mexico Road/Mid Rivers Mall Drive commercial node

This area is substantially commercial with established retail centers, a bank, and a post office abutting the intersection. Future development will continue to be commercial with additional retail/service uses developing to the south of the shopping center in the southwest quadrant.

Mid Rivers Mall Drive corridor

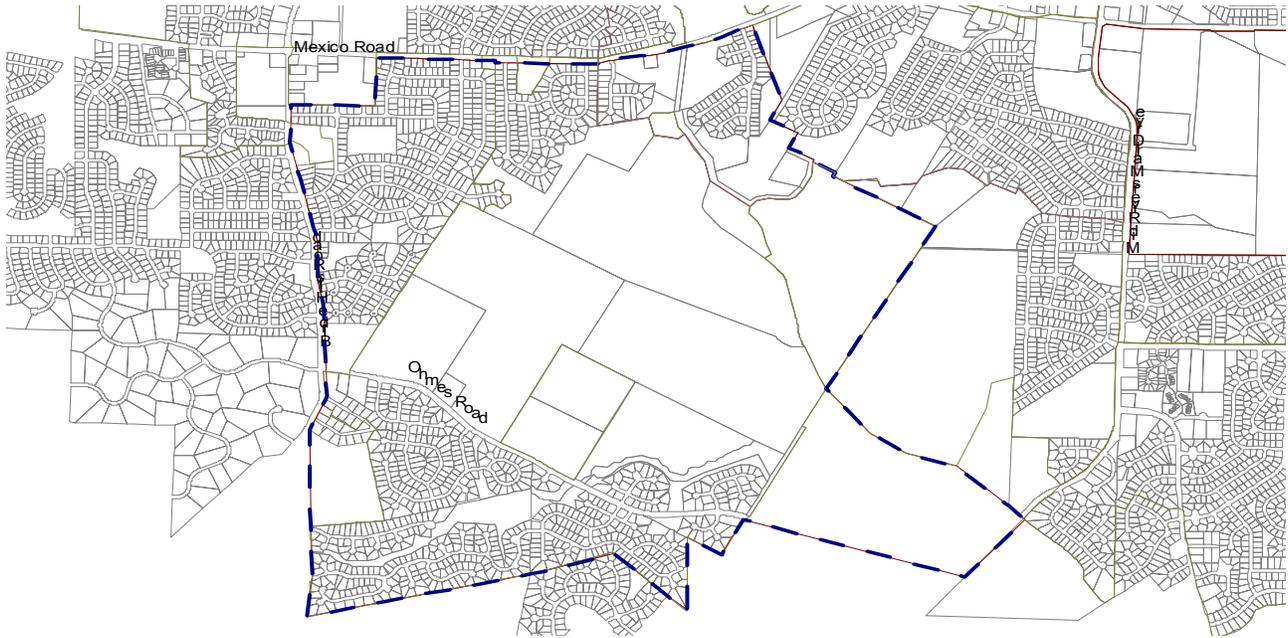
The Mid Rivers Mall Drive corridor includes several single family subdivisions and a mortuary. Further to the south, near the intersection with St. Peters Howell Road, is an undeveloped parcel in the C-2 Commercial District. Future development of this site could include retail development along the roadway frontage with office uses to the rear or retail and/or office uses along the frontage and residential development to the rear of the site. Residential development could include single family residences or villa type units. Housing for senior citizens would also be appropriate in this area. A road extending to the west through this site could provide access to the Savannah subdivision under construction if the adjacent parcel were annexed into the City.

- Subarea B: North of Ohmes Road (Future North/South Collector Roadway)

North of Ohmes Road is a large undeveloped tract that extends northward to Mexico Road. The area includes Country Crossing Manor and Vantage Pointe, a single family subdivision under construction. A north-south road is planned to extend from Ohmes Road to Mexico Road. The road will provide additional access to Vantage Pointe subdivision and Woodland Sports Park while also providing access for future residential development within the large undeveloped area. Residential development along this roadway will be impacted by the substantial amount of floodplain in this area. Therefore, some areas may be appropriate for villa type units or clustering of single family units to preserve open space and floodplain area.

Future development may also occur along Birdie Hills Road in this area. Annexation of large tracts and residential development may occur such as Aspen Ridge, a single family development annexed and approved in 2001. Single family development would be the appropriate development type, although some clustering of units via a Planned Urban Development (PUD) procedure may be appropriate for sites with rough terrain.





Subarea B

Transportation

Road improvements in this area include the future north-south road to extend between Ohmes Road and Mexico Road. The construction of this road will not occur until development of the area north of Ohmes Road is initiated. Other road improvements include the westward extension of St. Peters Howell Road towards Savannah subdivision and the improvements to the intersection of Mexico Road and Mid Rivers Mall Drive that is planned for 2002. St. Charles County is planning improvements to Birdie Hills Road in the future – Phase 1 will extend from Mexico Road to Ohmes Road; Phase 2 will extend from Knaust Road to Ohmes Road.

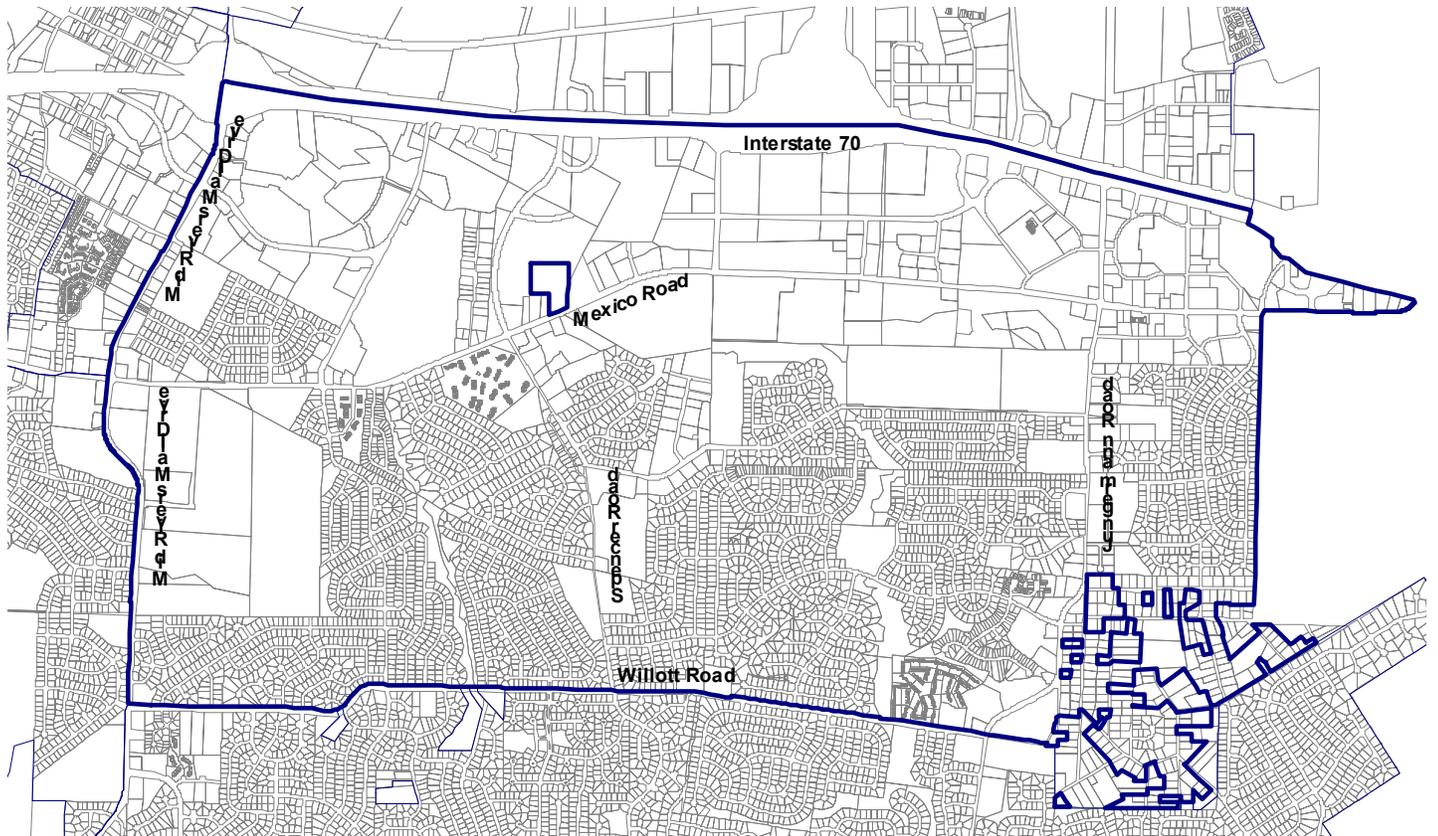
Planning Area 3 – Summary

Area	Future land use	Future transportation improvements
Mexico Road corridor	<ul style="list-style-type: none"> Future development may include low-moderate intensity commercial uses and/or residential uses. 	
Mid Rivers Mall Drive corridor	<ul style="list-style-type: none"> Near St. Peters Howell Road, commercial site may include retail and office or office and residential uses. 	<ul style="list-style-type: none"> A future road extending to the west would provide access to the subject site and Savannah subdivision.
North of Ohmes Road	<ul style="list-style-type: none"> Additional residential development may occur; clustering and/or villa units may be appropriate to accommodate substantial floodplain/terrain. 	<ul style="list-style-type: none"> A future road extending from Ohmes Road to Mexico Road will provide access to future residential development and Woodland Sports Park.
Birdie Hills Road	<ul style="list-style-type: none"> Residential development would be appropriate for sites annexed into the City. 	<ul style="list-style-type: none"> Birdie Hills Road will be widened by St. Charles County.



Planning Area 4

Planning Area 4 includes the area north of Willott Road, east of Mid Rivers Mall Drive, south of Interstate 70, and extending east to the City limits.



Existing Conditions

The major roads within this planning area include Mexico Road, Mid Rivers Mall Drive, Spencer Road, Interstate 70 and Veteran’s Memorial Parkway, Executive Centre Parkway, and Jungermann Road. Predominant land uses include major commercial development including Mid Rivers Mall, the Special District, and several commercial corridors. Other uses include residential development and several institutional uses including BJC St. Peters Hospital, St. Peters City Hall and Rec Plex, and Lutheran High School.

Future Land Use

Future opportunities include the new commercial development in several subareas of this planning area in addition to some possible redevelopment opportunities.



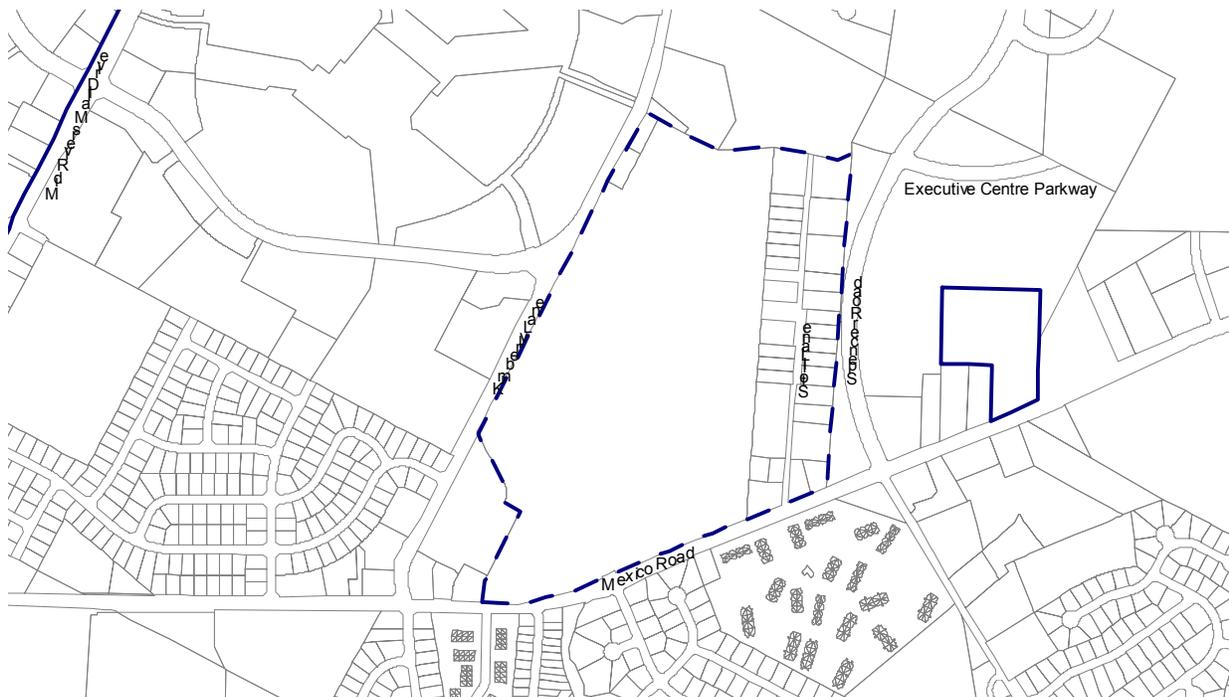
St. Peters Special District

The Special District includes the area north of Mexico Road to Interstate 70 between Spencer Road and Barnes St. Peters Hospital. The property fronting on the south side of Mexico Road in this area is also in the Special District. The Special District was originally designed to be the downtown of St. Peters. Therefore, stricter design standards related to architecture and landscaping have been applied to this area. The result is an assembly of Class A office buildings that serve the general community and the hospital complex abutting to the east.

The established pattern of development in the Special District, including office uses and some retail uses, will continue. Other land uses may include mixed-use commercial and residential developments on the south side of Mexico Road, west of Jungermann Road. This area, which may extend south to Boone Hills Drive, could include villa style residential development with commercial uses oriented to the road frontages.

Other future development includes the planned renovation of St. Charles Automotive to include additional buildings and an expanded parking area. To the west a large commercial development to include office uses, a hotel, and retail uses is also planned. Undeveloped properties along Spencer Road and near the intersection with Spencer Road and Executive Centre Parkway are likely to include office and retail uses and restaurants. The Duello tract, a property on Mexico Road that is not annexed into the City, is likely to develop with office and/or retail uses; annexation into the City would be required to access City services.

- Subarea A: Spencer Road west to Kimberly and north of Mexico Road to Interstate 70 (Stoll Lane)



To the south of Executive Centre Parkway is Eldorado Mobile Home Park and residential development along Stoll Lane. Some small commercial uses are located along Mexico Road and at the intersection of Kimberly Lane and Mexico Road. This area has redevelopment potential given its location near the Special District, Mid Rivers Mall, and Interstate 70. Future development could entail a mixed-use development with commercial uses oriented towards Mexico Road, Spencer Road, Executive Centre Parkway, or Kimberly Lane, and residential development oriented to the interior of the site. Villa style residential units would be appropriate for this type of development. Pedestrian linkages between a new development and local services/amenities would be appropriate.

To the west of Subarea A is commercial development including Mid Rivers Mall and adjacent commercial development. Two elementary schools and a single-family subdivision are also in this area. Future development will include new commercial uses at or near the mall and reuse of residences fronting on Mexico Road for low intensity office uses. The elementary schools to the east of Mid Rivers Mall Drive could be redeveloped with residential or commercial uses if the school district elected to sell this property in the future.

At the southeast quadrant of Mexico Road and Mid Rivers Mall Drive are the U.S. Post Office and a drugstore. Adjacent to these uses is an area previously proposed for a retail center. Subsequent discussions regarding this property have included commercial uses and a mix of commercial and residential uses in conjunction with a high school. This area is addressed in Subarea B.

- Subarea B: Southeast quadrant of Mexico Road and Mid Rivers Mall Drive



The redevelopment of this area will be oriented along the extension of Kimberly Lane to Grand Teton Drive. This extension will provide an alternative to the Mexico Road/Mid Rivers Mall Drive intersection and will allow access to the internal portions of the subarea. Given the proximity to residential development in the area, the subarea may develop with a mixed-use development to include commercial development along and oriented to the major roadways and residential development along the existing residential development. The residential development may include single-family residences, villa style units, and multi story condominiums (three story maximum). Given the probable mix of uses, a pedestrian system will be needed to link residents and services. A Planned Urban Development (PUD) should be used to establish the mixed use and/or commercial development to guarantee the improvements planned as part of a development are implemented.

- Subarea C: South of Mexico Road, west of Jungermann Road

Subarea C includes the area east of City Hall on the south side of Mexico Road. The subarea extends southward to Boone Hills Drive and also includes several commercial parcels along Jungermann Road. This area includes a combination of multiple family, industrial, and special district zoning with a small area of commercial zoning at the intersection. The area immediately to the east of Lutheran High School could develop with residential uses - single family or attached single family villa units. Parcels fronting on Mexico and Jungermann roads may be created and developed with commercial office uses or appropriate retail uses.

The residential development pattern could continue further to the south, especially when roadway extensions to the south are constructed. With development, First Executive Drive will extend southward through this subarea allowing access to the large tract that extends along

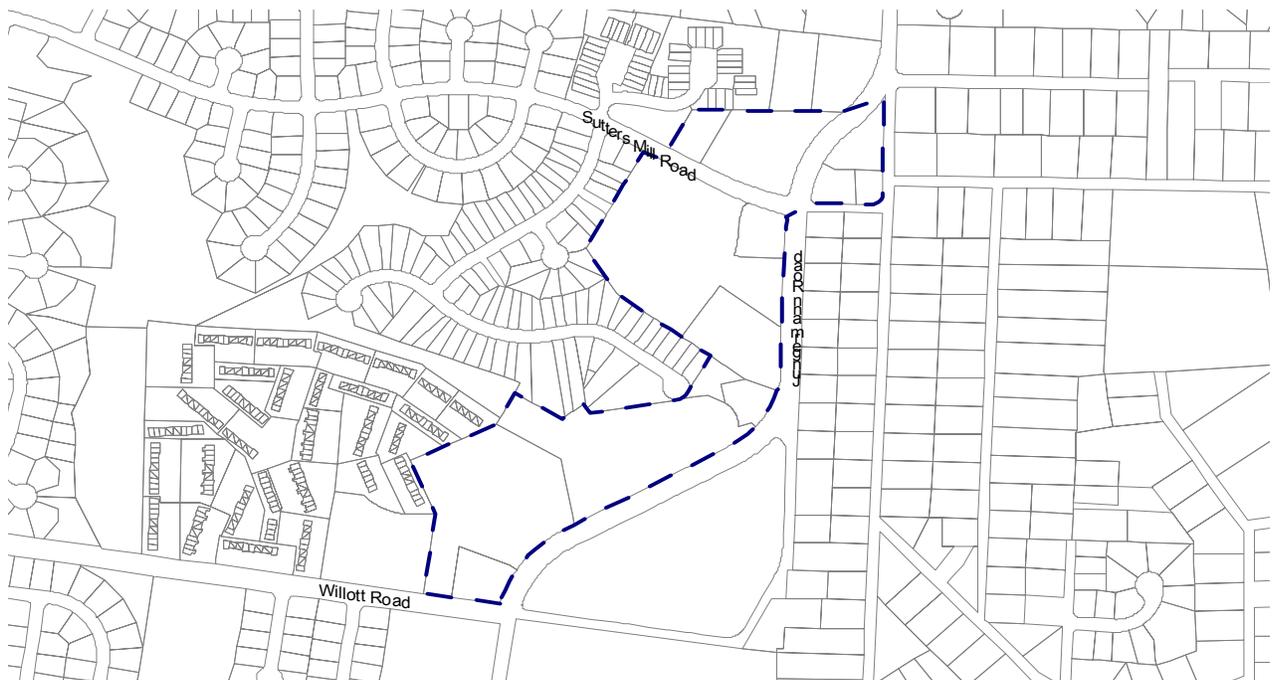


Boone Hills Drive. This large tract is currently part of a commercial nursery but is under single ownership but may be sold. Future development may include residential uses (single family, villa units, and multiple family units). A Planned Urban Development (PUD) would be appropriate to accommodate a mix of residential uses. The extension of Lutheran High School, or the development of another school, could occur in this area and would be appropriate given the residential zoning in the general area. Improvements to Boone Hills Drive would be essential, as well as the planned road extension of First Executive Drive between Mexico Road and Boone Hills Drive, to accommodate future development. The front of the largest tract on Jungermann Road is zoned for commercial development that may include a retail or office use, or a restaurant use.

Further to the south along Jungermann Road is a frontage area that may have development opportunities in the future; this area is addressed in Subarea D below. Adjacent to this subarea is the HiPoint neighborhood – an area of older residential lots with commercial lots fronting Jungermann Road. Lots in this area have been annexed into the City on an individual voluntary basis as homeowners and commercial property owners have needed City services. It is anticipated this will continue, thereby allowing the City to provide services while controlling development along Jungermann Road. Future development or redevelopment should emphasize improved building appearances and limited curb cuts.

- Subarea D: West side of Jungermann Road at Sutters Mill Road

Subarea D includes the area along the west side of Jungermann Road and the north and south side of Sutters Mill Road. Several parcels on the east side of Jungermann Road are also included. Existing land uses in this area include a commercial shopping center, an office building, and



several small retail uses at the intersection of Sutters Mill and Jungermann roads. Further to the south are a multiple family development and a vacant supermarket. Future development in this area will include the reuse of the vacant supermarket with retail and/or office uses in the C-2 Community Commercial District or redevelopment as additional multiple family housing. Other properties on the east side of Jungermann Road could be developed with low intensity commercial uses appropriate in the C-1 Neighborhood Commercial District. The proximity to residential uses must be considered with all development to ensure adequate buffering of residential uses.

Transportation

Transportation improvements within Planning Area 4 include the improvements to the intersection of Mexico Road and Mid Rivers Mall Drive; these improvements were completed in early summer of 2003. This project entailed the expansion of the intersection to add turn lanes as well as improvements to the post office access at this intersection. Completion of the project includes the widening of Mexico Road to five lanes from the U.S. Post Office to Kimberly Lane.

Other road improvements include the widening of Spencer Road to five lanes; this improvement will extend from Mexico Road to Willott Road. The completion of Executive Centre Parkway is also planned for 2003 – this improvement will occur with the development of the special district area to the east of Spencer Road. Jungermann Road is also planned to be redesigned between Willott Road and Bartley Street; this section will include improvements to two sets of “S” curves and narrow lanes.



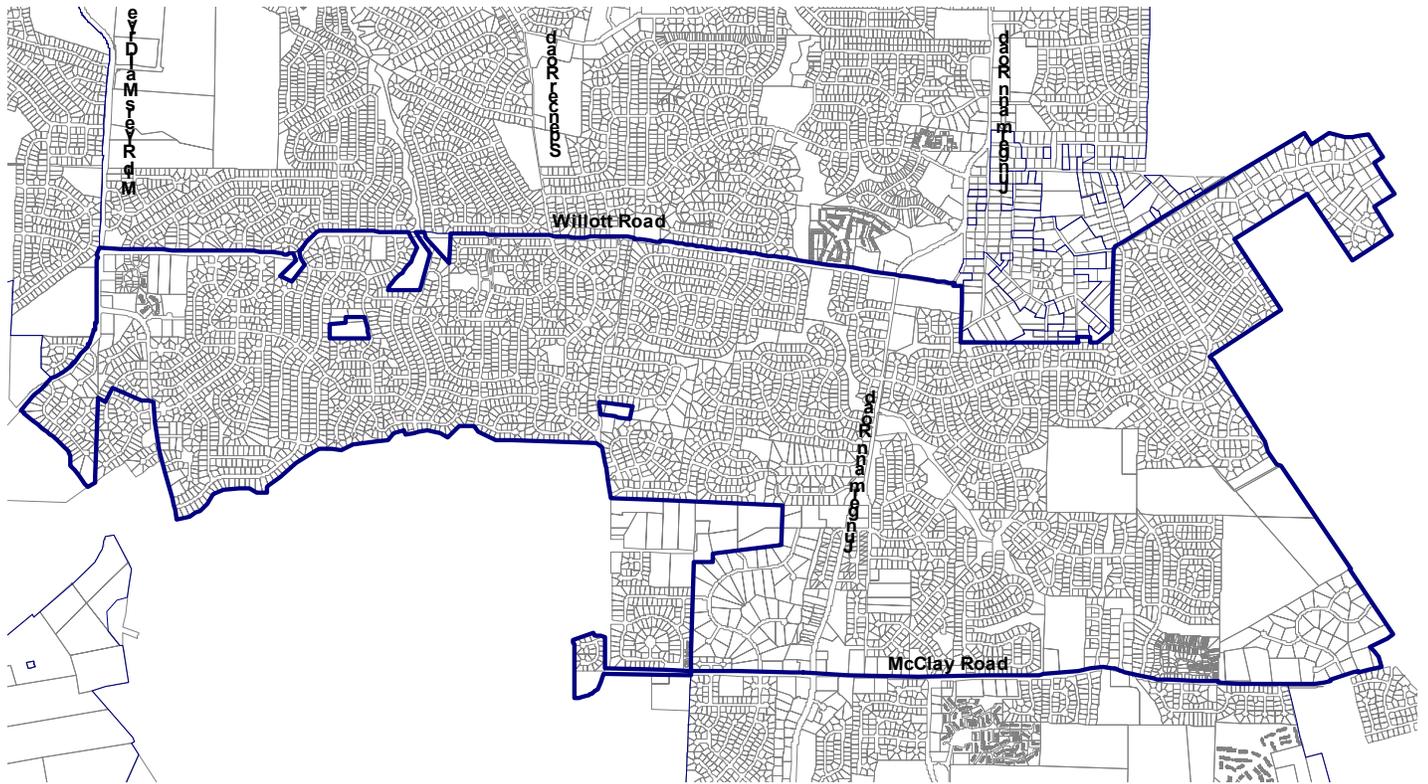
Planning Area 4 – Summary

Area	Future land use	Future transportation improvements
St. Peters Special District	<ul style="list-style-type: none"> ▪ Office and support retail development will continue. ▪ Modifications and expansion are planned for St. Charles Automotive. ▪ Residential and commercial development may occur south side of Mexico Road. 	<ul style="list-style-type: none"> ▪ The completion of Executive Centre Parkway.
Subarea A: Spencer Road west to Kimberly Lane and north of Mexico Road to Interstate 70 (Stoll Lane)	<ul style="list-style-type: none"> ▪ Future redevelopment could include a mixed use development with commercial uses towards the roadways and residential development in the interior. 	<ul style="list-style-type: none"> ▪ Spencer Road will be widened to five lanes in 2003.
East of Mid Rivers Mall Drive, north of Mexico Road	<ul style="list-style-type: none"> ▪ Residential structures along Mexico Road may be used for offices. ▪ The existing elementary school could be relocated and the site developed with commercial or residential uses. 	
Subarea B: Southeast quadrant of Mexico Road and Mid Rivers Mall Drive	<ul style="list-style-type: none"> ▪ Future development of this area may include a mix of commercial and residential uses. ▪ A pedestrian path system will be needed to link the uses. 	<ul style="list-style-type: none"> ▪ Additional lanes will be added to Mexico road to complement the modifications to the Mid Rivers Mall Drive and Mexico Road improvements. ▪ Realignment of Kimberly Lane.
Subarea C: South of Mexico Road, west of Jungermann Rd.	<ul style="list-style-type: none"> ▪ A mix of residential uses with commercial frontage parcels would be appropriate for this area. 	
Subarea D: West side of Jungermann Road at Sutters Mill Road	<ul style="list-style-type: none"> ▪ Commercial uses would be appropriate along Jungermann Road including the vacant supermarket site. <ul style="list-style-type: none"> ▪ Multiple family uses may also be appropriate for a redevelopment of the supermarket site. 	<ul style="list-style-type: none"> ▪ Improvements to Jungermann Road between Willott Road and Bartley Street.



Planning Area 5

Planning Area 5 includes the area east of Mid Rivers Mall Drive north of McClay Road and south of Willott Road extending to the east to the City limit.



Existing Conditions

The major roads within this planning area include Jungermann Road, Willott Road, and McClay Road. Predominant land uses include single family residences and some attached single family residences. Some commercial development is located in this subarea along Mid Rivers Mall Drive and St. Peters Howell Road, Vantage Drive, and at Jungermann and McClay roads.

Future Land Use

The land use pattern in this development area will remain predominantly residential with commercial uses oriented to the main roads. Large residential tracts should be limited to single family or attached single family uses. Additional office and retail development would be appropriate along St. Peters-Howell Road and Vantage Drive.



Transportation

Transportation improvements within Planning Area 5 may include the future improvements to Willott Road depending on traffic levels and planned improvements to Thoele Road and realignment of the Thoele Road/McClay Road intersection. Thoele Road will be widened to three lanes from McClay Road to Spencer Road with the addition of curb and gutters and storm sewers. Also, St. Peters Howell Road will be improvement from Mid Rivers Mall Drive to Central School Road – a portion of this roadway extends through the City. The City and St. Charles County will participate in this project.

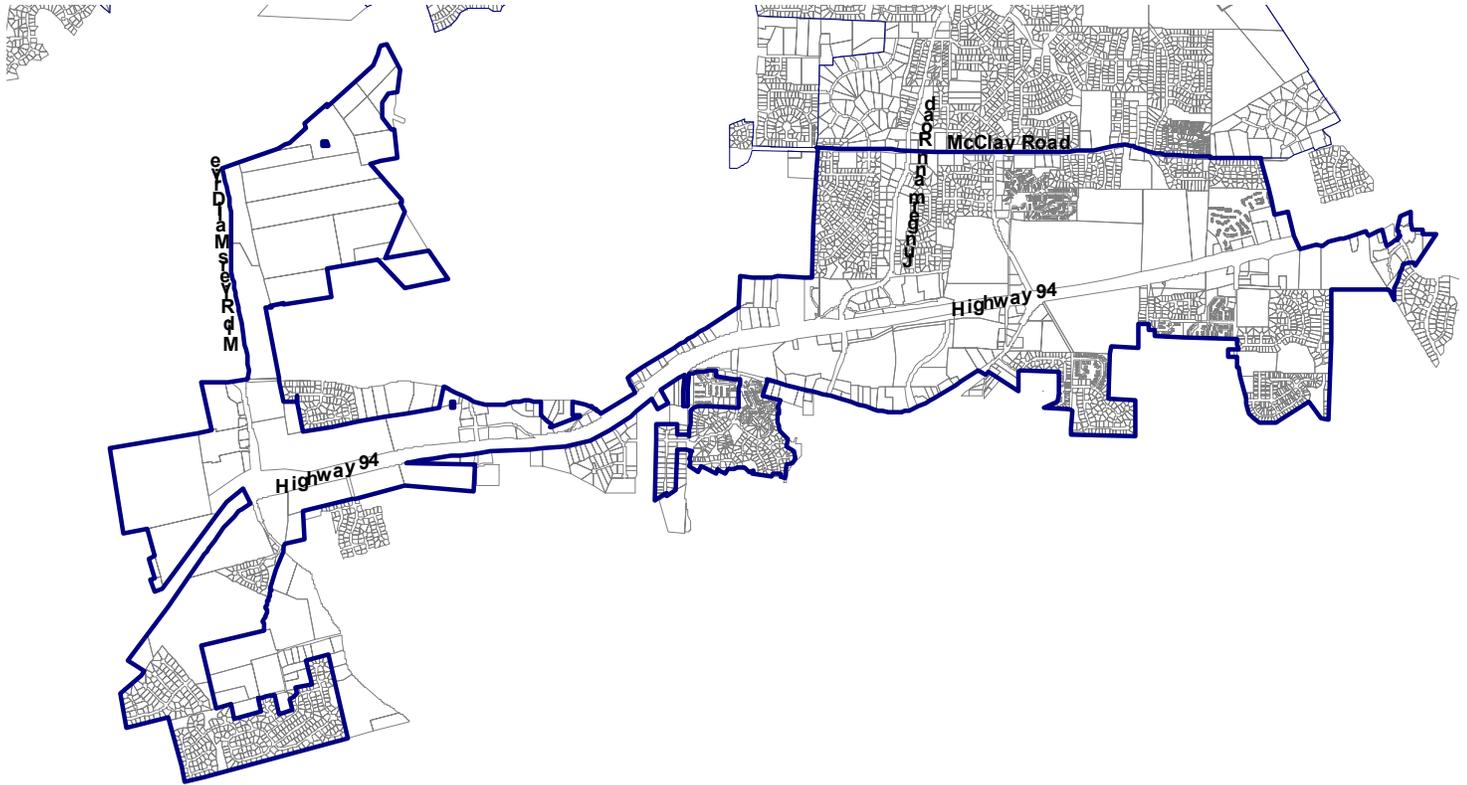
Planning Area 5 – Summary

Area	Future land use	Future transportation improvements
Planning Area 5	<ul style="list-style-type: none"> ▪ Residential development, including single family and attached single family residences will continue in this area. ▪ Additional commercial development along major roads would be appropriate. 	<ul style="list-style-type: none"> ▪ Future improvements to Willott Road may be needed as traffic levels increase. ▪ Future improvements to Thoele Road for capacity and drainage. ▪ St. Peters Howell Road will be improvement from Mid Rivers Mall Drive to Central School Road.



Planning Area 6

Planning Area 6 includes the area north and south of Highway 94 extending from the City limits.



Existing Conditions

Planning Area 6 includes the Highway 94 (Page Avenue/Highway 364) corridor, a major entranceway into the City. This corridor includes commercial development, undeveloped properties, and a small number of industrial properties. Two undeveloped agricultural properties are also along this corridor.

Future Land Use

Ongoing improvements to Highway 94 (Page Avenue/Highway 364) will enhance the development desirability for undeveloped parcels in this area. Many of the properties in the area are of substantial depth that allows a significant number of development opportunities. One way outer roads will impact access to the properties; this can be addressed with various access road configurations.

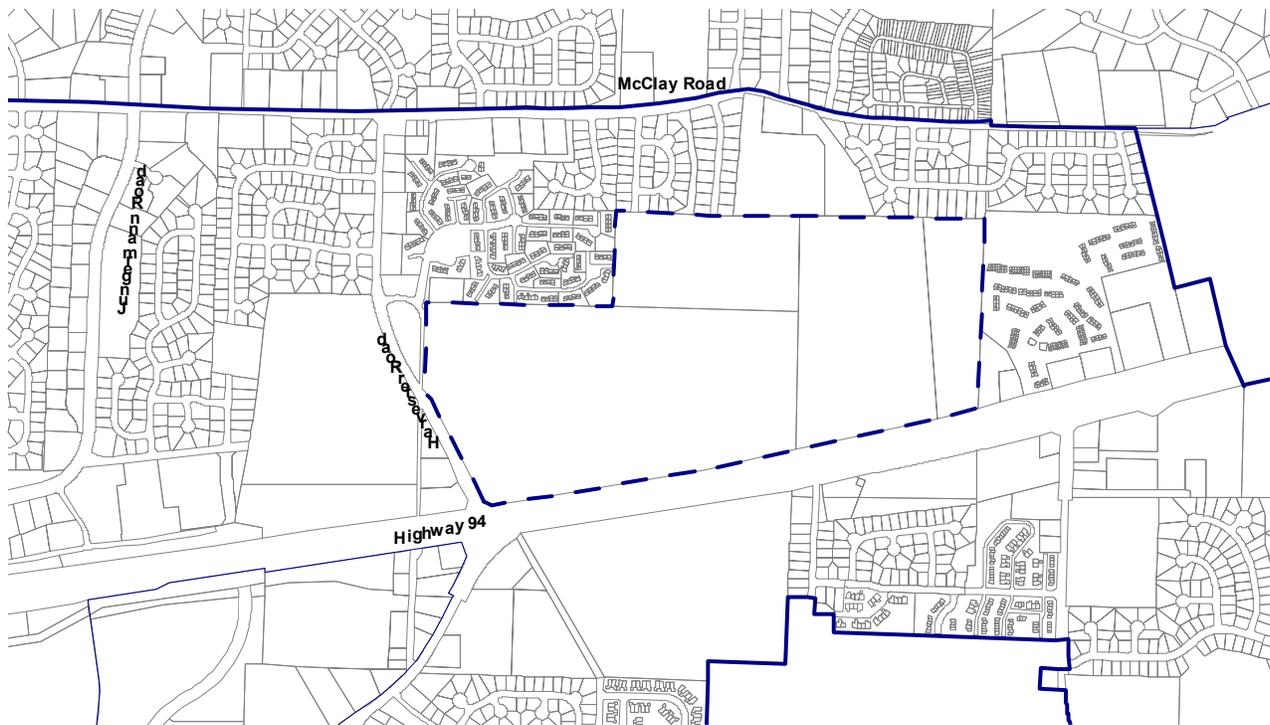


Future land uses will include commercial development – retail/service uses and office uses. The interchange of Mid Rivers Mall Drive and Highway 94 will evolve as a major commercial node with the completion of Page Avenue (Highway 364). Large undeveloped parcels in this area have commercial and residential potential. The large tract west of Dierbergs Crossing would be appropriate for residential development including single family and multiple family “villa” style development. The McClain parcel in the southwest quadrant of Mid Rivers Mall Drive and Highway 94 is planned for a commercial use – a restaurant - along the Highway 94 frontage. The balance of the site would be appropriate for additional commercial development along the Highway 94 frontage with a mix of residential uses behind the commercial uses. To the west is a commercially zoned property that would be appropriate for commercial development or a mix of commercial and various types of residential development. The property in the southeast quadrant of this intersection has been developed with a small retail center and is accessed from Pitman Hill Road.

Industrial areas along the corridor, including Lami Drive and Triad Industrial Drive, will continue to be developed with small light industrial users. Other industrial areas are unlikely unless added by annexation. Other industrially zoned property, such as the parcel south of McClay Road, and north of Highway 94, is unlikely to develop with industrial uses. This parcel is addressed in Subarea A below.

- Subarea A: East of Harvester Road, north of Highway 94 (Page Avenue)

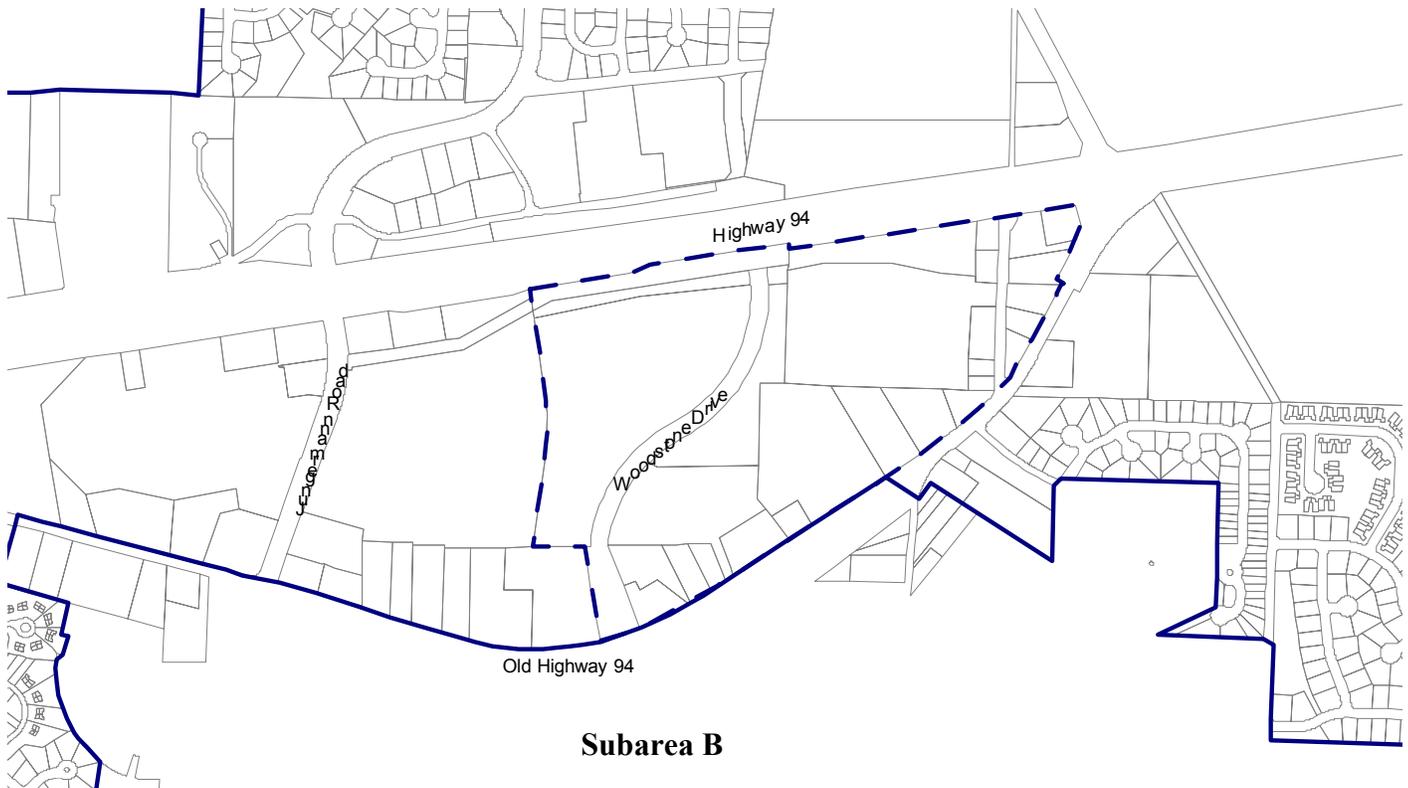
Subarea A includes the large tracts east of Harvester Road, north of Highway 94. This area includes several large, undeveloped tracts that are zoned C-3 General Commercial District, I-1



Light Industrial District, and R-2 Two Family District. Existing land uses in this area include two residences, a miniature golf facility, a racetrack, a go-cart track, and some agricultural activity.

Future development in this area will include attached single-family villas or other residential development with access to McClay Road and substantial commercial development along Highway 94. One way outer roads are planned for Page Avenue (Highway 364) which will limit access to the area. As a result, an eastward extension of Queens Brooke Blvd. is planned through this subarea. This extension will parallel Highway 364/Page Avenue and may provide outlots along Page Avenue while providing access to the subarea. This newly planned access is important to the commercial development should access to McClay Road be limited to residential traffic. The commercial development may include retail uses, restaurants, and office uses. Other features of the commercial development may include preservation of the Lienemann home as some type of community asset.

The area west of Harvester Road includes attached housing under construction in the Queensbrooke development. This development included the eastern extension of Queens Brooke Boulevard to Harvester Road. Future development south of Queens Brooke Blvd. is planned to include commercial uses and a mix of attached housing and multi unit condominium buildings. Given the visibility from Highway 94, the aesthetics of this future development have been given extra consideration; future development will include an attractive streetscape with wide sidewalks to encourage pedestrian activity and a sense of community.



- Subarea B: South of Route 94 (Page Avenue/Highway 364), west of Old Highway 94

Subarea B includes a large, undeveloped parcel that is zoned I-1 Light Industrial District and several smaller tracts zoned C-3 General Commercial District. Present land uses include a U.S. Post Office distribution center, a vacant service station, a used car dealer, two service stations, a clock shop, a bank, a new Walgreens store, and other small retail establishments. Several small single family residences are also in the area. A church is planned for the west side of Woodstone Drive, south of Highway 94.

Future development in this area will be impacted by the completion of Page Avenue/Highway 364, at which time Woodstone Drive will extend under Page Avenue and connect to Centre Pointe Drive and Queens Brooke Blvd. on the north side of Page Avenue. Also, a road is planned between Caulks Hill Road/Old Highway 94 and Woodstone Drive, extending from north of the existing Walgreens store westward to Woodstone Drive. In addition, improvements are planned to widen Old Highway 94 to three lanes as Harvester Road from Harvest Drive to Caulks Hill Road.

Anticipated land uses include commercial development along Highway 94, Old Highway 94, and the planned future road; these may include retail/service uses, restaurants, or office uses. Some light industrial uses, such as contractor's offices or small warehouses, may be appropriate on industrially zoned property. Other uses may include attached single family villas or senior housing on larger tracts. As older buildings and developments are redeveloped, current codes and standards will be applied to ensure they are compatible with newer development.

Transportation

Transportation improvements within Planning Area 6 include the future improvements to Highway 94 (Page Avenue/Highway 364) that are currently being planned by MoDOT; the timing of these is uncertain and will be based on available funding. Other improvements include the extension of Queensbrooke Blvd. to the east, past Harvester Road, the connection of Woodstone Drive to the north under future Page Avenue, widening of Old Highway 94 to three lanes at Harvester Road, and the extension of a road from Old Highway 94 westward to Woodstone Drive.



Comprehensive Plan – Implementation/Update Strategy

Issue	Goal	Implementation Strategies	Timetable
Land Use			
<i>Housing and Neighborhoods</i>			
	Preserve the existing housing stock.	<ol style="list-style-type: none"> 1. Encourage ongoing maintenance by doing yearly reviews of each neighborhood and citing violations. 2. Promote the CDBG funded programs related to home improvement and home ownership through the City’s cable channel, newsletter, and other sources. 3. Make rental property owners aware of the rental re-occupancy program through regular notices in the City’s newsletter and other means including data base comparisons. 	<ol style="list-style-type: none"> 1. ongoing – annual basis. 1. Next funding cycle. 2. FY 2004
	Promote the development of a variety of housing types.	<ol style="list-style-type: none"> 1. Meet with developers of senior housing to promote sites within the City. 2. Support multiple family development at appropriate locations. 3. Review buffering requirements to make sure uses and densities are compatible. 	<ol style="list-style-type: none"> 1. Ongoing 2. Ongoing 3. FY 2004
	Consider mixed-use developments at appropriate locations.	<ol style="list-style-type: none"> 1. Meet with developers of senior housing to promote sites within the City. 2. Promote St. Peters Lakeside Business Park as an appropriate place for a variety of uses including several types of residential uses. 	<ol style="list-style-type: none"> 1. Ongoing 2. FY 2004 +
	Provide housing for various age groups.	<ol style="list-style-type: none"> 1. Meet with developers of senior housing to promote sites within the City. 2. Support multiple family development at appropriate locations. 	<ol style="list-style-type: none"> 1. Ongoing 2. Ongoing
	Expand utility systems in areas where residences are served by septic systems.	<ol style="list-style-type: none"> 1. Process voluntary annexations to allow new residents to access City services. 	<ol style="list-style-type: none"> 1. Ongoing



Issue	Goal	Implementation Strategies	Timetable
	Promote the beautification and livability of neighborhoods through landscaping, sidewalks, and other improvements.	<ol style="list-style-type: none"> 1. Continue to fund enhancements of major intersections. 2. Require sidewalks with new development as appropriate and required by code. 	<ol style="list-style-type: none"> 1. FY 2004 + 2. Ongoing
<i>Non-Residential Development</i>			
	Provide the necessary information regarding the City to the development community.	<ol style="list-style-type: none"> 1. Provide information to developers regarding development concepts, City processes, utility information, and other requested information. 2. Prepare an annual development profile with information regarding development projects; distribute to newspapers, etc. 	<ol style="list-style-type: none"> 1. Ongoing. 2. Annually.
	Promote the City as a welcoming place for businesses.	<ol style="list-style-type: none"> 1. Continue to distribute information packets regarding the City. 2. Continually monitor the service provided to the development community to ensure good customer service. 	<ol style="list-style-type: none"> 1. Ongoing. 2. Ongoing.
	Promote new businesses that will complement existing businesses.	1. Research industry and business types that may be linked to existing businesses/industries in the City; research these types of businesses and contact regarding available ground/space in the City.	1. FY 2004 +
	Oversee the design of new business and maintenance/remodeling of existing businesses.	<ol style="list-style-type: none"> 1. Continue utilizing a consulting architect to assist in building design evaluation. 2. Continue the commercial building inspection program including site and building issues. 3. Prepare maps of approved utility corridors to facilitate service to new and expanded developments. 	<ol style="list-style-type: none"> 1. Ongoing. 2. Ongoing. 3. FY 2004
	Promote the Special District.	1. Consider revising the Special District concept plan and including in a marketing brochure for the area.	1. FY 2004
	Continue planning and promoting St. Peters Lakeside Business Park.	<ol style="list-style-type: none"> 1. Finalize the land use concept plan for the area. 2. Prepare the plan for the park area. 3. Market the area using the plans to attract commercial, industrial and residential developers. 	<ol style="list-style-type: none"> 1. FY 2004 2. FY 2004 3. Ongoing



Issue	Goal	Implementation Strategies	Timetable
	Promote industrial areas of the Old Town TIF Redevelopment area.	<ol style="list-style-type: none"> 1. Consider preparing a conceptual land use plan to outline future uses and road improvements. 2. Market the area to interested developers. 	<ol style="list-style-type: none"> 1. FY 2004 + 2. Ongoing.
	Inventory and promote industrial areas along the Interstate 70 and Highway 94 corridors.	<ol style="list-style-type: none"> 1. Prepare an inventory of owners, zoning, and development status of industrial properties along the interstate corridors. 	<ol style="list-style-type: none"> 1. FY 2004 +
	Work with local institutions to ensure new buildings and expansion meet the City's development guidelines.	<ol style="list-style-type: none"> 1. Coordinate the design and development of new concept plans for hospitals, schools, and other institutions in the City. 	<ol style="list-style-type: none"> 1. Ongoing.
<i>Parks and Recreation/Cultural Activities</i>			
	Expand and improve the trail system within the City.	<ol style="list-style-type: none"> 1. Coordinate with Great Rivers Greenway regarding trail linkages with the regional trail along Dardenne Creek. 	<ol style="list-style-type: none"> 1. FY 2004
	Provide a user friendly Ranger program.	<ol style="list-style-type: none"> 1. Continue to train ranger staff to provide good customer service to adults and children in the City parks. 	Ongoing
	Continue to make the Rec-Plex the focal point of fitness and recreation within the community.	<ol style="list-style-type: none"> 1. Review the components of the facility on a regular basis to ensure their maintenance is addressed. 2. Upgrade the facility to meet user demands as budget allows. 3. Continue to encourage corporate enrollment programs through marketing visits and mailings. 	<ol style="list-style-type: none"> 1. Ongoing 2. Ongoing 3. Ongoing
	Continue supporting the arts through the Community and Arts Center and other venues.	<ol style="list-style-type: none"> 1. Promote the Community and Arts Center to ensure it is self-sufficient. 2. Market the Community and Arts Center as a leasable venue to increase revenues. 	<ol style="list-style-type: none"> 1. Ongoing 2. Ongoing
	Continue to improve existing athletic fields and diamonds to increase the quality of sports play within the City.	<ol style="list-style-type: none"> 1. Monitor the existing community needs and implement additional facilities as budget allows. 	Ongoing
	Continue the program to update playground equipment and surfacing.	<ol style="list-style-type: none"> 1. Monitor the existing community needs and implement additional facilities as budget allows. 	Ongoing



Issue	Goal	Implementation Strategies	Timetable
Transportation			
<i>Existing Transportation System</i>			
	Continue planning for road expansions and realignments through the annual update to the City's 5-year Capital Improvements Plan (CIP).	1. Update the CIP annually as needed.	1. Annually.
	Provide quality maintenance of existing roads within the City.	1. Oversee road maintenance on a scheduled basis.	1. Ongoing.
	Add sidewalks along City arterial and collector roads where adequate space is available to allow safe pedestrian circulation throughout the City.	1. Evaluate all road projects to determine if sidewalks can be included with improvements or new construction. 2. Implement the Sidewalk Program as budget allows.	1. Ongoing. 1. Ongoing.
	Implement a Private Street Dedication program.	1. Implement program as budget allows.	1. FY 2004 +
	Implement Best Management Practices to meet the requirements of EPA Storm Water Phase II regulations.		
	Continue to provide transportation services using CDBG funds.	1. Monitor the use of the program to verify the ongoing cost/benefit of the program.	1. Annually



Issue	Goal	Implementation Strategies	Timetable
<i>Existing Transportation System</i>			
	Continue applying for funds from the St. Charles County Road Board and other transportation funds to supplement the City's road expenditures for projects contained in the City's 5 year CIP.	1. Apply for funds on a regular basis as is appropriate.	Ongoing
	Coordinate local involvement in multi-modal transportation efforts including bus systems, light rail system extensions, etc.		Ongoing
City Services			
<i>Law Enforcement</i>			
	Promote positive police engagement with the community.	1. Promote school involvement programs. 2. Attend ward meetings and other community meetings to interact with the public.	1. Ongoing 2. Ongoing
	Continue supporting and developing innovative interactive programs.	1. Offer and/or participate in various outreach programs on a regular basis. 2. Develop new programs to respond to community needs.	1. Ongoing 2. Ongoing
	Increase the use of community involvement programs.	1. Promote the programs through annual references in the newsletter. 2. Highlight the programs on the cable station.	1. Ongoing 2. Ongoing
	Collaborate with IS to research and implement alternatives to CDPD wireless mobile law enforcement services.		
	Improve traffic law enforcement programs focusing on traffic flow.		



Issue	Goal	Implementation Strategies	Timetable
	Continue cooperative efforts with City planners on new site and building plans to encourage crime prevention strategies through environmental design.	1. Attend regular plan review meetings to discuss new developments.	1. Monthly
<i>Solid Waste</i>			
	Maintain supreme customer service to residential and commercial users.	1. Provide quick responses to resident inquiries.	Ongoing
	Expand collection services to include contract users.	1. Coordinate with EDS to obtain project information for potential new users.	1. Monthly
	Increase community participation in recycling programs.	1. Promote recycling programs through the Wild About Recycling theme.	Ongoing
<i>Health</i>			
	Continue to provide a high quality restaurant inspection program.	1. Work with individual restaurants on safe food handling. 2. Focus on prevention and on-site education.	Ongoing
	Control the mosquito population and other public nuisance problems.	1. Provide an integrated program including larviciding, adulticiding, education, and natural control.	Ongoing
	Provide quality animal control programs for stray animals and responsible pet care.	1. Provide consistent code enforcement, community education, and coordination with St. Charles County Pet Adoption Center.	Ongoing
<i>Utility Services - Water</i>			
	Expand the system into future growth areas in accordance with the master plan.		
	Increase public education efforts through written media, classroom visits, and website.	1. Use the cable television and newsletter to provide educational information.	1. Ongoing



Issue	Goal	Implementation Strategies	Timetable
	Work with new developers to provide necessary water service in appropriate areas.	1. Attend regular plan review meetings to provide input on new development.	1. Monthly
<i>Utility Services – Sanitary Sewer System</i>			
	Work with new developers to provide necessary sanitary service in appropriate areas.	1. Attend regular plan review meetings to provide input on new development.	1. Monthly
	Administer the sanitary sewer lateral repair program.	1. Implement the new sanitary sewer lateral program.	1. FY 2004
	Continue to beneficially reuse biosolids through composting with yard waste.		Ongoing
	Begin the design phase of the wastewater treatment plan capacity upgrade.		Ongoing
	Implement biosolids processing and disposal plan for the water plant.		Ongoing
	Continue to implement sanitary sewer system maintenance program.		Ongoing
Natural Resources			
<i>Stormwater Management</i>			
	Develop and implement a Citywide stormwater program.		
	Improve stormwater detention within the City of St. Peters.	1. Continue to implement strict detention requirements for new development. 2. Retrofit existing basins for better detention of smaller storms.	1. Ongoing 2. FY 2004+
	Use monies generated by the 1/10 cent sales tax to address stormwater issues in the City.	1. Continue to identify the priority projects for study and implement study findings.	1. FY 2003 +



Issue	Goal	Implementation Strategies	Timetable
	Implement Best Management Practices for storm sewer maintenance to meet the requirements of EPA’s Storm Water Phase II regulations.		
	Improve the “50/50” Storm water Erosion Program to allow the City to help residents with storm water and erosion concerns where there is joint responsibility for storm water management.		
<i>Tree Preservation and Landscape Enhancement Goals</i>			
	Improve and maintain the appearance of City streets, rights of ways, and other highly visible areas of the City.	<ol style="list-style-type: none"> 1. Continue to implement enhancement recommendations as budgets allow. 2. Include enhancements on road improvement projects as budgets allow. 	<ol style="list-style-type: none"> 1. Ongoing 2. Ongoing
	Maintain the Tree City USA status.	<ol style="list-style-type: none"> 1. Require street trees and other landscaping on all projects. 	<ol style="list-style-type: none"> 1. Ongoing
	Expand the City’s Forestry Program.		
<i>Flood Plain Management</i>			
	Review development in the flood plain to ensure minimal impact on adjacent properties.		Ongoing
	Review current codes and regulations regarding flood plain management to ensure proper development within the City.	<ol style="list-style-type: none"> 1. Periodically check codes to ensure compliance with FEMA regulations. 	<ol style="list-style-type: none"> 1. Annually



Issue	Goal	Implementation Strategies	Timetable
Governance			
	Promote information sharing and communication with residents and business owners.	1. Provide referrals for boards and commissions to allow interested residents an active role in the City.	1. Ongoing
	Focus on customer service including ways to improve and reward good customer service.	1. Review methods of obtaining citizen reviews to reach as many persons as possible.	1. Ongoing
	Maintain a “user friendly” City Hall.		
	Offer the Citizen’s Academy on an annual basis.	1. Promote the Academy on cable television, in the newsletter, and by staff referrals.	1. Annually
	Ensure conservative fiscal management to enable the City to continue to operate with a balanced budget.		



Demographic and Economic Characteristics

Population

Year	Population	Percent Change
1970	518	
1980	15,700	3,030.0%
1990	45,779	2,915.9%
2000	51,381	12.2%

Age Distribution

	1980	1990	2000
Median Age	26.6	29.8	34.2
Percent of Population over 65 years	2.7	4.5	7.8
Percent of Population over 18 years	60.6	61.8	79.3
Percent of Population between 18 and 44 years	51.4	49.5	40.9
Percent of Population between 45 and 64 years	9.2	12.3	21.3

Housing

	1980	1990	2000
Number of Housing Units	5,286	15,773	18,776
Percent of Owner Occupied units	4,354 (82.4%)	12,748 (80.8%)	18,435 (98.2%)
Percent of Single Family Detached Units	4,450 (84.2%)	13,048 (82.7%)	



Income

	1970	1980	1990	2000
Median Family Income – St. Peters	n/a	\$44,099	\$48,420	\$65,123
Median Family Income – St. Charles County	n/a	n/a	\$44,634	\$64,415

Labor Force Characteristics

Employment Characteristics for St. Peters

	2000	1990
Population 16 and Over	37,675	31,634
Population in Work Force	28,969	25,193
Employed	28,337	24,295
Unemployed	619	850
% Unemployed	2.14%	3.37%

Employment Characteristics for St. Charles County

	2000	1990
Population 16 and Over	210,479	154,768
Population in Work Force	156,972	117,285
Employed	151,040	112,393
Unemployed	5,932	4,477
% Unemployed	3.78%	3.82%



Occupation Characteristics for St. Peters (In Percentages)

	2000	1990
Construction	9.50%	11.75%
Farming	0.04%	0.55%
Management & Professional	35.84%	31.40%
Production	11.82%	10.04%
Sales	30.85%	36.37%
Service	11.95%	9.90%

Occupation Characteristics for St. Charles County (In Percentages)

	2000	1990
Construction	10.39%	13.04%
Farming	0.08%	1.00%
Management & Professional	34.52%	28.19%
Production	12.45%	2.17%
Sales	29.66%	33.72%
Service	12.75%	11.33%

Industry Characteristics for St. Peters (In Percentages)

	2000	1990
Agriculture	0.16%	0.75%
Arts & Entertainment	8.47%	0.88%
Construction	6.27%	5.78%
Educational, Health & Social Service	16.91%	13.67%
Finance, Insurance & Real Estate	8.05%	7.46%
Information	3.51%	3.95%
Manufacturing	15.65%	23.30%
Other Service	4.64%	6.54%
Professional Services	8.55%	4.87%
Public Administration	2.98%	3.09%
Retail Trade	13.46%	17.64%
Transportation, Warehousing & Utilities	7.38%	6.54%
Wholesale Trade	3.61%	5.54%



Industry Characteristics for St. Charles County (In Percentages)

	2000	1990
Agriculture	0.44%	1.22%
Arts & Entertainment	7.52%	0.98%
Construction	7.70%	6.68%
Educational, Health & Social Service	16.70%	14.02%
Finance, Insurance & Real Estate	7.53%	6.12%
Information	3.71%	3.30%
Manufacturing	16.14%	23.46%
Other Service	4.71%	7.45%
Professional Services	8.99%	4.94%
Public Administration	3.15%	2.85%
Retail Trade	13.17%	17.82%
Transportation, Warehousing & Utilities	5.95%	6.18%
Wholesale Trade	4.08%	4.82%

Economic Information

Year	Assessed Valuation
1980	\$80,083,999
1990	\$366,909,084
1998	\$583,191,891
1999	\$649,512,513
2000	\$675,227,105
2001	\$732,958,217
2002	\$744,021,148

