AGENDA
ARCHITECTURAL REVIEW BOARD MEETING

Conference Room 102-103
Thursday, January 15, 2026
5:30 PM

I. CALL TO ORDER

II. APPROVAL OF MEETING SUMMARY

A. November 13, 2025

III. UNFINISHED BUSINESS

A. **Chabad of Chesterfield:** Amended Architectural Elevations for a proposed building for Chabad of Chesterfield located on a 1.49-acre tract of land, zoned "PC" Planned Commercial District.

IV. NEW BUSINESS

A. **Chesterfield Village Mall:** An Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for a 96-acre tract of land zoned "PC&R" Planned Commercial and Residential District located on the south side of Interstate 64, east of Chesterfield Parkway.

V. OTHER

VI. ADJOURNMENT

*PC Liaison Steve Wuennenberg is scheduled for this meeting

PERSONS REQUIRING AN ACCOMMODATION TO ATTEND AND PARTICIPATE IN THE ARCHITECTURAL REVIEW BOARD MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND AT (636)537-6716 AT LEAST TWO (2) BUSINESS DAYS PRIOR TO THE MEETING.

THE CITY OF CHESTERFIELD
ARCHITECTURAL REVIEW BOARD
THURSDAY – NOVEMBER 13, 2025
5:30 PM
CONFERENCE ROOM 102/103

ATTENDANCE:
Mr. Mick Weber, Chair
Mr. Matt Adams
Mr. John Lavrich
Mr. Kristopher Mehrtens

ABSENT:
Mr. Scott Starling, Vice-Chair
Ms. Susan Lew

ALSO IN ATTENDANCE:
Mayor Dan Hurt
Councilmember Merrell Hansen
Planning Commission Liaison, Robert Rodermund
Ms. Alyssa Ahner, Senior Planner/Staff Liaison
Ms. Shilpi Bharti, Planner
Ms. Kristine Kelley, Recording Secretary

I. CALL TO ORDER

Chair Weber called the meeting to order at **5:30 p.m.**

II. APPROVAL OF MEETING SUMMARY

A. October 16, 2025

Board Member Lavrich made a motion to approve the meeting summary as written. Board Member Adams seconded the motion. **The motion passed by a voice vote of 4-0.**

III. UNFINISHED BUSINESS

IV. NEW BUSINESS

A. 13490 Olive Blvd. (Take 5 Oil Change):

Amended Architectural Elevations for an existing vehicle service center facility located on a 0.40-acre tract of land, zoned "C2" Shopping District with Conditional Use Permit No. 17.

STAFF PRESENTATION
Ms. Shilpi Bharti, Planner explained that the request is to repaint the existing brick and remove the aluminum panels band. Not other changes to the site are proposed.

Materials and Color

All four (4) sides of the building façades are proposed to be wrapped in four (4) different colors. Additionally, new decorative accents are proposed near the overhead doors on the north elevation.

- The Conditional Use Permit specifies that "*"architectural elevations for all building facades shall be reviewed by the Planning Commission in conjunction with the Site Development Plan."*

Lighting

New wall pack lights are proposed on the north and south elevations. The proposed cylindrical sconce on the north elevation is not fully shielded; therefore, requires Planning Commission approval.

Color and material samples were provided and the applicant was available to answer questions.

DISCUSSION

During discussion the following information was provided.

- The Board complimented the updates and thanked the applicant for a complete presentation.
- No changes to the site circulation.
- Suggestions to patch or reseal the existing asphalt. The applicant intends to reseal the pavement.
- Staff will inspect the site to ensure the landscape meets approved standards.
- Question as to whether the existing trash enclosure will be renovated and current condition.
- Gutter and downspouts will be repainted.
- Existing satellite equipment in use or to be removed.

Motion

Board Member Mehrtens made a motion to forward 13490 Olive Blvd. (Take 5 Oil Change) to Planning Commission with a recommendation of approval with the following conditions:

- The existing pavement be resealed.
- Updates and maintenance to the existing trash enclosure if not in working condition.
- The existing roof-mount satellite equipment be removed.

Board Member Lavrich seconded the motion. **The motion passed by a voice vote of 4-0.**

V. OTHER

VI. ADJOURNMENT 5:43

690 Chesterfield Pkwy W ● Chesterfield MO 63017-0760
Phone: 636-537-4000 ● Fax 636-537-4798 ● www.chesterfield.mo.us

Architectural Review Board Staff Report

Project type:	Amended Architectural Elevations
Meeting Date:	January 15, 2026
From:	Shilpi Bharti, Planner
Location:	15310 Conway Road
Description:	Chabad of Chesterfield: Amended Architectural Elevations for the proposed Chabad of Chesterfield building located on a 1.49-acre tract of land, zoned "PC" Planned Commercial District.

PROPOSAL SUMMARY

Chabad of Chesterfield has submitted Amended Architectural Elevations for a proposed Jewish facility located at 15310 Conway Road. The Site Development Plan and Elevations for this site were approved in 2022. With this request, the applicant is proposing modifications to the previously approved architectural elevations of the building. The project was presented in front of the Architectural Review Board on October 16, 2025. There were several comments related to the building look from the I-64, and the visibility of rooftop mechanical equipment from Chesterfield Parkway East. The applicant requested to hold and the board approved the request by a vote of 4-0. Since then, the applicant has revised their submittal.

Figure 1: Subject Site

CHANGES SINCE OCTOBER ARB:

The applicant has updated the building elevations and provided a sight diagram for the rooftop mechanical equipment. The revised elevations now include additional brickwork and a sunshade on the south elevation facing I-64, four (4) glass windows on the east elevation facing Chesterfield Parkway East, and EIFS added to the west elevation.

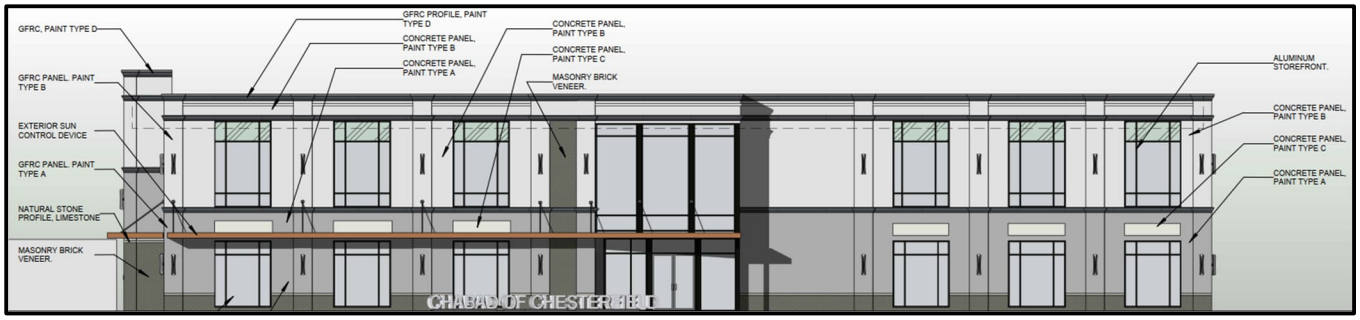


Figure 2: Revised North side elevation facing Conway Road

Figure 3: Previously Proposed North side elevation facing Conway Road

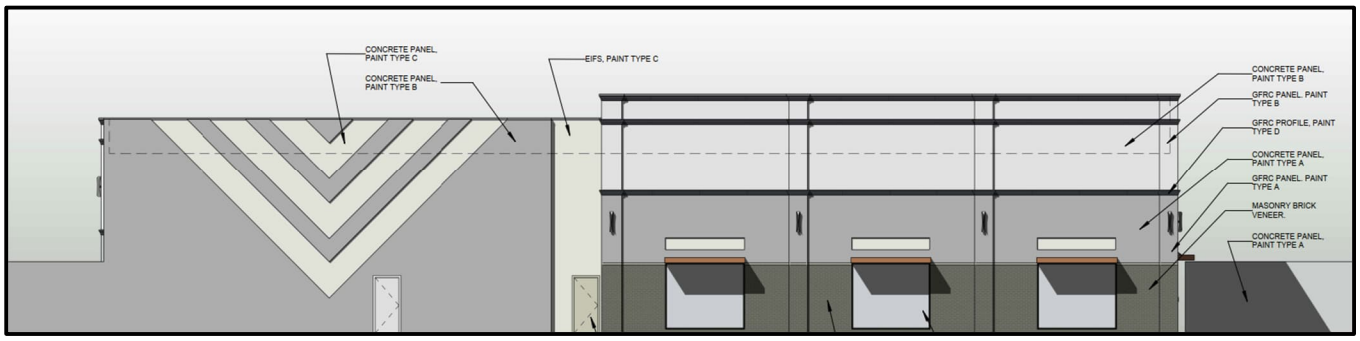


Figure 4: Revised South side elevation facing I-64

Figure 5: Previously proposed South side elevation facing I-64

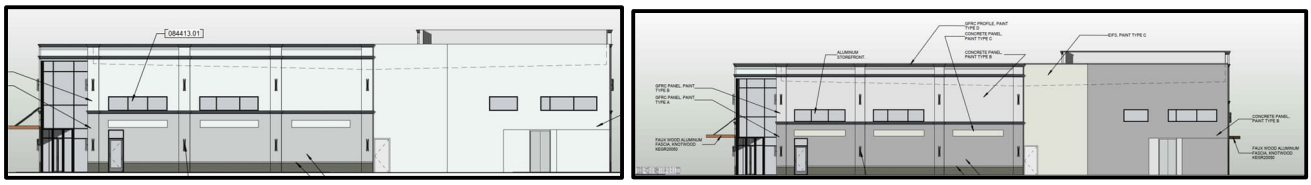


Figure 6: Previously proposed and revised elevation of west side

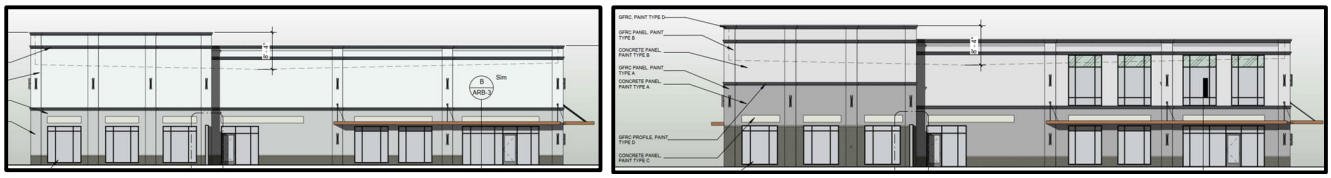


Figure 7: Previously proposed and revised elevation of east side

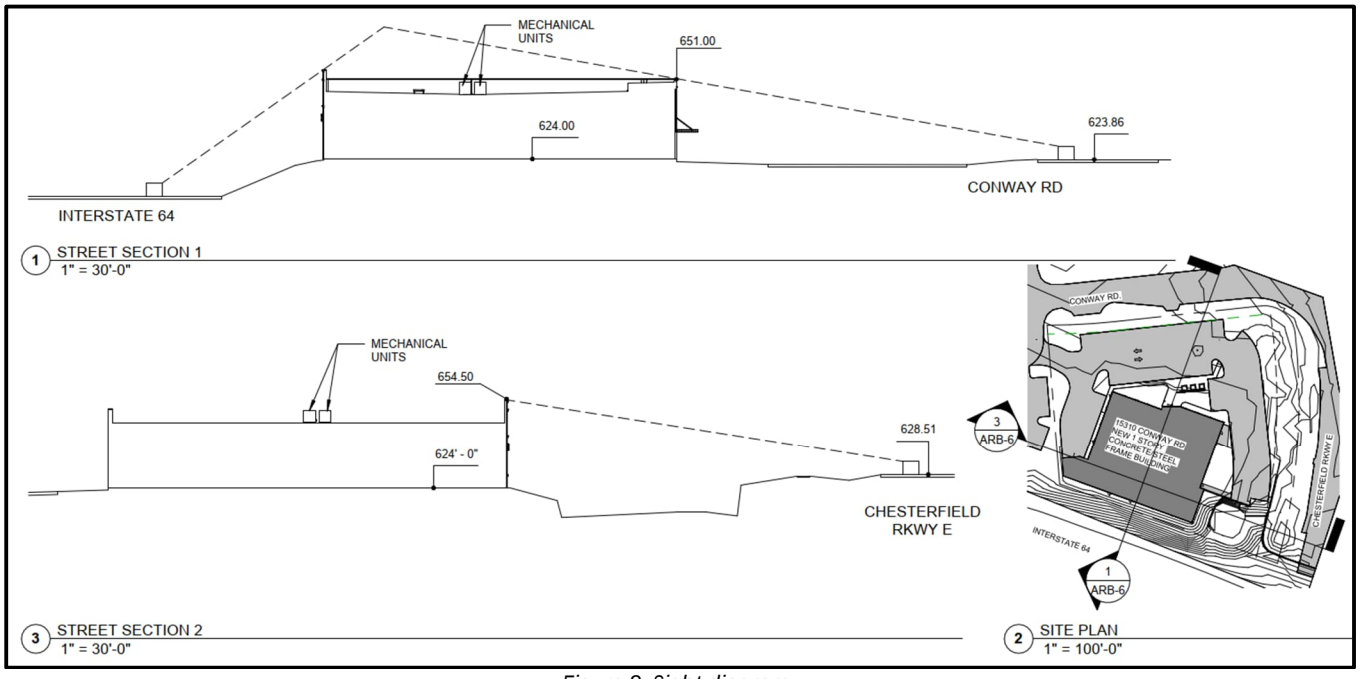


Figure 8: Sight diagram

Rendering

Figure 10: Rendering of proposed building from intersection of Chesterfield E Parkway and Conway Road

Figure 11: Rendering of building facing I-64

DEPARTMENTAL INPUT

Staff requests review and recommendation on the Amended Architectural Elevations for 15310 Conway Road (Chabad of Chesterfield).

MOTION

The following options are provided to the Architectural Review Board for consideration relative to this application:

1) "I move to forward the Amended Architectural Elevations for 15310 Conway Road (Chabad of Chesterfield), as presented, with a recommendation for approval (or denial)."

2) "I move to forward the Amended Architectural Elevations for 15310 Conway Road (Chabad of Chesterfield) with a recommendation for approval with the following conditions…"

Attachments

1. Architectural Review Packet Submittal
2. October 16 ARB report

IV.A.

690 Chesterfield Pkwy W ● Chesterfield MO 63017-0760
Phone: 636-537-4000 ● Fax 636-537-4798 ● www.chesterfield.mo.us

Architectural Review Board Staff Report

Project type: Amended Architectural Elevations

Meeting Date: October 16, 2025

From: Shilpi Bharti, Planner

Location: 15310 Conway Road

Description: **Chabad of Chesterfield:** Amended Architectural Elevations for the proposed building for Chabad of Chesterfield located on a 1.49-acre tract of land, zoned "PC" Planned Commercial District.

PROPOSAL SUMMARY

Chabad of Chesterfield has submitted Amended Architectural Elevations for a proposed Jewish facility located at 15310 Conway Road. The Site Development Plan and Elevations for this site were approved in 2022. With this request, the applicant is proposing modifications to the previously approved architectural elevations of the building.

Figure 1: Subject Site

HISTORY OF SUBJECT SITE

Prior to the incorporation of the City of Chesterfield, this site was zoned "R3" Residence District under St. Louis County jurisdiction. In 2007, the site was rezoned to "PC" Planned Commercial District through Ordinance No. 2361. This ordinance was later repealed in 2008 to accommodate a Site Development Plan application for a proposed 27,000-square-foot, three-story bank building, which was subsequently put on indefinite hold.

In January 2021, the governing ordinance was amended to revise development criteria for the site, including permitted uses, setbacks, and density requirements. The property is currently governed by Ordinance 3150.

In 2022, a Site Development Plan was approved for a 15,000-square-foot, single-story building with 58 parking spaces.

In 2023, a grading-only plan was approved, allowing site grading to proceed. The applicant has also submitted an Improvement Plan and City is currently waiting on a resubmittal.

STAFF ANALYSIS

Access to the site is provided through a shared driveway with 15320 Conway Road (the property located west of the subject site). Internal driveways are 22 feet wide and allow for two-way traffic. A direct connection to the internal sidewalk system is provided at the northeast corner of the site. These elements were approved as part of the Site Development Plan in 2022, and no changes are proposed. With this request, the applicant is solely seeking to amend the previously approved architectural elevations. Details of the proposed elevation changes are outlined in the sections below.

Figure 2: Approved Site Development Plan

Scale and Topography

The site slopes downward toward the south, with higher elevations on the north side. To match the elevation of Conway Road, the proposed development included filling the site.

The proposed building is 30 feet tall, compared to the previously approved height of 29 feet on the east side that faces Chesterfield Parkway. Due to the fill on site, Chesterfield Parkway East is now approximately 6 feet higher than the site's finished grade, making the visible height of the building from Chesterfield Parkway East appear as 24 feet.

Materials and Color

The proposed building materials include brick veneer, painted tilt-up concrete panels, glass fiber reinforced concrete, exterior sun control devices, and aluminum storefront systems with clear glass on three sides and frosted glass on the south side facing the highway. The previously approved materials also consisted of painted concrete panels and brick.

Figure 3: Previously approved North side elevation

The building entrance features a recessed design with aluminum storefront and exterior sun control devices. Rooftop mechanical units will be screened by the building's parapet walls.

No changes are proposed to the location of the previously approved trash enclosure, which remains at the southwest corner of the site. The enclosure will be constructed using painted tilt-up concrete panels.

Figure 4: Proposed North side elevation facing Conway Road

Figure 5: Previously approved South side elevation facing I-64

Figure 6: South side elevation facing I-64

Figure 7: Previously approved and proposed elevation of west side

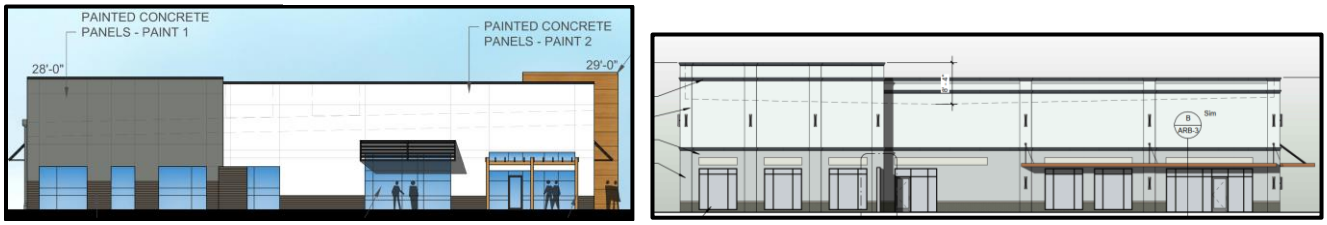


Figure 8: Previously approved and proposed elevation of east side

Lighting

There are is one minor change to the previously approved lighting plan; the applicant is only updating the wall pack fixture. The new wall pack fixture will be cylindrical-shaped light with an open top and bottom to direct light onto the wall.

Rendering

Figure 9: Rendering of previously approved building

Figure 10: Rendering of proposed building

DEPARTMENTAL INPUT

Staff requests review and recommendation on the Amended Architectural Elevations for 15310 Conway Road (Chabad of Chesterfield).

MOTION

The following options are provided to the Architectural Review Board for consideration relative to this application:

1) "I move to forward the Amended Architectural Elevations for 15310 Conway Road (Chabad of Chesterfield), as presented, with a recommendation for approval (or denial)."

2) "I move to forward the Amended Architectural Elevations for 15310 Conway Road (Chabad of Chesterfield) with a recommendation for approval with the following conditions…"

Attachments

1. Architectural Review Packet Submittal

LETTER

Date : September 30, 2025

Project : 15310 Conway Rd

To: City of Chesterfield Planning Department

Re: 15310 Conway Rd - ARB Statement of Design Reference

STATEMENT OF DESIGN INTENT

Our primary goal is to implement owner’s vision for a refreshed exterior design. The changes will be concentrated on the building itself, leaving the current site layout and landscaping as-is.

GENERAL SITE REQUIREMENT FOR SITE DESIGN

CIRCULATION SYSTEM AND ACCESS

Circulation and site access remain unchanged.

TOPOGRAPHY

Topographical design remains unchanged.

RETAINING WALLS

Retaining wall layout remains unchanged.

GENERAL REQUIREMENT FOR BUILDING DESIGN

SCALE

Proposed design retains similar massing and scale as the original design.

DESIGN

The design aims to strike a balance between monumentality and accessibility, creating a structure that is both impressive and welcoming. This is achieved through the use of simple, geometric forms that are softened with ornate trim, adding elegance and detail to the overall aesthetic.

MATERIALS AND COLORS

The exterior utilizes a modern palette of concrete and aluminum-framed glazing, chosen for its durability and visual appeal. The color scheme is composed of cool, light-toned surfaces accented with dark highlights, reinforcing the building's crisp, contemporary character.

LANDSCAPE DESIGN AND SCREENING

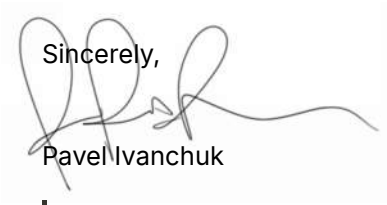
Landscape design is unchanged from the approved plans.

SIGNAGE

We have transitioned the signage from a wall-mounted sign to a ground-level installation featuring prominent, three-dimensional letters.

LIGHTING

To highlight the architectural details, wall-mounted sconces with fluid, flowing lines were selected. Their design complements the ornate trim found on the coping and pilasters, adding both accent lighting and visual harmony.



Sincerely,

Pavel Ivanchuk

OSNOVA ARCHITECTURE LLC / 101 S BRENT AVE, ST LOUIS MO 63122 **/** 636 . 346 . 1787

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architecture

CHABAD OF
CHESTERFIELD

15310 CONWAY RD

RENDERING

12/15/25

All dimensions are approximate and subject to normal construction variances and tolerances. Plans and dimensions may contain minor variations from floor to floor. The square footage on this floor plan exceeds usable square footage.

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CHABAD OF CHESTERFIELD

15310 CONWAY RD

RENDERING

12/23/25

PAINT TYPE D
CYBERSPACE
SW7076

PAINT TYPE B
EXTRA WHITE
SW7006

PAINT TYPE C
GYPSUM
SW9543

PAINT TYPE A
SITE WHITE
SW 7070

MASONRY BRICK VENEER - US BRICK - STERLING WITH LIGHT GRAY MORTAR

MAXIM LIGHTING / 30" SCROLL FIXTURE

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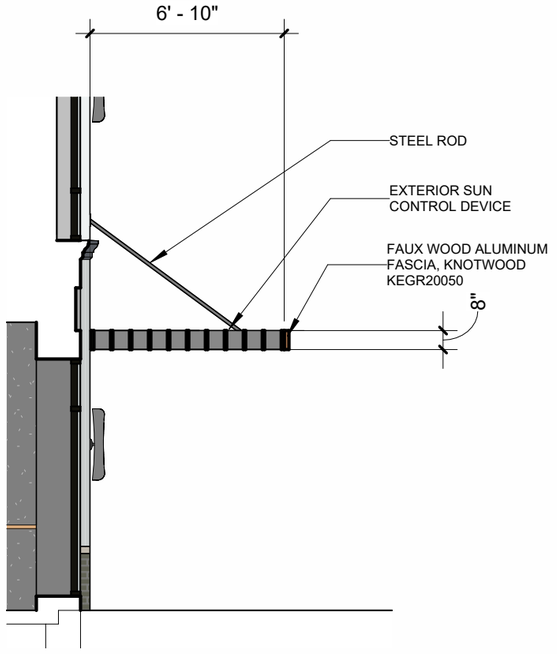
CHABAD OF CHESTERFIELD

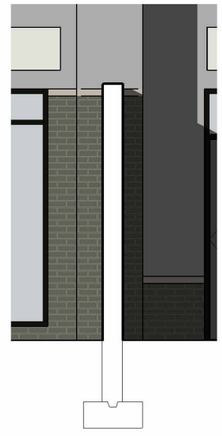
15310 CONWAY RD

NORTH ELEVATION

12/15/25



B SUN SHADE DETAIL
3/16" = 1'-0"



A SITE WALL DETAIL
3/16" = 1'-0"

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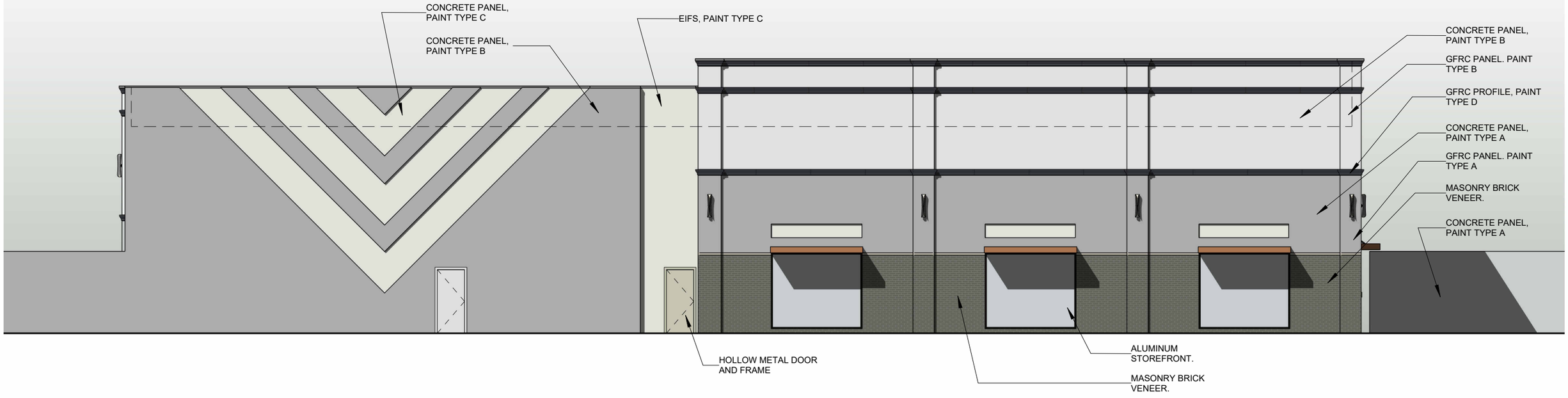
CHABAD OF CHESTERFIELD

15310 CONWAY RD

EAST ELEVATION

12/15/25



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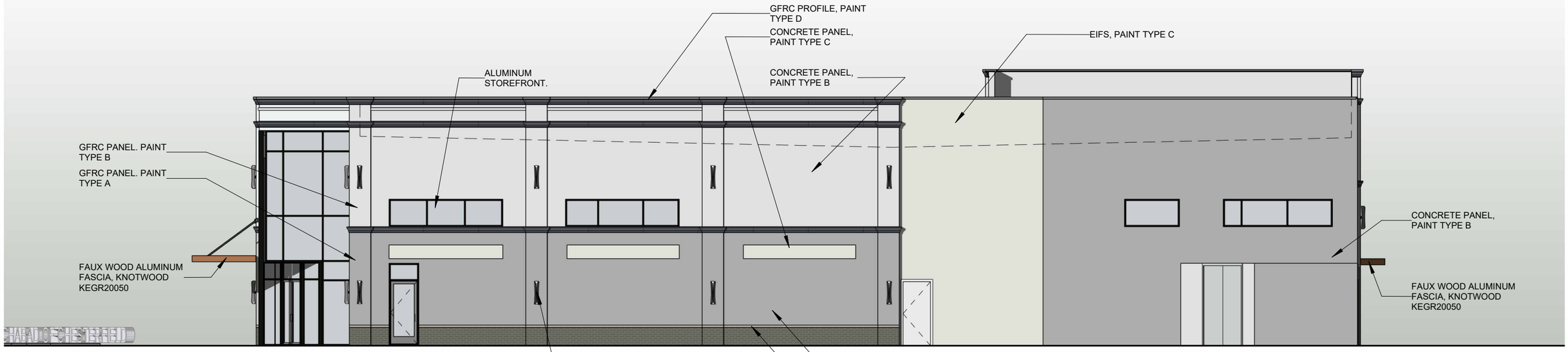
CHABAD OF CHESTERFIELD

15310 CONWAY RD

SOUTH ELEVATION

12/15/25



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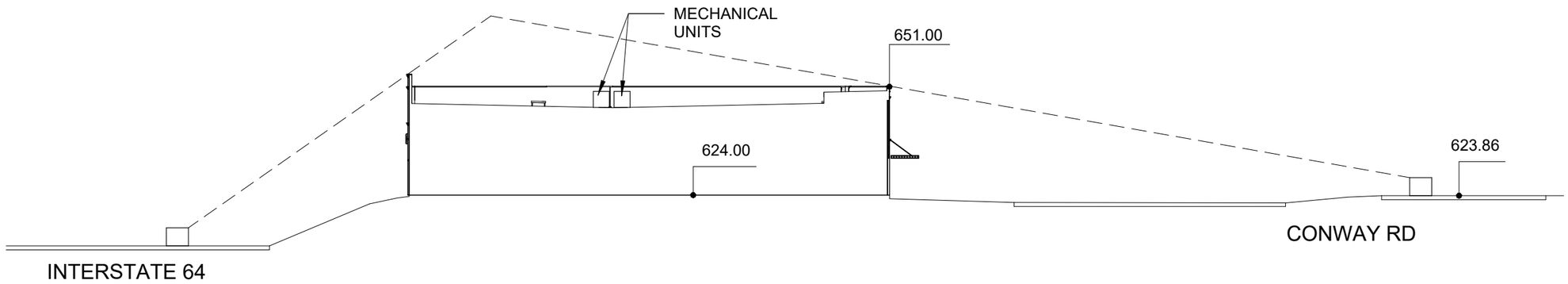
CHABAD OF CHESTERFIELD

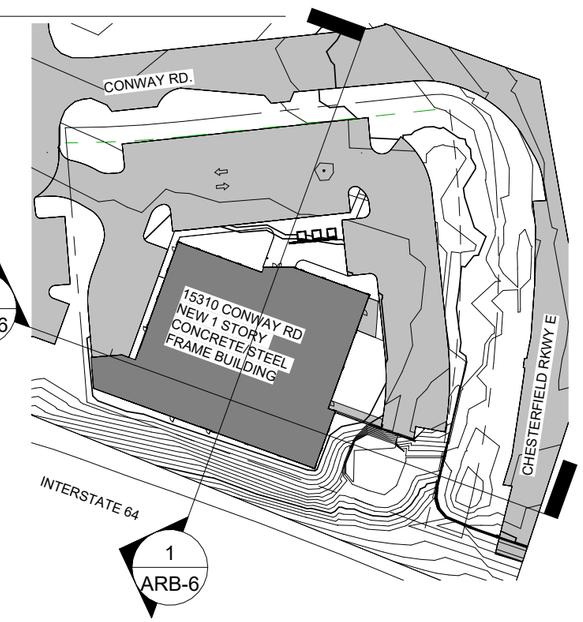
15310 CONWAY RD

WEST ELEVATION

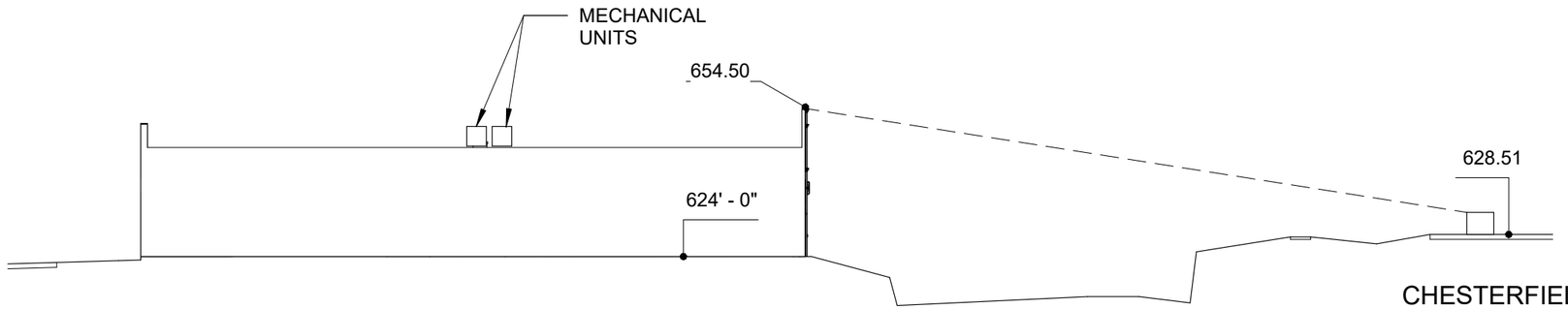
12/15/25



1 STREET SECTION 1
1" = 30'-0"



2 SITE PLAN
1" = 100'-0"



3 STREET SECTION 2
1" = 30'-0"

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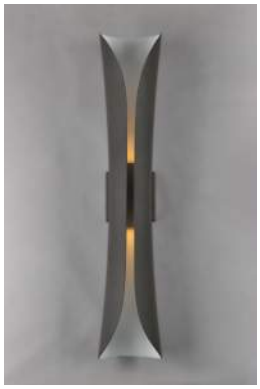
CHABAD OF
CHESTERFIELD

15310 CONWAY RD

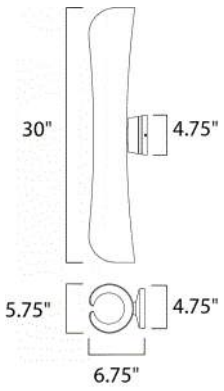
SIGHT LINE STUDY

12/15/25



PRODUCT DESCRIPTION

Softly rolled aluminum does not quite meet at the center, leaving an opening to allow light to escape from its top and bottom, visible all along its center. The scroll series comes in our Architectural Bonze finish with a white interior to better reflect light and create an interesting light pattern on the wall. Suitable for both indoor and outdoor applications.



MEASUREMENTS

DIMENSION	: 5.75" W x 30" H x 6.75" Ext
BACK PLATE	: 4.75" W x 4.75" H x 15" HCO
HANGING WEIGHT	: 7.15 lb

LAMPING

INPUT VOLTAGE	: 120V
LUMENS	: 1,540 Rated
BULB	: 2 x 11W LED PCB Integrated , 22W Total
BULB INCLUDED	: (Integrated)
DIMMABLE	: No
CRI	: 90+ CRI
COLOR_TEMP	: 3000K
LIGHTING_DIRECTION	: Up/Down

FINISHES OPTION

Architectural Bronze

MATERIAL

Aluminum

RATINGS

cETLus
Wet Location
For Outdoor

ADDITIONAL

INSTALL UP/DOWN: Any
OPERATING TEMPERATURE:
-20°C (-4°F), 40°C (104°F)

PHOTOMETIC: Report Found Online

Always consult a qualified electrician before installing any lighting product.

CITY OF CHESTERFIELD PLANNING

690 Chesterfield Pkwy W ● Chesterfield MO 63017-0760
Phone: 636-537-4000 ● Fax 636-537-4798 ● www.chesterfield.mo.us

Architectural Review Board Staff Report

Meeting Date: January 15th, 2026

From: Alyssa Ahner, Senior Planner

Location: East of Chesterfield Pkwy, south of Interstate 64, west of Clarkson Rd

Description: **Chesterfield Village Mall:** An Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for a 96-acre tract of land zoned "PC&R" Planned Commercial and Residential District located on the south side of Interstate 64, east of Chesterfield Parkway.

PROPOSAL SUMMARY

Stock & Associates Consulting Engineers, Inc., on behalf of TSG Downtown Chesterfield Redevelopment, LLC, have submitted an Amended Site Development Concept Plan for a site commonly known as the Chesterfield Mall.

The original Site Development Concept Plan was reviewed by Architectural Review Board in October of 2024 and approved by City Council in December of 2024. Since that time, mass grading has begun and plans have continued to be refined as additional field data has been gathered. As a result, there are a series of modifcations being requested with this Amended Site Development Concept Plan. The modifications that pertain to Architectural Review Board are as follows:

- Removal of the grand staircase from the developer's construction obligations.
- Modification to the four raised intersections and roundabouts.
- Revised streetscape landscape plan.

GRAND STAIRCASE

The approval of the Site Development Concept Plan in December of 2024 included a condition that a redesigned staircase be submitted for review and approval prior to the granting of any municipal zoning approval for vertical construction. There have since been discussions among City officials regarding the removal of the construction of the grand staircase from the developer's obligations. Instead, the developer will convey lot 3A to the City in addition to a payment to assist with design and engineering services of a grand entry. The City will then be tasked with the design and construction. This agreement was reviewed by City Council on January 5th, 2026 and a second reading will occur on January 20th. As a result, the staircase has been removed from the Amended Site Development Concept Plan and the Street Design Concept booklet.

RAISED INTERSECTIONS & ROUNDABOUTS

The raised intersections and roundabouts were previously proposed as being constructed with brick or concrete pavers. During the improvement plans phase of development, staff requested further construction specifications to ensure long term viability and maintenance and it was determined that stamped concrete may be a more feasible option given the anticipated traffic load.

LANDSCAPE PLAN

The landscape architect for the development has changed hands. Due to this, a new landscape plan for the streetscape plantings has been compiled. The main change from the previous landscape plan is the type/species of trees and plants being proposed. The plan still adheres to the spacing and growth rate requirements of City Code. Please see sheets L-701 through L-705 and sheet L1.02 in the Amended Site Development Concept Plan packet for review.

DEPARTMENT INPUT

Be advised, this project is still going through development review by City staff and will not proceed to the final approving body until all outstanding items have been addressed. All recommendations made by the Architectural Review Board will be included in the report to the appropriate approval body.

Staff requests review on the Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for Chesterfield Village Mall.

MOTION

The following options are provided to the Architectural Review Board for consideration relative to this application:

"I move to forward the Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for Chesterfield Village Mall as presented, with a recommendation for approval (or denial) to the appropriate approval body."

"I move to forward the Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for Chesterfield Village Mall to the appropriate approval body with a recommendation for approval with the following conditions…"

Attachments:
1. Architectural Review Packet Submittal

Downtown **Chesterfield**

A Unique **21st Century Downtown** for the Saint Louis Region

SDCP - **Street Concept Design**

December 29, 2025

bosk

THE STAENBERG GROUP
BEYOND DEVELOPMENT™

Site Design

A key factor for the success of an urban master planned development is to create a unique sense of place that can create interest and livability within a brand new built environment.

Downtown Chesterfield utilizes a variety of street types, block sizes, park spaces, view corridors, and building heights to achieve a rich and inviting sense of place, while also delivering buildable lots that will attract high quality investment and design.

1. Site Relationships

The neighborhood is defined by the outer existing ring road, a central park and retail core, and multiple access points between the two. This approach maximizes connections out to the adjacent properties and encourages movement into the central park and retail core with clear sight lines and attractive streets.

Higher density buildings with more active retail and transparent ground floors are planned for the central lots, with lower scale development and quieter residential and landscaped edges around the ring road.

A variety of lot scales provide multiple development opportunities. Larger lots will be required to provide alleys and pedestrian access with some design flexibility to meet specific program needs.

2. Circulation System and Access

Street design is a key element to Downtown Chesterfield.

The primary street configuration offers extensive street parking, landscape opportunities, pedestrian space, and building amenity space.

Other streets and lanes are intended to be pedestrian priority, residential scale, and shared use to serve functional needs with a more intimate and residential scale.

Service is provided from alleys and minimal curb cuts. A central parking garage loads directly from the ring road for easy ingress/ egress.

3. Topography

The existing stepped and tiered topography of the mall site is being restored to a consistent gradient across the neighborhood so that streets and intersections are comfortable and safe for pedestrians and drivers.

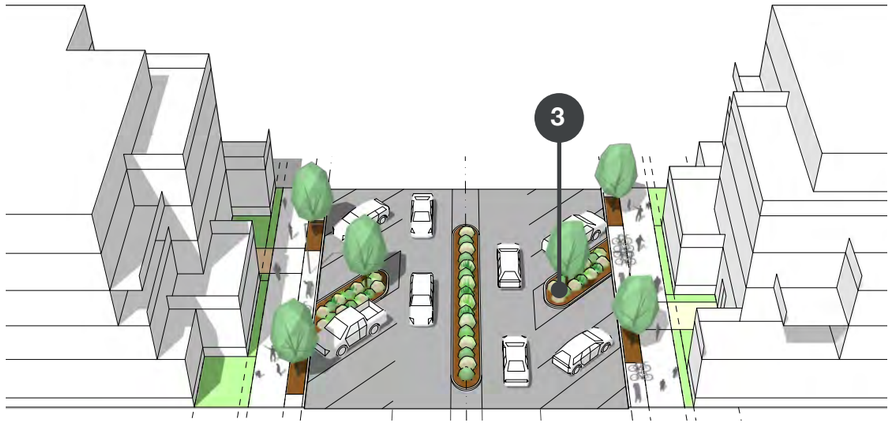
Summary

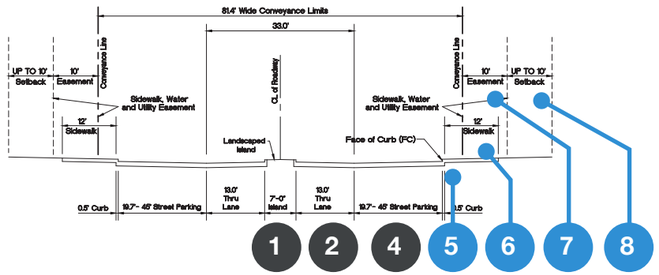
Unlike other mixed use developments being developed throughout the US, **Downtown Chesterfield is a true downtown urban core with high rise office, hotel, retail and residential** uses. A richly landscaped public realm including a 3+ acre central park at the heart of the development organizes a plan which is home to hundreds of shops, restaurants and corporate headquarters. Thousands of residents, workers and visitors enjoy the vibrant urban setting and regional connectivity with **three interstate access points.**

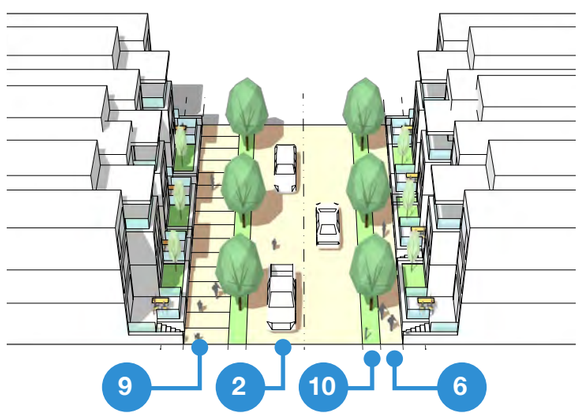
A bold planning concept **includes a 1.25 mile pedestrian loop** that places all residents and tenants of this district within a 5-10 minute walk of any destination in Downtown Chesterfield. **Pocket parks, jogging trails and bicycle paths are carefully choreographed** throughout the 117 acre site to provide equal access to all areas of Downtown Chesterfield and connectivity to the surrounding community.

With a grid of tree-lined urban streets designed for corporate headquarters, luxury condominiums, upscale apartments, hotels, retail, restaurants and entertainment, **Downtown Chesterfield offers a walkable, safe, and ecologically sustainable urban district** that gives priority to the pedestrian over the automobile. Over 25% of the site is dedicated to park space with public plazas, sidewalks, green space, trails, and rain gardens that help reduce the heat island effect and establish a new welcoming vision for Downtown Chesterfield.

Example Sections







Illustrative street design example on top, with referenced Civil Section below.

Civil Drawings dictate dimensional requirements and govern when discrepancies exist.

Street Concept

Downtown Chesterfield's streets are defined by the following characteristics:

- Inviting design that encourages walking and retail activity
- Maximize green space and shade from street trees and building canopies
- Interior streets & sidewalks that are smaller in scale to provide variety and interest
- Wider lanes and angled parking spaces to meet regional driver expectations

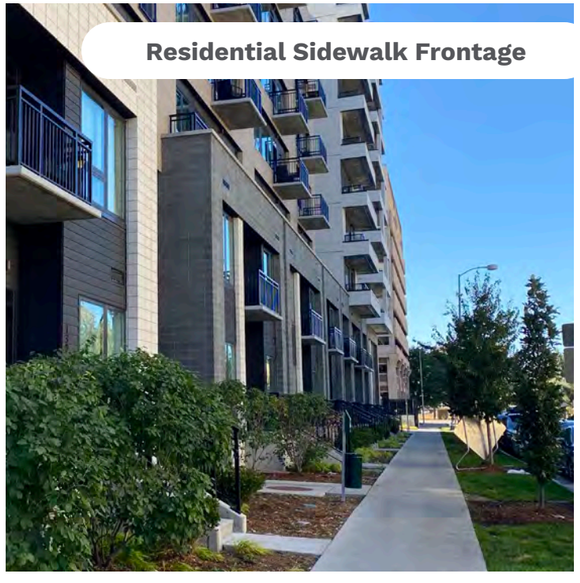
The SDCP dictates a minimal conveyance limit with most public pedestrian areas to be within the property line of the various lots. This makes it important to establish consistent but flexible street design characteristics for the neighborhood.

Street Elements

1. **Landscape Island** - Provides landscape planting area. Structured planting, rock and landscape is encouraged, though grass is also acceptable.
2. **Drive Lane** - Per SDCP
3. **Diagonal Planting Areas** - Similar width to parking spaces with soil for trees and landscaping planting
4. **Diagonal Street Parking** - Per SDCP
5. **Sidewalk (Within Conveyance Limit)** The segment nearest the curb alternates between trees within grates or mulch and/or planted areas and hardscape area containing lighting fixtures (street lights and pedestrian lighting), bicycle racks, benches, and other street amenities
6. **Sidewalk (Within Property Line)** Dedicated sidewalk space is consistent and connects to other sidewalks at street intersections. Primary material is concrete, but more decorative concrete and other paving materials may be used in certain areas.
7. **Easement Zone** - This area mostly overlaps the sidewalk zone. Within the segment outside of the sidewalk; no permanent structures are allowed but sidewalk cafe seating, cafe rails, and overhead canopies are encouraged.
8. **Setbacks** - Typically up to 10'-11', exact location and dimensions dictated by future Design Guidelines, Section Plans, and individual developments. May be used for various building elements, outdoor dining, and other uses.
9. **Pedestrian Path** - 100% hardscape area, provides dedicated, wide, walking path augmenting the sidewalk areas.
10. **Landscape Strip** - provides green buffer for trees, grass, decorative rock, and plantings. Strip is primarily green space, but perpendicular paving areas can connect adjacent hardscape areas for accessibility.

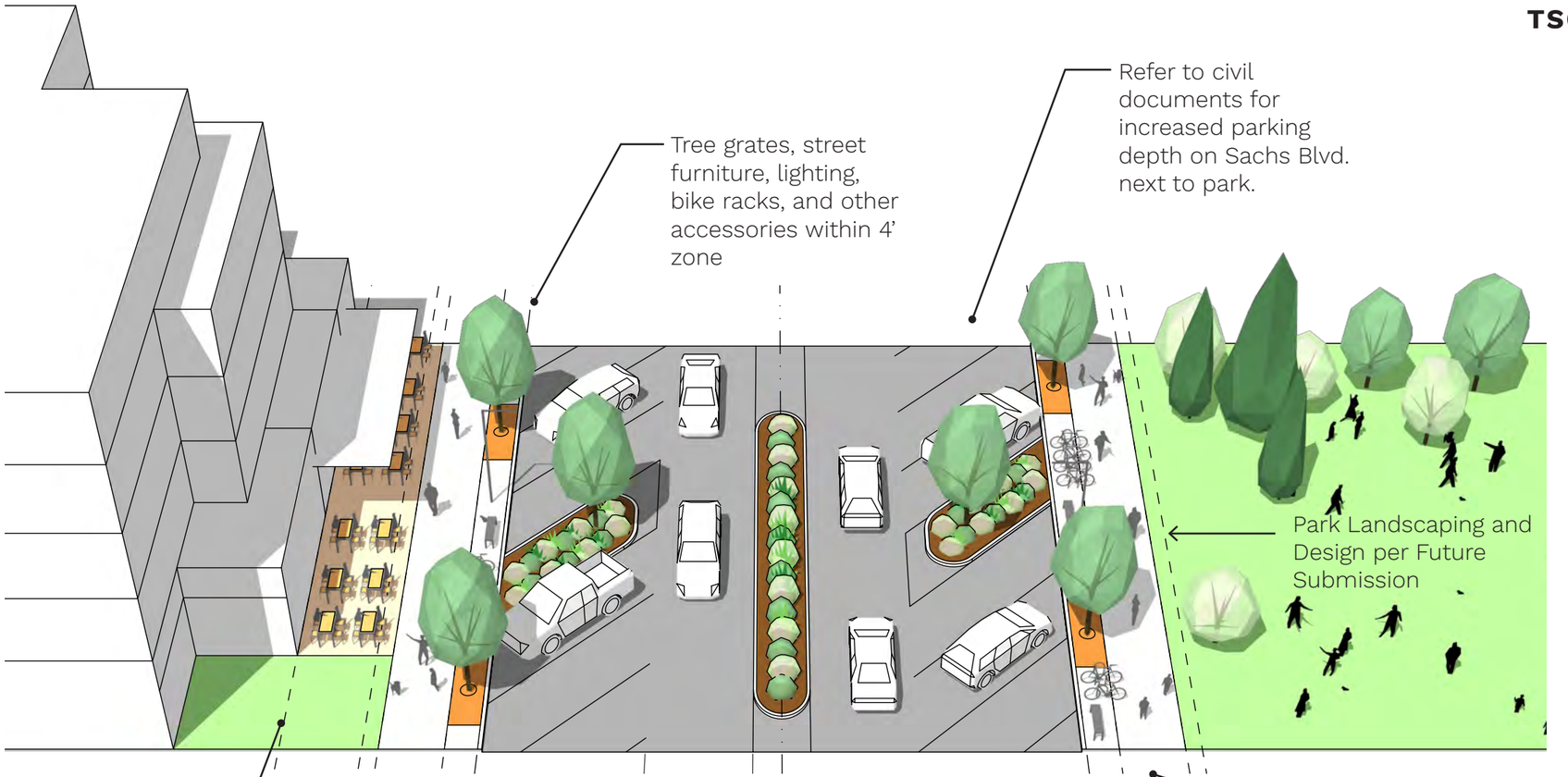
(Conveyance elements noted in BLACK, elements within Property Line noted in BLUE)

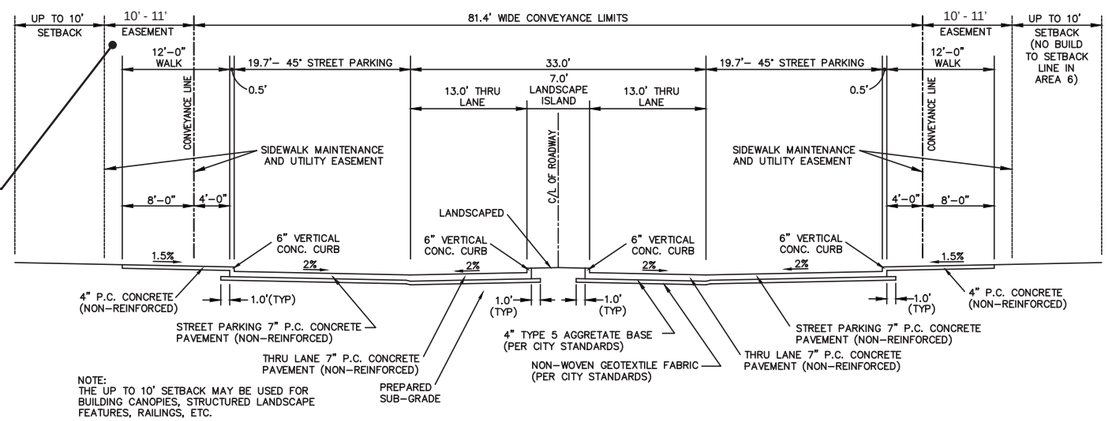
Precedent Images

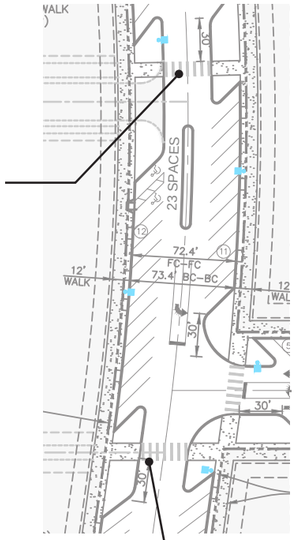


Street Sections

TSG Way, Sachs Blvd. & Millstone Lots 2, 7, 9, & 10 Along Park

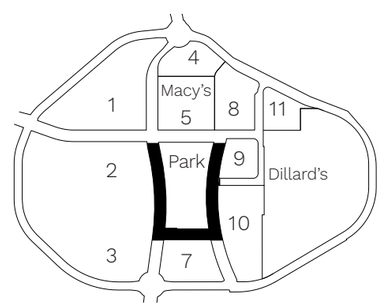






Cross walks are provided mid-block to the park to maximize pedestrian network and shorten the effective block lengths

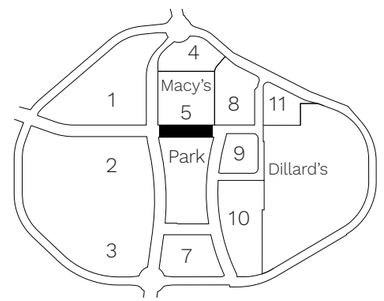
Sidewalks are continuous block-to-block via clear crosswalks and curb bulb-outs to minimize crossing distance. Refer to civil plans for all locations.



Street Section Location Key N.T.S.

Street Sections

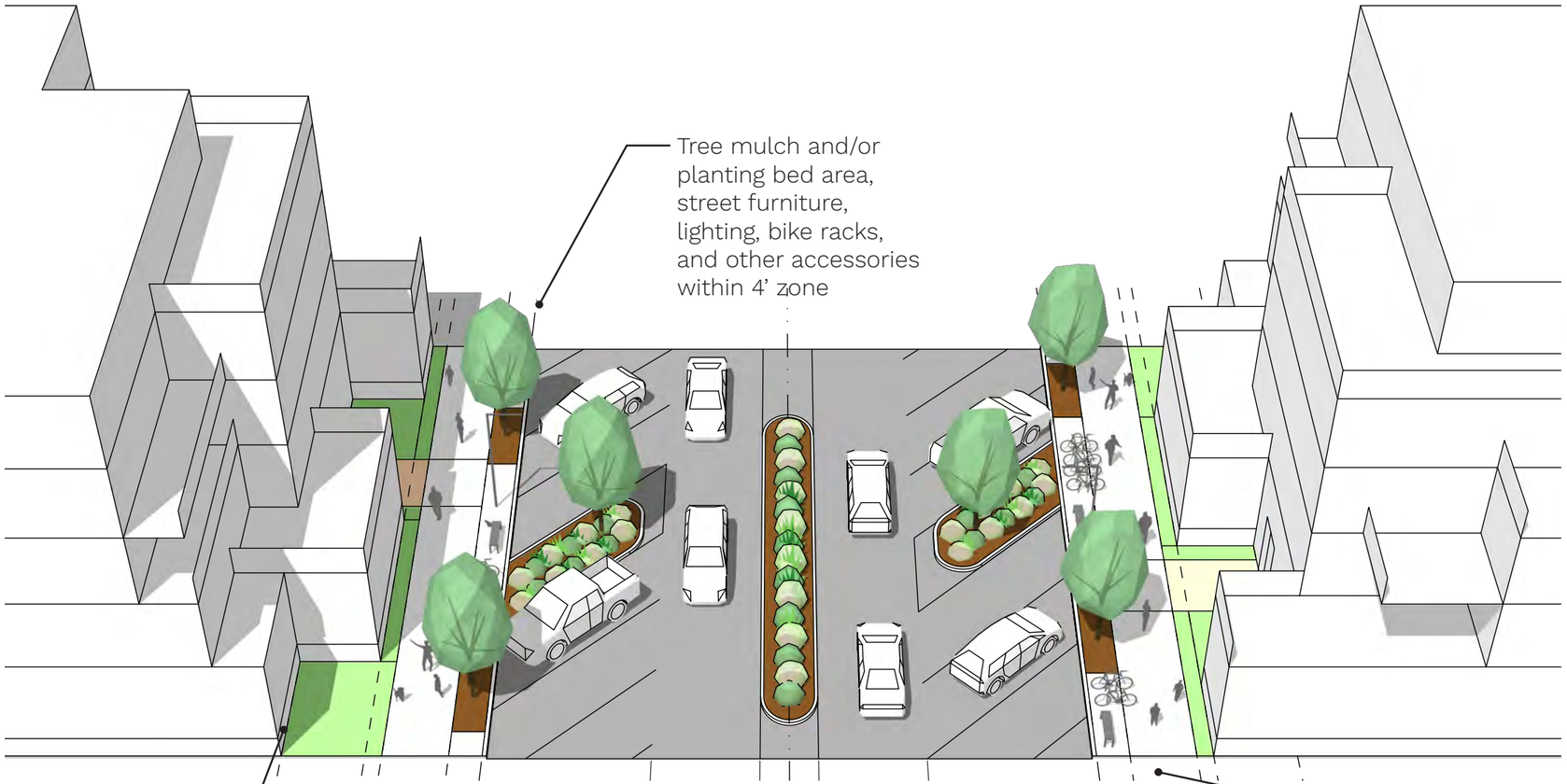
Green Boulevard Between Lot 5 and Park



Street Section Location Key N.T.S.

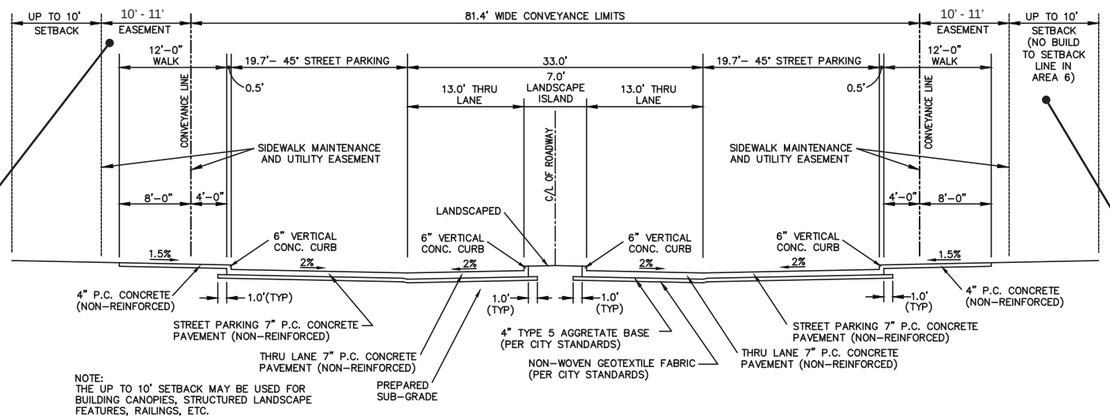
Street Sections

Green Between Lots 1 & 2
Millstone Between Lots 3 & 7
TSG Way Between Lots 7 & 10



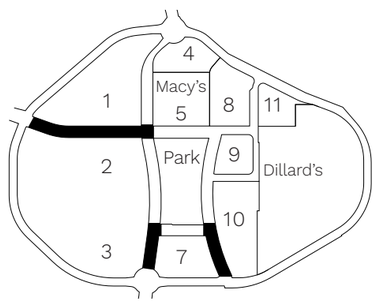
Private open Space within Property Line, Per Individual Building Design

Easement Behind Conveyance Line to Increase from 10' to 11' Wide in Locations Where the New Waterline Will be Located



Minimum 8' Sidewalk provided (112' including Tree mulch and/or planting bed area), Areas with residential use may come closer to easement with minimal setback

The smaller setback at residential may be landscaped or used as private patios



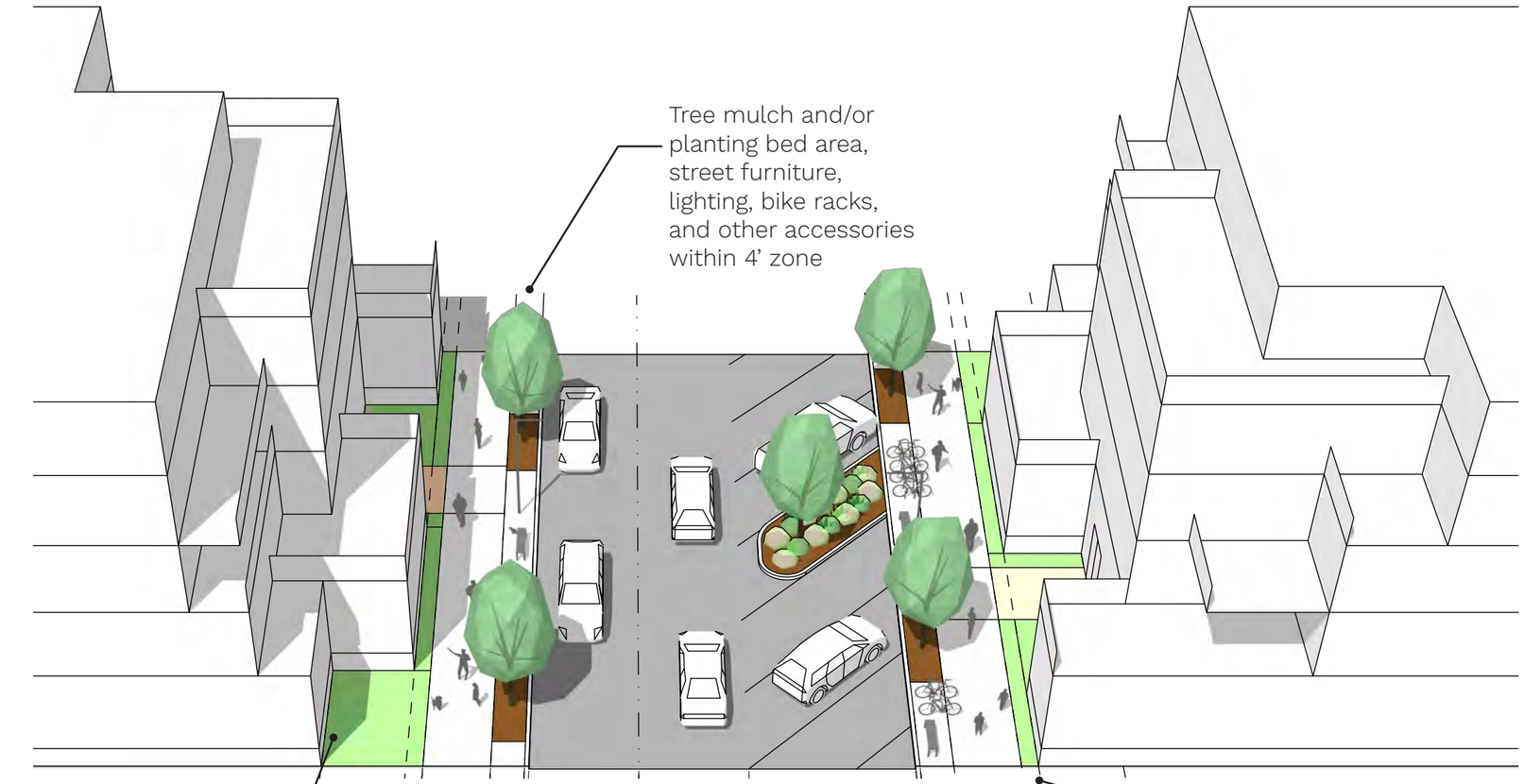
Street Section Location Key N.T.S.

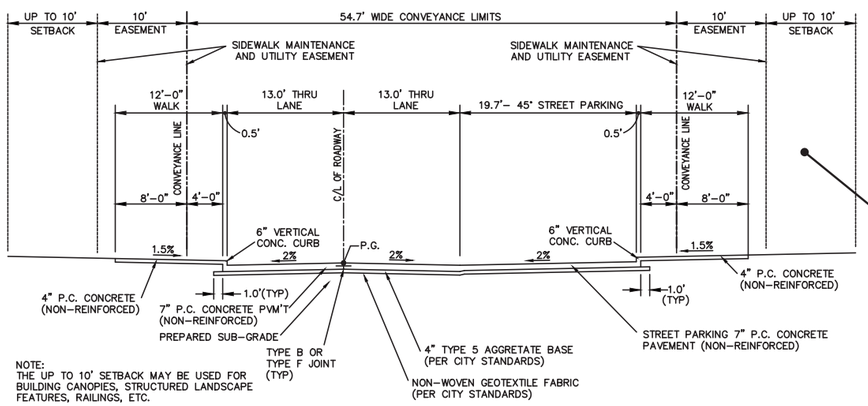
Street Sections

Maizlish Boulevard

2-Lane Section

(Between Lot 9 and 10)



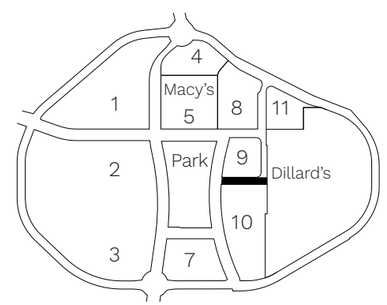


TYPICAL 2-LANE SECTION - MAZLISH BLVD.
(BETWEEN AREA 9 AND AREA 10)

Notes:

This pedestrian-only section can be used to subdivide the larger blocks and should provide contiguous, connected pedestrian path coordinated with the rest of the plan.

- Private land with public access easement
- May contain utilities, though space must be provided for trees as shown
- Concrete is the standard paving material, but accent scoring, coloring, texture and alternate materials are encouraged to accent key intersections and locations as necessary
- Ground floor residential use should be the primary frontage along the path
- Building setbacks are encouraged to provide privacy and daylighting while maintaining a contrast to the wider roads



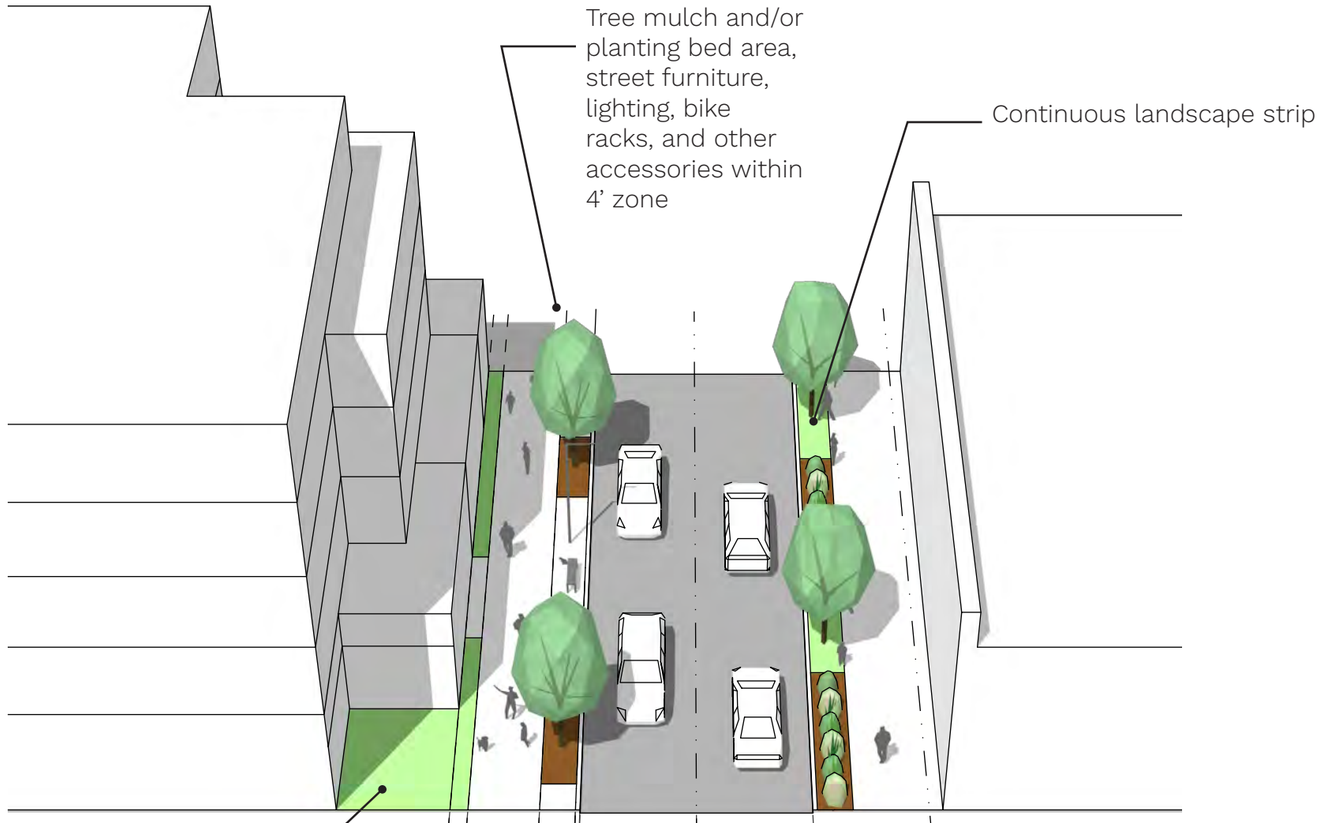
Street Section Location Key N.T.S.

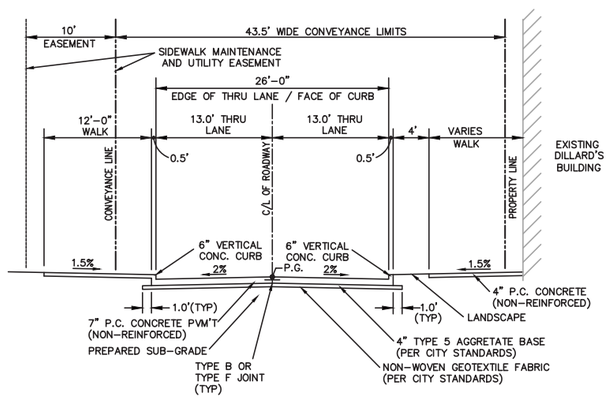
Street Sections

Maizlish Boulevard

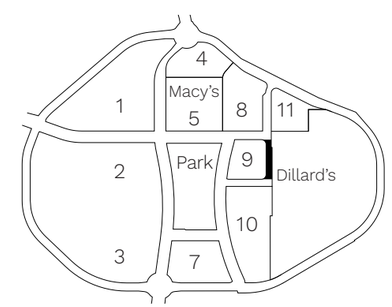
2-Lane Section

(Between Lot 9 and Dillard's)





TYPICAL 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN AREA 9 AND DILLARD'S)



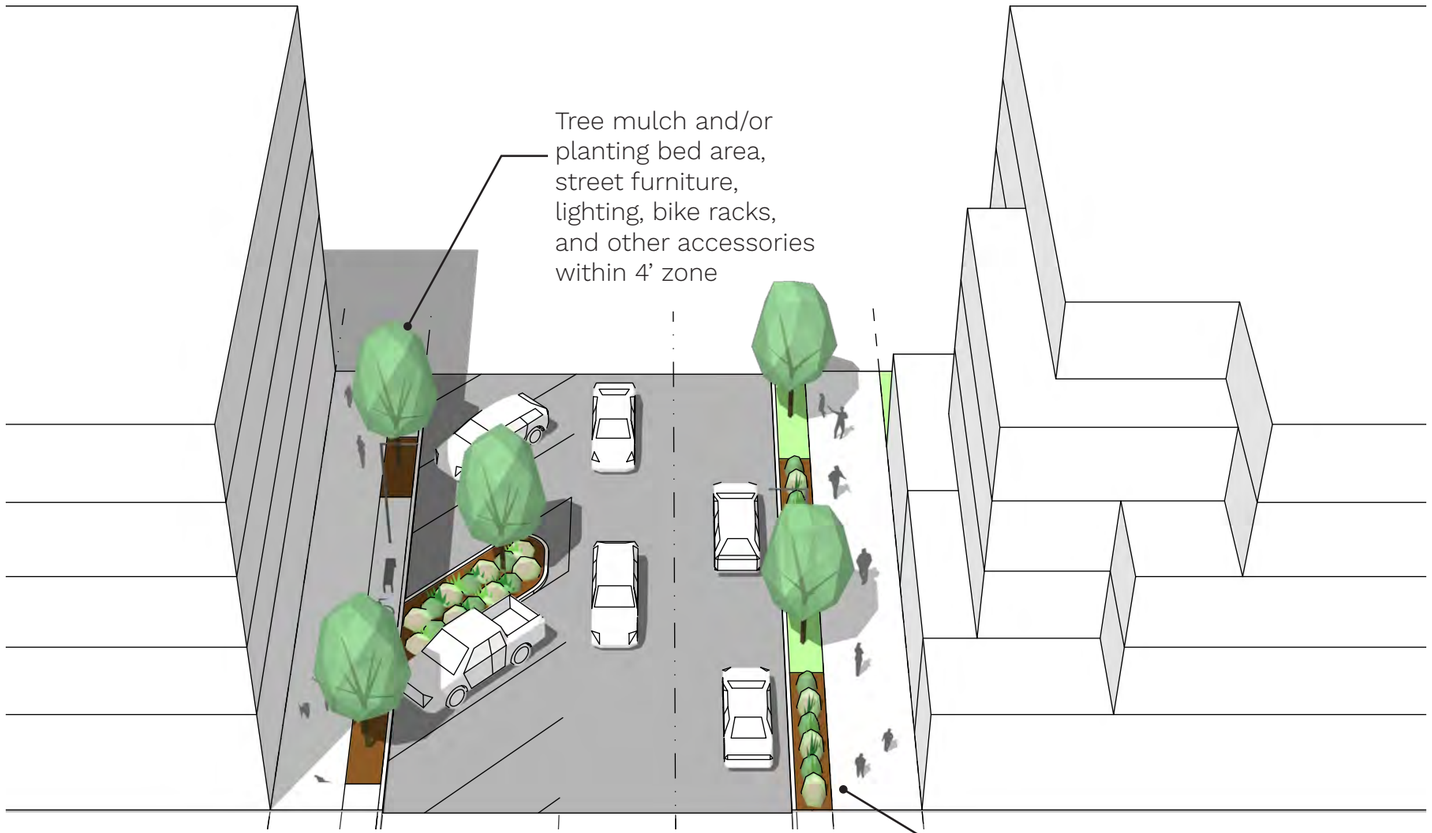
Street Section Location Key N.T.S.

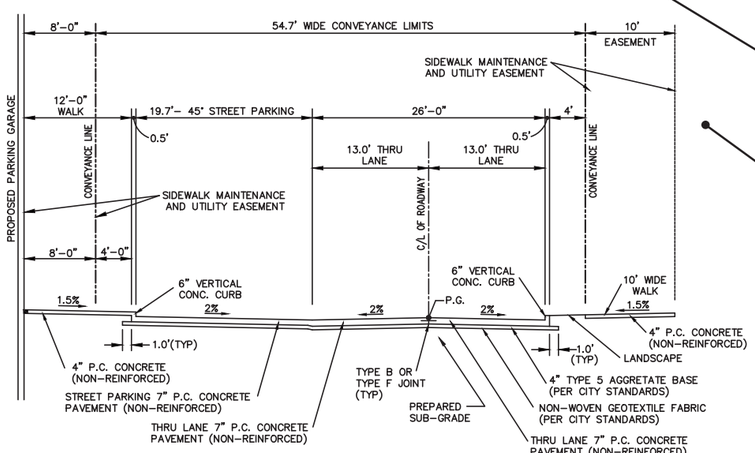
Street Sections

Green & Maizlish Boulevard

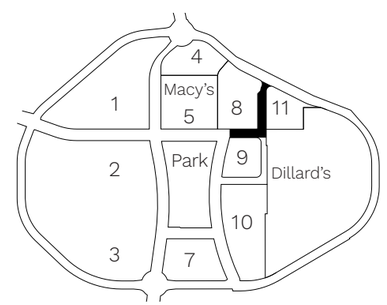
2-Lane Section

(Between Lots 8-9 and 8-11)





MAIZLISH BLVD.
(BETWEEN AREA 8 AND AREA 11)

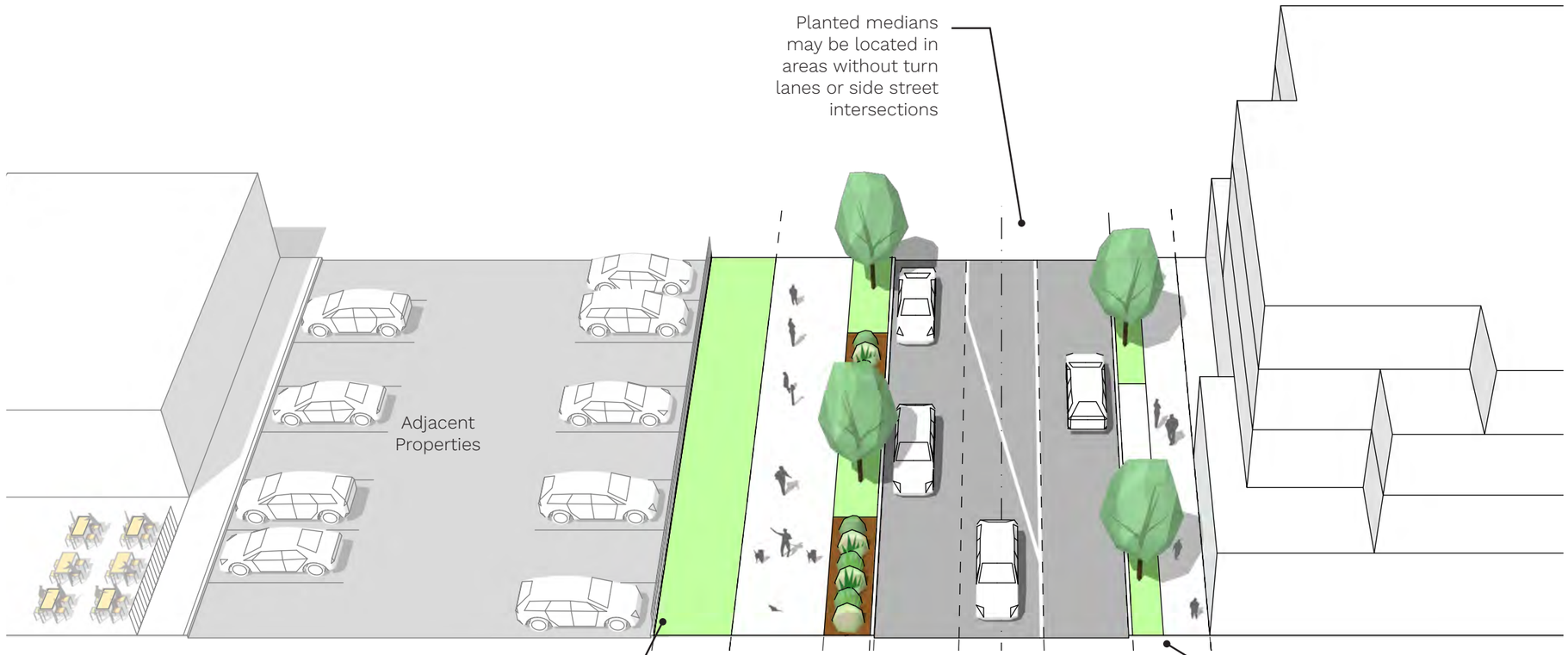


Street Section Location Key N.T.S.

Street Sections

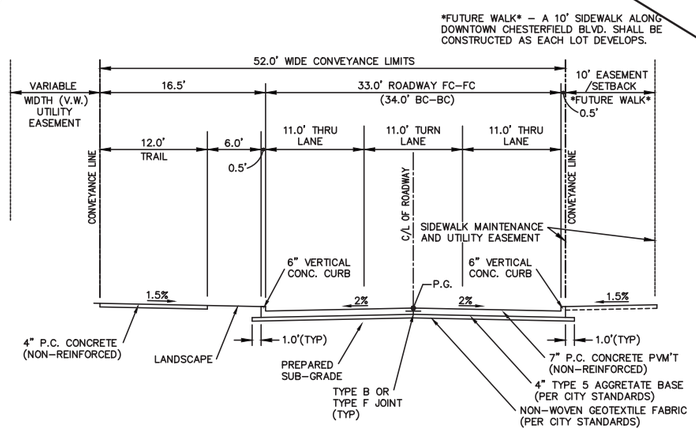
Downtown Chesterfield Boulevard

Ring Road



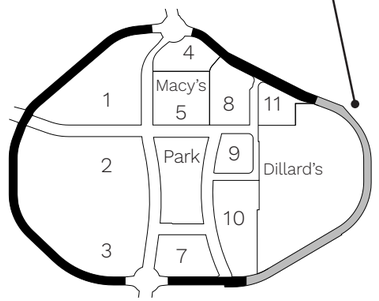
Landscaping, excluding trees, is encouraged within the utility easement

Tree lawn and landscaping should be provided along curb. Tree spacing up to 75' typical. Section should be typically 4' strip + 6' sidewalk, but may provide more sidewalk as needed.



DOWNTOWN CHESTERFIELD BLVD.
(TYPICAL LOOP ROAD SECTION)

This section design will apply to full loop road shown in grey in the future. Refer to page 12 (Overlay Dillard's Ring Road) for interim condition.

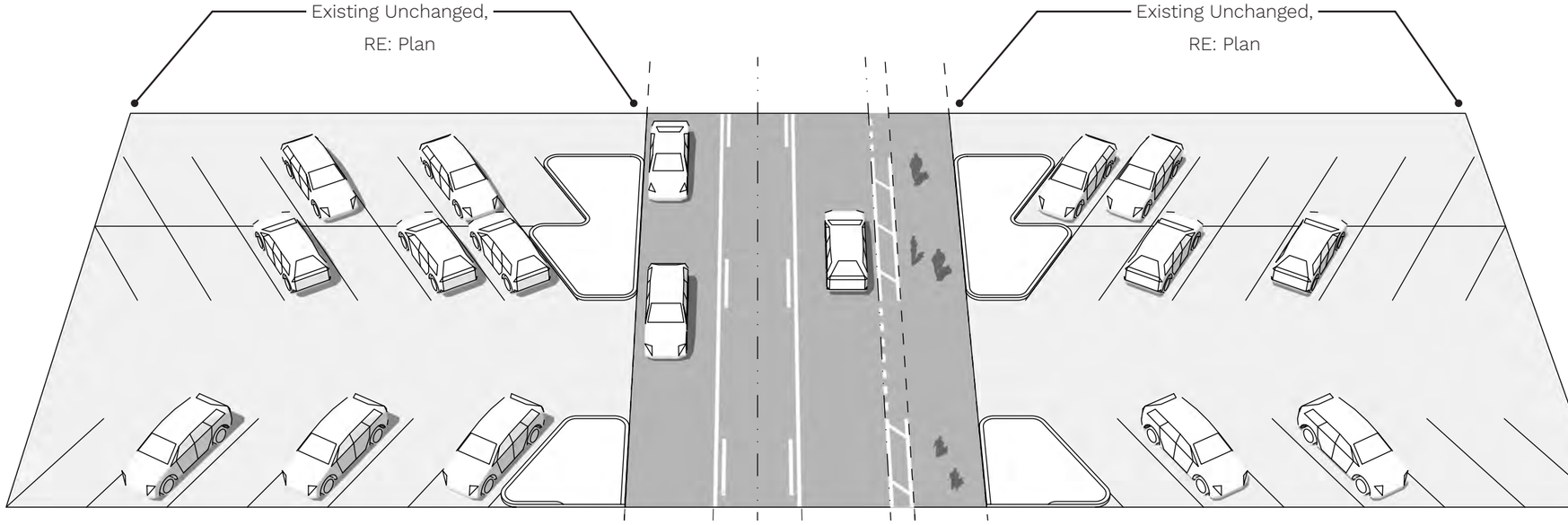


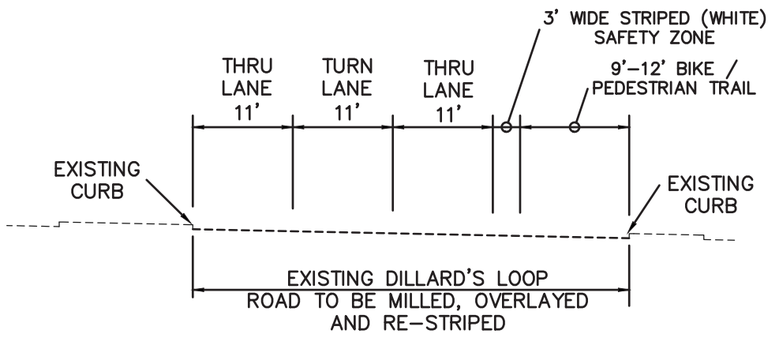
Street Section Location Key N.T.S.

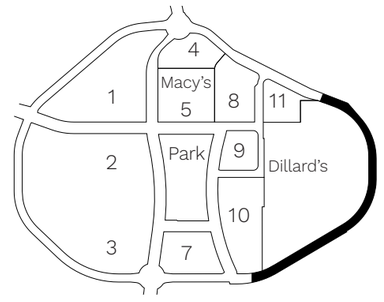
Street Sections

Downtown Chesterfield Boulevard

Overlay Dillard's Ring Road



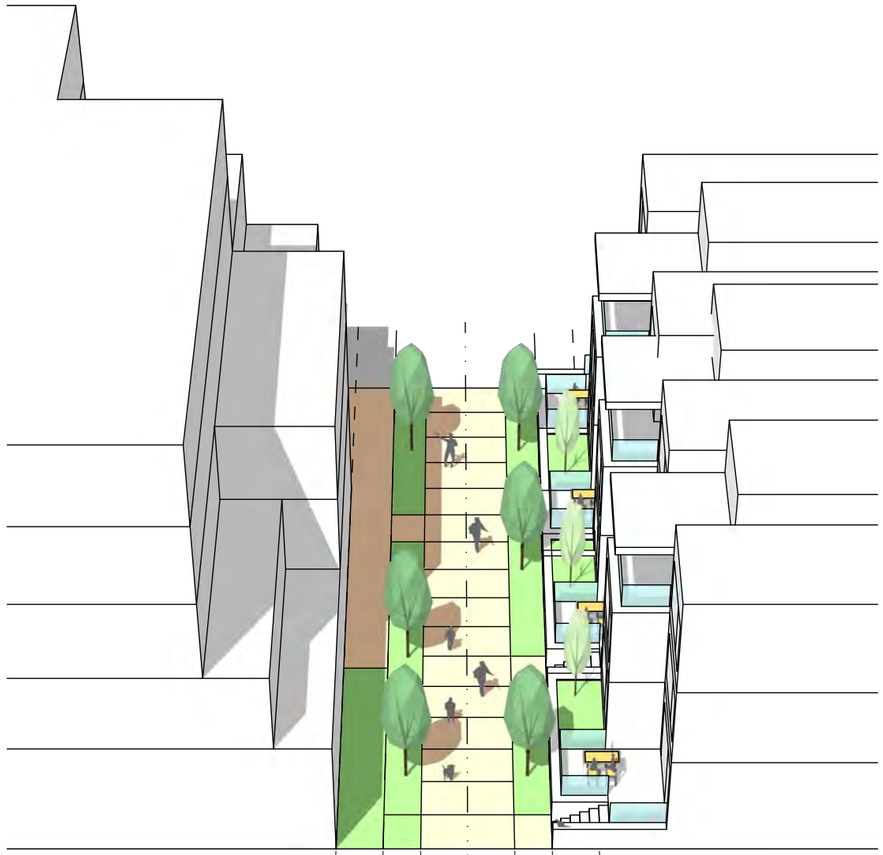


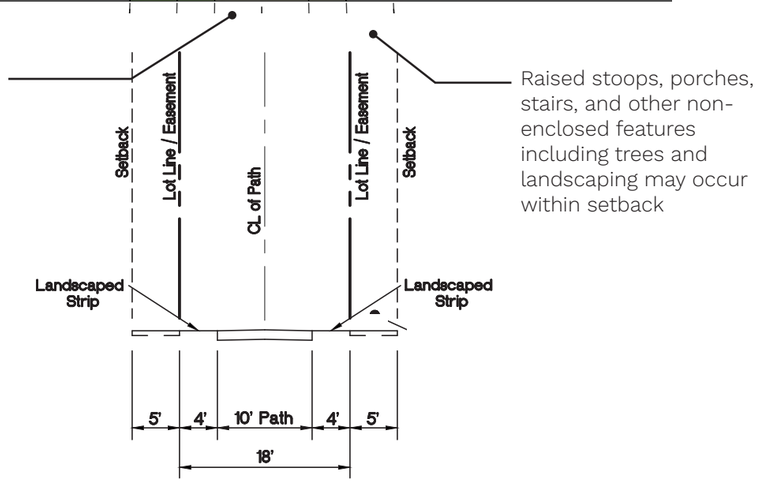


Street Section Location Key N.T.S.

Street Sections

10’ Pedestrian Path





Throughout the project, the pedestrian path should maintain a design scheme that is distinct from other sidewalk areas to create a strong identity and ease of wayfinding. Patterned, textured, and stained concrete may be used, as well as pavers and other high quality hardscape materials.

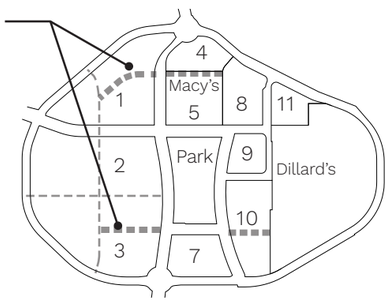
Raised stoops, porches, stairs, and other non-enclosed features including trees and landscaping may occur within setback

Notes:

This pedestrian-only section can be used to subdivide the larger blocks and should provide contiguous, connected pedestrian path coordinated with the rest of the plan.

- Private land with public access easement
- May contain utilities, though space must be provided for trees as shown
- Concrete is the standard paving material, but accent scoring, coloring, texture and alternate materials are encouraged to accent key intersections and locations as necessary
- Ground floor residential use should be the primary frontage along the path
- Building setbacks are encouraged to provide privacy and daylighting while maintaining a contrast to the wider roads

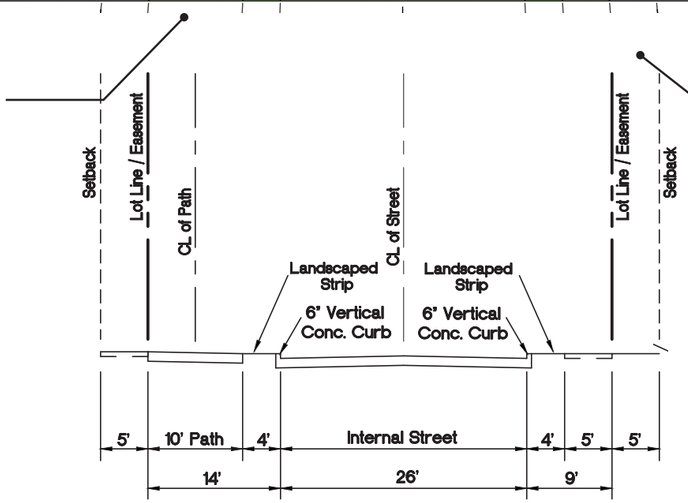
Potential Locations



Street Section Location Key N.T.S.

Street Sections

10’ Pedestrian Path at Internal Street



Throughout the project, the pedestrian path should maintain design scheme that is distinct from other sidewalk areas to create a strong identity. Patterned, textured, and stained concrete may be used, as well as pavers or other high quality hardscape materials.

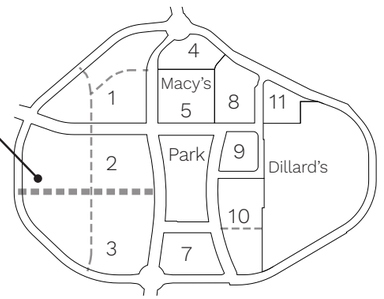
Raised stoops, porches, stairs, and other non-enclosed features including trees and landscaping may occur within setback

Notes:

This mixed-mobility street can be used for curb-side service, but through traffic is discouraged. Can be used to subdivide the larger blocks and should provide contiguous, connected pedestrian path coordinated with the rest of the plan.

- Private land with public access easement
- May contain utilities, though space must be provided for trees as shown
- Concrete is the standard paving material, but accent scoring, coloring, texture and alternate materials are encouraged to accent key intersections and locations as necessary
- Vehicle and Pedestrian sections should be designed with similar design elements and materials where possible.
- Ground floor residential use should be the primary frontage along the path, with retail uses at the corners as needed
- Building setbacks are encouraged to provide privacy and daylighting while maintaining a contrast to the wider roads

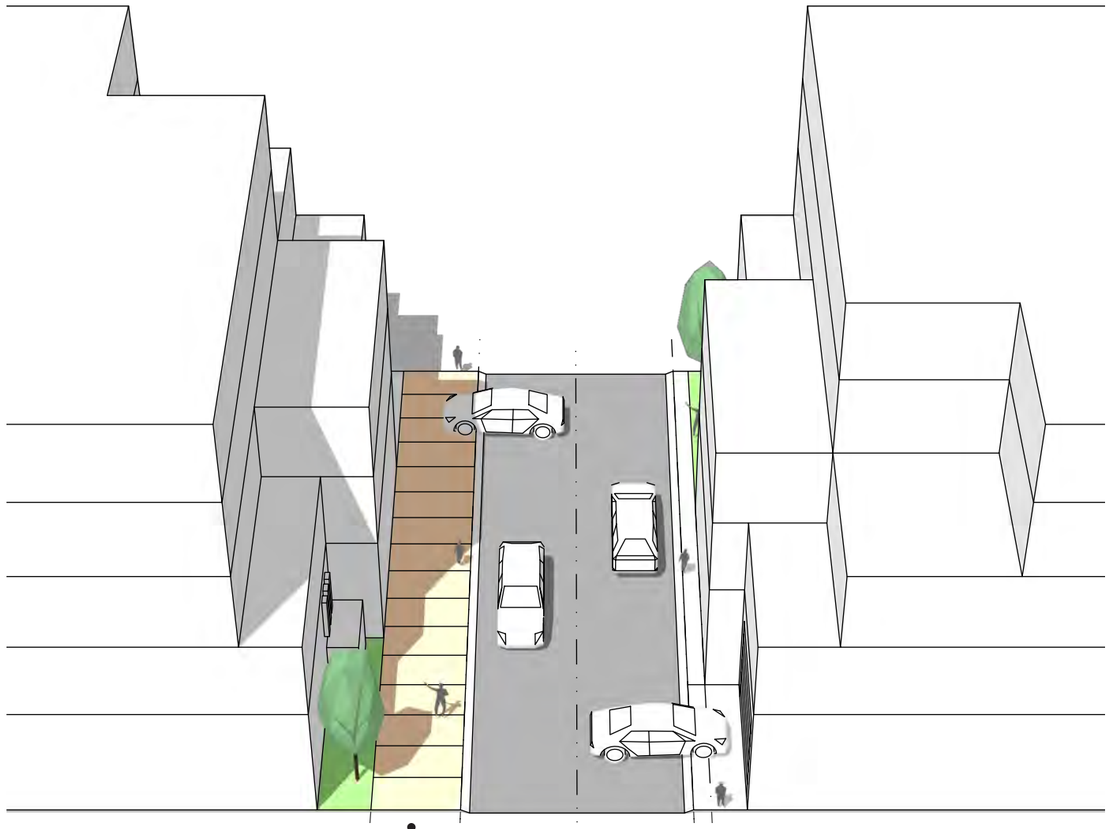
Potential Location



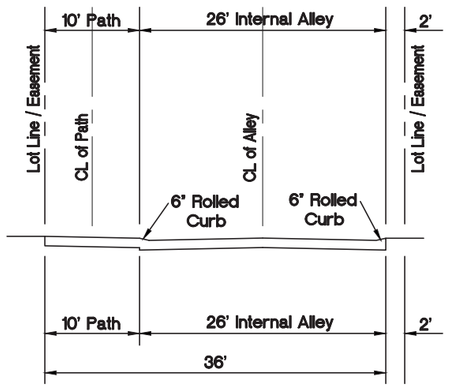
Street Section Location Key N.T.S.

Street Sections

10’ Pedestrian Path at Internal Alley



Throughout the project, the pedestrian path should maintain design scheme that is distinct from other sidewalk areas to create a strong identity. Patterned, textured, and stained concrete may be used, as well as pavers or other high quality hardscape materials.

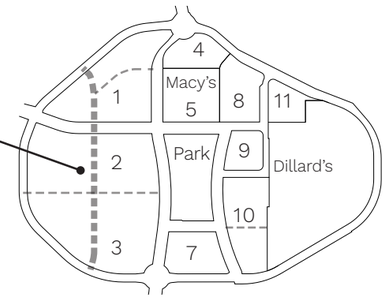


Notes:

The majority of all service, utility, and vehicle access should be provided from an internal alley.

- Private land with public access easement
- May contain utilities
- Drive surface is asphalt or concrete paving, except where sidewalks cross where sidewalk design should pass continuous across alley
- Landscaping is encouraged where buildings setback from alley section
- Pedestrian path should be curb separated for safety, or otherwise delineated with physical design elements.
- A similar alley section with minimal or no sidewalk where pedestrian path is not required

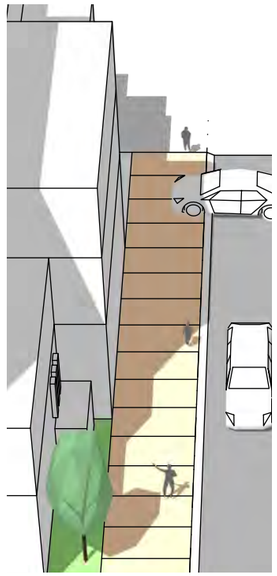
Potential Location

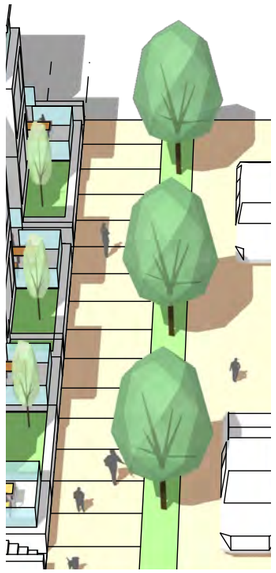


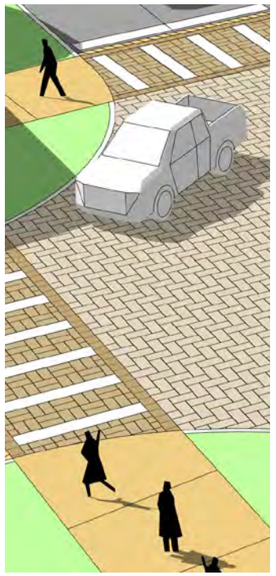
Street Section Location Key N.T.S.

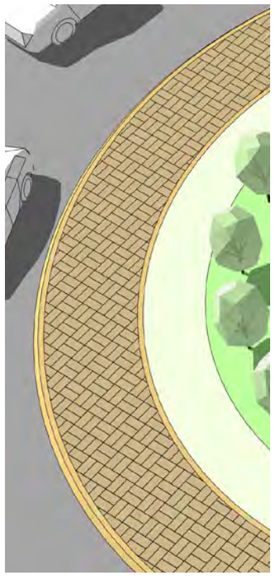
Street Details

Accent Hardscape



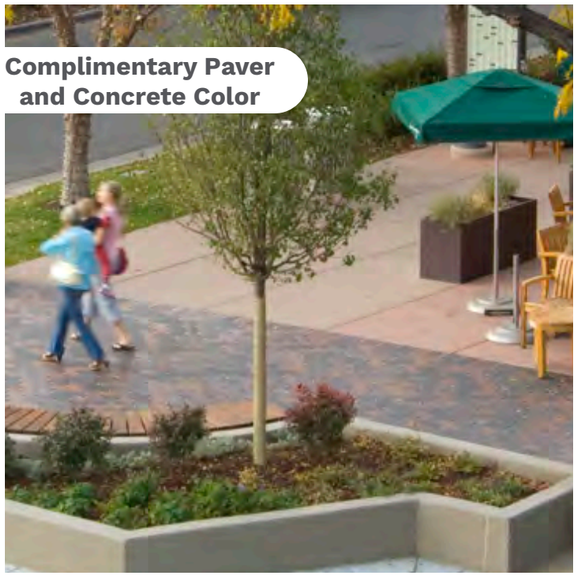






Large Format Stone and Pavers

Colored and Scored Concrete



Complimentary Paver and Concrete Color

Intent

Throughout the development, areas of special importance are to be treated with a consistent and identifiable hardscape theme. This package designates these areas as shown by the light orange color. These areas include:

- 12’ Pedestrian paths
- Key raised intersections and adjacent sidewalks
- Roundabout hardscape
- Other key pedestrian crossings

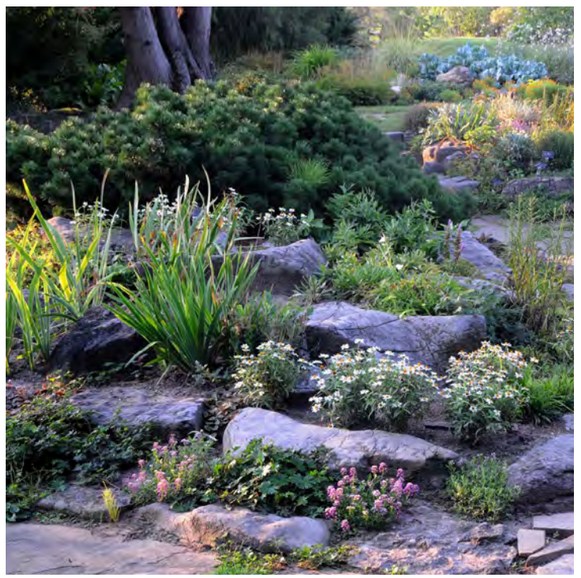
These areas are to receive a design utilizing color, texture, and material that may fit the specific location and function, while providing a consistent identity for the overall neighborhood.

Appropriate concepts and strategies include:

- Brick or concrete pavers
- Integrally stained and stamped concrete
- Sandblast or exposed aggregate textures
- Stone accents
- Patterns
- Decorative motifs

Street Details

Landscaped Areas



Intent

Extensive green areas are planned for around the neighborhood including tree lawns, medians, diagonal parking planing strips, corner bulb-outs and more.

While turf grass is acceptable, the landscape design is encouraged to utilize a palette of mulch, rock, shrubs, ornamental grasses, and flowers.

- Native and low water planting is preferred
- Low maintenance and natural designs are preferred over structured and heavily manicured plantings
- Rock and mulch color, type, and size should be coordinated across the neighborhood
- Lower height elements should be used at intersections and sight triangles for visual safety
- Annual flowers may be utilized in specific locations, but generally perennial flowers or wild flowers are encouraged

Street Details

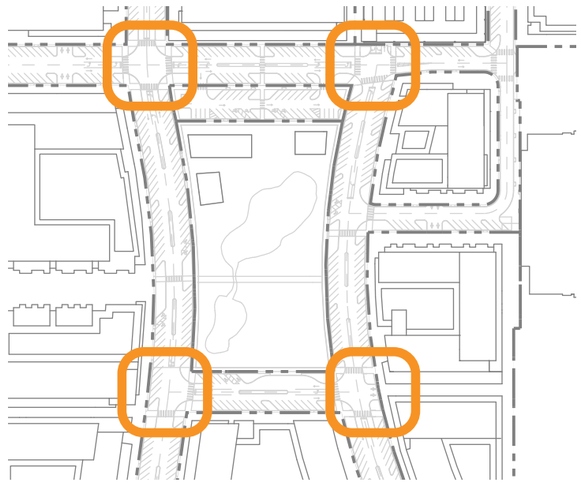
Key Intersections

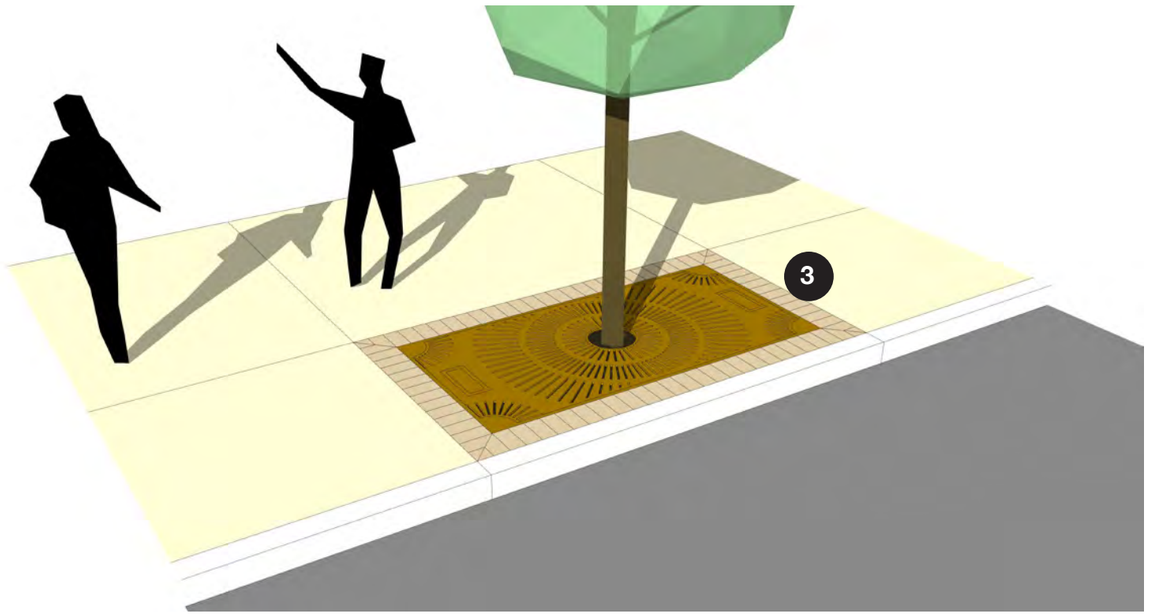
Intent

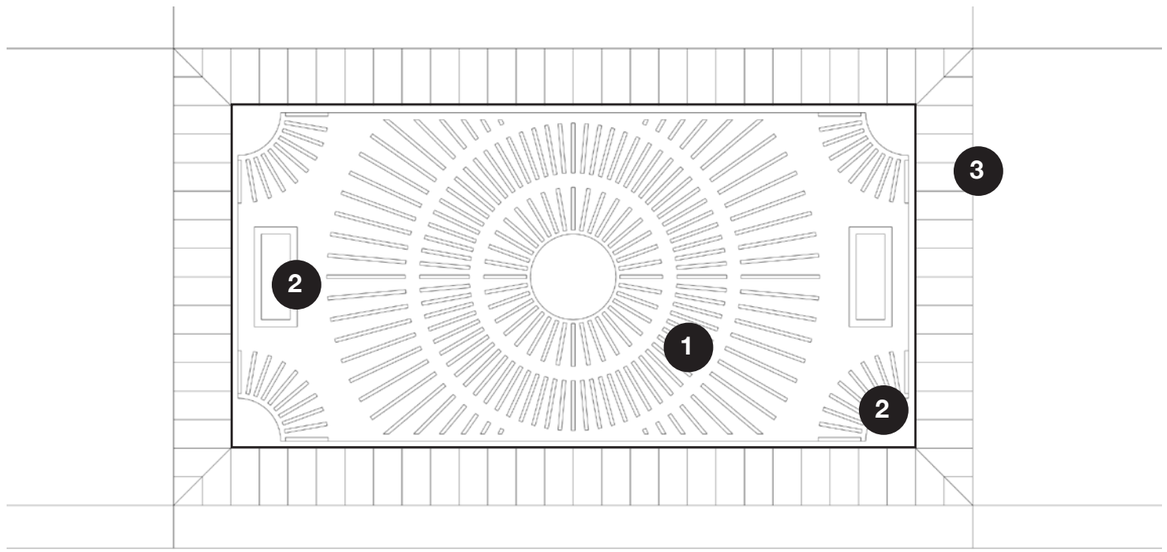
The four intersections surrounding the park are to receive special intersection treatments that are intended to calm traffic speeds, prioritize pedestrian safety and easy of crossing, as well as furthering a distinct public ream identity for Downtown Chesterfield.

1. Intersection to be raised 2”-4” (re: Civil plans), the raised area includes the crosswalks.
2. Raised stamped concrete with herringbone, basketweave, or similar pattern.
3. Banding of stamped, colored concrete.
4. Crosswalks also to be rendered in stamped concrete with herringbone, basket-weave, or similar pattern.
5. Connecting sidewalk areas leading up to intersection to receive accent treatment.

Locations





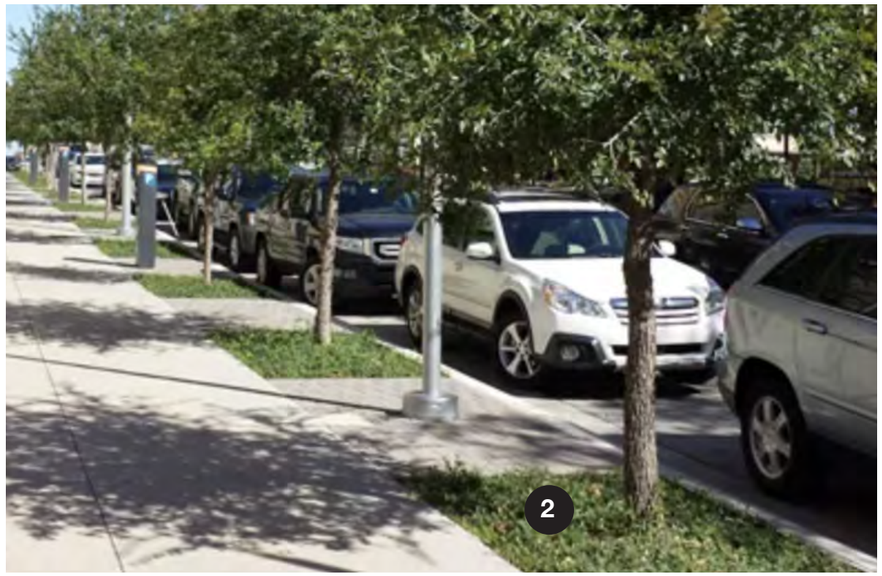


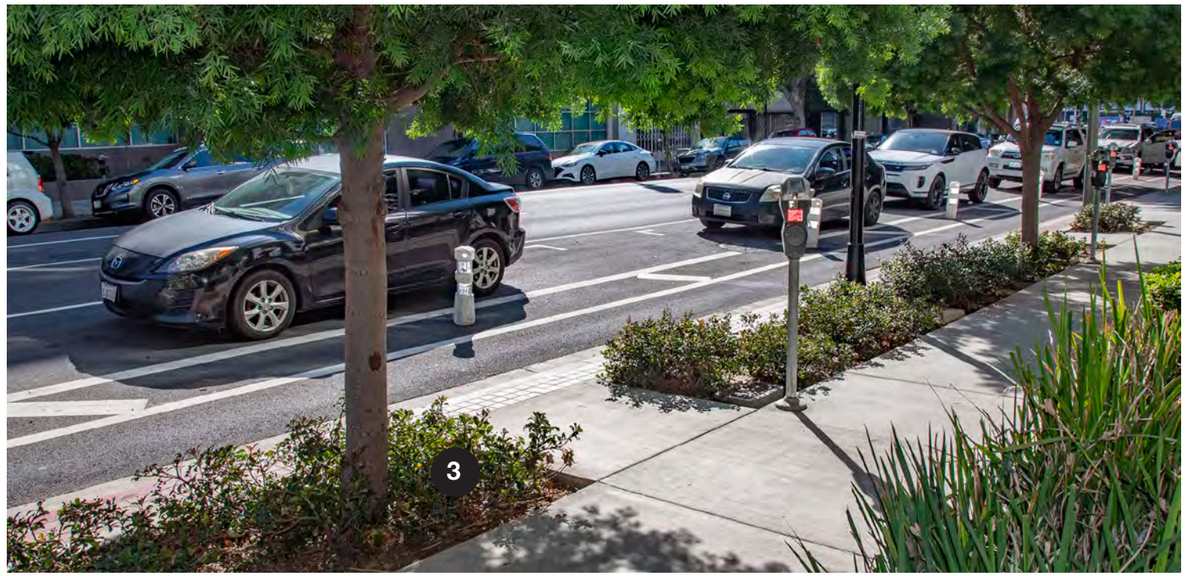
Intent

Street trees around the park and primary retail street will be located within trees grate in the sidewalk zone adjacent to the curb. The width shall be 4’ (parallel to the curb) and typical length shall be 8’, though longer grates are allowable.

The use of grates extends the walkable sidewalk zone, while providing protected, un-compacted, growing volume for the tree’s health.

1. The design should be a basic radial pattern with concentric rings that can be cut away for future trunk growth.
2. Downtown Chesterfield logo or branding may be utilized with the grate pattern.
3. Perimeter of the grate may be accented with sidewalk scoring, pavers, or texture.
4. Weather steel, or cast iron appearance may be used, but all grates within the development are to match





Intent

Street trees in other areas of the development will be located in planting areas in the sidewalk zone adjacent to the curb. The width shall be 4' (parallel to the curb) and typical length shall be 8', though longer areas are allowable.

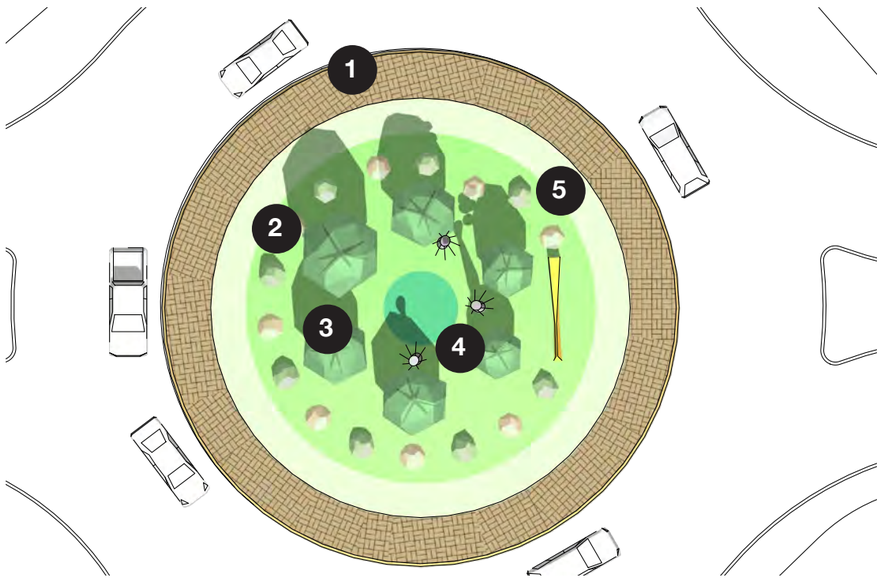
The use of planting areas at areas with lower foot traffic demand allows for more natural character within the development.

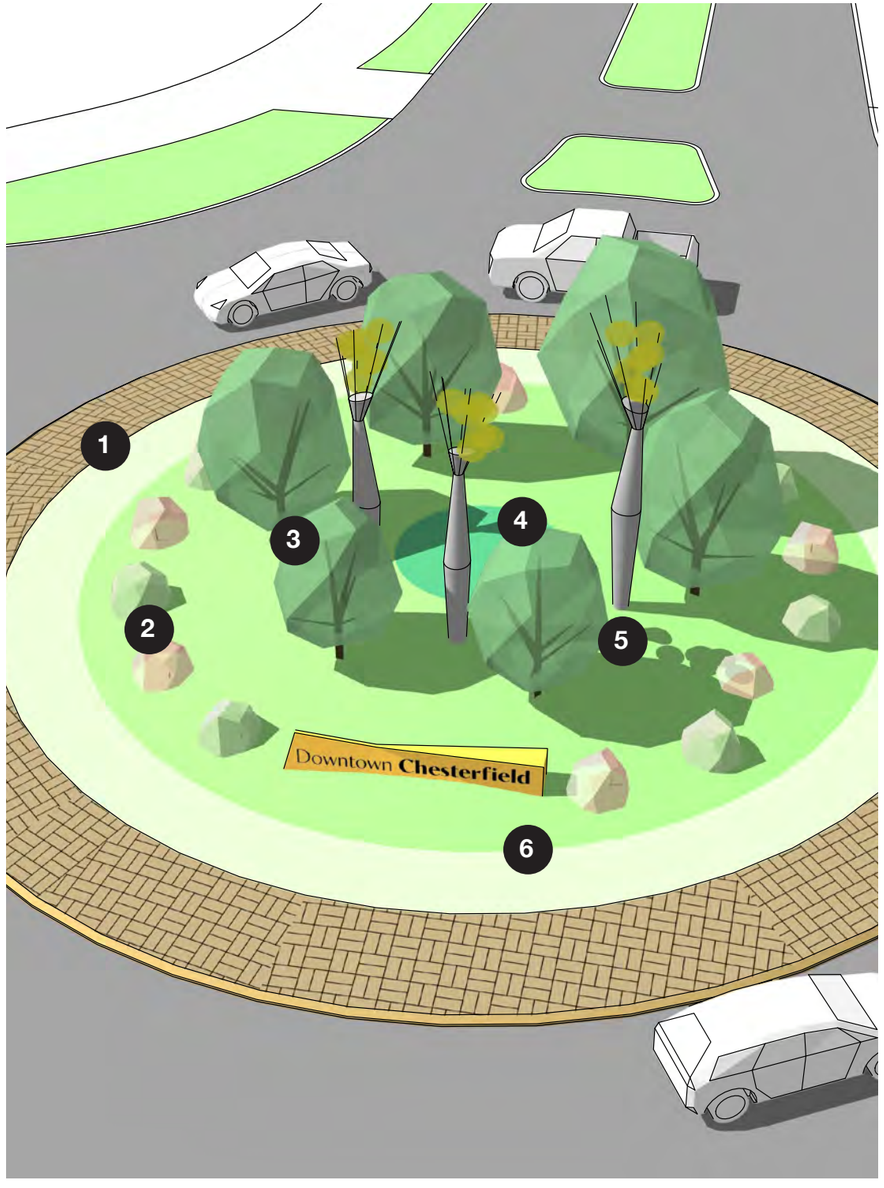
The following materials may be placed in the planting area:

1. Un-dyed, natural mulch including cedar, chips, or shredded varieties. A consistent type should be used through the full project. Tree soil level should be set below the sidewalk level a sufficient distance to capture full mulch depth.
2. Turf, native grasses, or other low ground covers.
3. Tall grasses, shrubs, perennial or native flowers.
4. Perimeter of the planting area may be accented with sidewalk scoring, pavers, or texture.

Special Features

Entry Roundabouts



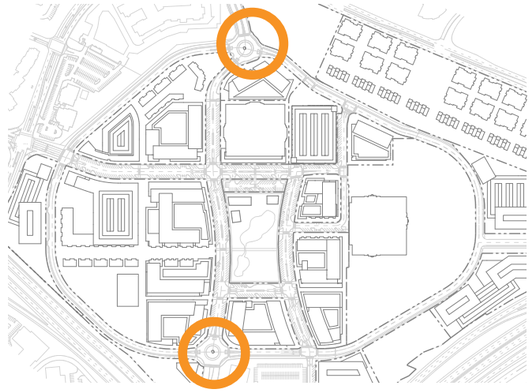


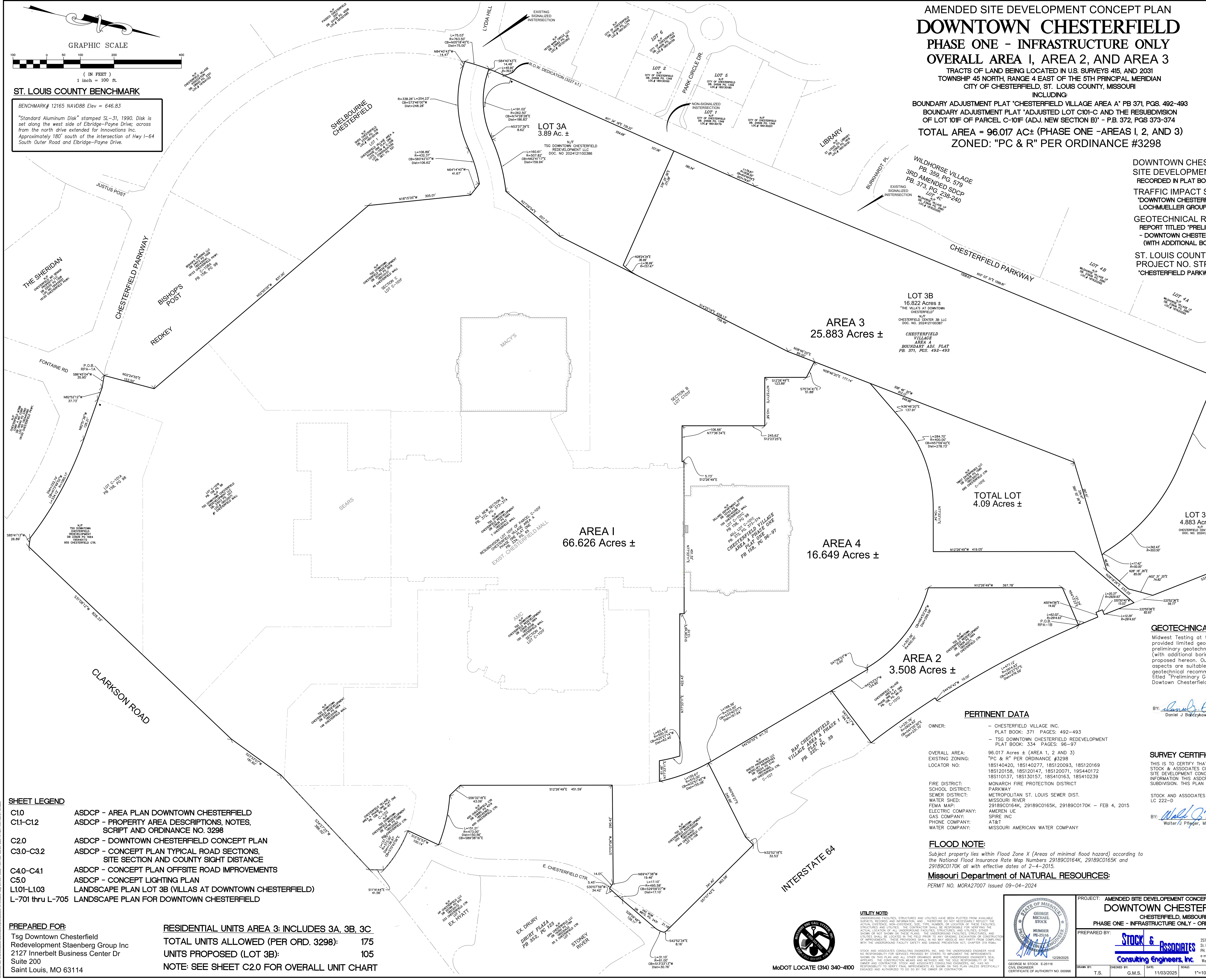
Intent

Downtown Chesterfield Boulevard features two roundabouts to efficiently move traffic, but they also serve as important neighborhood identity and welcoming elements. The roundabout design should reference the greater streetscape design language and should feature slightly elevated quality as the first impression of the neighborhood.

1. Roll-over curb and decorative stamped concrete to match intersections
2. Outer landscape ring, grass and/or low plantings
3. Inner ring, ornamental trees or vertical plantings. Variation in color and structure
4. Central feature composed of water, art sculptures, or monuments.
5. Minimal lighting should be utilized for night time visibility and identity
6. Neighborhood identity signage

Locations





AMENDED SITE DEVELOPMENT CONCEPT PLAN

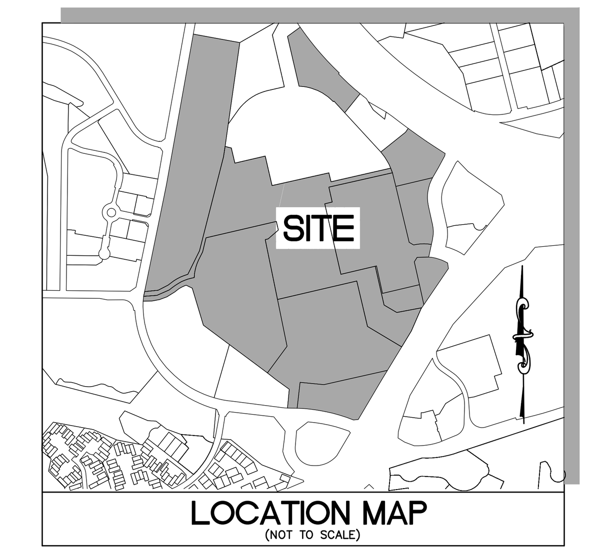
DOWNTOWN CHESTERFIELD

PHASE ONE - INFRASTRUCTURE ONLY

OVERALL AREA I, AREA 2, AND AREA 3

TRACTS OF LAND BEING LOCATED IN U.S. SURVEYS 415, AND 2031
TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI
INCLUDING:
BOUNDARY ADJUSTMENT PLAT "CHESTERFIELD VILLAGE AREA A" PB 371, PGS. 492-493
BOUNDARY ADJUSTMENT PLAT "ADJUSTED LOT C101-C AND THE RESUBDIVISION OF LOT 101F OF PARCEL C-101F (ADJ. NEW SECTION B)" - P.B. 372, PGS 373-374

TOTAL AREA = 96.017 AC± (PHASE ONE -AREAS I, 2, AND 3)
ZONED: "PC & R" PER ORDINANCE #3298



DOWNTOWN CHESTERFIELD
SITE DEVELOPMENT CONCEPT PLAN
RECORDED IN PLAT BOOK 372, PAGES 654-676 ON 12/24/2024

TRAFFIC IMPACT STUDY: PER LOCHMUELLER GROUP
"DOWNTOWN CHESTERFIELD TRAFFIC IMPACT STUDY PREPARED BY LOCHMUELLER GROUP DATED MARCH 17, 2023 REVISED 7/24/23

GEOTECHNICAL REPORT: PER MIDWEST TESTING
REPORT TITLED "PRELIMINARY GEOTECH. EXPLORATION (MT JOB NO. 15518) - DOWNTOWN CHESTERFIELD, CHESTERFIELD, MISSOURI" DATED OCT. 2022 (WITH ADDITIONAL BORING INFO PROVIDED 3/19/2024)

ST. LOUIS COUNTY PROJECT NO. AR-1768 / FEDERAL PROJECT NO. STP-5410(632)
"CHESTERFIELD PARKWAY WEST (SOUTH) RESURFACING PROJECT

ST. LOUIS COUNTY BENCHMARK

BENCHMARK# 12165 NAVD88 Elev = 646.83

"Standard Aluminum Disk" stamped SL-31, 1990. Disk is set along the west side of Elbridge-Payne Drive; across from the north drive extended for Innovations Inc. Approximately 180' south of the intersection of Hwy I-64 South Outer Road and Elbridge-Payne Drive.

GEOTECHNICAL STATEMENT

Midwest Testing at the request of The Staenberg Group (TSG) has provided limited geotechnical services for the project proposed hereon. A preliminary geotechnical exploration was conducted during October 2022 (with additional boring information provided 3/19/2024) for the development proposed hereon. Our preliminary findings indicate that the earth-related aspects are suitable for the developemnt proposed pursuant to the geotechnical recommendations set forth in our October 5, 2022 report titled "Preliminary Geotechnical Exploration (MT Job No. 15518) - Dowtown Chesterfield, Chesterfield, Missouri"

BY: Daniel J Barczykowski, P.E. Principal

STATE OF MISSOURI — DANIEL J. BARCZYKOWSKI — NUMBER E-25861 — 11-3-25 — REGISTERED PROFESSIONAL ENGINEER

PERTINENT DATA

OWNER:	- CHESTERFIELD VILLAGE INC. PLAT BOOK: 371 PAGES: 492-493
	- TSG DOWNTOWN CHESTERFIELD REDEVELOPMENT PLAT BOOK: 334 PAGES: 96-97
OVERALL AREA:	96.017 Acres ± (AREA 1, 2 AND 3)
EXISTING ZONING:	"PC & R" PER ORDINANCE #3298
LOCATOR NO:	18S140420, 18S140277, 18S120093, 18S120169 18S120158, 18S120147, 18S120071, 19S440172 18S110137, 18S130157, 18S410163, 18S410239
FIRE DISTRICT:	MONARCH FIRE PROTECTION DISTRICT
SCHOOL DISTRICT:	PARKWAY
SEWER DISTRICT:	METROPOLITAN ST. LOUIS SEWER DIST.
WATER SHED:	MISSOURI RIVER
FEMA MAP:	29189C0164K, 29189C0165K, 29189C0170K - FEB 4, 2015
ELECTRIC COMPANY:	AMEREN UE
GAS COMPANY:	SPIRE INC
PHONE COMPANY:	AT&T
WATER COMPANY:	MISSOURI AMERICAN WATER COMPANY

SURVEY CERTIFICATION:

THIS IS TO CERTIFY THAT AT THE REQUEST OF TSG DOWNTOWN CHESTERFIELD, STOCK & ASSOCIATES CONSULTING ENGINEERS, INC. HAS PREPARED THIS AMENDED SITE DEVELOPMENT CONCEPT PLAN (ASDCP) FROM AN ACTUAL SURVEY AND RECORD INFORMATION THIS ASDCP PLAN REPRESENTS THE EXISTING AND PROPOSED SUBDIVISION. THIS PLAN DOES NOT CONSTITUTE A PROPERTY BOUNDARY SURVEY.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
LC 222-D

BY: Walter J Pfleger, Missouri P.L.S. No. 2008728

STATE OF MISSOURI — WALTER JOSEPH PFLEGER — 11/03/25 — NUMBER PLS-2008000728 — PROFESSIONAL LAND SURVEYOR

FLOOD NOTE:

Subject property lies within Flood Zone X (Areas of minimal flood hazard) according to the National Flood Insurance Rate Map Numbers 29189C0164K, 29189C0165K and 29189C0170K all with effective dates of 2-4-2015.

Missouri Department of NATURAL RESOURCES:

PERMIT NO. MORA27007 Issued 09-04-2024

SHEET LEGEND

C1.0	ASDCP - AREA PLAN DOWNTOWN CHESTERFIELD
C1.1-C1.2	ASDCP - PROPERTY AREA DESCRIPTIONS, NOTES, SCRIPT AND ORDINANCE NO. 3298
C2.0	ASDCP - DOWNTOWN CHESTERFIELD CONCEPT PLAN
C3.0-C3.2	ASDCP - CONCEPT PLAN TYPICAL ROAD SECTIONS, SITE SECTION AND COUNTY SIGHT DISTANCE
C4.0-C4.1	ASDCP - CONCEPT PLAN OFFSITE ROAD IMPROVEMENTS
C5.0	ASDCP - CONCEPT LIGHTING PLAN
L1.01-L1.03	LANDSCAPE PLAN LOT 3B (VILLAS AT DOWNTOWN CHESTERFIELD)
L-701 thru L-705	LANDSCAPE PLAN FOR DOWNTOWN CHESTERFIELD

PREPARED FOR:

Tsg Downtown Chesterfield
Redevelopment Staenberg Group Inc
2127 Innerbelt Business Center Dr
Suite 200
Saint Louis, MO 63114

RESIDENTIAL UNITS AREA 3: INCLUDES 3A, 3B, 3C

TOTAL UNITS ALLOWED (PER ORD. 3298):	175
UNITS PROPOSED (LOT 3B):	105

NOTE: SEE SHEET C2.0 FOR OVERALL UNIT CHART

UTILITY NOTE:

UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND , THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NON-EXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE FACILITIES, STRUCTURES AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES, EITHER SHOWN OR NOT SHOWN ON THESE PLANS. THE UNDERGROUND FACILITIES, STRUCTURES, AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. AND THE UNDERSIGNED ENGINEER HAVE NO RESPONSIBILITY FOR SERVICES PROVIDED BY OTHERS TO IMPLEMENT THE IMPROVEMENTS SHOWN ON THIS PLAN AND ALL OTHER DRAWINGS WHERE THE UNDERSIGNED ENGINEER'S SEAL APPEARS. THE CONSTRUCTION MEANS AND METHODS ARE THE SOLE RESPONSIBILITY OF THE OWNER AND CONTRACTOR. STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. HAS NO RESPONSIBILITY TO VERIFY FINAL IMPROVEMENTS AS SHOWN ON THIS PLAN UNLESS SPECIFICALLY ENGAGED AND AUTHORIZED TO DO SO BY THE OWNER OR CONTRACTOR.

STATE OF MISSOURI — GEORGE MICHAEL STOCK — NUMBER PE-25116 — PROFESSIONAL ENGINEER — 12/29/2025
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

REVISIONS:	
1-12/29/2025 PER COMMENTS	

PROJECT: AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR:
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

M.S.D. P #: -	BASE MAP #: 18S, 19S
S.L.C. H&T #: 8304	H&T S.U.P. #: -
M.D.N.R. #: Permit No. MORA27007	

SHEET TITLE: ASDCP - AREA PLAN DOWNTOWN CHESTERFIELD
SHEET NO.: C1.0

DRAWING FILE: O:\DRAW6200\2186255\6255.5\amendedSDCP\C1.0-ASDCP.dwg LAYOUT: Model PLOTTED: Dec 29, 2025 - 3:11pm PLOTTED BY: tim.stock

AREA 1 DESCRIPTION

Beginning at the southeastern corner of Lot C-108 of Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, said point also being located on the northern right-of-way line of West Chesterfield Parkway, variable width; thence along the eastern line of said lot C-108, North 02 degrees 24 minutes 55 seconds East, 153.50 feet to the northeastern corner thereof, thence along the northeastern lines of said Lot C108 and Lot 1 of the Chesterfield Village Area "A" Phase One Plat One Lots C109 and C208 Lot Consolidation Plat, a subdivision according to the plat thereof as recorded in Plat Book 367, Page 521 of above said records, the following courses and distances: North 52 degrees 55 minutes 05 seconds West, 837.00 feet; North 18 degrees 15 minutes 05 seconds West, 305.01 feet and North 64 degrees 14 minutes 40 seconds West, 41.67 feet to the beginning of a non-tangent curve to the left having a radius of 432.37 feet; thence along said curve with an arc length of 106.89 feet and a chord which bears South 60 degrees 42 minutes 07 seconds West, 106.62 feet to the beginning of a non-tangent curve to the right having a radius of 338.26 feet an arc length of 254.23 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 248.28 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a curve to the right having a radius of 763.50 feet; thence along said curve with an arc length of 75.03 feet and a chord which bears North 05 degrees 18 minutes 40 seconds East, 75.00 feet to the southwest corner of Lot C110 of Chesterfield Village Area A Phase 1 Plat 2 according to the plat thereof as recorded in Plat Book 166, Page 84 of above said records, thence along southern and eastern lines of said Chesterfield Village Area A Phase 1 Plat 2 the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.48 feet to a non-tangent curve to the left having a radius of 262.50 feet, an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 37 minutes 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet, an arc length of 160.61 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 85.00 feet to the northmost corner of New Section B of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One, Plat Book 334, Pages 65 and 65A; thence along the northern and eastern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet and North 77 degrees 33 minutes 11 seconds East, 143.58 feet; thence departing the southern line of said New Section B the following courses and distances: South 12 degrees 23 minutes 25 seconds East, 245.62 feet; North 77 degrees 36 minutes 34 seconds East, 106.66 feet and North 12 degrees 26 minutes 49 seconds West, 5.73 feet to the northern line of above said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds East, 451.32 feet and South 12 degrees 26 minutes 49 seconds East, 13.15 feet; thence departing the western line of said New Section B the following: North 77 degrees 33 minutes 11 seconds East, 422.43 feet to the beginning of a non-tangential curve to the right having a radius of 500.16 feet; along said curve with an arc length of 62.49 feet and a chord which beard South 25 degrees 27 minutes 14 seconds East, 62.45 feet to its intersection with the north line of said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds East, 61.46 feet and to a point on a non-tangent curve to the left having a radius of 515.00 feet, said point also being located on the west line of Lot C 106 of above said Chesterfield Village A Phase One Plat One; thence along said curve with an arc length of 155.67 feet and a chord which bears North 32 degrees 57 minutes 40 seconds West, 155.08 feet to the western most corner of said Lot C 106; thence along the northwestern lines of said Lot C 106 the following: North 50 degrees 55 minutes 27 seconds East, 245.99 feet and North 32 degrees 52 minutes 18 seconds East, 32.53 feet to its intersection with the southern right-of way line of Chesterfield Airport Road, variable width; thence along said right-of-way line South 57 degrees 07 minutes 42 seconds East, 341.40 feet to the northwest corner of that part of Chesterfield Center vacated by City of Chesterfield Ordinance Number 511, and recorded in Book 8872, Page 2431 of above said records; thence along the north, east and south lines of said vacation the following courses and distances: continuing Southeasterly along said line, South 57 degrees 07 minutes 42 seconds East, 21.18 feet; South 42 degrees 52 minutes 34 seconds East, 8.16 feet to the beginning of a non-tangent curve to the right having a radius of 61.00 feet, an arc length of 31.10 feet and a chord which bears South 13 degrees 33 minutes 13 seconds West, 30.76 feet; South 28 degrees 09 minutes 48 seconds West, 126.11 feet to the beginning of a curve to the right having a radius of 495.58 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; South 30 degrees 07 minutes 59 seconds West, 34.42 feet and North 69 degrees 47 minutes 38 seconds West, 19.46 feet to the eastern most corner of above said Lot C 106; thence along the southern line of said Lot C 106, South 77 degrees 7 minutes 6 seconds West, 290.42 feet; to the east line of New Section A of Lot C101F of above said Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One; thence along said east lines of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet to the beginning of a non-tangent curve to the right having a radius of 473.00 feet, and along said curve with an arc length of 151.21 feet and a chord which bears South 89 degrees 38 minutes 16 seconds East, 150.56 feet; thence crossing Chesterfield Center Drive; South 12 degrees 32 minutes 53 seconds West, 100.14 feet to the north line of Lot C 102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the right having a radius of 373.00 feet; thence along said north line and last said curve with an arc length of 137.75 feet and a chord which bears South 70 degrees 43 minutes 56 seconds East, 136.97 feet; thence South 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clarkson Road, variable width thence along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 386.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet; South 31 degrees 8 minutes 12 seconds West, 828.33 feet and South 85 degrees 41 minutes 13 seconds West, 26.89 feet to the northern right-of-way line of above said West Chesterfield Parkway, said point also being located on a curve to the left having a radius of 1,060.17 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 334.12 feet and a chord which bears North 73 degrees 49 minutes 52 seconds West, 332.74 feet; North 82 degrees 51 minutes 36 seconds West, 126.21 feet; North 82 degrees 52 minutes 12 seconds West, 37.73 feet and South 86 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING. Rev 4/17/23

Containing 2,902,238 square feet or 66.626 acres, more or less.

AREA 2 DESCRIPTION

A tract of land being Lot C101D of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101D, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width, said point also being located on a curve to the left having a radius of 2,914.93 feet; thence along said right-of-way line the following courses and distances: southeasterly along said curve with an arc length of 477.12 feet and a chord which bears South 40 degrees 27 minutes 57 seconds East, 476.59 feet; South 44 degrees 50 minutes 42 seconds West, 10.00 feet; to the beginning of a curve to the left having a radius of 2,924.93 feet an arc length of 231.79 feet and a chord which bears South 47 degrees 25 minutes 30 seconds East, 231.70 feet to the southeast corner of above said Lot C101D; thence along the southeastern line of said Lot C101D, South 40 degrees 18 minutes 17 seconds West, 194.14 feet to the west line of said Lot C101D; thence along said west line the following courses and distances: North 42 degrees 53 minutes 57 seconds West, a distance of 124.85 feet; South 47 degrees 06 minutes 03 seconds West, 5.00 feet; to the beginning of a non-tangent curve to the left having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears North 64 degrees 53 minutes 28 seconds West, 299.58 feet; to the southwest corner of said Lot C101D; thence along the western lines of said Lot C101D the following: North 12 degrees 26 minutes 49 seconds West, 397.78 feet and North 54 degrees 13 minutes 23 seconds East, 121.24 feet to the POINT OF BEGINNING.

Containing 152,812 square feet or 3.508 acres, more or less.

AREA 3 DESCRIPTION

Tracts of land being Lots C110, C111, C112, and C113 of Chesterfield Village Area A Phase One Plat Two as recorded in Plat Book 166, Page 84; and Part of Us. Survey 415, as described in Book 10308, Page 1461 both of the St. Louis County Records, located in U.S. Surveys 415 and 2022, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the southwestern corner of above said Lot C110, said point also being located on the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, Said point also being located on a non-tangent curve to the right having a radius of 763.50 feet, thence along said right-of-way line the following courses and distances: along said curve with an arc length of 45.90 feet and a chord which bears North 10 degrees 04 minutes 33 seconds East, 45.90 feet; North 11 degrees 34 minutes 17 seconds East, 735.22 feet to the beginning of a curve to the left having a radius of 3,036.50 feet; along said curve with an arc length of 79.87 feet and a chord which bears North 10 degrees 49 minutes 04 seconds East 79.87 feet; North 10 degrees 03 minutes 51 seconds East, 1,599.81 feet to the beginning of a non-tangent curve to the right having a radius of 1,113.50 feet and a chord which bears North 17 degrees 03 minutes 36 seconds East, 269.98 feet and North 71 degrees 18 minutes 34 seconds East, 135.85 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width; thence along said right-of-way line the following: South 69 degrees 05 minutes 13 seconds East, 32.21 feet and South 59 degrees 27 minutes 09 seconds East, 11.64 feet to the northwest corner of a tract of land as conveyed to First Baptist Church, by instrument recorded in Book 5232, Page 199 of above said records, thence along the west, south and eastern lines of said Church tract the following courses and distances: South 34 degrees 10 minutes 41 seconds West, 180.51 feet; South 55 degrees 53 minutes 58 seconds East, 137.63 feet; North 34 degrees 59 minutes 13 seconds East, 43.04 feet; North 15 degrees 05 minutes 30 seconds East, 47.83 feet and North 27 degrees 03 minutes 38 seconds East, 17.67 feet and North 35 degrees 05 minutes 17 seconds East, 82.29 feet to the southern right-of-way line of above said Chesterfield Airport Road; thence along said right-of-way line the following: South 59 degrees 27 minutes 09 seconds East, 84.03 feet and South 33 degrees 54 minutes 11 seconds East, 408.23 feet to the easternmost corner of above said Lot C111; thence along the eastern and southern lines of said Chesterfield Village A Phase One Plat Two the following courses and distances: South 02 degrees 31 minutes 25 seconds West, 74.82 feet; South 28 degrees 18 minutes 26 seconds West, 85.00 feet; South 60 degrees 52 minutes 24 seconds West, 334.47 feet; South 08 degrees 46 minutes 20 seconds West, 912.12 feet; South 14 degrees 25 minutes 19 seconds West, a distance of 758.46 feet; South 27 degrees 29 minutes 54 seconds West, 207.73 feet to the beginning of a non-tangent curve to the left having a radius of 507.82 feet; along said curve with an arc length of 160.61 feet and a chord which bears South 62 degrees 41 minutes 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 39 seconds West, a distance of 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 262.50 feet; along said curve with an arc length of 191.02 feet and a chord which bears South 74 degrees 28 minutes 28 seconds West, 186.83 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING.

Containing 1,127,465 square feet or 25.883 acres more or less.

AREA 4 DESCRIPTION (NOT INCLUDED IN PHASE ONE SDCP)

A tract of land being Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width,; thence along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.93 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 degrees 50 minutes 01 second West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 47 seconds East, 20.37 feet; North 55 degrees 44 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of Lot C101D of above said Chesterfield Village A Phase One Plat One; thence along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 64 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots C106 & C107 of Chesterfield Village A Phase One Plat One. as recorded in Plat Book 225, Page 39 of above said records; thence along the west lines of said Lot C107 and C106 , the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 168.39 feet and a chord which bears South 33 degrees 40 minutes 07 seconds East, 167.64 feet to the south line of said Lot C101C,; thence along said south line, South 77 degrees 33 minutes 11 seconds West, 61.46 fee a non-tangent curve to the left having a radius of 500.16 feet; then departing said south line along last said curve with an arc length of 62.49 feet and a chord which bears North 25 degrees 27 minutes 14 seconds West, 62.45 feet; thence South 77 degrees 33 minutes 11 seconds West, 422.43 feet to the east line of said Lot C101C; thence along the east and south lines of said Lot C101C, the following: North 12 degrees 26 minutes 49 seconds West, 13.15 feet and South 77 degrees 33 minutes 11 seconds West, 451.32 feet; thence departing said south line the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 5.73 feet; South 77 degrees 36 minutes 34 seconds West, 106.66 feet and North 12 degrees 23 minutes 25 seconds West, a distance of 245.62 feet to its intersection with the south line of said Lot C101C; thence along the southern and western lines of said Lot C101C the following: South 77 degrees 33 minutes 11 seconds West, 143.58 feet; North 12 degrees 26 minutes 49 seconds West, 123.89 feet and North 75 degrees 34 minutes 41 seconds West, 51.88 feet to the west line of said Lot C101C; thence along said west line, North 08 degrees 46 minutes 20 seconds East, 177.14 feet to the south line of Lot C101E of Chesterfield Village A Phase One Plat One; thence along the northern and eastern lines of said Lot C101E the following courses and distances: North 36 degrees 46 minutes 20 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 284.70 feet and a chord which bears North 57 degrees 09 minutes 42 seconds East, 278.73 feet; North 77 degrees 33 minutes 11 seconds East, 134.34 feet; North 12 degrees 26 minutes 49 seconds West, 419.05 feet and North 28 degrees 18 minutes 26 seconds East, 233.25 feet to the POINT OF BEGINNING.

Containing 726,544 square feet or 16.679 acres, more or less.

GENERAL NOTES

1. BOUNDARY AND TOPOGRAPHICAL SURVEY BY STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.(BASIS OF BEARINGS: MISSOURI STATE PLANE, GRID NORTH)
2. ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH THE ST. LOUIS COUNTY, MSD AND CITY OF CHESTERFIELD STANDARDS.
3. ALL UTILITIES SHOWN HAVE BEEN LOCATED BY THE ENGINEER FROM AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR HAS THE RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES, PRIOR TO CONSTRUCTION, TO HAVE EXISTING UTILITIES FIELD LOCATED. SHOULD ANY CONFLICTS BE EVIDENT, THE CONTRACTOR SHALL NOTIFY THE OFFICE OF THE ENGINEER IMMEDIATELY.
4. ARCHITECTURAL ELEVATIONS, SITE LANDSCAPING PLANS, SITE LIGHTING PLANS AND SITE SIGNAGE PLANS SHALL BE SUBMITTED TO THE CITY OF CHESTERFIELD AS INDIVIDUAL LOTS ARE DEVELOPED ON THEIR SITE DEVELOPMENT SECTION PLAN.
7. ASDCP AND SITE DEVELOPMENT SECTION PLANS SHALL BE IN ACCORDANCE WITH RECOMMENDATIONS AS OUTLINED IN THE "REVISED PRELIMINARY GEOTECHNICAL EXPLORATION" PREPARED BY MIDWEST TESTING (MT JOB NO. 14938), DATED APRIL 7, 2020.
6. ON-SITE STORM WATER DRAINAGE REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE SECTION 31-04-12, STORMWATER STANDARDS, IN THE UNIFIED DEVELOPMENT CODE.
7. OFF-SITE GRADING EASEMENTS, IF REQUIRED, SHALL BE EXECUTED AND RECORDED PRIOR TO THE COMMENCEMENT OF ANY OFF-SITE GRADING.
8. CROSS-ACCESS EASEMENTS WHERE REQUIRED, SHALL BE EXECUTED AND RECORDED AS INDIVIDUAL LOTS ARE DEVELOPED.
9. PRIOR TO SPECIAL USE PERMIT ISSUANCE BY THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR A SPECIAL ESCROW SUPPORTED BY AN IRREVOCABLE LINE OF CREDIT, MUST BE ESTABLISHED WITH THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC TO GUARANTEE COMPLETION OF THE REQUIRED ROADWAY IMPROVEMENTS.
10. ALL PROPOSED IMPROVEMENTS WITHIN THE ST. LOUIS COUNTY RIGHT-OF-WAY SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
11. TREE PRESERVATION AND LANDSCAPING SHALL BE IN ACCORDANCE WITH SECTION 31-04-02, TREE PRESERVATION AND LANDSCAPE REQUIREMENTS, IN THE UNIFIED DEVELOPMENT CODE.
12. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY AND THE CITY OF CHESTERFIELD STANDARDS.
13. APPROVAL OF THIS PLAN DOES NOT CONSTITUTE APPROVAL OF SIGNAGE. SIGN APPROVAL IS A SEPARATE PROCESS.
14. NO SLOPES WITHIN SAINT LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
15. STORM WATER SHALL BE DISCHARGED AS DIRECTED BY THE CITY OF CHESTERFIELD. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
16. A CERTIFICATE OF THE ACTUAL ELEVATION OF THE CONSTRUCTED FLOOR WILL BE REQUIRED PRIOR TO OCCUPANCY OF EACH BUILDING, FOR WHICH A FLOODPLAIN DEVELOPMENT PERMIT IS USSUED.
17. INSTALLATION OF LANDSCAPING AND ORNAMENTAL ENTRANCE MONUMENT OR IDENTIFICATION SIGNAGE CONSTRUCTION SHALL BE REVIEWED BY THE CITY OF CHESTERFIELD AND ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC FOR SIGHT DISTANCE CONSIDERATION AND APPROVED PRIOR TO INSTALLATION OR CONSTRUCTION.
18. THE DEVELOPER IS ADVISED THAT UTILITY COMPANIES WILL REQUIRE COMPENSATION FOR RELOCATION OF THEIR FACILITIES WITHIN PUBLIC RIGHT-OF-WAY. UTILITY RELOCATION COST SHALL NOT BE CONSIDERED AS AN ALLOWABLE CREDIT AGAINST THE PETITIONER'S TRAFFIC GENERATION ASSESSMENT CONTRIBUTIONS. THE DEVELOPER SHOULD ALSO BE AWARE OF EXTENSIVE DELAYS IN UTILITY COMPANY RELOCATION AND ADJUSTMENTS. SUCH DELAYS WILL NOT CONSTITUTE A CAUSE TO ALLOW OCCUPANCY PRIOR TO COMPLETION OF ROAD IMPROVEMENTS.
19. ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
20. NO VERTICAL BUILDING PERMITS WILL BE ISSUED UNTIL A REDESIGNED "GRAND STAIRCASE" IS SUBMITTED AND APPROVED BY THE CITY OF CHESTERFIELD.

ST. LOUIS COUNTY STANDARD NOTES

1. ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
2. NO SLOPES WITHIN ST. LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
3. STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
4. ALL PROPOSED ACCESS TO ST. LOUIS COUNTY ROADS SHALL MEET MINIMUM ST. LOUIS COUNTY SIGHT DISTANCE REQUIREMENTS.
5. ALL SIDEWALKS AND ASSOCIATED ACCESSIBILITY IMPROVEMENTS WITHIN RIGHT-OF-WAY SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY ADA STANDARDS.
6. A SIGNED/SEALED NOTE SHALL BE ADDED TO THE CONSTRUCTION PLANS INDICATING THAT THE UNIMPROVED EXISTING SIDEWALK/PEDESTRIAN PATH ALONG THE PROJECT FRONTAGE MEETS CURRENT ST. LOUIS COUNTY ADA STANDARDS.
7. ALL GRADING AND DRAINAGE SHALL BE IN CONFORMANCE WITH ST. LOUIS COUNTY AND MSD STANDARDS.
8. ALL HYDRANTS, POWER POLES OR OTHER POTENTIAL OBSTRUCTIONS WITHIN THE ST. LOUIS COUNTY ROAD RIGHT-OF-WAY SHALL HAVE A MINIMUM TWO (2) FOOT SETBACK FROM FACE OF CURB OR EDGE OF PAVEMENT, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
9. ANY ENTITY THAT PERFORMS WORK ON ST. LOUIS COUNTY MAINTAINED PROPERTY SHALL PROVIDE THE COUNTY WITH A CERTIFICATE OF INSURANCE EVIDENCING GENERAL LIABILITY COVERAGE (BODILY INJURY AND PROPERTY DAMAGE) IN THE AMOUNTS SPECIFIED AS THE LIMITS OF LIABILITY SET BY THE STATE FOR PUBLIC ENTITIES. SUCH CERTIFICATE SHALL INCLUDE ST. LOUIS COUNTY AS AN ADDITIONAL INSURED AND SHALL BE PROVIDED PRIOR TO THE ISSUANCE OF ANY PERMIT. CERTIFICATE SHALL PROVIDE FOR A 30 DAY POLICY CANCELLATION NOTICE TO ST. LOUIS COUNTY. UPON REQUEST, THE COUNTY WILL PROVIDE THE SPECIFIC AMOUNTS FOR BOTH PER PERSON AND PER OCCURRENCE LIMITS.
10. PRIOR TO SPECIAL USE PERMIT ISSUANCE BY THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC, A SPECIAL CASH ESCROW OR A SPECIAL ESCROW SUPPORTED BY AN IRREVOCABLE LETTER OF CREDIT, MAY BE REQUIRED TO BE ESTABLISHED WITH THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC TO GUARANTEE COMPLETION OF THE REQUIRED ROADWAY IMPROVEMENTS.
11. CONTINUOUS PEDESTRIAN ACCESS SHALL BE PROVIDED DURING THE CONSTRUCTION PROCESS. PRIOR TO THE START OF CONSTRUCTION, ADEQUATE PEDESTRIAN ACCESS AROUND THE SITE SHALL BE PROVIDED AND VERIFIED. NO EXISTING SIDEWALK SHALL BE REMOVED WITHOUT PROVIDING ADEQUATE PEDESTRIAN FACILITIES AND ROUTES DURING CONSTRUCTION ACTIVITIES.

TSG Downtown Chesterfield Redevelopment Stoenberg Group, LLC, the owner of the property shown on this plan for and in consideration of being granted a permit to develop property under the provisions of Chapter. _____ (applicable subsection) "PC&R" - Planned Commercial & Residence (present zoning) of the City of Chesterfield Ordinance No. 3298, do hereby agree and declare that said property from the date of recording this plan shall be developed only as shown thereon, unless said plan is amended by the Planning Commision, or voided or vacated by order of ordinance of the City of Chesterfield Council.

TSG Downtown Chesterfield Redevelopment

by: _____

STATE OF MISSOURI)
) SS.
COUNTY OF ST. LOUIS)

On this _____ day of _____, 202__, before me personally appeared _____, who being by me duly sworn, did say he is the _____ of _____, and that said _____ instrument was signed on behalf of said limited liability company, and that said _____ acknowledged said instrument to be the free act and deed of said limited liability company.

IN WITNESS WHEREOF, I have signed and sealed the foregoing the day and year first above written.

_____
Notary Public

_____
Print Name

My commission expires: _____

Chesterfield Center 3B, LLC, the owner of the property shown on this plan for and in consideration of being granted a permit to develop property under the provisions of Chapter. _____ (applicable subsection) "PC&R" - Planned Commercial & Residence (present zoning) of the City of Chesterfield Ordinance No. 3298, do hereby agree and declare that said property from the date of recording this plan shall be developed only as shown thereon, unless said plan is amended by the Planning Commision, or voided or vacated by order of ordinance of the City of Chesterfield Council.

Chesterfield Center 3B, LLC

by: _____

STATE OF MISSOURI)
) SS.
COUNTY OF ST. LOUIS)

On this _____ day of _____, 202__, before me personally appeared _____, who being by me duly sworn, did say he is the _____ of _____, and that said _____ instrument was signed on behalf of said limited liability company, and that said _____ acknowledged said instrument to be the free act and deed of said limited liability company.

IN WITNESS WHEREOF, I have signed and sealed the foregoing the day and year first above written.

_____
Notary Public

_____
Print Name

My commission expires: _____

Chesterfield Center 3C, LLC, the owner of the property shown on this plan for and in consideration of being granted a permit to develop property under the provisions of Chapter. _____ (applicable subsection) "PC&R" - Planned Commercial & Residence (present zoning) of the City of Chesterfield Ordinance No. 3298, do hereby agree and declare that said property from the date of recording this plan shall be developed only as shown thereon, unless said plan is amended by the Planning Commision, or voided or vacated by order of ordinance of the City of Chesterfield Council.

Chesterfield Center 3C, LLC

by: _____

STATE OF MISSOURI)
) SS.
COUNTY OF ST. LOUIS)

On this _____ day of _____, 202__, before me personally appeared _____, who being by me duly sworn, did say he is the _____ of _____, and that said _____ instrument was signed on behalf of said limited liability company, and that said _____ acknowledged said instrument to be the free act and deed of said limited liability company.

IN WITNESS WHEREOF, I have signed and sealed the foregoing the day and year first above written.

_____
Notary Public

_____
Print Name

My commission expires: _____

This Amended Site Development Concept Plan was approved by the City of Chesterfield City Council and duly verified on the _____ day of _____ 202__, by the Chairperson of said Commission, authorizing the recording of this Amended Site Development Concept Plan pursuant to Chesterfield Ordinance No. 200, as attested to by the Director of Planning and the City Clerk.

By: _____
Justin Wyse, Director of Planning

By: _____
Vickie McGownd, City Clerk

REVISIONS:	
1-12/29/2025 PER COMMENTS	

STATE OF MISSOURI — GEORGE MICHAEL STOCK — NUMBER PE-25116 — PROFESSIONAL ENGINEER

12/29/2025

GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

PROJECT: AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

M.S.D. P #: -	BASE MAP #: 18S, 19S
S.L.C. H&T #: 8304	H&T S.U.P. #:
M.D.N.R. #: Permit No. MORA27007	

PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

SHEET TITLE: ASDCP - PROPERTY AREA DESCRIPTIONS, NOTES AND SCRIPT

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

SHEET NO.: C1.1

BILL NO. 3505 **ORDINANCE NO.** 3298

AN ORDINANCE AMENDING CITY OF CHESTERFIELD ORDINANCE 3255 TO ADD AN ADDITIONAL 16.679-ACRES OF LAND ZONED "C-8" PLANNED COMMERCIAL TO AN EXISTING 96.017-ACRES OF LAND ZONED "PC&R" PLANNED COMMERCIAL AND RESIDENTIAL DISTRICT LOCATED SOUTH OF INTERSTATE 64, WEST OF CLARKSON ROAD, AND EAST OF CHESTERFIELD PARKWAY.

WHEREAS, the petitioner, the City of Chesterfield, is requesting an ordinance amendment to add an additional 16.679-acres of land zoned "C-8" Planned Commercial to an existing 96.017-acres of land zoned "PC&R" Planned Commercial and Residential District; and,

WHEREAS, a Public Hearing was held before the Planning Commission on April 8th, 2024; and,

WHEREAS, the Planning Commission having considered said request, recommended approval of the ordinance amendment; and,

WHEREAS, the Planning and Public Works Committee, having considered the request, recommended approval of the ordinance amendment; and,

WHEREAS, the City Council, having considered said request, voted to approve the ordinance amendment.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

Section 1. City of Chesterfield Unified Development Code and the Official Zoning District Map, which are part thereof, are hereby amended by establishing a "PC&R" Planned Commercial and Residential District for 112.696 acres of land located south of Interstate 64, west of Clarkson Road, and east of Chesterfield Parkway and described as follows:

AREA 1

Beginning at the southeastern corner of Lot C-108 of Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, said point also being located on the northern right-of-way line of West Chesterfield Parkway, variable width; thence along the eastern line of said lot C-108, North 02 degrees 24 minutes 55 seconds East, 153.50 feet to the northeastern corner thereof, thence along the northeastern lines of said Lot C108 and Lot 1 of the Chesterfield Village Area "A" Phase One Plat One Lots C109 and C208 Lot Consolidation Plat, a subdivision according to the plat thereof as recorded in Plat Book 367, Page 521 of above said records, the following courses and distances: North 52 degrees 55 minutes 05 seconds West, 837.00 feet; North 18 degrees 15 minutes 05 seconds West, 305.01 feet and North 64 degrees 14 minutes 40 seconds West, 41.67 feet to the beginning of a non-tangent curve to the left having a radius of 432.37 feet; thence along said curve with an arc length of 106.89 feet and a chord which bears South 60 degrees 42 minutes 07 seconds West, 106.62 feet to the beginning of a non-tangent curve to the right having a radius of 338.26 feet an arc length of 254.23 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 248.28 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a curve to the right having a radius of 763.50 feet; thence along said curve with an arc length of 75.03 feet and a chord which bears North 05 degrees 18 minutes 40 seconds East, 75.00 feet to the southwest corner of Lot C110 of Chesterfield Village Area A Phase 1 Plat 2 according to the plat thereof as recorded in Plat Book 166, Page 84 of above said records, thence along southern and eastern lines of said Chesterfield Village Area A Phase 1 Plat 2 the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.48 feet to a non-tangent curve to the left having a radius of 262.50 feet, an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 37 minutes 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet, an arc length of 160.61 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 85.00 feet to the northmost corner of New Section B of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One, Plat Book 334, Pages 65 and 65A; thence along the northern and eastern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet and North 77 degrees 33 minutes 11 seconds East, 143.58 feet; thence departing the southern line of said New Section B the following courses and distances: South 12 degrees 23 minutes 25 seconds East, 245.62 feet; North 77 degrees 36 minutes 34 seconds East, 106.66 feet and North 12 degrees 26 minutes 49 seconds West, 5.73 feet to the northern line of above said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds East, 451.32 feet and South 12 degrees 26 minutes 49 seconds East, 13.15 feet; thence departing the western line of said New Section B the following: North 77 degrees 33 minutes 11 seconds East, 422.43 feet to the beginning of a non-tangential curve to the right having a radius of 500.16 feet; along said curve with an arc length of 62.49 feet and a chord which beard South 25 degrees 27 minutes 14 seconds East, 62.45 fee to its intersection with the north line of said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds East, 61.46 feet and to a point on a non-tangent curve to the left having a radius of 515.00 feet, said point also being located on the west line of Lot C 106 of above said Chesterfield Village A Phase One Plat One; thence along said curve with an arc length of 155.67 feet and a chord which bears North 32 degrees 57 minutes 40 seconds West, 155.08 feet to the western most corner of said Lot C 106; thence along the northwestern lines of said Lot C 106 the following: North 50 degrees 55 minutes 27 seconds East, 245.99 feet and North 32 degrees 52 minutes 18 seconds East, 32.53 feet to its intersection with the southern right-of way line of Chesterfield Airport Road, variable width; thence along said right-of-way line South 57 degrees 07 minutes 42 seconds East, 341.40 feet to the northwest corner of that part of Chesterfield Center vacated by City of Chesterfield Ordinance Number 511, and recorded in Book 8872, Page 2431 of above said records; thence along the north, east and south lines of said vacation the following courses and distances: continuing Southeasterly along said line, South 57 degrees 07 minutes 42 seconds East, 21.18 feet; South 42 degrees 52 minutes 34 seconds East, 8.16 feet to the beginning of a non-tangent curve to the right having a radius of 61.00 feet, an arc length of 31.10 feet and a chord which bears South 13 degrees 33 minutes 13 seconds West, 30.76 feet; South 28 degrees 09 minutes 48 seconds West, 126.11 feet to the beginning of a curve to the right having a radius of 495.58 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; South 30 degrees 07 minutes 59 seconds West, 34.42 feet and North 69 degrees 47 minutes 38 seconds West, 19.46 feet to the eastern most corner of above said Lot C 106; thence along the southern line of said Lot C 106, South 77 degrees 7 minutes 6 seconds West, 290.42 feet; to the east line of New Section A of Lot C101F of above said Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One; thence along said east lines of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet top the beginning of a non- tangent curve to the right having a radius of 473.00 feet, and along said curve with an arc length of 151.21 feet and a chord which bears South 89 degrees 38 minutes 16 seconds East, 150.56 feet; thence crossing Chesterfield Center Drive; South 12 degrees 32 minutes 53 seconds West, 100.14 feet to the north line of Lot C 102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the right having a radius of 373.00 feet; thence along said north line and last said curve with an arc length of 137.75 feet and a chord which bears South 70 degrees 43 minutes 56 seconds East, 136.97 feet; thence South 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clarkson Road, variable width thence along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 386.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet; South 31 degrees 8 minutes 12 seconds West, 828.33 feet and South 85 degrees 41 minutes 13 seconds West, 26.89 feet to the northern right-of-way line of above said West Chesterfield Parkway, said point also being located on a curve to the left having a radius of 1,060.17 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 334.12 feet and a chord which bears North 73 degrees 49 minutes 52 seconds West, 332.74 feet; North 82 degrees 51 minutes 36 seconds West, 126.21 feet; North 82 degrees 52 minutes 12 seconds West, 37.73 feet and South 86 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING. Containing 2,902,238 square feet or 66.626 acres, more or less.

AREA 2

A tract of land being Lot C101D of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101D, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width, said point also being located on a curve to the left having a radius of 2,914.93 feet; thence along said right-of-way line the following courses and distances: southeasterly along said curve with an arc length of 477.12 feet and a chord which bears South 40 degrees 27 minutes 57 seconds East, 476.59 feet; South 44 degrees 50 minutes 42 seconds West, 10.00 feet; to the beginning of a curve to the left having a radius of 2,924.93 feet an arc length of 231.79 feet and a chord which bears South 47 degrees 25 minutes 30 seconds East, 231.70 feet to the southeast corner of above said Lot C101D; thence along the southeastern line of said Lot C101D, South 40 degrees 18 minutes 17 seconds West, 194.14 feet to the west line of said Lot C101D; thence along said west line the following courses and distances: North 42 degrees 53 minutes 57 seconds West, a distance of 124.85 feet; South 47 degrees 06 minutes 03 seconds West, 5.00 feet; to the beginning of a non-tangent curve to the left having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears North 64 degrees 53 minutes 28 seconds West, 299.58 feet to the southwest corner of said Lot C101D; thence along the western lines of said Lot C101D the following: North 12 degrees 26 minutes 49 seconds West, 397.78 feet and North 54 degrees 13 minutes 23 seconds East, 121.24 feet to the POINT OF BEGINNING. Containing 152,812 square feet or 3.508 acres, more or less.

AREA 3

Tracts of land being Lots C110, C111, C112, and C113 of Chesterfield Village Area A Phase One Plat Two as recorded in Plat Book 166, Page 84; and Part of Us. Survey 415, as described in Book 10308, Page 1461 both of the St. Louis County Records, located in U.S. Surveys 415 and 2022, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the southwestern corner of above said Lot C110, said point also being located on the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, Said point also being located on a non-tangent curve to the right having a radius of 763.50 feet, thence along said right-of-way line the following courses and distances: along said curve with an arc length of 45.90 feet and a chord which bears North 10 degrees 04 minutes 33 seconds East, 45.90 feet; North 11 degrees 34 minutes 17 seconds East, 735.22 feet to the beginning of a curve to the left having a radius of 3,036.50 feet; along said curve with an arc length of 79.87 feet and a chord which bears North 10 degrees 49 minutes 04 seconds East 79.87 feet; North 10 degrees 03 minutes 51 seconds East, 1,599.81 feet to the beginning of a non-tangent curve to the right having a radius of 1,113.50 feet and a chord which bears North 17 degrees 03 minutes 36 seconds East, 269.98 feet and North 71 degrees 18 minutes 34 seconds East, 135.85 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width; thence along said right-of-way line the following: South 69 degrees 05 minutes 13 seconds East, 32.21 feet and South 59 degrees 27 minutes 09 seconds East, 11.64 feet to the northwest corner of a tract of land as conveyed to First Baptist Church, by instrument recorded in Book 5232, Page 199 of above said records, thence along the west, south and eastern lines of said Church tract the following courses and distances: South 34 degrees 10 minutes 41 seconds West, 180.51 feet; South 55 degrees 53 minutes 58 seconds East, 137.63 feet; North 34 degrees 59 minutes 13 seconds East, 43.04 feet; North 15 degrees 05 minutes 30 seconds East, 47.83 feet and North 27 degrees 03 minutes 38 seconds East, 17.67 feet and North 35 degrees 05 minutes 17 seconds East, 82.29 feet to the southern right-of-way line of above said Chesterfield Airport Road; thence along said right-of-way line the following: South 59 degrees 27 minutes 09 seconds East, 84.03 feet and South 33 degrees 54 minutes 11 seconds East, 408.23 feet to the easternmost corner of above said Lot C111; thence along the eastern and southern lines of said Chesterfield Village Area A Phase One Plat Two the following courses and distances: South 02 degrees 31 minutes 25 seconds West, 74.82 feet; South 28 degrees 18 minutes 26 seconds West, 85.00 feet; South 60 degrees 52 minutes 24 seconds West, 334.47 feet; South 08 degrees 46 minutes 20 seconds West, 912.12 feet; South 14 degrees 25 minutes 19 seconds West, a distance of 758.46 feet; South 27 degrees 29 minutes 54 seconds West, 207.73 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet; along said curve with an arc length of 160.61 feet and a chord which bears South 62 degrees 41 minutes 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 39 seconds West, a distance of 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 262.50 feet; along said curve with an arc length of 191.02 feet and a chord which bears South 74 degrees 28 minutes 28 seconds West, 186.83 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING. Containing 1,127,465 square feet or 25.883 acres more or less.

AREA 4

A tract of land being Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width,; thence along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.93 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 degrees 50 minutes 01 second West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 47 seconds East, 20.37 feet; North 55 degrees 44 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of Lot C101D of above said Chesterfield Village A Phase One Plat One; thence along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 64 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots C106 & C107 of Chesterfield Village A Phase One Plat One. as recorded in Plat Book 225, Page 39 of above said records; thence along the west lines of said Lot C107 and C106 , the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 168.39 feet and a chord which bears South 33 degrees 40 minutes 07 seconds East, 167.64 feet to the south line of said Lot C101C,; thence along said south line, South 77 degrees 33 minutes 11 seconds West, 61.46 fee a non-tangent curve to the left having a radius of 500.16 feet; then departing said south line along last said curve with an arc length of 62.49 feet and a chord which bears North 25 degrees 27 minutes 14 seconds West, 62.45 feet; thence South 77 degrees 33 minutes 11 seconds West, 422.43 feet to the east line of said Lot C101C; thence along the east and south lines of said Lot C101C, the following: North 12 degrees 26 minutes 49 seconds West, 13.15 feet and South 77 degrees 33 minutes 11 seconds West, 451.32 feet; thence departing said south line the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 5.73 feet; South 77 degrees 36 minutes 34 seconds West, 106.66 feet and North 12 degrees 23 minutes 25 seconds West, a distance of 245.62 feet to its intersection with the south line of said Lot C101C; thence along the southern and western lines of said Lot C101C the following: South 77 degrees 33 minutes 11 seconds West, 143.58 feet; North 12 degrees 26 minutes 49 seconds West, 123.89 feet and North 75 degrees 34 minutes 41 seconds West, 51.88 feet to the west line of said Lot C101C; thence along said west line, North 08 degrees 46 minutes 20 seconds East, 177.14 feet to the south line of Lot C101E of Chesterfield Village A Phase One Plat One; thence along the northern and eastern lines of said Lot C101E the following courses and distances: North 36 degrees 46 minutes 20 seconds East, 137.91 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 284.70 feet and a chord which bears North 57 degrees 09 minutes 42 seconds East, 278.73 feet; North 77 degrees 33 minutes 11 seconds East, 134.34 feet; North 12 degrees 26 minutes 49 seconds West, 419.05 feet and North 28 degrees 18 minutes 26 seconds East, 233.25 feet to the POINT OF BEGINNING. Containing 726,544 square feet or 16.679 acres, more or less.

Section 2. The preliminary approval, pursuant to the City of Chesterfield Unified Development Code is granted, subject to all of the ordinances, rules and regulations.

Section 3. The City Council, pursuant to the petition filed by the City of Chesterfield in P.Z. 03-2024 requesting the amendment embodied in this ordinance, and pursuant to the recommendations of the City of Chesterfield Planning Commission that said petition be granted and after a public hearing, held by the Planning Commission on the 8th day of April, 2024, does hereby adopt this ordinance pursuant to the power granted to the City of Chesterfield under Chapter 89 of the Revised Statutes of the State of Missouri authorizing the City Council to exercise legislative power pertaining to planning and zoning.

Section 4. This ordinance and the requirements thereof are exempt from the warning and summons for violations as set out in Section 8 of the Unified Development Code of the City of Chesterfield.

Section 5. This ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this 3rd day of June, 2024.

Bob Nation
PRESIDING OFFICER

Bob Nation
Bob Nation, MAYOR

ATTEST:

Vickie McGownd
Vickie McGownd, CITY CLERK

FIRST READING HELD: 5/6/2024

ATTACHMENT A

All provisions of the City of Chesterfield City Code shall apply to this development except as specifically modified herein or to be addressed in the Site Development Concept Plan and/or the Site Development Section Plans.

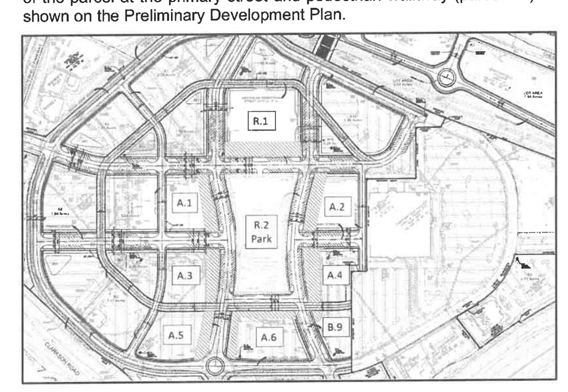
This ordinance provides a framework for various development requirements established in this ordinance, criteria to be established on the Site Development Concept Plan, and criteria to be established on Site Development Section Plans. This framework is to deliver a "Downtown Concept": a diverse residential and commercial mixed-use environment in which residential and commercial uses that are integrated.

I. SPECIFIC CRITERIA FOR ALL DEVELOPMENT

Residential and commercial uses may be combined in the same building, combined on the same lot in separate buildings or on separate lots within the development (when each use is permitted on the lot and is consistent with the ordinance and the approved Site Development Concept Plan / Site Development Plan).

A. PERMITTED USES

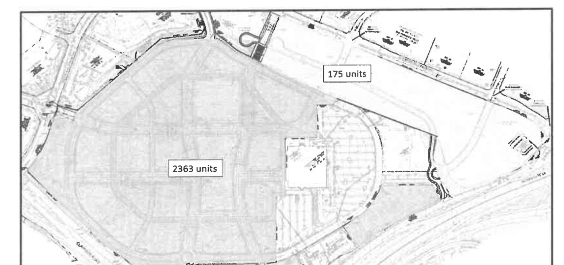
1. The uses allowed in this PC&R District ("District") shall be:
   a. Administrative offices for educational or religious institutions
   b. Church and other places of worship
   c. Community center
   d. Library
   e. Parks
   f. Dwelling, multi-family
   g. Single Family Attached
   h. Single Family Detached
   i. Home Occupation
   j. Art Gallery
   k. Art Studio
   l. Auditorium
   m. Banquet Facility
   n. Club
   o. Farmer's market
   p. Gymnasium
   q. Museum
   r. Reading Room
   s. Recreation Facility
   t. Office-dental
   u. Office-general
   v. Office-medical
   w. Automobile Dealership (Storefront Only)
   x. Bakery
   y. Bar
   z. Bowling Center
   aa. Brewery
   bb. Brewpub
   cc. Coffee shop
   dd. Grocery-community
   ee. Grocery-neighborhood
   ff. Grocery-supercenter
   gg. Newspaper stands.
   hh. Restaurant-sit down
   ii. Restaurant-fast food – No Drive Thru
   jj. Restaurant-takeout
   kk. Retail sales establishment – Neighborhood
   ll. Retail sales establishment – Community
   mm. Retail sales establishment – Regional
   nn. Animal grooming service
   oo. Barber or beauty shop
   pp. Broadcasting studio
   qq. Commercial service facility
   rr. Day care center
   ss. Drug store and pharmacy
   tt. Dry cleaning establishment
   uu. Financial institution, no drive-thru
   vv. Hospital
   ww. Hotel and motel
   xx. Hotel and motel-extended stay
   yy. Kennel, boarding
   zz. Kennel, private
   aaa. Laboratory-professional, scientific
   bbb. Laboratory
   ccc. Laundromat
   ddd. Nursing home
   eee. Parking area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours.
   fff. Professional and technical service facility
   ggg. Research laboratory and facility
   hhh. Theatre, indoor
   iii. Theatre, outdoor
   jjj. Veterinary clinic
   kkk. College/university
   lll. Kindergarten or nursery school
   mmm. Specialized private school.
2. The District shall prioritize the following:
   a. Ground floor development shall be a mix of pedestrian-oriented commercial/retail in the following locations: on the portion of the parcels that face the primary streets that flank Park Area R2 (parcels A1, A2, A3, A4, A6 and R1) and on the portion of the parcels that face the roundabout and primary street coming off Clarkson Road (parcels A5 and A6) and the corner of the parcel at the primary street and pedestrian walkway (parcel B9) as shown on the Preliminary Development Plan.



   b. Developer shall prioritize build-to-line, excluding sidewalks, in lieu of prescribed setbacks on the portion of the primary streets that flank Park Area R2 shown on the Preliminary Development Site Plan.
   c. Parcels B1, B2, and B8 as shown on the Preliminary Development Plan shall only be used for commercial uses as defined in Section 405.03.040 J, PC & R Planned Commercial & Residential District of the UDC and as permitted in this Attachment.
   d. Area 4, as shown on the Preliminary Development Plan, shall only be used for commercial uses as permitted in this Attachment.
3. Hours of Operation.
   a. Hours of operation for this "PC&R" District shall not be restricted.
4. Telecommunication siting permits may be issued for wireless telecommunications facilities per the requirements of the City Code.

B. DENSITY, HEIGHT, SET BACKS AND OPEN SPACE REQUIREMENTS

1. Density Limitations
   a. The cumulative gross floor area for Commercial Uses in this District for Areas 1, 2, and 3 shall be limited to not more than a Floor Area Ratio (F.A.R.) = .75 Floor Area Ratio (F.A.R.) shall be Calculated by Total Gross Floor Area of all buildings divided by the Gross Area of land within the "PC&R" District. F.A.R. shall not be calculated on a lot-by-lot basis.
   b. The maximum number of residential units allowable within Areas 1, 2, and 3 of this District shall not be more than 2363 units cumulatively on Parcels A1-A10, B1, B2, B8, B9, R1, R3, R4 and H-1 on the Preliminary Development Plan and 175 units on Parcels 3A and 3B on the Preliminary Development Plan.



   c. The maximum number of rooms for hotels and lodging in Areas 1, 2, and 3 shall be 300 rooms; the maximum number of square feet for hotels and lodging shall be 350,000 square feet.
   d. Area 4 shall be permitted a maximum of 280,000 square feet of non-residential uses.
   e. Developer shall provide a distribution of density by area on the Site Development Concept Plan. The Site Development Concept Plan shall be amended when allocation of density changes.
2. Height Requirements

   Total building height for any permitted use shall not exceed 200 feet or 15 stories whichever is more as measured from street elevation.
3. Setbacks

   No setbacks are prescribed herein and build-to-line is permitted. All other setbacks and/or build to lines shall be as approved on the Site Development Concept Plan or Site Development Section Plans.
4. Open Space Requirements

   Open space in Park Area R2 and Area 3A south of Chesterfield Parkway and Park Circle shall be provided on the Site Development Concept Plan and substantially conform to the Preliminary Development Site Plan. Where known, additional open spaces including pocket parks, plazas, natural areas and seating areas shall be depicted on the Site Development Concept Plan and/or Site Development Sections Plans. Proposed location(s) of public art may be depicted on the Site Development Concept Plan and/or Site Development Section Plans.

C. BUILDING AND STRUCTURE FUNCTION

1. Ground floor of all buildings shall include pedestrian access to retail, restaurant, office, multi-family residential, or hotel use when those uses are present.
2. Private parking access shall not be permitted along portions of the primary streets that flank Park Area R2. Private parking garage access is permitted from other primary streets locations and service alleys.
3. Trash pickup, building receiving and loading, utility and service functions shall be located at the rear of buildings along the outer loop road and off service alleys.

D. PARKING AND LOADING REQUIREMENTS

1. Public parking garages and on-street parking satisfies parking requirements for all ground floor commercial (retail, restaurant, art galleries, entertainment, art or other pedestrian-oriented uses), as defined on the Site Development Concept Plan or Site Development Section Plans. All other uses shall provide parking in accordance with this ordinance.
2. Public parking in garages and on-street parking for the existing department store in Area R1 meets parking requirements for that use.
3. Parking shall be calculated for each use category as follows:

   Minimum Parking Required

   Retail/Restaurant: 4.0 Parking Ratio / 1,000 G.F.A.
   Grocery: 5.0 Parking Ratio / 1,000 G.F.A.
   Office: 3.0 Parking Ratio / 1,000 G.F.A.
   Residential: 1.5 Parking spaces per unit
   Hotel: 0.8 Parking spaces per room
4. Off-street surface parking shall be allowed as shown on the Site Development Concept Plan but shall be minimized and designed to mitigate the visual impact on the development and be consistent with the purpose and intent of this PC&R District.
5. Off-street parking located within Area 4 of the Preliminary Development Plan shall be permitted surface parking. In the event of new development or redevelopment within this Area, surface parking shall be subject to sub-section D.4 above.
6. Joint parking to meet minimum parking standards may be permitted through approval of the Site Development Section Plan and shall require an appropriate legal instrument binding the owners of the properties and their successors and assigns to the agreement.
7. Parking lots shall not be used as streets.
8. No construction related parking shall be permitted within rights of way or on any existing roadways. All construction related parking shall be confined to the District. Construction parking shall be depicted on all Improvement Plans for lots within the district.

E. LANDSCAPING AND TREE REQUIREMENTS

1. The development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Code and submit a Concept Landscape Plan with the Site Development Concept Plan. Landscaping shall enhance the pedestrian experience, compliment architectural features, provide shade and screen utility areas and surface parking. The developer shall provide for street furnishings such as benches, planters, bike racks, drinking fountains, pedestrian trash receptacles, public art and water features in the Site Development Concept Plan. Locations for street furnishings shall be detailed in the Site Development Concept Plan and Site Development Section Plans.

F. SIGN REQUIREMENTS

1. The development shall adhere the City's Sign Code and/or submit a Comprehensive Sign Package by Area as depicted in the Site Development Concept Plan and/or Site Development Section Plans. All individual signs including street and wayfaring signage in the public and private spaces shall be coordinated and consistent with the signage concept contained therein.

G. LIGHTING REQUIREMENTS

1. The development shall adhere to the City's Lighting Code and/or submit an Architectural Specialty Lighting Package. All lighting, in the public and private spaces, shall be coordinated and consistent with the lighting concept contained therein.

H. ARCHITECTURAL REQUIREMENTS

1. The developer shall submit design standards for public spaces and street character in the Site Development Concept Plan and/or Site Development Section Plans. Site Development Concept and/or Section Plans shall contain design standards that create visually appealing development pattern consistent with the intent of the Downtown Concept. Section plans shall contain architectural elevations, colored renderings and building materials to be reviewed by the Architectural Review Board and subject to approval by the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the façade elements. The planes of exterior walls may be varied in height, depth, or directions.
3. Trash enclosures: The location, material, and elevation of any trash enclosure will be approved on the Site Development Concept Plan or Site Development Section Plan. All exterior trash areas, except pedestrian trash receptables, will be enclosed with a six (6) foot high sight-proof enclosure with materials that match the adjacent structures and complemented by adequate landscaping as approved on the Master Landscape Package.
4. Mechanical equipment shall be adequately screened in accordance to the Architecture Review Design Standards.

I. ACCESS/ACCESS MANAGEMENT

1. Access to the development from external roadways shall be shown on the Site Development Concept Plan and as directed by the City of Chesterfield, the Missouri Department of Transportation and the St. Louis County Department of Transportation, as applicable.
2. Any improvements within Missouri Department of Transportation's right-of-way will require a permit. The entrance geometries and drainage design shall be in accordance with Missouri Department of Transportation standards.
3. No gated streets will be permitted.
4. Cross access shall be provided to adjoining properties as directed by the City of Chesterfield.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Sidewalks shall substantially conform with the Preliminary Development Plan. ADA compliant sidewalks will be required along all roadways and connections to existing sidewalks of all roadways adjacent to the District shall be provided. The design and layout of the sidewalks and pedestrian ways shall be detailed in the Site Development Concept Plan and Site Development Section Plans.
2. Sidewalks and pedestrian trails/bicycle path shall provide future connectivity to adjacent developments and/or roadway projects. Sidewalks may be located within a right-of-way controlled by another agency if permitted by that agency, or on private property within an easement dedicated to the City for public use but to be maintained by the property owner.
3. Evaluate and provide pedestrian access and connectivity from the District to Central Park in the Site Development Concept Plan.
4. On-street parking shall substantially conform with the Preliminary Development Plan. On-street parking stalls shall be designed and located such that vehicles do not back out into an intersection. Corner clearance distance shall be not less than 30 feet between the edge of the parking stall and the intersection. The design and layout of the on-street parking shall be finalized on the Site Development Concept Plan.
5. Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation, and the Missouri Department of Transportation as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
6. Additional right-of-way and road improvements shall be provided, as required by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.
7. Pedestrian crossing of roadways is required to be at a 90-degree angle in order to minimize the crossing distance for pedestrians.
8. Internal streets and sidewalks shall be private and remain private forever unless an alternate agreement is reached and executed between the City of Chesterfield and TSG Downtown Chesterfield Redevelopment LLC whereby the City accepts the internal streets and/or sidewalks as public. The City is under no obligation to enter into such an agreement.

K. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield and/or Missouri Department of Transportation and/or St. Louis County Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometrics, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, an updated model shall be required.
2. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrances, as directed. If adequate sight distance cannot be provided at the access location, acquisition of right-of-way, reconstruction of pavement, including correction to the vertical alignment, and/or other off-site improvements shall be required, as directed by the City of Chesterfield, St. Louis County Department of Transportation and/or the Missouri Department of Transportation as applicable.

L. STORM WATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or connected to an adequate piped system. Formal review, approval and permits by Metropolitan St. Louis Sewer District is required.
2. Stormwater management shall comply with the Chesterfield Village Southwest Quadrant Storm Water Management Plan exhibit (MSD P-002807800) as directed by the City of Chesterfield and the Metropolitan St. Louis Sewer District.

M. SANITARY SEWER

1. Provide public sewer service for the site including sanitary force mains, gravity lines and/or regional pump stations, in accordance with Metropolitan St. Louis Sewer District (MSD) and the City of Chesterfield regulations.
2. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
3. Extension of public sanitary sewer lines will be necessary to serve this site and proper easements may be required. Private sanitary sewer laterals may not cross property lines. The receiving sanitary sewer system(s) shall be evaluated to ensure adequate capacity and to ensure the project has no negative impacts to the existing systems.
4. The project is in the Caulks Creek Service Area and subject to the Caulks Creek Surcharge. Sanitary flow rates leaving the sites shall be limited to the maximum extent practical. The maximum allowable sanitary flow release rate is 1.98 CFS. The 1.98 CFS rate includes all phases of the development as well as any existing uses.
5. MSD will allow the entire site to connect to the public sanitary system as proposed after the completion of the Caulks B Pump Station Replacement project. MSD will allow a portion of the development to connect to the sanitary system prior to completion of the replacement pump station for Caulks B limited by based on the actual flows at the existing pump stations, its capacity, anticipated flows from the development.
6. Formal plan submittal and approval will be required by the MSD prior to the issuance of permits.

N. POWER OF REVIEW

The City Council shall have automatic power of review of all Site Development Plans, Site Development Concept Plans, and Site Development Section Plans for the subject development. The City Council will then take appropriate action relative to the proposal.

O. CITY COUNCIL REVIEW OF SITE DEVELOPMENT CONCEPT PLANS, SITE DEVELOPMENT PLANS AND SITE DEVELOPMENT SECTION PLANS

The City Council reserves full authority to deny any request for approval of a Site Development Concept Plan, Site Development Plan or Site Development Section Plan (each a "Development Plan"), or to impose conditions on their approval. The City Council shall not approve a Development Plan unless it finds that the application and evidence presented clearly indicate that the proposed Development Plan:

1. Will contribute to and promote a diverse residential and commercial mixed-use environment in which residential and commercial uses are integrated pursuant to a downtown concept;
2. Will contribute to and promote a creative and coordinated design and architectural styles;
3. Will contribute to and promote efficient and effective pedestrian and vehicular circulation;
4. Complies with the Unified Development Code (unless modified herein), the City's Comprehensive Plan, as amended from time to time, and the provisions of this Ordinance; and
5. Is consistent with the June 15, 2023 Narrative submitted by the Applicant, Attached hereto as Exhibit C.

In the property owner(s) discretion, a Site Development Concept Plan may be submitted for Area 1, 2, and 3 and a separate Site Development Concept Plan (or Site Development Plan) may be submitted for Area 4.

P. GEOTECHNICAL REPORT

Prior to Site Development Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Public Services. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkhole, ponds, dams, septic fields, etc., and recommendations for treatment. A statement of compliance, signed and sealed by the geotechnical engineer preparing the report, shall be included on all Site Development Plans and Improvement Plans.

Q. SUPPLEMENTATION, MODIFICATION, AND/OR ALTERATION

Upon application from a petitioner, any performance standard provided in this Attachment "A" or required by any other District regulation or Ordinance of the City may be supplemented, modified, or altered in the Site Development Concept Plan or Site Development Section Plan provided such supplement, modification and/or alteration will further the purpose and intent of the PC&R District. A public hearing is not required in the process and recommendation by the Planning Commission will be forwarded by the City Council for final approval.

R. MISCELLANEOUS

1. All utilities shall be installed underground.
2. Prior to record plat approval, the developer shall cause, at its expense and prior to recording any plat, the reestablishment, restoration or appropriate witnessing of Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary US Survey Corners located on or near the development site must be protected and shall be restored if disturbed due to construction.
3. Prior to the release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and the United States Public Land Survey Corners have not been disturbed during construction activities or that have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program, as necessary.
4. Any retaining wall along public right of way shall be private and remain private forever and shall be located such that it is not necessary to support any public improvements.
5. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
6. Applicant/Owners of parcels submitting Site Development Section Plans shall be required to contribute a Traffic Generation Assessment (TGA) of the applicable as established by Ordinance 3207 or amendments thereafter to the City of Chesterfield. Allowable credits for required improvements will be awarded as directed by the City of Chesterfield.
7. The TGA deposit shall be made prior to the issuance of a Municipal Zoning Approval (MZA) by the City of Chesterfield.
8. The developer is advised that utility companies will require compensation for relocation of their facilities with public road right of way. Utility relocation cost shall not be considered an allowable credit against the petitioner's traffic generation assessment contributions. The developer should also be aware of the extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.
9. Kiosks are allowed in the District provide they do not impede pedestrian and vehicular traffic and meet ADA accessibility requirements. Kiosks can be an arrangement of mobile units, fixed units, or a mixture of both joined together to form a structure not to exceed 100 square feet. Uses within kiosks will be approved uses in this Attachment. A Special Activity Permit may be required as directed by the City of Chesterfield.

II. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL

The Site Development Concept Plan shall include all items previously referenced in this Attachment, be consistent with Section O. of this ordinance, and:

1. Any Site Development Concept Plan shall show all information required on a preliminary plat as required in the City of Chesterfield Code and as required herein.
2. Provide comments/approvals from the appropriate Fire District, the St. Louis County Department of Transportation, Monarch Chesterfield Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.
3. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.
4. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
5. Out boundary plat and legal description of property.
6. A note indicating all utilities will be installed underground.
7. Adhere to the Tree Preservation and Landscape requirements of the UDC and submit a Concept Landscape Plan.
8. Adhere to the Lighting requirements of the UDC and/or submit a Specialty Lighting package.
9. Adhere to the Signage requirements of the UDC and/or submit a Comprehensive Sign Package.
10. Provide design standards for all public spaces and street character. The Architectural Review Board shall review all Site Development Concept Plans of the design of public spaces and street character and make recommendations for approval to the Planning Commission.
11. Where known, depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
12. Specific structure, parking setbacks and build-to lines along all roadways and property lines.
13. Indicate location of all existing and proposed freestanding development monument signs.
14. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
15. Depict existing and proposed improvements within 150 feet of the site. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
16. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
17. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
18. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
20. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.

B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

The Site Development Section Plans shall include all items previously referenced in this Attachment and:

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Parking calculation, including calculation for all spaces, required and proposed, and the number, size and location for handicap designed.
3. For commercial development, provide square footage proposed.
4. For residential development provide the number of units proposed to be built.
5. For hotel development provide the square footage and number of rooms proposed.
6. A note indicating all utilities will be installed underground.
7. Address all signage in accordance with the City of Chesterfield Code and provided in the Site Development Concept Plan.
8. Address landscaping in accordance with the Tree Preservation and Landscape requirements in the UDC and provided in the Site Development Concept Plan.
9. Address all lighting in accordance with the Lighting requirements in the UDC and provided in the Site Development Concept Plan.

10. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
11. Specific structure, parking setbacks and build-to lines along all roadways and property lines.
12. Indicate location of all existing and proposed freestanding monument signs.
13. Zoning district lines, subdivision name, lot number, lot dimensions, lot area, and zoning of adjacent parcels where different than site.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
18. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
19. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, St. Louis Department of Transportation, Metropolitan St. Louis Sewer District (MSD), and the Missouri Department of Transportation.
20. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

III. RECORDING

Within sixty (60) days of approval of any development plan by the City of Chesterfield, the approved Plan will be recorded with the St. Louis County Recorder of Deeds. Failure to do so will result in the expiration of approval of said plan and require re-approval of a plan by the Planning Commission.

IV. ENFORCEMENT

A. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Plan approved by the City of Chesterfield and the terms of this Attachment A.

B. Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing Departments and Commissions.

C. Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.

D. Waiver of Notice of Violation per the City of Chesterfield Code.

E. This document shall be read as a whole and any inconsistency to be interpreted to carry out the overall intent of this Attachment A.

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER
12/29/2025
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

REVISIONS:	
1-12/29/2025 PER COMMENTS	

PROJECT: AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR:
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

M.S.D. P #: -	BASE MAP #: 18S, 19S
S.L.C. H&T #: 8304	H&T S.U.P. #: -
M.D.N.R. #: Permit No. MORA27007	

SHEET TITLE: ASDCP - ORDINANCE NO. 3298

SHEET NO.: C1.2

DRAWING FILE: O:\DRAW6200\2186255\6255.5\amendedSDCP\C1.2-ORDINANCE.dwg LAYOUT: Model PLOTTED: Dec 29, 2025 - 3:17pm PLOTTED BY: tim.stock

BUILDING TO REMAIN (PHASE ONE)

AREAS TO BE DEVELOPED

MACY'S BUILDING (MODIFIED)

NEW PARKING GARAGE

SEE SHEET C4.1 FOR DILLARD'S RING ROAD MILL, OVERLAY AND RE-STRIPE.

SEE SHEET C4.1 FOR VISTA PLACE EXTENSION FROM LOT 3B TO THE EXISTING DILLARD'S RING ROAD.

DOWNTOWN CHESTERFIELD
RESIDENTIAL UNITS TOTALS

LOT	SIZE	UNITS ALLOWED	UNITS PROPOSED
AREA 1	6.23 Ac.±	TOTAL UNITS 2363 CUMULATIVELY THESE AREAS	-
AREA 2	16.32 Ac.±		-
AREA 4	1.77 Ac.±		-
AREA 5	2.79 Ac.±		-
AREA 7	2.29 Ac.±		-
AREA 8	2.38 Ac.±		-
AREA 9	1.43 Ac.±		-
AREA 10	3.70 Ac.±		-
AREA 11	1.41 Ac.±		-
AREA 12	2.99 Ac.±		-
AREA 13	1.60 Ac.±		-
AREA 14	3.13 Ac.±		-
AREA 15	3.51 Ac.±		-
AREA 3A	3.89 Ac.±	TOTAL UNITS 175 CUMULATIVELY	NONE
AREA 3B	16.82 Ac.±		105
AREA 3C	4.88 Ac.±		70
AREA 6	3.29 Ac.±	PUBLIC PARK	NONE

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

GENERAL NOTES:

1. ALL CROSS WALKS INCLUDING THE ONES LOCATED AT RAISED INTERSECTIONS SHALL BE ADA COMPLIANT. ADA RAMPS SHALL BE USED AT ALL LOCATIONS.
2. ALL RAISED INTERSECTIONS (6" TYP) SHALL INCLUDE CROSS WALK AREAS AND WILL MAINTAIN ADA COMPLIANCE. THE AREAS WILL BE STAMPED CONCRETE, HERRINGBONE OR BASKET-WEAVE PATTERN WITH BANDING OF COLORED CONCRETE. THE RAISED INTERSECTIONS SHALL TAPER TO MATCH THE ROAD SURFACE ELEVATION CREATING A SMOOTH TRANSITION THAT WILL ALLOW UNOBSTRUCTED SNOW REMOVAL

NOTE: 371 STREET PARKING SPACES
32 SPACES BEHIND MACY'S
617 ± PUBLIC GARAGE SPACES (3 levels)

NOTES: ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

ALL PROPOSED IMPROVEMENTS WILL CONFORM TO RELATED ST. LOUIS COUNTY CAPITAL IMPROVEMENT PROJECT NO. AR-1768.

PRIOR TO IMPROVEMENT/CONSTRUCTION PLAN APPROVAL, THE ENGINEER SHALL PROVIDED A SIGNED AND SEALED NOTE ON THE PLANS FOR BOTH RESIDENTIAL AND COMMERCIAL PROJECTS, STATING THAT THE UNIMPROVED EXISTING SIDEWALK ALONG THE PROJECT FRONTAGE MEETS CURRENT ST. LOUIS COUNTY ADA STANDARDS.

ALL DRIVEWAYS INTERSECTING ST. LOUIS COUNTY ARTERIAL AND CLASSIFIED ROADWAYS SHALL HAVE ON-SITE TURNAROUND CAPABILITY, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION.

ALL ABOVE-GROUND UTILITIES OR OTHER POTENTIAL OBSTRUCTIONS WITHIN THE ST. LOUIS COUNTY ROAD RIGHT-OF-WAY, SHALL HAVE A MINIMUM SETBACK, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION, AS PRESCRIBED IN SECTION 5.10 OF THE ST. LOUIS COUNTY DESIGN CRITERIA MANUAL: ROADSIDE DESIGN REQUIREMENTS".

THE PERMIT PROCESS REQUIRES IMPROVEMENT PLAN SUBMITTAL TO THE DEPARTMENT OF TRANSPORTATION.

BE ADVISED AND NOTE THAT TGA FEES ARE REQUIRED PRIOR TO THE ISSUANCE OF ANY PERMIT.

REVISIONS:
1-12/29/2025 PER COMMENTS

GEORGE MICHAEL STOCK NUMBER PE-25116 STATE OF MISSOURI PROFESSIONAL ENGINEER
12/29/2025
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

PROJECT: AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR:
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

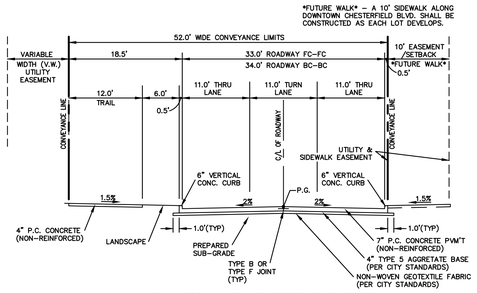
PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100 FAX (636) 530-9130
e-mail: generalfile@stockassoc.com
Web: www.stockassoc.com

M.S.D. P #:	BASE MAP #:
-	18S, 19S
S.L.C. H&T #:	H&T S.U.P. #:
8304	-
M.D.N.R. #:	
Permit No. MORA27007	

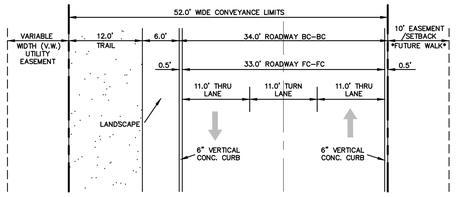
DRAWN BY: T.S. | CHECKED BY: G.M.S. | DATE: 11/03/2025 | SCALE: 1"=100' | JOB NO. 6255.5

SHEET TITLE: ASDCP-DOWNTOWN CHESTERFIELD CONCEPT PLAN

SHEET NO.: C2.0

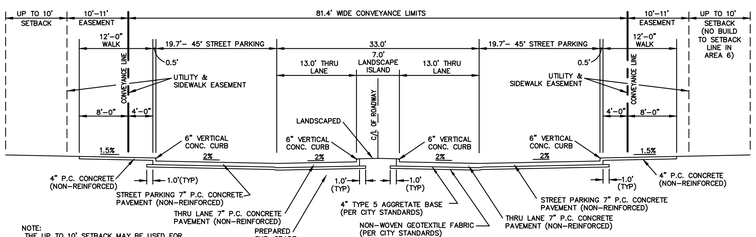


DOWNTOWN CHESTERFIELD BLVD.
(TYPICAL LOOP ROAD SECTION)



DOWNTOWN CHESTERFIELD BLVD.
(PLAN VIEW)

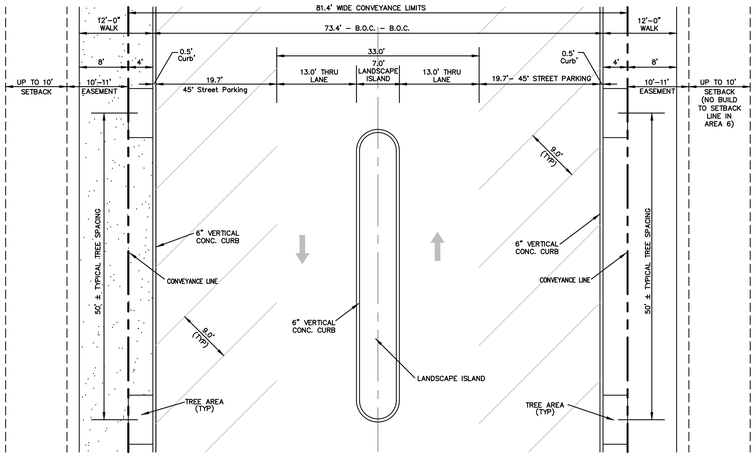
FUTURE WALK – A 10' SIDEWALK ALONG DOWNTOWN CHESTERFIELD BLVD. SHALL BE CONSTRUCTED AS EACH LOT DEVELOPS.



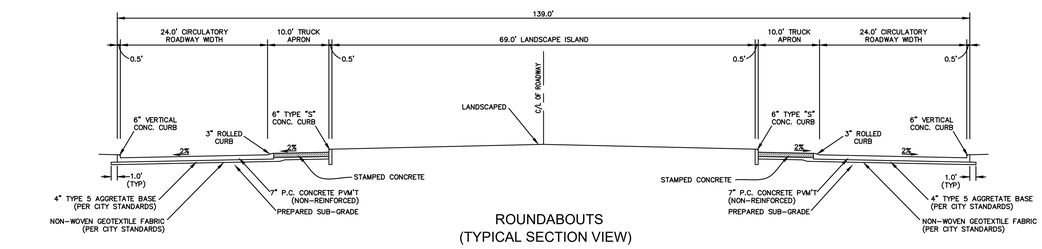
NOTE:
THE UP TO 10' SETBACK MAY BE USED FOR BUILDING CANOPIES, STRUCTURED LANDSCAPE FEATURES, RAILINGS, ETC.

EASEMENT BEHIND CONVEYANCE LINE TO INCREASE FROM 10' WIDE TO 11' WIDE IN LOCATIONS WHERE THE NEW WATERMAIN WILL BE LOCATED.

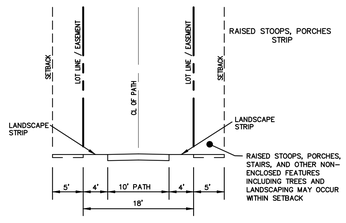
TSG WAY / MILLSTONE / GREEN BOULEVARD
(TYPICAL SECTION VIEW)



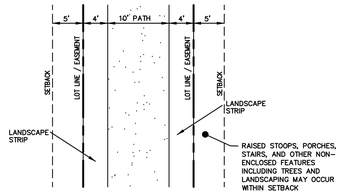
TSG WAY / MILLSTONE / GREEN BOULEVARD
(PLAN VIEW)



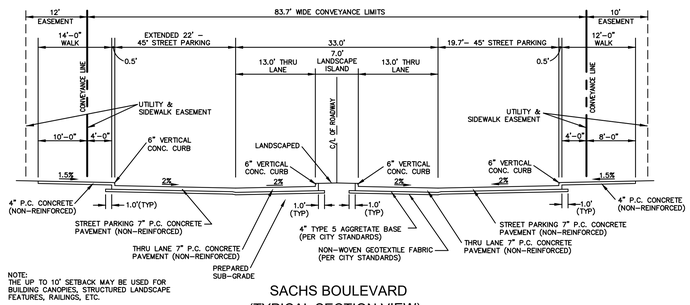
ROUNDABOUTS
(TYPICAL SECTION VIEW)



10' PEDESTRIAN PATH
(TYPICAL SECTION VIEW)

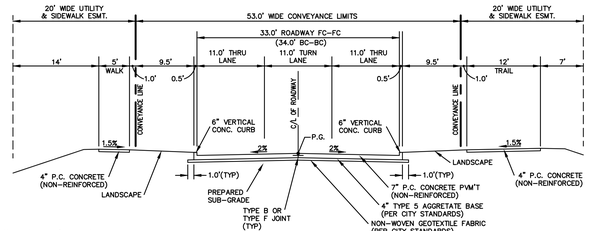


10' PEDESTRIAN PATH
(PLAN VIEW)

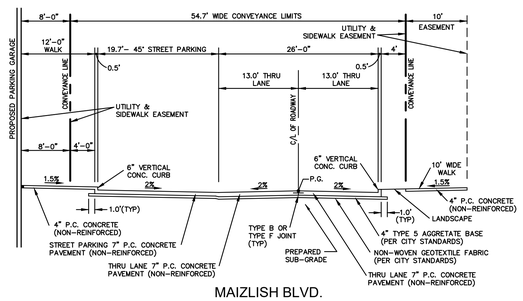


NOTE:
THE UP TO 10' SETBACK MAY BE USED FOR BUILDING CANOPIES, STRUCTURED LANDSCAPE FEATURES, RAILINGS, ETC.

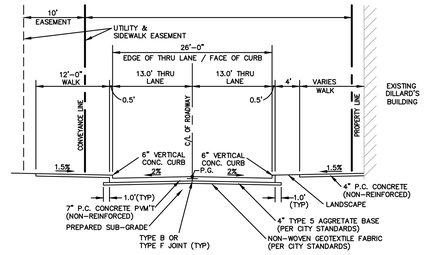
SACHS BOULEVARD
(TYPICAL SECTION VIEW)



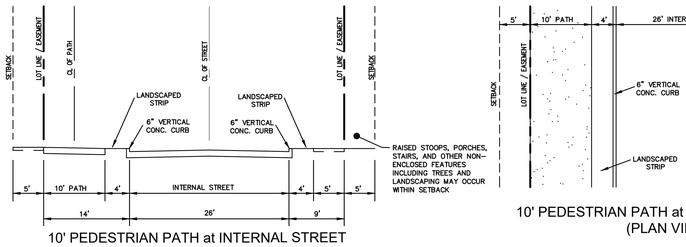
VISTA PLACE EXTENSION
(TYPICAL SECTION VIEW)



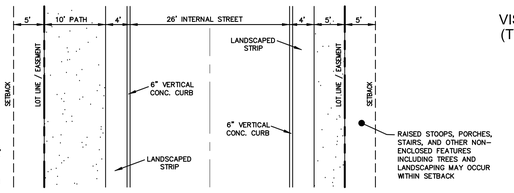
MAIZLISH BLVD.
(BETWEEN LOT AREA 8 AND LOT AREA 11)



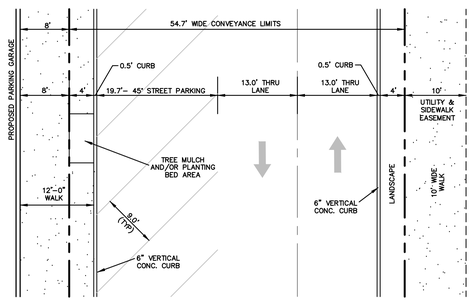
TYPICAL 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN LOT AREA 9 AND DILLARD'S)



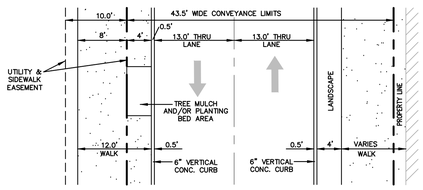
10' PEDESTRIAN PATH at INTERNAL STREET
(TYPICAL SECTION VIEW)



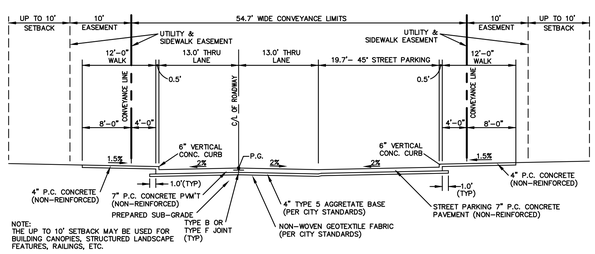
10' PEDESTRIAN PATH at INTERNAL STREET
(PLAN VIEW)



PLAN VIEW MAIZLISH BLVD.
(BETWEEN LOT AREA 8 AND LOT AREA 11)

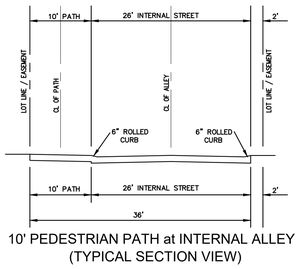


PLAN VIEW 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN LOT AREA 9 AND DILLARD'S)

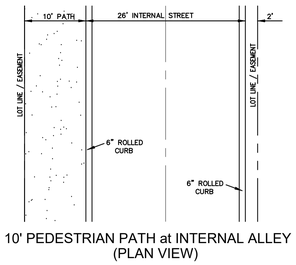


NOTE:
THE UP TO 10' SETBACK MAY BE USED FOR BUILDING CANOPIES, STRUCTURED LANDSCAPE FEATURES, RAILINGS, ETC.

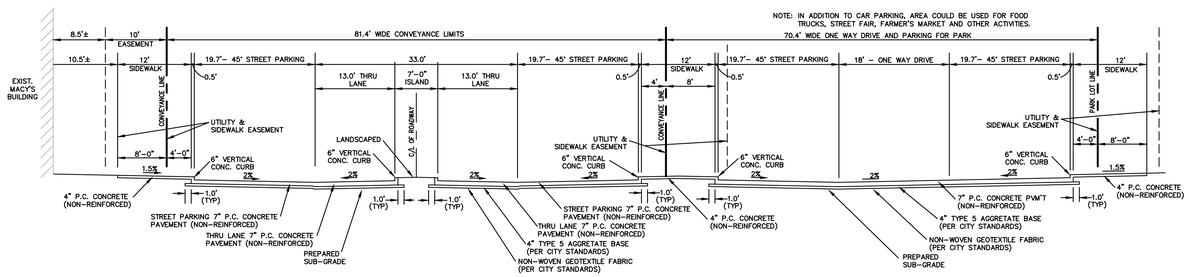
TYPICAL 2-LANE SECTION - MAZLISH BLVD.
(BETWEEN LOT AREA 9 AND LOT AREA 10)



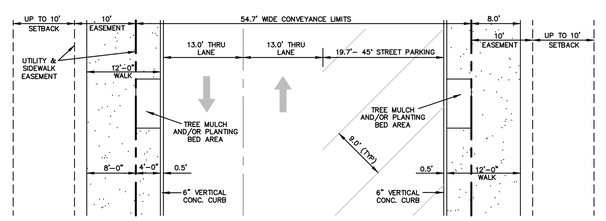
10' PEDESTRIAN PATH at INTERNAL ALLEY
(TYPICAL SECTION VIEW)



10' PEDESTRIAN PATH at INTERNAL ALLEY
(PLAN VIEW)



SECTION VIEW GREEN BOULEVARD IN FRONT OF EX. MACY'S
BETWEEN MACY'S (LOT AREA 5) AND PROPOSED PARK (LOT AREA 6)



PLAN VIEW 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN LOT AREA 9 AND LOT AREA 10)

NOTE: SEE SHEET C3.1 FOR ADDITIONAL SITE SECTIONS

REVISIONS:
1-12/29/2025 PER COMMENTS

GEORGE MICHAEL STOCK
NUMBER PE-25116
STATE OF MISSOURI
PROFESSIONAL ENGINEER
12/29/2025
GEORGE M. STOCK E-25116
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CERTIFICATE OF AUTHORITY NO. 000996

PROJECT: AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR:
DOWNTOWN CHESTERFIELD
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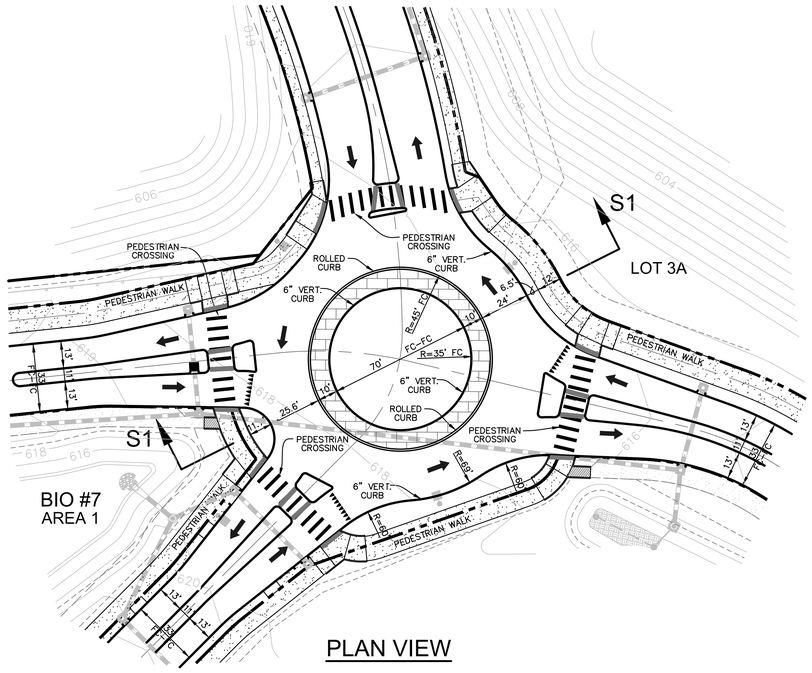
PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9130 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

M.S.D. P #: -	BASE MAP #: 18S, 19S
S.L.C. H&T #: 8304	H&T S.U.P. #: -
M.D.N.R. #: Permit No. MORA27007	

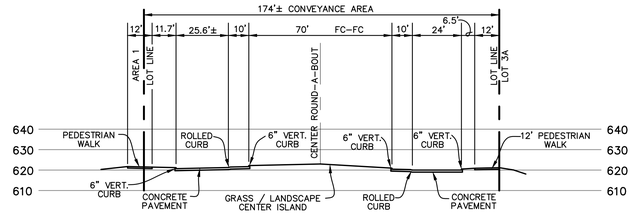
SHEET TITLE: ASDCP - CONCEPT PLAN TYPICAL ROAD / SITE SECTIONS

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

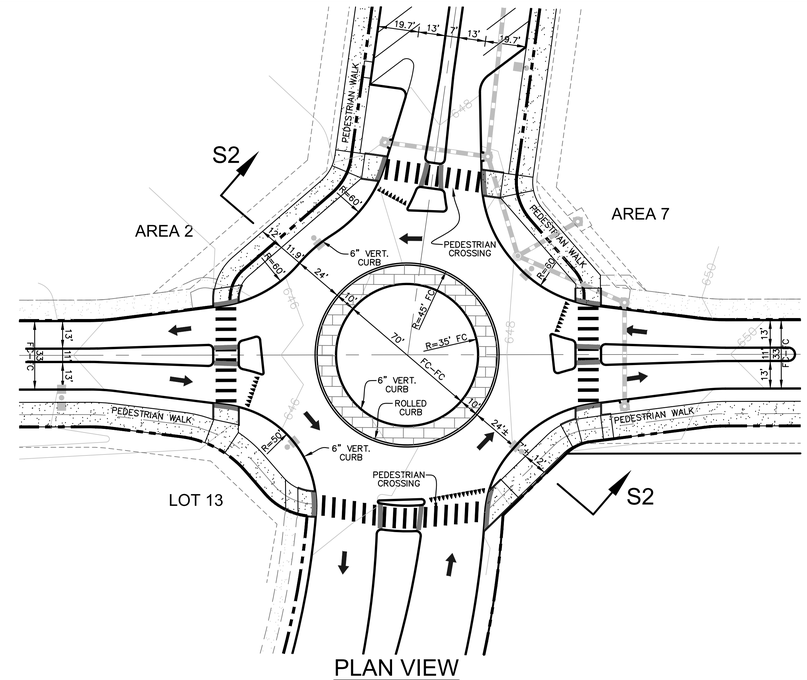
SHEET NO.: C3.0



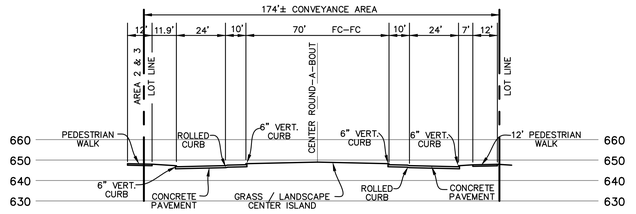
PLAN VIEW



SECTION: S1-S1



PLAN VIEW



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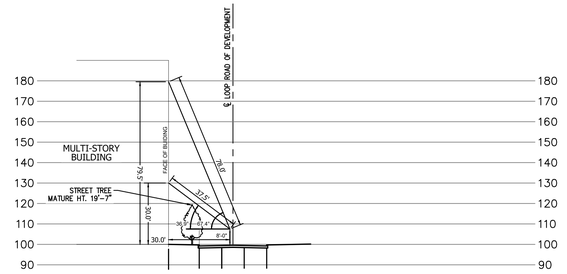
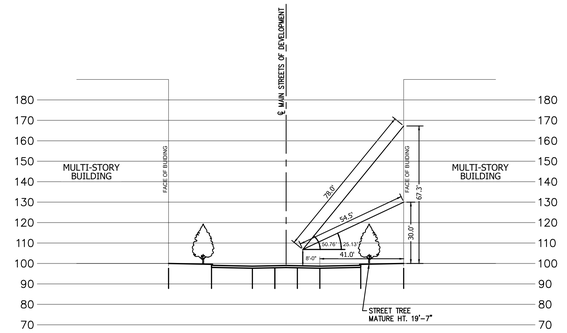
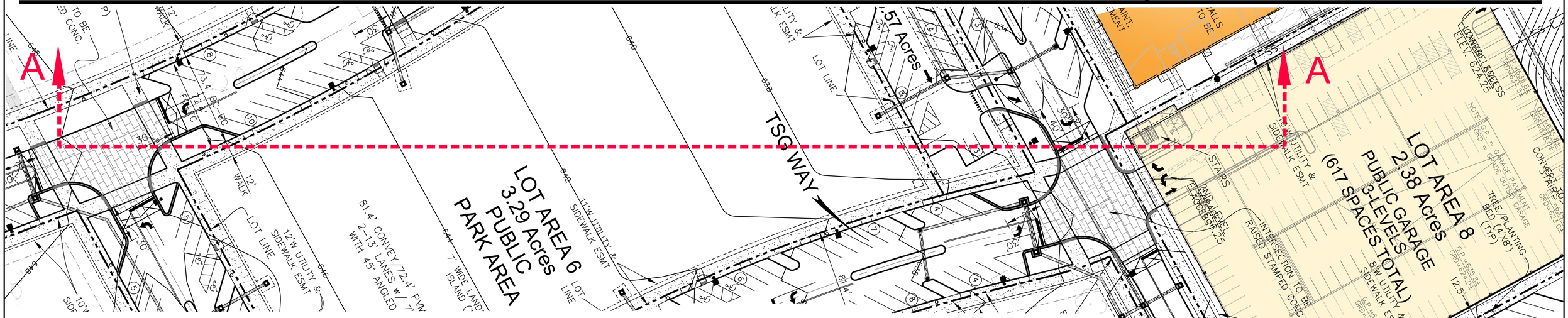


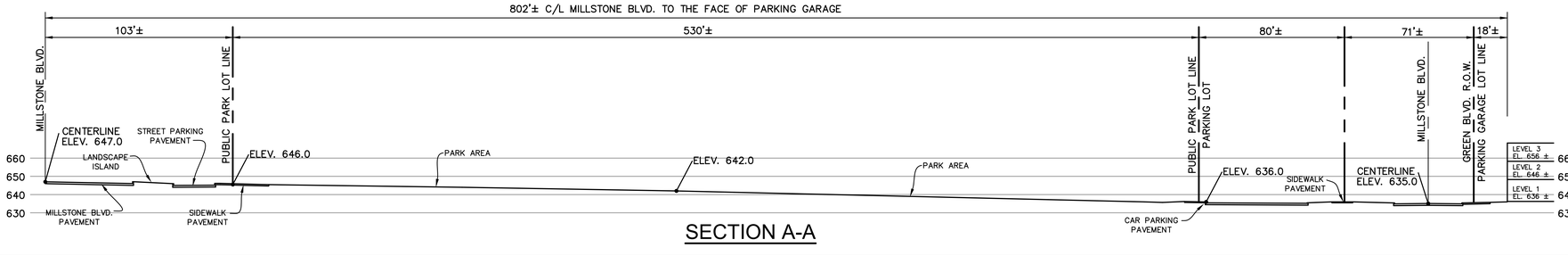
COMPLIANT AERIAL APPARATUS ACCESS SECTION
(LOOP ROAD)



MODIFIED AERIAL APPARATUS ACCESS SECTION
(MAIN STREETS OF THE DEVELOPMENT)



PLAN VIEW SECTION A-A



SECTION A-A

REVISIONS:	
1-12/29/2025 PER COMMENTS	

M.S.D. P #: -	BASE MAP #: 18S, 19S
S.L.C. H&T #: 8304	H&T S.U.P. #: -
M.D.N.R. #: Permit No. MORA27007	

PROJECT: **AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR:**
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

PREPARED BY:
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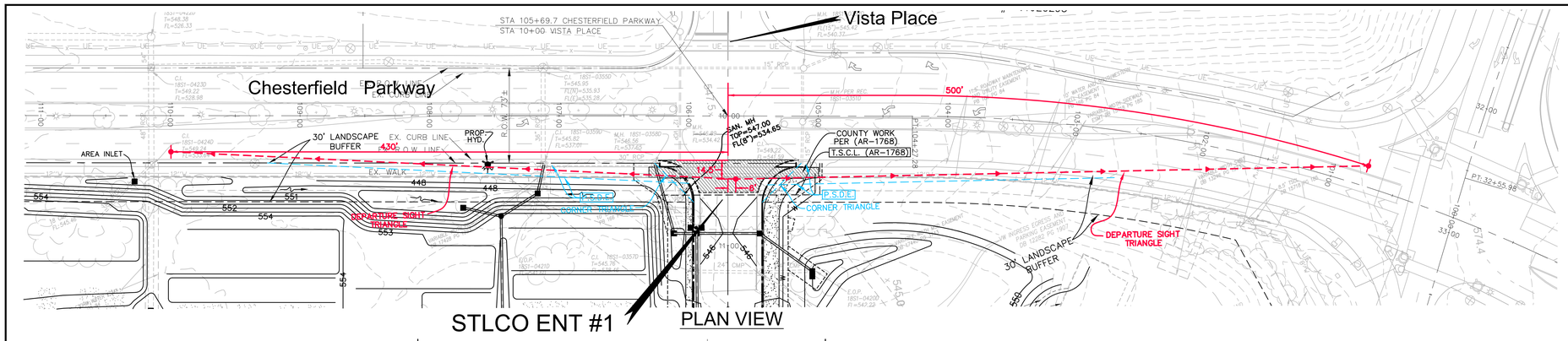
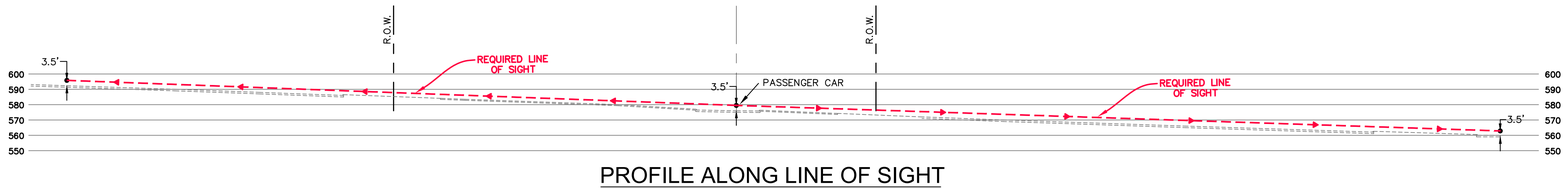
GEORGE MICHAEL STOCK NUMBER PE-25116 STATE OF MISSOURI PROFESSIONAL ENGINEER
12/29/2025
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

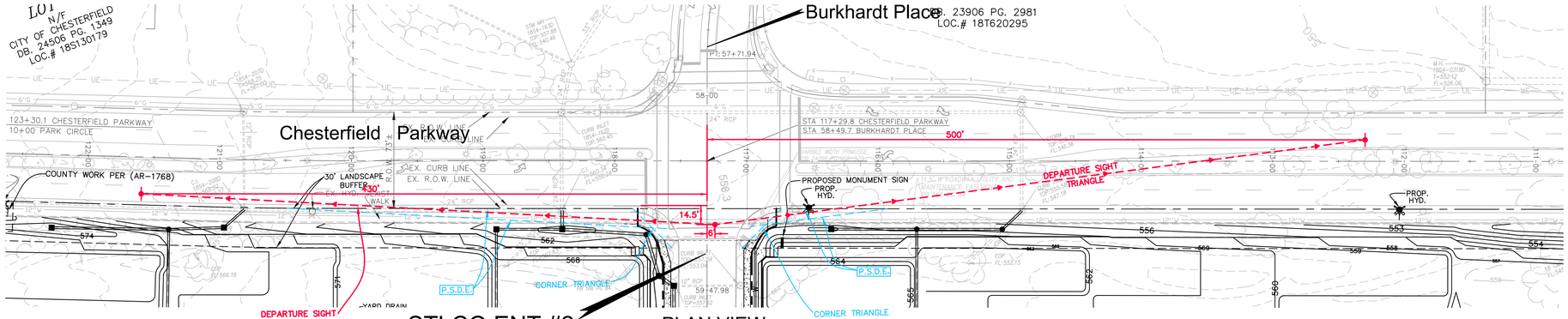
SHEET TITLE: ASDCP - CONCEPT PLAN TYPICAL ROAD / SITE SECTIONS

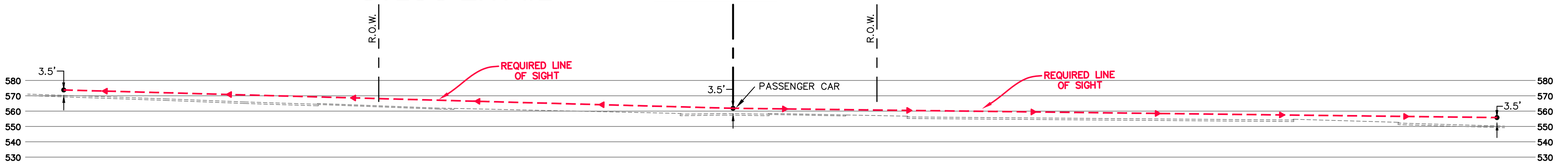
SHEET NO.: C3.1





PROFILE ALONG LINE OF SIGHT





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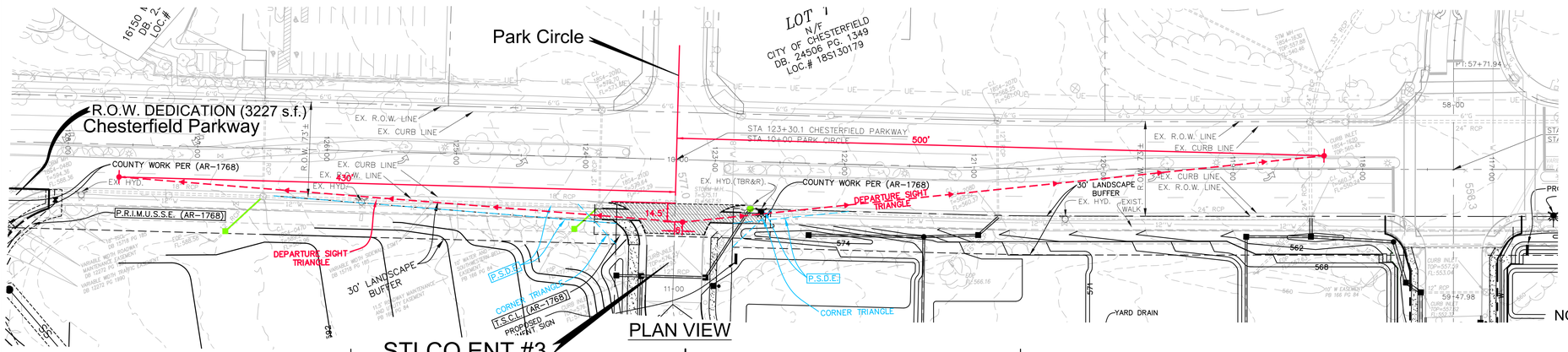

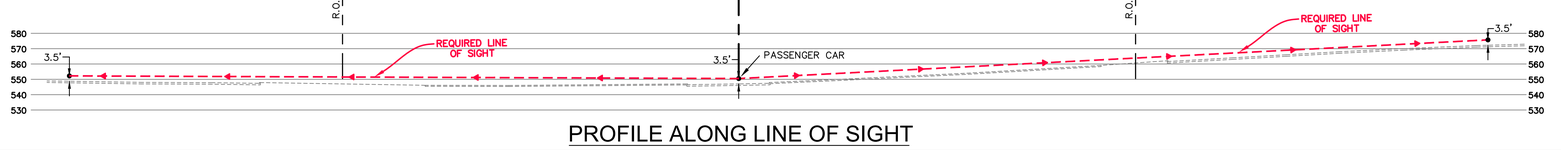

PROFILE ALONG LINE OF SIGHT

MAGNETIC

Scale: 1"=40'

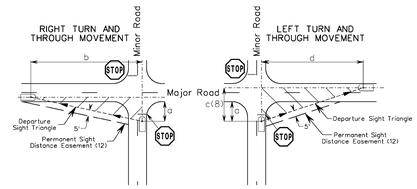

Figure 1 (SEE NOTES 1 & 12):
CASE B - INTERSECTIONS WITH STOP CONTROL ON THE MINOR ROAD VEHICLES EXITING THE MINOR ROAD
CASE D - SIGNALIZED INTERSECTIONS
CASE E - INTERSECTIONS WITH ALL-WAY STOP CONTROL
CASE F - LEFT TURNS FROM THE MAJOR ROAD

SIGHT DISTANCE FOR VEHICLE EXITING MINOR ROAD ASSOCIATED WITH NEW DEVELOPMENT (SEE NOTES 5, 6 & 13)

MAJOR ROAD DESIGN SPEED (MPH) (7)	LENGTH OF DEPARTURE SIGHT TRIANGLE LEG (6)			CASE F	CROSSING NUMBER OF LANES ADJUSTMENT	SIGHT DISTANCE ADJUSTMENT FOR APPROACH GRADE (11)		
	a(8)	b	d	ISD(9)	W(10)	+4%	+5%	+6%
15	14.5'	145'	170'	125'	15'	15'	20'	25'
20	14.5'	195'	225'	165'	15'	20'	25'	35'
25	14.5'	240'	280'	205'	20'	30'	35'	40'
30	14.5'	290'	335'	245'	25'	35'	40'	50'
35	14.5'	335'	390'	285'	30'	40'	50'	60'
40	14.5'	385'	445'	325'	30'	45'	55'	70'
45	14.5'	430'	500'	365'	35'	50'	65'	80'
50	14.5'	480'	555'	405'	40'	60'	70'	85'
55	14.5'	530'	610'	445'	45'	65'	80'	95'

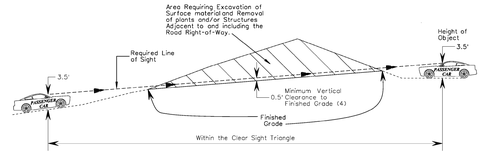

Figure 2:
TYPICAL PROFILE ALONG LINE OF SIGHT (SEE NOTES 1, 2, 3 & 4)

GENERAL NOTES

1. Do not scale drawings, follow dimensions provided.
2. Height of material eye in a vehicle = 3.5 feet. Height of the object = 3.5 feet.
3. The determination of whether an object constitutes a sight obstruction shall consider both the horizontal and vertical alignment of both intersection roadways, as well as the height, position and location of the object.
4. Within the sight triangle, any object at a height above the elevation of the adjacent roadways that would obstruct the driver's view shall be removed or lowered to a minimum of 0.5 feet below the required line of sight. Such objects may include, but are not limited to, berms, buildings, parked vehicles, highway structures, hedges, trees, bushes, unmowed grass, tall crops, walls, fences, and the terrain itself.
5. At intersections with signals or all-way stop control, the first stopped vehicle on one approach should be visible to the drivers of the first stopped vehicles on each of the other approaches. At signalized intersections, left-turning vehicles should have sufficient sight distance to select gaps in oncoming traffic and complete left turns. Intersection sight distance for intersections with signalization is based on the departure sight triangle for left and right turns if the signal is to be placed on two-way flashing operation (i.e. flashing yellow on the major-road approaches and flashing red on the minor-road approaches) under off-peak or nighttime conditions.
6. This table shows the intersection sight distance for a stopped passenger car to turn or pass through an intersection from the minor road where the cross traffic on the major road does not stop. Refer to Figure 1 to determine the appropriate leg "a", "b", "c", or "d" of the departure sight triangle for passenger cars. Sight triangle legs for the different approaches will vary based on design speed. Intersection sight distance for intersections with stop control on the minor road is based on the departure sight triangle for left and right turns exiting the minor road. For right turns and through movements exiting the minor road, departure sight triangle leg lengths "c" and "b" are required. For left turns exiting the minor road, departure sight triangle leg lengths "c" and "d" are required. The lengths of the sight triangle legs are based on approach grades of -3% to +3%. Adjustment factor required for approach grades which exceed 3%.
7. On existing roadways the design speed shall be the 85th percentile speed of motorists on the roadway as established by radar studies, or 5 m.p.h. greater than the posted speed limit, whichever is greater. On new roadways the design speed shall be 5 m.p.h. greater than the anticipated posted speed limit.
8. Departure sight triangle leg length "a" is measured from the edge of shoulder to the passenger car driver and is assumed to be 14.5 feet minimum, 18 feet desirable. Departure sight triangle leg length "c" is measured from the center of the farthestmost crossed lane to the passenger car driver and includes all shoulders, medians and lanes crossed plus departure sight triangle leg length "a".
9. For left turns from the major road, sufficient sight distance should be provided to accommodate the maneuver. The Intersection Sight Distance (ISD) is dependent on the major road design speed. The ISD provided assumes making a left turn across one opposing lane with no median. Add W to ISD for each additional lane or median crossed.
10. The departure triangle leg "d" shown in the table is based on a passenger car crossing one lane of traffic. For crossing multiple lanes, add "W" to the length "d" for the corresponding design speed for each additional lane and/or median crossed.
11. The adjustment for departure triangle leg length "b" and "d" based on approach grade shall be used when the minor road approach grade exceeds 3%. Round the minor road approach grade up to the next whole percent and add the length to the departure sight triangle leg length for the appropriate design speed. DO NOT INTERPOLATE THE TABLE.
12. Permanent sight distance easements shall be provided at a minimum of 5 feet beyond the sight triangle measured perpendicular from the sight line for all four legs of the intersection.
13. This methodology is based on AASHTO, A Policy on Geometric Design of Highways and Streets, 2018, 7th Edition. For intersections where there is anticipated to be a large volume of single unit trucks or combination trucks, or when two roadways intersect at an angle less than 60 degrees, see "AASHTO, A Policy on the Geometric Design of Highways and Streets, 2018, 7th Edition" for adjustments to the departure sight triangle leg lengths.

ISSUE DATE	
03/09/2020	
REVISIONS	

THIS IS NOT A CERTIFIED DOCUMENT

Saint Louis COUNTY TRANSPORTATION PUBLIC WORKS
1050 NORTH LINDBERGH BLVD
ST. LOUIS, MISSOURI 63132

DESIGN CRITERIA MANUAL
INTERSECTION SIGHT DISTANCE PASSENGER CARS

EFFECTIVE	SHEET	DRAWING
05/01/2020	2 OF 3	5.2

NOTE: REF. CHESTERFIELD PARKWAY WEST (SOUTH) RESURFACING ST. LOUIS COUNTY PROJECT NO. AR-1768 FEDERAL PROJECT NO. STP-5410(632)

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE-25116
PROFESSIONAL ENGINEER
12/29/2025
GEORGE M. STOCK E-25116
CIVIL ENGINEER
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DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

REVISIONS:	
1-12/29/2025 PER COMMENTS	

M.S.D. P #:	BASE MAP #:
-	18S, 19S
S.L.C. H&T #:	H&T S.U.P. #
8304	-
M.D.N.R. #:	
Permit No. MORA27007	

SHEET TITLE:
ASDCP - INTERSECTION SIGHT DISTANCE STUDY ST. LOUIS COUNTY

SHEET NO.: C3.2

Conclusions

Lochmueller Group has completed the preceding traffic study pertaining to the proposed mixed-use development, known as Downtown Chesterfield, which would be developed on the site of the existing Chesterfield Mall in the City of Chesterfield, Missouri.

Based on the preceding study, the following can be concluded:

2023 Existing Conditions:

- Currently the site area is occupied by Chesterfield Mall which is approximately 1.3 MSF. At this time, the Mall is less than 50% leased and of the space leased, most of it is non-retail uses that are low traffic generators.
- The existing Chesterfield Mall has five external access drives. Two of the access drives provide right-in/right-out access along S. Outer 40 Road. There is an additional right-in/right-out access drive along MO 340. The remaining two access drives provide full access along Chesterfield Parkway.
- The study intersections generally operate favorably in the 2023 existing conditions. The majority of the signalized intersections within the study area have a LOS D overall or better for all three peak periods.
- However, the intersections along MO 340 beginning at the N. and S. Outer Roads and progressing southward are beginning to show signs of degrading operating conditions. Several intersections along MO 340 have an overall LOS E. While a LOS E is acceptable for an urban area under peak conditions, it is clear that a few intersections experience congestion issues. This includes the intersections of MO 340 and Lea Oak Drive, MO 340 and the Commercial Drives, and MO 340 and Baxter Road.
- In order to mitigate the existing operating conditions, modest signal timing modifications to the following intersections are recommended:
  - MO 340 & N Outer Road (WB 64 Off-Ramp)
  - MO 340 & S Outer Road (EB 64 On-Ramp)
  - MO 340 & Lea Oak Drive
  - MO 340 & Baxter Road
    - Add overlap to westbound right-turn

2026 Forecasted Conditions (RPA 1A only):

- It is anticipated that RPA-1A would consist of 79,000 SF of food and beverage use, 87,500 SF of retail use, 47,500 SF of grocery use, 1,468 multifamily apartments and/or condominiums, and 272,000 SF of office use. In addition, it is assumed that the existing Macy's building, which is approximately 276,000 SF, would have two floors as retail space and one floor as office space.
  - RPA-1A is expected to generate 2,329, 3,354, and 3,598 trips during the weekday AM, PM, and Saturday midday peak hours, respectively. However, a portion of these trips would be pass-by and internal capture in nature, so approximately 1,693, 1,660, and 1,795 "new" trips would be generated during these respective peak hours.
- There are five proposed site access drives serving Downtown Chesterfield in Phase I. The existing site access drive along MO 340 that provides for right-turns only would be maintained. The two existing signalized intersections at Chesterfield Parkway with Fontaine Drive and at Lydia Hill Drive would be maintained. In addition, the two right-turn only access drives along the South Outer Road at the West Drive and East Drive would also be maintained.
- Similar to the 2023 existing conditions, the study intersections would continue to operate favorably, with the exception of a few intersections.
- The following improvements are recommended in conjunction with the proposed development of RPA-1A of Downtown Chesterfield:
  - Improvements presented above to mitigate existing conditions.
  - Additional signal timing modifications to the following intersections *(Note: this improvement is also necessary if the mall were to be fully occupied)*:
    - Chesterfield Parkway & Fontaine Drive
    - Chesterfield Parkway & NB MO 340 Ramps
    - Coordinated signals along Wild Horse Creek Road
    - Coordinated signals along Chesterfield Parkway
  - MO 340 & Baxter Road
    - Additional northbound and southbound through lanes needed along MO 340 between Lea Oak Drive and south of Baxter Road. The third northbound lane would begin 500 feet south of Baxter and the additional southbound lane would carry 900 feet south of Baxter (exclusive of tapers).

2028 Forecasted Conditions (RPA 1A + RPA 1B):

- It is anticipated that RPA-1B would include an additional 15,000 SF of food and beverage use, 16,500 SF of additional retail use, 895 additional multifamily apartments and/or condominiums, a 250 room hotel, and 464,000 SF of additional office use.
- The development of Phase I, RPA-1A and RPA-1B, is expected to generate 3,516, 4,522, and 4,606 trips during the weekday AM, PM, and Saturday midday peak hours, respectively. However, a portion of these trips would be pass-by and internal capture in nature, so approximately 2,474, 2,322, and 2,121 "new" trips would be generated during these respective peak hours.
- Similar to the RPA-1A forecasted conditions, the study intersections would continue to operate acceptably.
- The following improvements are recommended in conjunction with the proposed development of Phase I of Downtown Chesterfield, RPA-1A and RPA-1B:
  - Existing and RPA-1A improvements presented above
  - Additional signal timing modifications to the following intersections:
    - Chesterfield Parkway & Wild Horse Creek Road
    - Chesterfield Parkway & Fontaine Drive
    - Chesterfield Parkway & NB SR 340/Clarkson Road Ramps
    - Clarkson Road & N Outer Road (WB 64 Off-Ramp)
    - Clarkson Road & S Outer Road (EB 64 On-Ramp)
    - Clarkson Road & Lea Oak Drive
    - Clarkson Road & Baxter Road
      - Remove Westbound right-turn overlap in AM
  - MO 340 & S Outer Road/EB I64 On-Ramp
    - Convert the outside northbound through lane into a shared through/right turn lane. Approach should be comprised of two dedicated through lanes, one shared through/right-turn lane, and one right-turn lane. *(Note: this improvement is also necessary if the mall were to be fully occupied)*

2030 Forecasted Conditions (RPA 1A + RPA 1B + RAP 1C):

- It is anticipated that RPA-1C would provide for an additional 362 multifamily apartments and/or condominiums and 747,200 SF of additional office use.
- Two additional site access drives are proposed in Phase II of the development. These site access drives include one signalized access drive at Chesterfield Parkway and Burkhart Place and one unsignalized site access drive at Chesterfield Parkway and WHV Road "A" (south of the signalized intersection with Wild Horse Creek Road).
- The combined development of RPA-1A, RPA-1B and RPA-1C is expected to generate 4,437, 5,340, and 5,143 trips during the weekday AM, PM, and Saturday midday peak hours, respectively. However, a portion of these trips would be pass-by and internal capture in nature, so approximately 3,138, 3,104, and 2,488 "new" trips would be generated during these respective peak hours.
- Phase II of the Downtown Chesterfield development begins to show signs of degradation of the study roadway network. The overall traffic volumes associated with RPA-1A, RPA-1B and RPA-1C are similar to the volumes associated with full occupancy of the existing Chesterfield Mall.
- The following improvements are recommended in conjunction with the proposed development as a means of mitigating the additional traffic and maintaining safe and reasonable traffic conditions:
  - Existing, RPA-1A and RPA-1B improvements presented above
  - Additional signal timing modifications to the following intersections:
    - Wild Horse Creek Road & Baxter Road
    - Chesterfield Parkway & N Outer Road
    - Chesterfield Parkway & Wild Horse Creek Road
    - Chesterfield Parkway & Lydia Hill Road
    - Chesterfield Parkway & Fontaine Drive
    - Chesterfield Parkway & NB SR 340/Clarkson Road Ramps
    - Clarkson Road & N Outer Road (WB 64 Off-Ramp)
    - Clarkson Road & Wild Horse Creek Road (EB 64 On-Ramp)
    - Clarkson Road & Lea Oak Drive
    - Clarkson Road & Baxter Road
  - Chesterfield Parkway & Wild Horse Creek Road/S. Outer Road
    - Additional northbound left-turn lane needed. Approach should be comprised of two left-turn lanes, one through lane, and one shared through/right-turn lane. Both Southbound right turn lanes would be placed under YIELD conditions with the existing islands in the NE quadrant being rebuilt and traffic signal equipment relocated. (See Appendix for concept layout)
  - MO 340 & N Outer Road/WB 64 Off-Ramp
    - Additional westbound left-turn lane needed (third left turn lane). Approach should be comprised of three dedicated left-turn lanes and one right-turn lane. Signage should be provided for the right-most left-turn lane which details that left-turns will be directed to Chesterfield Mall/Chesterfield Parkway. (Note: this improvement is also necessary if the mall were to be fully occupied)

2032 Forecasted Conditions (Full Build of Development):

- It is anticipated that the introduction of RPA-1D would add an additional 5,000 SF of food and beverage use and 688,000 SF of additional office use. The full build of the proposed Downtown Chesterfield includes RPA-1A, RPA-1B, RPA-1C, and RPA-1D.
- Full build out of Downtown Chesterfield is expected to generate 5,139, 5,959, and 5,563 trips during the weekday AM, PM, and Saturday midday peak hours, respectively. However, a portion of these trips would be pass-by and internal capture in nature, so approximately 3,734, 3,661, and 2,808 "new" trips would be generated during these respective peak hours.
- Minimal additional improvements are required for the full build of Downtown Chesterfield. The following improvements are recommended in conjunction with the proposed build out of Downtown Chesterfield:
  - Existing, RPA-1A, RPA-1B, and RPA-1C improvements presented previously;
  - Additional signal timing modifications to the following intersection:
    - Wild Horse Creek Road & Baxter Road
      - Permitted + protected phasing needed for all movements in the AM peak hour (currently only the eastbound and northbound have this phasing)

2052 Horizon Year Baseline Conditions:

- The Year 2052 planning horizon *without* the proposed redevelopment in place does assume full occupancy of Chesterfield Mall. This was done to establish a baseline upon which the proposed redevelopment's long-term impact could be compared.
- In order to accommodate the 2052 Baseline traffic volumes, the following improvements are recommended:
  - 2026 Baseline improvements previously presented.
  - An additional through lane in the westbound direction along Wild Horse Creek Road between Old Chesterfield Road and Baxter Road. While an additional eastbound lane is not functionally necessary, it would be beneficial to provide an additional eastbound lane to lane provide uniformity/lane balance along the corridor.
  - Chesterfield Parkway & Wild Horse Creek Road
    - Additional northbound left-turn lane needed. Approach should be comprised of two left-turn lanes, one through lane, and one shared through/right-turn lane. Both Southbound right turn lanes would be placed under YIELD conditions with the existing islands in the NE quadrant being rebuilt and traffic signal equipment relocated.
  - Minor signal timing adjustments at most intersections.

2052 Horizon Year Forecasted Conditions:

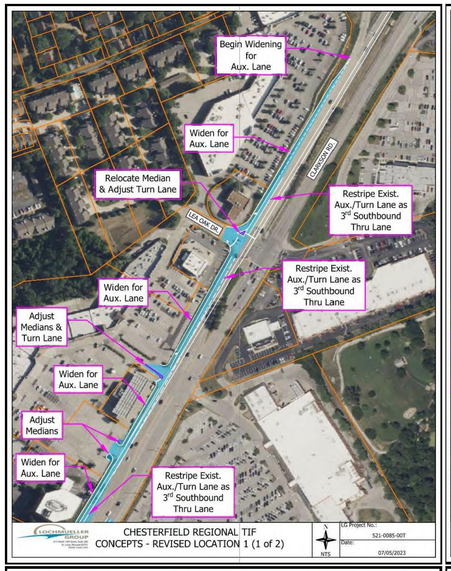
- The 2052 horizon year forecasted traffic scenario assumes that the proposed redevelopment of Downtown Chesterfield is in *place in addition* to the annual background growth rate experienced on the area roadways and full development of Wild Horse Village and the adjacent Sach's property.
- In order to accommodate the 2052 Forecasted traffic volumes, the following improvements are recommended:
  - Improvements associated with the buildout of Downtown Chesterfield in place as well as those identified for 2052 baseline conditions;
  - Wild Horse Creek Road needs an additional through lane in both the eastbound and westbound directions between Old Chesterfield Road and Baxter Road;
  - Minor signal timing adjustments at most intersections.

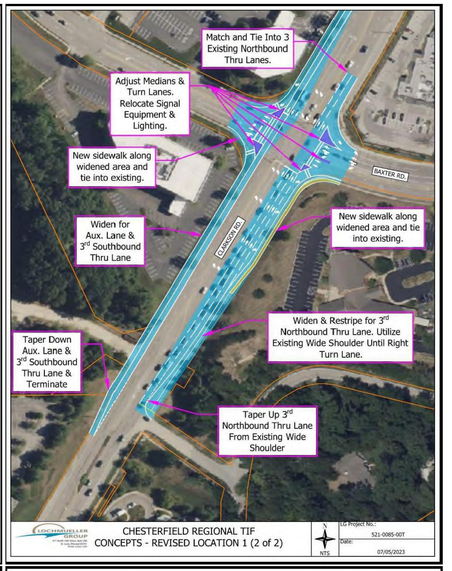
Internal Site Intersections:

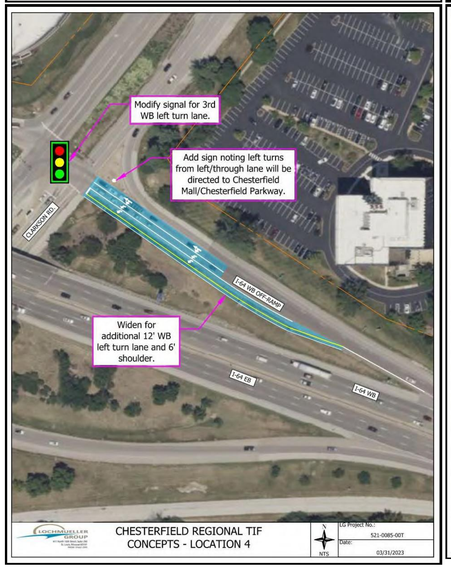
- The internal site access drives for the proposed Downtown Chesterfield development were evaluated to determine the preferred laneage and traffic control. It is recommended that the internal site access drives be comprised of unsignalized intersections consisting of all-way stop control, side-street stop control, and single-lane roundabouts.
- While most of the site access drives are existing, all proposed intersections should conform to the sight distance requirements set forth by the American Association of State Highway and Transportation Officials (AASHTO). Furthermore, as part of the design and construction process, care should be given to ensure that signage and/or landscaping does not pose sight distance limitations at any of the proposed drive locations.

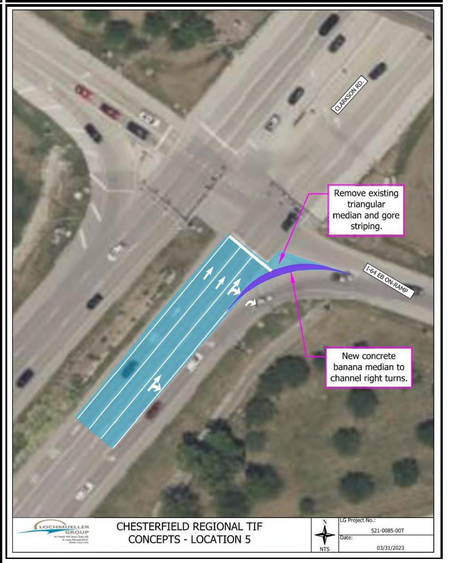
Overall, it was concluded that with the recommended improvements in place, the surrounding roadways can adequately accommodate the proposed development of Downtown Chesterfield and its associated traffic. Please contact our offices at (314) 446-3791 with any questions or comments concerning this report.

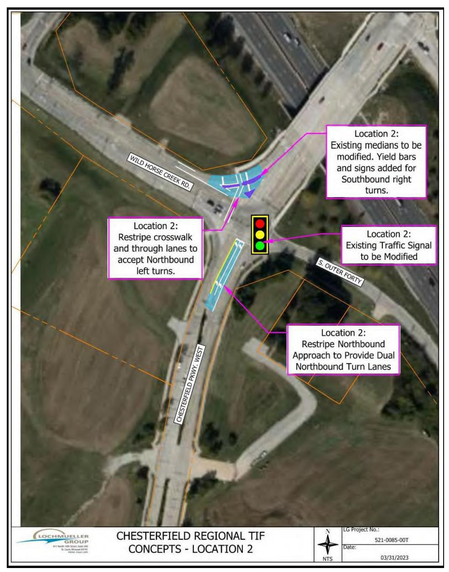
Completed by Lochmueller Group, Inc

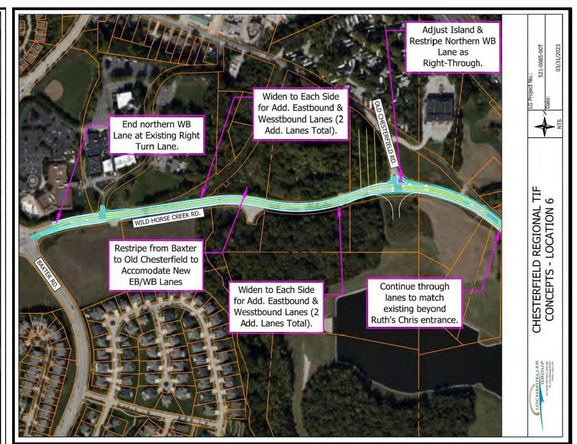












Information shown is per the "Downtown Chesterfield Traffic Impact Study" prepared by Lochmueller Group, dated March 17, 2023 with a revised date July 24, 2023

GEORGE MICHAEL STOCK NUMBER PE-25116 STATE OF MISSOURI PROFESSIONAL ENGINEER
12/29/2025
GEORGE M. STOCK E-25116
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REVISIONS:	
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S.L.C. H&T #: 8304	H&T S.U.P. #: -
M.D.N.R. #: Permit No, MORA27007	

SHEET TITLE: ASDCP - CONCEPT PLAN OFFSITE ROAD IMPROVEMENTS

SHEET NO.: C4.0

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

J:\6255\6255.5 CD\6255CD\6255CDSheets\6255CDSheetsDWG\6255ASDCPCONCEPT.dwg LAYOUT: Model PLOTTED: Dec 29, 2025 - 3:44pm PLOTTED BY: mcdonal

BUILDING TO REMAIN (PHASE ONE)
MACY'S BUILDING (MODIFIED)
NEW PARKING GARAGE
OVERLAY DILLARD'S RING ROAD

DOWNTOWN CHESTERFIELD BLVD.
BURKHARDT PLACE EXTENSION
CHESTERFIELD VILLAGE AREA A BOUNDARY ADJ. PLAT PB. 371, PGS. 492–493
VISTA PLACE EXTENSION
OFFSITE SANITARY SEWER TO TIE TO M.H. 18S1-0134S (20MSD-00474)
EXISTING NON-SIGNALIZED INTERSECTION
STLCO ENT. #
30' LANDSCAPE BUFFER
CORNER TRIANGLE
P.S.D.E.
CONVEYANCE LIMIT
20' WIDE SIDEWALK AND UTILITY ESMT.
PROPOSED VW INGRESS AND EGRESS EASEMENT
PROPOSED 22'W ACCESS ROAD

LOT AREA 8
2.38 Acres
PUBLIC GARAGE
3-LEVELS
(617 SPACES TOTAL)

LOT AREA 11
1.41 Acres

MAIZLISH BLVD
FUTURE WALK TO BE CONSTRUCTED AS EACH SITE IS DEVELOPED
FUTURE ENTRANCE (LOT 11)
10'W UTILITY & SIDEWALK ESMT
8'W UTILITY & SIDEWALK ESMT
11'W UTILITY & SIDEWALK ESMT
FUTURE WALK
TREE/PLANTING BED (4'X8') (TYP)
INTERSECTION TO BE RAISED STAMPED CONC.
ALL CROSS WALKS TO BE ADA ACCESSIBLE (TYP)
LOT LINE
20' UP TO SETBACK LINE
POTENTIAL FUTURE SIDEWALK AREA

LOT AREA 9
1.43 Acres

+ 635.94 pvmt
N/F DILLARD DEPARTMENT STORE DB 10747 PG 597 18S140088 100 CHESTERFIELD MALL LOT C-101C PB 158, PG 98
N/F ADJ. LOT C-101C PB. 372, PG. 373-374 CHESTERFIELD VILLAGE AREA A PHASE ONE PLAT ONE PB 158, PG 96-97
653.87 3rd floor
635.89 2nd floor
618.90 1st floor
NEW ENTRANCE 2ND FLOOR ELEV. 635.89 ±
F.F.= 620 (REC) ±
DILLARD'S BUILDING TO REMAIN
34 EXISTING COVERED SPACES (TO REMAIN FOR DILLARD'S)
34 COVERED SPACE (RECORD)
+ 618.65 pvmt
S1
S1
3' WIDE STRIPED SAFTEY ZONE BETWEEN DRIVE LANE AND PEDESTRIAN TRAIL
DILLARD'S RING ROAD OVERLAY AND RE-STRIPE 3-11' WIDE LANES (MIN) PLUS PEDESTRIAN TRAIL
FUTURE 30' WIDE ENTRANCE
VISTA PLACE EXTENSION
STOP SIGN
RIGHT TURN LANE
MAIZLISH BLVD
10'W UTILITY EASEMENT
653.94 pvmt ±
EX. 652 ±

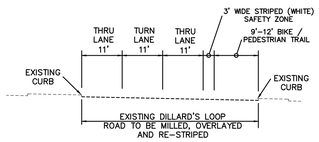
LOT AREA
3.74 Acres

N/F TWIST ENTERPRISES LLC DB 22918 PG 1585 18S130070 595 CHESTERFIELD CTR C-101E

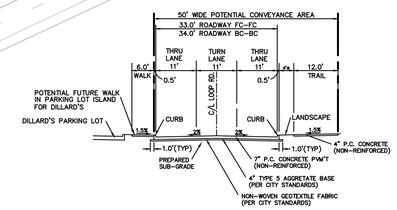
LOT AREA 10
3.70 Acres

LOT AREA 15
3.51 Acres
N/F TSG CHESTERFIELD DEVELOPMENT DB 23928 PG 1664 18S140277 550 CHESTERFIELD CTR.
30' LANDSCAPE BUFFER
POTENTIAL FUTURE SIDEWALK AREA
TO REMAIN PHASE 1 CHESTERFIELD VILLAGE PHASE ONE PLAT ONE PB. 158, PG. 96-97 C-101D
TO REMAIN N/F GHEITH PROPERTIES LLC MCKELVEY PROPERTIES DB 25274 PG 4741 18S140165 500 CHESTERFIELD CIR C-107
BAP CHESTERFIELD VILLAGE AREA A PHASE 1 PLAT 2 PB. 225, PG. 39
12' WALK
TSG WAY
10'W UTILITY & SIDEWALK ESMT
20' UP TO SETBACK LINE

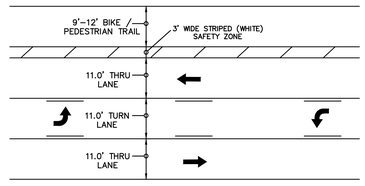
LOT 3C
4.883 Acres ±
N/F
CHESTERFIELD CENTER 3C LLC
DOC. NO. 2024121100388



SECTION S1-S1



POTENTIAL FUTURE DILLARD'S LOOP ROAD SECTION



DILLARD'S LOOP ROAD RE-STRIPE

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

NOTES: ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

ALL PROPOSED IMPROVEMENTS WILL CONFORM TO RELATED ST. LOUIS COUNTY CAPITAL IMPROVEMENT PROJECT NO. AR–1768.

PRIOR TO IMPROVEMENT/CONSTRUCTION PLAN APPROVAL, THE ENGINEER SHALL PROVIDED A SIGNED AND SEALED NOTE ON THE PLANS FOR BOTH RESIDENTIAL AND COMMERCIAL PROJECTS, STATING THAT THE UNIMPROVED EXISTING SIDEWALK ALONG THE PROJECT FRONTAGE MEETS CURRENT ST. LOUIS COUNTY ADA STANDARDS.

ALL DRIVEWAYS INTERSECTING ST. LOUIS COUNTY ARTERIAL AND CLASSIFIED ROADWAYS SHALL HAVE ON–SITE TURNAROUND CAPABILITY, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION.

ALL ABOVE–GROUND UTILITIES OR OTHER POTENTIAL OBSTRUCTIONS WITHIN THE ST. LOUIS COUNTY ROAD RIGHT–OF–WAY, SHALL HAVE A MINIMUM SETBACK, AS DIRECTED BY THE ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION, AS PRESCRIBED IN SECTION 5.10 OF THE ST. LOUIS COUNTY DESIGN CRITERIA MANUAL :ROADSIDE DESIGN REQUIREMENTS".

THE PERMIT PROCESS REQUIRES IMPROVEMENT PLAN SUBMITTAL TO THE DEPARTMENT OF TRANSPORTATION.

BE ADVISED AND NOTE THAT TGA FEES ARE REQUIRED PRIOR TO THE ISSUANCE OF ANY PERMIT.

GENERAL NOTES:

1. ALL CROSS WALKS INCLUDING THE ONES LOCATED AT RAISED INTERSECTIONS SHALL BE ADA COMPLIANT. ADA RAMPS SHALL BE USED AT ALL LOCATIONS.
2. ALL RAISED INTERSECTIONS (6" TYP) SHALL INCLUDE CROSS WALK AREAS AND WILL MAINTAIN ADA COMPLIANCE. THE AREAS WILL BE STAMPED CONCRETE, HERRINGBONE OR BASKET–WEAVE PATTERN WITH BANDING OF COLORED CONCRETE. THE RAISED INTERSECTIONS SHALL TAPER TO MATCH THE ROAD SURFACE ELEVATION CREATING A SMOOTH TRANSITION THAT WILL ALLOW UNOBSTRUCTED SNOW REMOVAL

STATE OF MISSOURI
GEORGE MICHAEL STOCK
NUMBER PE–2011G
PROFESSIONAL ENGINEER
12/29/2025
GEORGE M. STOCK E–25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

PROJECT: AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR:
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE – INFRASTRUCTURE ONLY – ORDINANCE NO. 3298

PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530–9100 FAX (636) 530–9130
e–mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

REVISIONS:	
1-12/29/2025 PER COMMENTS	
M.S.D. P #: -	BASE MAP #: 18S, 19S
S.L.C. H&T #: 8304	H&T S.U.P. #: -
M.D.N.R. #: Permit No, MORA27007	

SHEET TITLE: ASDCP-DOWNTOWN CHESTERFIELD OFFSITE ROAD IMPROVEMENTS

SHEET NO.: C4.1

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

LOT 3B FIXTURES MOUNTED AT 20' INCLUDING BASE
FIXTURES MOUNTED ON 30' POLE
LIGHT LEVEL CALCULATED ON THE GROUND

Calculation Summary							
Scenario: ST							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
12FT OUTTER WALK	Illuminance	Fc	1.87	3.5	0.5	3.7	7.0
LOT 3B ROADWAYS	Illuminance	Fc	1.64	3.5	0.5	3.3	7.0
OVERALL SITE	Illuminance	Fc	2.07	7.0	0.5	4.1	14.0
SIDEWALK	Illuminance	Fc	1.61	4.8	0.5	3.2	9.6
VISTA PLACE EXTENSION	Illuminance	Fc	1.48	3.1	0.5	3.0	6.2

Luminaire Schedule							
Scenario: ST							
Symbol	Qty	Label	Arrangement	LLF	Lum. Watts	Total Watts	Description
	31	F1	Single	1.000	160	4960	GALN-SA3C-740-U-T3
	1	F10	Single	1.000	160	160	GALN-SA3C-740-U-T4FT
	13	F2	Single	1.000	160	2080	GALN-SA3C-740-U-RW
	30	F3	Single	1.000	160	4800	GALN-SA3C-740-U-T4W
	9	F4	Single	1.000	213	1917	GALN-SA4C-740-U-5WQ
	25	F5	Back-Back	1.000	108	5400	GALN-SA2C-740-U-T3 - TWIN
	34	F8	Single	1.000	82	2788	KIPP LED 4000K 82W BUG U3
	10	F9	Back-Back	1.000	160	3200	GALN-SA3C-740-U-T3-TWIN

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

REVISIONS:	
1-12/29/2025 PER COMMENTS	
M.S.D. P #:	BASE MAP #: 18S, 19S
S.L.C. H&T #: 8304	H&T S.U.P. #: -
M.D.N.R. #: Permit No. MORA27007	

GEORGE MICHAEL STOCK NUMBER PE-25116 STATE OF MISSOURI PROFESSIONAL ENGINEER

12/29/2025
GEORGE M. STOCK E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

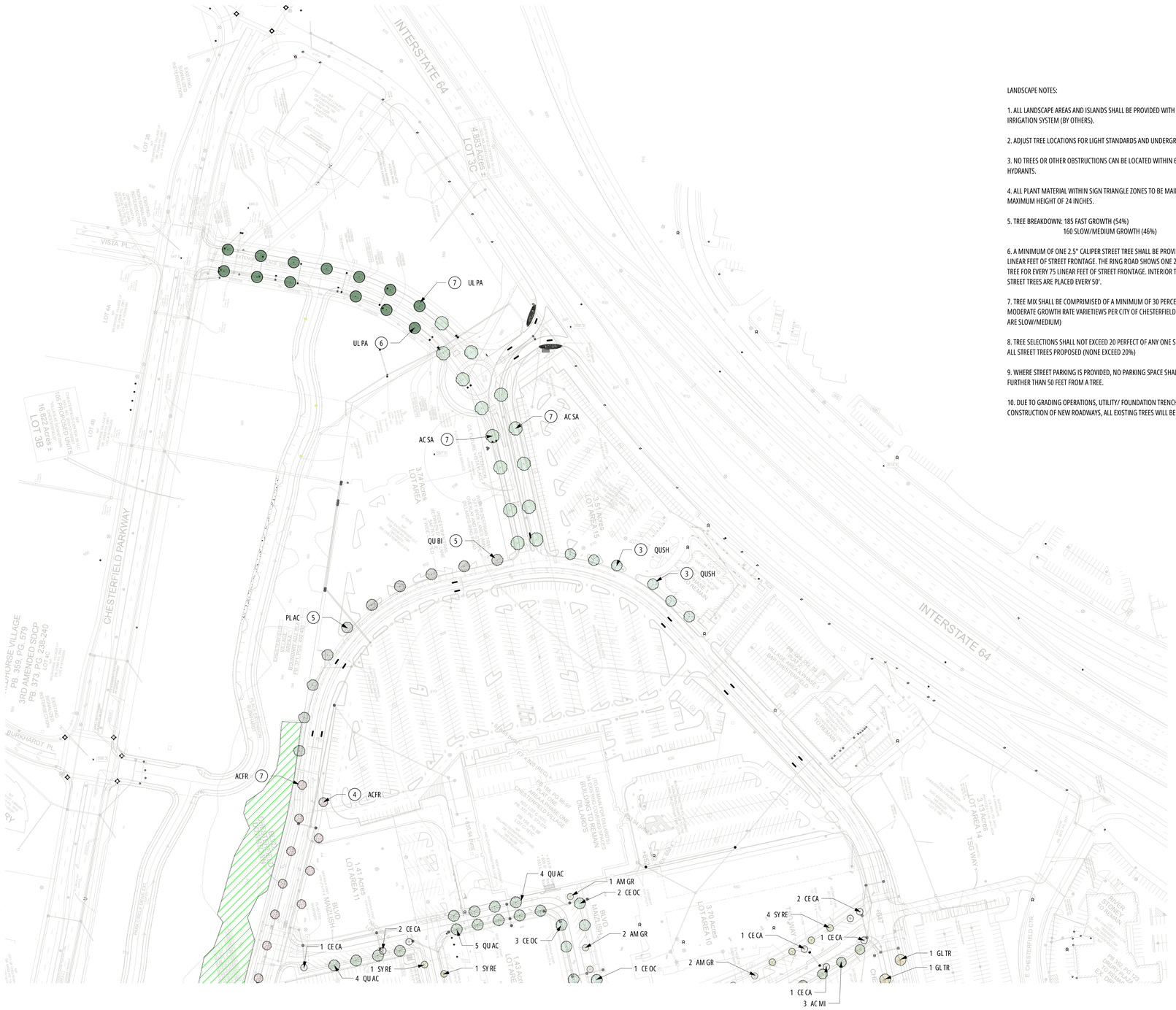
PROJECT: AMENDED SITE DEVELOPEMENT CONCEPT PLAN FOR:
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

PREPARED BY:
STOCK & ASSOCIATES Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005
PH. (636) 530-9100 FAX (636) 530-9130
e-mail: general@stockassoc.com
Web: www.stockassoc.com

DRAWN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.
T.S.	G.M.S.	11/03/2025	1"=100'	6255.5

SHEET TITLE: SDCP - CONCEPT LIGHTING PLAN

SHEET NO.: C5.0



LANDSCAPE NOTES:

1. ALL LANDSCAPE AREAS AND ISLANDS SHALL BE PROVIDED WITH AN IN-GROUND IRRIGATION SYSTEM (BY OTHERS).

2. ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND UTILITIES.

3. NO TREES OR OTHER OBSTRUCTIONS CAN BE LOCATED WITHIN 6 FEET OF FIRE HYDRANTS.

4. ALL PLANT MATERIAL WITHIN SIGN TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF 24 INCHES.

5. TREE BREAKDOWN: 185 FAST GROWTH (54%)
160 SLOW/MEDIUM GROWTH (46%)

6. A MINIMUM OF ONE 2.5" CALIPER STREET TREE SHALL BE PROVIDED FOR EVERY 50 LINEAR FEET OF STREET FRONTAGE. THE RING ROAD SHOWS ONE 2.5" CAIPER STREET TREE FOR EVERY 75 LINEAR FEET OF STREET FRONTAGE. INTERIOR TO THE RING ROAD, STREET TREES ARE PLACED EVERY 50'.

7. TREE MIX SHALL BE COMPRIMISED OF A MINIMUM OF 30 PERCENT SLOW OR MODERATE GROWTH RATE VARIETIEWS PER CITY OF CHESTERFIELD APPROVED LIST (46% ARE SLOW/MEDIUM)

8. TREE SELECTIONS SHALL NOT EXCEED 20 PERFECT OF ANY ONE SPECIES THROUGHOUT ALL STREET TREES PROPOSED (NONE EXCEED 20%)

9. WHERE STREET PARKING IS PROVIDED, NO PARKING SPACE SHALL BE LOCATED FURTHER THAN 50 FEET FROM A TREE.

10. DUE TO GRADING OPERATIONS, UTILITY/ FOUNDATION TRENCHING AND CONSTRUCTION OF NEW ROADWAYS, ALL EXISTING TREES WILL BE REMOVED.

DENOTES ALL VEGETATION TO BE PROTECTED TO REMAIN AS-IS

54,990 SF OF 180,755 SF TOTAL VEGETATIVE MASSES ARE TO BE RETAINED (30.4%)

1 ASDCP
Scale: 1" = 100'-0"
0 50 100 150 200 ft

Frisella
NURSERY
2214 S. BIG BEND BLVD. RICHMOND HEIGHTS
636-798-2555 FRISELLALANDSCAPEGROUP.COM

THIS DESIGN IS THE PROPERTY OF FRISELLA NURSERY; USE OR REPRODUCTION WITHOUT THE EXPRESSED WRITTEN CONSENT OF FRISELLA NURSERY IS STRICTLY PROHIBITED

STATE OF MISSOURI
MEGAN M. WILKER
NUMBER PLA-2017039662
REGISTERED LANDSCAPE ARCHITECT

LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017

DESIGNER: MMW
SHEET NAME:
ASDCP AREA A - TREES
PROJECT DATE: 12.19.2025
REVISION:
SHEET NO: L-701
PROJECT NO: DES5156639

1 TREE PLAN
Scale: 1" = 100'-0"

0 50 100 150 200 ft

DENOTES ALL VEGETATION TO BE PROTECTED TO REMAIN AS-IS

54,990 SF OF 180,755 SF TOTAL VEGETATIVE MASSES ARE TO BE RETAINED (30.4%)

Frisella
NURSERY

2214 S. BIG BEND BLVD. RICHMOND HEIGHTS
636-798-2555 FRISELLALANDSCAPEGROUP.COM

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STATE OF MISSOURI
MEGAN M. WILKER
NUMBER PLA-2017039662
REGISTERED LANDSCAPE ARCHITECT

LANDSCAPE PREPARED FOR:

DOWNTOWN CHESTERFIELD

Chesterfield, MO 63017

DESIGNER: MMW

SHEET NAME:

ASDCP AREA B - TREES

PROJECT DATE: 12.19.2025

REVISION:

SHEET NO: L-702

PROJECT NO: DES5156639

1 ASDCP
Scale: 1" = 100'-0"

0 50 100 150 200 ft

DENOTES ALL VEGETATION TO BE PROTECTED TO REMAIN AS-IS

54,990 SF OF 180,755 SF TOTAL VEGETATIVE MASSES ARE TO BE RETAINED (30.4%)

Frisella
NURSERY

2214 S. BIG BEND BLVD. RICHMOND HEIGHTS
636-798-2555 FRISELLALANDSCAPEGROUP.COM

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STATE OF MISSOURI
MEGAN M. WILKER
NUMBER PLA-2017039662
REGISTERED LANDSCAPE ARCHITECT

LANDSCAPE PREPARED FOR:

DOWNTOWN CHESTERFIELD

Chesterfield, MO 63017

DESIGNER: MMW

SHEET NAME:

ASDCP AREA A - SHRUBS

PROJECT DATE: 12.19.2025

REVISION:

SHEET NO:

L-703

PROJECT NO:

DES5156639

DENOTES ALL VEGETATION TO BE PROTECTED TO REMAIN AS-IS

54,990 SF OF 180,755 SF TOTAL VEGETATIVE MASSES ARE TO BE RETAINED (30.4%)

1 ASDCP
Scale: 1" = 100'-0"

0 50 100 150 200 ft

Frisella
NURSERY

2214 S. BIG BEND BLVD. RICHMOND HEIGHTS
636-798-2555 FRISELLALANDSCAPEGROUP.COM

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STATE OF MISSOURI
MEGAN M. WILKER
NUMBER PLA-2017039662
REGISTERED LANDSCAPE ARCHITECT

LANDSCAPE PREPARED FOR:

DOWNTOWN CHESTERFIELD

Chesterfield, MO 63017

DESIGNER: MMW

SHEET NAME:

ASDCP AREA B - SHRUBS

PROJECT DATE: 12.19.2025

REVISION:

SHEET NO:

L-704

PROJECT NO:

DES5156639

Plant Schedule - Street Trees

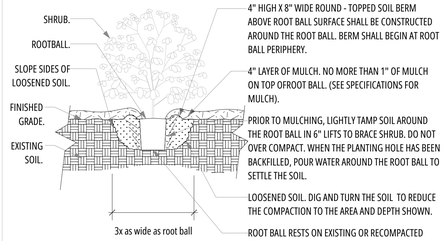
ID	Qty	Botanical Name	Common Name	Scheduled Size	Growth Rate	% of Species
AC MI	14	Acer miyabei 'Morton'	Maple, 'State Street'	2.5" Cal.	Medium	4%
AC SA	18	Acer saccharum 'Legacy'	Maple, Sugar 'Legacy'	2.5" Cal.	Medium	5%
ACFR	15	Acer × freemanii 'Jeffersred'	Maple, 'Autumn Blaze'	2.5' Cal.	Fast	4%
AM GR	33	Amelanchier x grandiflora 'Robin Hill'	Serviceberry 'Robin Hill'	2.5" Cal.	Slow/Med	10%
CA CA	16	Carpinus caroliniana	Hornbeam, American	2.5" Cal.	Medium	5%
CE CA	63	Cercis canadensis 'Merlot'	Redbud, 'Merlot'	2.5" Cal.	Medium/Fast	18%
CE OC	7	Celtis occidentalis	Hackberry	2.5" Cal.	Medium/Fast	2%
GLTR	54	Gleditsia triacanthos var. inermis 'Shadema	Shademaster Honeylocust	2.5" Cal.	Fast	15%
PL AC	14	Platanus × acerifolia 'Bloodgood'	London Planetree, 'Bloodgood'	2.5" Cal.	Medium	4%
QU AC	13	Quercus acutissima	Oak, Sawtooth	2.5" Cal.	Medium	4%
QU BI	25	Quercus bicolor	Oak, Swamp White	2.5" Cal.	Medium/Fast	7%
QUSH	29	Quercus shumardii	Oak, Shumard	2.5" Cal.	Medium	8%
SY RE	23	Syringa reticulata 'Ivory Pillar'	Japanese Lilac, 'Ivory Pillar'	2.5" Cal.	Slow/Med	7%
UL PA	23	Ulmus parvifolia 'Alle'	Lacebark Elm	2.5" Cal.	Medium/Fast	7%

TOTAL TREES: 345

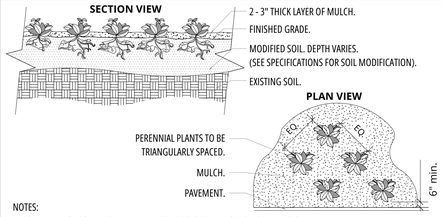
Plant List - Boulevard Shrubs and Perennials

ID	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
al mi	124	Allium 'Millenium'	Allium 'Millenium'	#01 Gal.	
ar ls	66	Aronia melanocarpa 'Low Scape Mound'	Chokeberry, 'Low Scape Mound' #03	#3/5 Gal.	
ca ac	455	Calamagrostis × acutiflora 'Karl Foerster'	Karl Foerster Grass	#01 Gal.	
ec pu	131	Echinacea purpurea	Coneflower, Purple 'Kim's Knee High'	#1 Gal.	
hy fl	453	Hydrangea paniculata 'Fire Light Tidbit'	Hydrangea, Panicle 'Fire Light Tidbit'	#03/05 Gal.	
hy pa	106	Hydrangea paniculata 'Ilvobo'	Hydrangea, 'Bobo'	#3/5 Gal.	
hy qu	24	Hydrangea quercifolia 'Ruby Slippers'	Hydrangea, Oak 'Ruby Slipper'	#3/5 Gal.	
ju pf	221	Juniperus x pfitzeriana 'Kallay's Compact'	Juniper, 'Kallay's Compact'	#03/05 Gal.	
ju sg	123	Juniperus × pfitzeriana 'Sea Green'	Juniper, 'Sea Green'	#03/05	
ne fa	32	Nepeta x faassenii 'Walker's Low'	Catmint, 'Walker's Low'	#01 Gal.	
pa vi	77	Panicum virgatum 'Shennandoah'	Grass, Switch 'Shenandoah'	#1 Gal.	
rh ar	41	Rhus aromatica 'Gro-Low'	Sumac, Fragrant 'Gro-Low'	#3/5 Gal.	
ru hi	130	Rudbeckia hirta 'Am. Gold Rush'	Black-Eyed Susan, 'Am. Gold Rush'	#01 Gal.	
sp he	476	Sporobolus heterolepis	Grass, Prairie Dropseed	#1 Gal.	
sp me	47	Spiraea Media 'SMSMBK'	Spirea, DP 'Blue Kazoo'	#3/5 Gal.	

NOTES:
1- SHRUBS SHALL BE OF QUALITY PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATIONS.
2- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

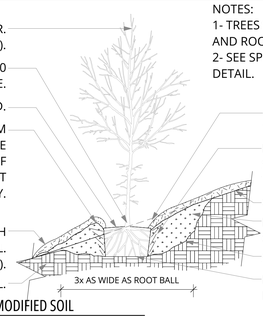


1 SHRUB PLANTING UNMODIFIED SOIL
Scale: NOT TO SCALE

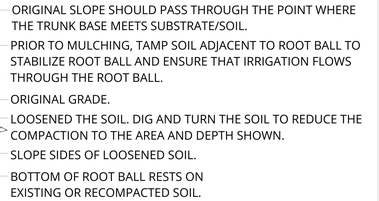


NOTES:
1- SEE PLANTING LEGEND FOR PERENNIAL SPECIES, SIZE, AND SPACING DIMENSION.
2- SMALL ROOTS (1#4" OR LESS) THAT GROW AROUND, UP, OR DOWN THE ROOT BALL PERIPHERY ARE CONSIDERED A NORMAL CONDITION IN CONTAINER PRODUCTION AND ARE ACCEPTABLE HOWEVER THEY SHOULD BE ELIMINATED AT THE TIME OF PLANTING. ROOTS ON THE PERIPERHY CAN BE REMOVED AT THE TIME OF PLANTING. (SEE ROOT BALL SHAVING CONTAINER DETAIL).
3- SETTLE SOIL AROUND ROOT BALL OF EACH PERENNIAL PRIOR TO MULCHING.

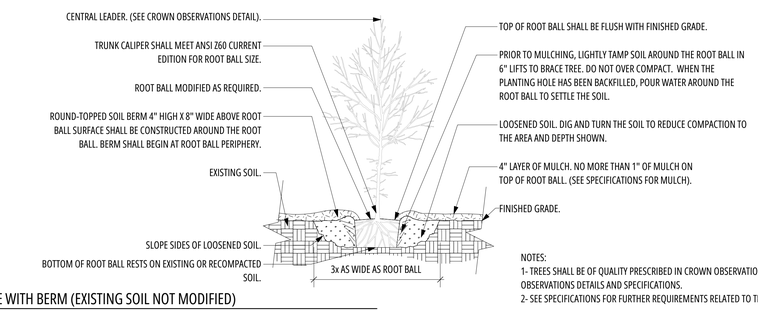
2 PERENNIALS
Scale: NOT TO SCALE



NOTES:
1- TREES SHALL BE OF QUALITY PRESCRIBED IN CROWN OBSERVATIONS AND ROOT OBSERVATIONS DETAILS AND SPECIFICATIONS.
2- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

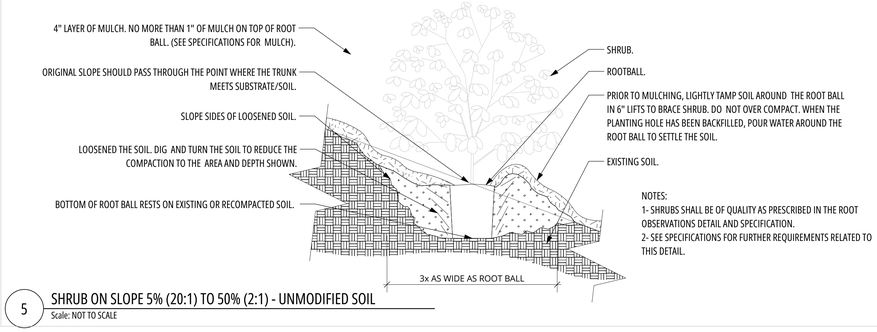


3 TREE ON SLOPE 5% (20:1) TO 50% (2:1) - UNMODIFIED SOIL
Scale: NOT TO SCALE



NOTES:
1- TREES SHALL BE OF QUALITY PRESCRIBED IN CROWN OBSERVATIONS AND ROOT OBSERVATIONS DETAILS AND SPECIFICATIONS.
2- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

4 TREE WITH BERM (EXISTING SOIL NOT MODIFIED)
Scale: NOT TO SCALE



NOTES:
1- SHRUBS SHALL BE OF QUALITY AS PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATION.
2- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

5 SHRUB ON SLOPE 5% (20:1) TO 50% (2:1) - UNMODIFIED SOIL
Scale: NOT TO SCALE

Frisella NURSERY
2214 S. BIG BEND BLVD. RICHMOND HEIGHTS
636-798-2555 FRISELLALANDSCAPEGROUP.COM

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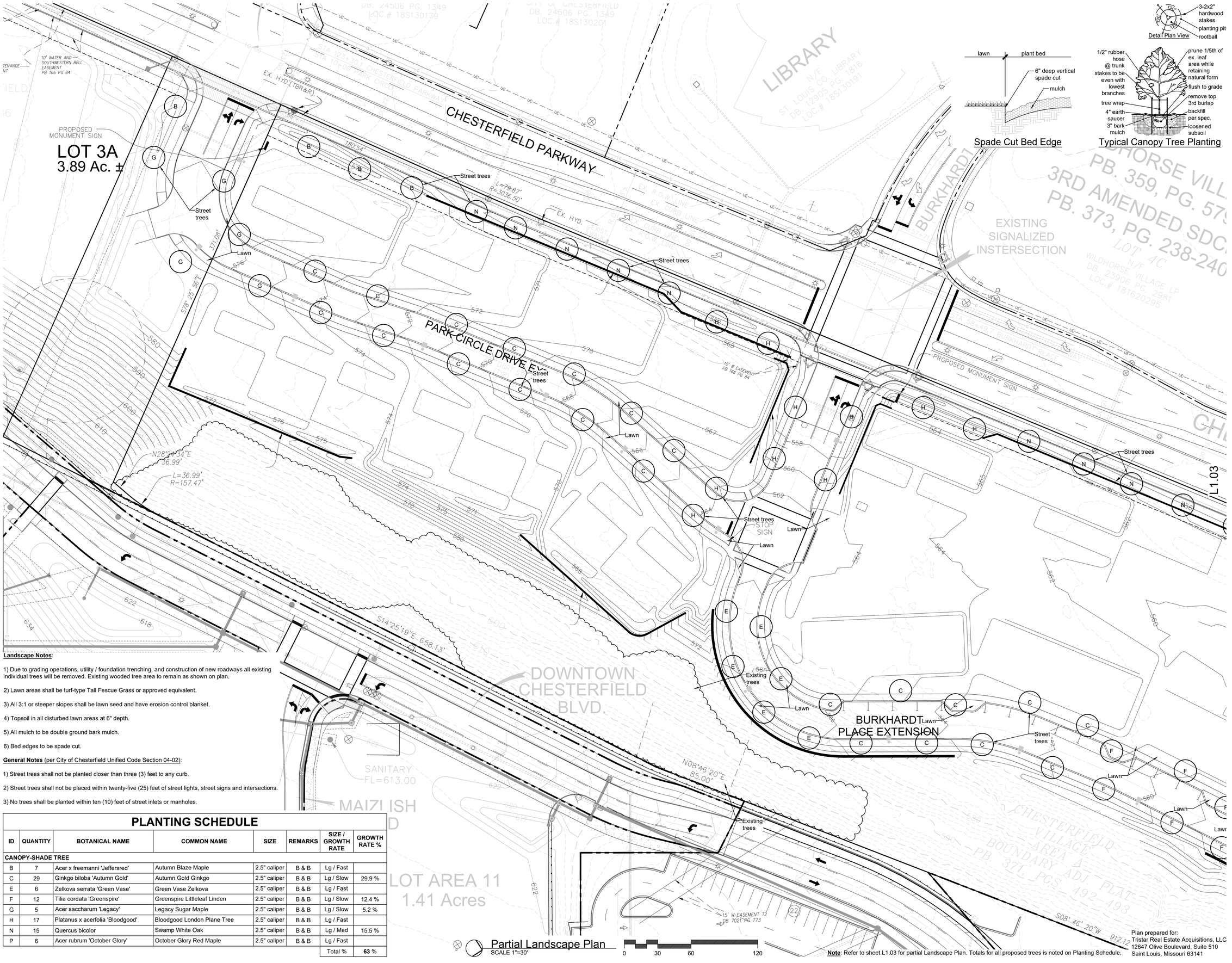
STATE OF MISSOURI
MEGAN M. WILKER
NUMBER PLA-2017039662
PROFESSIONAL LANDSCAPE ARCHITECT

LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017

DESIGNER: MMW
SHEET NAME:
ASDCP SCHEDULES
PROJECT DATE: 12.19.2025
REVISION:
SHEET NO: L-705
PROJECT NO: DES5156639



Landscape Notes:

1) Due to grading operations, utility / foundation trenching, and construction of new roadways all existing individual trees will be removed. Existing wooded tree area to remain as shown on plan.

2) Lawn areas shall be turf-type Tall Fescue Grass or approved equivalent.

3) All 3:1 or steeper slopes shall be lawn seed and have erosion control blanket.

4) Topsoil in all disturbed lawn areas at 6" depth.

5) All mulch to be double ground bark mulch.

6) Bed edges to be spade cut.

General Notes (per City of Chesterfield Unified Code Section 04-02):

1) Street trees shall not be planted closer than three (3) feet to any curb.

2) Street trees shall not be placed within twenty-five (25) feet of street lights, street signs and intersections.

3) No trees shall be planted within ten (10) feet of street inlets or manholes.

PLANTING SCHEDULE

ID	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	SIZE / GROWTH RATE	GROWTH RATE %
CANOPY-SHADE TREE							
B	7	Acer x freemanni 'Jeffersred'	Autumn Blaze Maple	2.5" caliper	B & B	Lg / Fast	
C	29	Ginkgo biloba 'Autumn Gold'	Autumn Gold Ginkgo	2.5" caliper	B & B	Lg / Slow	29.9 %
E	6	Zelkova serrata 'Green Vase'	Green Vase Zelkova	2.5" caliper	B & B	Lg / Fast	
F	12	Tilia cordata 'Greenspire'	Greenspire Littleleaf Linden	2.5" caliper	B & B	Lg / Slow	12.4 %
G	5	Acer saccharum 'Legacy'	Legacy Sugar Maple	2.5" caliper	B & B	Lg / Slow	5.2 %
H	17	Platanus x acerfolia 'Bloodgood'	Bloodgood London Plane Tree	2.5" caliper	B & B	Lg / Fast	
N	15	Quercus bicolor	Swamp White Oak	2.5" caliper	B & B	Lg / Med	15.5 %
P	6	Acer rubrum 'October Glory'	October Glory Red Maple	2.5" caliper	B & B	Lg / Fast	
						Total %	**63** %

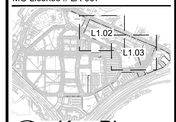
Partial Landscape Plan
SCALE 1"=30'

0 30 60 120

Note: Refer to sheet L1.03 for partial Landscape Plan. Totals for all proposed trees is noted on Planting Schedule.

Plan prepared for:
Tristar Real Estate Acquisitions, LLC
12647 Olive Boulevard, Suite 510
Saint Louis, Missouri 63141

Jerald Saunders - Landscape Architect
MO License # LA-007



Key Plan
SCALE 1"=1,500'

Downtown Chesterfield

Chesterfield, Missouri

Revisions:

Date	Description	No.
11/17/25	City Comments	1
12/23/25	City Comments	2

Drawn: KP
Checked: RS

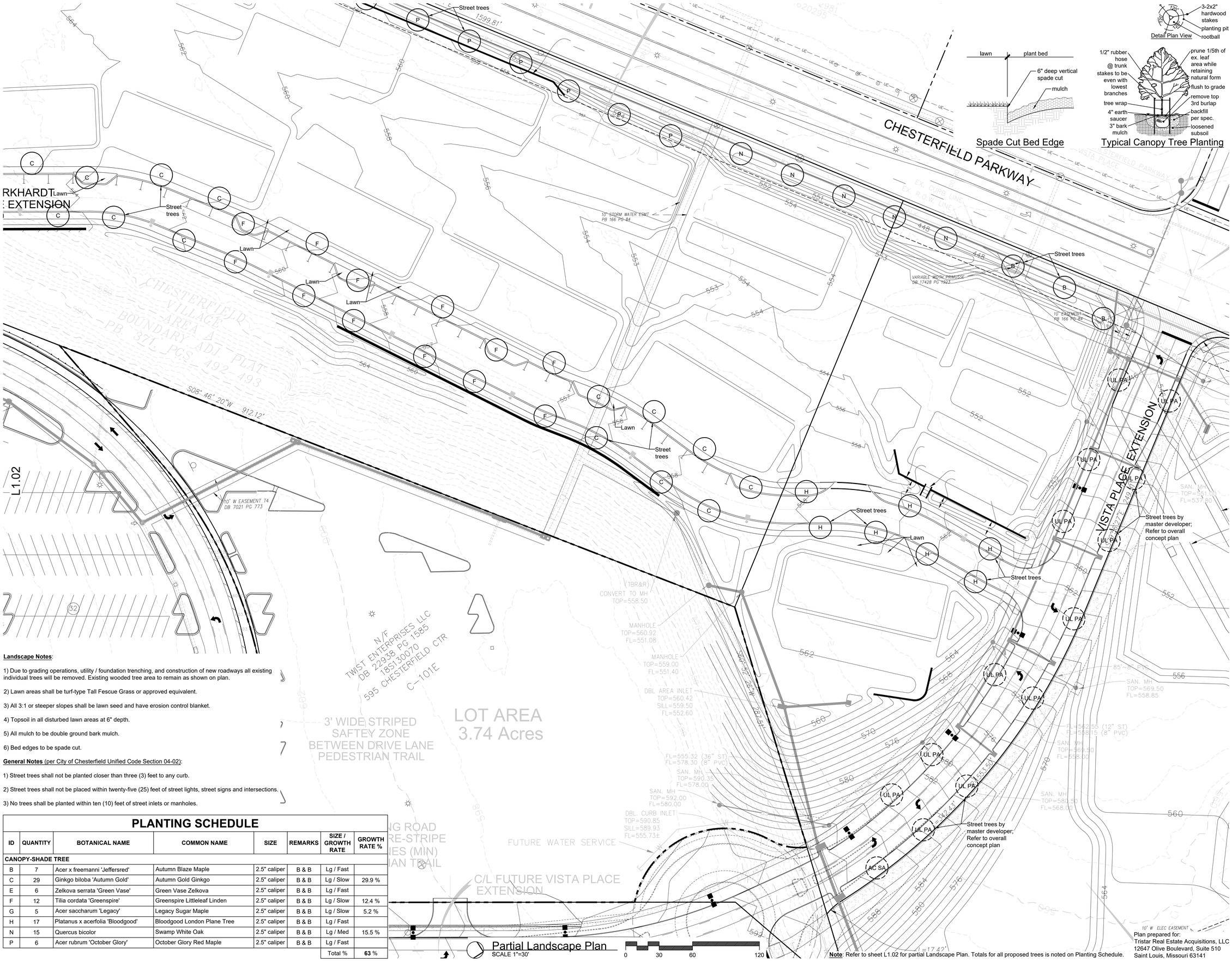
LOOMIS ASSOCIATES
landscape architects + planners
750 spirit 40 park drive, chesterfield, missouri 63005
t. 636-519-8668
www.loomis-associates.com

Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Landscape Plan

Sheet No: L1.02

Date: 10/30/25
Job #: 858.023



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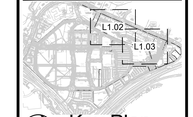
Plan prepared for:
Tristar Real Estate Acquisitions, LLC
12647 Olive Boulevard, Suite 510
Saint Louis, Missouri 63141

STATE OF MISSOURI
JERALD A. SAUNDERS
NUMBER LA-7
LANDSCAPE ARCHITECT
12/23/25

Jerald Saunders - Landscape Architect
MO License # LA-007



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Downtown Chesterfield

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Checked: RS

LOOMIS ASSOCIATES
landscape architects + planners
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www.loomis-associates.com

Loomis Associates Inc.
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Landscape Plan

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