



AGENDA
PLANNING COMMISSION MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, February 9, 2026
7:00 PM

I. ROLL CALL

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS

V. APPROVAL OF MEETING SUMMARY

- A. Approval of January 12, 2026 Planning Commission Meeting Summary

VI. PUBLIC COMMENT

VII. SITE PLANS, BUILDING ELEVATIONS, PLATS, AND SIGNS

- A. **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.

The Planning Commission may vote on this item tonight.

- B. **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 and east of Chesterfield Parkway.

The Planning Commission may vote on this item tonight.

VIII. UNFINISHED BUSINESS

IX. NEW BUSINESS

X. COMMITTEE REPORTS

XI. ADJOURNMENT

Note: The Planning Commission will consider and act upon the matters listed above, and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.

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

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
MEETING SUMMARY
JANUARY 12, 2026**

The meeting was called to order at 7:00 p.m.

I. ROLL CALL

PRESENT

Commissioner Gail Choate
Commissioner Khalid Chohan
Commissioner Debbie Midgley
Commissioner Robert Rodermund
Commissioner Jane Staniforth
Commissioner Steven Wuennenberg
Chair Guy Tilman

Councilmember Merrell Hansen, Council Liaison
Mr. Nathan Bruns, representing City Attorney Christopher Graville
Mr. Justin Wyse, Director of Planning
Mr. Shane Streiler, Planner
Ms. Erica Blesener, Recording Secretary

ABSENT

Commissioner Allison Harris
Commissioner John Marino

Chair Tilman acknowledged the attendance of Councilmember Merrell Hansen, Ward IV, Council Liaison.

II. PLEDGE OF ALLEGIANCE

III. SILENT PRAYER

IV. PUBLIC HEARINGS: Commissioner Wuennenberg read the “Opening Comments” for the Public Hearing.

- A. P.Z. 07-2025 Hi Point Hill, Lot 1:** A request for a Change of Zoning from “NU” Non-Urban District to “E-1/2AC” Estate District for a tract of land totaling 3.47 acres located north of Wild Horse Creek Road.

STAFF PRESENTATION:

Shane Streiler, Planner gave a PowerPoint presentation showing photographs of the site and surrounding area.

Mr. Streiler explained that the request is to rezone a 3.47-acre tract of land located north of Wild Horse Creek Road from “NU” Non-Urban District to “E-1/2AC” Estate District.

The existing house was constructed in 1947. The current record plat for Hi Point Hill subdivision was recorded in 1977, and the site has remained largely unchanged since that time.

The development criteria for the “E-1/2AC” Estate District includes the following: single-family lots must have a minimum of one-half acre; the maximum height for all structures is 50 feet; minimum structure setbacks are 15 feet from side property lines, 20 feet from the right-of-way, and 30 feet between structures. A minimum 20-foot-wide landscape buffer is required where the site abuts other residential properties with a required 30-foot-wide buffer along a non-residential street.

DISCUSSION:

Commissioner Choate asked whether the property is platted; the internal streets would be built to City standards for either private or public road with sidewalks. Justin Wyse, Director of Planning stated that both private and public roads are required to be built to City standards and would include sidewalks. There are some sidewalk exclusions, such as cul-de-sacs with a certain number of lots.

Chair Tilman asked about a previous proposal for a different entryway to Wildhorse Creek Road and where it was located. Mr. Streiler explained the entryway was proposed across the street from the boundary line of 16750 Wild Horse Creek Road and 16758 Wild Horse Creek Road.

Councilmember Merrell Hansen asked why the original request in 2002 was denied. Mr. Streiler explained it didn’t align with the current request.

Commissioner Chohan asked whether the road access is the same as the previous request. Mr. Streiler explained that the City is not reviewing a Preliminary Plat at this time and that road access will be reviewed at a later date.

PETITIONER’S PRESENTATION:

A. P.Z. 07-2025 Hi Point Hill, Lot 1:

1. David Volz, Volz Engineering, 10849 Indian Head Industrial Blvd., St. Louis, MO 63132 – available for questions.

Mr. Volz stated that the request is to rezone Lot 1 of Hi Point Hill from “NU” Non-Urban District to “E-1/2AC” Estate District. He introduced Mr. Larry Wilson, owner of the subject site, and Mr. Tom Levinson.

Mr. Volz described the site and noted that the existing drive begins on the south end of the property and curves north to where proposed Lots 2 and 3 would tie back in. He stated that the existing barn is located on proposed Lot 2 and the existing residence is located on proposed Lot 4.

He described the surrounding zoning and land uses, noting that the property to the southwest along Woodcliffe Place Drive is zoned “R-2,” with adjoining lots approximately 28 acres in size. Properties to the northwest within Hi Point Hill consist of approximately three-acre lots. The

property to the northeast along Appaloosa Way is zoned “E-3,” and the property to the east consists of a single-family residence on approximately one (1) acre.

Mr. Volz presented the proposed plan, noting that the plan was not required for the rezoning request. He stated that the proposal includes four (4) lots, each approximately 125 feet wide by 160 feet deep, with lot sizes ranging from approximately three-quarters of an acre to one acre.

He explained that the proposal includes relocating the subdivision entrance from the west side of the property to the eastern property line, tying into Hi Point Road. The proposed roadway would be a 26-foot-wide asphalt road. He noted that the existing roadway becomes steep past the barn and that the proposed design would not increase the grade.

Mr. Volz stated that a 20-foot landscape buffer is proposed along the west side of the site, with a 30-foot buffer along Wild Horse Creek Road. He noted that the entrance would be reconstructed as part of the proposal. The goal of the proposal is to minimize impacts to existing Hi Point Hill residents. The subdivision indentures would need to be amended and that efforts would be made to limit impacts to existing homeowners as much as possible.

DISCUSSION:

Commissioner Wuennenberg asked about the subdivision indentures, stating that the proposal appears to be a subdivision of three (3) acres or more and inquired whether the proposal is permitted under the existing indentures. He also stated that landscape buffers should be provided along the other two (2) sides of the property. Mr. Volz responded that the indentures will need to be amended to allow the subdivision and noted that landscape buffers should have been shown along the other two (2) sides.

Commissioner Chohan asked who the homebuilder would be for the proposed development. Mr. Volz stated that a homebuilder has not yet been selected.

Councilmember Hansen asked whether the proposed road would be privately or publicly maintained. Mr. Volz stated that the road will be privately maintained and constructed up to City standards.

SPEAKERS IN FAVOR:

1. Larry Wilson, 129 Woodcliffe Place Drive, Chesterfield, MO 63005 – available for questions

Mr. Wilson stated that he has owned the property at 233 High Point Hill for approximately 20 years. He stated that the current subdivision indentures require a minimum lot size of one and one-half acres. He explained that the proposal includes creating separate indentures for the new subdivision, leaving the High Point residents unaffected. He added that relocating the access road would improve safety for vehicles entering and exiting Woodcliffe Place.

2. Marianne McVey, 211 Hi Point Road, Chesterfield, MO 63005

Ms. McVey spoke on behalf of the residents of Hi Point Hill Subdivision. She stated that she has been involved with the three (3) prior petitions and that the current proposal represents the most agreeable solution to date. She explained the residents of Hi Point Hill would like the road to remain private, which has been addressed in the proposal, and that the current indentures remain unchanged.

SPEAKERS IN OPPOSITION:

1. Jacob Peistrup, 223 Appaloosa Drive, Chesterfield, MO 63005

Mr. Peistrup spoke on behalf of the residents of Appaloosa Way Subdivision. He explained that he works in marketing with real estate agents, builders, and developers across St. Louis. He has been involved behind the scenes to help communicate and promote transparency about current projects, including Wildhorse Village, Downtown Chesterfield, and Chesterfield Reginal TIFF.

The residents of Appaloosa Way subdivision are supportive of development that is well planned and aligned with a good long-term vision for the community.

He added that he understands that change is inevitable and not easily accepted, and redevelopment can be beneficial when done well. His comments are not intended to oppose redevelopment or rezoning of this land; rather, his goal is to advocate for development that fits with the surrounding area and aligns with the City's long-term planning.

He stated a concern regarding the lack of a specific builder or developer for the rezoning request. The decision being made this evening isn't about a specific project but establishing a long-term density plan for the rest of the neighborhood. It's not just about this lot; the implications will affect the four (4) other lots in High Point in the future. The potential impact could involve dozens of homes, not just the four (4) proposed today.

Rezoning from three (3) plus acres to 1/2-acre lots would increase the density around their neighborhood. Appaloosa Way is zoned 1/2-acre estates but several lots are zoned one (1) acre. The site's topography sits at a higher elevation than Appaloosa Way, which could cause noise to travel downward toward their neighborhood. They believe that lower density would help reduce the impact of noise and activity, and that one (1) acre zoning would allow for the best use of this property.

DISCUSSION:

Chair Tilman commented that zoning is not something dependent on the owner of the property the owner can apply for a zoning change which has been done today. Once the zoning has been established the zoning survives any ownership and stays with the ground until the zoning has changed. He added, that it is not uncommon for the Commission to address zoning issues without knowing who the builder, or developer will be. The Commission looks at what zoning is being requested and how it fits with the Comprehensive Plan. Later in the process, the Commission will look at what is proposed to be built, where they can move that forward or deny it.

Councilmember Hansen stated that consideration is made by the compatibility of surrounding areas. It is not likely that the developer would make something so dramatically different than the two (2) adjacent neighborhoods.

Commissioner Wuennenberg explained that for a zoning request the Commission will look around to see what fits there. He added that if the zoning from “NU” this is probably the best fit.

V. APPROVAL OF MEETING SUMMARY:

Commissioner Choate made a motion to approve the Meeting Summary of the November 24, 2025 Planning Commission Meeting. The motion was seconded by Commissioner Staniforth and passed by a voice vote of 7 to 0.

VI. PUBLIC COMMENT: None.

VII. SITE PLANS, BUILDING ELEVATIONS, PLATS, AND SIGNS: None.

VIII. UNFINISHED BUSINESS:

A. Approval of November 10, 2025 Planning Commission Meeting Summary

Commissioner Midgley made a motion to approve the Meeting Summary of the November 10, 2025 Planning Commission Meeting. The motion was seconded by Commissioner Chohan and passed by a voice vote of 7 to 0.

B. P.Z. 07-2025 Hi Point Hill, Lot 1: A request for a Change of Zoning from “NU” Non-Urban District to “E-1/2AC” Estate District for a tract of land totaling 3.47 acres located north of Wild Horse Creek Road.

Commissioner Wuennenberg made a motion to approve P.Z. 07-2025 Hi Point Hill, Lot 1. The motion was seconded by Commissioner Rodermund.

Upon roll call, the vote was as follows:

Aye: Commissioner Bilgram, Commissioner Choate
Commissioner Chohan, Commissioner Midgley,
Commissioner Staniforth, Commissioner Wuennenberg,
Chair Tilman

Nay: None

The motion passed by a vote of 7 to 0.

IX. NEW BUSINESS: None.

X. COMMITTEE REPORTS: None.

XI. ADJOURNMENT

The meeting adjourned at 7:45 p.m.

Gail Choate, Secretary

Planning Commission Staff Report

Project type: Amended Architectural Elevations

Meeting Date: February 09, 2026

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 Chabad of Chesterfield 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, and is also proposing a new wall pack light fixture.

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.



Figure 1: Subject Site

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 No. 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 the 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 seeking to amend the previously approved architectural elevations and updated the wall pack light fixture. Details of the proposed elevation changes are outlined in the sections below.

Scale and Topography

The subject site sits lower than the Conway Road and Chesterfield East Parkway. The proposed building is 30 feet tall, compared to the previously approved height of 29 feet on the east side facing Chesterfield Parkway East. Due to the fill on site, the visible height of the building from Chesterfield Parkway East would be 24 feet.

Elevation

The previously approved elevations consisted of painted concrete panels, metal awnings, and brick on all four sides. The front of the building included glass, ACM panels, wood phenolic panels, and concrete form-liner.

The proposed elevations include brick veneer, painted concrete panels, glass fiber–reinforced concrete, exterior sun control devices, EIFS, and aluminum storefront systems with clear glass. The building



Figure 2: Approved Site Development Plan

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 concrete panels.

The figure below shows the previously approved and proposed front and rear elevations of the building. Elevations for all sides are included in the packet.



Figure 3: Previously approved North side elevation

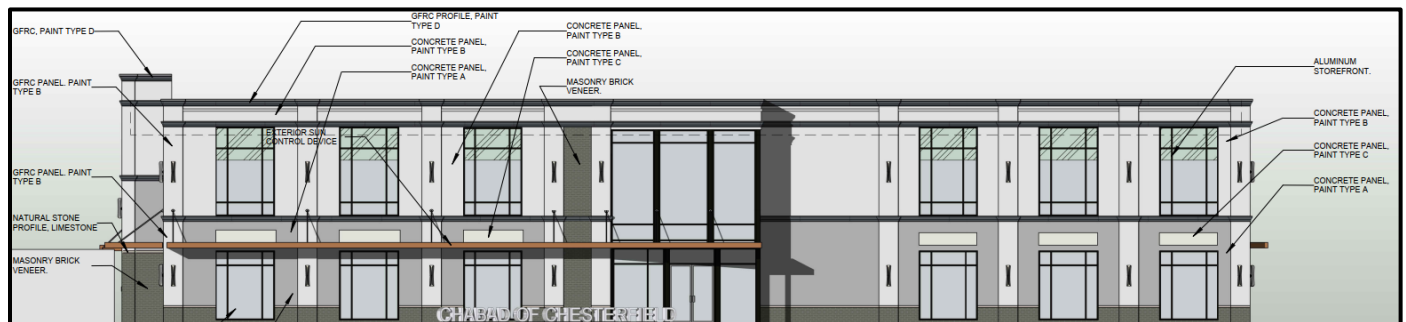


Figure 4: Proposed North side elevation facing Conway Road



Figure 5: Previously approved South side elevation

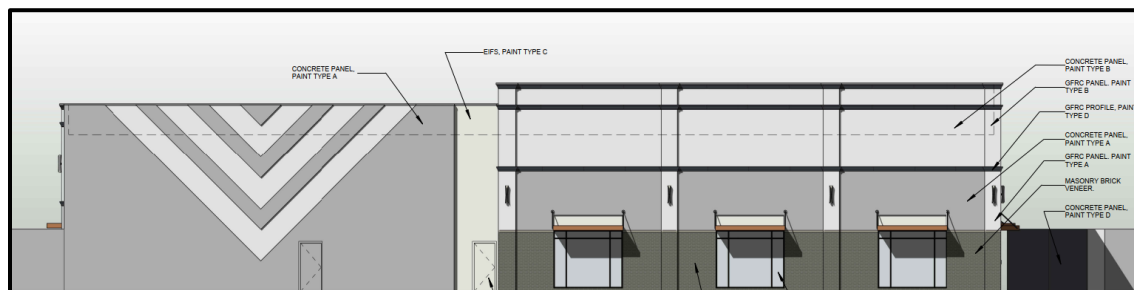


Figure 6: Proposed South side elevation facing I-64

Lighting

Previously, four types of light fixtures were proposed for the entire development, which includes parking lights, wall pack lights, floodlights, and LED wall cylinders. With this request, the applicant proposes to update the previously approved wall pack light fixture. The proposed fixture is a cylindrical wall-mounted light with an open top and bottom, designed to direct light onto the wall. This fixture is not fully shielded, however, it will not cast any light above the roof level.

As per the UDC, the Planning Commission may approve decorative light fixtures as an alternative to shielded fixtures when it can be demonstrated that there will be no off-site glare or light trespass. The proposed decorative light fixture meets this requirement, as it will not produce any off-site glare or light trespass. Therefore, the Planning Commission may vote to approve a Fixture Design Exemption for the proposed fixture.

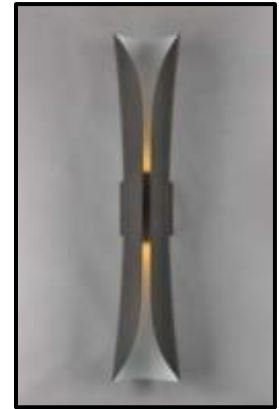


Figure 7: Proposed Wall pack light fixture

Rendering



Figure 8: Previously approved rendering



Figure 9: Rendering of proposed building from the intersection of Chesterfield East Parkway and Conway Road



Figure 10: Rendering of proposed building from I-64

ARB MEETING REPORT

The project was reviewed by the Architectural Review Board on October 16, 2025 where the applicant requested to hold. The applicant submitted the revised submittal and the project was reviewed by the Architectural Review Board on January 15, 2026. At that time, the Board made a motion to forward the Amended Architectural Elevations to the Planning Commission with a recommendation to approve with the following conditions:

1. The hollow metal doors should match the field in which they are located on;
2. Add mullions to the three windows along I-64;

3. Add articulation to the wing wall along the southeast elevation; and
4. Submit playground screen wall to the City for review if modified.

Since then, the applicant has addressed all the conditions, as reflected in the renderings and elevations. The applicant will submit an amended architectural elevation if the proposed playground screen wall is modified in the future.

Following the ARB meeting, the applicant revised the west-side elevation by adding (3) three windows that are consistent in style with the elevations on the other sides. The west elevation faces the medical office building. The figures below show the revised and previously proposed elevations.



Figure 11: Revised west side elevation

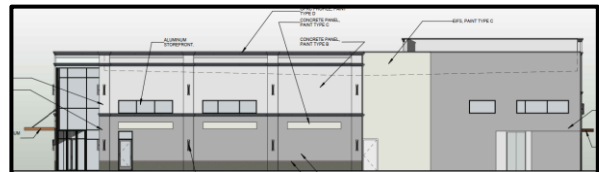


Figure 12: Previously Proposed west side elevation

DEPARTMENTAL INPUT

Staff has reviewed this proposed development and found it to be in compliance with the City's Unified Development Code and site-specific ordinances. All outstanding comments have been addressed at this time. Staff has no further comments. Planning Commission may vote on this tonight.

MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

- 1) "I move to approve the Amended Architectural Elevations and Fixture Design Exemption for 15310 Conway Road (Chabad of Chesterfield), as presented."
- 2) "I move to approve the Amended Architectural Elevations and Fixture Design Exemption for 15310 Conway Road (Chabad of Chesterfield) 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,

A handwritten signature in black ink, appearing to read 'Pavel Ivanchuk', with a long, sweeping horizontal line extending to the right.

Pavel Ivanchuk

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



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.



osnova
architecture

CHABAD OF
CHESTERFIELD

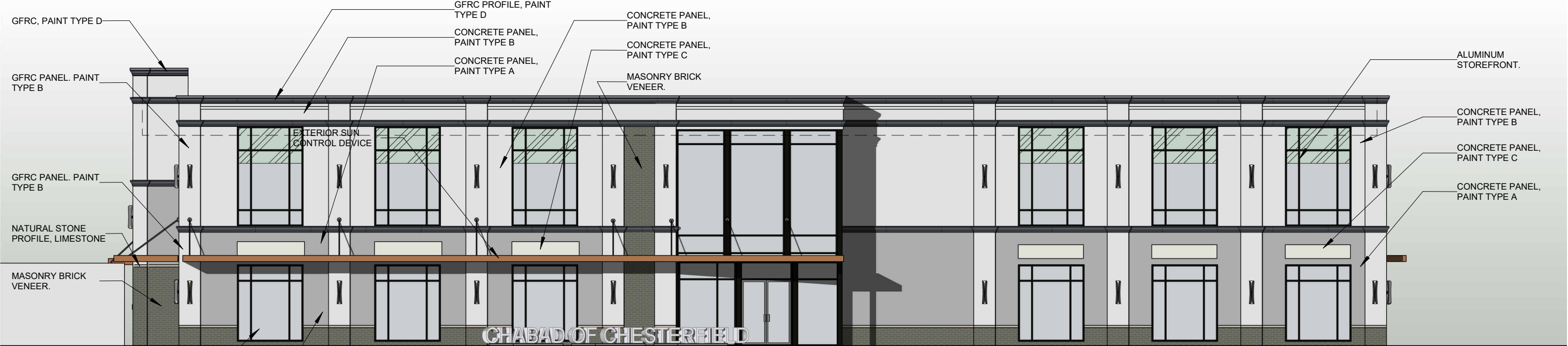


15310 CONWAY RD

RENDERING

01/23/26

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ALUMINUM
STOREFRONT.

CONCRETE PANEL,
PAINT TYPE A

PAINT TYPE B
EXTRA WHITE
SW7006

PAINT TYPE D
CYBERSPACE
SW7076

PAINT TYPE C
GYPSUM
SW9543

PAINT TYPE A
SITE WHITE
SW 7070



MAXIM LIGHTING / 30"
SCROLL FIXTURE



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



CHABAD OF
CHESTERFIELD

15310 CONWAY RD

NORTH ELEVATION

12/15/25

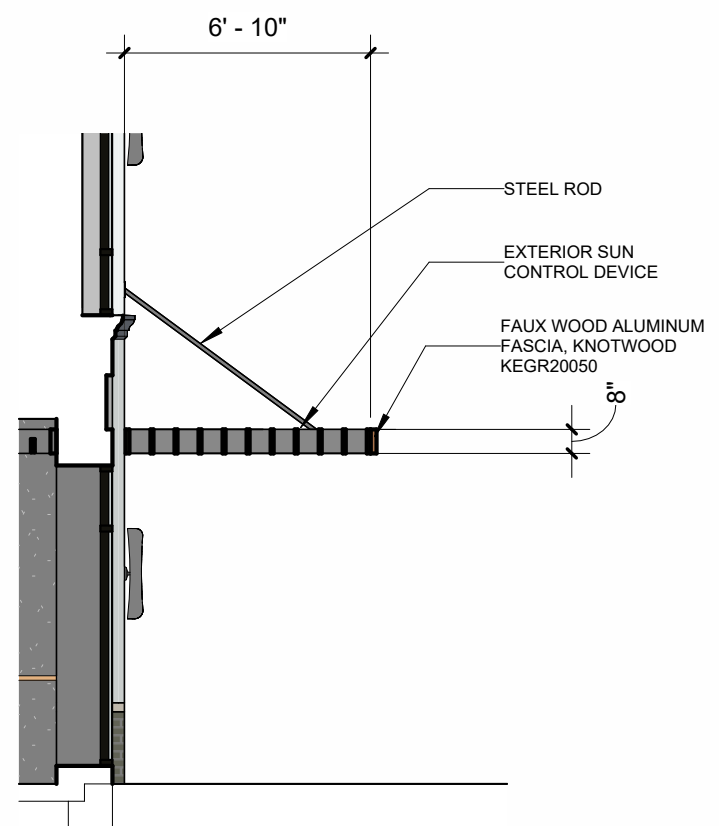


ALUMINUM
STOREFRONT.

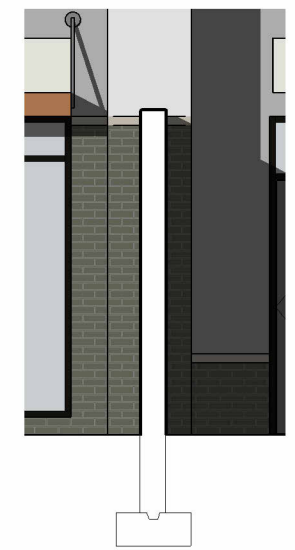
A
ARB-3

B
ARB-3

Sim



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



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

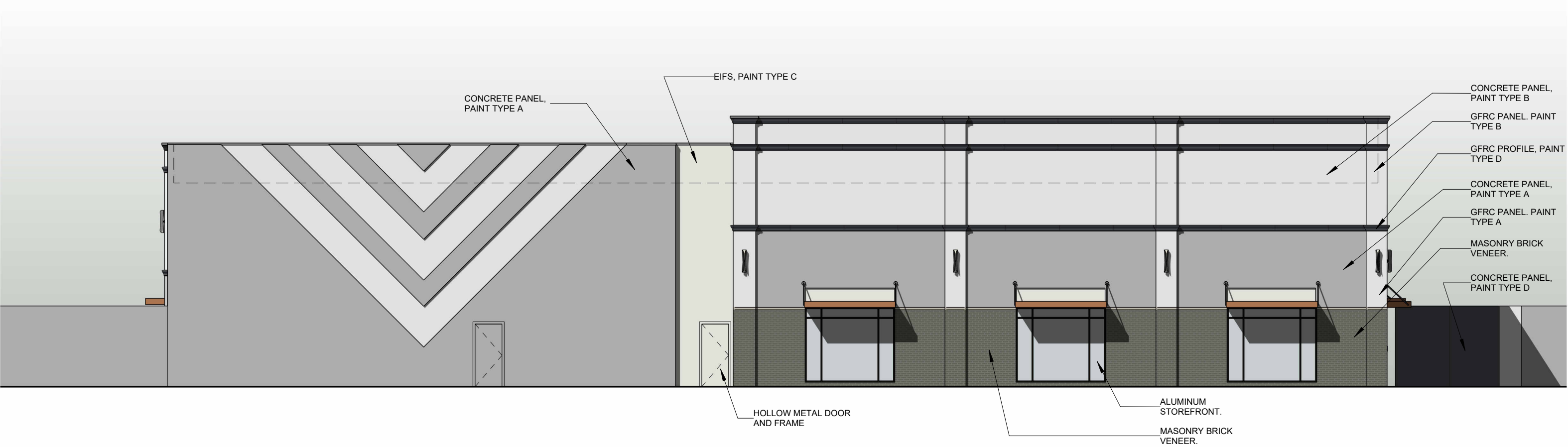


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15310 CONWAY RD

EAST ELEVATION

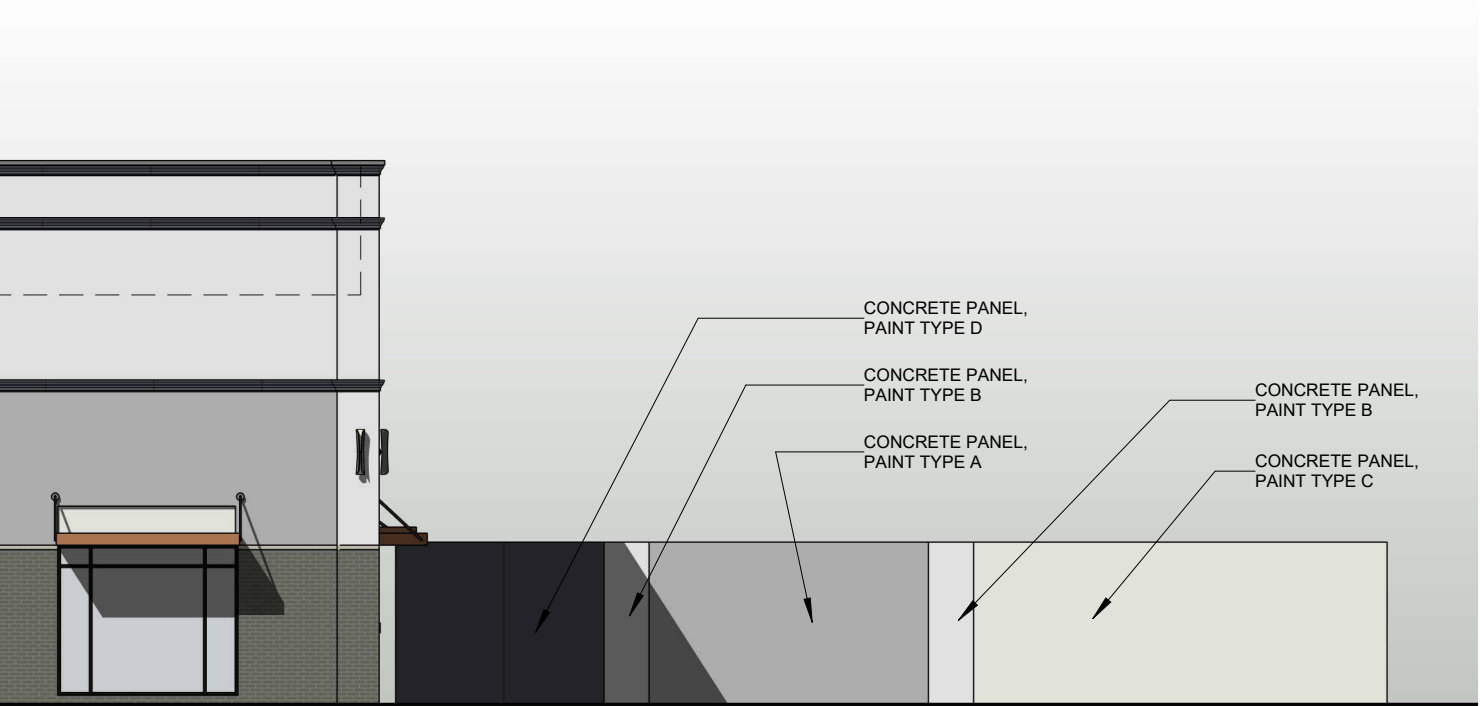
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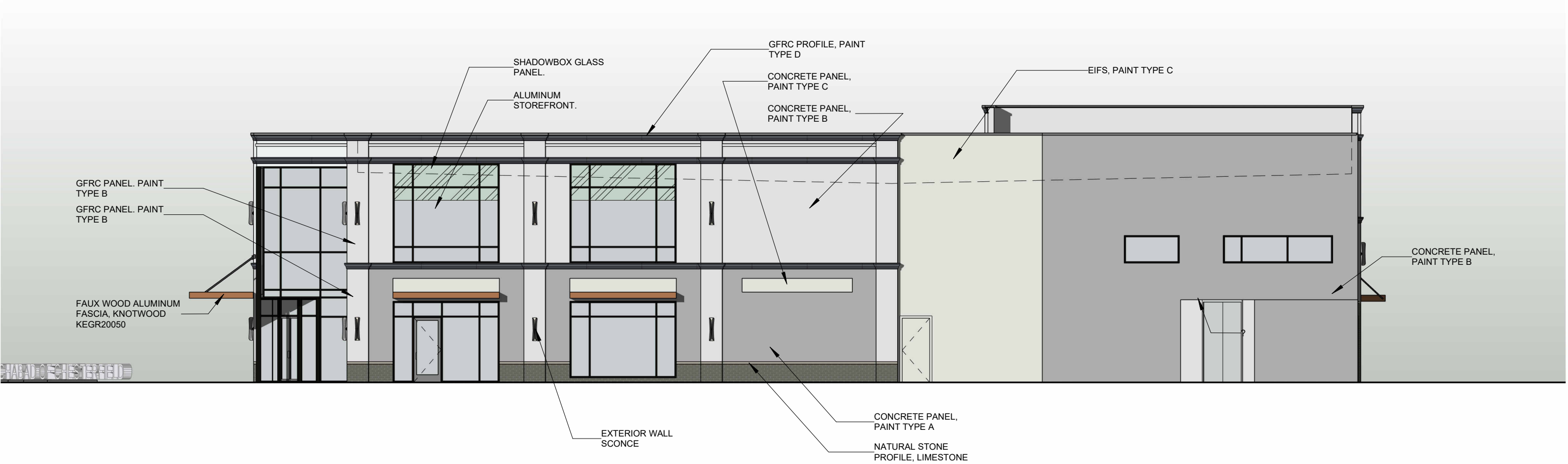
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SOUTH ELEVATION

01/27/26

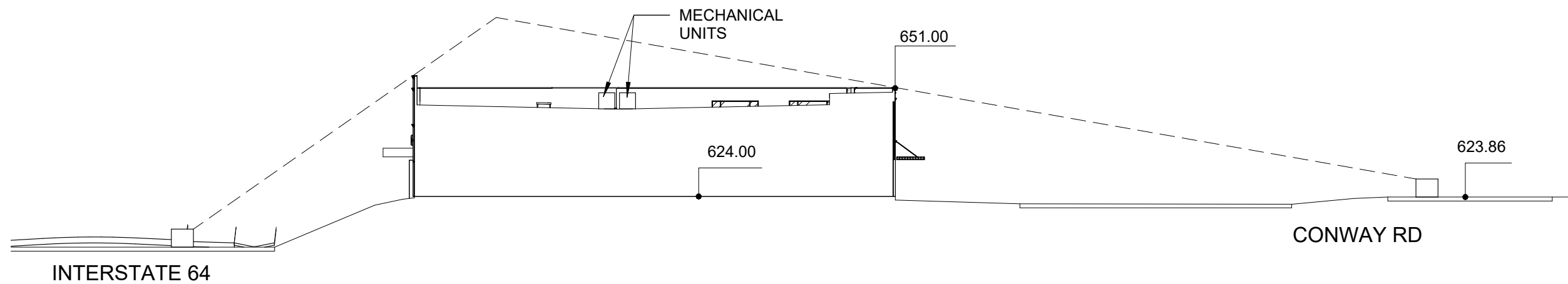


CHABAD OF
CHESTERFIELD

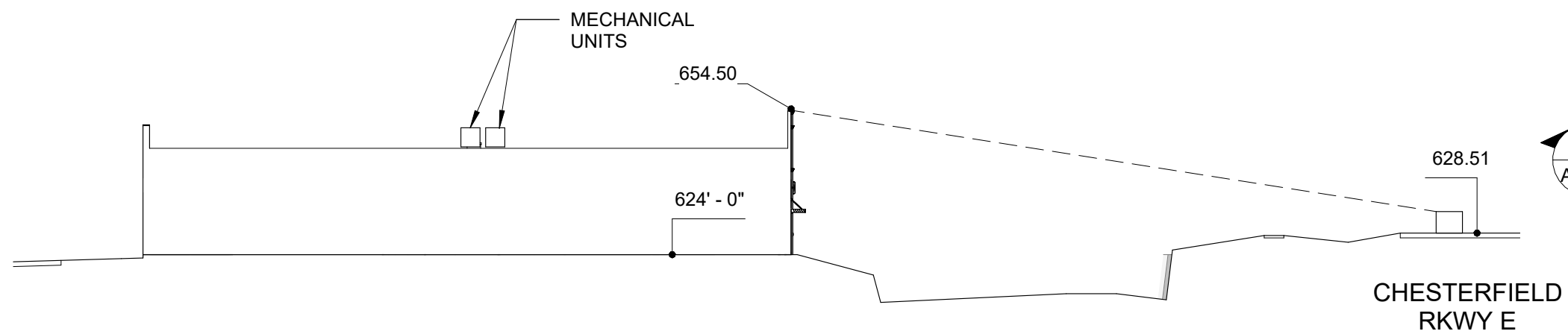
15310 CONWAY RD

WEST ELEVATION

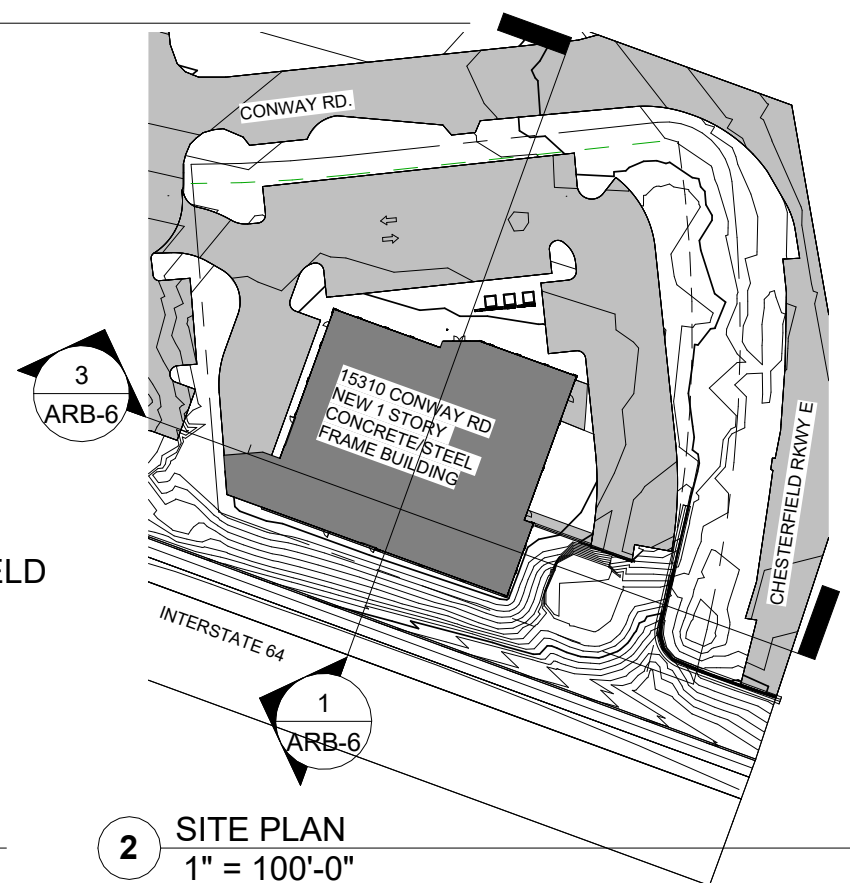
01/27/26



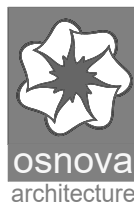
1 STREET SECTION 1
1" = 30'-0"



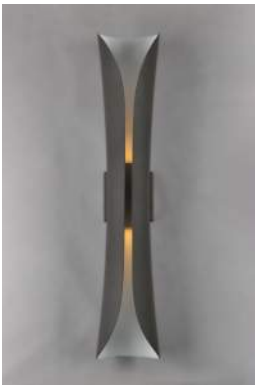
3 STREET SECTION 2
1" = 30'-0"



2 SITE PLAN
1" = 100'-0"

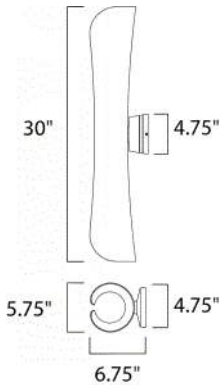


CHABAD OF
CHESTERFIELD



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 Bronze 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)

PHOTOMETRIC: Report Found Online

Always consult a qualified electrician before installing any lighting product.

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

Planning Commission Staff Report

Meeting Date: February 9th, 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 and east of Chesterfield Parkway.

PROPOSAL SUMMARY

Stock & Associates Consulting Engineers, Inc., on behalf of TSG Downtown Chesterfield Redevelopment, LLC, has 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 Planning Commission 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 modifications being requested with this Amended Site Development Concept Plan most notably including the following:



- Removal of the grand staircase from the developer’s construction obligations.
- Modification to the four raised intersections and roundabouts.
- Revised streetscape landscape plan.
- Reduction in parking garage capacity and modification to access.
- Future relocation of bus stop.
- Allocation of housing density for lots 3B and 3C.
- Interim off-site pedestrian accommodations along the ring road.

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 and approved 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.

PARKING GARAGE

[Site-Specific Zoning Ordinance 3298](#) requires a public parking garage, in addition to on-street parking, that satisfies the parking requirements for all ground floor commercial. The conceptual design for this garage, as approved on the initial Site Development Concept Plan, consisted of 1,068 parking spaces spread amongst five (5) levels. The developer has since had the parking garage capacity further evaluated by a Professional Transportation Engineer using anticipated square footage of different users and arrived at the conclusion that a parking garage of 615 spaces would be sufficient. The full memo from Julie Nolfo with The Lochmueller Group may be found attached to this report. As a result of this evaluation, the parking garage has been reduced to 617 spaces spread amongst three (3) levels.

The second change to the parking garage is the western access. The access was previously connected onto Downtown Chesterfield Blvd as depicted in red in Figure 1. This access has been diverted to the drive aisle between lot area 4 and lot area 5 prior to connecting with Millstone Blvd as shown in Figure 2. This change was driven by the steep grade in the area and the previous access location has been replaced with a staircase leading down to the ring road.

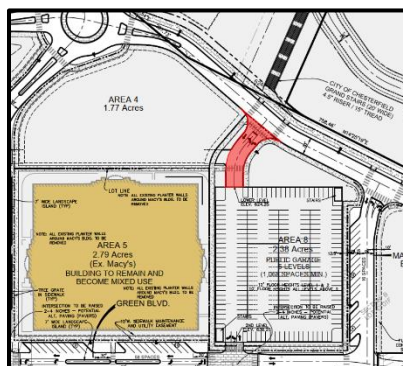


Figure 1: Previously approved access

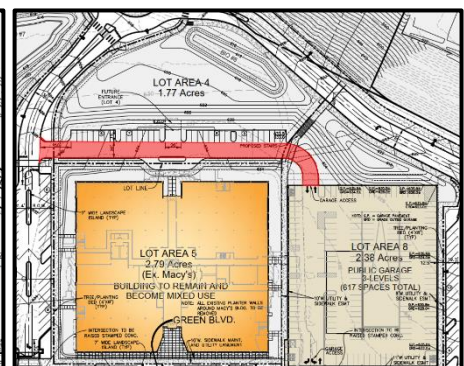


Figure 2: Proposed access location

BUS STOP

A bus stop was previously proposed on the eastern flank of the centrally located park. Per the applicant, The Staenberg Group and Metro Transit do not want a bus stop on the interior of the downtown development. From a logistical standpoint, Metro Transit prefers to have a bus stop located somewhere along Downtown Blvd. The previously approved location has been removed from the Amended Site Development Concept Plan and a new location will be determined and reviewed on a later amendment.

ALLOCATION OF HOUSING DENSITY

Per the Site-Specific Zoning Ordinance, “the developer shall provide a distribution of density by area on the Site Development Concept Plan. The Site Development Concept Plan shall be amended when the allocation of density changes”. The initial Site Development Concept Plan did not include the allocation of housing density as the developer was unsure of specific development proposals at that time. With a proposal now under review, the developer has allocated 105 housing units for lot 3B. Per the zoning, the lots along Chesterfield Parkway are allowed a cumulative total of 175 units; thus, the remaining 70 units have been distributed to lot 3C. The allocation table that will continue to be used during each amendment may be found in the top right corner of sheet C2.0.

INTERIM OFF-SITE PEDESTRIAN ACCOMODATIONS

The intended future final condition of the downtown area will feature a 12’ wide trail with a 6’ landscape buffer along the entire perimeter of Downtown Chesterfield Blvd. However, a portion of the ring road falls on property not owned by the developer which has resulted in conversations amongst property owners on how to best facilitate the development of the ring road. Rather than leaving one third of the ring road in its existing condition, the property owners have agreed on an interim solution consisting of a 6’ wide path with a 6’ striped buffer that would connect to the 12’ wide trail. A typical section of both the interim path and the future final condition has been included on sheet C4.1. One of the primary drivers for this is that the interim solution would be able to coexist with Dillard’s existing parking lot, whereas the future final condition requires a much more substantial reconstruction.

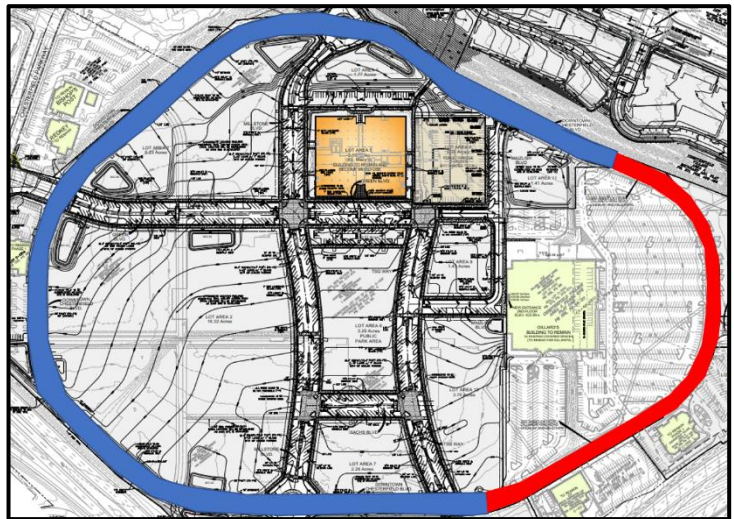


Figure 3: Ring road sections

The portion of the ring road depicted in blue in Figure 3 will have the 12’ wide trail with 6’ landscaped buffer and the portion of ring road depicted in red will have the interim 6’ wide path with 6’ wide striped buffer.

ARCHITECTURAL REVIEW BOARD

As required by zoning, this project was reviewed by Architectural Review Board on January 15th, 2026. The items that fell within the Board’s purview and were presented for review included the update on the removal of the grand staircase, the modification to the four raised intersections and roundabouts, and the revised streetscape landscape plan.

The discussion primarily focused on the modification to the raised intersections and pavers and ensuring they remained of a highly quality design. Ultimately, the Board may be motion to recommend approval with the following condition:

- The raised intersections and roundabouts will be constructed with stamped concrete with the look of pavers in the same shape, size, color, and variation as shown in the design packet dated 12/29/25.

DEPARTMENT INPUT

Staff has reviewed the Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for Chesterfield Village Mall and found that it meets the requirements to be presented to the Planning Commission for review. Staff recommends action.

MOTION

The following options are provided to the Planning Commission for consideration relative to this application:

“I move to approve the Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for Chesterfield Village Mall as presented.”

“I move to approve the Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for Chesterfield Village Mall with the following conditions...”

Attachments:

1. Parking Garage Evaluation
2. Street Design Concept Book
3. Site Development Section Plan

To: Michael Staenberg, TSG
Darren Ridenhour, TSG
Tim Lowe, TSG
Taylor Reich, TSG

From: Julie Nolfo, PE, PTOE

Date: October 21, 2025

Subject: Parking Calculations
Sizing of Parking Garage Adjacent to Macy's
Downtown Chesterfield

The following is a summary of the parking requirements and anticipated parking demand associated with the retail, restaurant and park proposed within Downtown Chesterfield. In addition, the repurpose of the Macy's building along with the construction of the adjacent parking garage was taken into consideration. The intent of this analysis is to determine the minimum number of parking spaces required by the governing ordinance as well as the number of parking spaces that should be provided within the parking garage to satisfy both the required spaces as well as the anticipated parking demand associated with the 1st floor retail/restaurant space, the park and the repurposed Macy's building. It is assumed that all other uses within Downtown Chesterfield, including residential, office, grocery, hotel, etc. would be self-parked and are therefore not part of this exercise.

The square footages considered in this analysis are not based upon the Master Plan provided to the City of Chesterfield nor those upon which the Traffic Impact Study (July 2023). Rather, the uses and sizes were based upon use and square footage information provided by TSG. In addition, it is assumed that there will be 379 on-street parking spaces available within Downtown Chesterfield, inclusive of the 30-space surface lot at the west end of the park.

The analysis assumed the following uses, which are consistent with the uses and square footages provided by TSG on October 21st, 2025:

- 60,000 SF of 1st floor retail
- 40,000 SF of 1st floor restaurants (50% sit down and 50% quick serve)
- 3.47-acre park

In addition, while the intended uses within the repurposed Macy's building have not changed (retail and office), the square footages utilized in this analysis are based upon information provided by TSG on October 21st, 2025.

- Macy's Repurposed:
 - 30,000 SF of retail
 - 150,000 SF of office

City of Chesterfield Parking Requirements

Ordinance No. 3255 governs the parking requirements for Downtown Chesterfield. The minimum required parking within Downtown Chesterfield is:

- Retail/Restaurant – 4.0 parking ratio / 1,000 GFA
- Grocery – 5.0 parking ratio / 1,000 GFA
- Office – 3.0 parking ratio / 1,000 GFA

- Residential – 1.5 parking spaces per unit
- Hotel – 0.8 parking spaces per room

Given the above mix of uses, the following number of parking spaces is required, totaling 970 parking spaces:

- 60,000 SF of 1st floor retail – 240 spaces
- 40,000 SF of 1st floor restaurants – 160 spaces
- 3.47-acre park – 0 spaces
- Macy's Repurposed:
 - 30,000 SF of retail – 120 spaces
 - 150,000 SF of office – 450 spaces

Anticipated Parking Demand

ITE Parking Generation Manual, 6th Edition, was utilized to estimate the parking demand associated with the various uses for both a typical weekday and a Saturday. The temporal demand for each of the uses throughout the day was estimated and aggregated together so that the overall hourly parking demand could be reviewed. Table 1 summarizes the findings of this analysis.

Table 1: Peak Parking Demand at Downtown Chesterfield (City Center Uses Only)

Land Use	Peak Parking Demand (spaces occupied)	
	Typical Weekday	Typical Saturday
60,000 SF 1 st floor retail	135	185
20,000 SF 1 st floor sit-down restaurants	235	247
20,000 SF 1 st floor quick serve restaurants	301	301
3.47-acre park	19	23
Macy's Repurpose: 30,000 SF Retail	68	92
Macy's Repurpose: 150,000 SF Office	288	0
Total Parking Demand after Macy's Repurpose	1,046	848

However, the above assumes that the parking demand for all uses peaks simultaneously, when in reality, the differing land uses have temporal differences in their parking demand fluctuations, which must be considered. The ITE Parking Generation Manual provides time of day parking distributions for various land use and supports that commercial and office uses peak at different times throughout the weekday and/or Saturday. Using the hourly fluctuations in parking demand provided by ITE in the Parking Generation Manual, it is possible to estimate the parking demand throughout a typical weekday and typical Saturday within Downtown Chesterfield's City Center. Table 2 summarizes the time-of-day parking distribution for a typical weekday and a typical Saturday.

Table 2: Time of Day Parking Demand at Downtown Chesterfield (City Center Uses Only)

Hour	Weekday Total Demand	Saturday Total Demand
12:00 - 4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	44	5
8:00 AM	143	6
9:00 AM	309	89
10:00 AM	451	141
11:00 AM	607	442
12:00 PM	994	646
1:00 PM	975	770
2:00 PM	815	727
3:00 PM	674	568
4:00 PM	565	576
5:00 PM	566	583
6:00 PM	545	783
7:00 PM	422	686
8:00 PM	390	638
9:00 PM	197	320
10:00 PM	24	87
11:00 PM	0	0

During the noon hour of a typical weekday, when the parking demand for the restaurants, retail and office space is at their highest levels, 994 parking spaces are required to meet the anticipated demand. The on-street parking (379 spaces) would not be able to accommodate the demand alone. Hence, an additional 615 parking spaces within the parking garage proposed adjacent to the Macy's would be needed.

Similarly, the uses would reach a peak parking demand at 6 PM on a Saturday, with 783 parking spaces demanded. This demand would be accommodated by the 379 on street parking spaces and an additional 404 spaces within the adjacent parking garage.

Based on this analysis, it is recommended that the parking garage provide for a minimum of 615 parking spaces to accommodate the projected peak parking demand associated with the 1st floor retail/restaurant space within the City Center, the park, and the repurposed Macy's building—based on the square footages and land uses provided by TSG for this analysis.

It is important to note that the analysis is conservative in nature, and could overstate the anticipated parking demand, in that common parking/trips was not considered in this rudimentary analysis. This would represent persons who reside or work within Downtown Chesterfield that would opt to walk to the retail/restaurant uses rather than drive and park. Given the lack of accounting for this non-motorized traffic, it is likely that the parking demands presented in Tables 1 and 2 represent a worst-case scenario.

I trust that you will find this information useful in evaluating the parking demand within the center of Downtown Chesterfield. Please do not hesitate to contact me at 314-363-5074 if you have any questions.

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



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

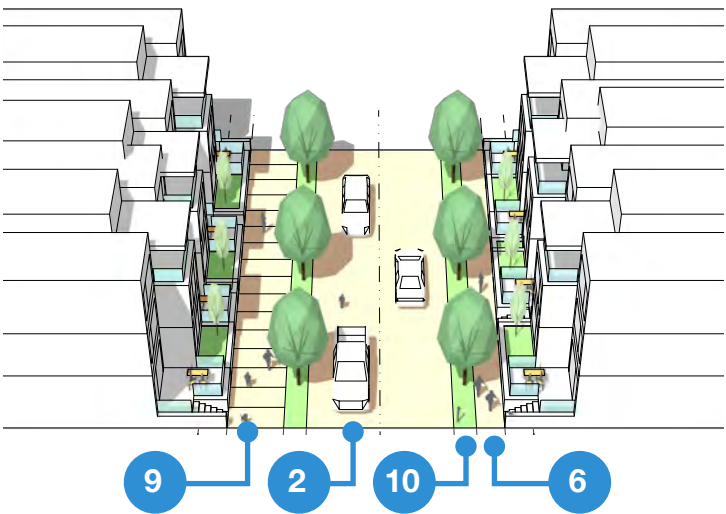
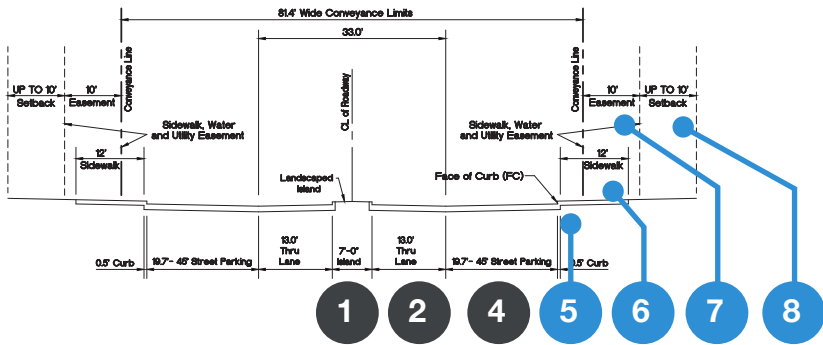
lighting), bicycle racks, benches, and other street amenities

- 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)

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

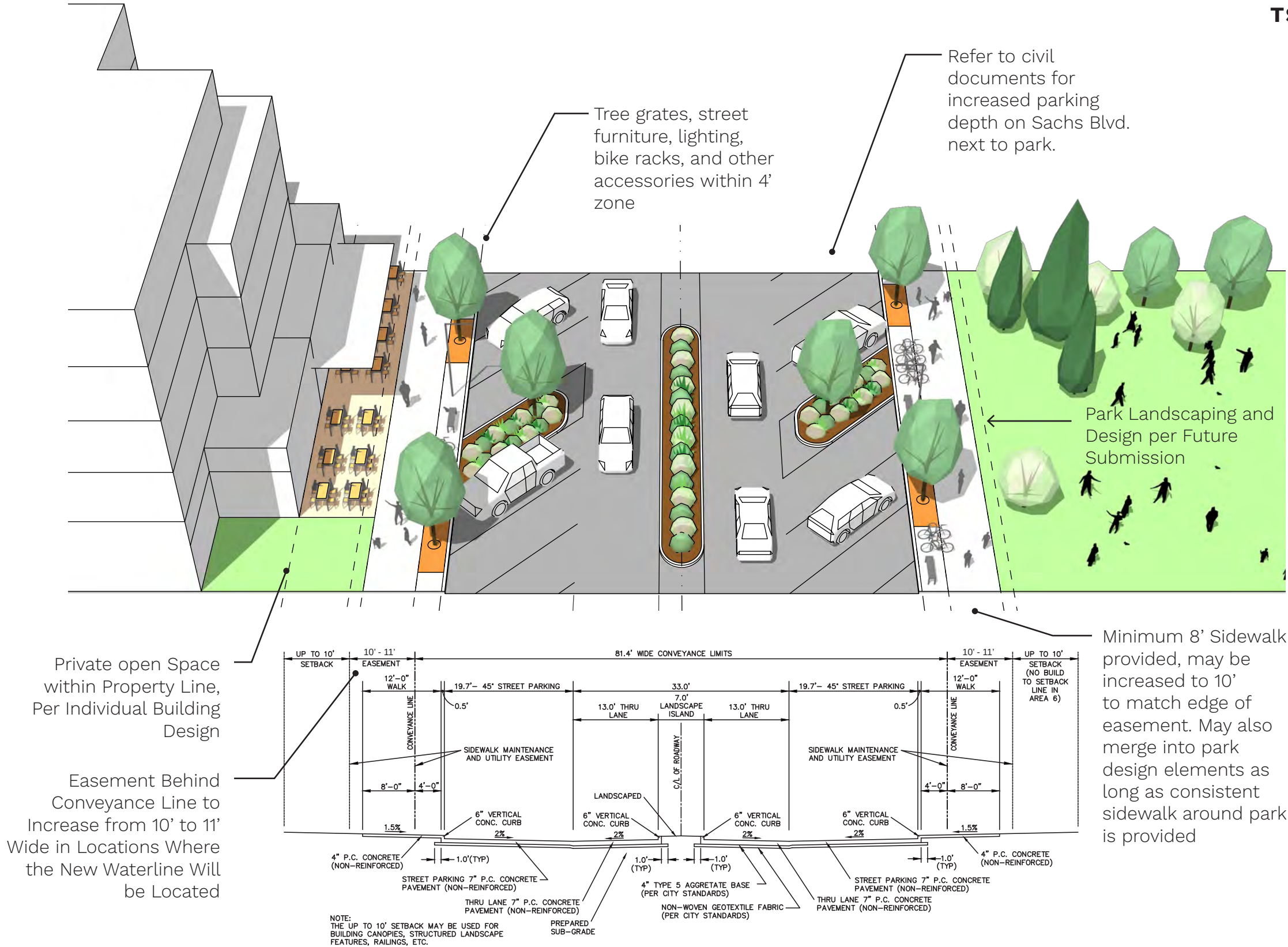
Civil Drawings dictate dimensional requirements and govern when discrepancies exist.



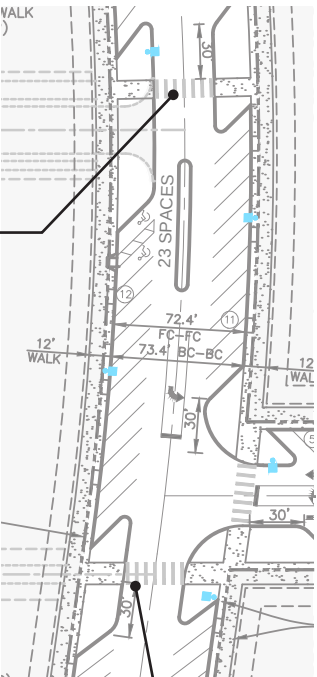


Street Sections

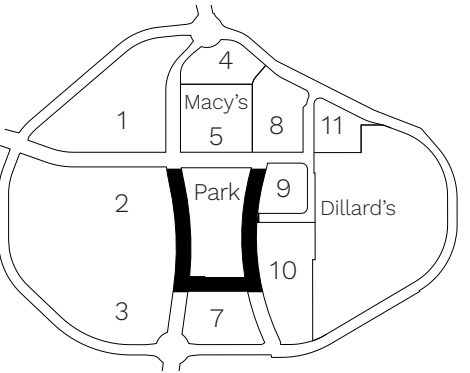
TSG Way, Sachs Blvd. & Millstone
Lots 2, 7, 9, & 10 Along Park



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.

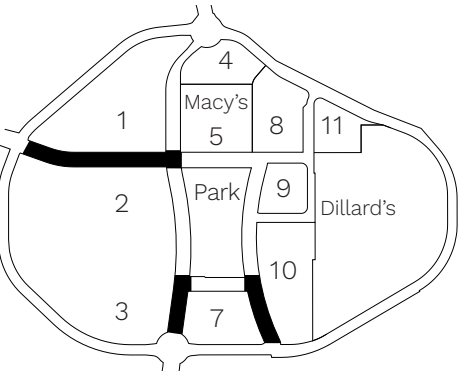
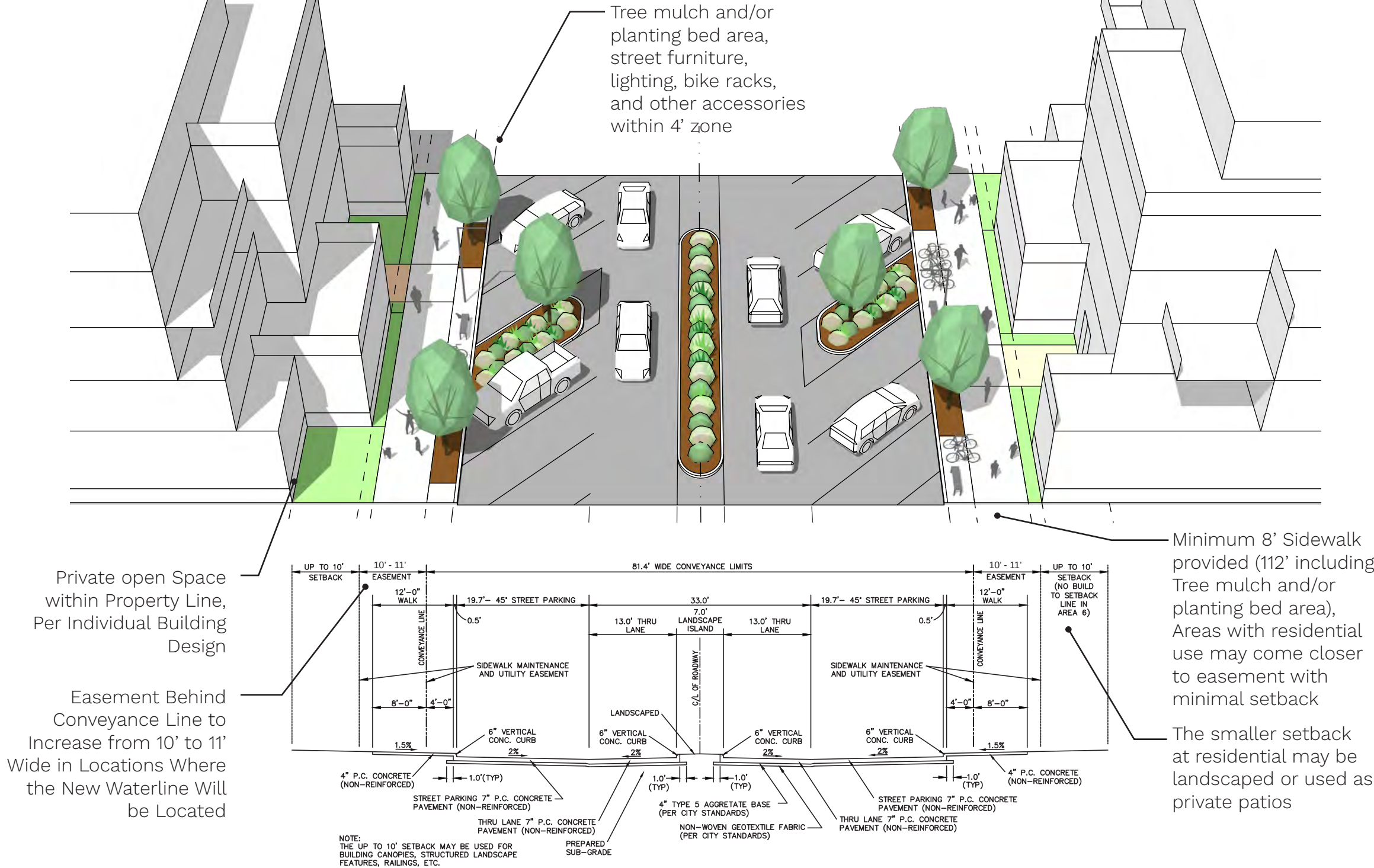
Street Sections

Green Boulevard
Between Lot 5 and Park



Street Sections

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

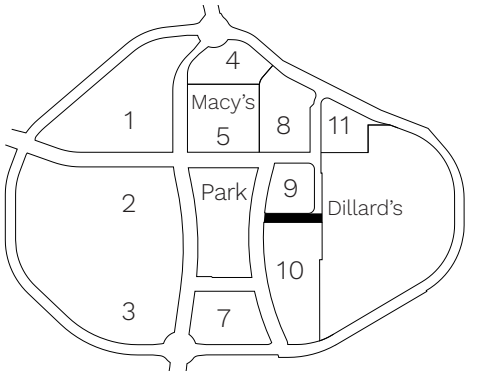
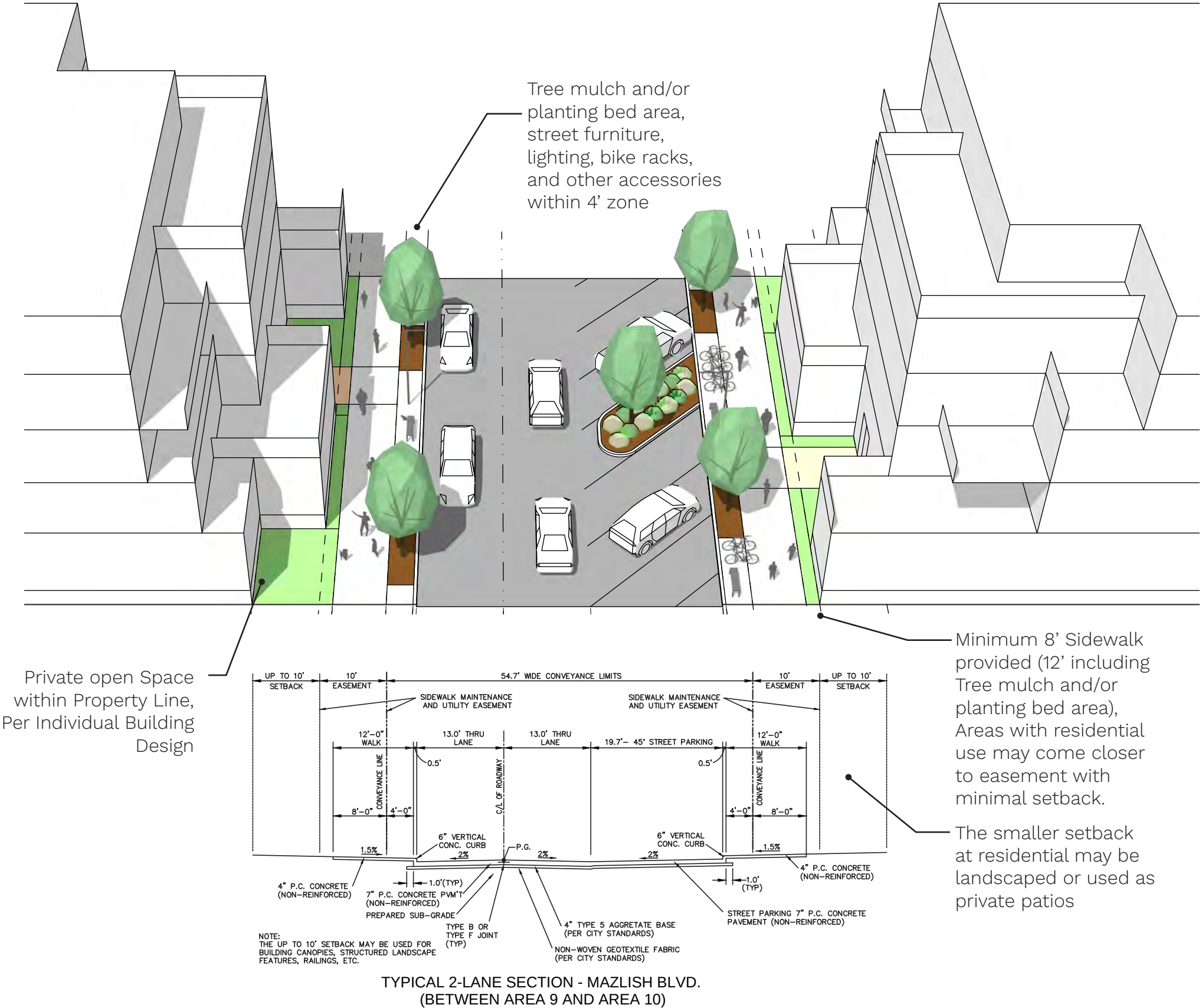


Street Section Location Key N.T.S.

Street Sections

Maizlish Boulevard
2-Lane Section
(Between Lot 9 and 10)

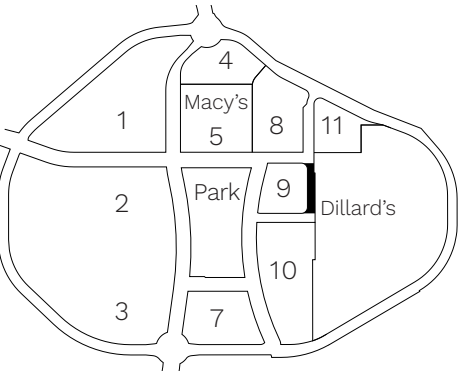
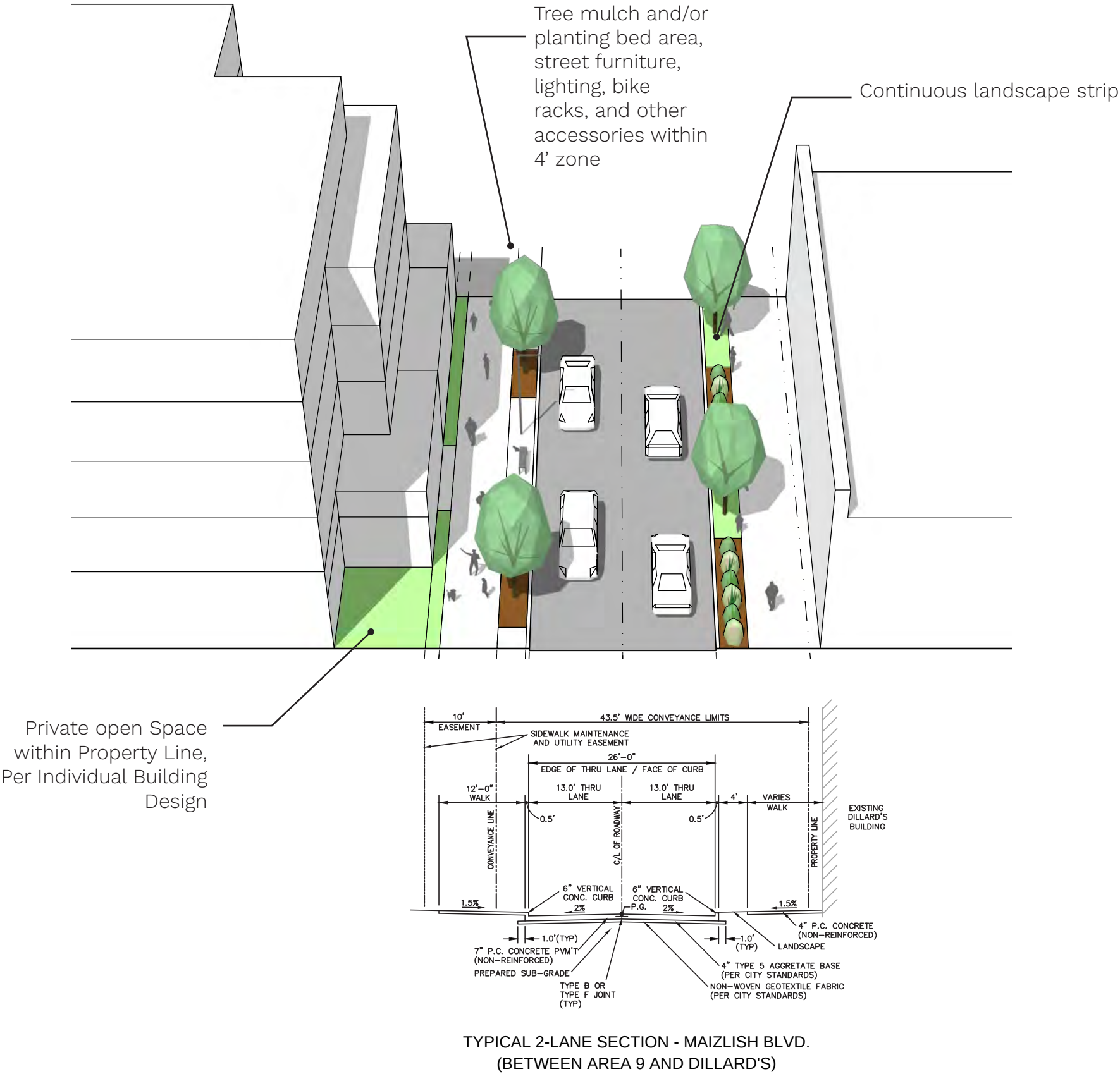
- Notes:
- This pedestrian-only section can be used to subdivide the larger blocks and should provide contiguous, connected pedestrian path coordinated with the rest of the plan.
- Private land with public access easement
 - May contain utilities, though space must be provided for trees as shown
 - Concrete 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

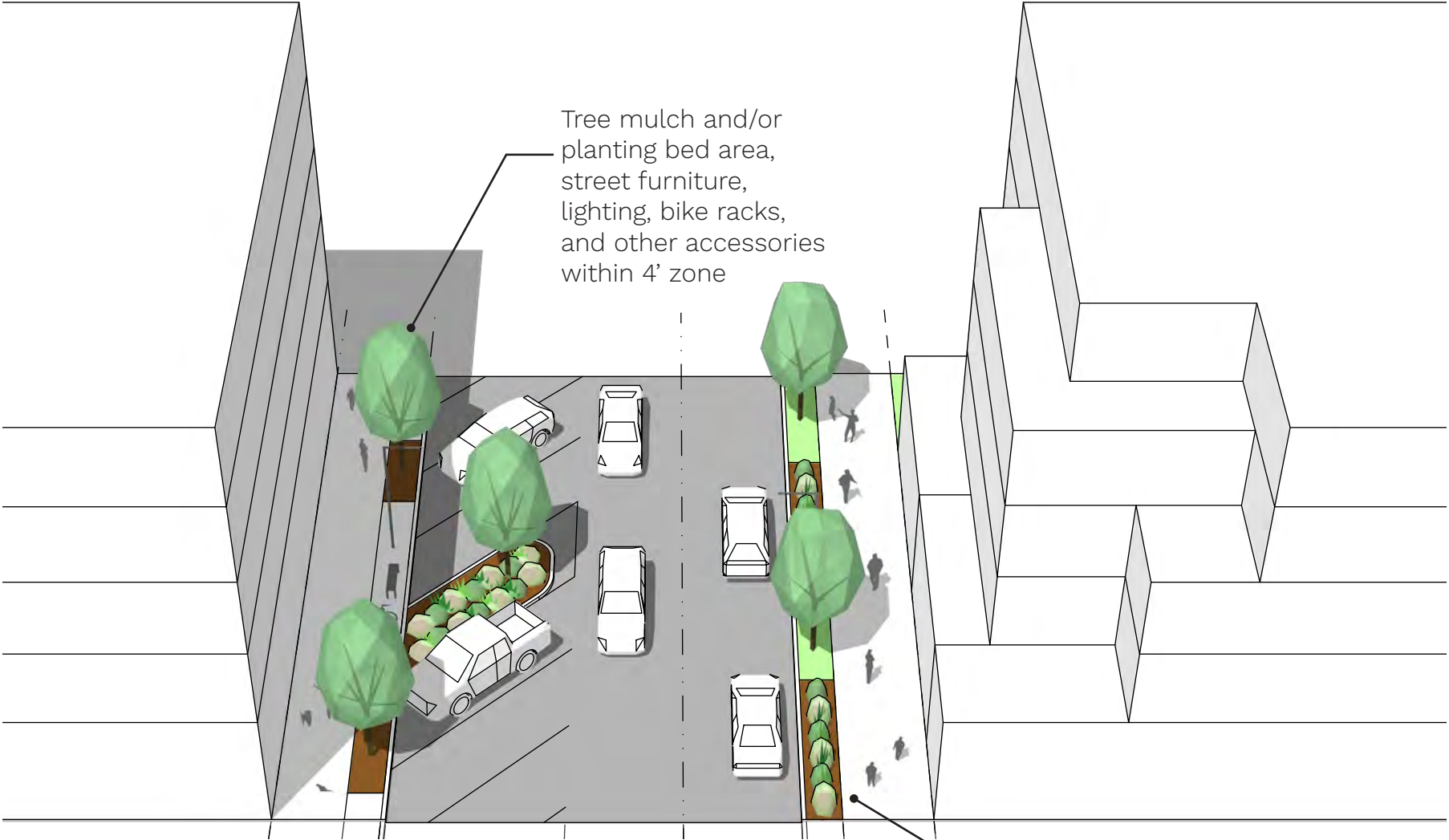
Maizlish Boulevard
2-Lane Section
(Between Lot 9 and Dillard's)



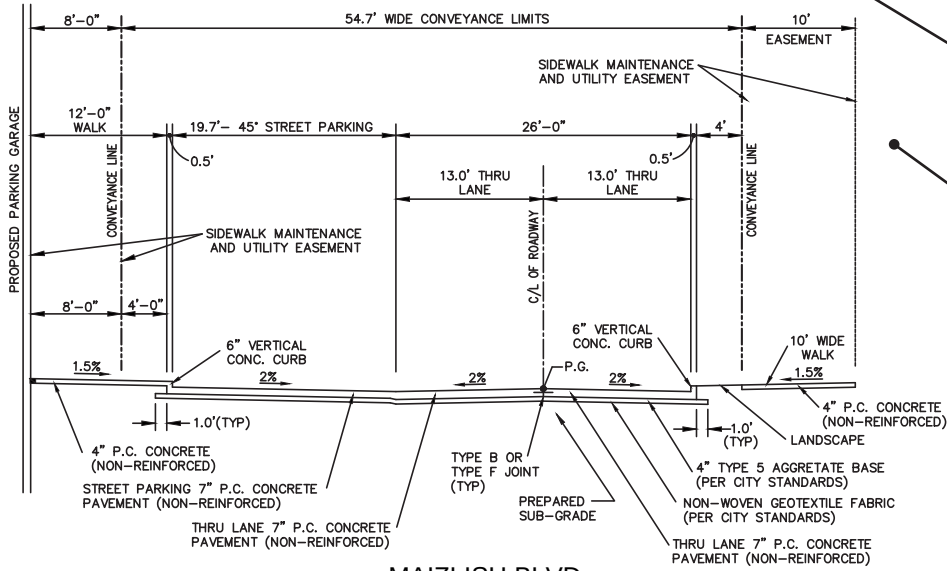
Street Section Location Key N.T.S.

Street Sections

Green & Maizlish Boulevard
2-Lane Section
(Between Lots 8-9 and 8-11)



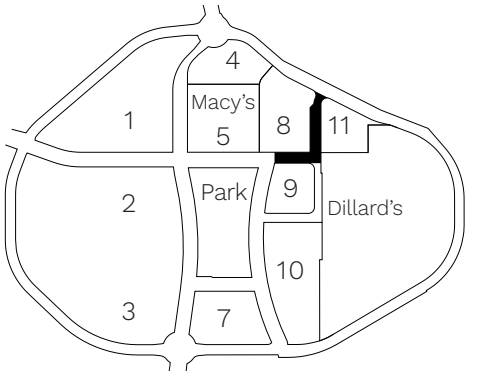
Tree mulch and/or
planting bed area,
street furniture,
lighting, bike racks,
and other accessories
within 4' zone



Continuous landscape
strip

Individual developments
may choose to
incorporate additional
setbacks for outdoor
dining, open space,
landscaping, and other
uses

MAIZLISH BLVD.
(BETWEEN AREA 8 AND AREA 11)

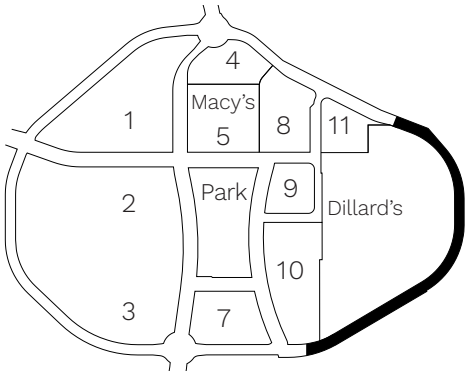
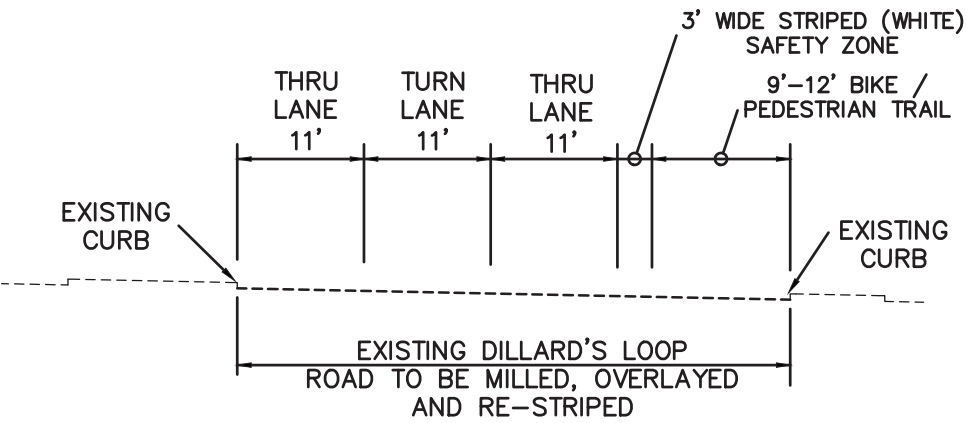
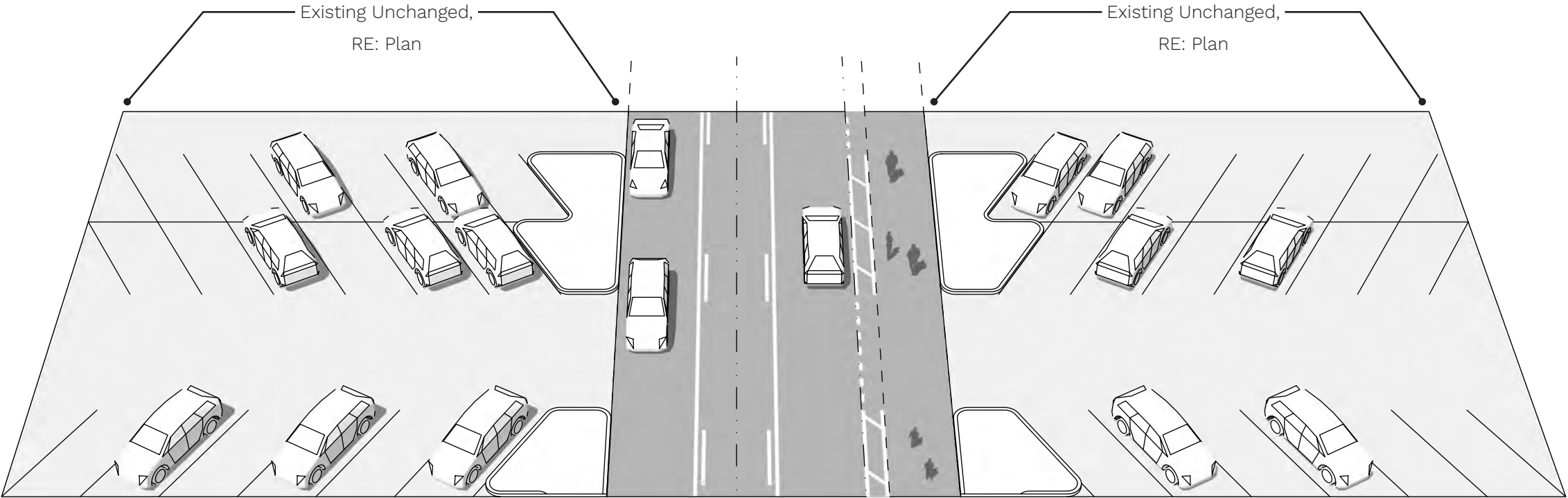


Street Section Location Key N.T.S.

Street Sections

Downtown Chesterfield
Boulevard

Overlay Dillard's Ring Road



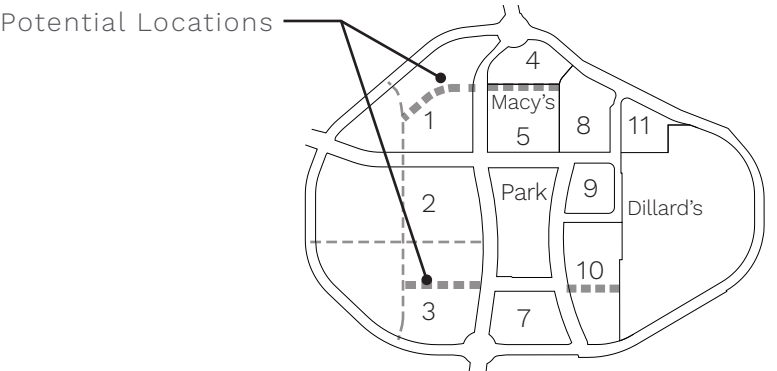
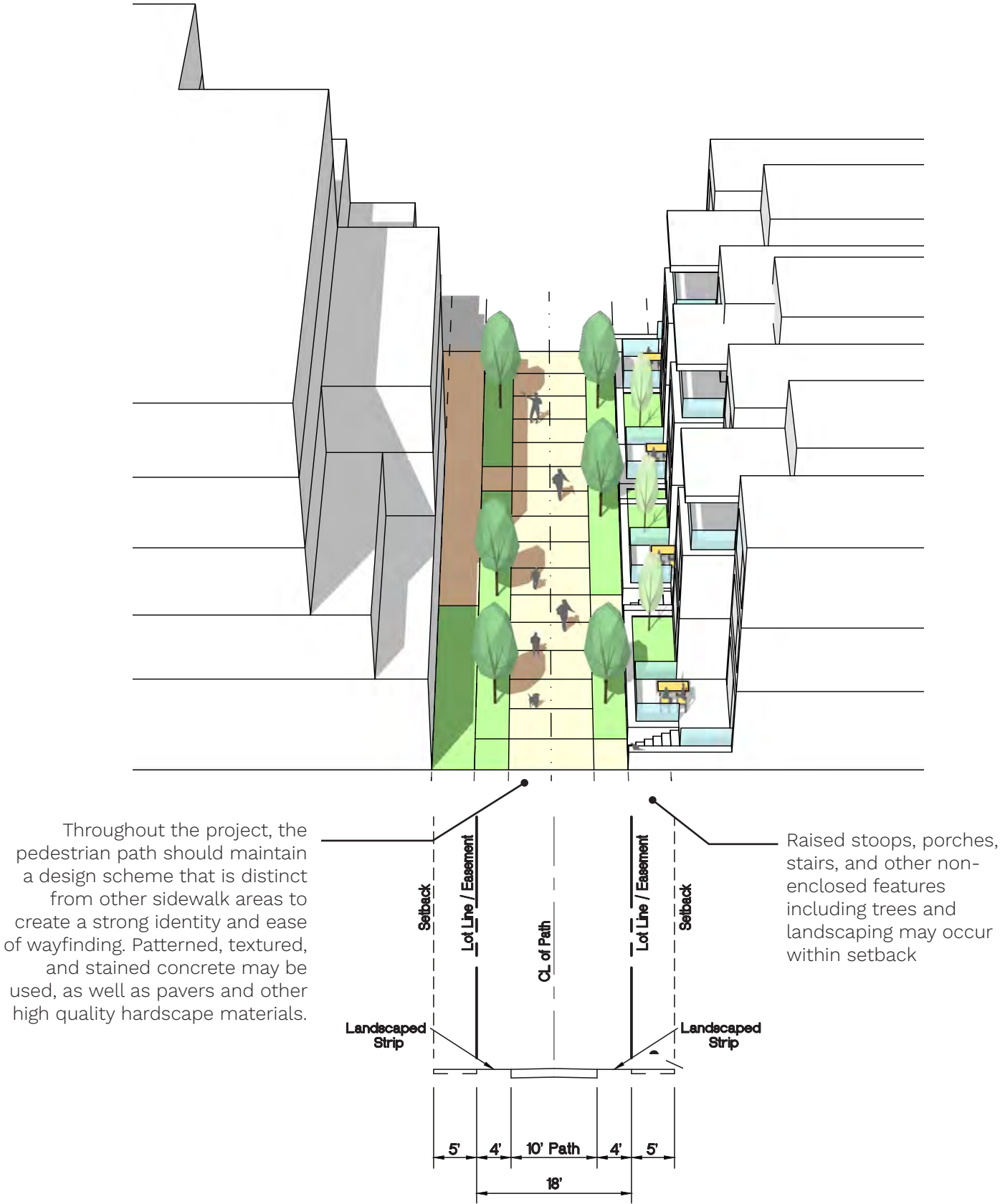
Street Section Location Key N.T.S.

Street Sections

10' Pedestrian Path

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

10' Pedestrian Path at Internal Street

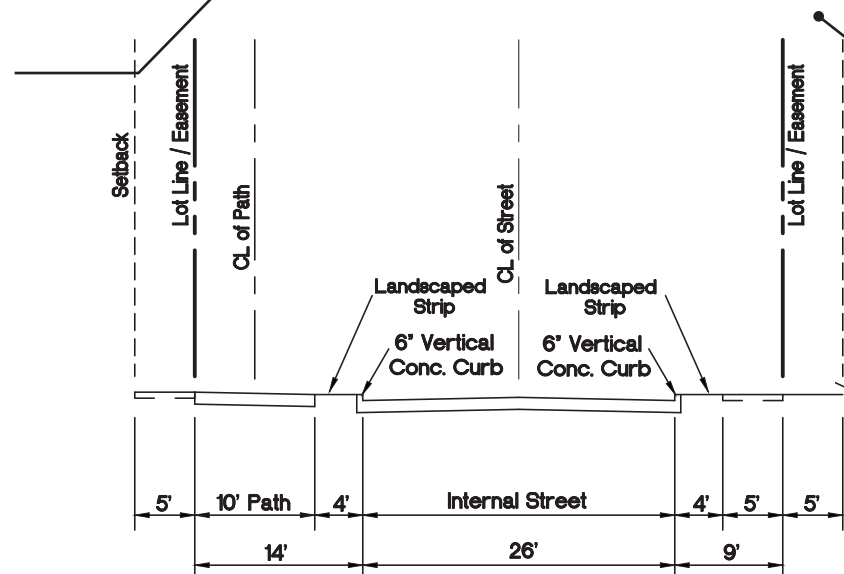
Notes:

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.

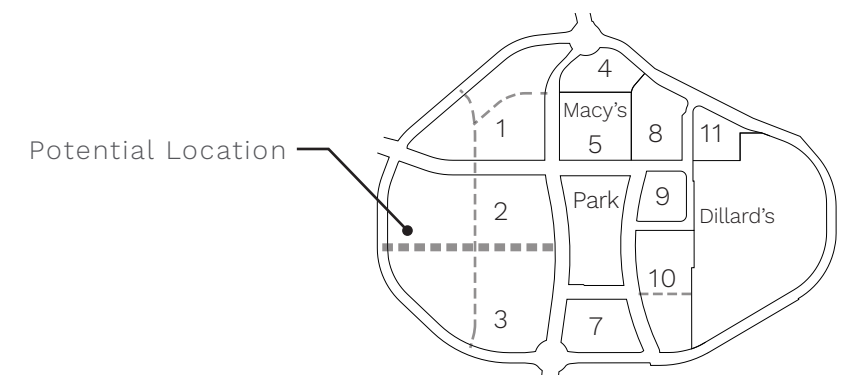
- Private land with public access easement
- May contain utilities, though space must be provided for trees as shown
- Concrete is the standard paving material, but accent scoring, coloring, texture and alternate materials are encouraged to accent key intersections and locations as necessary
- Vehicle 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



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



Street Section Location Key N.T.S.

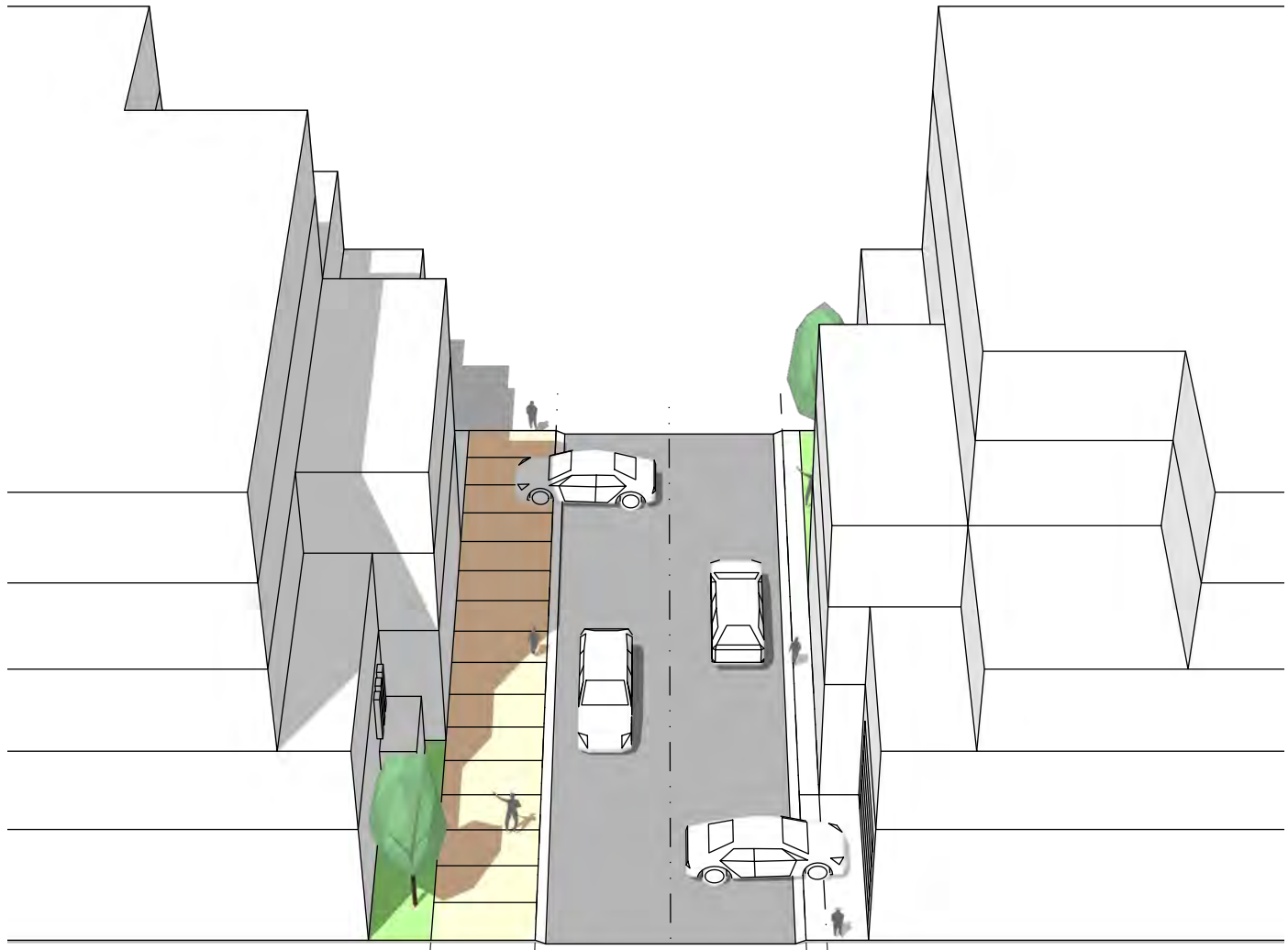
Street Sections

10' Pedestrian Path at Internal Alley

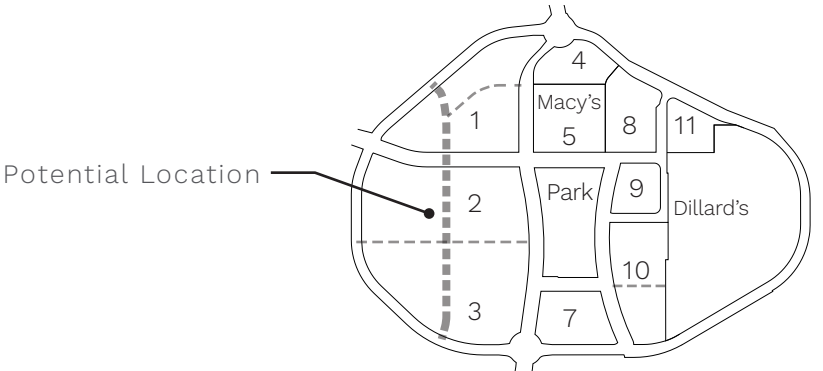
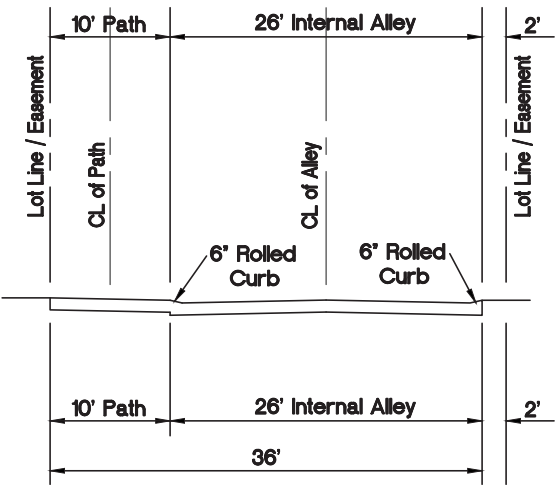
Notes:

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



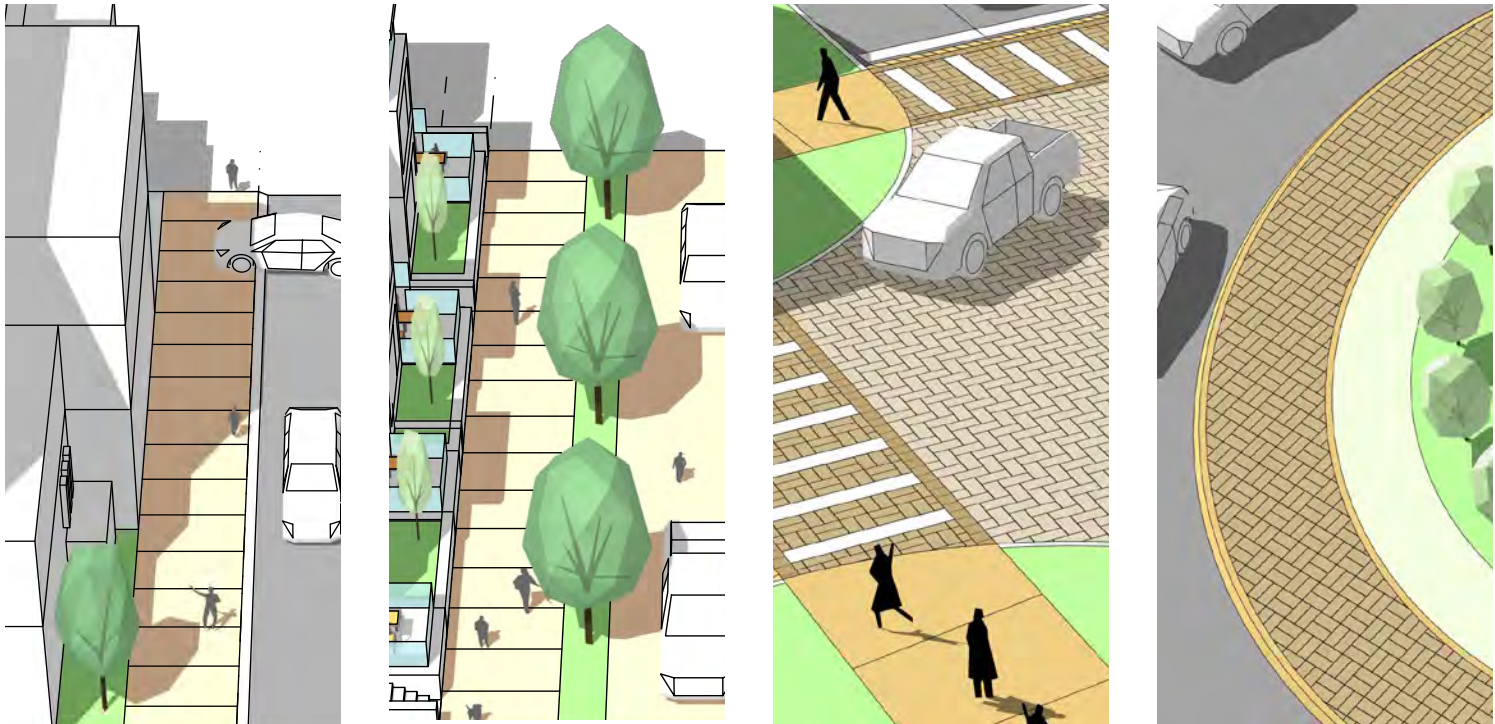
Throughout the project, the pedestrian path should maintain design scheme that is distinct from other sidewalk areas to create a strong identity. Patterned, textured, and stained concrete may be used, as well as pavers or other high quality hardscape materials.



Street Section Location Key N.T.S.

Street Details

Accent Hardscape



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:

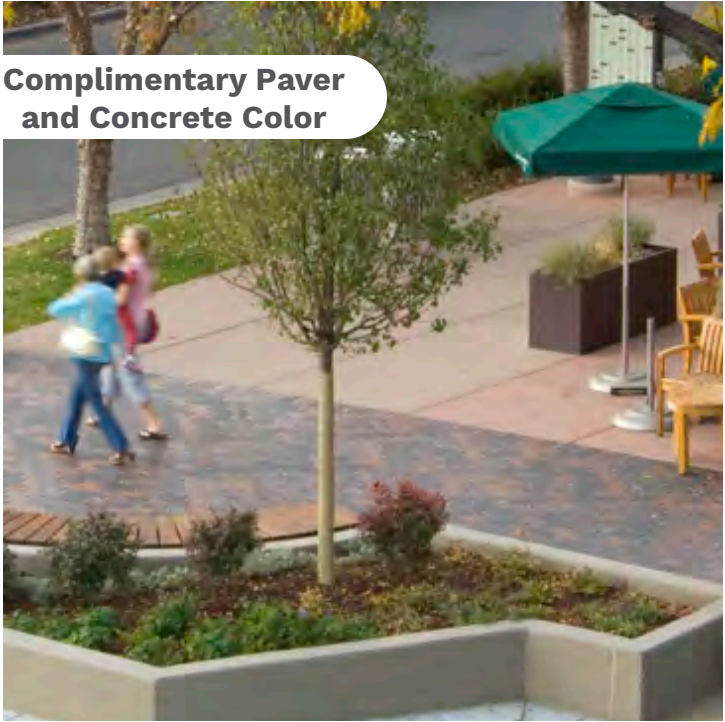
- Brick or concrete pavers
- Integrally stained and stamped concrete
- Sandblast or exposed aggregate textures
- Stone accents
- Patterns
- Decorative motifs



Large Format Stone and Pavers



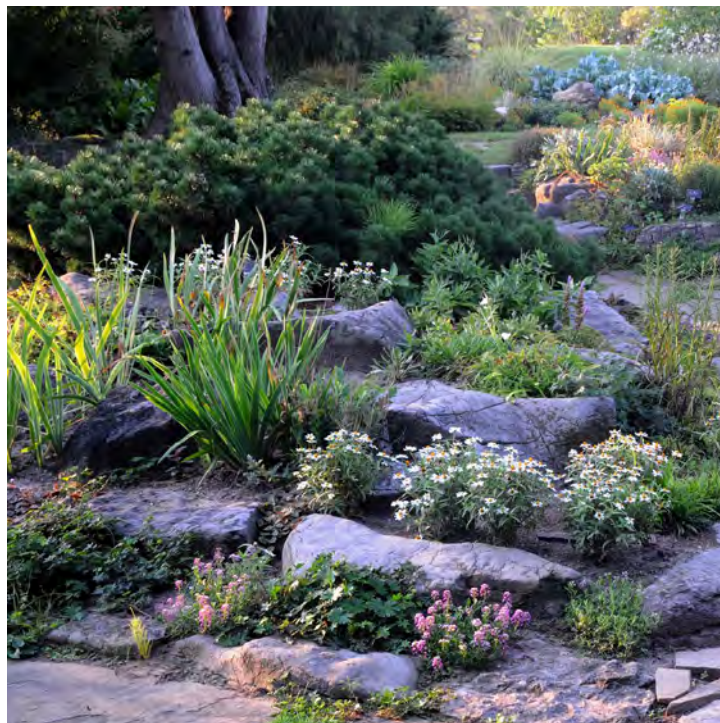
Colored and Scored Concrete



Complimentary Paver and Concrete Color

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.

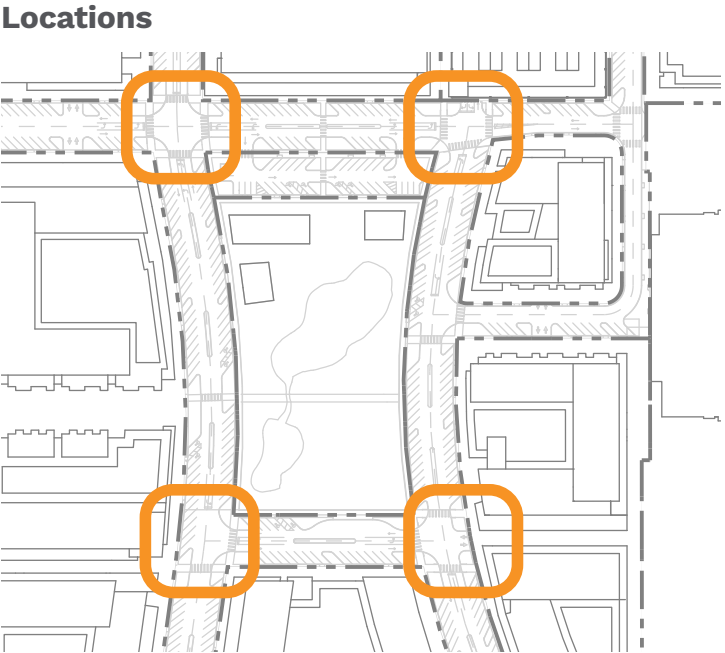
- Native and low water planting is preferred
- Low maintenance and natural designs are preferred over structured and heavily manicured plantings
- Rock and mulch color, type, and size should be coordinated across the neighborhood
- Lower height elements should be used at intersections and sight triangles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

Street Details

Key Intersections

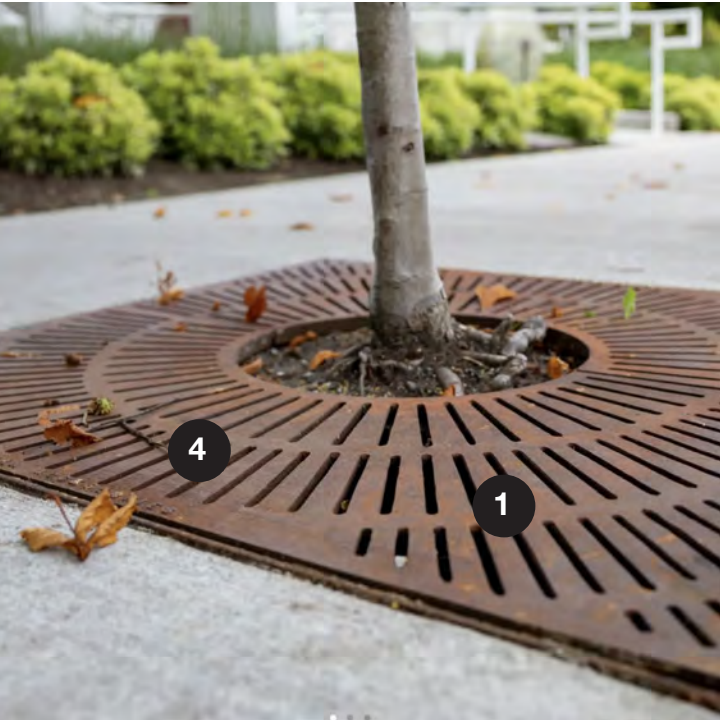


- Intent**
- The four intersections surrounding the park are to receive special intersection treatments that are intended to calm traffic speeds, prioritize pedestrian safety and easy of crossing, as well as furthering a distinct public realm identity for Downtown Chesterfield.
1. Intersection to be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



Street Details

Tree Grates

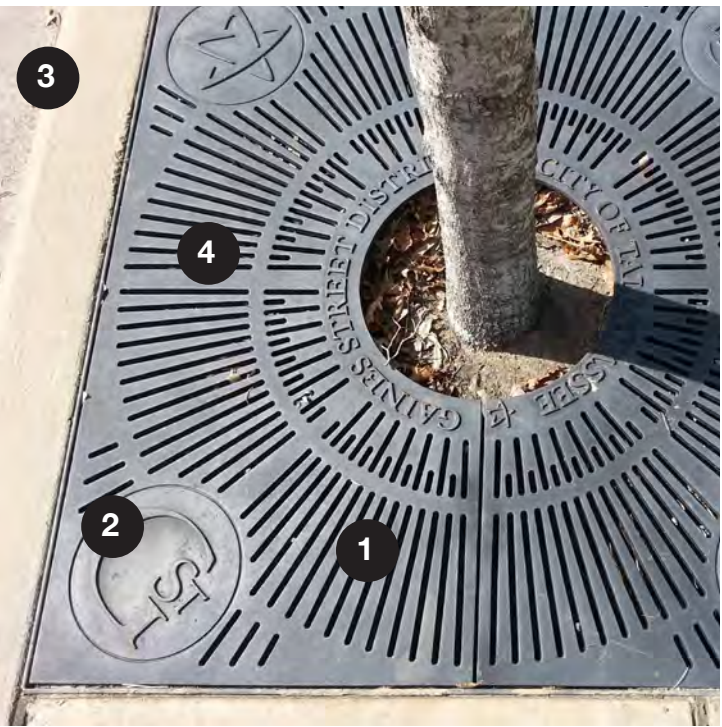
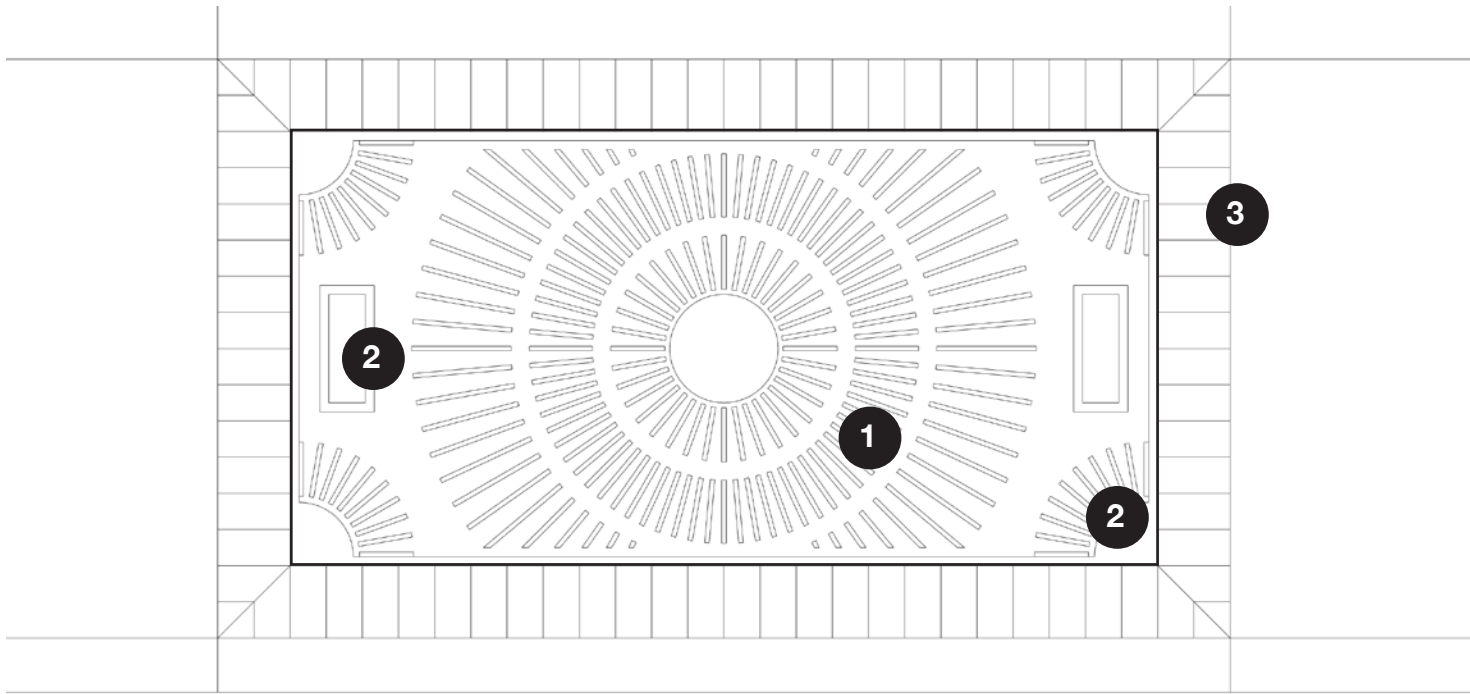


Intent

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



Street Details

Tree Planting Areas

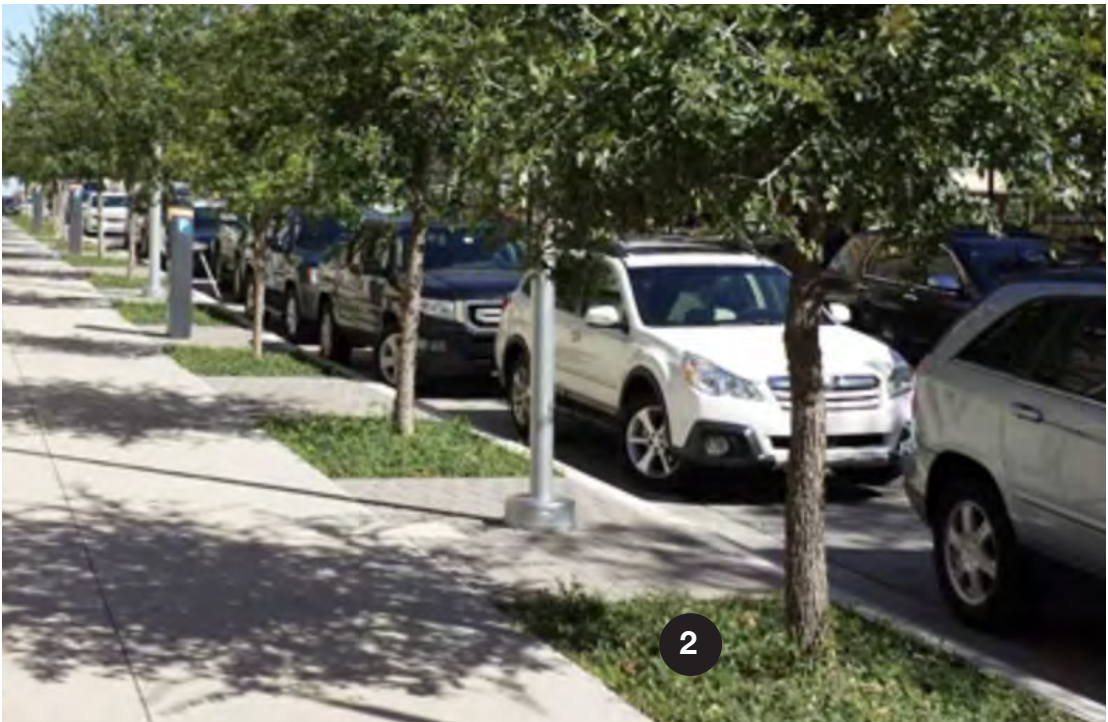
Intent

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

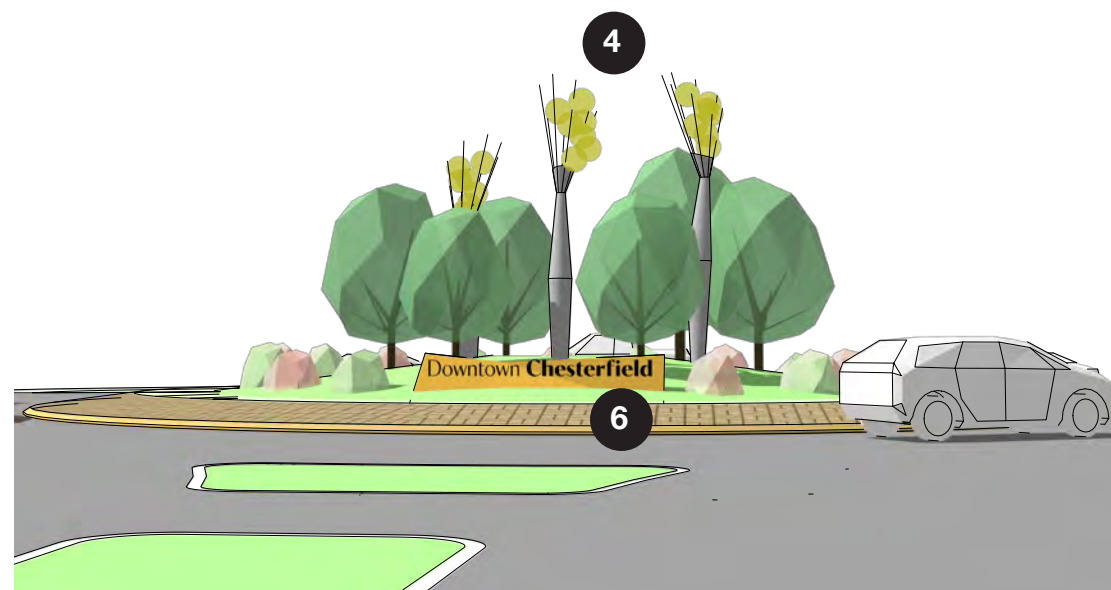
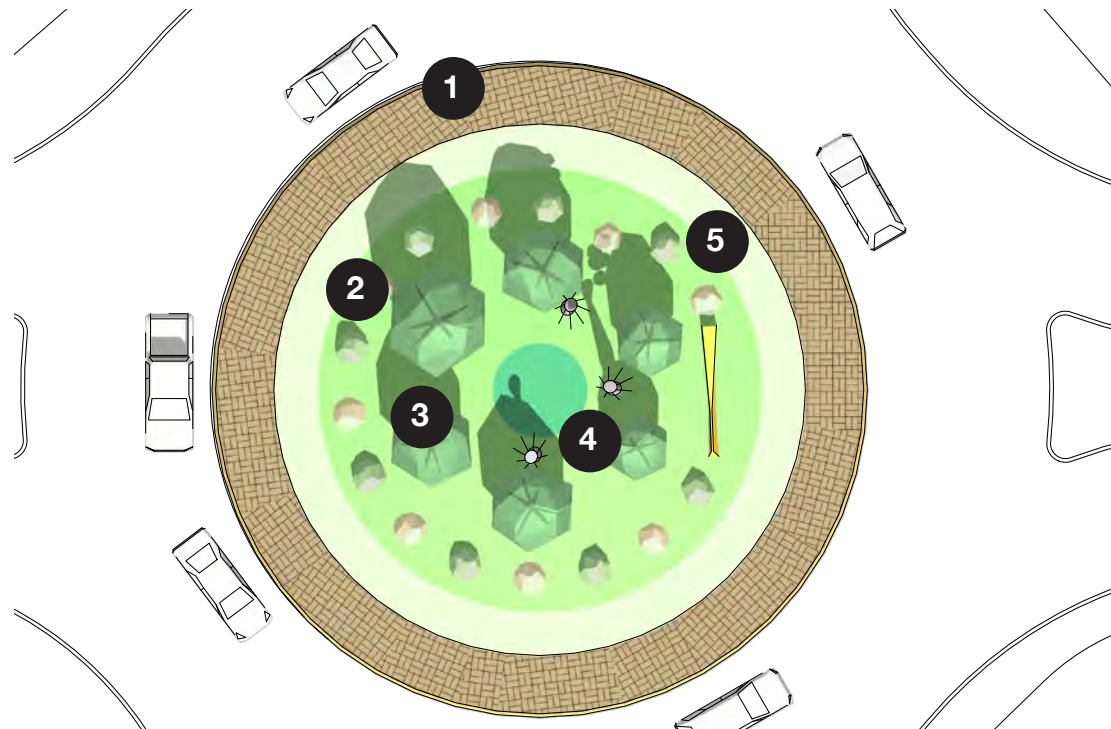
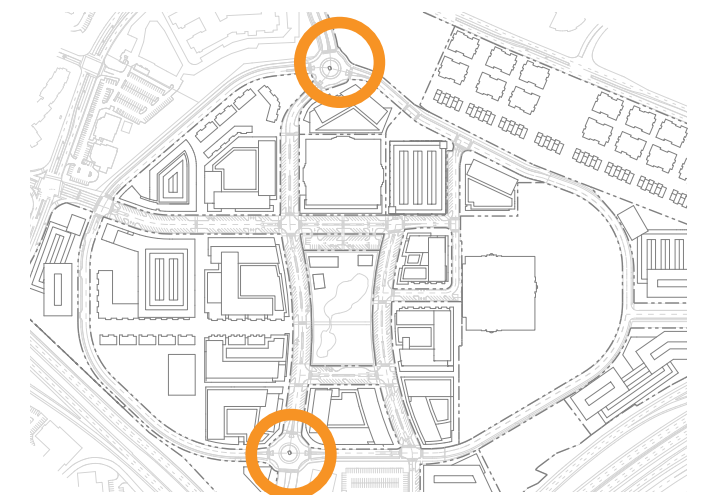
Entry Roundabouts

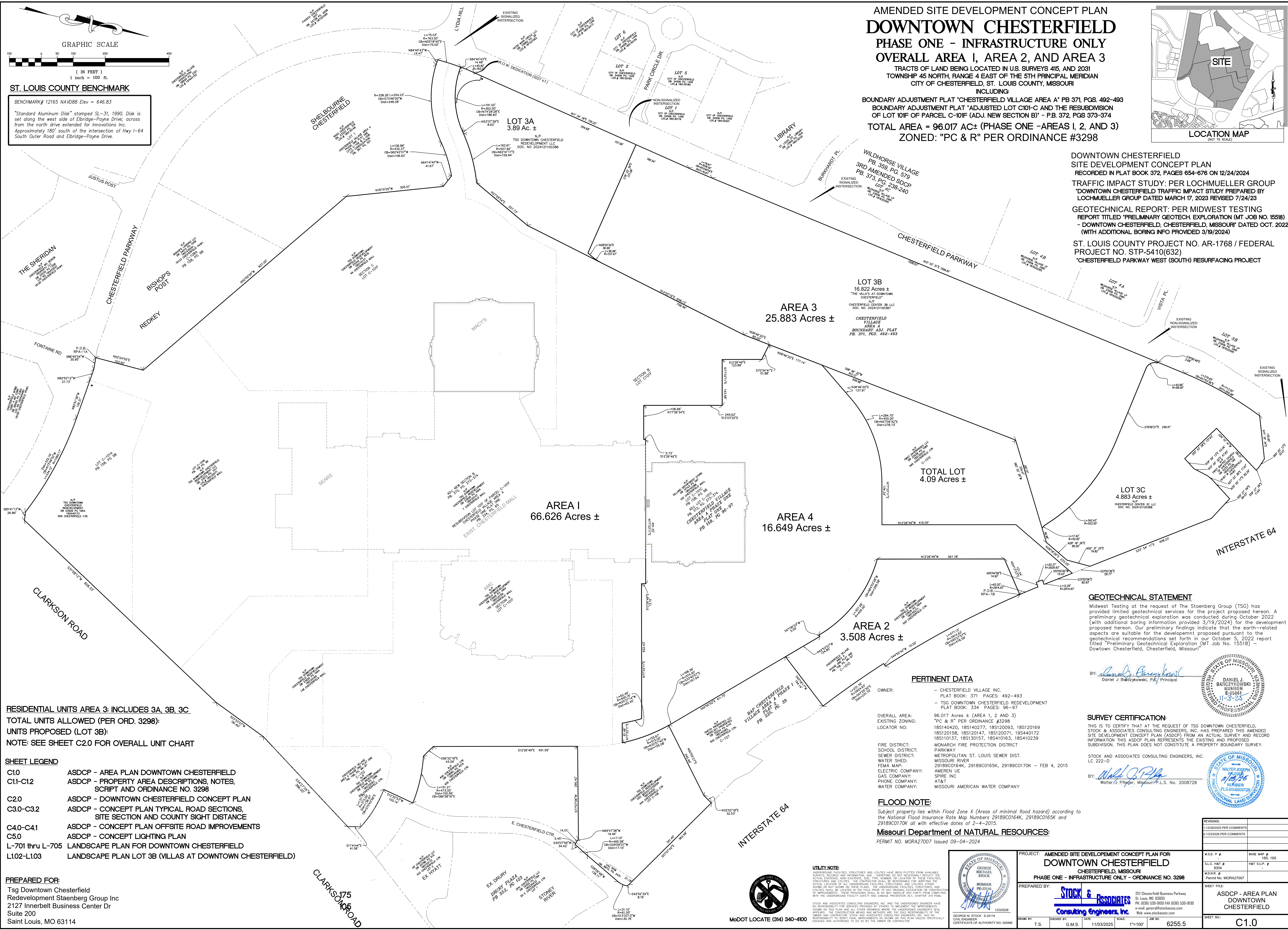
Intent

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.

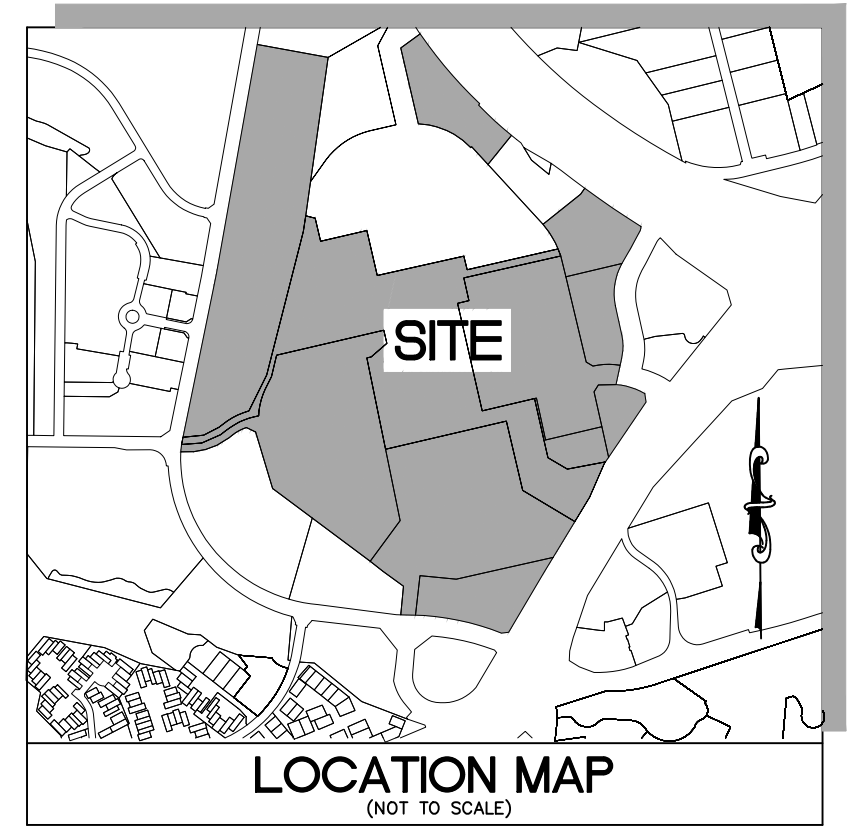
1. Roll-over curb and decorative stamped concrete to match intersections
2. Outer landscape ring, grass and/or low plantings
3. Inner ring, ornamental trees or vertical plantings. Variation in color and structure
4. Central feature composed of water, art sculptures, or monuments.
5. Minimal lighting 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 1, 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 1, 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"

GEOTECHNICAL STATEMENT
Midwest Testing at the request of The Stoenberg 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 development proposed pursuant to the geotechnical recommendations set forth in our October 5, 2022 report titled "Preliminary Geotechnical Exploration (MT Job No. 15518) - Downtown Chesterfield, Chesterfield, Missouri".

BY: *Daniel J. Barczykowski*
Daniel J. Barczykowski, P.E. / Principal

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*
Walter J. Pfleger, Missouri P.L.S. No. 2008728

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: 1851404220, 185140277, 185120093, 185120169
185120158, 185120147, 185120071, 195440172
185110137, 185130157, 185410163, 185410239
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

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

UTILITY NOTE:
UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES HAVE BEEN PLOTTED FROM AVAILABLE SURVEYS, RECORDS AND INFORMATION, AND THEREFORE DO NOT NECESSARILY REFLECT THE ACTUAL LOCATION OF ALL UNDERGROUND FACILITIES, STRUCTURES AND UTILITIES. STREETS SHOWN ON THIS PLAN AND ALL OTHER DRAWINGS WHERE THE UNDERGROUND ENGINEER'S SEAL APPEARS, THE CONSTRUCTION MEANS AND METHODS ARE THE SOLE RESPONSIBILITY OF THE ENGINEER. THE ENGINEER SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL UTILITIES AND STRUCTURES AND UTILITIES SHALL BE LOCATED IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION OR CONSTRUCTION OF IMPROVEMENTS. THESE PROVISIONS SHALL IN NO WAY RELEASE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319 RSMo.

	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298	M.S.D. P. # S.L.C. MAP # M.D.N. # SHEET TITLE: ASDCP - AREA PLAN DOWNTOWN CHESTERFIELD
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 297 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9300 E-mail: general@stockandassociates.com Web: www.stockandassociates.com	DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 11/03/2025 SCALE: 1"=100' JOB NO: 6255.5

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.

RESIDENTIAL UNITS AREA 3: INCLUDES 3A, 3B, 3C
TOTAL UNITS ALLOWED (PER ORD. 3298):
UNITS PROPOSED (LOT 3B):
NOTE: SEE SHEET C2.0 FOR OVERALL UNIT CHART

SHEET LEGEND
C1.0 ASDCP - AREA PLAN DOWNTOWN CHESTERFIELD
C11-C12 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
L-701 thru L-705 LANDSCAPE PLAN FOR DOWNTOWN CHESTERFIELD
L102-L103 LANDSCAPE PLAN LOT 3B (VILLAS AT DOWNTOWN CHESTERFIELD)

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

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, 249.28 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 62.46 feet and a chord which bears 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 Southeastery 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 a chord which bears South 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 783.50 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 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 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 40 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 C108 & 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 feet to 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 17 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

- BOUNDARY AND TOPOGRAPHICAL SURVEY BY STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.(BASIS OF BEARINGS: MISSOURI STATE PLANE, GRID NORTH)
- ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH THE ST. LOUIS COUNTY, MSD AND CITY OF CHESTERFIELD STANDARDS.
- 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.
- 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.
- 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.
- ON-SITE STORM WATER DRAINAGE REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE SECTION 31-04-12, STORMWATER STANDARDS, IN THE UNIFIED DEVELOPMENT CODE.
- OFF-SITE GRADING EASEMENTS, IF REQUIRED, SHALL BE EXECUTED AND RECORDED PRIOR TO THE COMMENCEMENT OF ANY OFF-SITE GRADING.
- CROSS-ACCESS EASEMENTS WHERE REQUIRED, SHALL BE EXECUTED AND RECORDED AS INDIVIDUAL LOTS ARE DEVELOPED.
- 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 LETTER OF CREDIT, MUST BE ESTABLISHED WITH THE SAINT LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC TO GUARANTEE COMPLETION OF THE REQUIRED ROADWAY IMPROVEMENTS.
- ALL PROPOSED IMPROVEMENTS WITHIN THE ST. LOUIS COUNTY RIGHT-OF-WAY SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
- TREE PRESERVATION AND LANDSCAPING SHALL BE IN ACCORDANCE WITH SECTION 31-04-02, TREE PRESERVATION AND LANDSCAPE REQUIREMENTS, IN THE UNIFIED DEVELOPMENT CODE.
- ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY AND THE CITY OF CHESTERFIELD STANDARDS.
- APPROVAL OF THIS PLAN DOES NOT CONSTITUTE APPROVAL OF SIGNAGE. SIGN APPROVAL IS A SEPARATE PROCESS.
- NO SLOPES WITHIN SAINT LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
- STORM WATER SHALL BE DISCHARGED AS DIRECTED BY THE CITY OF CHESTERFIELD. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
- 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 ISSUED.
- 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.
- 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.
- ALL UTILITIES SHALL BE INSTALLED UNDERGROUND.
- NO VERTICAL BUILDING PERMITS WILL BE ISSUED UNTIL A REDESIGNED "GRAND STAIRCASE" IS SUBMITTED AND APPROVED BY THE CITY OF CHESTERFIELD.

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.

"PC&R" - Planned Commercial & Residence of the City of Chesterfield (applicable subsection) (present zoning)

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 Commission, or voided or vacated by order of ordinance of the City of Chesterfield Council.

TSG Downtown Chesterfield Redevelopment

by: _____

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

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.

"PC&R" - Planned Commercial & Residence of the City of Chesterfield (applicable subsection) (present zoning)

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 Commission, or voided or vacated by order of ordinance of the City of Chesterfield Council.

Chesterfield Center 3B, LLC

by: _____

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

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.

"PC&R" - Planned Commercial & Residence of the City of Chesterfield (applicable subsection) (present zoning)

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 Commission, or voided or vacated by order of ordinance of the City of Chesterfield Council.

Chesterfield Center 3C, LLC

by: _____

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

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.

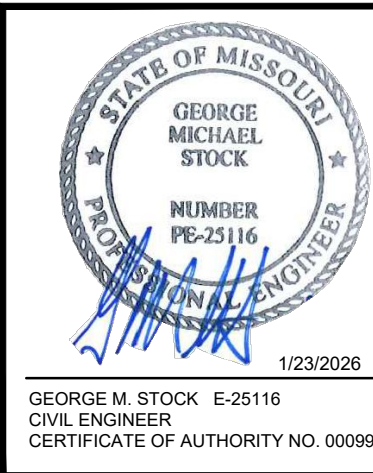
Notary Public

Print Name

My commission expires: _____

ST. LOUIS COUNTY STANDARD NOTES

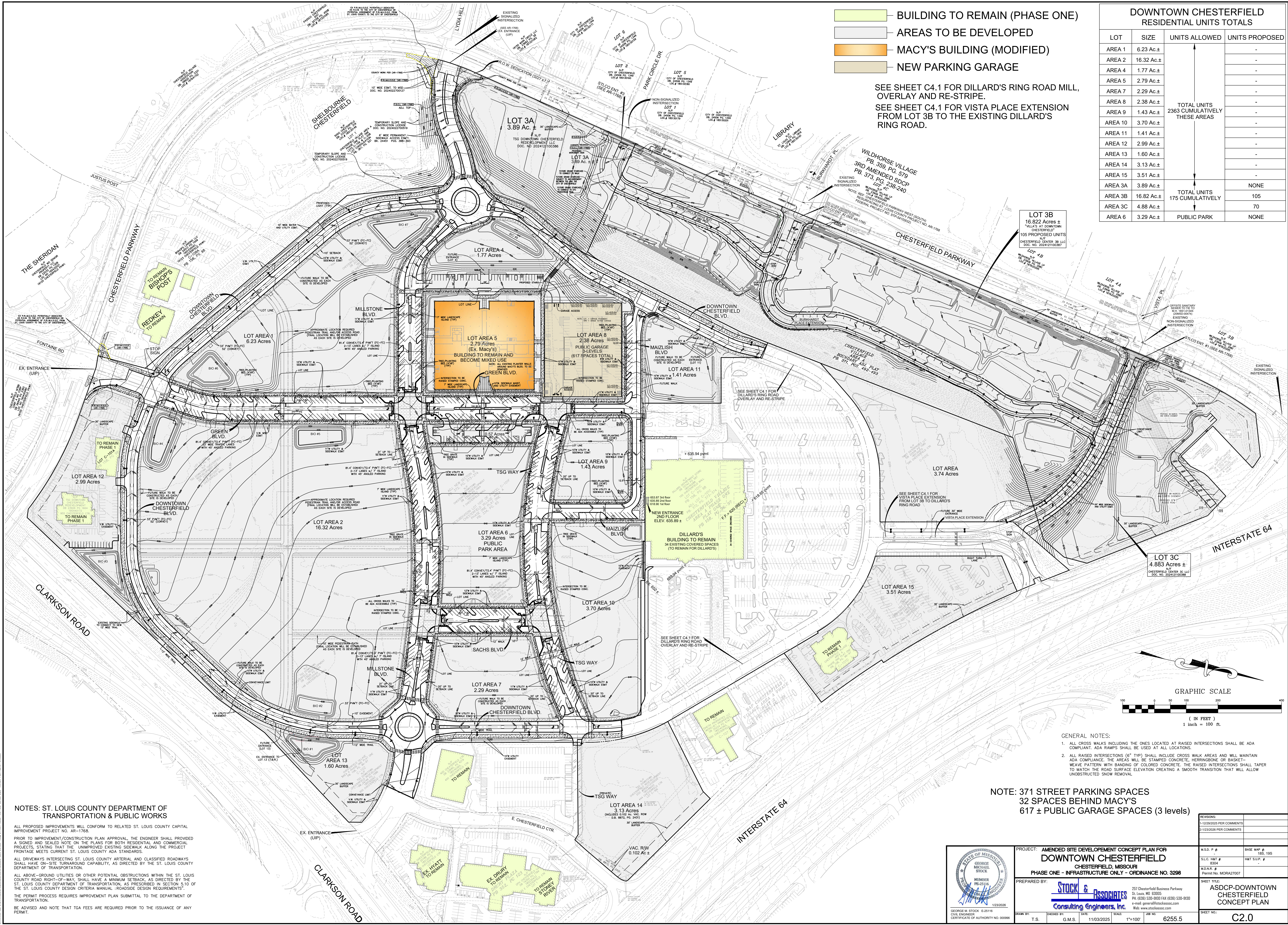
- ALL PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY STANDARDS.
- NO SLOPES WITHIN ST. LOUIS COUNTY RIGHT-OF-WAY SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL).
- STORM WATER SHALL BE DISCHARGED AT AN ADEQUATE NATURAL DISCHARGE POINT. SINKHOLES ARE NOT ADEQUATE DISCHARGE POINTS.
- ALL PROPOSED ACCESS TO ST. LOUIS COUNTY ROADS SHALL MEET MINIMUM ST. LOUIS COUNTY SIGHT DISTANCE REQUIREMENTS.
- ALL SIDEWALKS AND ASSOCIATED ACCESSIBILITY IMPROVEMENTS WITHIN RIGHT-OF-WAY SHALL BE CONSTRUCTED TO ST. LOUIS COUNTY ADA STANDARDS.
- 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.
- ALL GRADING AND DRAINAGE SHALL BE IN CONFORMANCE WITH ST. LOUIS COUNTY AND MSD STANDARDS.
- 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.
- 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.
- 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.
- 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.

	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298	M.S.D. P.# _____ S.L.C. H&T # _____ M.D.N.# _____ Permit No. MOR027007	BASE MAP # _____ H&T # _____ SHEET TITLE: ASDCP - PROPERTY AREA DESCRIPTIONS, NOTES AND SCRIPT
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 297 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 330-9100 FAX: (636) 330-9130 e-mail: general@stockandassociates.com Web: www.stockandassociates.com	DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 11/03/2025 SCALE: 1"=100' JOB NO. 6255.5	SHEET NO.: C1.1

- 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 PUBLIC PARK	NONE
AREA 3B	16.82 Ac.±		105
AREA 3C	4.88 Ac.±		70
AREA 6	3.29 Ac.±		NONE

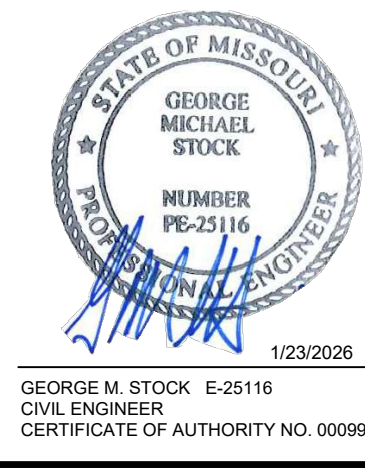


NOTES: ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

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 PROVIDE 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:
- ALL CROSS WALKS INCLUDING THE ONES LOCATED AT RAISED INTERSECTIONS SHALL BE ADA COMPLIANT. ADA RAMPS SHALL BE USED AT ALL LOCATIONS.
 - 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)



GEORGE M. STOCK
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

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

PREPARED BY: **STOCK & ASSOCIATES**
Consulting Engineers, Inc.

297 Chesterfield Business Parkway
St. Louis, MO 63005
PH: (636) 530-9100 FAX: (636) 530-9300
e-mail: george@stockandassociates.com
Web: www.stockandassociates.com

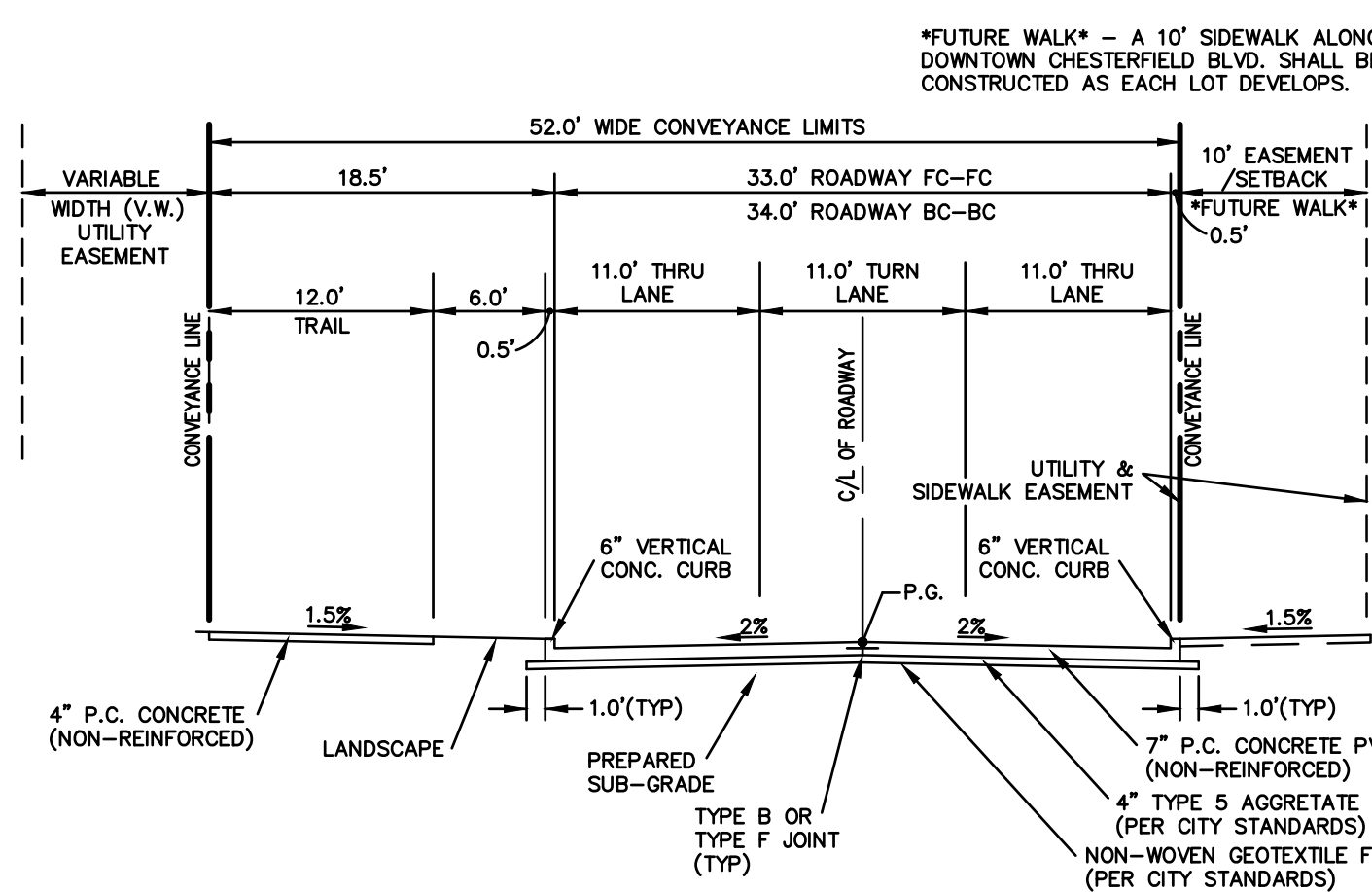
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SCALE: 1"=100'
JOB NO.: 6255.5

REVISIONS:

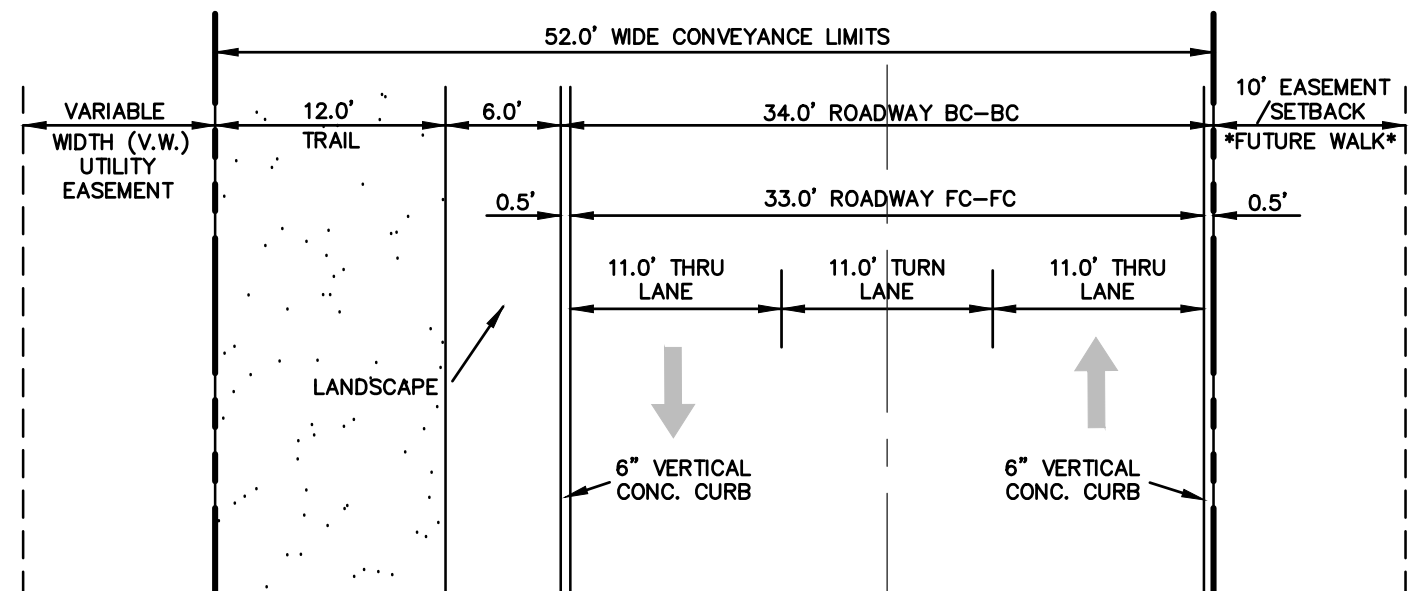
11/29/2025 PER COMMENTS	M.S.D. P.#	BASE MAP #
01/23/2026 PER COMMENTS	S.L.C. MAP #	H&T SLIP #
	8304	
	M.D.N.R. #	Permit No.

SHEET TITLE:
ASDCP-DOWNTOWN CHESTERFIELD CONCEPT PLAN

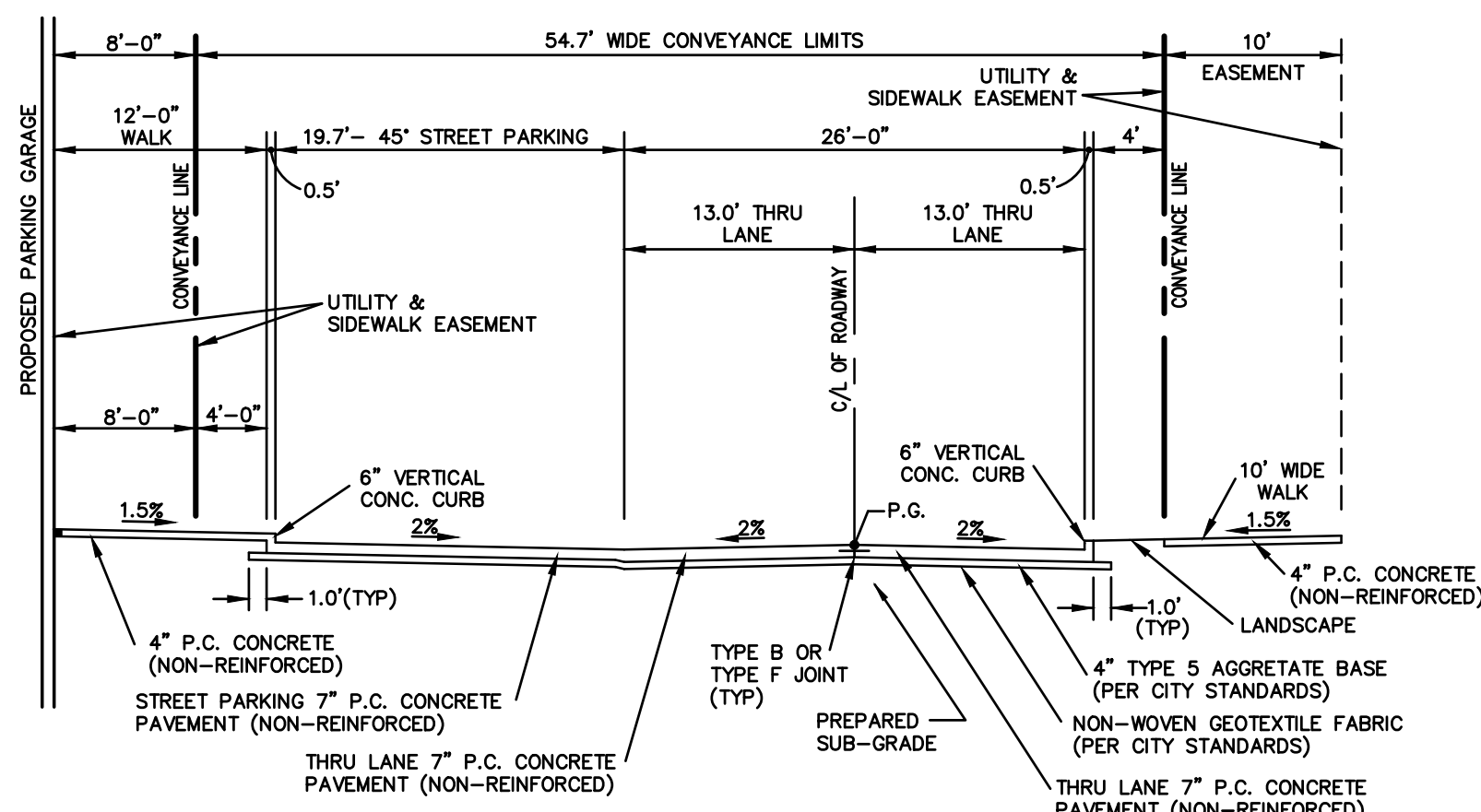
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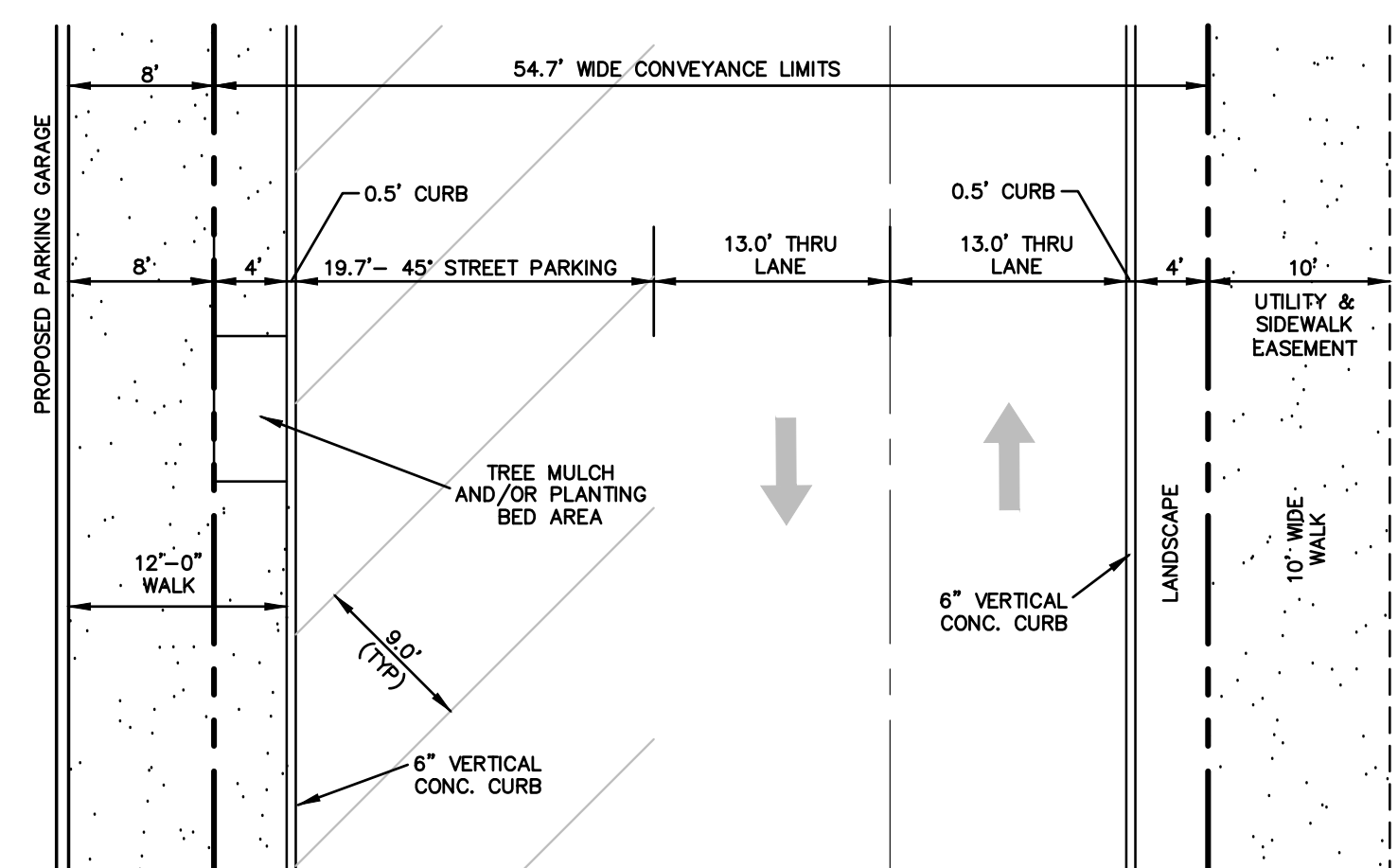
DOWNTOWN CHESTERFIELD BLVD.
(TYPICAL LOOP ROAD SECTION)



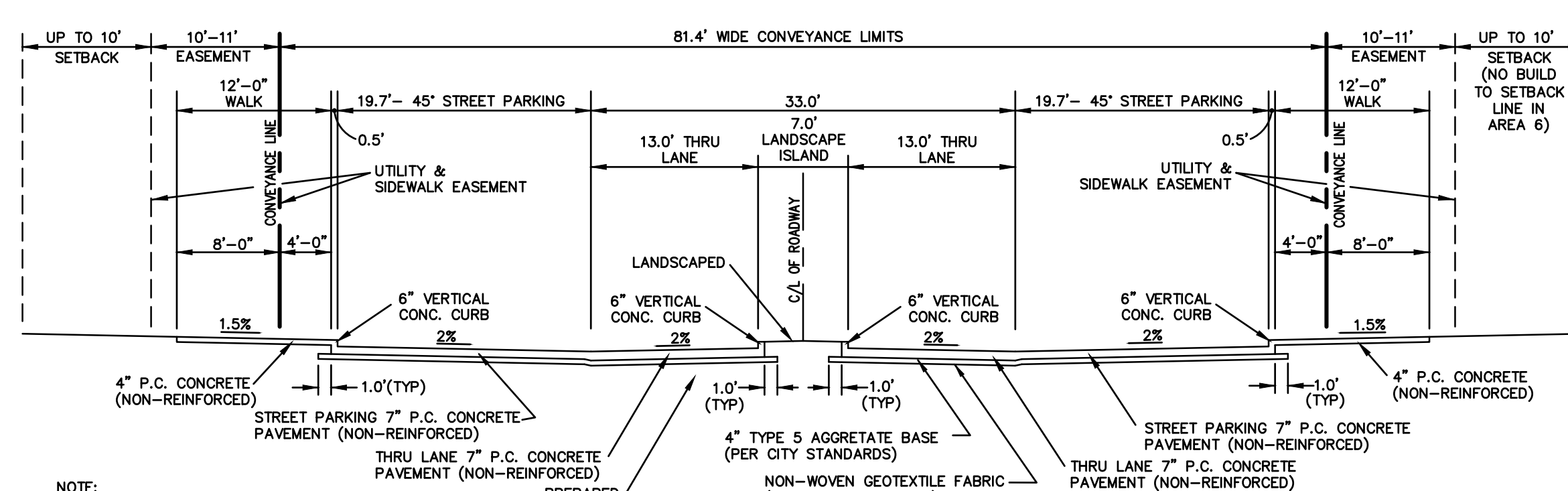
DOWNTOWN CHESTERFIELD BLVD.
(PLAN VIEW)



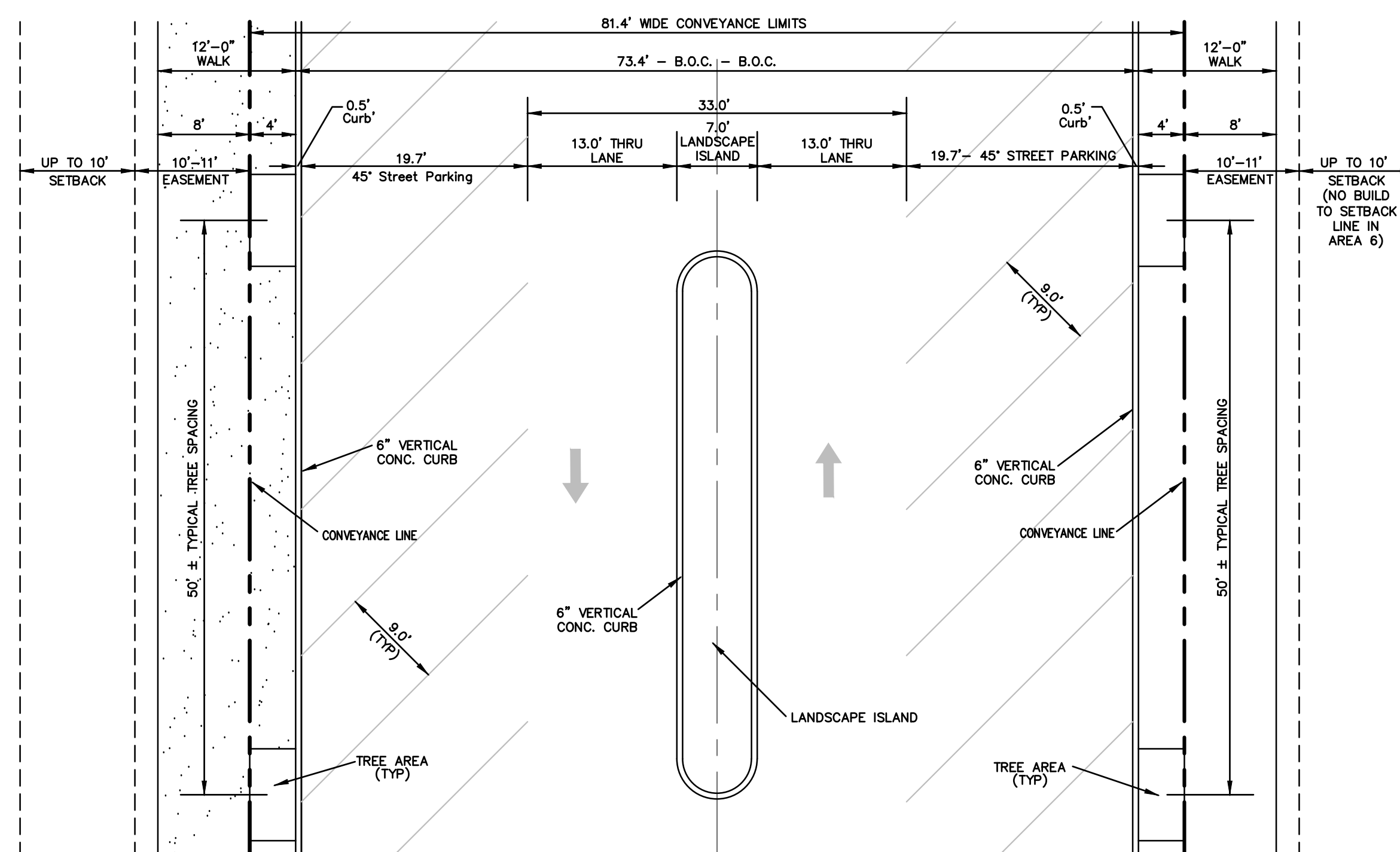
MAIZLISH BLVD.
(BETWEEN LOT AREA 8 AND LOT AREA 11)



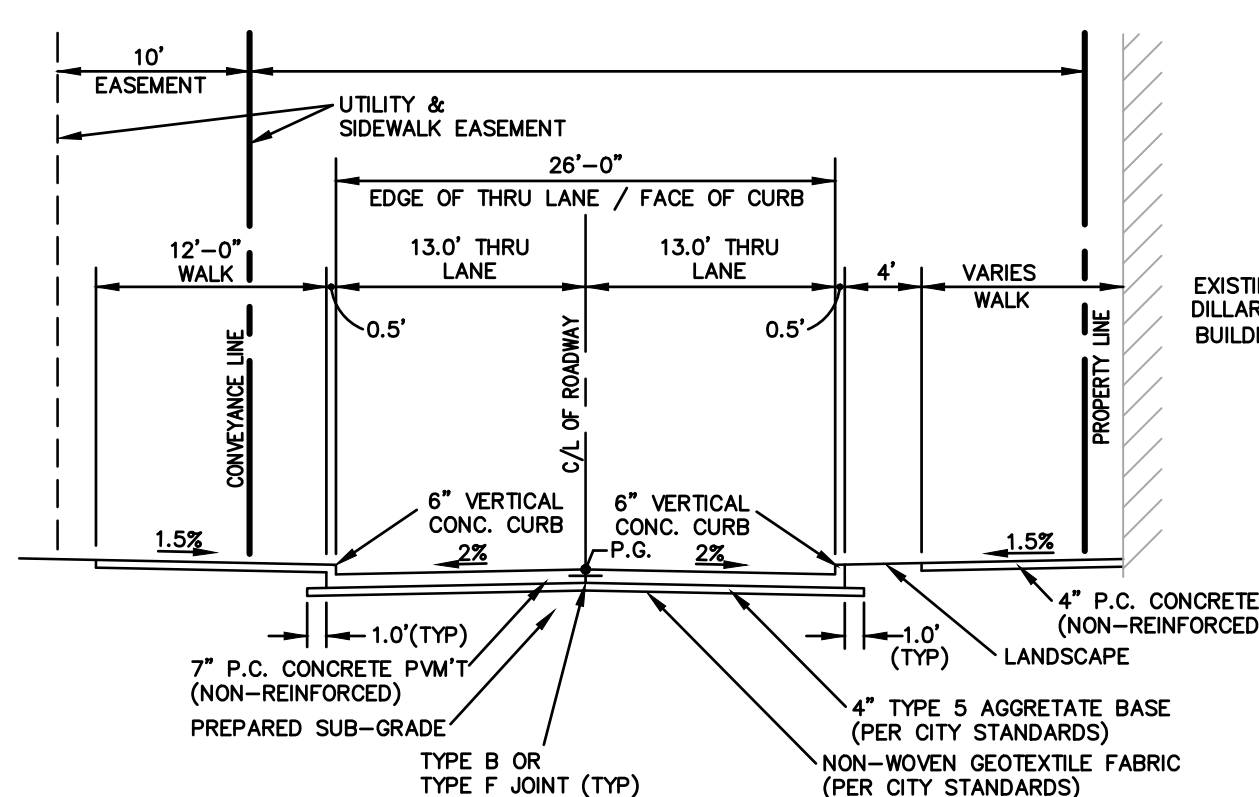
PLAN VIEW MAIZLISH BLVD.
(BETWEEN LOT AREA 8 AND LOT AREA 11)



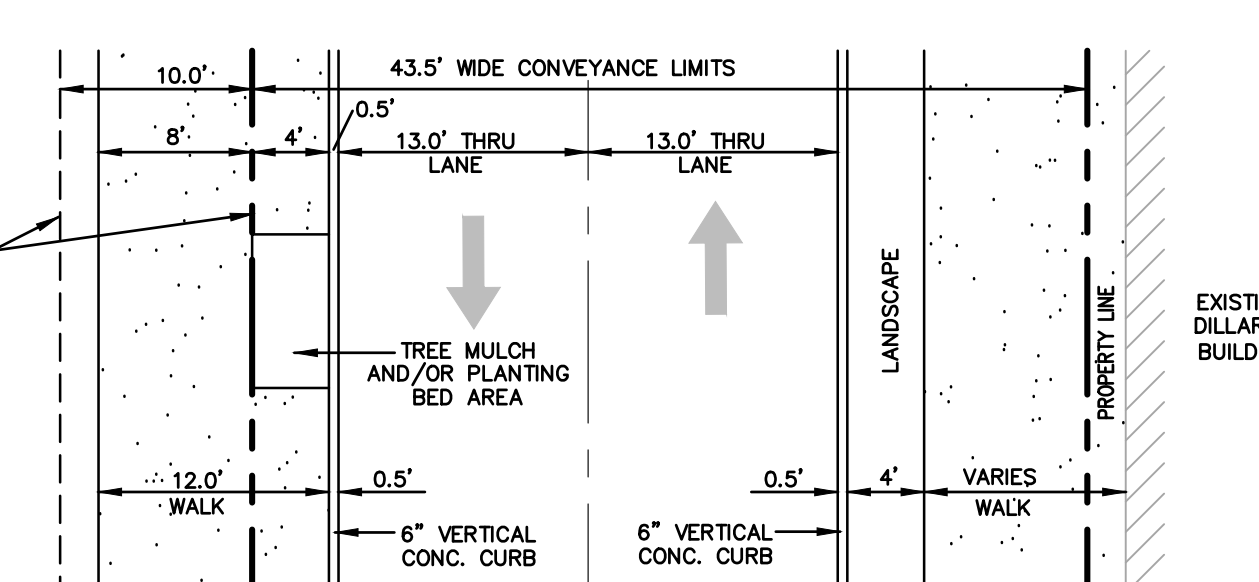
TSG WAY / MILLSTONE / GREEN BOULEVARD
(TYPICAL SECTION VIEW)



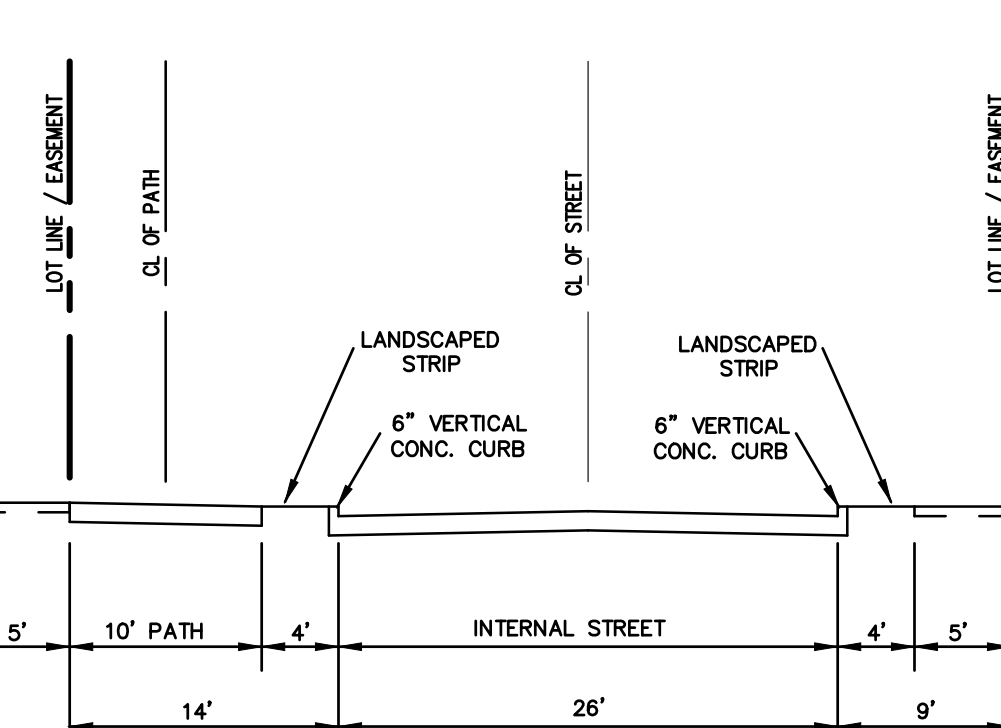
TSG WAY / MILLSTONE / GREEN BOULEVARD
(PLAN VIEW)



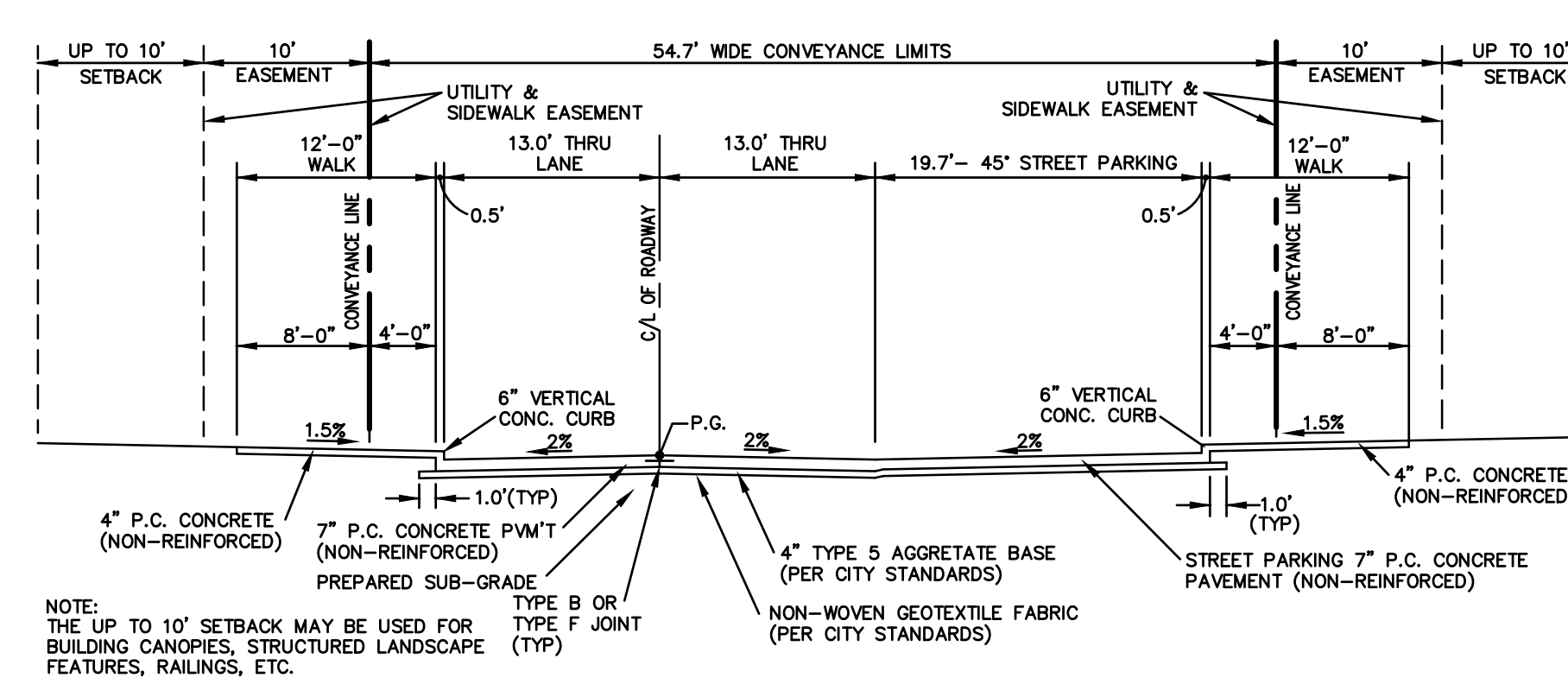
TYPICAL 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN LOT AREA 9 AND DILLARD'S)



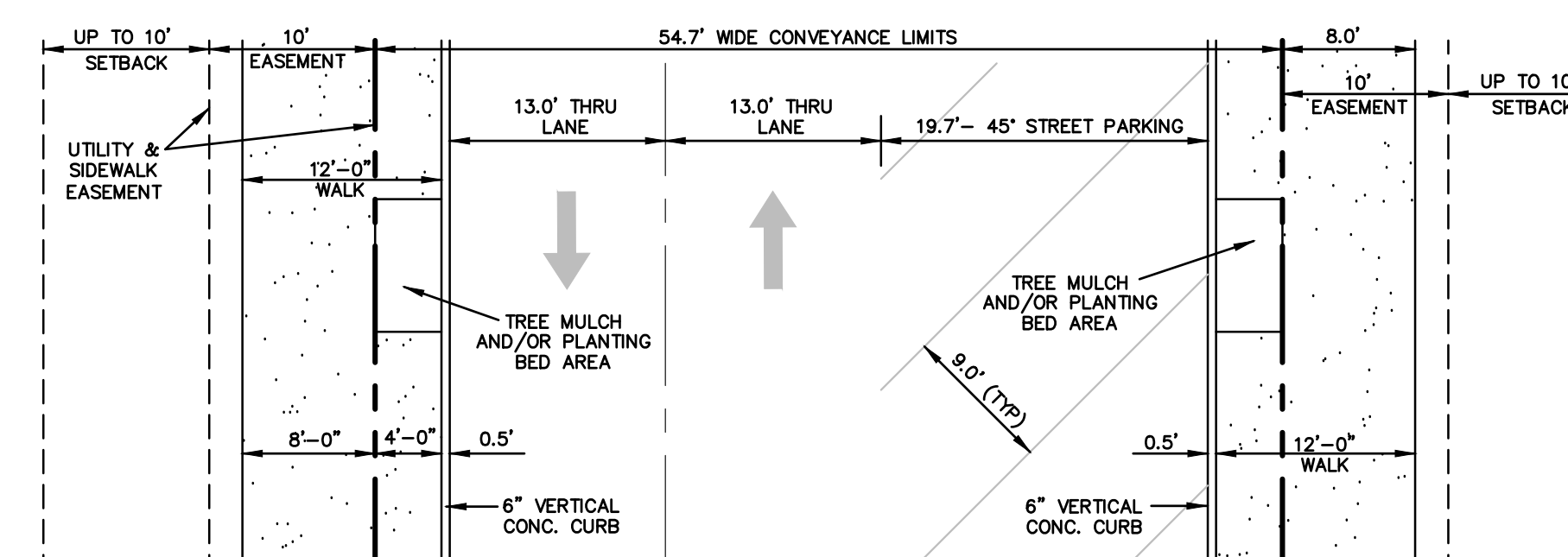
PLAN VIEW 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN LOT AREA 9 AND DILLARD'S)



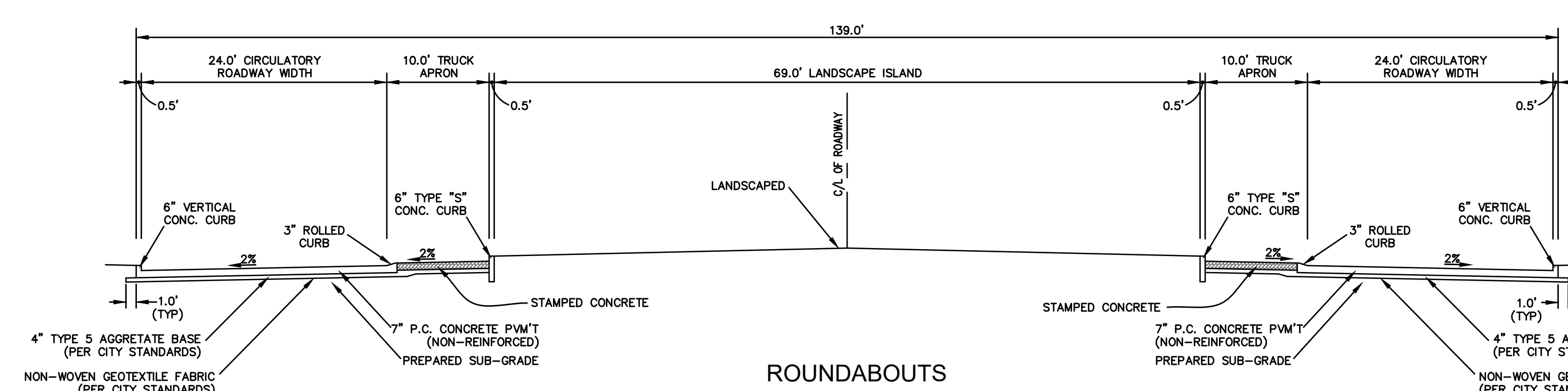
10' PEDESTRIAN PATH at INTERNAL STREET
(TYPICAL SECTION VIEW)



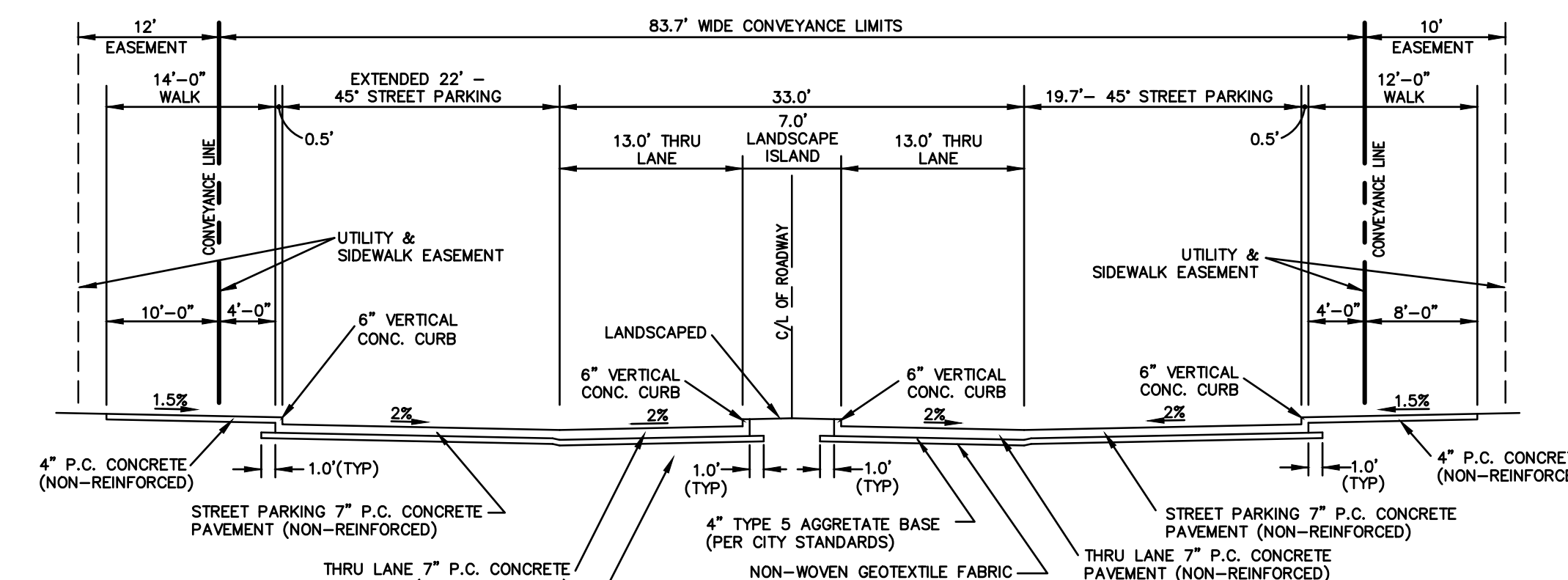
TYPICAL 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN LOT AREA 9 AND LOT AREA 10)



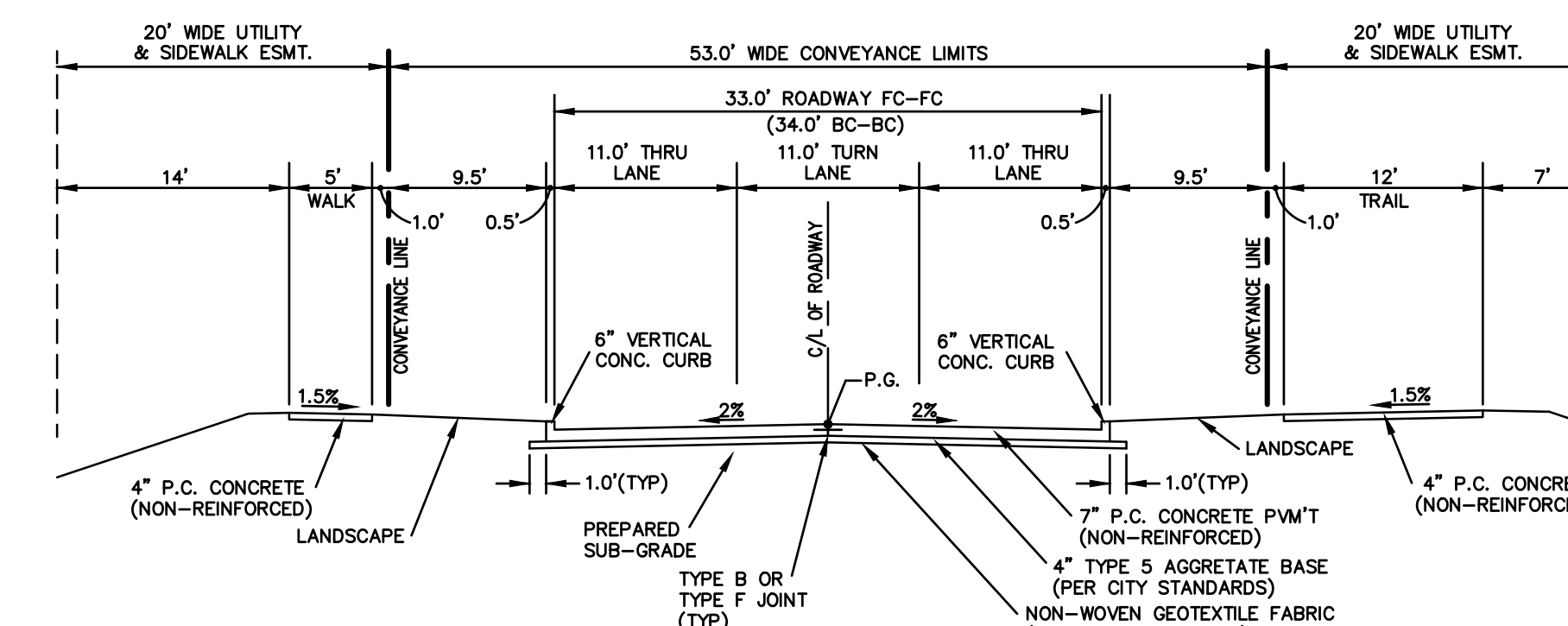
PLAN VIEW 2-LANE SECTION - MAIZLISH BLVD.
(BETWEEN LOT AREA 9 AND LOT AREA 10)



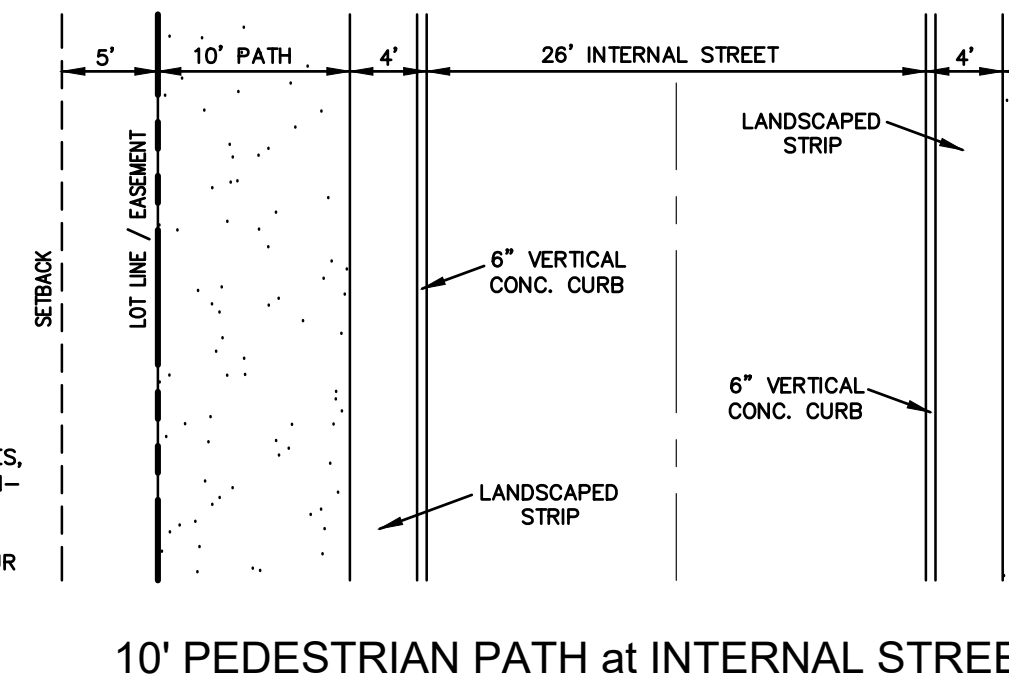
ROUNDABOUTS
(TYPICAL SECTION VIEW)



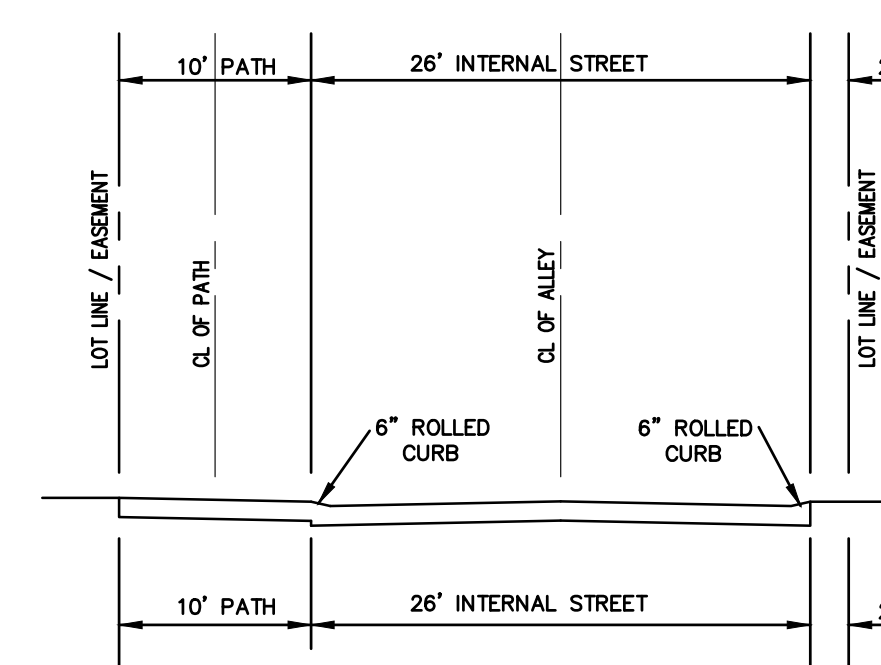
SACHS BOULEVARD
(TYPICAL SECTION VIEW)



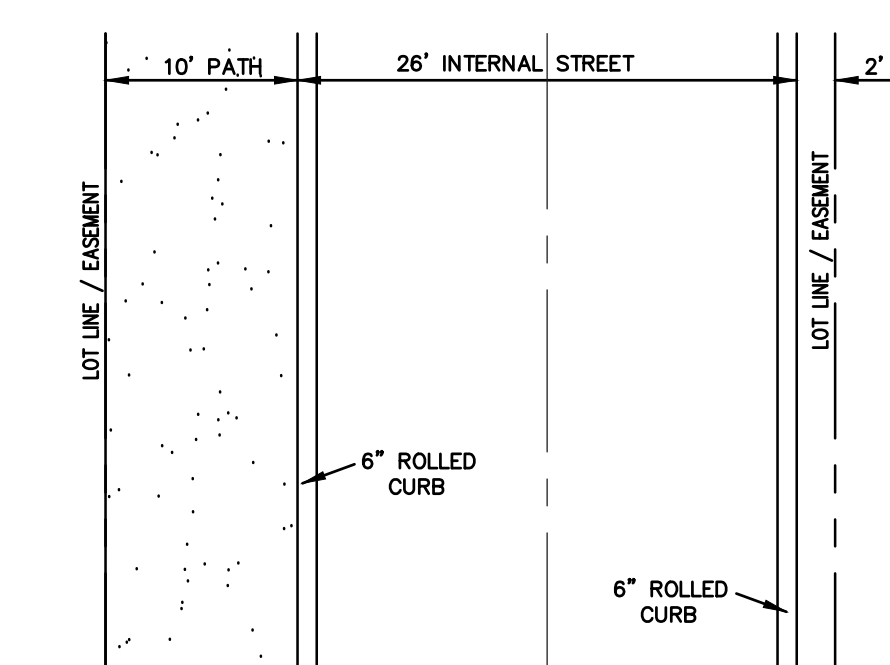
VISTA PLACE EXTENSION
(TYPICAL SECTION VIEW)



10' PEDESTRIAN PATH at INTERNAL STREET
(PLAN VIEW)

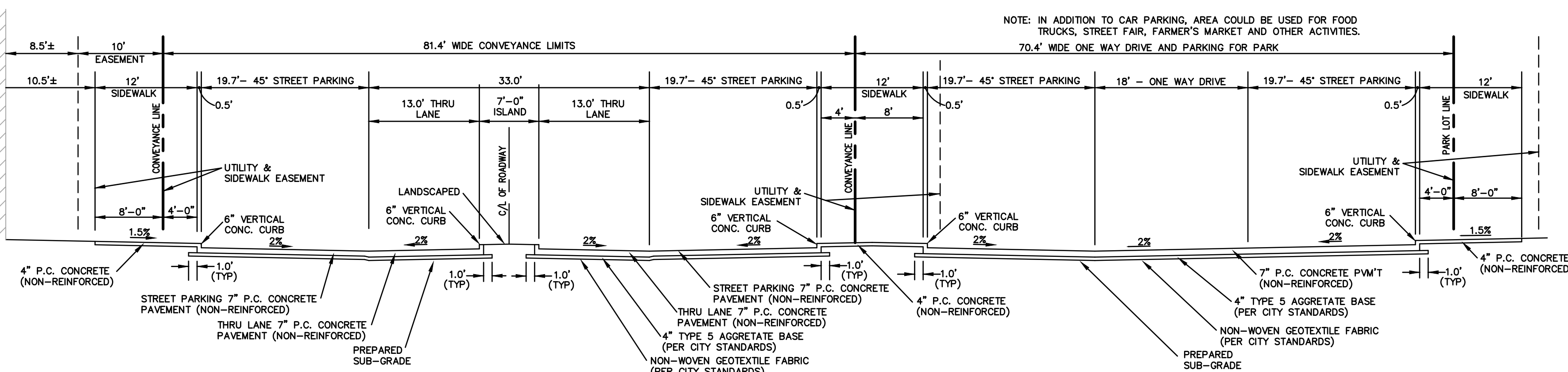


10' PEDESTRIAN PATH at INTERNAL ALLEY
(TYPICAL SECTION VIEW)



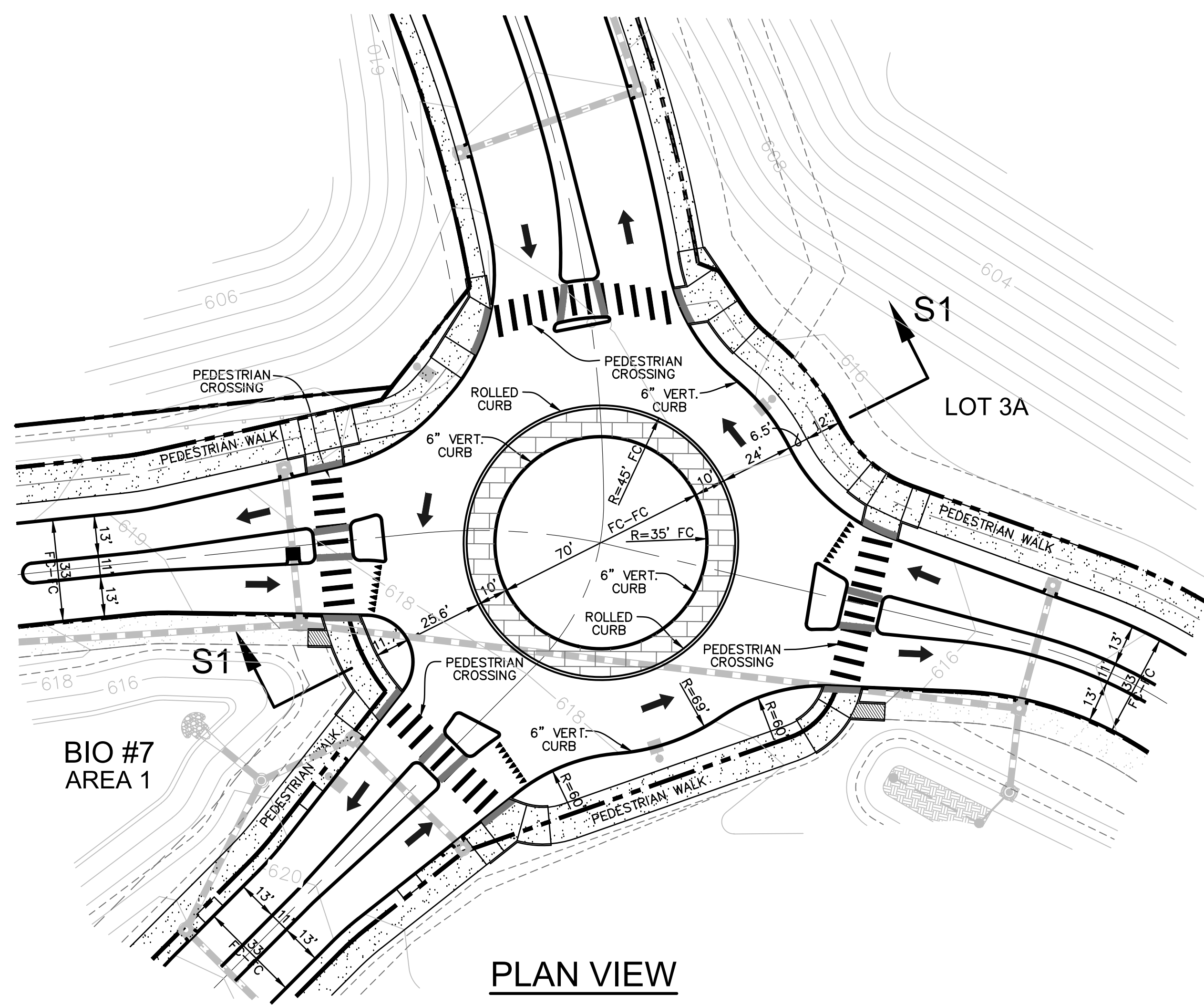
10' PEDESTRIAN PATH at INTERNAL ALLEY
(PLAN VIEW)

NOTE: SEE SHEET C3.1 FOR ADDITIONAL
SITE SECTIONS

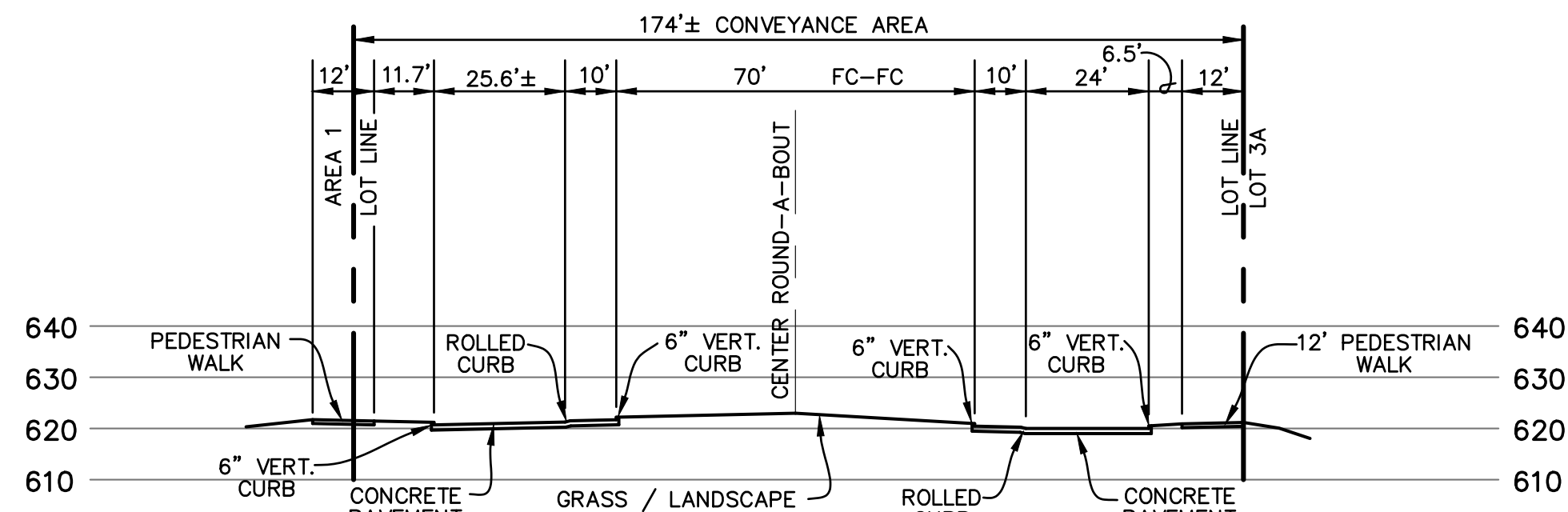


SECTION VIEW GREEN BOULEVARD IN FRONT OF EX. MACY'S
(BETWEEN MACY'S (LOT AREA 5) AND PROPOSED PARK (LOT AREA 6))

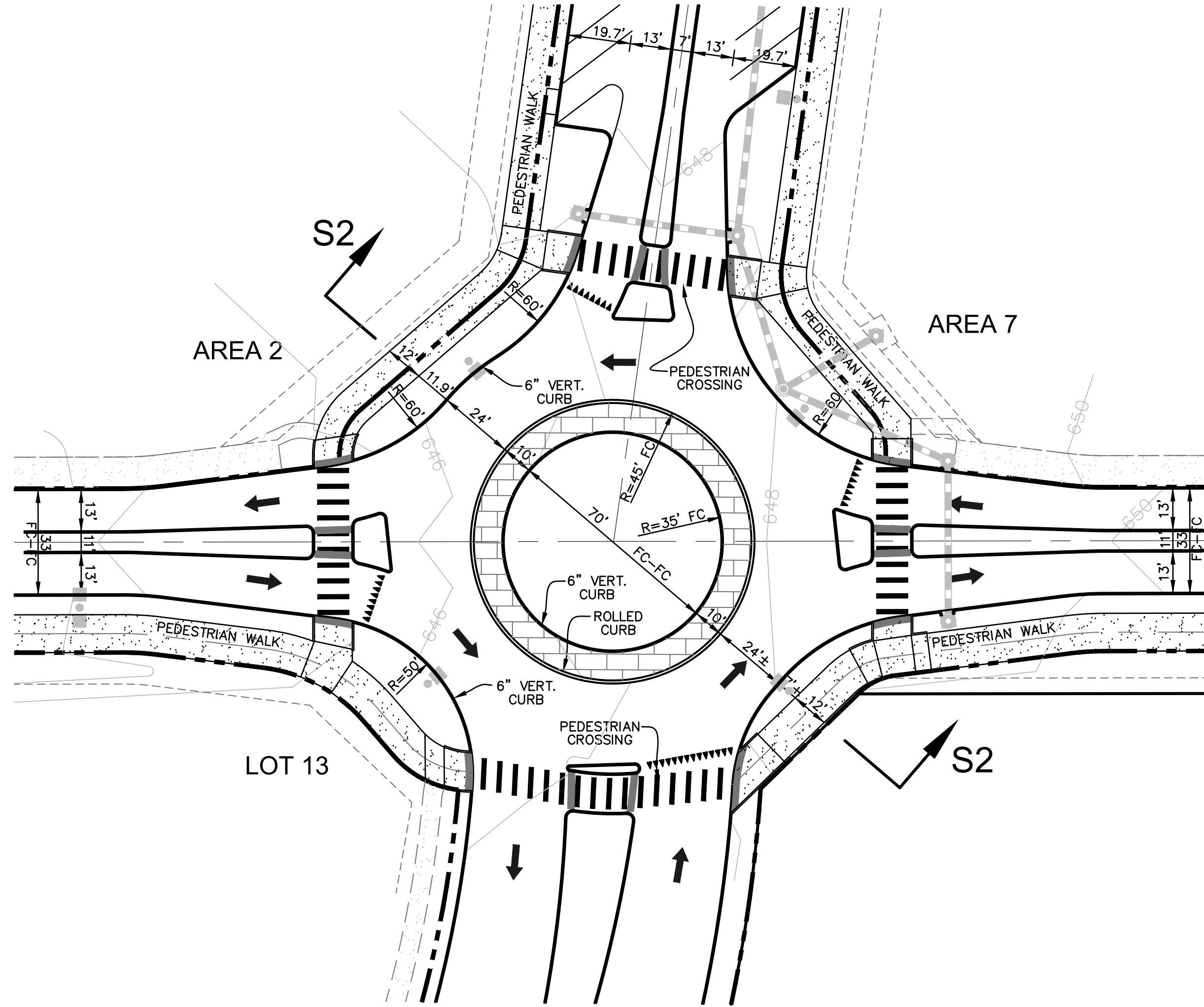
	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298		SHEET TITLE: ASDCP - CONCEPT PLAN TYPICAL ROAD / SITE SECTIONS	
	PREPARED BY: 	DATE: 11/03/2025	SCALE: 1"=100'	SHEET NO.: C3.0
DESIGNED BY: T.S.	CHECKED BY: G.M.S.	DATE: 11/03/2025	SCALE: 1"=100'	SHEET NO.: C3.0



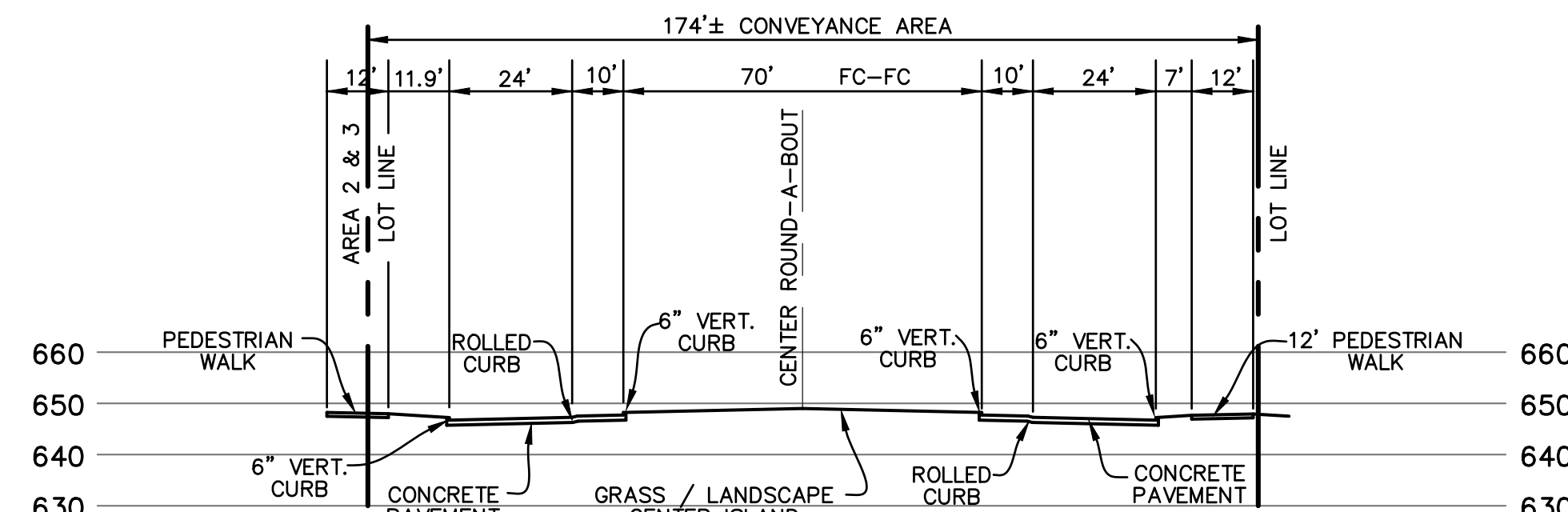
PLAN VIEW



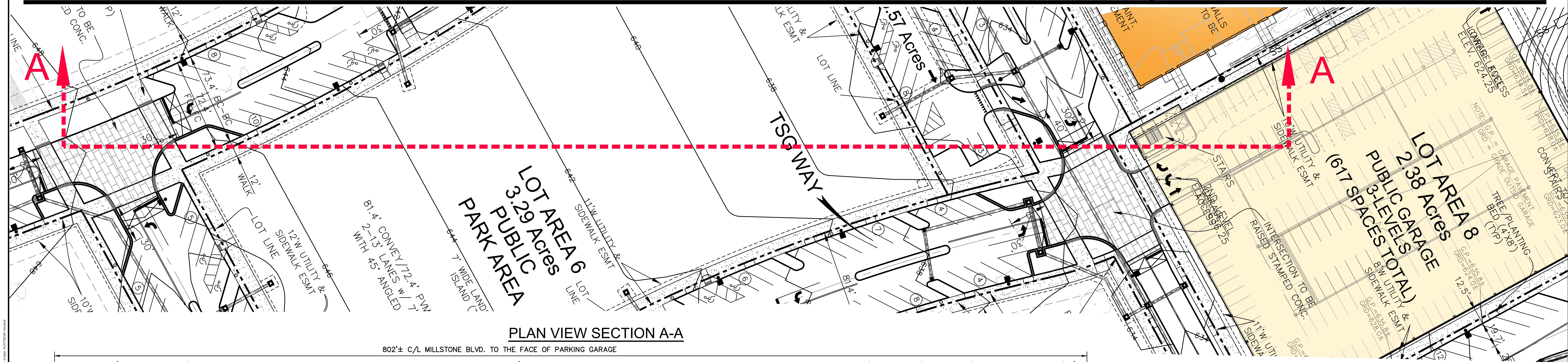
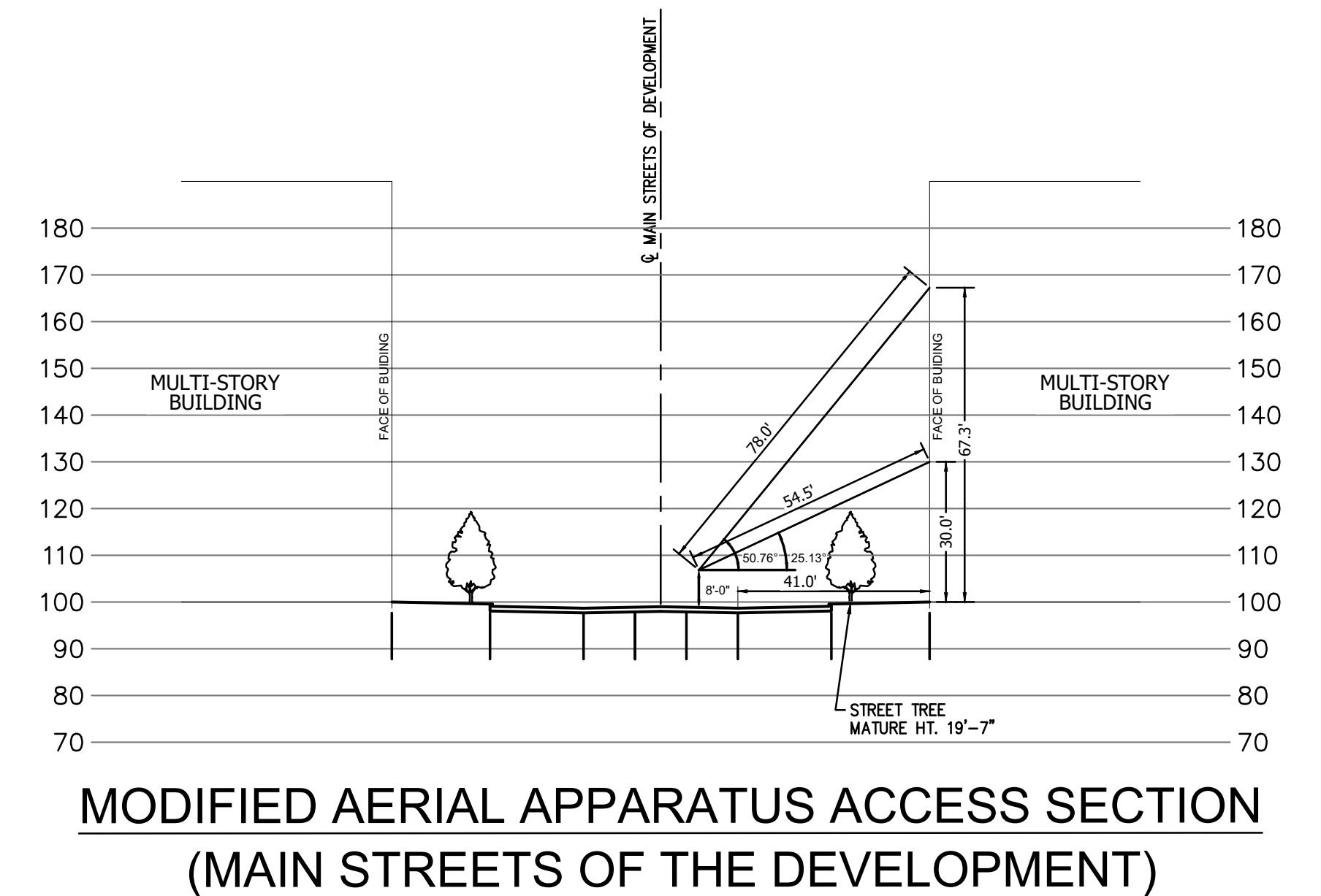
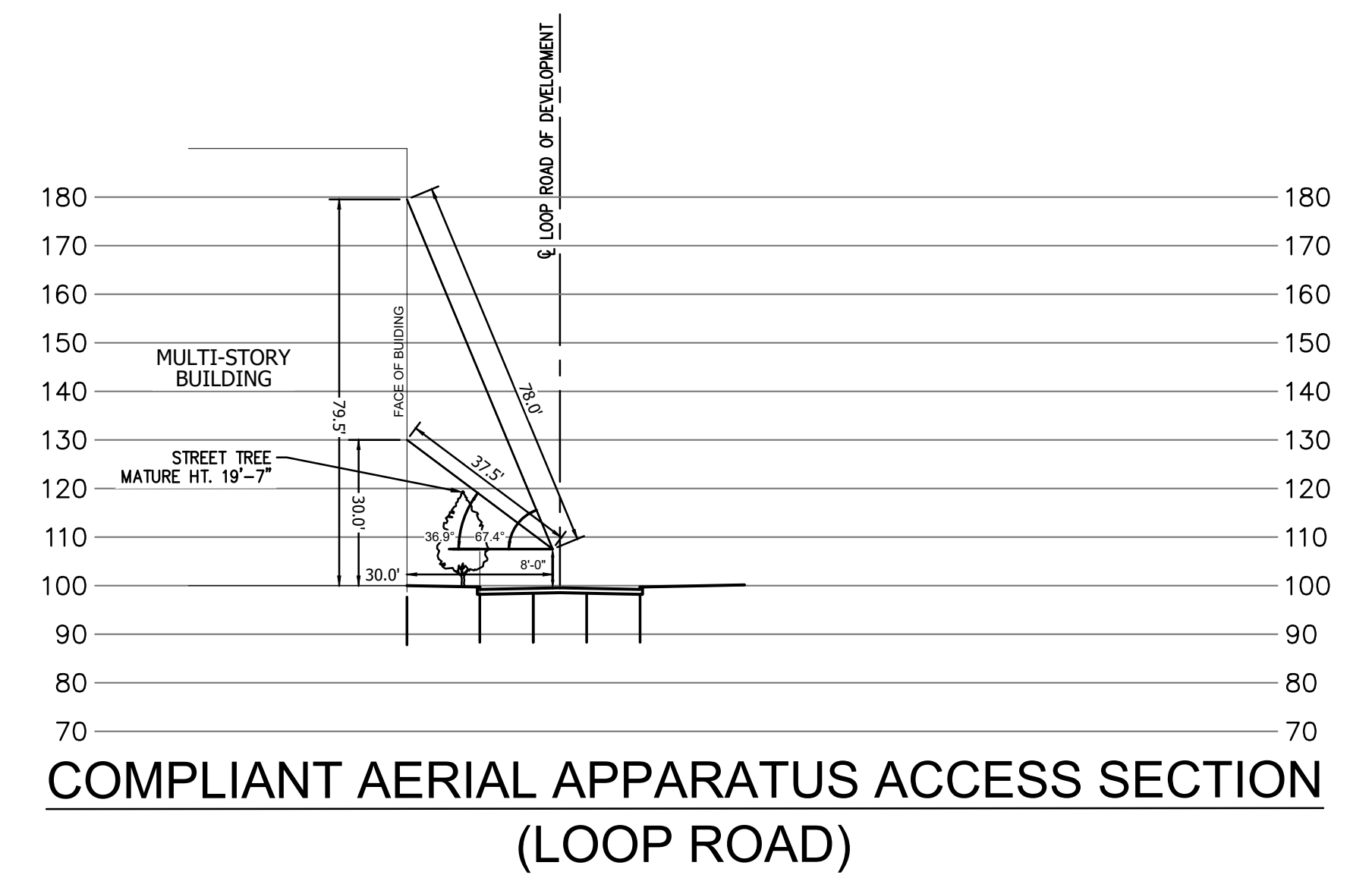
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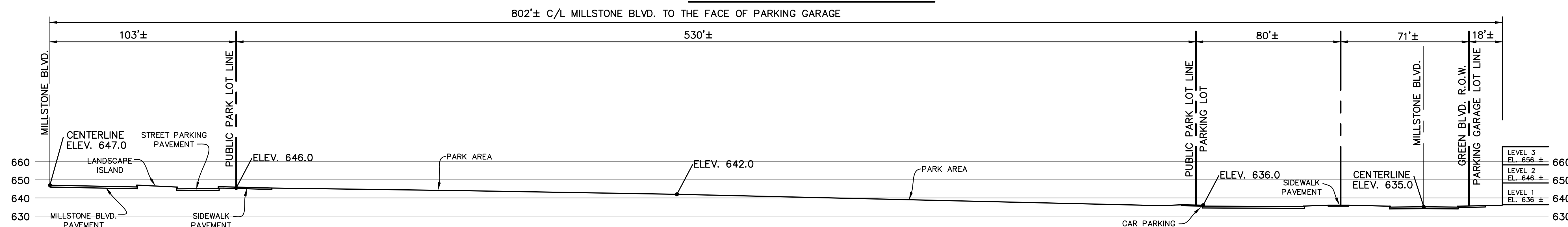
PLAN VIEW



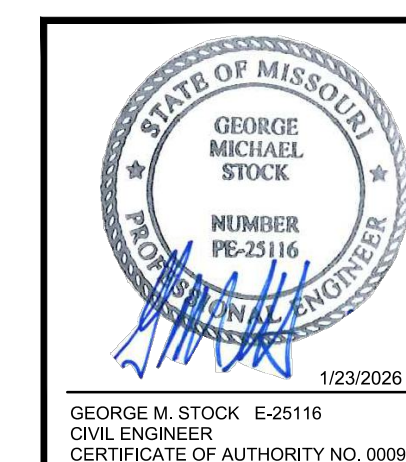
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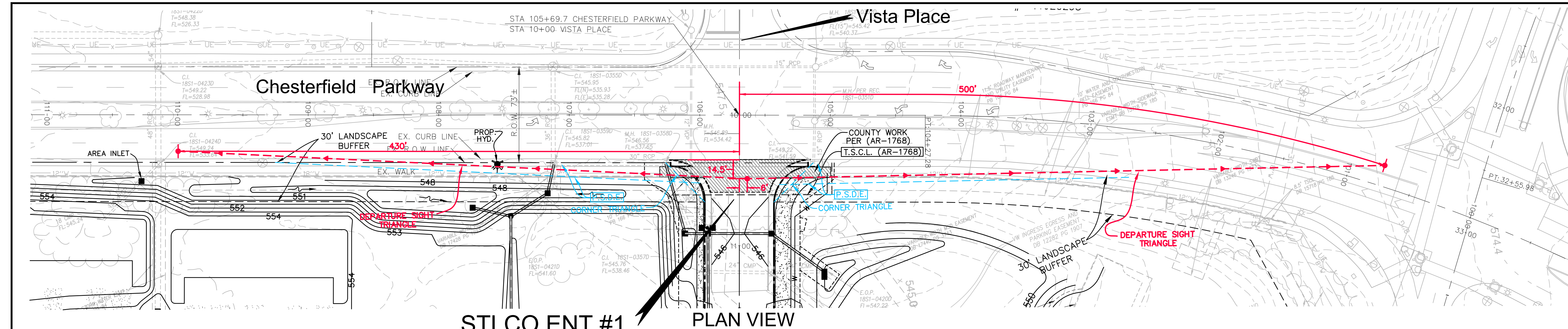
PLAN VIEW SECTION A-A



SECTION A-A



PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298				M.S.D. P. # S.L.C. H&T # M.D.N.R. # Permit No. MOR27007	BASE MAP # 185, 195 H&T S&P. #
PREPARED BY:  297 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9101 e-mail: general@stockassociates.com Web: www.stockassociates.com				SHEET TITLE: ASDCP - CONCEPT PLAN TYPICAL ROAD / SITE SECTIONS	
DESIGN BY:	CHECKED BY:	DATE:	SCALE:	JOB NO.:	SHEET NO.:
		11/29/2025	1"=100'	6255.5	C3.1



Scale: 1"=40'

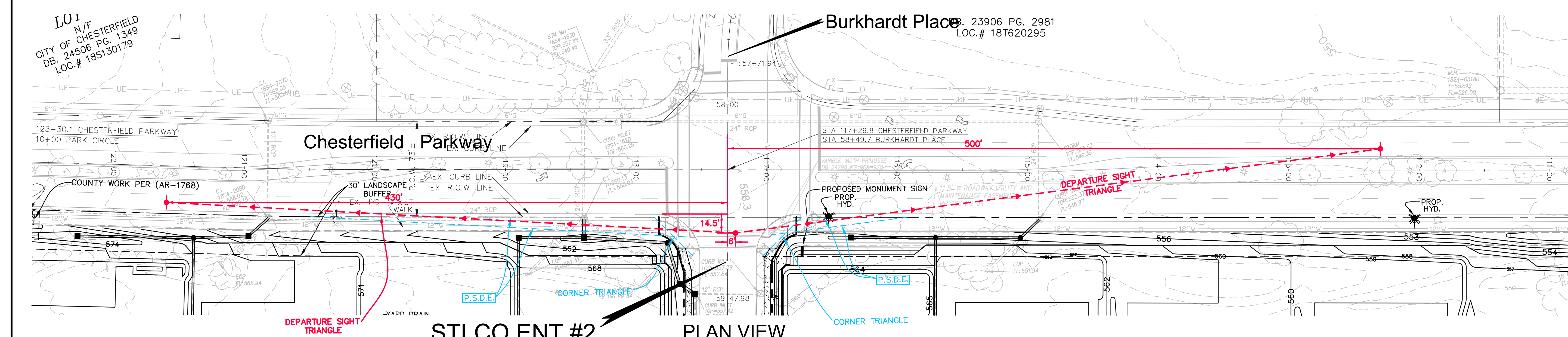
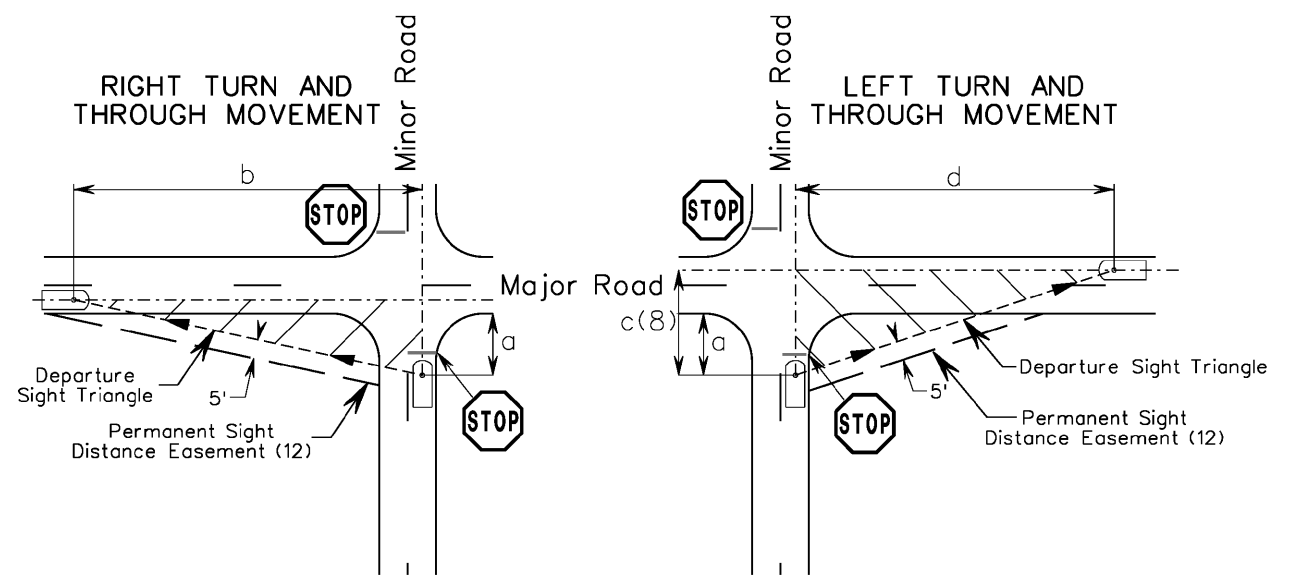
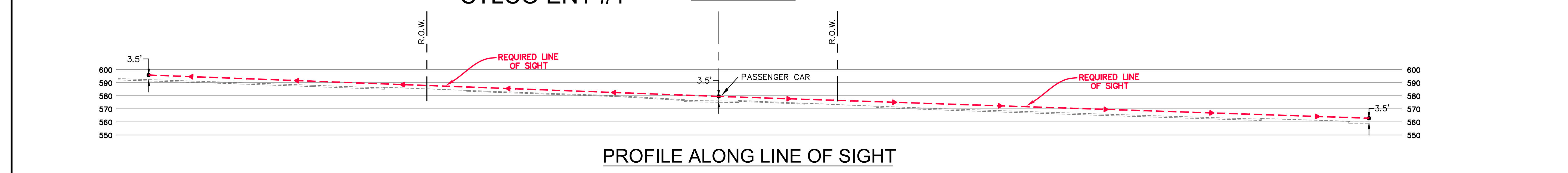


Figure 1 (SEE NOTES 1 & 12):
CASE B - INTERSECTIONS WITH STOP CONTROL ON THE MINOR ROAD
CASE D - SIGNALIZED INTERSECTIONS
CASE E - INTERSECTIONS WITH ALL-WAY STOP CONTROL
CASE F - LEFT TURNS FROM THE MAJOR ROAD

SIGHT DISTANCE FOR VEHICLE EXITING MINOR ROAD ASSOCIATED WITH NEW DEVELOPMENT (SEE NOTES 5, 6 & 13)									
MAJOR ROAD DESIGN SPEED (MPH) (1)	LENGTH OF DEPARTURE SIGHT TRIANGLE LEG (ft) (2)	CASE (3)	CROSSING NUMBER OF LANE ADJUSTMENT (4)	SIGHT DISTANCE ADJUSTMENT FOR APPROACH GRADE (%) (5)	+4%	+5%	+6%	-4%	-5%
15	145	150	125	15	20	25	25	20	15
20	195	225	165	15	30	35	35	30	25
25	240	280	205	20	30	35	40	30	35
30	290	335	245	25	35	40	50	35	40
35	335	390	285	30	40	50	60	40	50
40	385	445	325	30	45	55	70	45	55
45	430	500	365	35	50	65	80	50	65
50	480	555	405	40	60	70	85	60	70
55	530	610	445	45	65	80	95	65	80

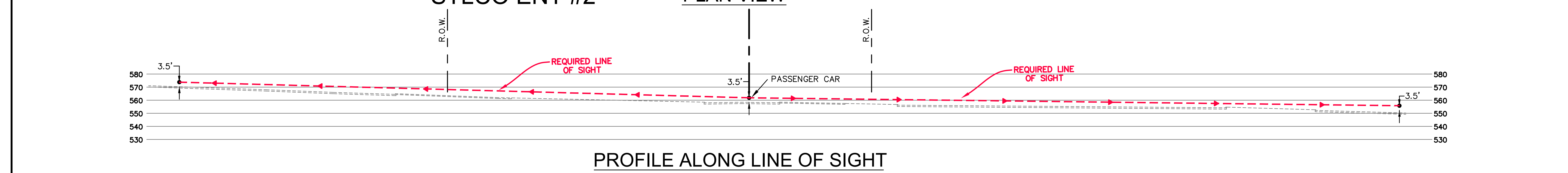
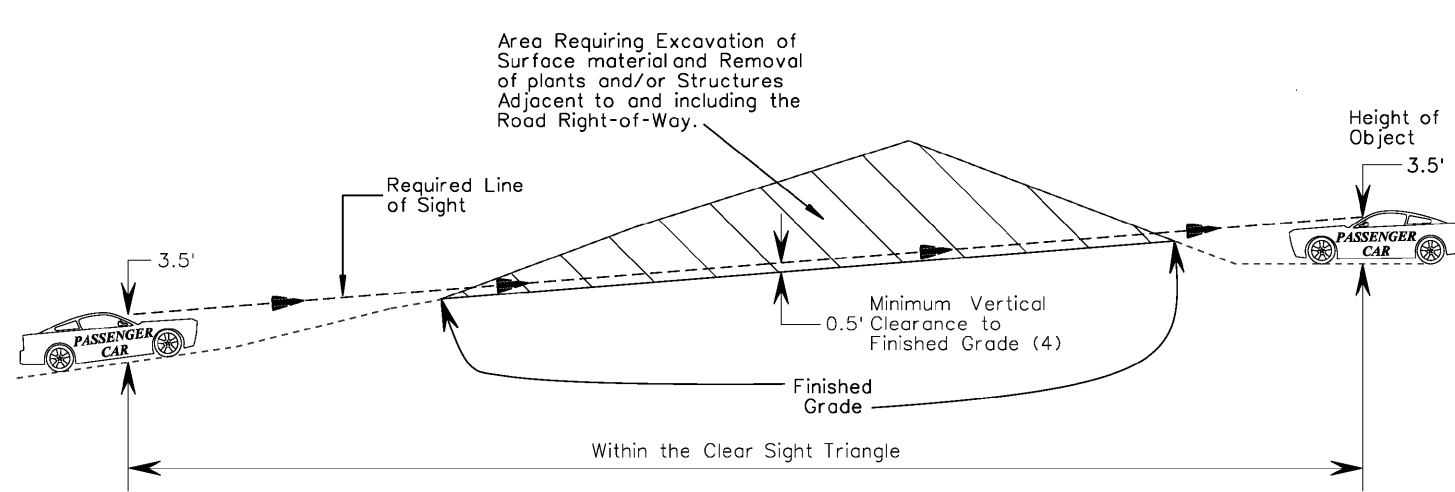
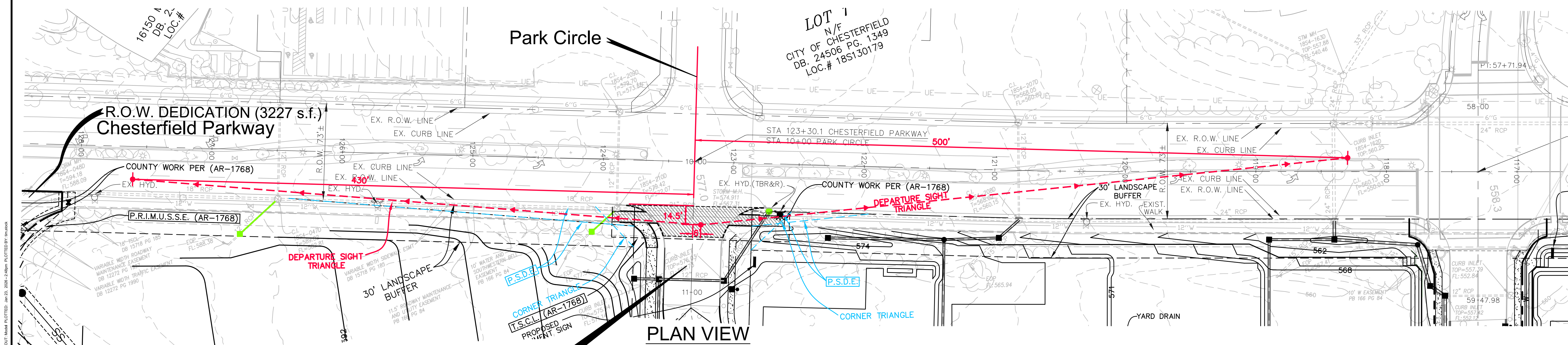


Figure 2: TYPICAL PROFILE ALONG LINE OF SIGHT (SEE NOTES 1, 2, 3 & 4)



- GENERAL NOTES
- Do not scale drawings, follow dimensions provided.
 - Height of motorist eye in a vehicle = 3.5 feet.
 - 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.
 - Within the sight triangle, any object at a height above the elevation of the adjacent roadway 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, trees, buildings, parked vehicles, highway structures, hedges, trees, bushes, unmowed grass, tall crops, walls, fences, and the terrain itself.
 - All intersections with signals or all-way stop control, the first stopped vehicle on each of the approaches shall be visible to the drivers of the first stopped vehicles on each of the other approaches. At signalized intersections, left-turning vehicles shall 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 all-peak or nighttime conditions).
 - 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 sight triangle leg lengths 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 major road is based on the departure sight triangle for left and right turns exiting the minor road. For right turns and through movements, the departure sight triangle leg lengths "c" and "d" 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%.
 - 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.
 - 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.
 - 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.
 - 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.
 - 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.
 - Permanent sight distance assessments shall be provided for a minimum of 5 feet beyond the sight triangle measured perpendicular from the sight line for all left legs of the sight triangle.
 - This methodology is based on AASHTO's 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 90 degrees, see AASHTO's Policy on the Geometric Design of Highways and Streets, 2018, 7th Edition for adjustments to the departure sight triangle leg lengths.

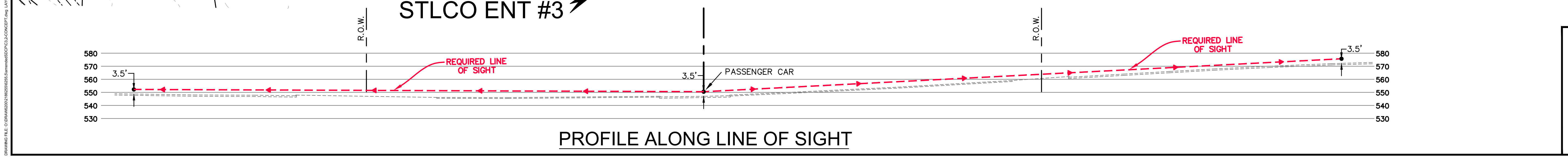
THIS IS NOT A CERTIFIED DOCUMENT

DATE: 03/09/2020
REVISIONS:

DESIGN CRITERIA MANUAL
INTERSECTION
SIGHT DISTANCE
PASSENGER CARS

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

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



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

PREPARED BY: STOCK & ASSOCIATES
CONSULTING ENGINEERS, INC.

DATE: 11/03/2020
SCALE: 1"=100'

ST. LOUIS COUNTY
TRANSPORTATION
PUBLIC WORKS

257 Chesterfield Business Parkway
St. Louis, MO 63105
PH: (636) 330-9100 FAX: (636) 330-9100
e-mail: general@stockandassociates.com
Web: www.stockandassociates.com

DESIGNER: GEORGE MICHAEL STOCK
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 000996

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

SHEET NO.: C3.2

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.

2023 Existing Conditions:

- 2026 Forecasted Conditions (RPA 1A only):

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

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

- 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. Signalage 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)

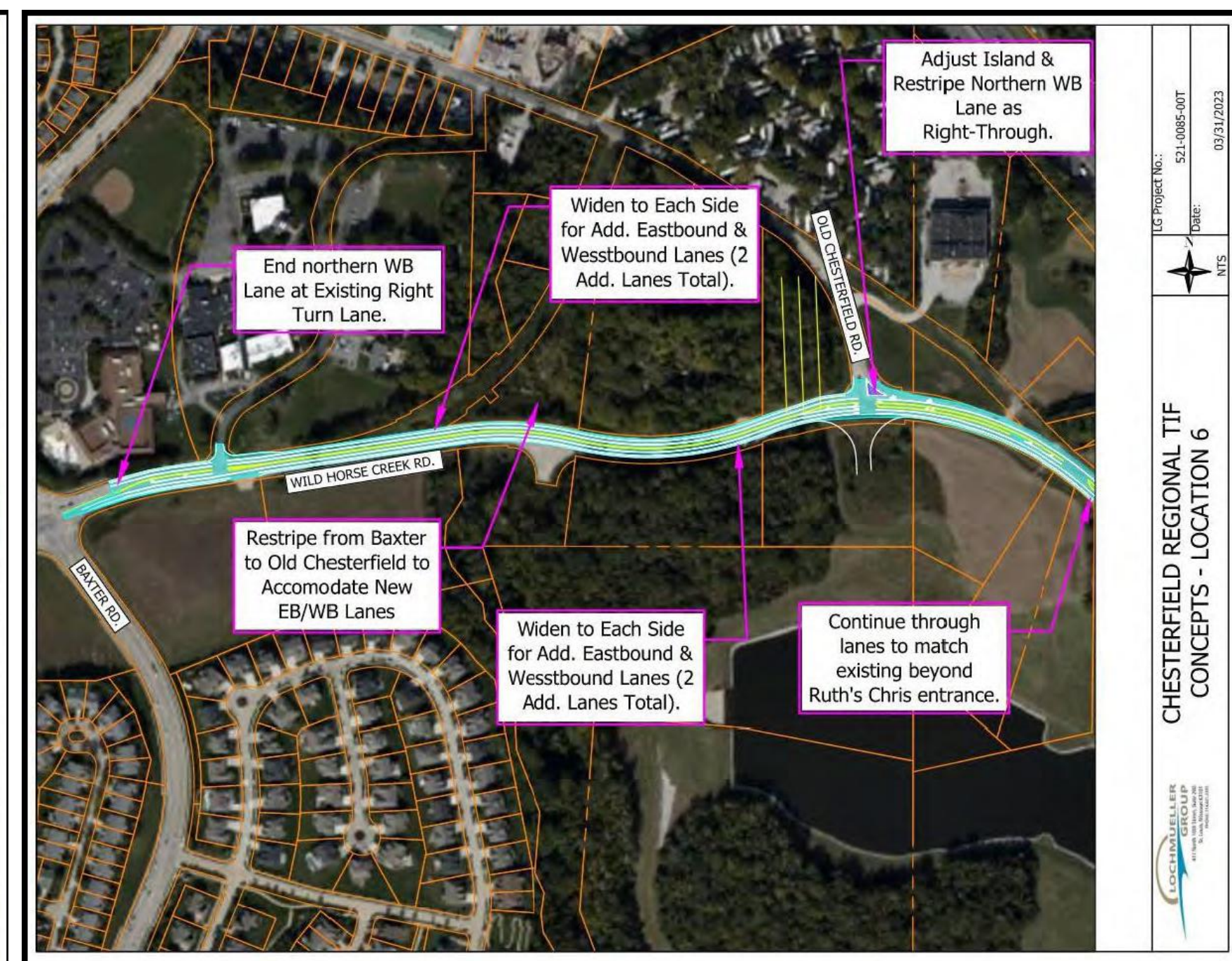
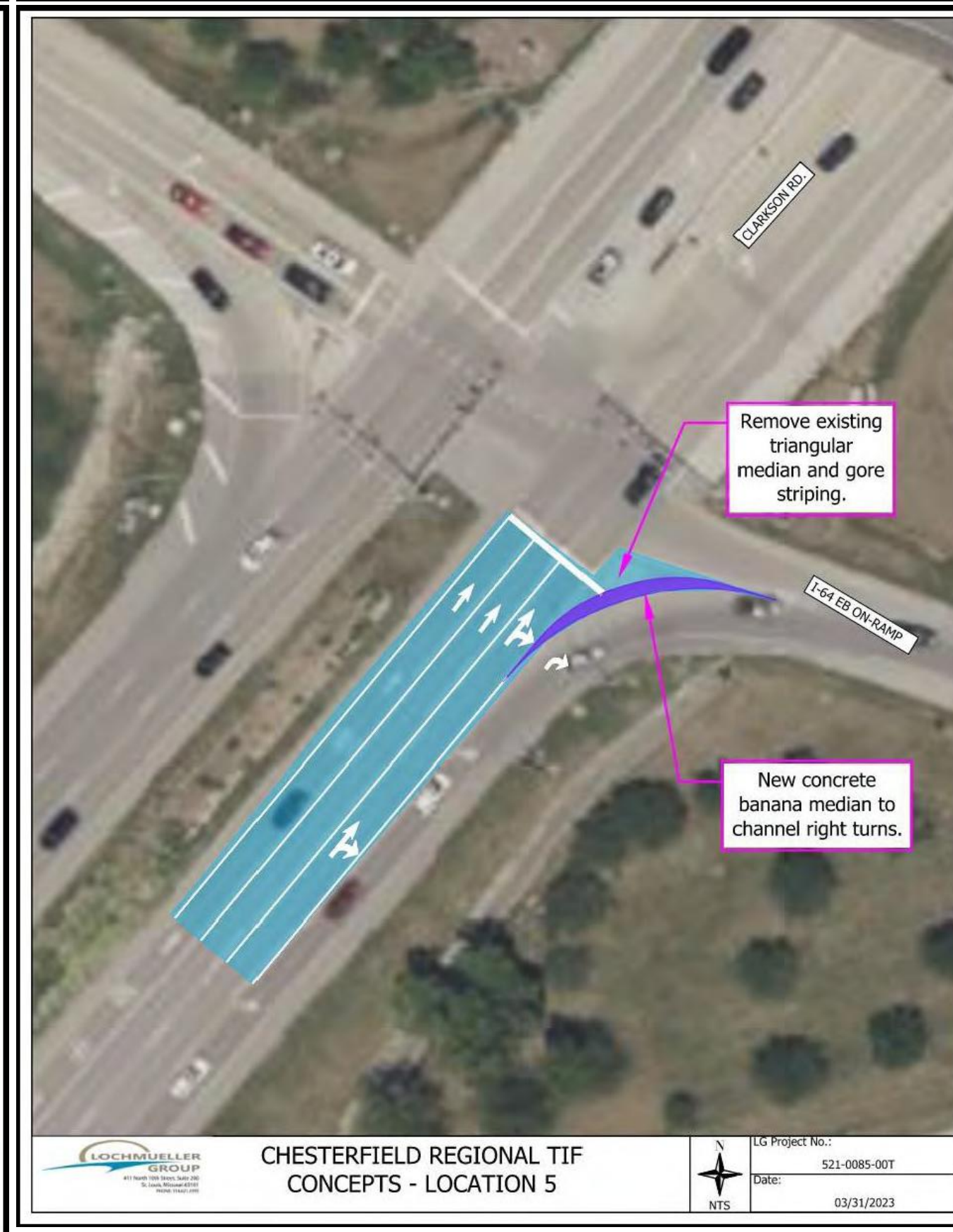
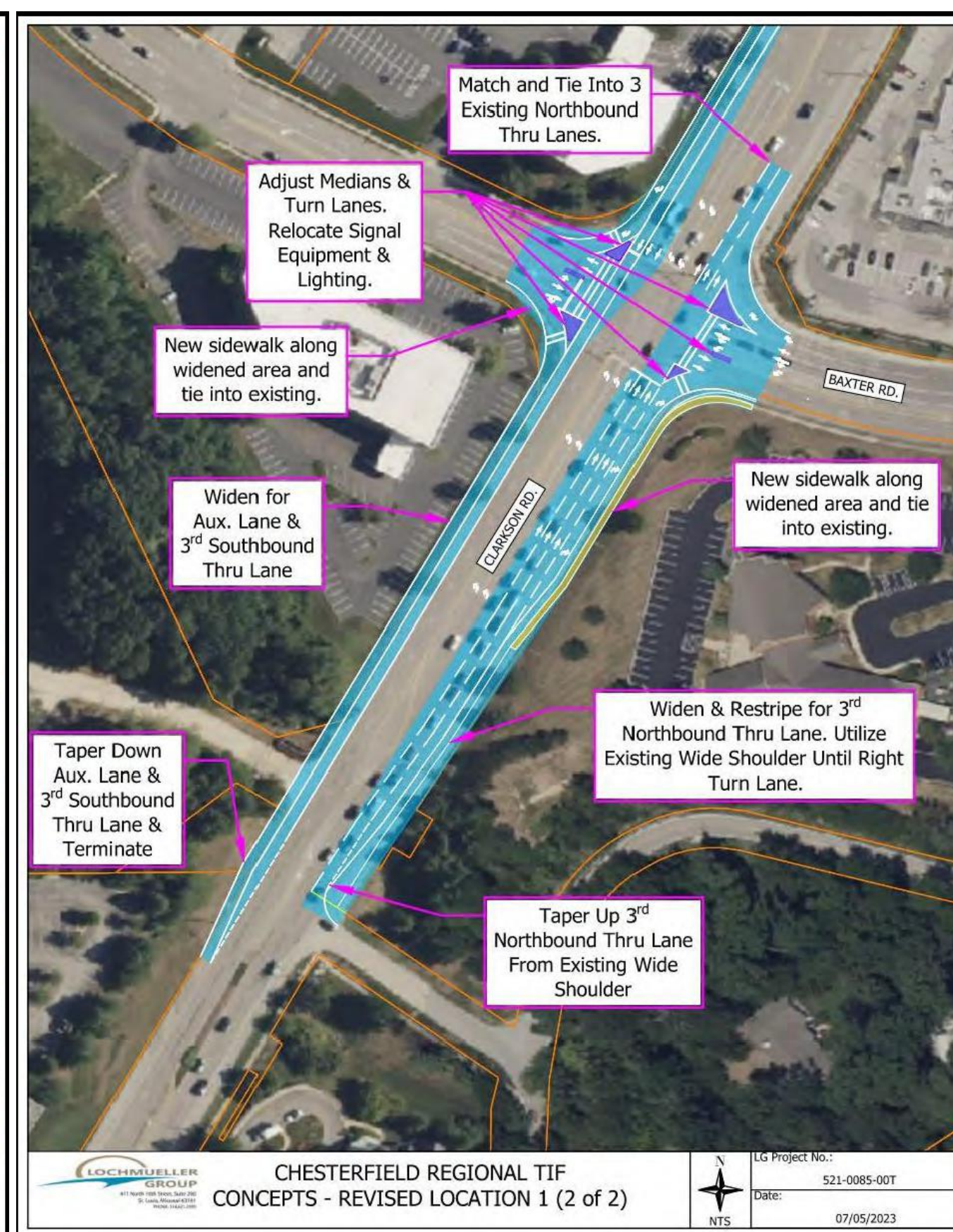
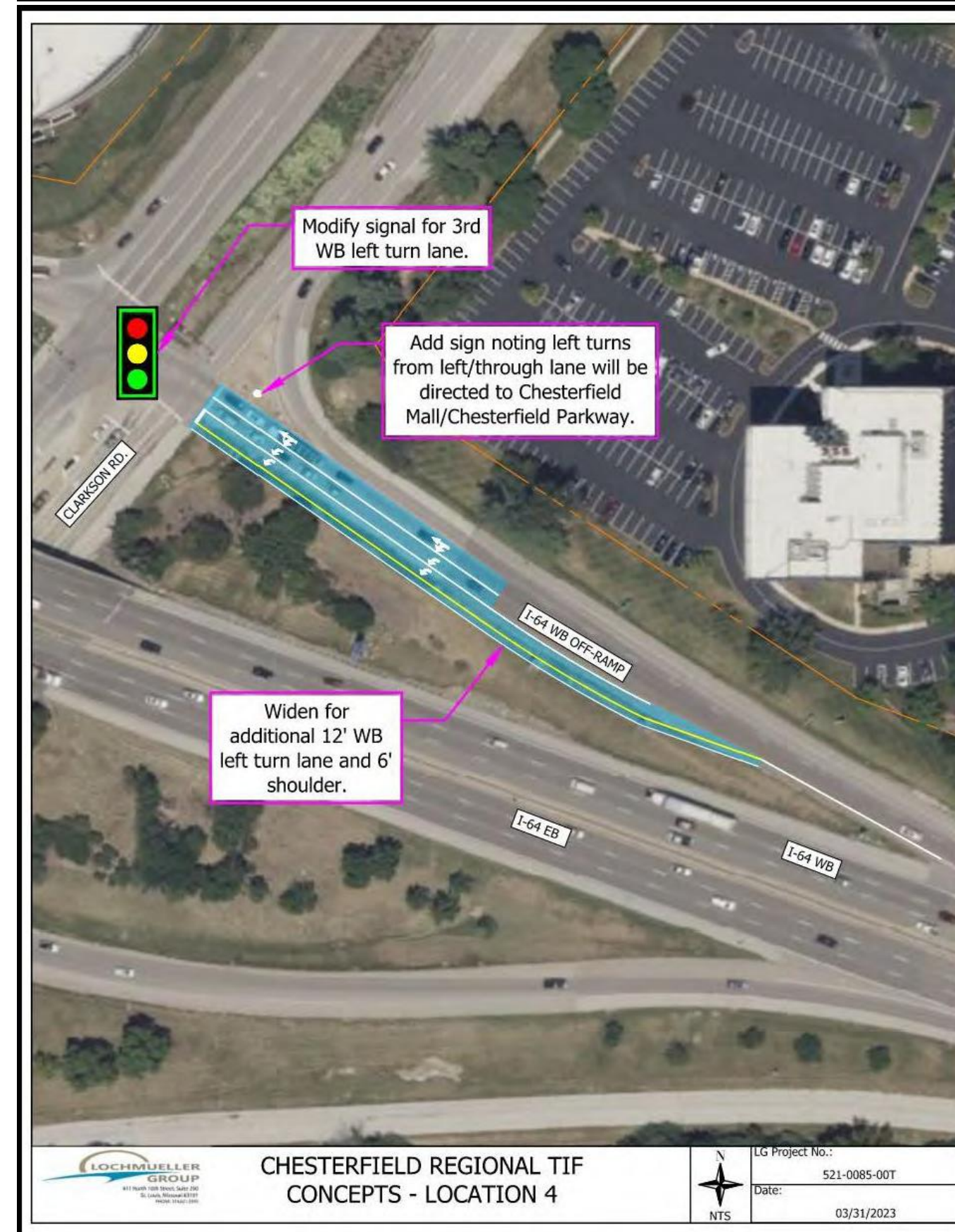
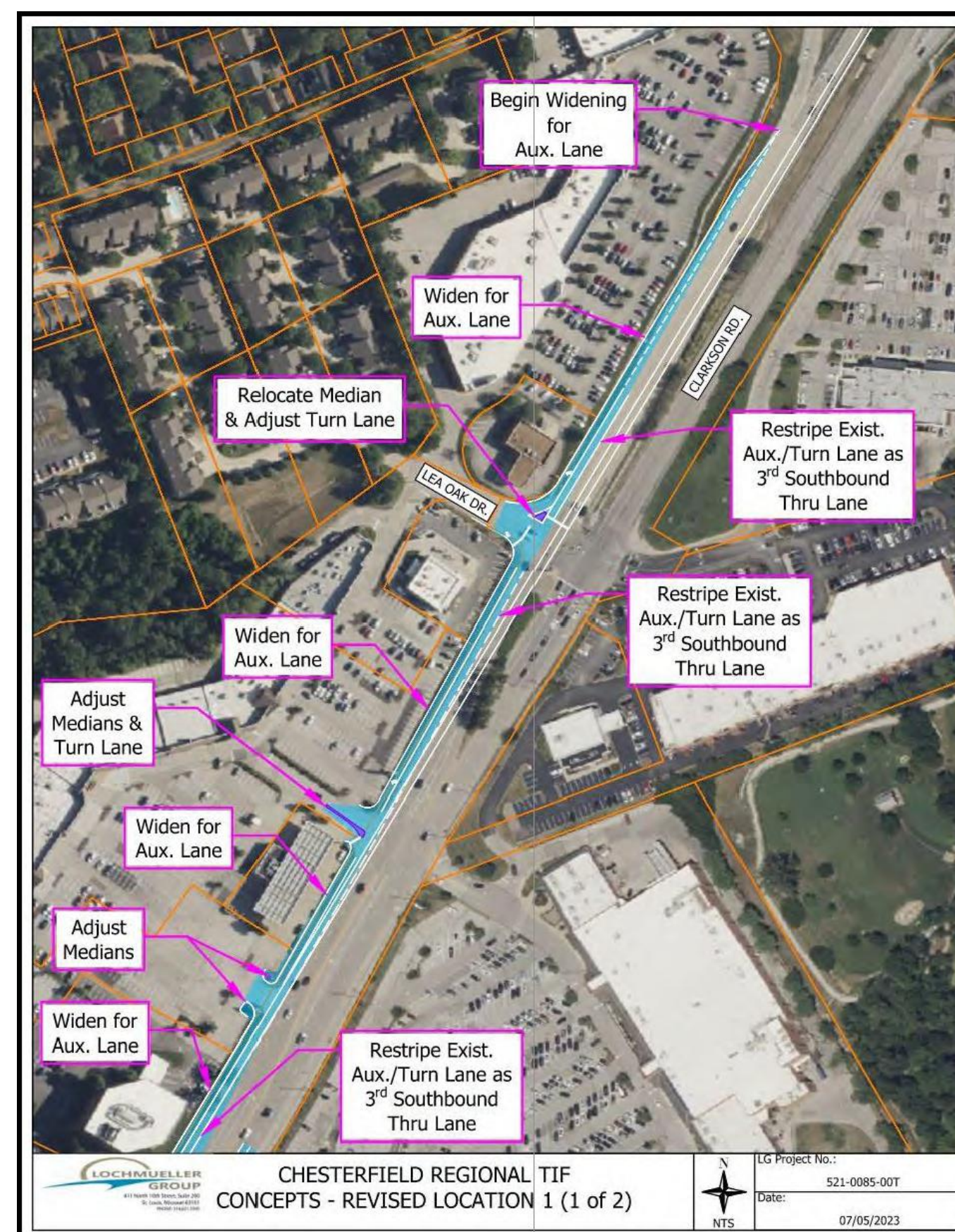
- It is anticipated that the introduction of RPA-1D would add an additional 5,000 SF of food and beverage use and 688,000 SF of additional office use. The full build of the proposed Downtown Chesterfield includes RPA-1A, RPA-1B, RPA-1C, and RPA-1D.
- Full build out of Downtown Chesterfield is expected 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)

- 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.

- 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.

- 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.

Completed by Lochmueller Group, Inc.

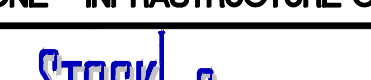


REVISIONS:		
1-12/29/2025 PER COMMENTS		
2-1/23/2026 PER COMMENTS		
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S.L.C. H&T #		H&T SUP. #
8304		-
M.D.N.R. #		
Permit No. MORA27007		
SHEET TITLE:		
ASDCP - CONCEPT PLAN		
OFFSITE ROAD		
IMPROVEMENTS		
SHEET NO.:		
C4.0		

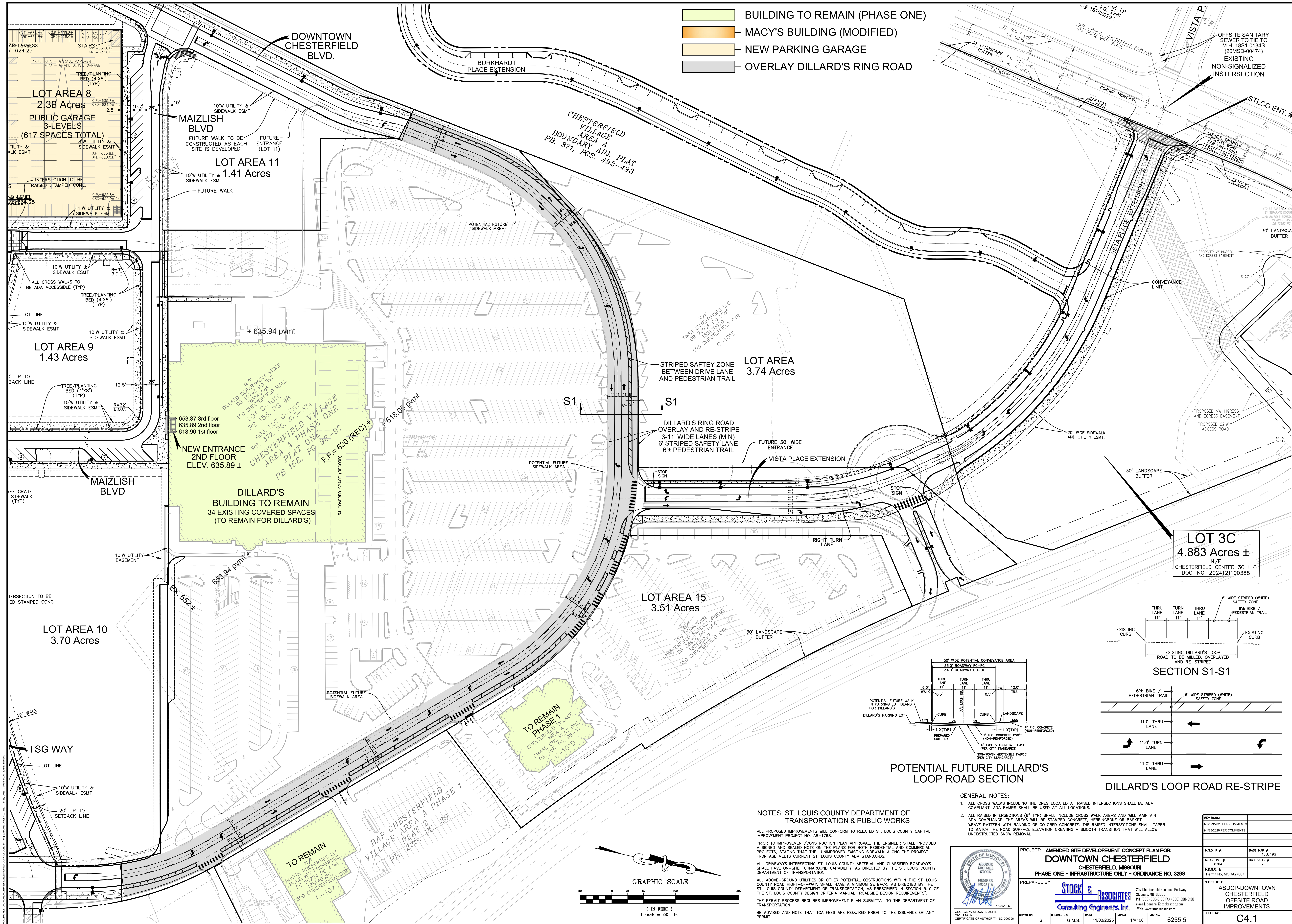


1/23/2026

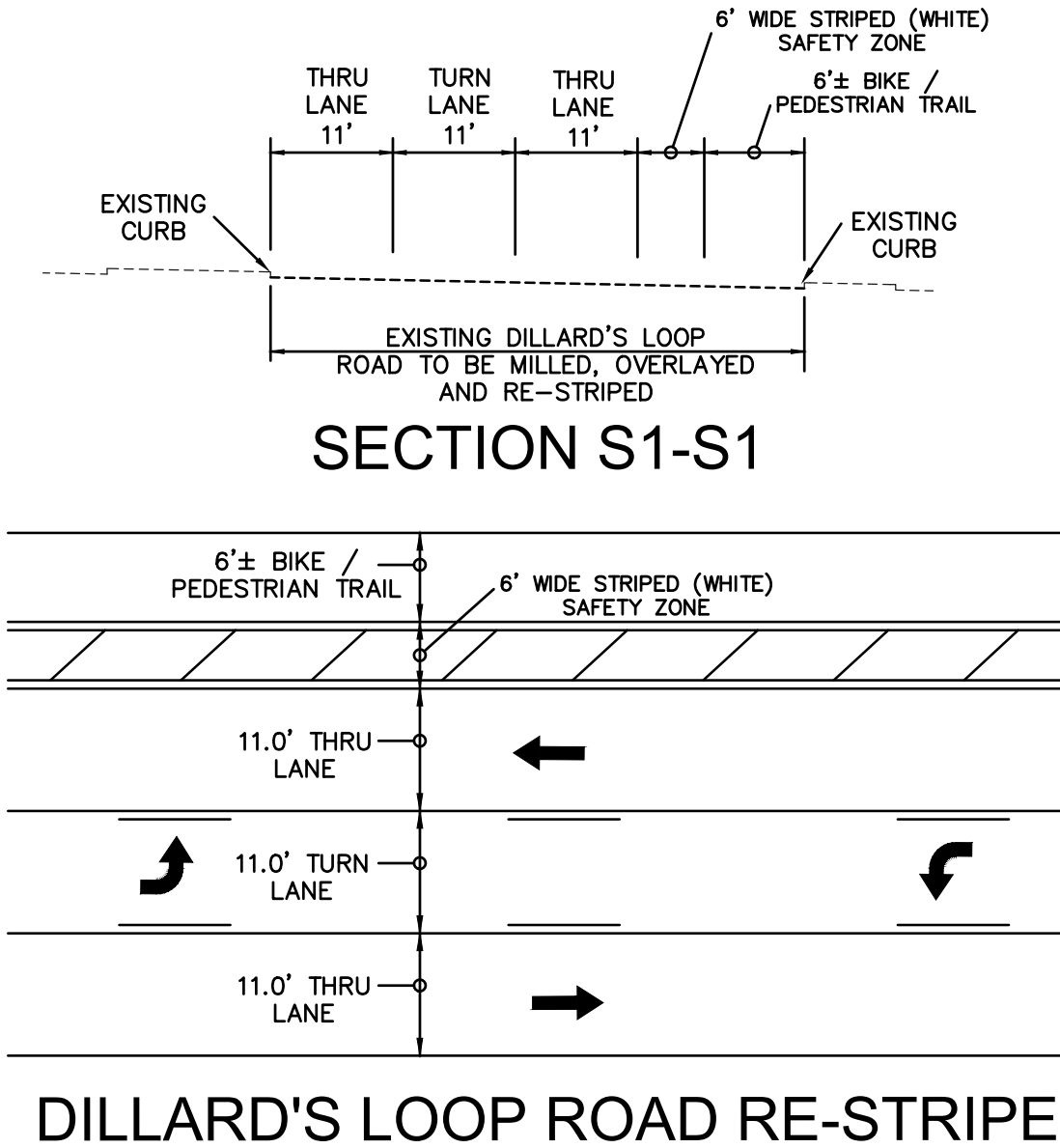
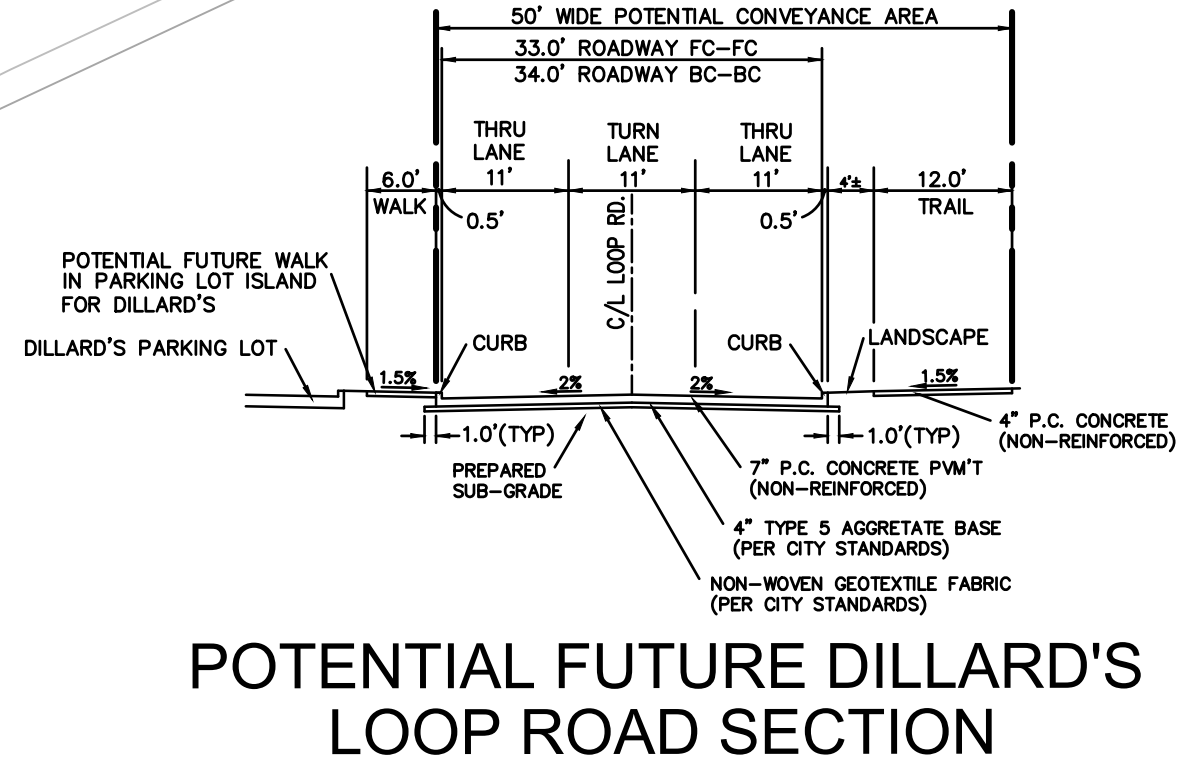
GEORGE M. STOCK E-25116
 CIVIL ENGINEER
 CERTIFICATE OF AUTHORITY NO. 00090

PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298				
 Stock & Associates Consulting Engineers, Inc. 257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 520-9100 FAX: (636) 520-9103 e-mail: general@stockassoc.com Web: www.stockassoc.com				
PREPARED BY: _____				
DRAWN BY: _____ DATE: _____	CHECKED BY: _____ DATE: _____	SCALE: _____ SHEET NO.: _____	JOB NO.: 6255-5	

ASDCP - CONCEPT PLAN
OFFSITE ROAD
IMPROVEMENTS



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



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 PROVIDE 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".

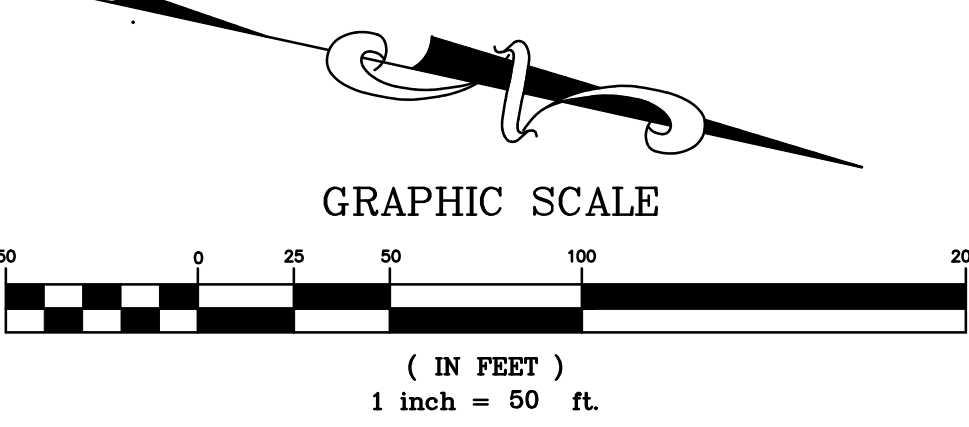
THE PERMIT PROCESS REQUIRES IMPROVEMENT PLAN SUBMITTAL TO THE DEPARTMENT OF TRANSPORTATION.

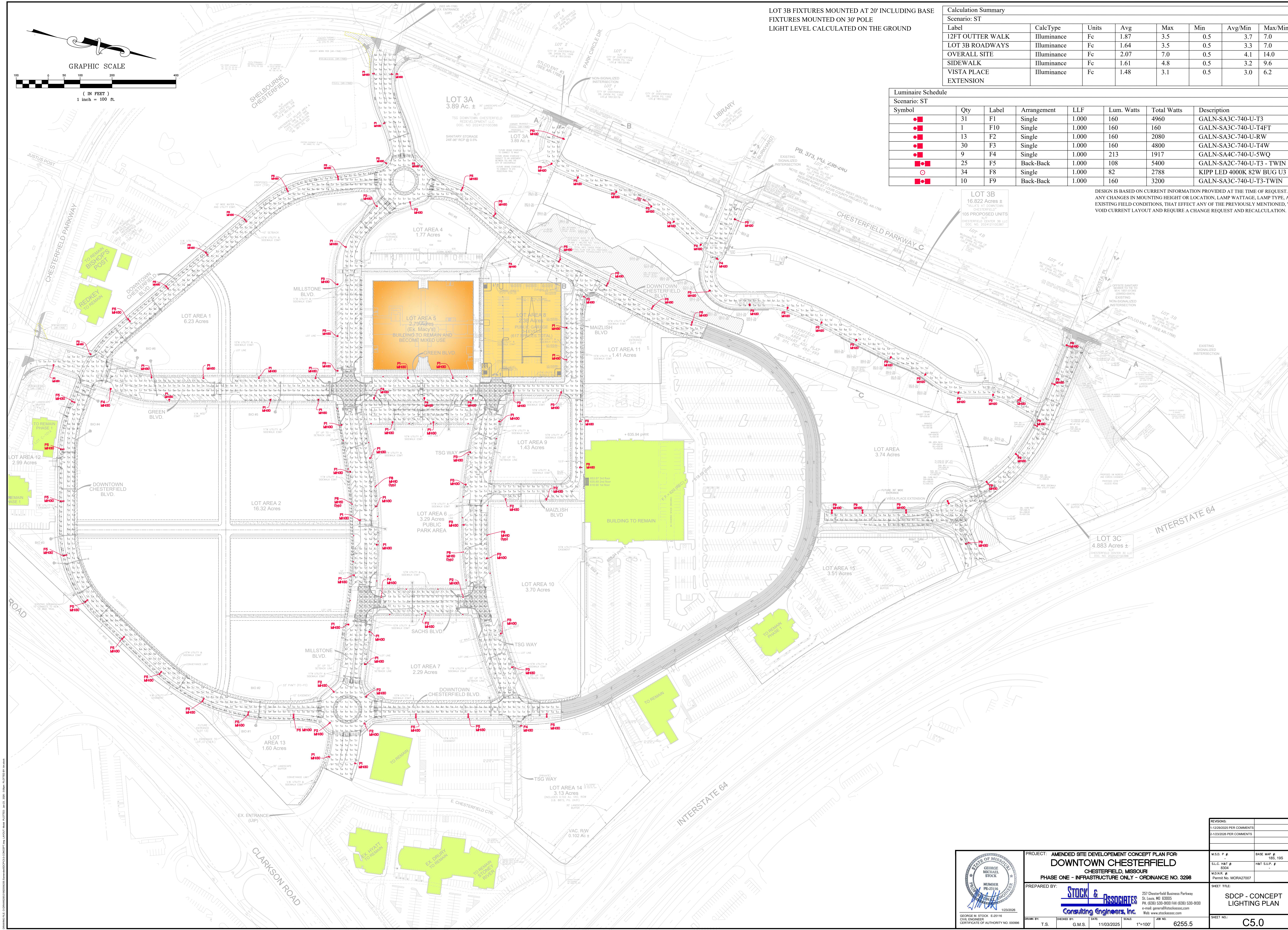
BE ADVISED AND NOTE THAT TGA FEES ARE REQUIRED PRIOR TO THE ISSUANCE OF ANY PERMIT.

- GENERAL NOTES:
- ALL CROSS WALKS INCLUDING THE ONES LOCATED AT RAISED INTERSECTIONS SHALL BE ADA COMPLIANT. ADA RAMPS SHALL BE USED AT ALL LOCATIONS.
 - 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.



PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298		SHEET TITLE: ASDCP-DOWNTOWN CHESTERFIELD OFFSITE ROAD IMPROVEMENTS	
PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.	257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9300 e-mail: george@stockandassociates.com Web: www.stockandassociates.com	M.S.D. P.# S.L.C. H&T # M.D.N.R. #	BASE MAP # H&T S&P #
DRAWN BY: T.S.	CHECKED BY: G.M.S.	DATE: 11/03/2025	SHEET NO.: C4.1
SCALE: 1"=100'	JOB NO.: 6255.5		





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

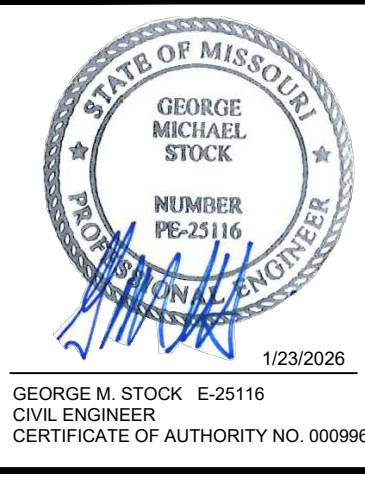
Calculation Summary							
Scenario: ST							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
12FT OUTER WALK	Illuminance	Fc	1.87	3.5	0.5	3.7	7.0
LOT 3B ROADWAYS	Illuminance	Fc	1.64	3.5	0.5	3.3	7.0
OVERALL SITE	Illuminance	Fc	2.07	7.0	0.5	4.1	14.0
SIDEWALK	Illuminance	Fc	1.61	4.8	0.5	3.2	9.6
VISTA 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-SWQ
■	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.

LOT 3B
16.822 Acres ±
"VILLA'S AT DOWNTOWN
CHESTERFIELD"
105 PROPOSED UNITS
CHESTERFIELD CENTER 3B LLC
DOC. NO. 202412100358

REVISIONS:		M.S.D. P.#	
1-12/29/2025 PER COMMENTS		185, 195	
2-12/29/2026 PER COMMENTS			
PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298		SHEET TITLE: SDCP - CONCEPT LIGHTING PLAN	
PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.		SHEET NO.: C5.0	
DRAWN BY: T.S.		DATE: 11/03/2025	
CHECKED BY: G.M.S.		SCALE: 1"=100'	
DATE: 11/03/2025		JOB NO. 6255.5	



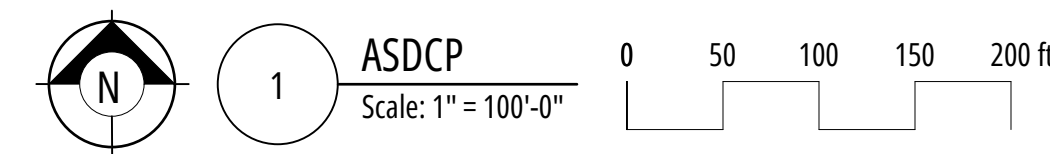
PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

PREPARED BY: STOCK & ASSOCIATES
Consulting Engineers, Inc.

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GEORGE M. STOCK, E-25116
CIVIL ENGINEER
CERTIFICATE OF AUTHORITY NO. 00096

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PROHIBITED



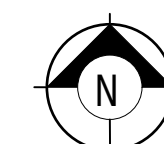
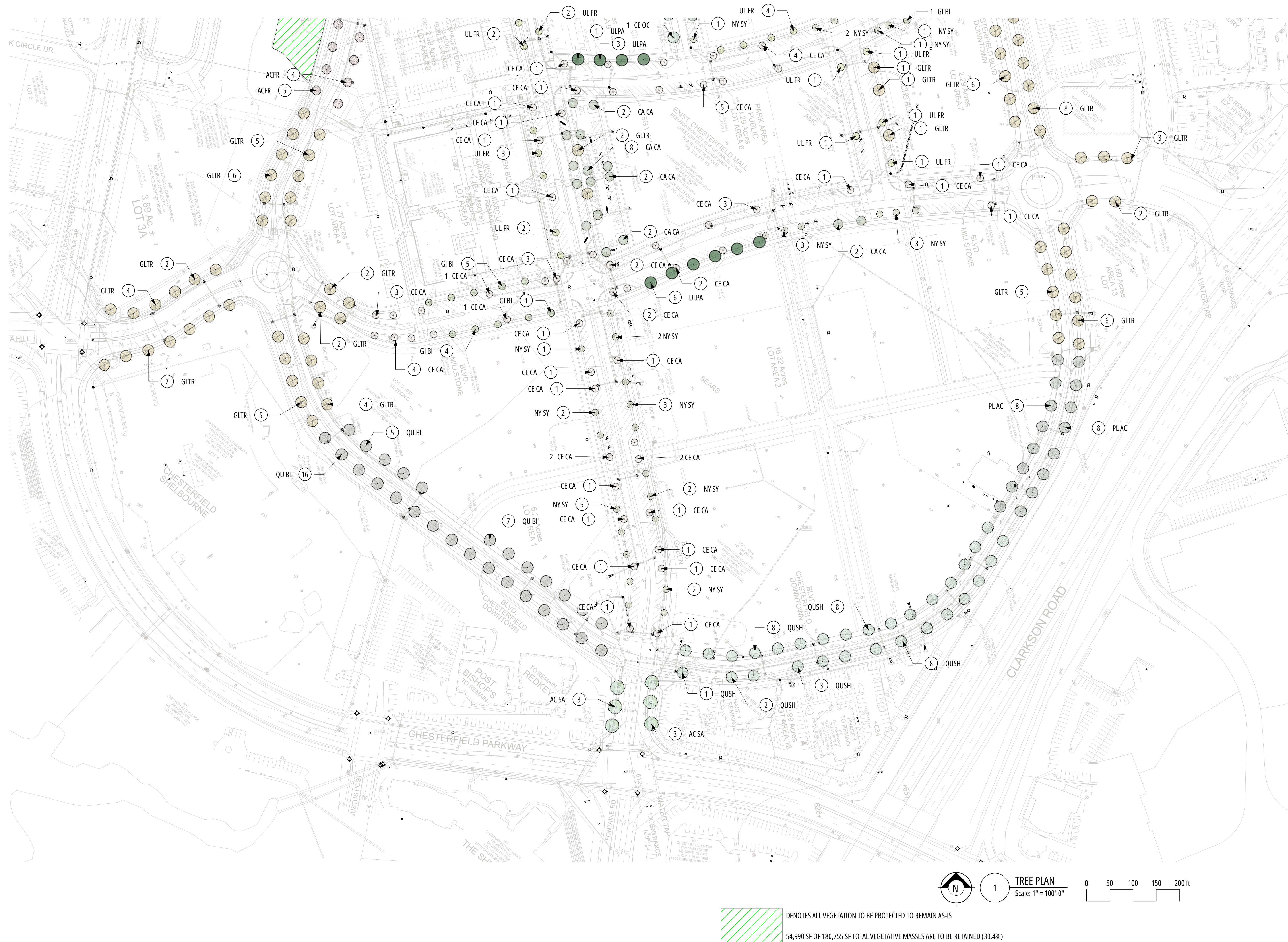
 DENOTES ALL VEGETATION TO BE PROTECTED TO REMAIN AS-IS

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

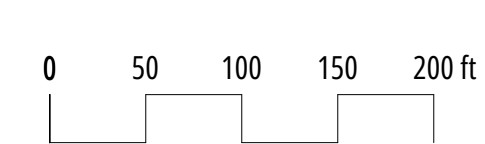


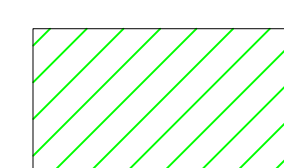
DESIGNER:	MMW
SHEET NAME:	
ASDCP AREA A - TREES	
PROJECT DATE:	12.19.2025
REVISION:	
SHEET NO:	
L-701	
PROJECT NO:	DESS156639

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




 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%)

LANDSCAPE PREPARED FOR:

DOWNTOWN CHESTERFIELD

Chesterfield, MO 63017



DESIGNER: MMW

SHEET NAME:

ASDCP AREA B - TREES

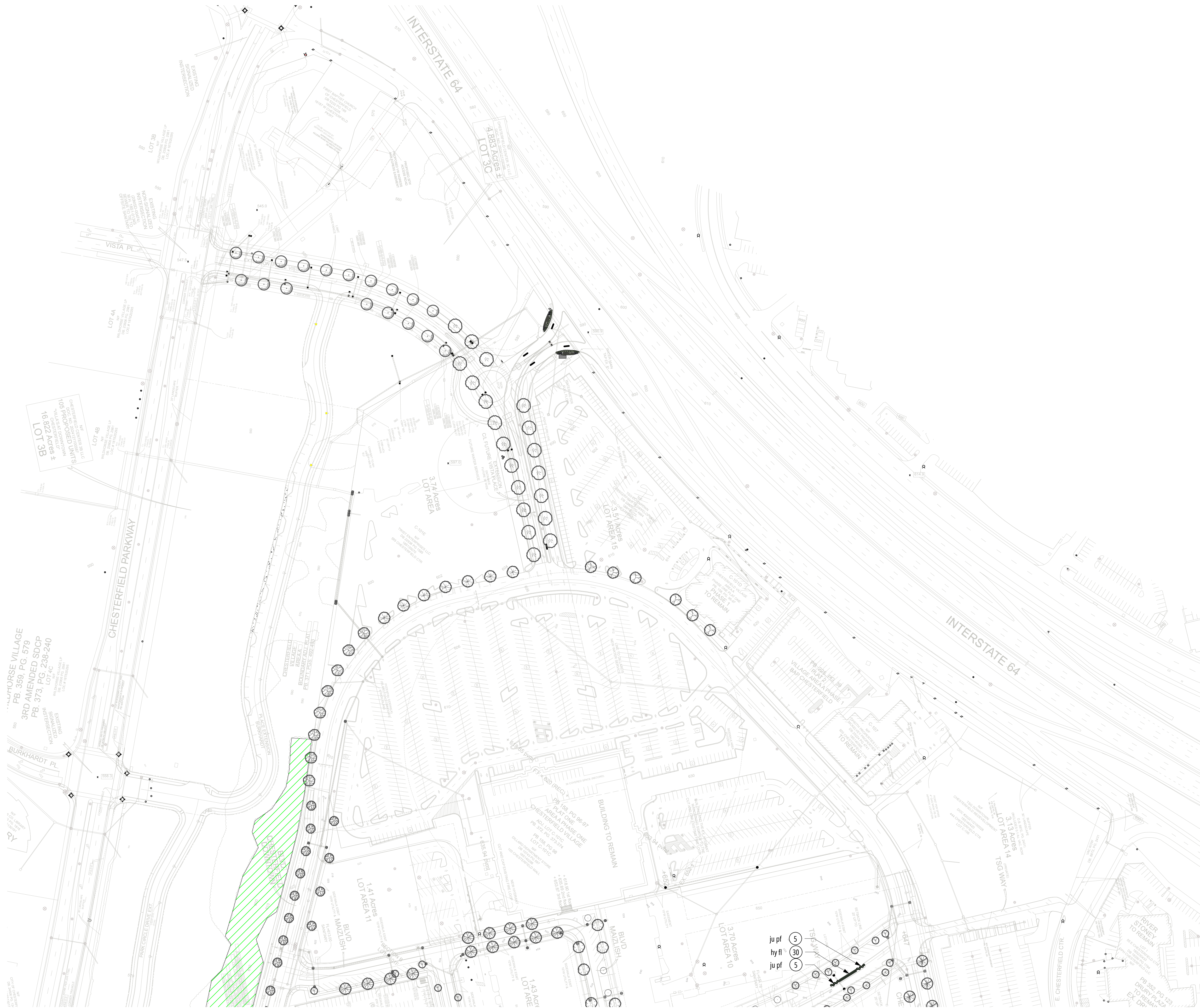
PROJECT DATE: 12.19.2025

REVISION:

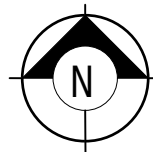
SHEET NO:

L-702

PROJECT NO: DESS156639



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

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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:
DESS156639



LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017



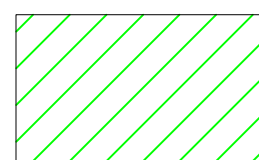
DESIGNER: MMW

SHEET NAME:
ASDCP AREA B - SHRUBS

PROJECT DATE: 12.19.2025
REVISION:

SHEET NO:
L-704
PROJECT NO:
DESS156639



 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%)

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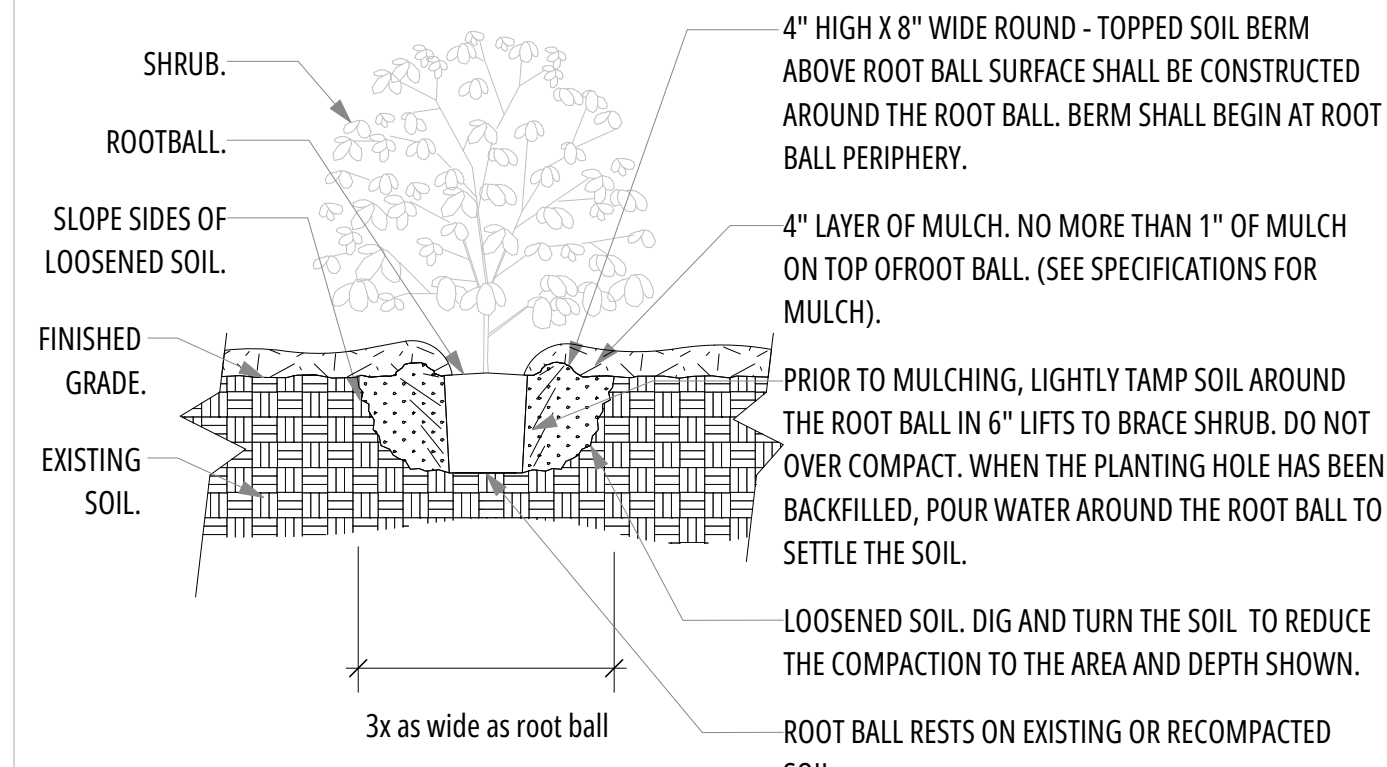


Plant Schedule - Street Trees						
ID	Qty	Botanical Name	Common Name	Scheduled Size	Growth Rate	% of Species
AC SA	32	Acer saccharum 'Legacy'	Maple, Sugar 'Legacy'	2.5" Cal.	Medium	7%
ACFR	21	Acer x freemanii 'Jeffersred'	Maple, 'Autumn Blaze'	2.5" Cal.	Medium	5%
CA CA	16	Carpinus caroliniana	Hornbeam, American	2.5" Cal.	Fast	3%
CE CA	63	Cercis canadensis 'Merlot'	Redbud, 'Merlot'	2.5" Cal.	Slow/Med	14%
CE OC	7	Celtis occidentalis	Hackberry	2.5" Cal.	Medium	2%
GI BI	14	Ginkgo biloba 'Princeton Sentry'	Ginkgo, Princeton Sentry	2.5" Cal.	Medium	3%
GLTR	72	Gleditsia triacanthos var. inermis 'Shadema'	Shademaster Honeylocust	2.5" Cal.	Medium/Fast	16%
NY SY	33	Nyssa sylvatica	Tupelo	2.5" Cal.	Slow	7%
PLAC	40	Platanus x acerifolia 'Bloodgood'	London Planetree, 'Bloodgood'	2.5" Cal.	Medium	9%
QU AC	13	Quercus acutissima	Oak, Sawtooth	2.5" Cal.	Medium	3%
QU BI	35	Quercus bicolor	Oak, Swamp White	2.5" Cal.	Medium/Fast	8%
QUSH	66	Quercus shumardii	Oak, Shumard	2.5" Cal.	Medium	14%
TI CO	11	Tilia cordata 'Greenspire'	Littleleaf Linden	2.5" Cal.	Fast	2%
UL FR	23	Ulmus 'Frontier'	Elm, Frontier	2.5" Cal.	Medium	5%
ULPA	10	Ulmus parvifolia 'Alle'	Lacebark Elm	2.5" Cal.	Medium/Fast	2%

TOTAL TREES: 456

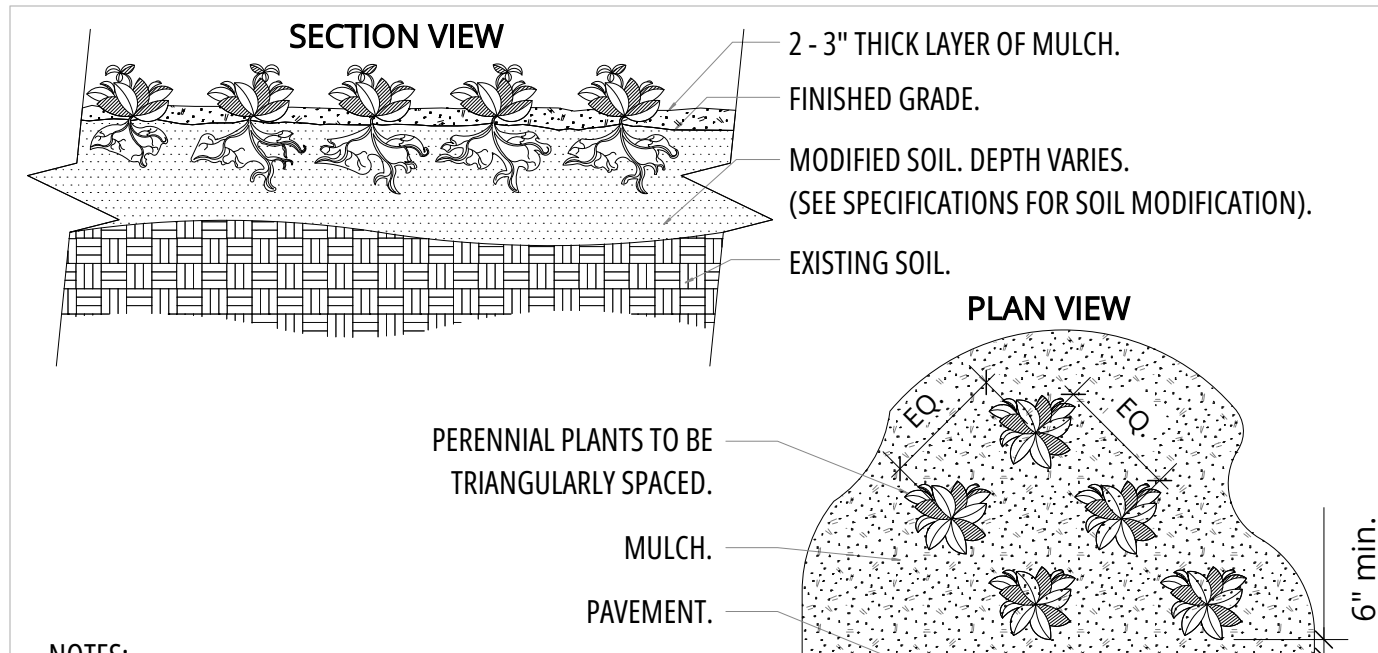
Plant List - Boulevard Shrubs and Perennials					
ID	Qty	Botanical Name	Common Name	Scheduled Size	Remarks
al mi	124	Allium 'Millenium'	Allium 'Millenium'	#01 Gal.	
ar ls	66	Aronia melanocarpa 'Low Scape Mound'	Chokeberry, 'Low Scape Mound' #03	#3/5 Gal.	
ca ac	455	Calamagrostis × acutiflora 'Karl Foerster'	Karl Foerster Grass	#01 Gal.	
ec pu	131	Echinacea purpurea	Coneflower, Purple 'Kim's Knee High'	#1 Gal.	
hy fi	453	Hydrangea paniculata 'Fire Light Tidbit'	Hydrangea, Panicle 'Fire Light Tidbit'	#03/05 Gal.	
hy pa	106	Hydrangea paniculata 'Ivobo'	Hydrangea, 'Bobo'	#3/5 Gal.	
hy qu	24	Hydrangea quercifolia 'RUBY Slippers'	Hydrangea, Oak 'RUBY Slipper'	#3/5 Gal.	
ju pf	221	Juniperus × pfitzeriana 'Kallay's Compact'	Juniper, 'Kallay's Compact'	#03/05 Gal.	
ju sq	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'	Spiraea, 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

Scale: NOT TO SCALE



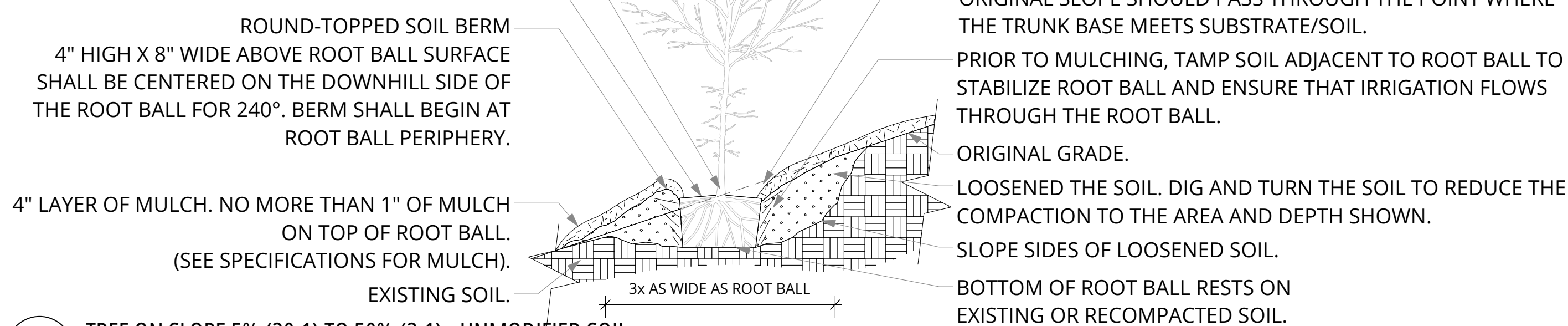
NOTES:

- 1- SEE PLANTING LEGEND FOR PERENNIAL SPECIES, SIZE, AND SPACING DIMENSION.
- 2- SMALL ROOTS (#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 PERIPHERY CAN BE REMOVED AT THE TIME OF PLANTING. (SEE ROOT BALL SHAVING CONTAINER DETAILS).
- 3- SETTLE SOIL AROUND ROOT BALL OF EACH PERENNIAL PRIOR TO MULCHING.

2 PERENNIALS
Scale: NOT TO SCALE

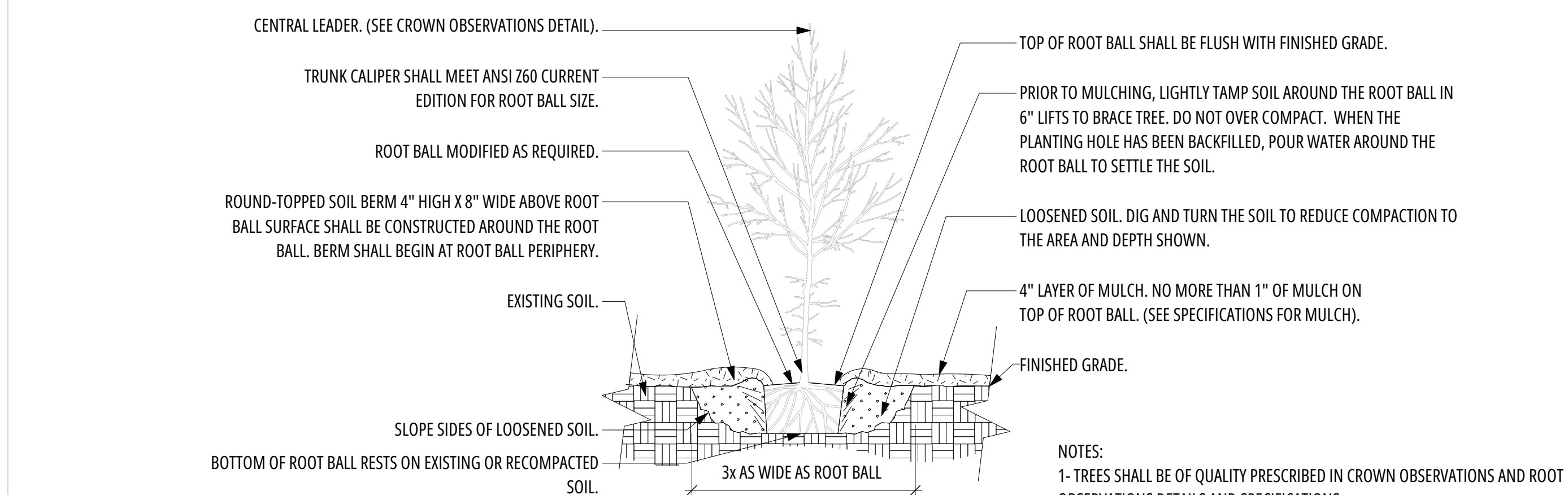
Scale: NOT TO SCALE

CENTRAL LEADER.
(SEE CROWN OBSERVATIONS DETAIL).
TRUNK CALIPER SHALL MEET ANSI Z60
CURRENT EDITION FOR ROOT BALL SIZE.
ROOT BALL MODIFIED AS REQUIRED.



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

Scale: NOT TO SCALE

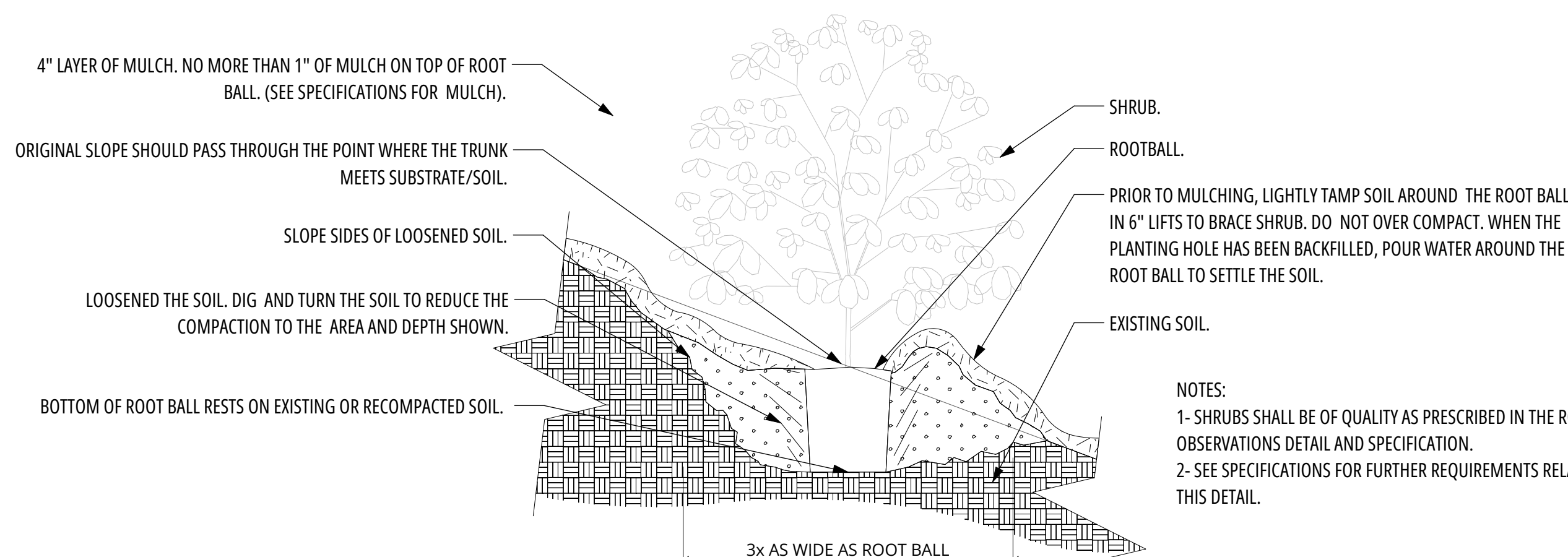


4 TREE WITH BERM (EXISTING SOIL NOT MODIFIED)
Scale: NOT TO SCALE

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.



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

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.

LANDSCAPE PREPARED FOR:

DOWNTOWN CHESTERFIELD

Chesterfield, MO 63017



DESIGNER: MMW

SHEET NAME:

ASDCP SCHEDULES

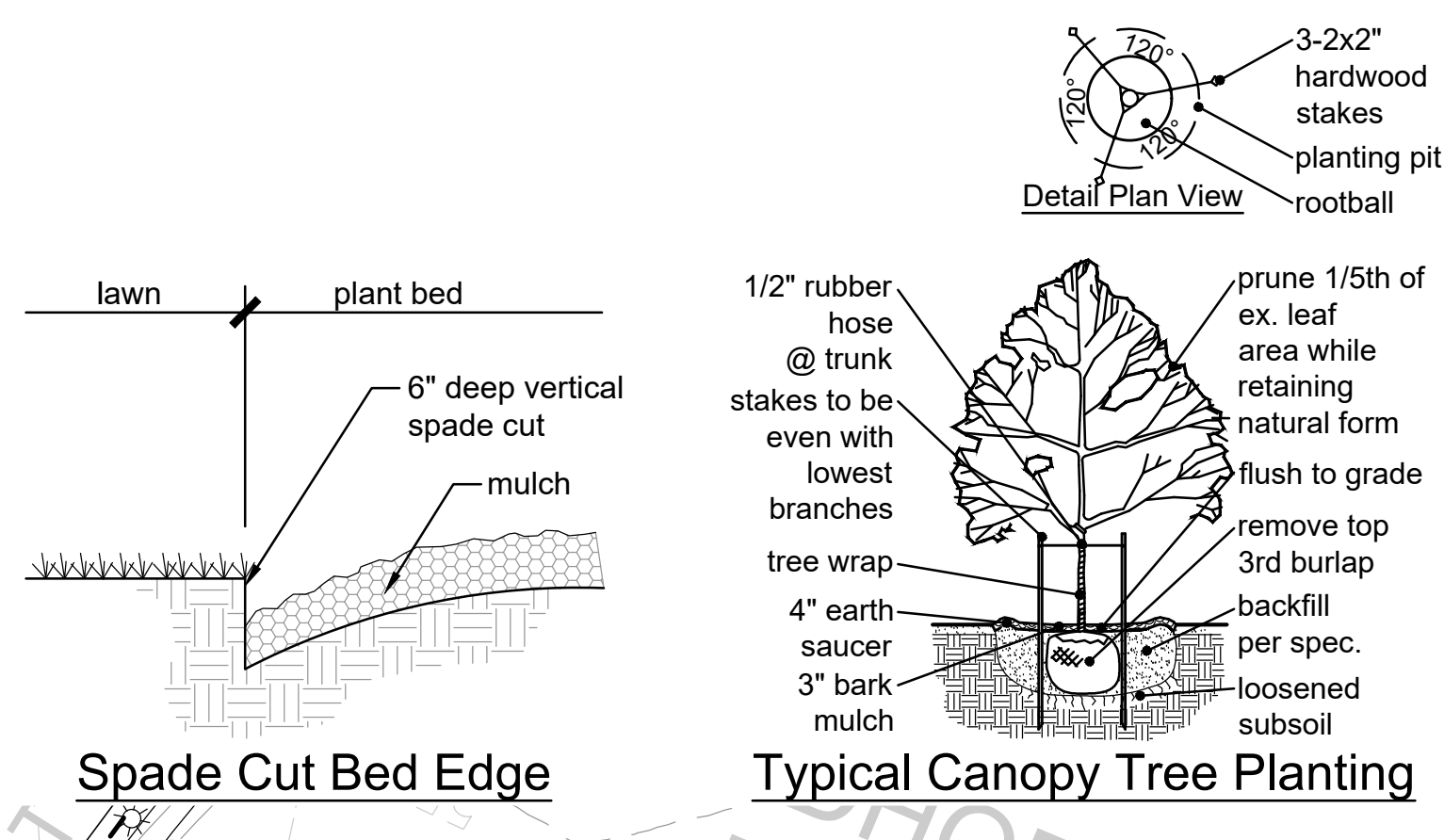
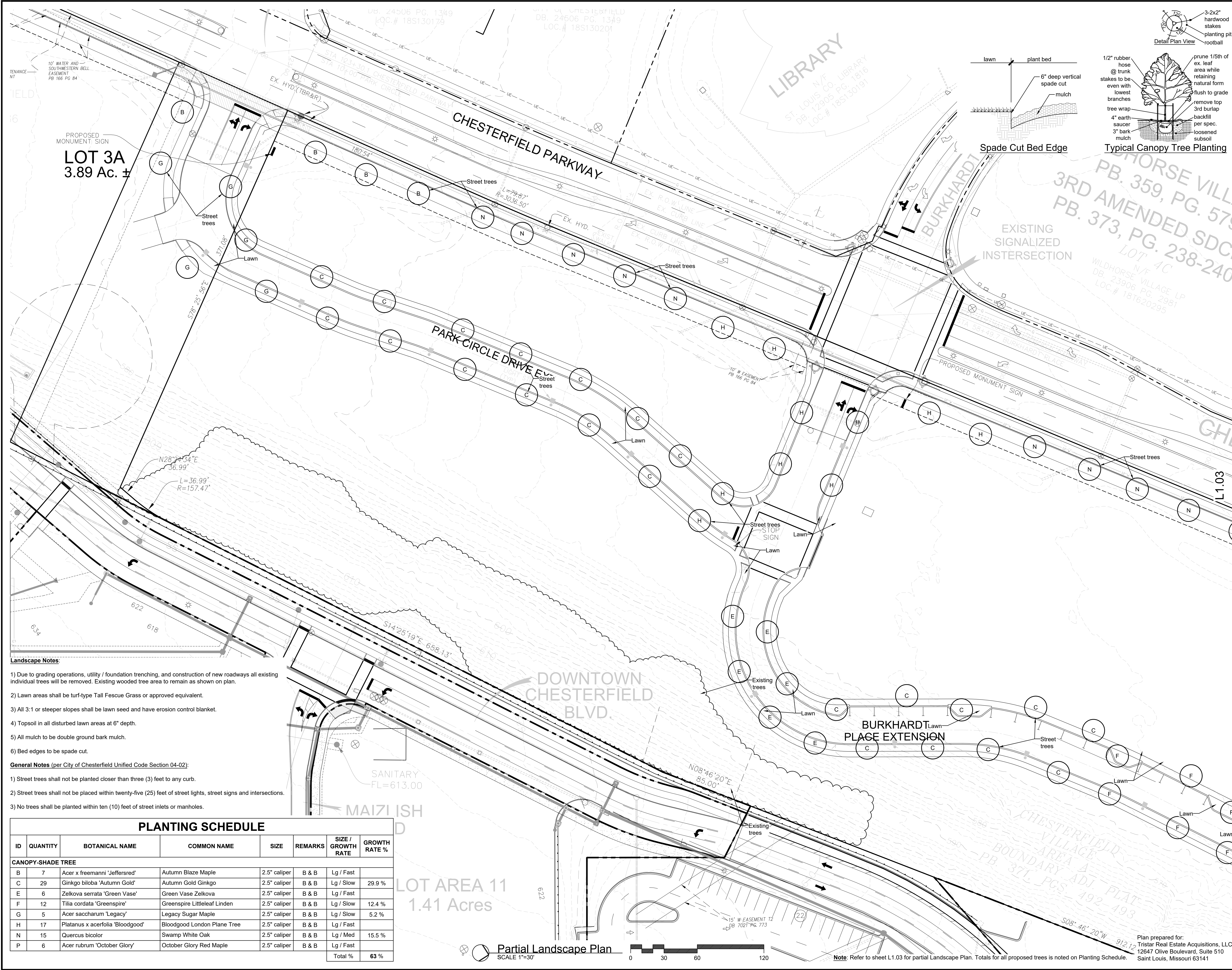
PROJECT DATE: 12.19.2025

REVISION:

SHEET NO:

L-705

PROJECT NO:



Jerald Saunders - Landscape Architect
MO License # LA-007

Key Plan
SCALE 1"=1,500'

- 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 acerifolia '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 %

Revisions:

Date	Description	No.
11/17/25	City Comments	1
12/23/25	City Comments	2
1/21/26	City Comments	3

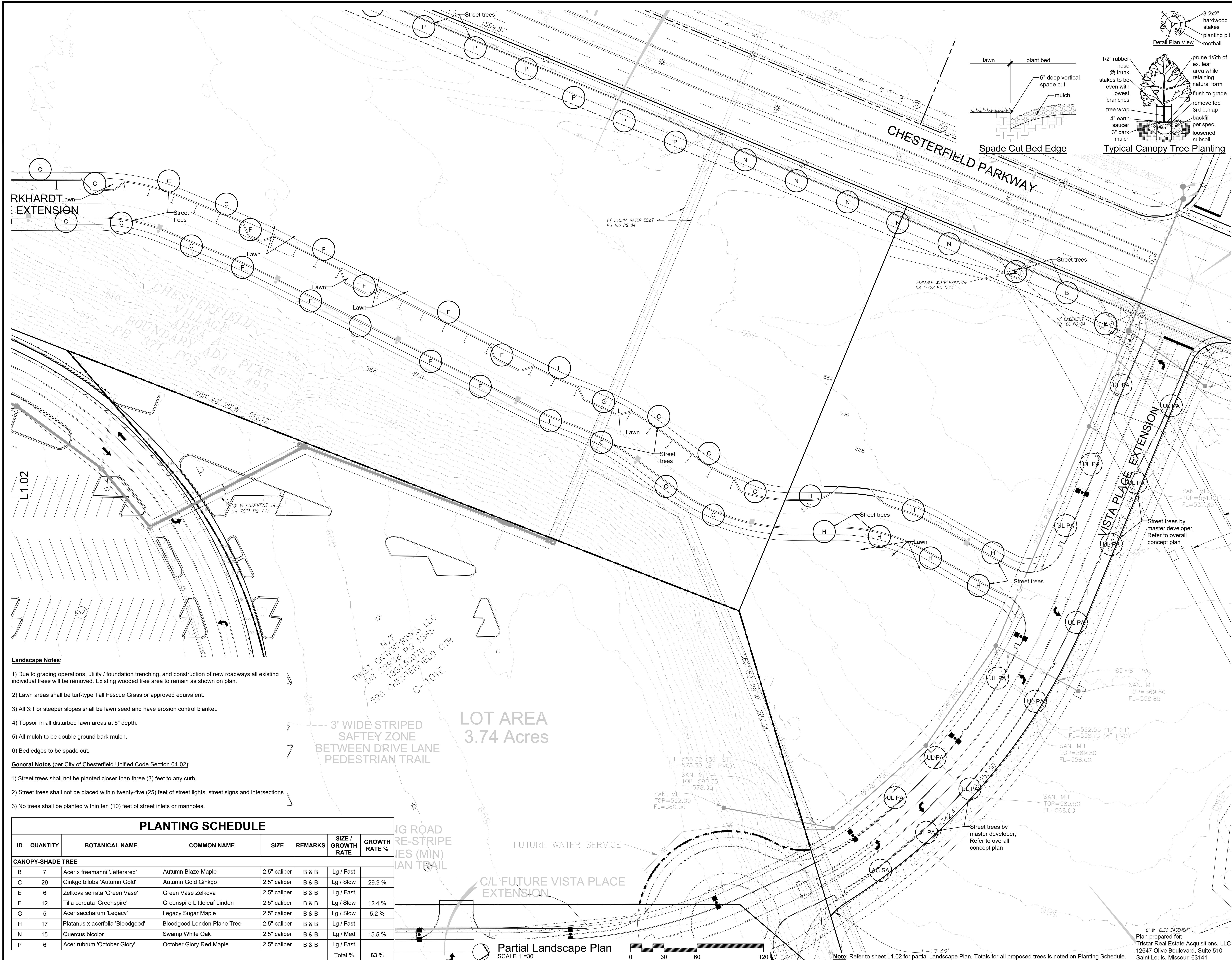
Drawn: KP
Checked: RS

LOOMIS ASSOCIATES
landscape architects + planners
790 point 40 park drive, chesterfield, missouri 63005
t. 636.519.8668
www.loomis-associates.com

Sheet Title: Landscape Plan
Sheet No: **L1.02**
Date: 10/30/25
Job #: 858.023

Missouri State Certificate of Authority # LAC #0000119

Downtown Chesterfield
Chesterfield, Missouri



Key Plan
SCALE 1"=1,500'

Revisions:

Date	Description	No.
11/17/25	City Comments	1
12/23/25	City Comments	2
1/21/26	City Comments	3

Drawn: KP
Checked: RS

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Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Landscape Plan
Sheet No: **L1.03**
Date: 10/30/25
Job #: 858.023

Downtown Chesterfield
Chesterfield, Missouri