



**CITY OF CHESTERFIELD
PLANNING AND PUBLIC WORKS COMMITTEE
MEETING OF THE WHOLE**

**THURSDAY, FEBRUARY 19, 2026
5:30 P.M.**

CONFERENCE ROOM 101

I. APPROVAL OF MEETING SUMMARY

- A. Approval of the January 22, 2026 Planning and Public Works Committee Meeting Summary**

II. UNFINISHED BUSINESS

- A. Chesterfield Regional TIF – RPA-2 Amended Redevelopment Agreement**

III. NEW BUSINESS

- A. Chesterfield Village Mall: An Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for a 96-acre tract of land zoned “PC&R” Planned Commercial and Residential District located on the south side of Interstate 64 and east of Chesterfield Parkway. (Ward 2)**
- B. Chesterfield Regional TIF – RPA-3 Request for Agreement for Reimbursable Costs (TriStar – Lot 3B)**
- C. MSD Municipal Stormwater Grant Program**

IV. OTHER

V. ADJOURNMENT

Note: The Planning and Public Works Committee 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 & PUBLIC WORKS COMMITTEE MEETING SHOULD CONTACT CITY CLERK VICKIE MCGOWND (636)537-6716 AT LEAST TWO (2) WORKDAYS PRIOR TO THE MEETING.



RECORD OF PROCEEDING

MEETING OF THE
PLANNING AND PUBLIC WORKS COMMITTEE
CHESTERFIELD CITY HALL
690 CHESTERFIELD PARKWAY WEST
CONFERENCE ROOM 101

January 22, 2026

Chairperson Hansen called the meeting to order at 5:30 p.m.

PRESENT

ABSENT

Chairperson Hansen, Ward IV
Council Committee Member Mary Monachella, Ward I
Council Committee Member Mary Ann Mastorakos, Ward II
Council Committee Member Lane Koch, Ward III
Council Committee Member Gary Budoor, Ward IV
Alyssa Ahner, Senior Planner
Shane Streiler, City Planner
Theresa Barnicle, Executive Assistant
Ed Levinson, Applicant

APPROVAL OF MINUTES

Councilmember Koch made a motion, seconded by Councilmember Monachella, to approve the December 4, 2025 Planning and Public Works Committee Meeting Minutes. A vote was taken with a unanimous affirmative result (4-0), and the motion was declared passed.

Traffic Generation Assessment (TGA) Trust Fund Rate Schedule

This item discussed the annual assessment of the rates for Traffic Generation Assessment Trust Fund. Discussion was had in regards to the impact of development fees on property buyers in Chesterfield, with rates set to increase 8.9%, mimicking St. Louis County's. The committee questioned why rates were so high, after a rate decrease the previous year. Senior Planner Alyssa Ahner explained rates are based off a construction cost index from the Engineering News Record, and will be revisited in 2027.

Councilmember Monachella made a motion, seconded by Councilmember Koch, to recommend approval of Traffic Generation Assessment (TGA) Trust Fund Rate Schedule. A vote was taken with a unanimous affirmative result (4-0), and the motion was declared passed. This matter will be forwarded to the full City Council.

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

City Planner Shane Streiler presented a rezoning request for a 3.47-acre tract of land. The applicant is seeking to change the zoning from "NU" Non-Urban District to "E-1/2AC" Estate District. Mr. Streiler explained that the site has been subject to multiple rezoning requests since the City's incorporation, with the applicants currently proposing four detached single-family homes after the subject rezoning.

In addition to the materials reviewed for the rezoning request, a conceptual plan for the proposed subdivision was also reviewed, though the change of zoning was all that could be voted on at this meeting. Discussion ensued, and speakers addressed concerns from neighboring residents regarding landscape buffer requirements and lot sizes. The conceptual plan depicted the relocation and widening of Hi Point Road, which is intended to improve access and safety and to meet MSD requirements for rain gardens, which will be primarily maintained by individual homeowners, with a shared garden handling stormwater runoff from the streets. Questions about maintenance were raised and addressed, noting that upkeep would be minimal due to the soil composition and design.

Councilmember Koch made a motion, seconded by Councilmember Mastorakos, to recommend approval of P.Z. 07-2025 Hi Point Hill, Lot 1. A vote was taken with a unanimous affirmative result (4-0), and the motion was declared passed. This matter will be forwarded to the full City Council.

Elbridge Payne Road

A proposal was presented by Mercy Medical Group to rename the road currently known as Elbridge Payne Road to Mercy Way.

Committee members raised several concerns, including the potential impact on local businesses, the historical significance of the area, and the possibility of setting a precedent for removing historical elements. The discussion emphasized the historical context of the area, particularly the influence of the Payne family.

The committee discussed the possibility of having the applicant come back to a future meeting with more information and clarification. The potential for a sign package in lieu of a name change was also discussed.

Councilmember Mastorakos made a motion, seconded by Councilmember Monachella, to recommend approval of Elbridge Payne Road. A vote was taken and the motion failed with a result of 1-3 with Councilmembers Monachella, Koch, and Hansen voting nay.

UNFINISHED BUSINESS

There was no unfinished business.

ADJOURNMENT

The meeting was adjourned at 6:22 p.m.

Respectfully submitted:

Justin Wyse
Director of Planning

Theresa Barnicle
Executive Assistant

Date Approved: _____

DRAFT

Memorandum

Department of Planning

To: Mike Geisel, City Administrator

From: Justin Wyse, Director of Planning

Date: February 19th, 2026

JW



RE: **Chesterfield Regional TIF - RPA-2 Amended Redevelopment Agreement**

Summary

Wildhorse Village, LP previously submitted a request to amend the Redevelopment Agreement between the City of Chesterfield and Wildhorse Village. The Planning and Public Works Committee reviewed this request on October 25th, 2025, and November 6th, 2025. After significant discussion the Planning and Public Works Committee (P&PW) requested a Committee of the Whole to resolve the requested changes. Since the last P&PW meeting, Wildhorse Village L.P. has submitted correspondence to withdraw their request for changes to the Redevelopment Agreement for RPA-2.

The existing agreement authorizes reimbursement of up to \$25 million for “construction of surface and structured parking containing approximately 500 parking spaces, of which at least 300 parking spaces thereof shall be designated for shared public use, and improvements and infrastructure related thereto.”

The requested changes to the existing development agreement include:

- An extension of time for the completion of the project from December 31, 2026 to December 31, 2028.
- Modification of the existing language to allow for the issuance of notes “immediately” for work incurred to date.
- Modification of existing language that gives the City sole decision-making authority on when to pursue a bond issuance. Under this amendment, the City would move forward with a bond issuance based on existing development allowing the developer to draw on available revenues as the project progresses.
- Addition of language specifying that a Community Improvement District would be created for ownership of the parking facilities.

Recommendation

This item should be forwarded to the Planning and Public Works Committee to formally accept the request to withdraw the proposed amendments.



Justin Wyse

From: Chris McKee <mckeec@realcrg.com>
Sent: Thursday, February 12, 2026 10:36 AM
To: Mike Geisel
Cc: Jake McDonald; Natasha Das; Justin Wyse
Subject: CRG Requests - PPW

Mike,

Thank you for meeting with me yesterday. We are formally requesting the removal of our September asks from the PPW agenda.

Thank you.

Chris

Christopher P. McKee
President, CRG

CRG // mobile 314.223.6818
email mckeec@realcrg.com // WWW.REALCRG.COM

III.A.

Memorandum Department of Planning



To: Planning & Public Works Committee

From: Alyssa Ahner, Senior Planner^{ast}

Date: February 19th, 2026

RE: **Chesterfield Village Mall:** An Amended Site Development Concept Plan, Landscape Plan, and Lighting Plan for a 96-acre tract of land zoned “PC&R” Planned Commercial and Residential District located on the south side of Interstate 64, east of Chesterfield Parkway. (Ward 2)

Summary

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

Per [Site Specific Ordinance 3298](#), the development has automatic Power of Review in addition to the requirement for the Site Development Concept Plan to be reviewed by Architectural Review Board. The 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 /roundabouts and ensuring they remained of a high quality design. Ultimately, the Board made 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.

The project was then reviewed by the Planning Commission on February 9th, 2026 and there was significant discussion regarding the reduction in the parking garage capacity. The previously approved parking garage concept included 1,068 parking spaces whereas the amended parking garage concept has been reduced to 617 spaces. This reduction is supported by an evaluation completed by a Professional Transportation Engineer, however, the Commission expressed hesitation as to whether the reduced amount of parking would be sufficient to support the demand with special consideration to the difference in parking requirements between the site-specific zoning ordinance and the Unified Development Code. While the site-specific zoning does differ

from the Unified Development Code, the evaluation took into account the minimum parking required in addition to anticipated parking demand per the ITE Parking Generation Manual. The highest demand for parking, based on the anticipated square footage of mixed uses, was indicated as noon during the work week with a total of 994 spaces being necessary. This exceeds the amount that was necessary per the minimum parking requirements and is what the revised garage capacity is based on. The evaluation concluded that the parking garage in addition to the on-street parking would meet the peak parking demand. It's important to note that the evaluation was based on anticipated square footage of users so it is likely that these numbers will change over time. However, per site-specific zoning, the density of both housing and commercial will continue to be tracked through amendments to the Site Development Concept Plan.

The Planning Commission ultimately made a motion to recommend approval and the motion passed by a vote of 9-0.

A full description of the request, site history, and staff analysis including the parking garage evaluation may be found in the February 9th, 2026 Planning Commission report attached to this memo.

Planning Commission Staff Report

Meeting Date:	February 9 th , 2026
From:	Alyssa Ahner, Senior Planner
Location:	East of Chesterfield Pkwy, south of Interstate 64, west of Clarkson Rd
Description:	<u>Chesterfield Village Mall:</u> 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.

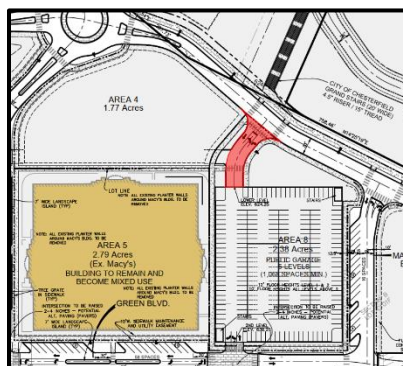


Figure 1: Previously approved access

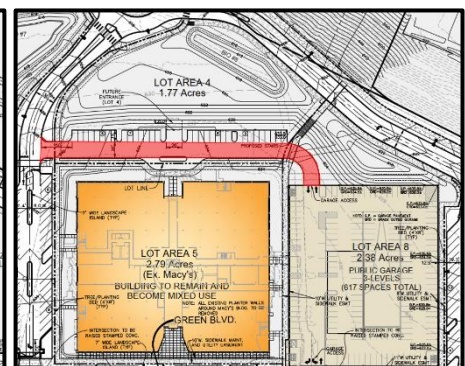


Figure 2: Proposed access location

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.

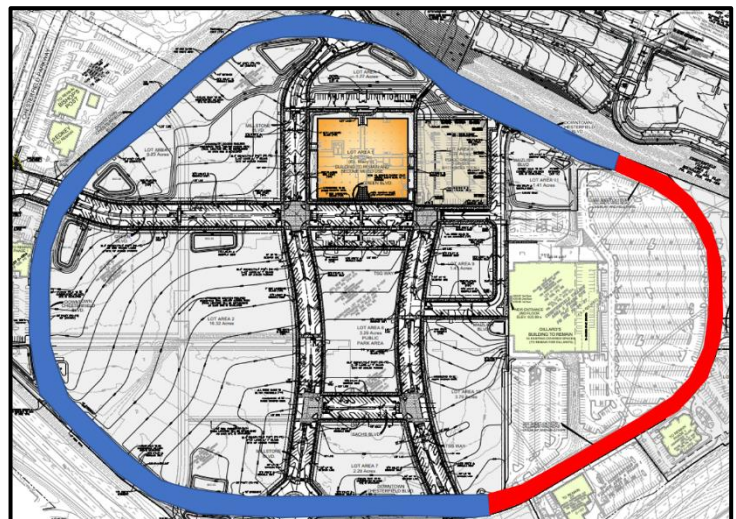


Figure 3: Ring road sections

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.

Street Components

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

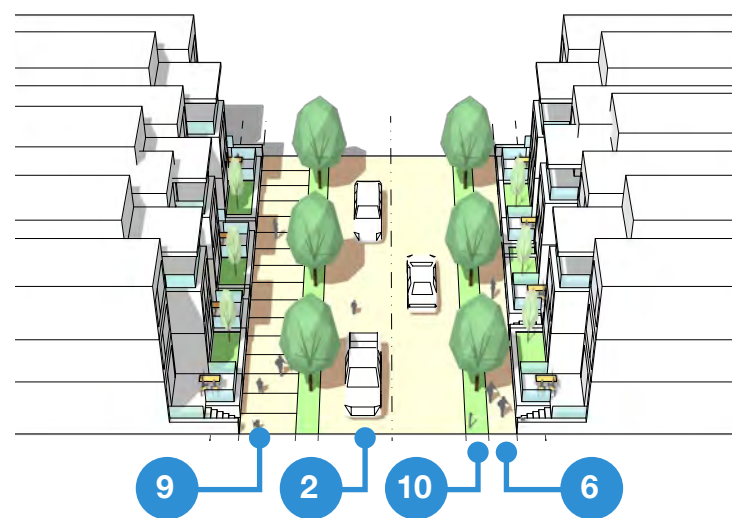
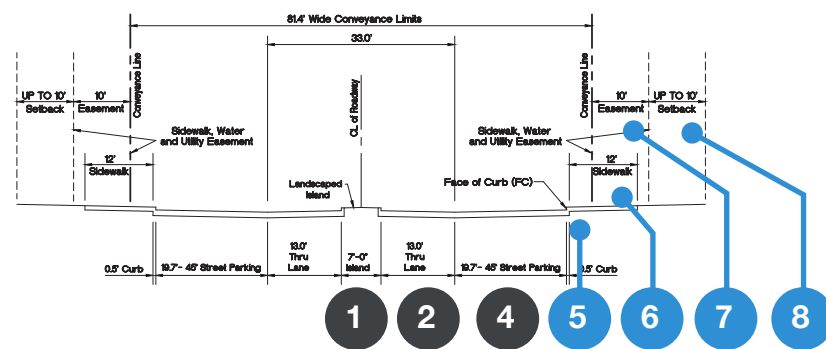
lighting), bicycle racks, benches, and other street amenities

- 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.





Residential Sidewalk Frontage



Internal Residential Street



Street Amenities and Curb Bulb-Outs



Retail Activity and Non-Permanent Street Amenities



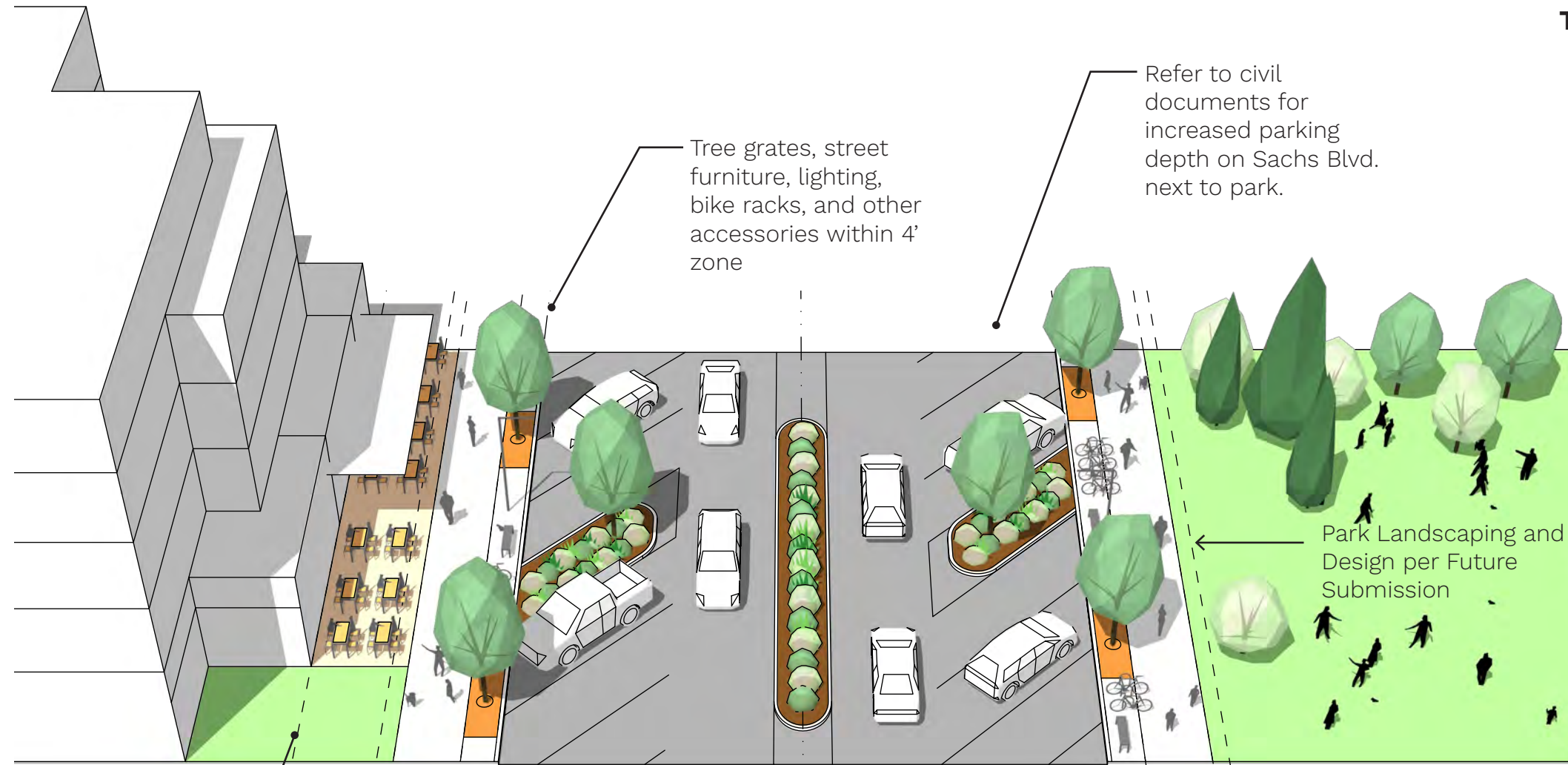
Design Flexibility



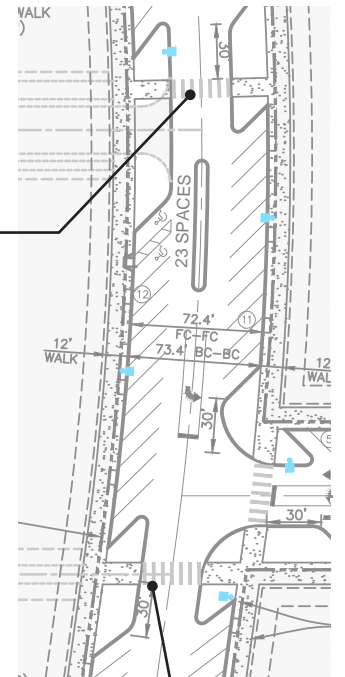
Dedicated Pedestrian Path

Street Sections

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



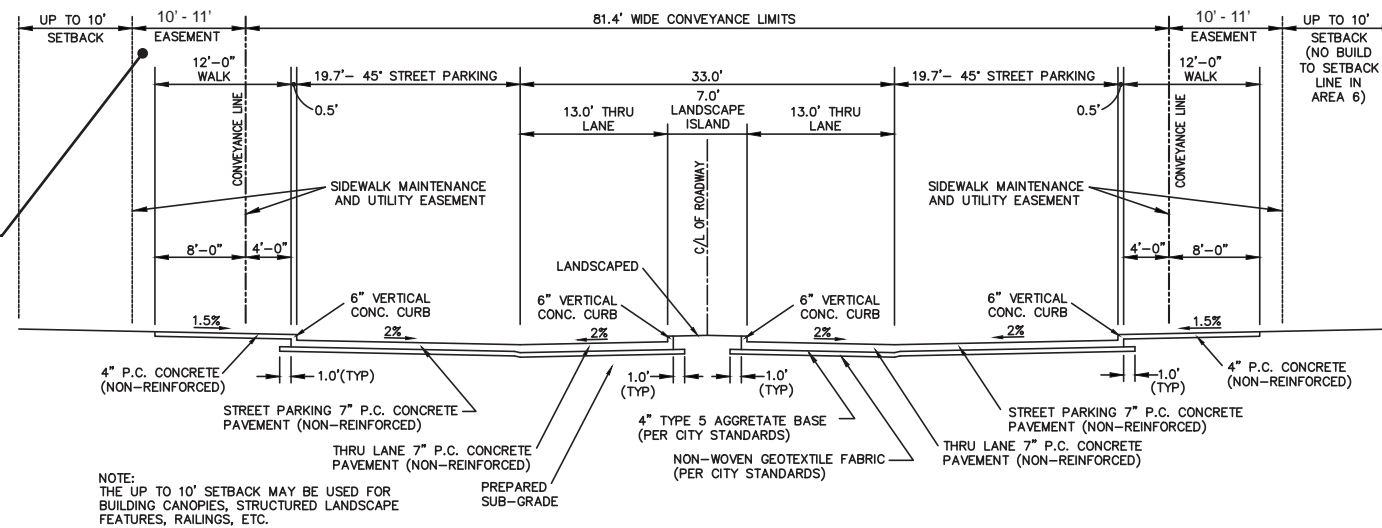
Cross walks are provided mid-block to the park to maximize pedestrian network and shorten the effective block lengths



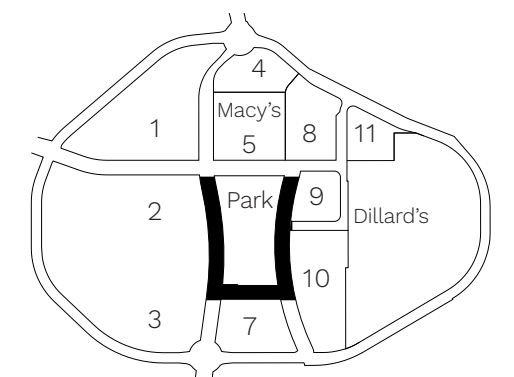
Sidewalks are continuous block-to-block via clear crosswalks and curb bulb-outs to minimize crossing distance. Refer to civil plans for all locations.

Private open Space within Property Line, Per Individual Building Design

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



Minimum 8' Sidewalk provided, may be increased to 10' to match edge of easement. May also merge into park design elements as long as consistent sidewalk around park is provided



Street Section Location Key N.T.S.

Street Sections

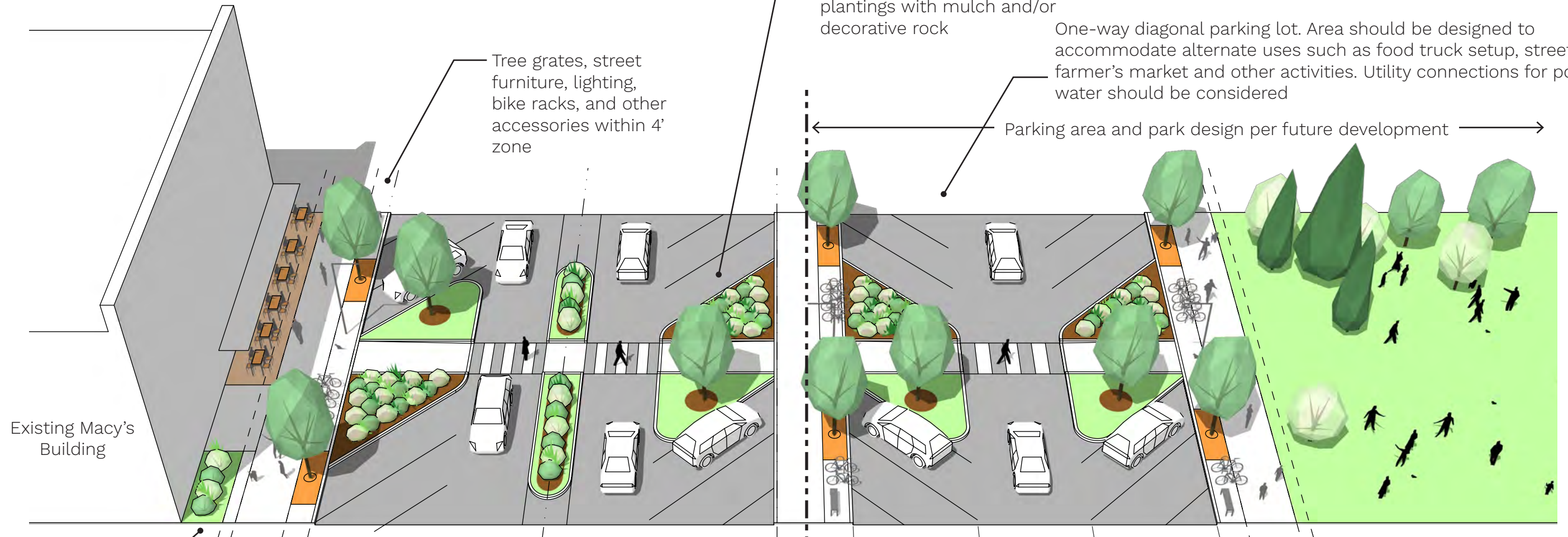
Green Boulevard Between Lot 5 and Park

One-way diagonal parking lot. Area should be designed to accommodate alternate uses such as food truck setup, street fair, farmer's market and other activities. Utility connections for power and water should be considered

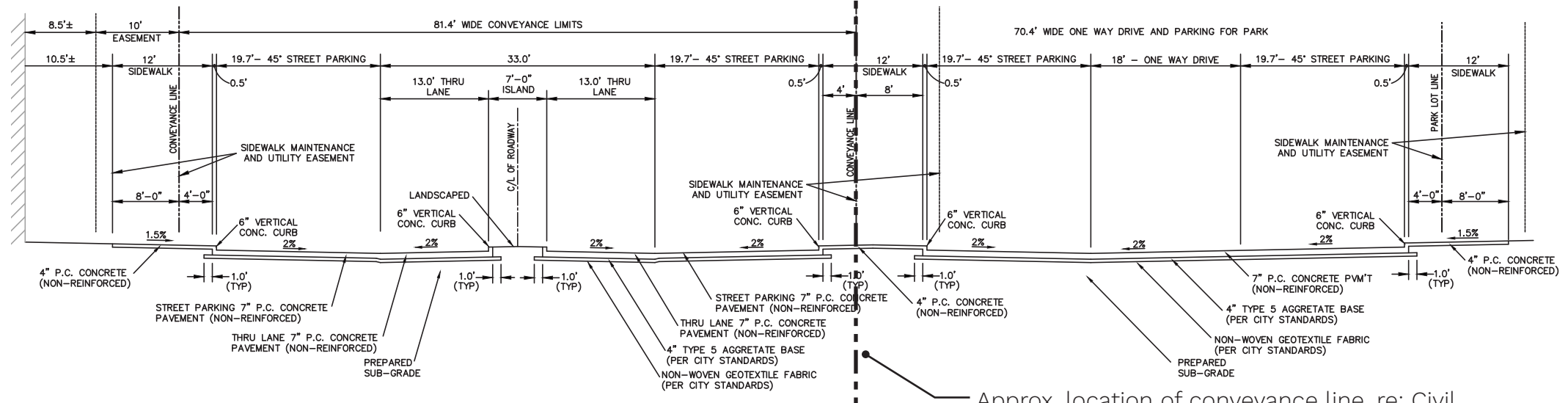
Parking area and park design per future development

Tree grates, street furniture, lighting, bike racks, and other accessories within 4' zone

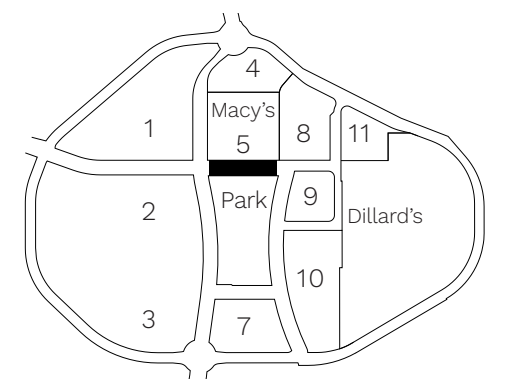
Landscape areas can mix grass and structured plantings with mulch and/or decorative rock



Similar streetscape to other sections. Setback to face of Macy's is based on existing condition, and should be used to maximize retail cafe seating, landscaping, and other amenities

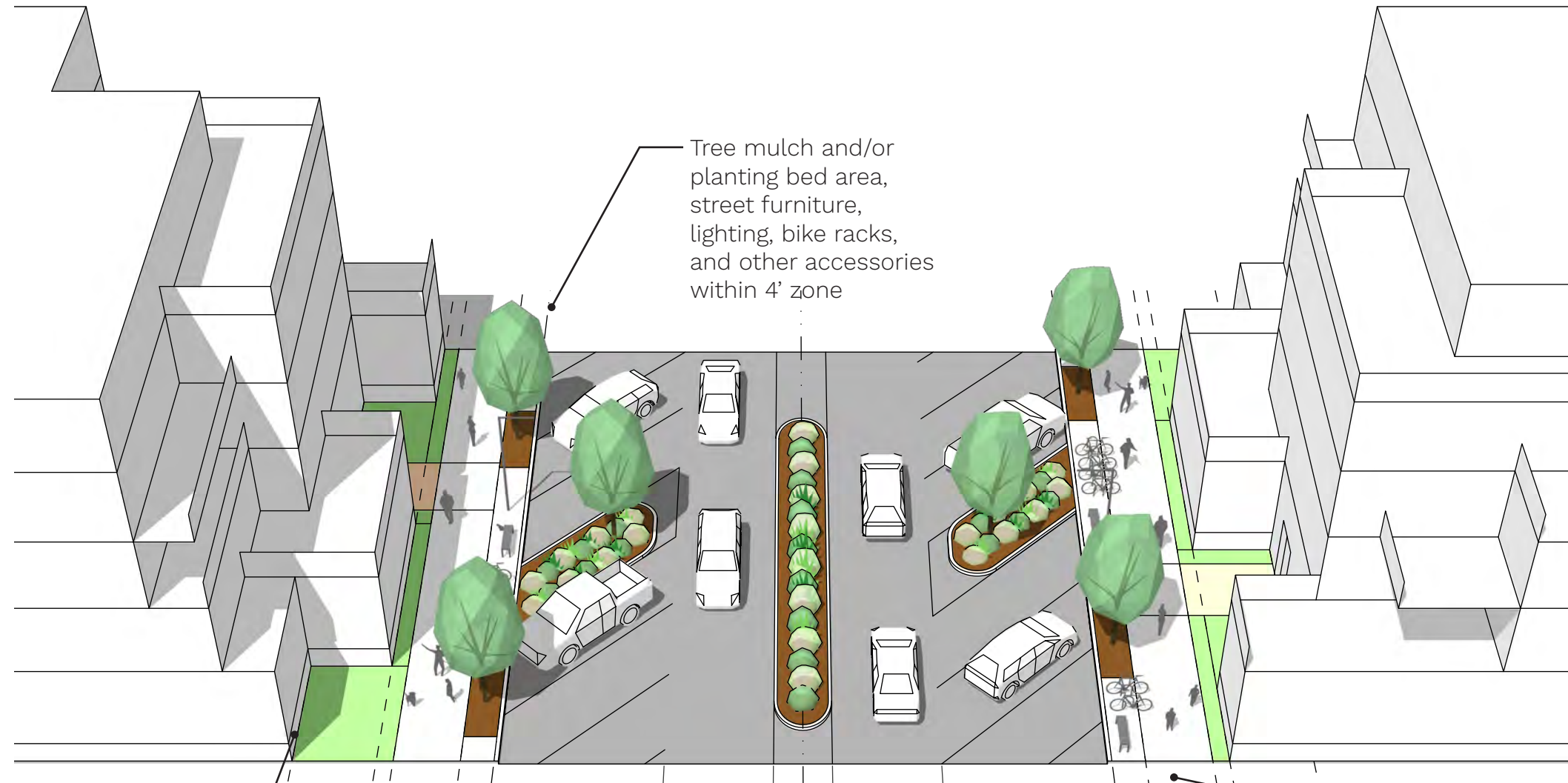


Approx. location of conveyance line, re: Civil



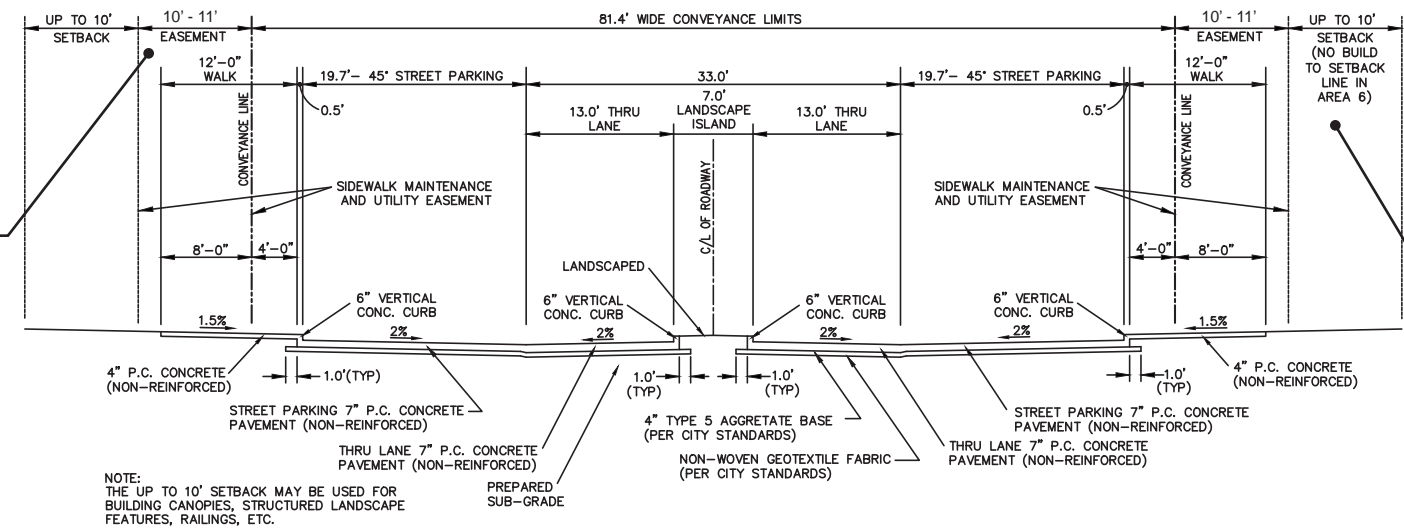
Street Sections

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



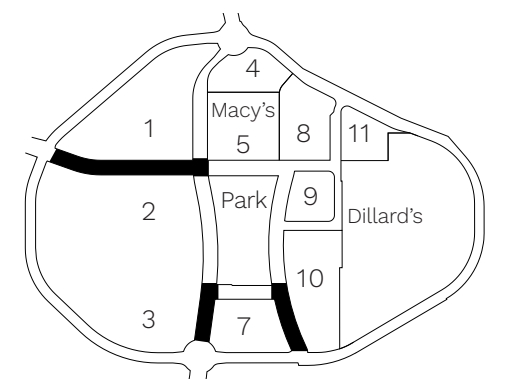
Private open Space within Property Line, Per Individual Building Design

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



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

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



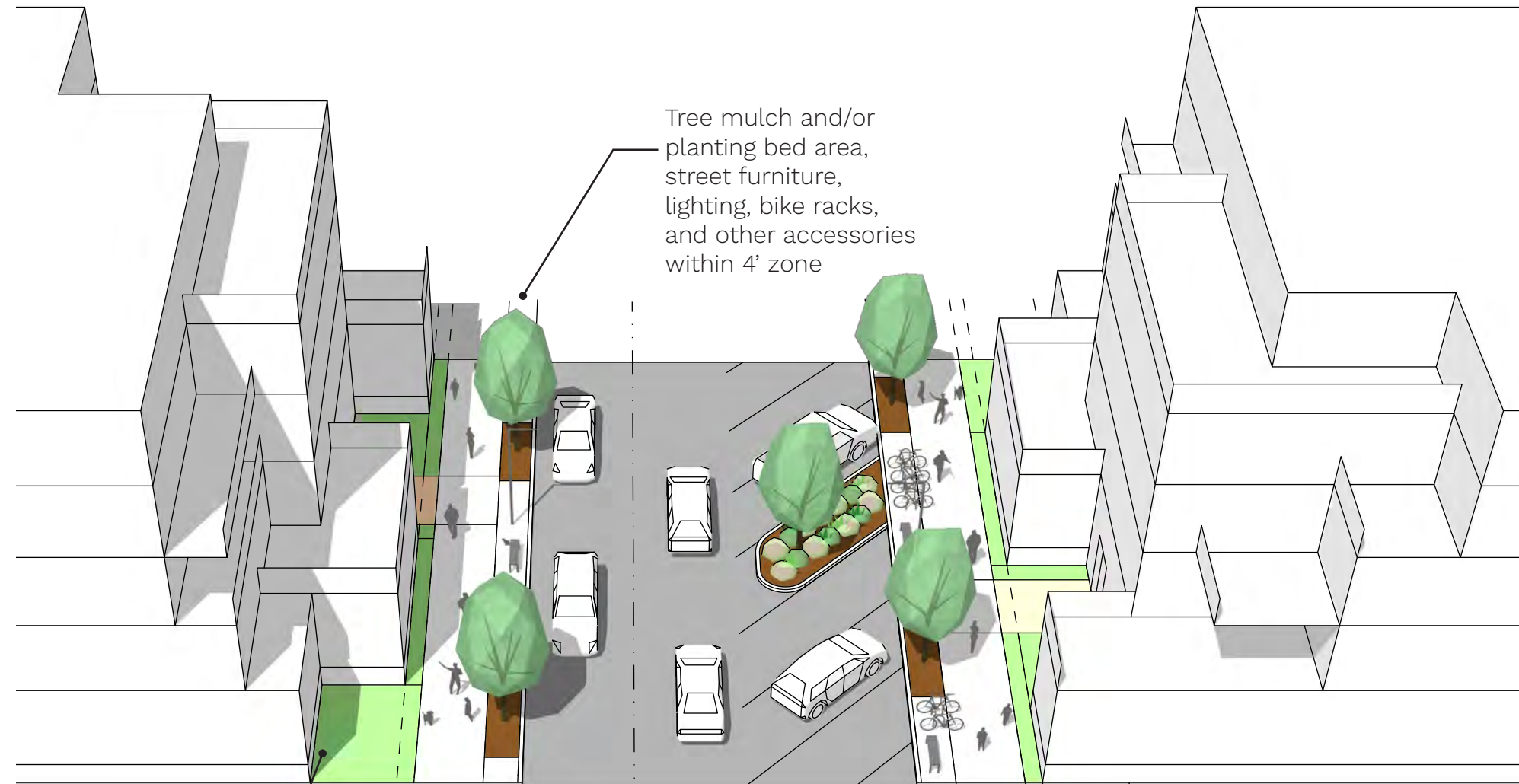
Street Sections

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

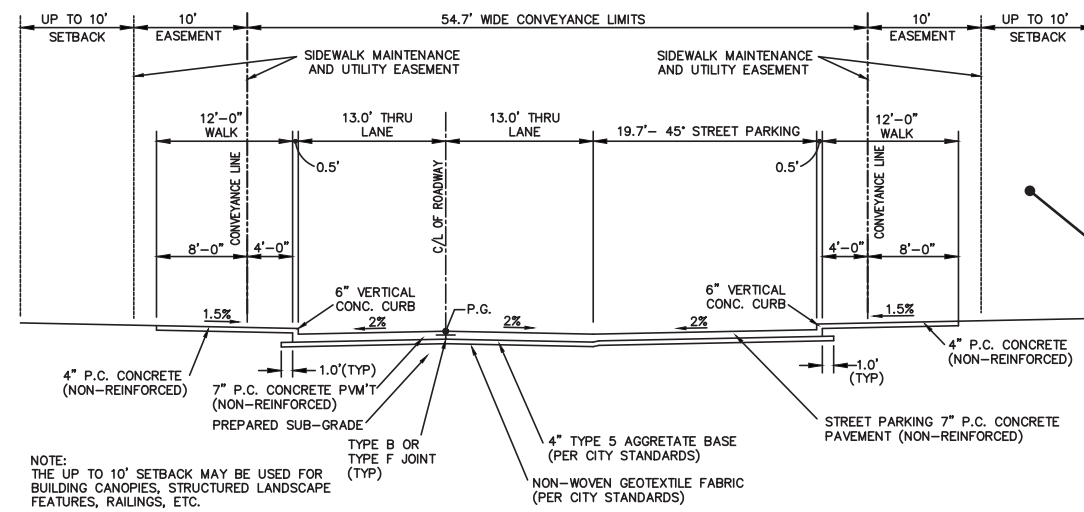


Tree mulch and/or planting bed area, street furniture, lighting, bike racks, and other accessories within 4' zone

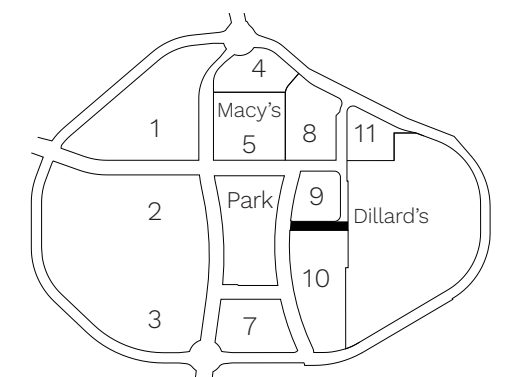
Private open Space within Property Line, Per Individual Building Design

Minimum 8' Sidewalk provided (12' including Tree mulch and/or planting bed area), Areas with residential use may come closer to easement with minimal setback.

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



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



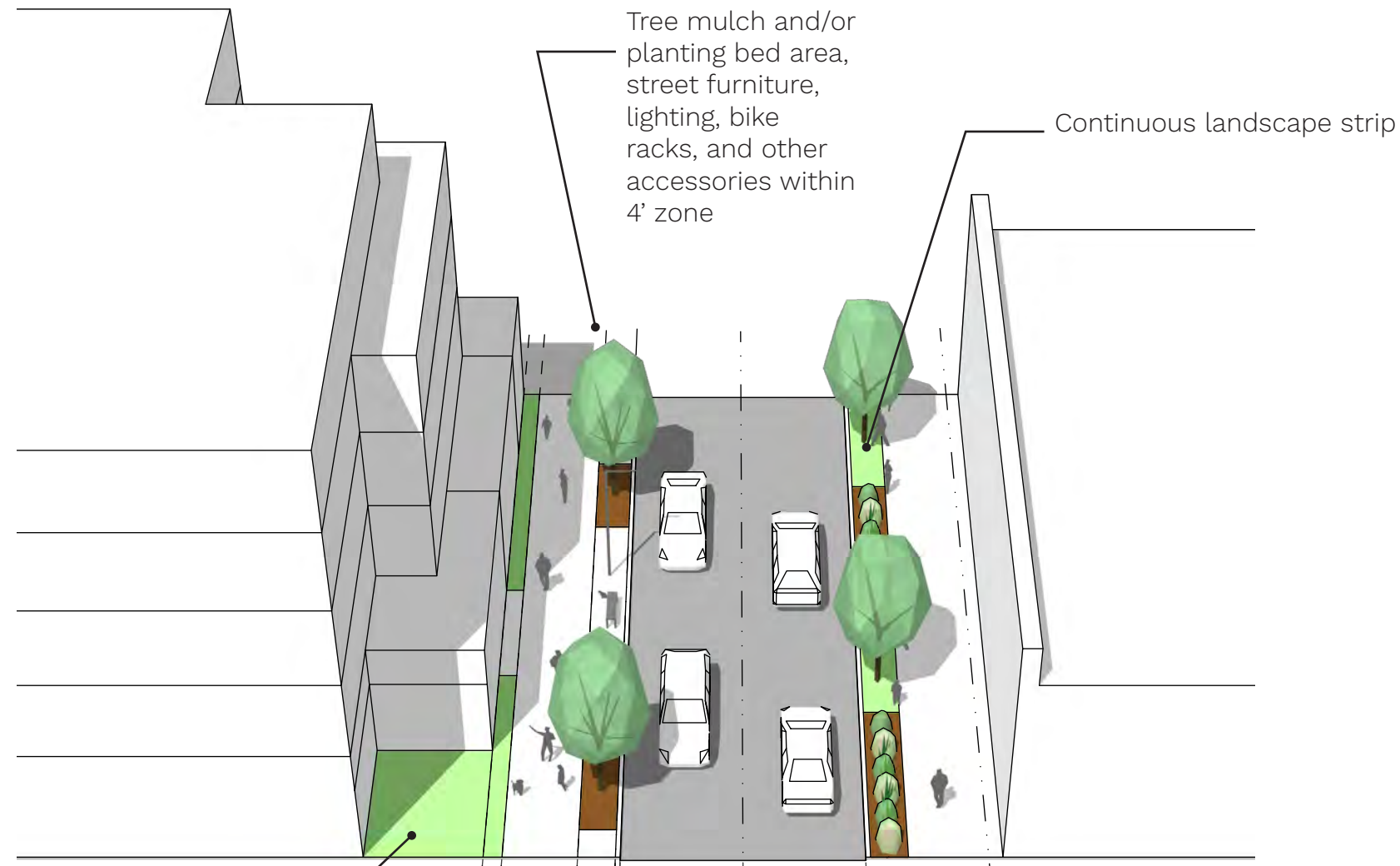
Street Section Location Key N.T.S.

Street Sections

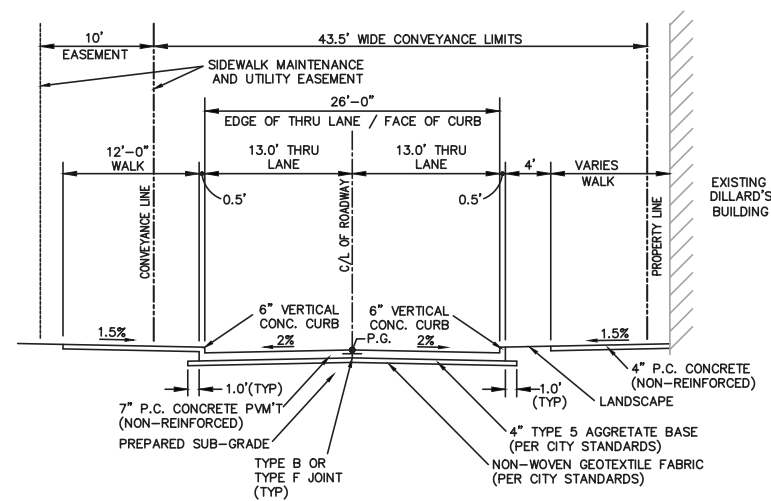
Maizlish Boulevard

2-Lane Section

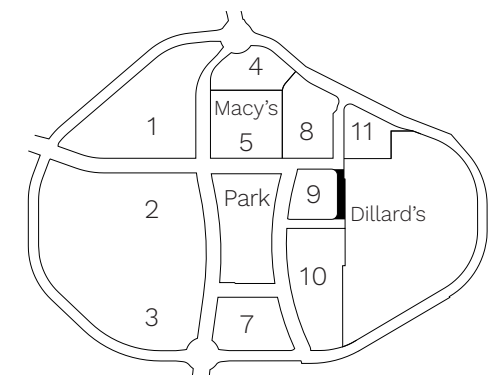
(Between Lot 9 and Dillard's)



Private open Space within Property Line, Per Individual Building Design



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



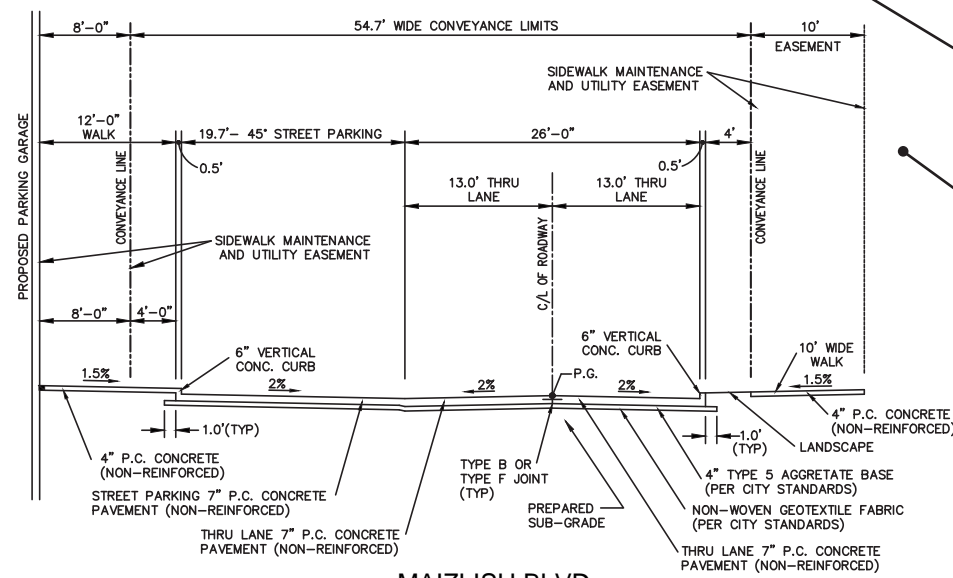
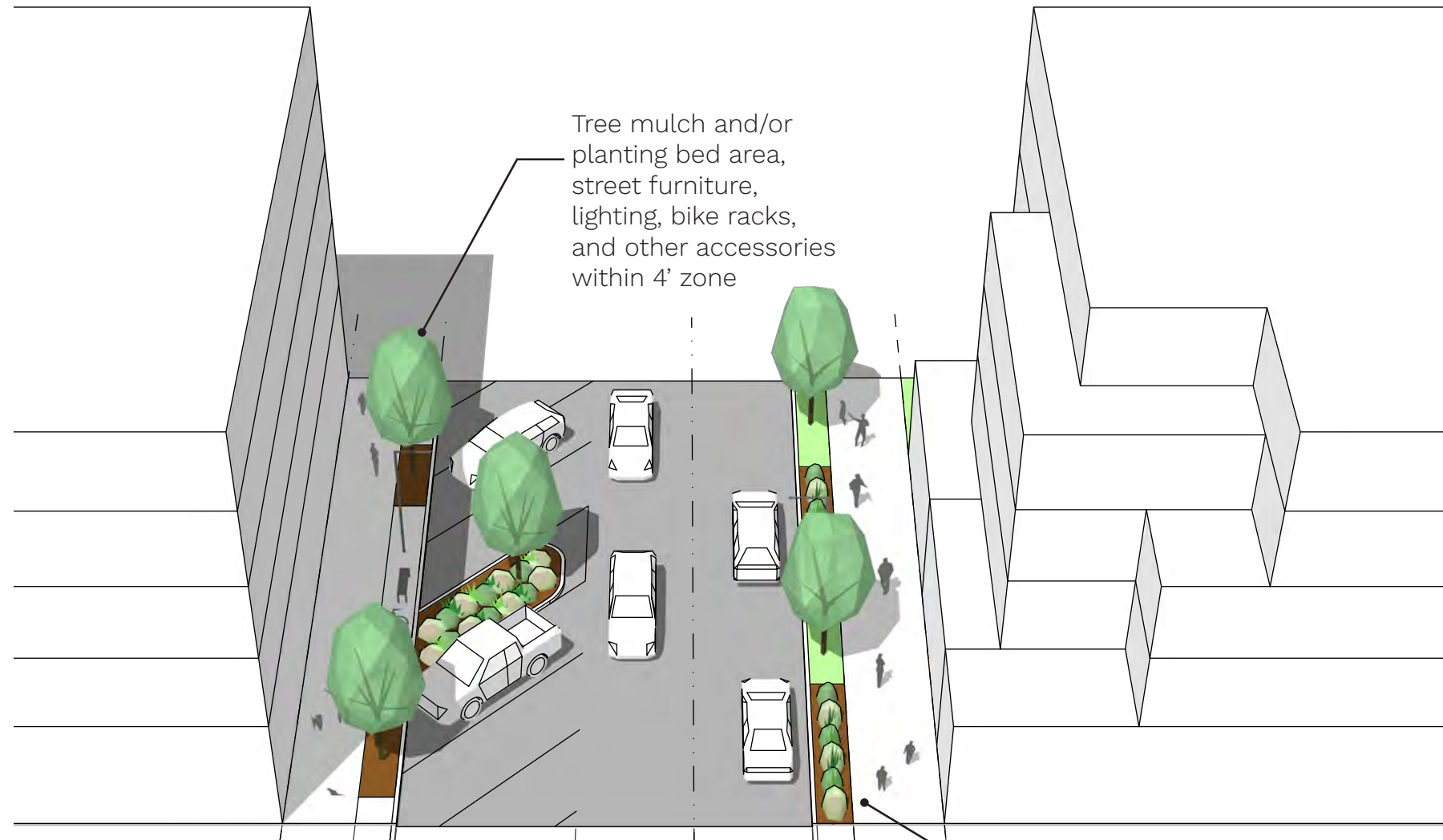
Street Section Location Key N.T.S.

Street Sections

Green & Maizlish Boulevard

2-Lane Section

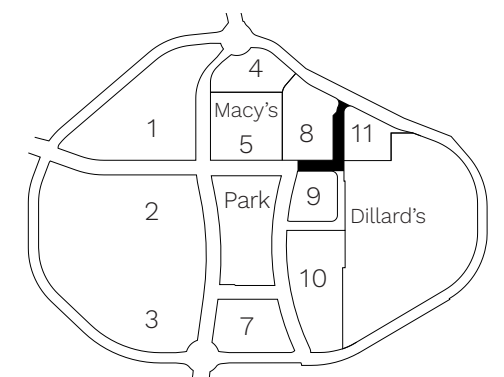
(Between Lots 8-9 and 8-11)



MAIZLISH BLVD.
(BETWEEN AREA 8 AND AREA 11)

Continuous landscape strip

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

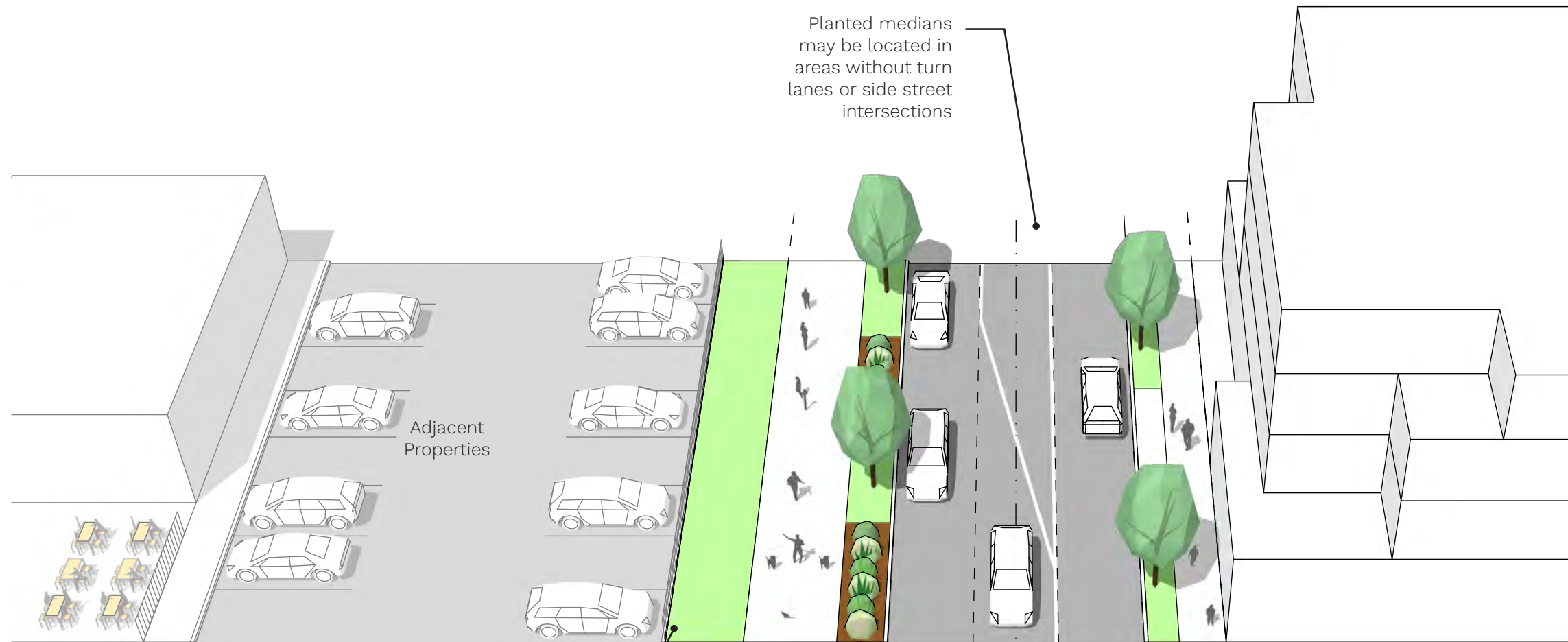


Street Section Location Key N.T.S.

Street Sections

Downtown Chesterfield Boulevard

Ring Road



Planted medians may be located in areas without turn lanes or side street intersections

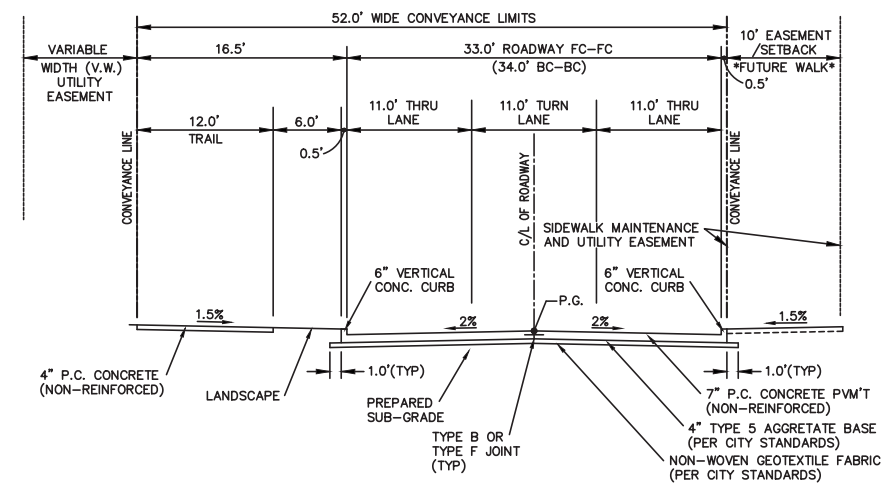
Adjacent Properties

Landscaping, excluding trees, is encouraged within the utility easement

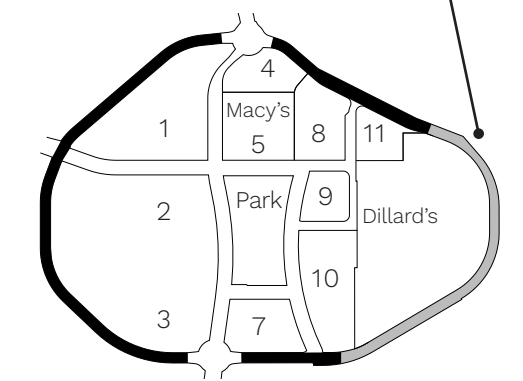
FUTURE WALK - A 10' SIDEWALK ALONG DOWNTOWN CHESTERFIELD BLVD. SHALL BE CONSTRUCTED AS EACH LOT DEVELOPS.

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

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



DOWNTOWN CHESTERFIELD BLVD. (TYPICAL LOOP ROAD SECTION)

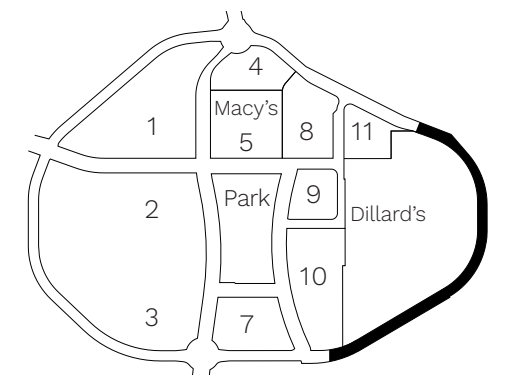
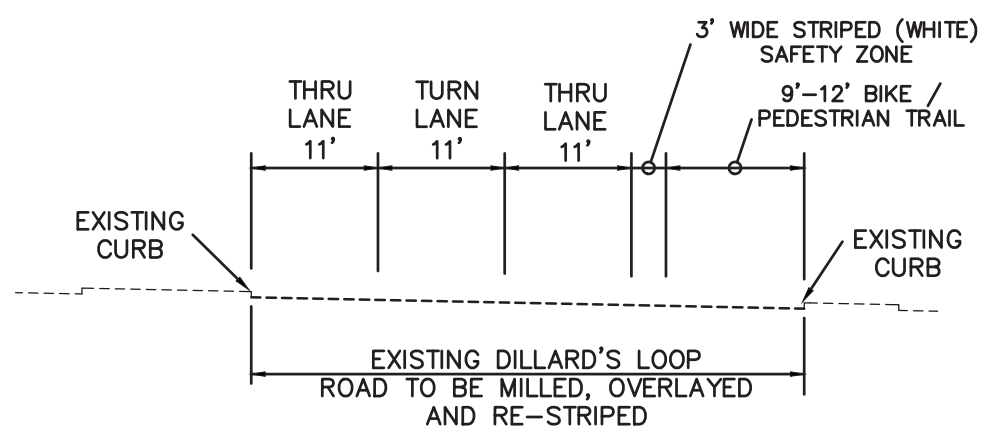
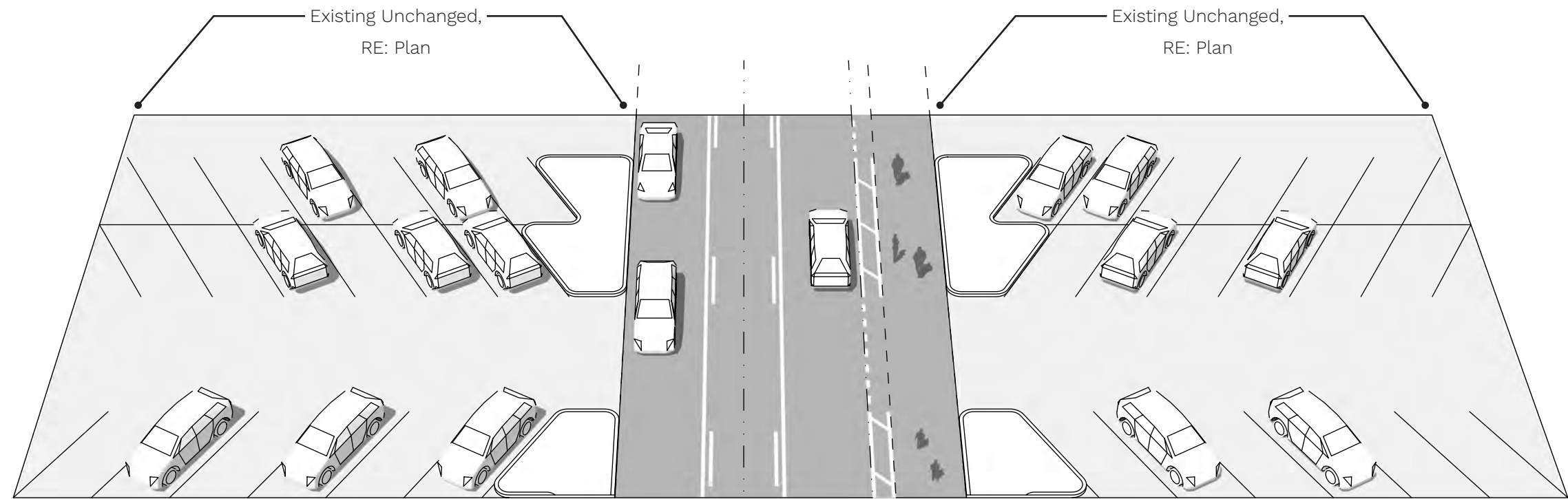


Street Section Location Key N.T.S.

Street Sections

Downtown Chesterfield Boulevard

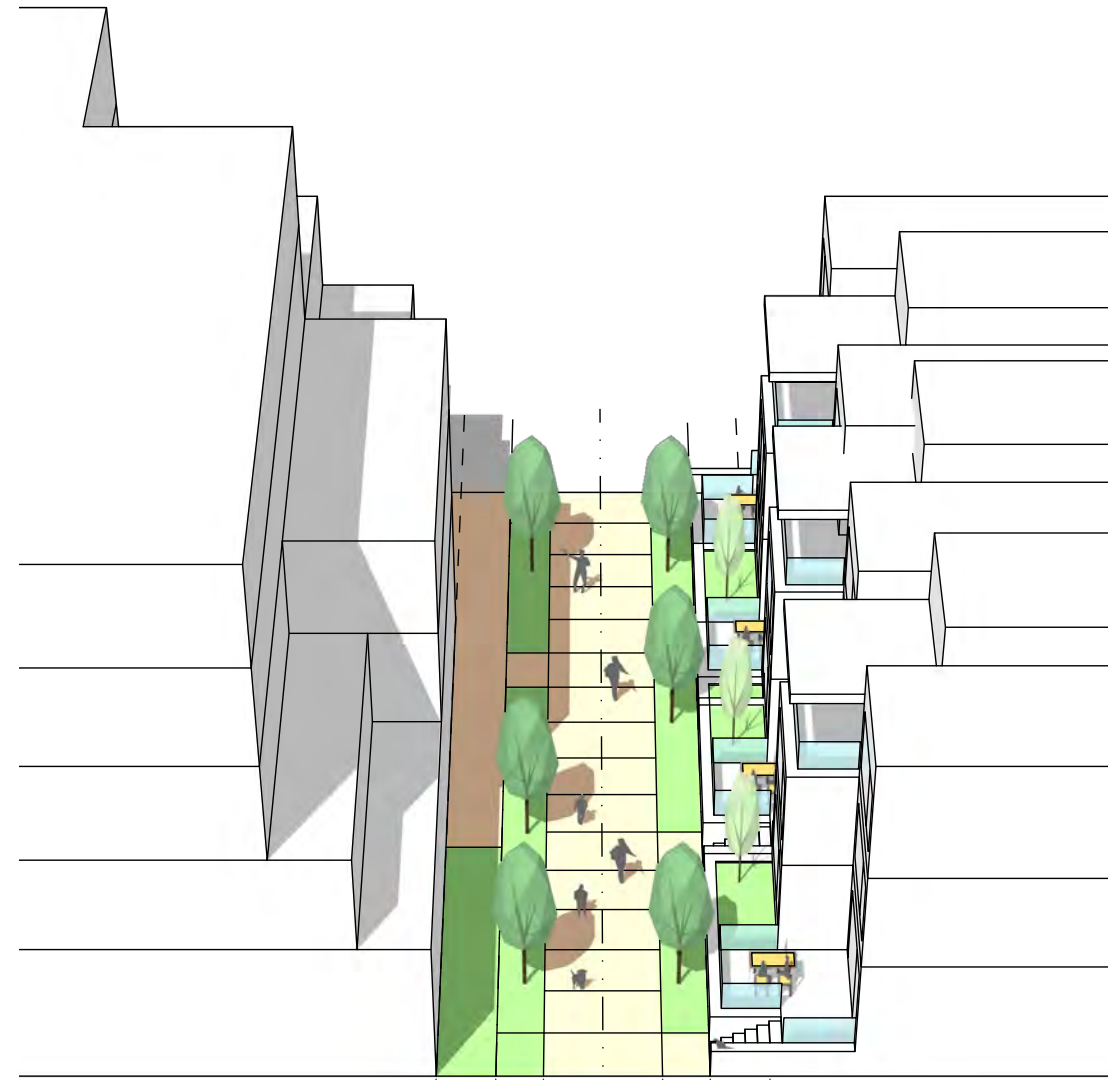
Overlay Dillard's Ring Road



Street Section Location Key N.T.S.

Street Sections

10' Pedestrian Path

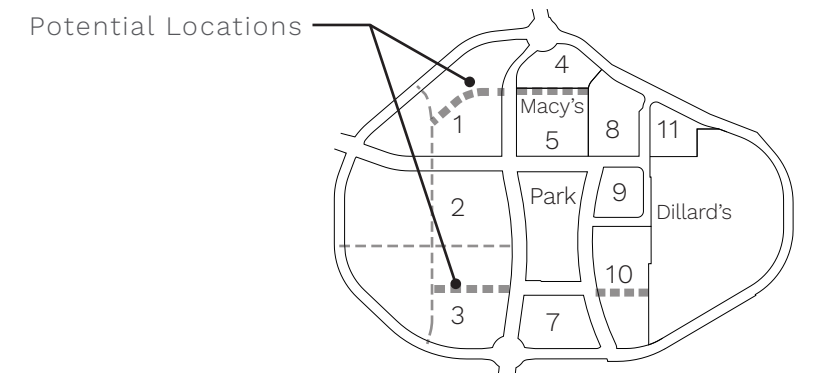
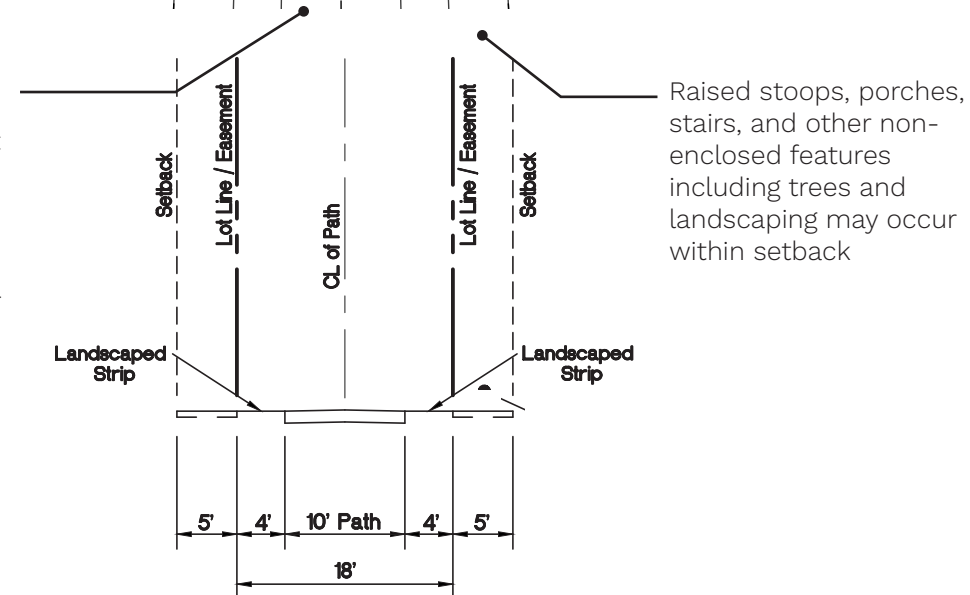


Notes:

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

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



Street Section Location Key N.T.S.

Street Sections

10' Pedestrian Path at Internal Street

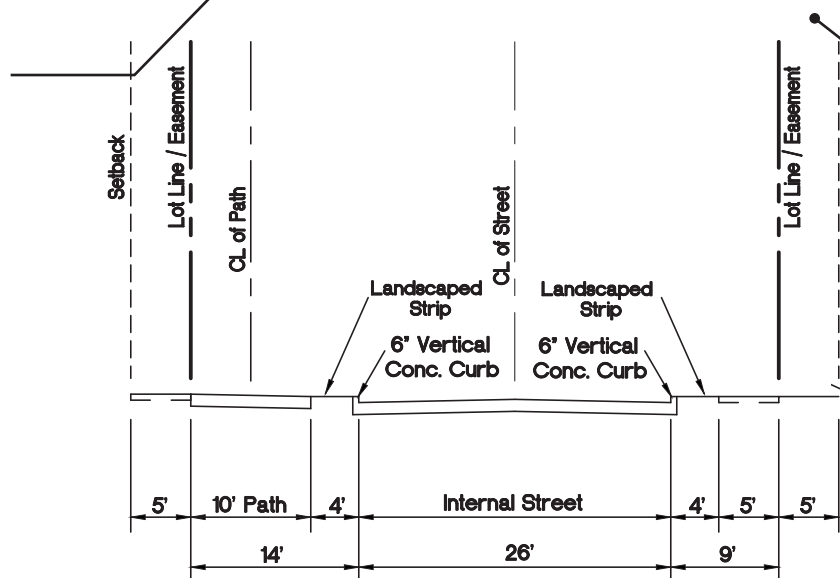
Notes:

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.

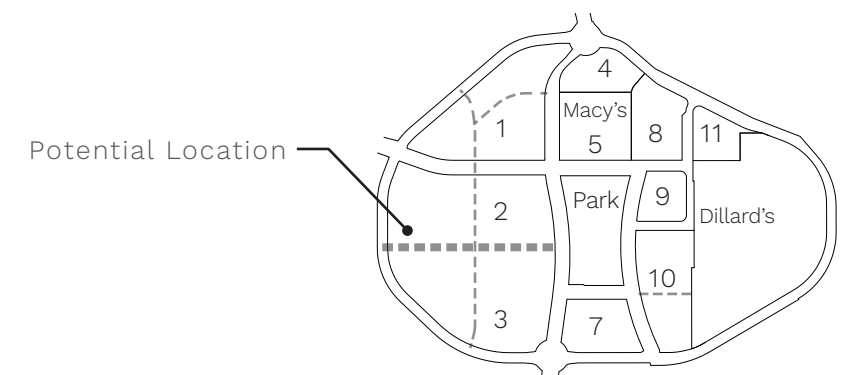
- Private land with public access easement
- May contain utilities, though space must be provided for trees as shown
- Concrete is the standard paving material, but accent scoring, coloring, texture and alternate materials are encouraged to accent key intersections and locations as necessary
- Vehicle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

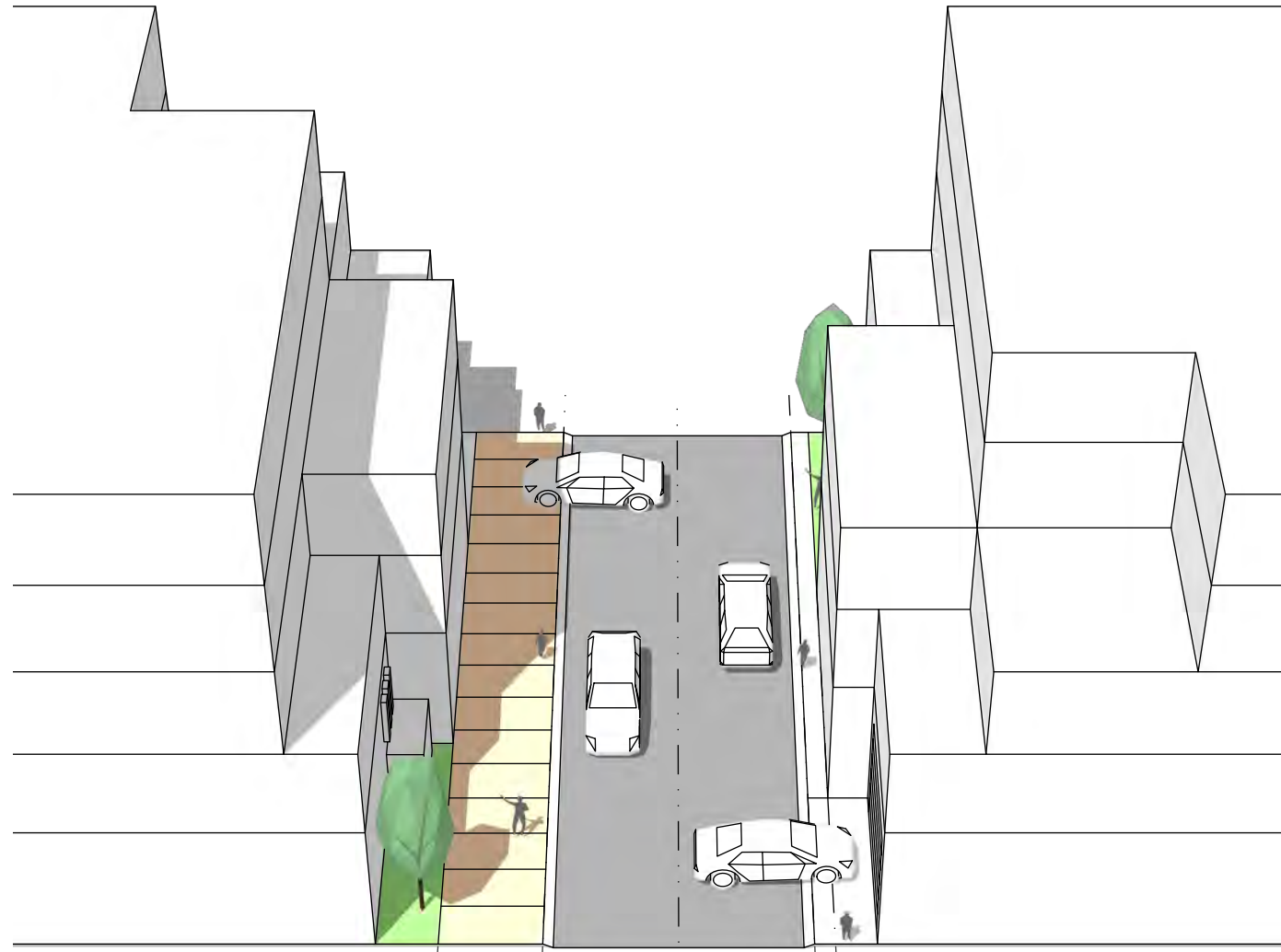
Street Sections

10' Pedestrian Path at Internal Alley

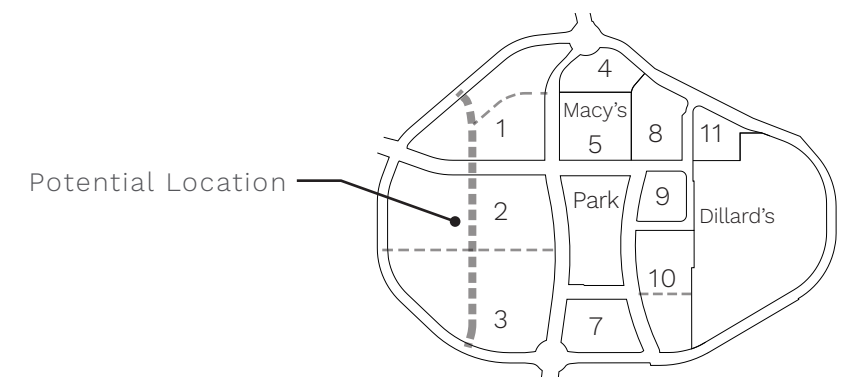
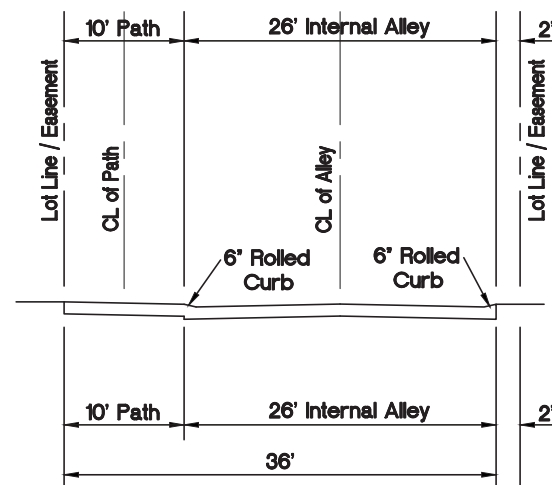
Notes:

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



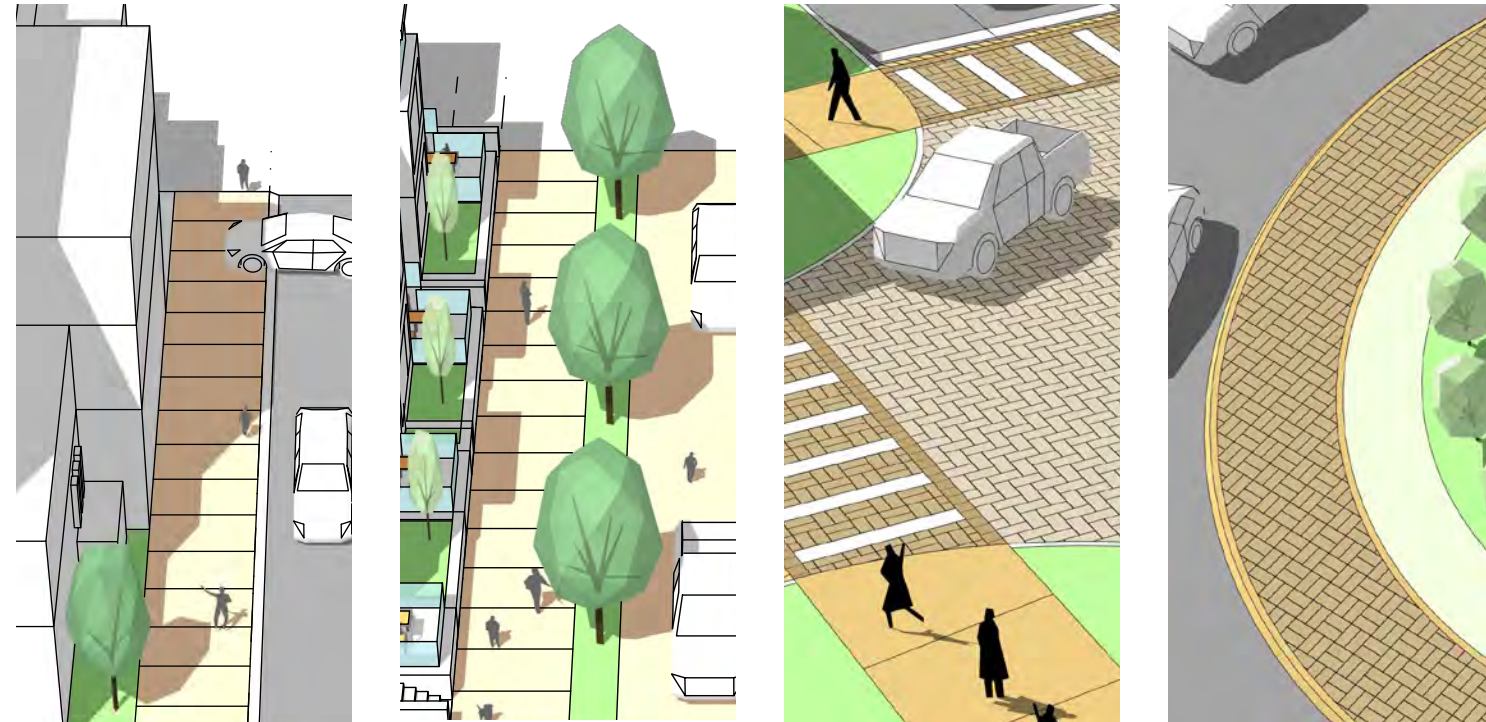
Throughout the project, the pedestrian path should maintain design scheme that is distinct from other sidewalk areas to create a strong identity. Patterned, textured, and stained concrete may be used, as well as pavers or other high quality hardscape materials.



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

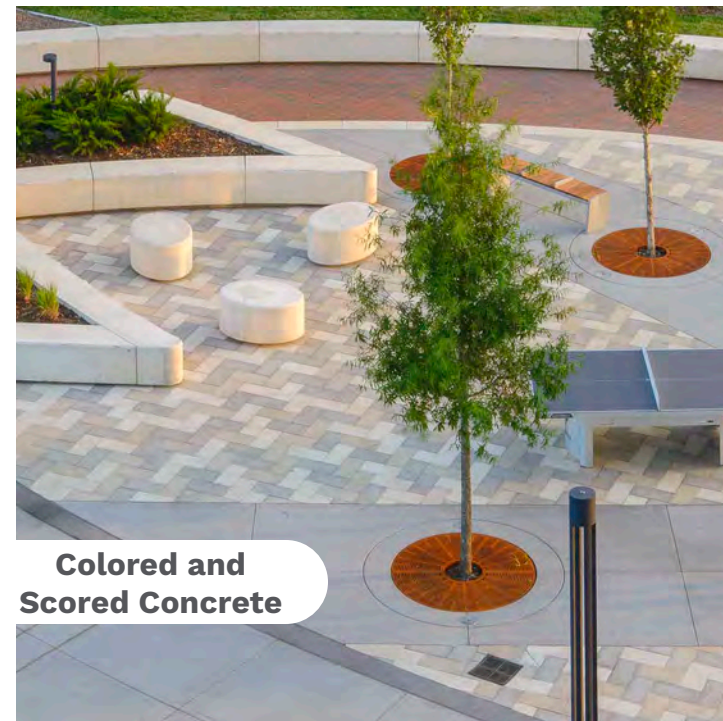
These areas are to receive a design utilizing color, texture, and material that may fit the specific location and function, while providing a consistent identity for the overall neighborhood.

Appropriate concepts and strategies include:

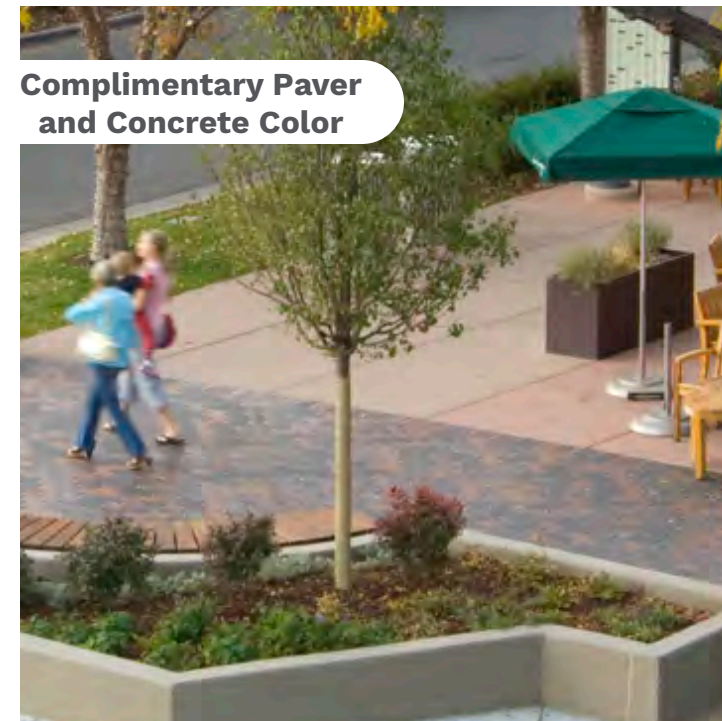
- Brick or concrete pavers
- Integrally stained and stamped concrete
- Sandblast or exposed aggregate textures
- Stone accents
- Patterns
- Decorative motifs



Large Format Stone and Pavers



Colored and Scored Concrete



Complimentary Paver and Concrete Color

Street Details

Landscaped Areas

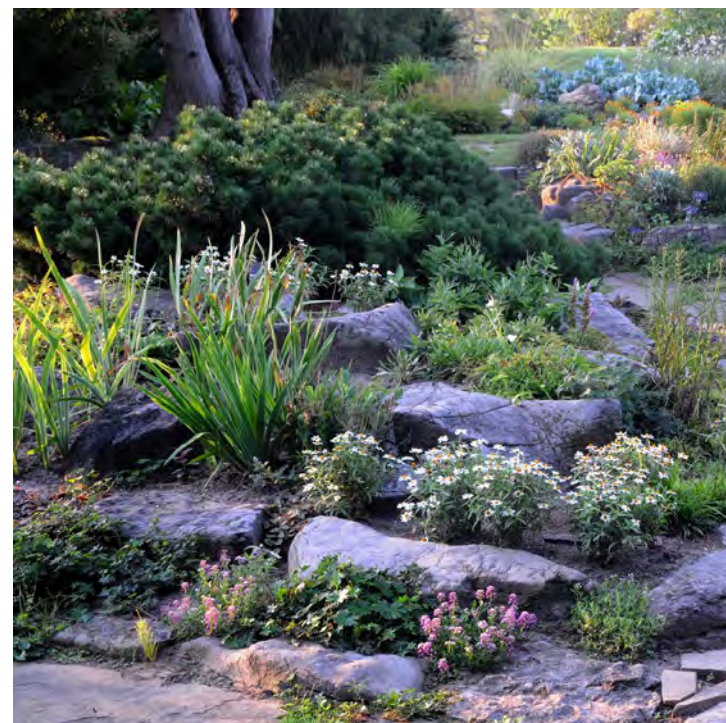


Intent

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

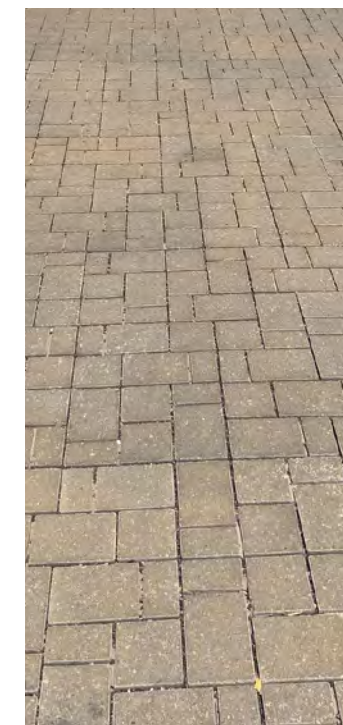
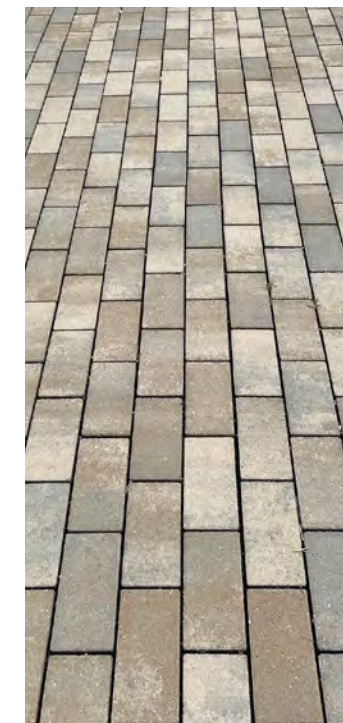
While turf grass is acceptable, the landscape design is encouraged to utilize a palette of mulch, rock, shrubs, ornamental grasses, and flowers.

- 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

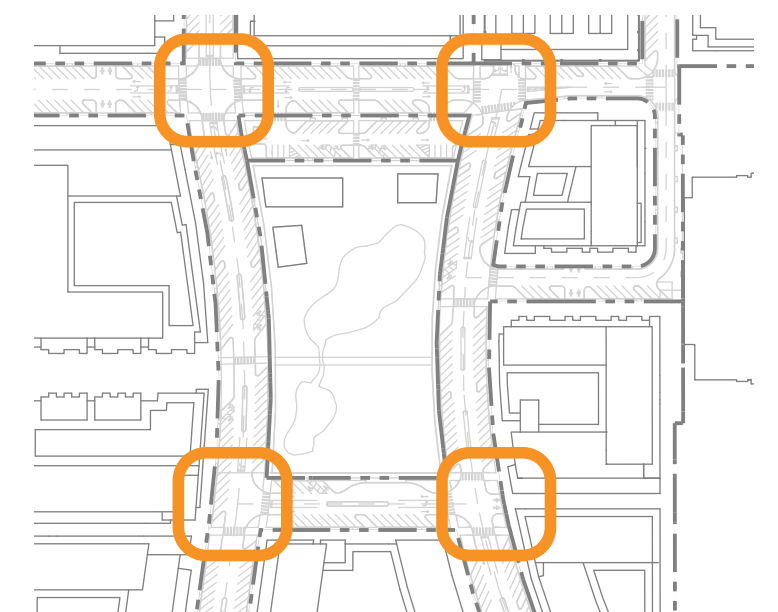


Intent

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.

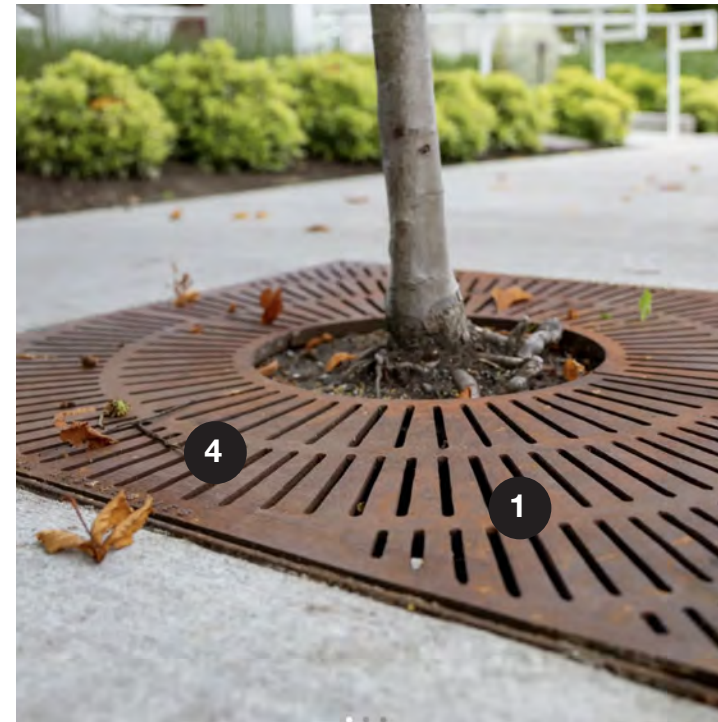
1. Intersection to be raised 2"-4" (re: Civil plans), the raised area includes the crosswalks.
2. Raised stamped concrete with herringbone, basketweave, or similar pattern.
3. Banding of stamped, colored concrete.
4. Crosswalks also to be rendered in stamped concrete with herringbone, basket-weave, or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

Locations



Street Details

Tree Grates

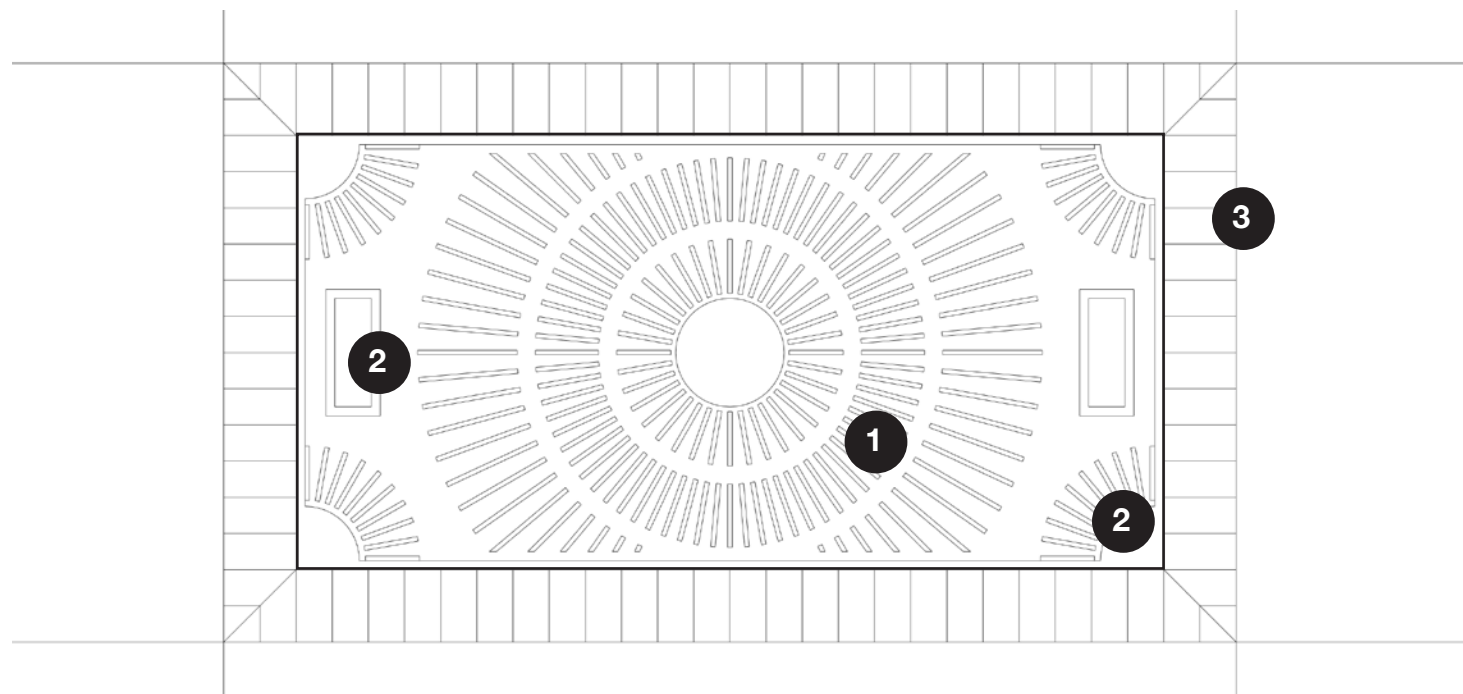


Intent

Street trees around the park and primary retail street will be located within tree 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

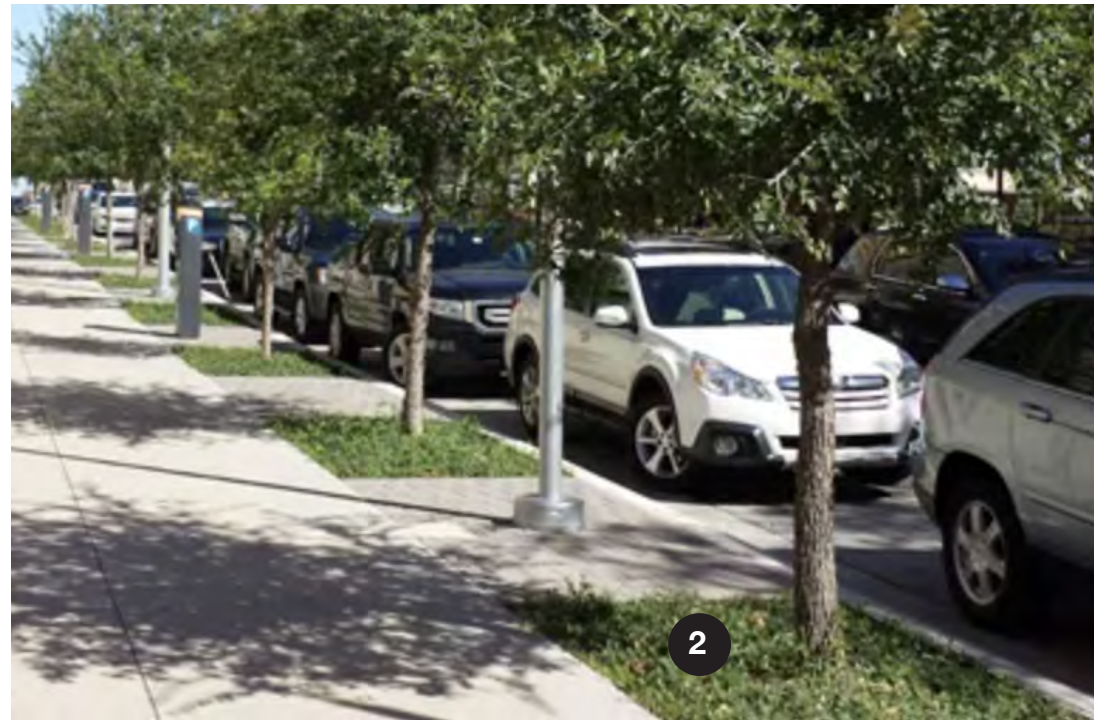
Intent

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

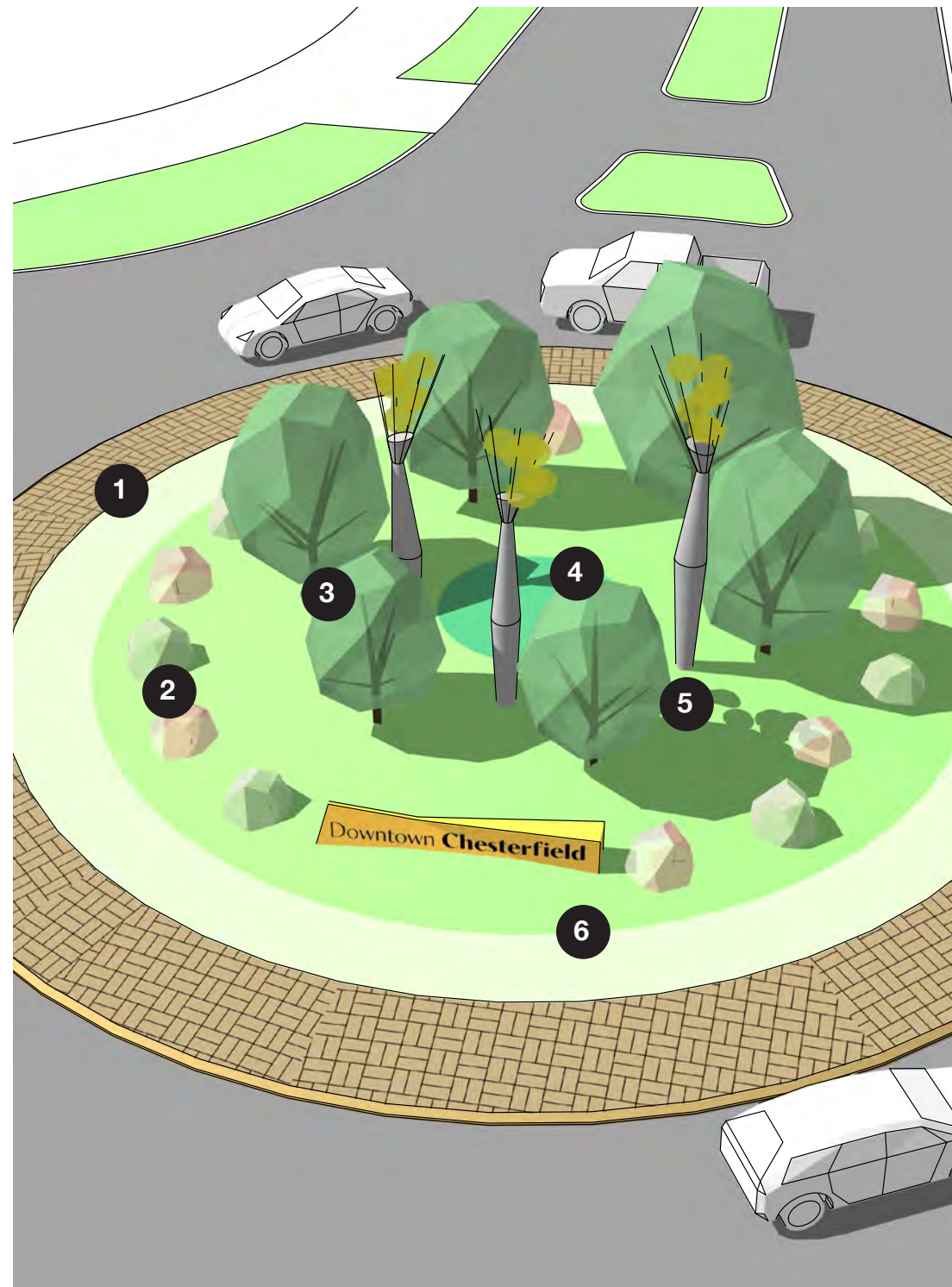
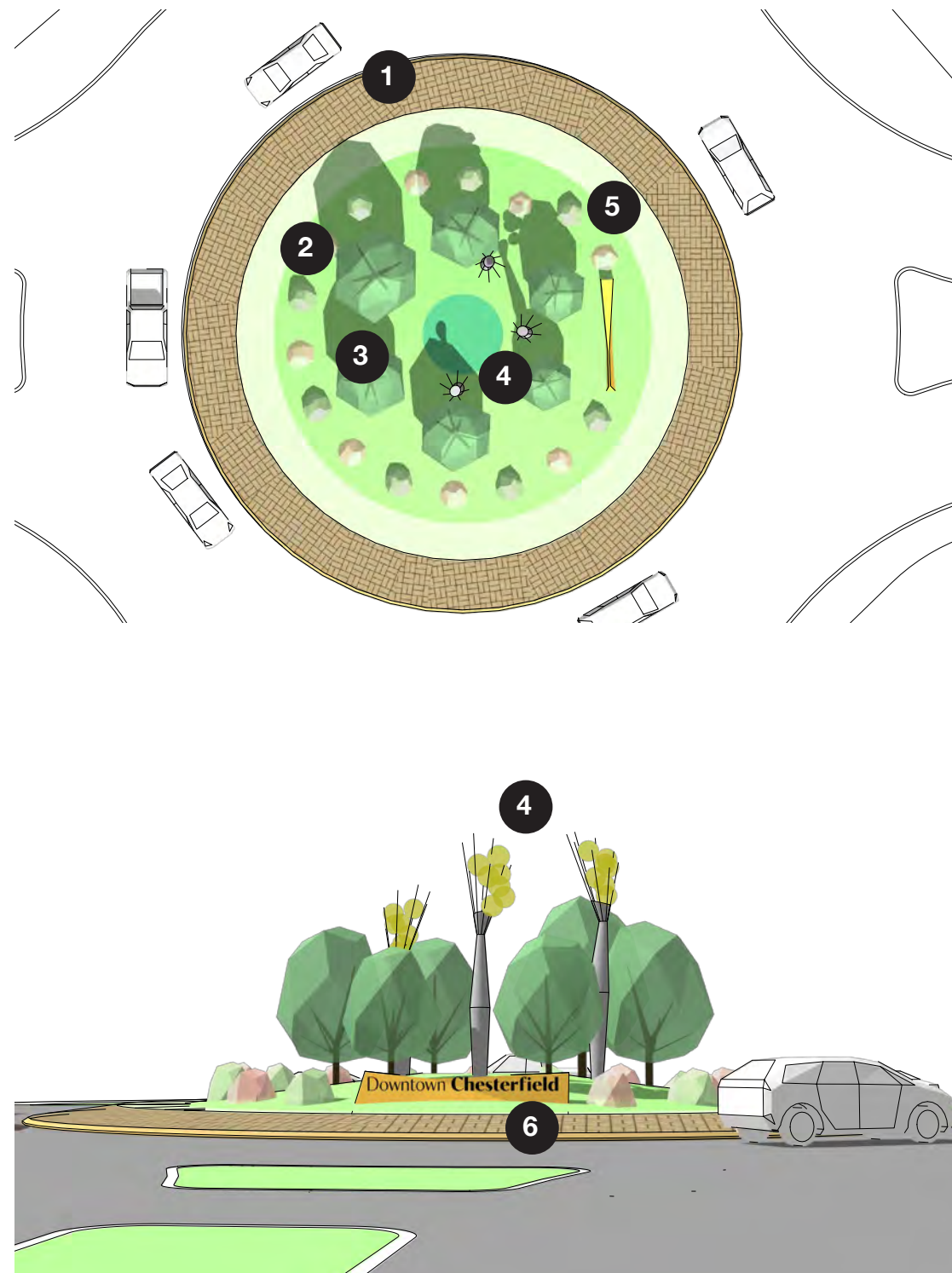
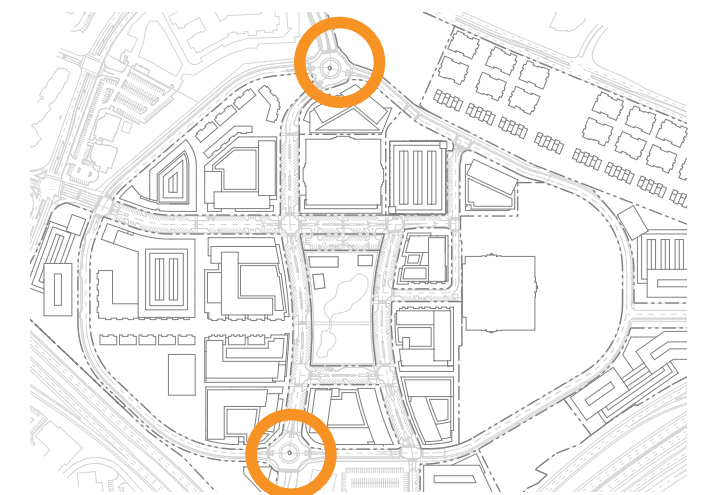
Entry Roundabouts

Intent

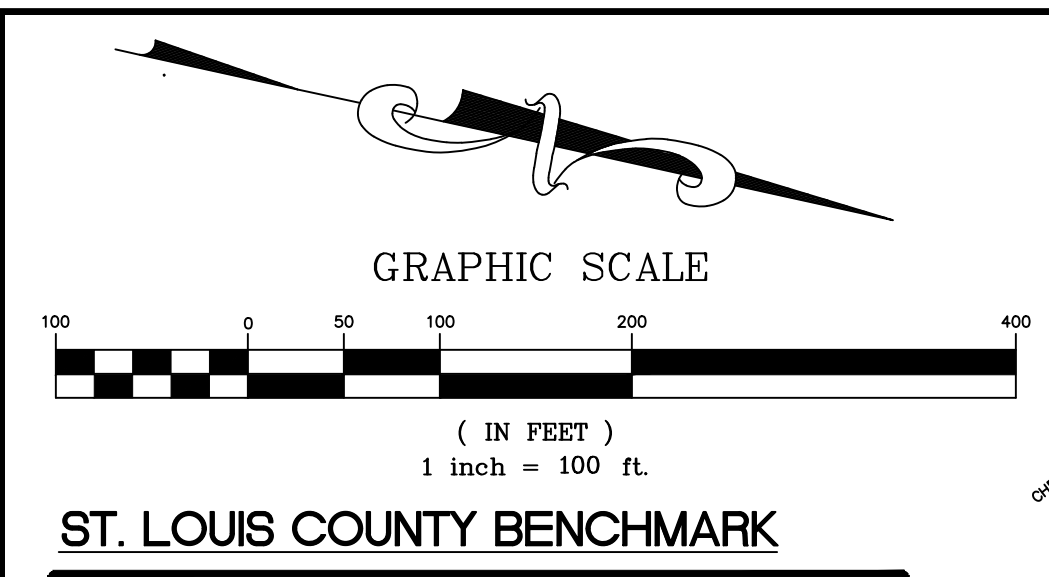
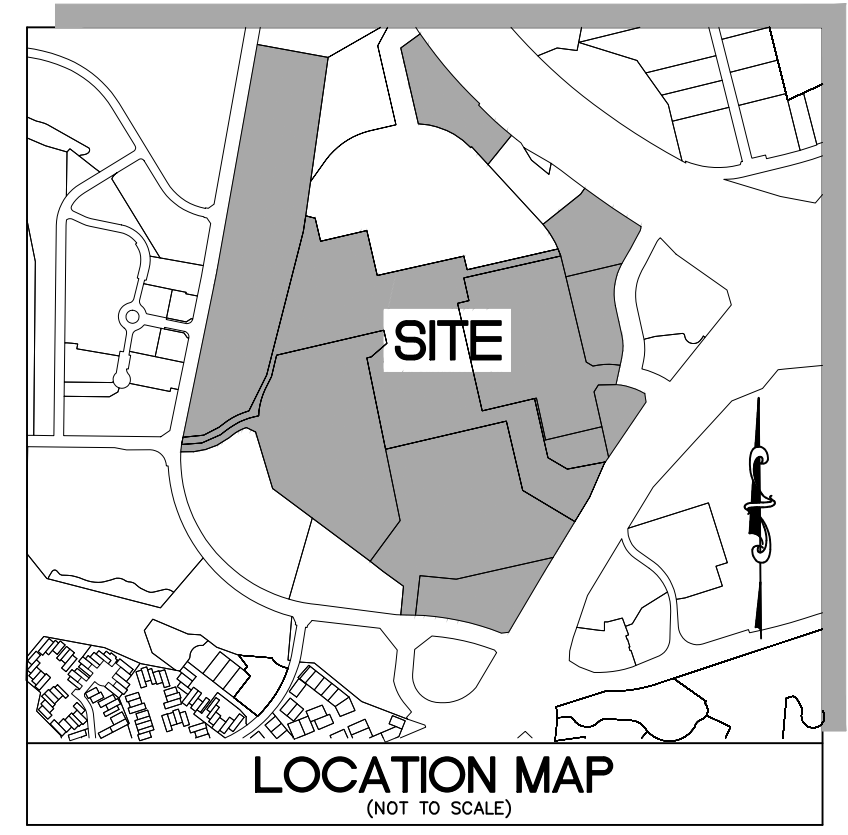
Downtown Chesterfield Boulevard features two roundabouts to efficiently move traffic, but they also serve as important neighborhood identity and welcoming elements. The roundabout design should reference the greater streetscape design language and should feature slightly elevated quality as the first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

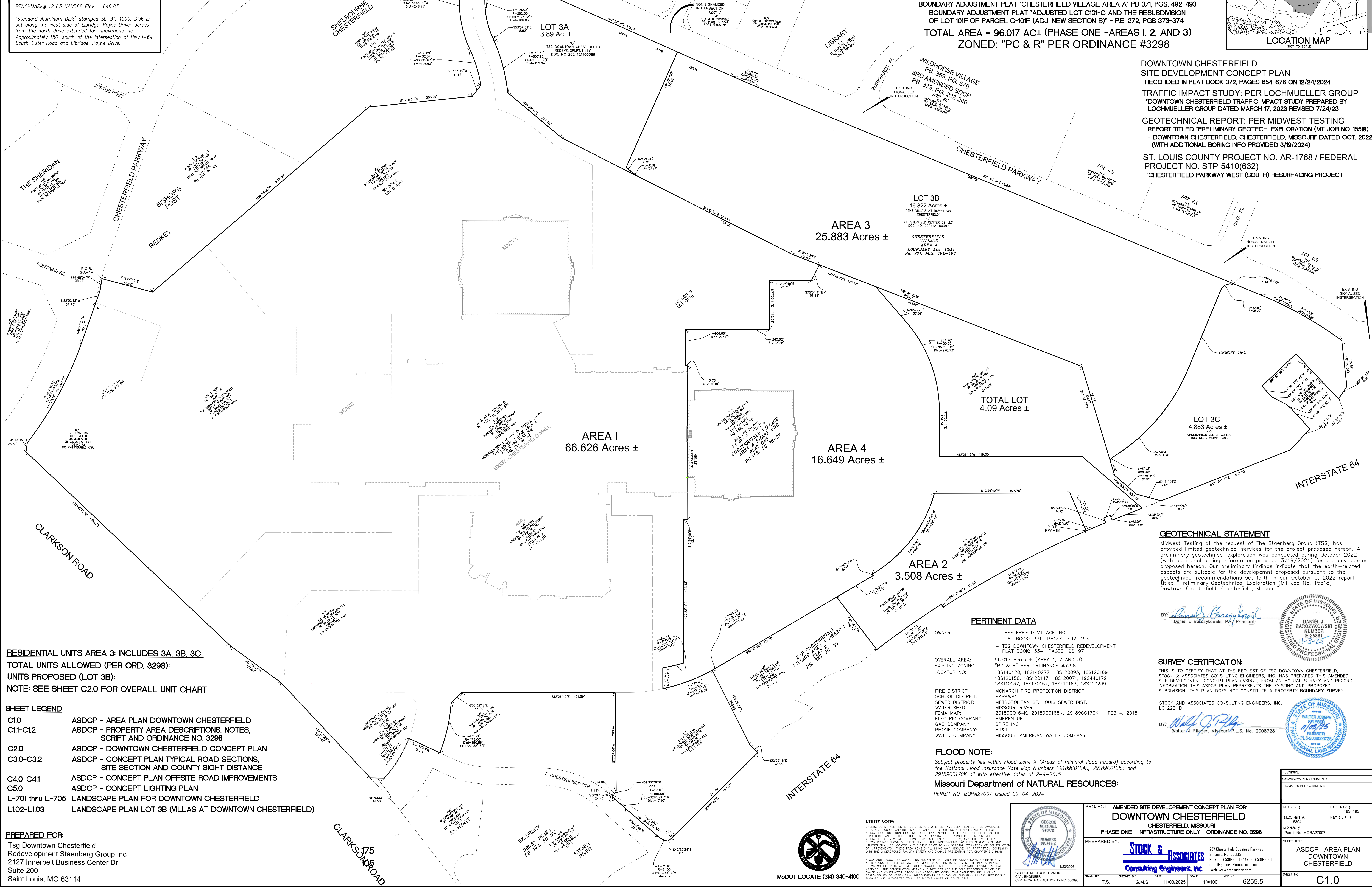
Locations



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
 DANIEL J. BARCZYKOWSKI
 LICENSE
 E-25581
 11-3-25

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

REVISIONS:	
1.02/2025 PER COMMENTS	
1.03/2025 PER COMMENTS	
M.S.D. P.#	BASE MAP #
S.L.C. H&T #	H&T SUFF. #
M.D.N.#	Permit No. MORA27007
SHEET TITLE:	ASDCP - AREA PLAN DOWNTOWN CHESTERFIELD
SHEET NO.:	C1.0

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) 530-8100 FAX: (636) 530-8100
 e-mail: general@stockandassociates.com
 Web: www.stockandassociates.com

DATE: 11/03/2025
 SCALE: 1"=100'
 JOB NO: 6255.5

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

MoDOT LOCATE (314) 340-4100

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 Southeasterly along said line, South 57 degrees 07 minutes 42 seconds East, 21.18 feet; South 42 degrees 52 minutes 34 seconds East, 8.16 feet to the beginning of a non-tangent curve to the right having a radius of 61.00 feet, an arc length of 31.10 feet and a chord which bears South 13 degrees 33 minutes 13 seconds West, 30.76 feet; South 28 degrees 09 minutes 48 seconds West, 126.11 feet to the beginning of a curve to the right having a radius of 495.58 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; South 30 degrees 07 minutes 59 seconds West, 34.42 feet and North 69 degrees 47 minutes 38 seconds West, 19.46 feet to the eastern most corner of above said Lot C 106; thence along the southern line of said Lot C 106, South 77 degrees 7 minutes 6 seconds West, 290.42 feet; to the east line of New Section A of Lot C101F of above said Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One; thence along said east lines of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet to the beginning of a non-tangent curve to the right having a radius of 473.00 feet, and along said curve with an arc length of 151.21 feet and a chord which bears South 89 degrees 38 minutes 16 seconds East, 150.56 feet; thence crossing Chesterfield Center Drive: South 12 degrees 32 minutes 53 seconds West, 100.14 feet to the north line of Lot C 102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the right having a radius of 373.00 feet; thence along said north line and last said curve with an arc length of 137.75 feet and a chord which bears South 70 degrees 43 minutes 56 seconds East, 136.97 feet; thence South 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clark 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 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 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 34 minutes 17 seconds East, 735.22 feet to the beginning of a curve to the left having a radius of 3,036.50 feet; along said curve with an arc length of 79.87 feet and a chord which bears North 10 degrees 49 minutes 04 seconds East 79.87 feet; North 10 degrees 03 minutes 51 seconds East, 1,599.81 feet to the beginning of a non-tangent curve to the right having a radius of 1,113.50 feet and a chord which bears North 17 degrees 03 minutes 36 seconds East, 269.98 feet and North 71 degrees 18 minutes 34 seconds East, 135.85 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width; thence along said right-of-way line the following: South 69 degrees 05 minutes 13 seconds East, 32.21 feet and South 59 degrees 27 minutes 09 seconds East, 11.64 feet to the northwest corner of a tract of land as conveyed to First Baptist Church, by instrument recorded in Book 5232, Page 199 of above said records, thence along the west, south and eastern lines of said Church tract the following courses and distances: South 34 degrees 10 minutes 41 seconds West, 180.51 feet; South 55 degrees 53 minutes 58 seconds East, 137.63 feet; North 34 degrees 59 minutes 13 seconds East, 43.04 feet; North 15 degrees 05 minutes 30 seconds East, 47.83 feet and North 27 degrees 03 minutes 38 seconds East, 17.67 feet and North 35 degrees 05 minutes 17 seconds East, 82.29 feet to the southern right-of-way line of above said Chesterfield Airport Road; thence along said right-of-way line the following: South 59 degrees 27 minutes 09 seconds East, 84.03 feet and South 33 degrees 54 minutes 11 seconds East, 408.23 feet to the easternmost corner of above said Lot C111; thence along the eastern and southern lines of said Chesterfield Village Area A Phase One Plat Two the following courses and distances: South 02 degrees 31 minutes 25 seconds West, 74.82 feet; South 28 degrees 18 minutes 26 seconds West, 85.00 feet; South 60 degrees 52 minutes 24 seconds West, 334.47 feet; South 08 degrees 46 minutes 20 seconds West, 912.12 feet; South 14 degrees 25 minutes 19 seconds West, a distance of 758.46 feet; South 27 degrees 29 minutes 54 seconds West, 207.73 feet to the beginning of a non-tangent curve to the left having a radius of 507.82 feet; along said curve with an arc length of 160.61 feet and a chord which bears South 62 degrees 41 minutes 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 39 seconds West, a distance of 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 262.50 feet; along said curve with an arc length of 191.02 feet and a chord which bears South 74 degrees 28 minutes 28 seconds West, 186.83 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING.

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

AREA 4 DESCRIPTION (NOT INCLUDED IN PHASE ONE SDCP)

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

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width.; thence along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.93 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet, South 55 degrees 50 minutes 01 second West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 47 seconds East, 20.37 feet; North 55 degrees 44 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of Lot C101D of above said Chesterfield Village A Phase One Plat One; thence along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 64 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots 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 LINE 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.

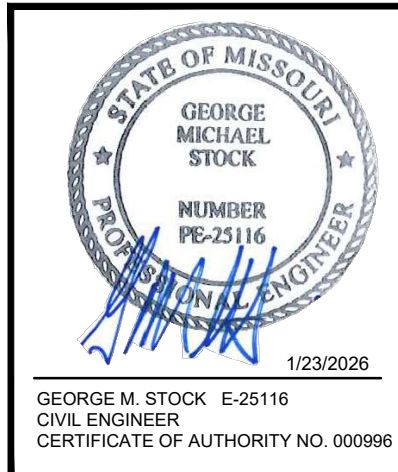
Notary Public

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.# _____ BASE MAP # _____ S.L.C. H&T # 3004 H&T S&L# # _____ M.D.N.# # _____ Permit No. MOR247007			
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 297 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9100 e-mail: gmv@stockandassociates.com Web: www.stockandassociates.com	SHEET TITLE: ASDCP - PROPERTY AREA DESCRIPTIONS, NOTES AND SCRIPT			
DRAWN BY: T.S.	CHECKED BY: G.M.S.	DATE: 11/03/2025	SCALE: 1"=100'	JOB NO. 6255.5	SHEET NO.: C1.1

AN ORDINANCE AMENDING CITY OF CHESTERFIELD ORDINANCE 3285 TO ADD AN ADDITIONAL PLANNED COMMERCIAL TO A PLANNED COMMERCIAL TO AN EXISTING 96.017-ACRES OF LAND ZONED "PC&R" PLANNED COMMERCIAL AND RESIDENTIAL DISTRICT LOCATED SOUTH OF INTERSTATE 44 AND WEST OF CLARKSON ROAD, AND EAST OF CHESTERFIELD PARKWAY.

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

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

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

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

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

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

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

AREA 1

Beginning at the southeastern corner of Lot C-108 of Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, said point also being located on the northern right-of-way line of West Chesterfield Parkway, variable width, thence along the eastern line of said Lot C-108, North 02 degrees 24 minutes 28 seconds East, 153.30 feet to the northeastern corner thereof, thence along the northeastern line of said Lot C108 and 1-1 of the Chesterfield Village Area "A" Phase One Plat One Lot 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 East, 837.00 feet; North 18 degrees 15 minutes 05 seconds West, 305.01 feet and North 68 degrees 10 minutes 43 seconds East, 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 tangent curve to the right having a radius of 338.26 feet an arc length of 254.23 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 248.28 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of said Lot C-108, 14.47 feet; thence along 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 C-110 of Chesterfield Village A Phase One Plat One, a subdivision 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: North 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 33 seconds East, 8.62 feet to the beginning of a non-tangent curve to the left 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 28 seconds East, 207.73 feet; North 14 degrees 18 minutes 12 seconds East, 738.46 feet and North 08 degrees 46 minutes 20 seconds East, 85.00 feet to the northeast 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 304, Pages 65 and 66A, 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, 41.67 feet; thence along 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 northern line of said New Section B to the beginning of a non-tangent curve to the right having a radius of 500.16 feet; along said curve with an arc length of 62.49 feet and a chord which bears South 25 degrees 27 minutes 18 seconds East, 62.45 feet to the 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 eastern line of 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; said south line along the northern and southern lines of said Lot C 106; thence along the northern line 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 developed by City of Chesterfield Ordinance Number 511, and recorded in Book 8872, Page 2431 of above said records; thence along the east and south lines of said Lot C101C 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 495.38 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; and 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 33 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 line of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet to the beginning of a non-tangent curve to the right having a radius of 473.00 feet, and along said curve with an arc length of 151.21 feet and a chord which bears South 89 degrees 38 minutes 16 seconds East, 150.56 feet; thence crossing Chesterfield Center Drive; South 12 degrees 32 minutes 53 seconds West, 100.14 feet to the north line of Lot C 112 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, 382.69 feet; South 23 degrees 53 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 51 seconds West, 332.74 feet; North 82 degrees 51 minutes 36 seconds West, 126.21 feet; North 82 degrees 52 minutes 12 seconds West, 37.73 feet and South 86 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING. Containing 2,902,238 square feet or 66.626 acres, more or less.

AREA 2

A tract of land being Lot 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 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 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, 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 non-tangent curve to the left having a radius of 2,924.93 feet, an arc length of 381.79 feet and a chord which bears South 47 degrees 25 minutes 50 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 307.00 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, 121.24 feet to the POINT OF BEGINNING. Containing 152,812 square feet or 3.508 acres, more or less.

AREA 3

Tracts of land being Lots C110, C111, C112, and C113 of Chesterfield Village Area A Phase One Plat Two as recorded in Plat Book 166, Page 84; and Part of...

Us. Survey 415, as described in Book 10308, Page 1461 both of the St. Louis County records, located in U.S. Surveys 415 and 2022, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the southwestern corner of above said Lot C110, said point also being located on the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a non-tangent curve to the right having a radius of 763.50 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 45.90 feet and a chord which bears North 10 degrees 04 minutes 33 seconds East, 45.90 feet; North 11 degrees 34 minutes 17 seconds East, 735.22 feet to the beginning of a curve to the left having a radius of 3,036.50 feet, along said curve with an arc length of 79.77 feet and a chord which bears North 10 degrees 49 minutes 04 seconds East, 79.77 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, 135.83 feet to the 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 69 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 13 degrees 05 minutes 30 seconds West, 47.83 feet; North 27 degrees 03 minutes 34 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 69 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 One the following courses and distances: North 28 degrees 08 minutes 42 seconds West, 74.84 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 47 degrees 25 minutes 19 seconds West, a distance of 738.46 feet; South 27 degrees 29 minutes 28 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 North 62 degrees 41 minutes 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 33 seconds West, 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 33 seconds West, an arc length 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 tangent curve to the right having a radius of 196.83 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING. Containing 1,127,465 square feet or 25.883 acres more or less.

AREA 4

A tract of land being Lot C101C of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 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 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 62 degrees 03 minutes 57 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 feet and a chord which bears South 33 degrees 02 minutes 19 seconds West, 12.29 feet; South 53 degrees 30 minutes 01 second West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 34 degrees 40 minutes 47 seconds East, 20.37 feet; North 33 degrees 01 seconds West, 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 13 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds West, 196.83 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.

Section 2.

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

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

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

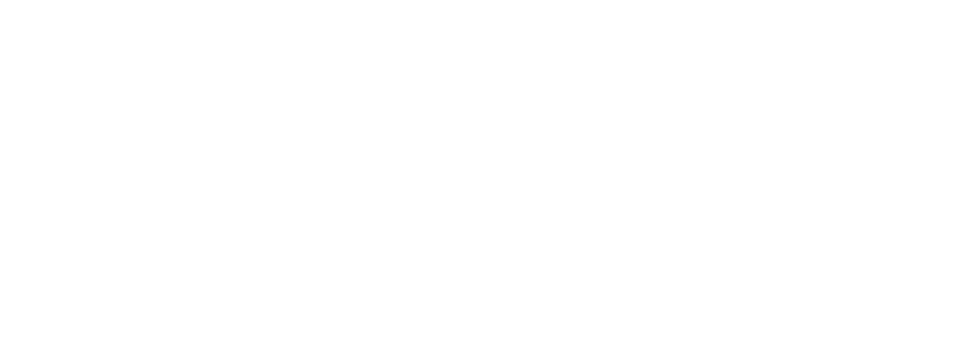
Section 5. This ordinance shall be in full force and effect from and after its passage and approval.

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

Bob Patton, PRESIDENT OFFICER, Bob Patton, MAYOR

Vickie McGownd, CITY CLERK

ATTENT: FIRST READING HELD: 5/6/2024



ATTACHMENT A

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

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

I. SPECIFIC CRITERIA FOR ALL DEVELOPMENT

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

A. PERMITTED USES

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

B. CULINDING AND STRUCTURE FUNCTION

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

D. PARKING AND LOADING REQUIREMENTS

- 1. Public parking garages and on-street parking satisfies parking requirements for all ground floor commercial (retail, restaurant or other pedestrian-oriented uses), as defined on the Site Development Concept Plan or Site Development Section Plans. All other uses shall provide parking in accordance with this ordinance.
2. Public parking in garages and on-street parking for the existing development in Area 1 shall be minimized and designed to mitigate the visual impact on the development and be consistent with the purpose and intent of this PC&R District.
3. Off-street parking located within Area 4 of the Preliminary Development Plan shall be permitted surface parking. In the event of new development, redevelopment within the Area, surface parking shall be subject to sub-section D.4 above.
4. Joint parking to meet minimum parking standards may be permitted through approval of the Site Development Section Plan and shall require an appropriate legal instrument binding the owners of the properties and their successors and assigns to the agreement.
5. Parking lots shall not be used as streets.
6. No construction related parking shall be permitted within rights of way or on any existing roadways. All construction related parking shall be confined to the District. Construction parking shall be depicted on all improvement Plans for lots within the District.

E. LANDSCAPING AND TREE REQUIREMENTS

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

F. SIGN REQUIREMENTS

- 1. The development shall adhere the City's Sign Code and/or submit a Comprehensive Sign Package by Area as depicted in the Site Development Concept Plan and/or Site Development Section Plans. All individual signs including street and wayfinding signage in the public and private spaces shall be coordinated and consistent with the signage concept contained therein.
2. The District shall prioritize the following:
a. Ground floor development shall be a mix of pedestrian-oriented commercial/retail in the following locations: on the portion of the parcels that face the primary streets that flank Park Area R2 (parcels A1, A2, A3, A4, A5 and R1) and on the portion of the parcels that face the roundabout and primary street coming off Clarkson Road (parcels A5 and A6) and the corner parcel of the primary street and pedestrian walkway (parcel B9) as shown on the Preliminary Development Plan.

1. The developer shall submit design standards for public spaces and street character in the Site Development Concept Plan and/or Site Development Section Plans. Site Development Concept and/or Section Plans shall contain design standards that create visually appealing development pattern consistent with the intent of the Downtown Concept. Section Plans shall contain architectural elevations, colored renderings and building materials to be reviewed by the Architectural Review Board and subject to approval by the Planning Commission.

2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of exterior walls may be varied in height, depth, or directions.

3. Trash enclosures: The location, material, and elevation of any trash enclosure will be approved on the Site Development Concept Plan or Site Development Section Plan. All exterior trash areas, except pedestrian trash receptacles, will be enclosed with a trash enclosure with materials that are coordinated and consistent with the signage concept contained therein.

4. Mechanical equipment shall be adequately screened in accordance to the Architecture Review Design Standards.

I. ACCESS/ACCESS MANAGEMENT

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

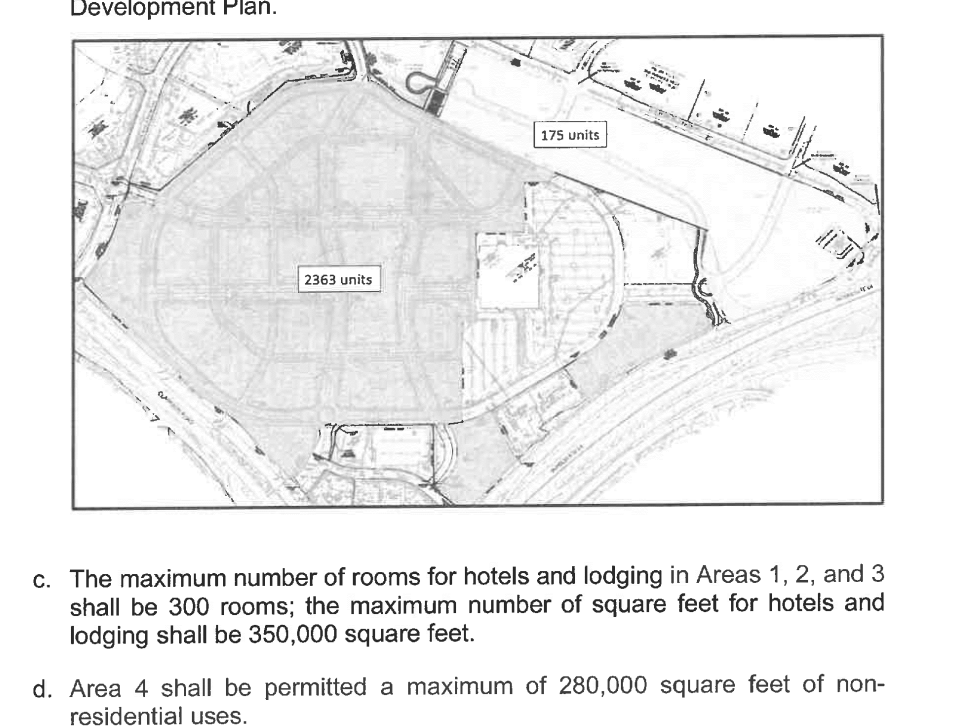
3. Hours of Operation

a. Hours of operation for this "PC&R" District shall not be restricted.

4. Telecommunication siting permits may be issued for wireless telecommunications facilities per the requirements of the City Code.

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

- 1. Density Limitations
a. The cumulative gross floor area for Commercial Uses in this District for Areas 1, 2, and 3 shall be limited to not more than a Floor Area Ratio (F.A.R.) of 75 Floor Area Ratio (F.A.R.) shall be Calculated as Total Gross Floor Area of all buildings divided by the Gross Area of land within the "PC&R" District. F.A.R. shall not be calculated on a lot-by-lot basis.
b. The maximum number of residential units allowable within Areas 1, 2, and 3 of this District shall not be more than 2383 units cumulatively on Parcels A1-A10, B1, B2, B3, B8, B9, R1, R3, R4 and R5 on the Preliminary Development Plan and 175 units on Parcels 3A and 3B on the Preliminary Development Plan.



- 4. On-street parking shall substantially conform with the Preliminary Development Plan. On-street parking stalls shall be designed and located such that vehicles do not back out into an intersection. Corner clearance distance shall be not less than 30 feet between the edge of the parking stall and the intersection. The design and layout of the on-street parking shall be finalized on the Site Development Concept Plan.
5. Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation, and the Missouri Department of Transportation as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
6. Additional right-of-way and road improvements shall be provided, as required by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.
7. Pedestrian crossing of roadways is required to be at a 90-degree angle in order to minimize the crossing distance for pedestrians.
8. Internal streets and sidewalks shall be private and remain private forever unless an alternate agreement is reached and executed between the City of Chesterfield and T&D Downtown Chesterfield Redevelopment Authority. The City of Chesterfield accepts the internal streets and sidewalks as public. The City is under no obligation to enter into such an agreement.

K. TRAFFIC STUDY

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

L. STORM WATER

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

M. SANITARY SEWER

1. Provide public sewer service for the site including sanitary flows, manly grates, lines and/or regional pump stations, in accordance with Metropolitan St. Louis Sewer District (MSD) and the City of Chesterfield regulations.
2. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.

3. Extension of public sanitary sewer lines will be necessary to serve this site and the sewer easement may be required. Private sanitary sewer laterals may not cross property lines. The receiving sanitary sewer system(s) shall be evaluated to ensure adequate capacity and to ensure the project has no negative impacts on the receiving sewer system.

4. The project is in the Calkins Creek Service Area and subject to the Calkins Creek Surcharge. Sanitary flow rates leaving the sites shall be limited to the maximum extent practical. The maximum allowable sanitary flow release rate is 1.88 CFS. The release rate includes all phases of the development as well as any existing uses.

MSD will allow the entire site to be connected to the public sanitary system as proposed after the completion of the Calkins B Pump Station Replacement project. MSD will allow a portion of the development to be connected to the system prior to the completion of the replacement pump station for Calkins B limited by based on the actual flows at the existing pump stations, its capacity, anticipated flows from the development.

6. Formal plan submittal and approval will be required by the MSD prior to the issuance of permits.

N. POWER OF REVIEW

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

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

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

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

G. LIGHTING REQUIREMENTS

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

P. GEOTECHNICAL REPORT

Prior to Site Development Plan approval, provide a geotechnical report, prepared by a registered professional engineer licensed to practice in the State of Missouri, as directed by the Department of Transportation and the Missouri Department of Transportation. The report shall verify the suitability of grading and proposed improvements with soil and geologic conditions and address the existence of any potential sinkholes, ponds, dams, septic fields, and/or recommendations for the preservation and maintenance of the site.

Q. SUPPLEMENTATION, MODIFICATION, AND/OR ALTERATION

Upon application from a petitioner, any performance standard provided in this Attachment "A" or required by any other District regulation or Ordinance of the City shall be amended with a modification or alteration to the Site Development Concept Plan or Site Development Section Plan provided such supplement, modification and/or alteration will further the purpose and intent of the PC&R District. A public hearing must be required in the process and recommendations by the Planning Commission will be forwarded by the City Council for final approval.

R. MISCELLANEOUS

- 1. All utilities shall be installed underground.
2. Prior to record plat approval, the developer shall cause, at his expense and prior to recording any plat, the reestablishment, restoration or appropriate witnessing of Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary US Survey Corners located on or near the development project must be protected and shall be restored if disturbed or destroyed.

4. Cross access shall be provided to adjoining properties as directed by the City of Chesterfield.

J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

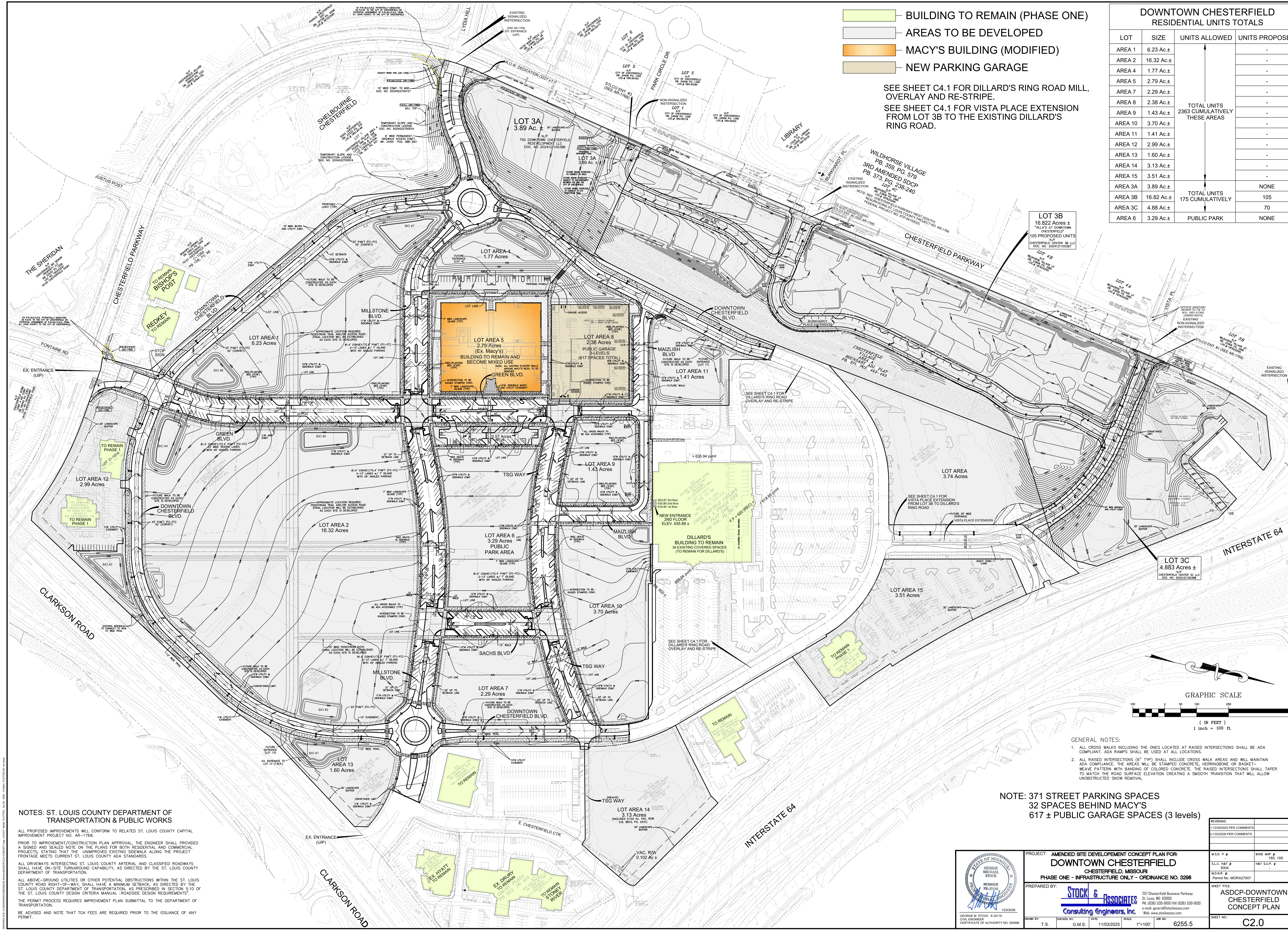
- 1. Sidewalks shall substantially conform with the Preliminary Development Plan. ADA compliant sidewalks will be required along all roadways and connections to existing sidewalks on roadways adjacent to the District shall be provided. The design and layout of the sidewalks and pedestrian ways shall be detailed in the Site Development Concept Plan and Site Development Section Plans.
2. Sidewalks and pedestrian trails/bicycle path shall provide future connectivity to adjacent developments and/or roadway projects. Sidewalks may be located on the lot and a chord which bears North 10 degrees 49 minutes 04 seconds East, 79.77 feet and a chord which bears North 10 degrees 03 minutes 51 seconds East, 1,599.81 feet or on private property within an easement dedicated to the City for public use but to be maintained by the property owner.
3. Evaluate and provide pedestrian access and connectivity from the District to Central Park in the Site Development Concept Plan.

- 4. On-street parking shall substantially conform with the Preliminary Development Plan. On-street parking stalls shall be designed and located such that vehicles do not back out into an intersection. Corner clearance distance shall be not less than 30 feet between the edge of the parking stall and the intersection. The design and layout of the on-street parking shall be finalized on the Site Development Concept Plan.
5. Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation, and the Missouri Department of Transportation as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
6. Additional right-of-way and road improvements shall be provided, as required by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.
7. Pedestrian crossing of roadways is required to be at a 90-degree angle in order to minimize the crossing distance for pedestrians.
8. Internal streets and sidewalks shall be private and remain private forever unless an alternate agreement is reached and executed between the City of Chesterfield and T&D Downtown Chesterfield Redevelopment Authority. The City of Chesterfield accepts the internal streets and sidewalks as public

- 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.±	TOTAL UNITS 175 CUMULATIVELY THESE AREAS	-
AREA 14	3.13 Ac.±		-
AREA 15	3.51 Ac.±		-
AREA 3A	3.89 Ac.±		-
AREA 3B	16.82 Ac.±	TOTAL UNITS 175 CUMULATIVELY	105
AREA 3C	4.88 Ac.±		70
AREA 6	3.29 Ac.±	PUBLIC PARK	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.

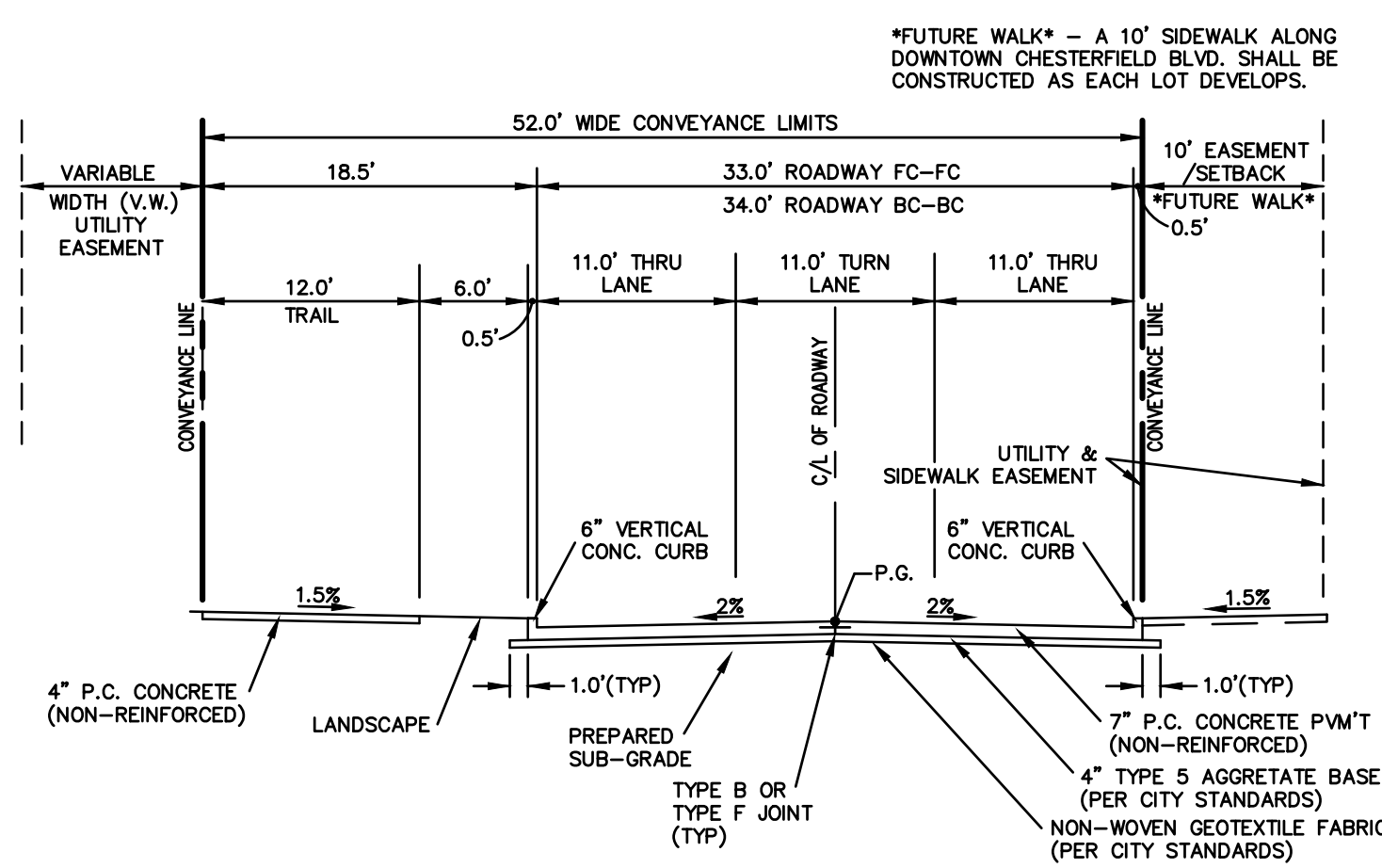
BE ADVISED AND NOTE THAT TGA FEES ARE REQUIRED PRIOR TO THE ISSUANCE OF ANY PERMIT.

GENERAL NOTES:

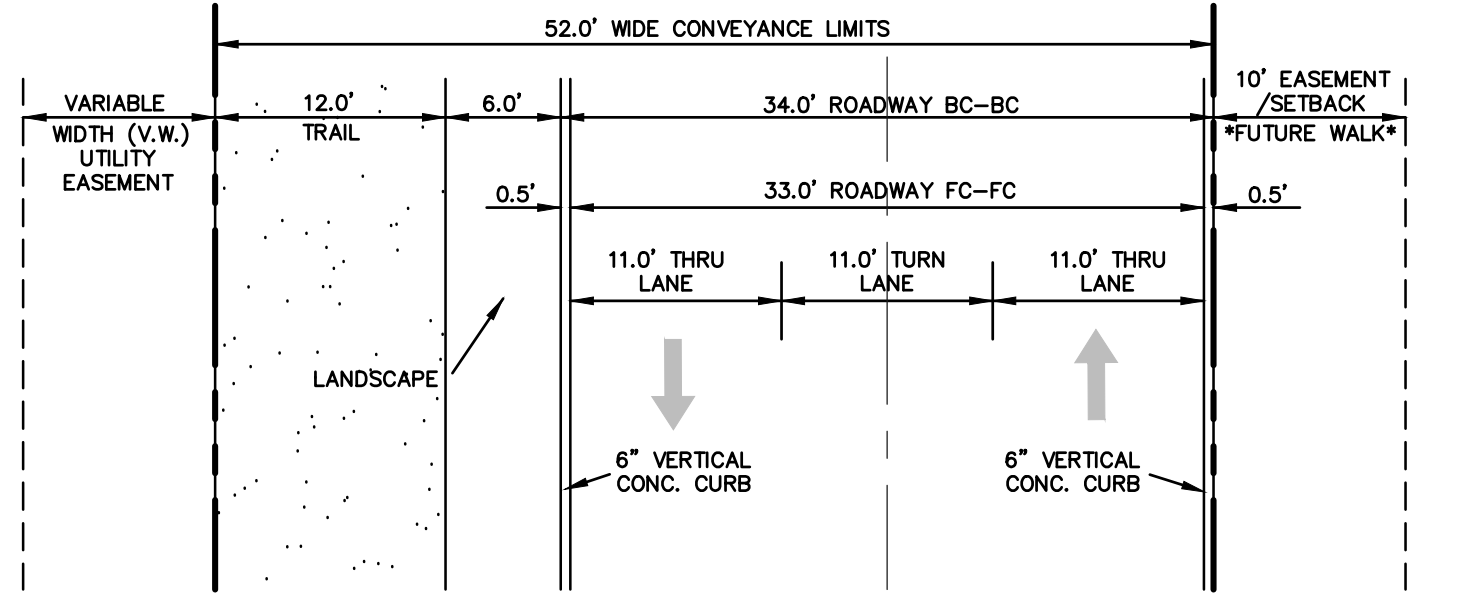
- ALL CROSS WALKS INCLUDING THE ONES LOCATED AT RAISED INTERSECTIONS SHALL BE ADA COMPLIANT. ADA RAMPS SHALL BE USED AT ALL LOCATIONS.
- ALL RAISED INTERSECTIONS (6" TYP) SHALL INCLUDE CROSS WALK AREAS AND WILL MAINTAIN ADA COMPLIANCE. THE AREAS WILL BE STAMPED CONCRETE, HERRINGBONE OR BASKET-WEAVE PATTERN 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)**

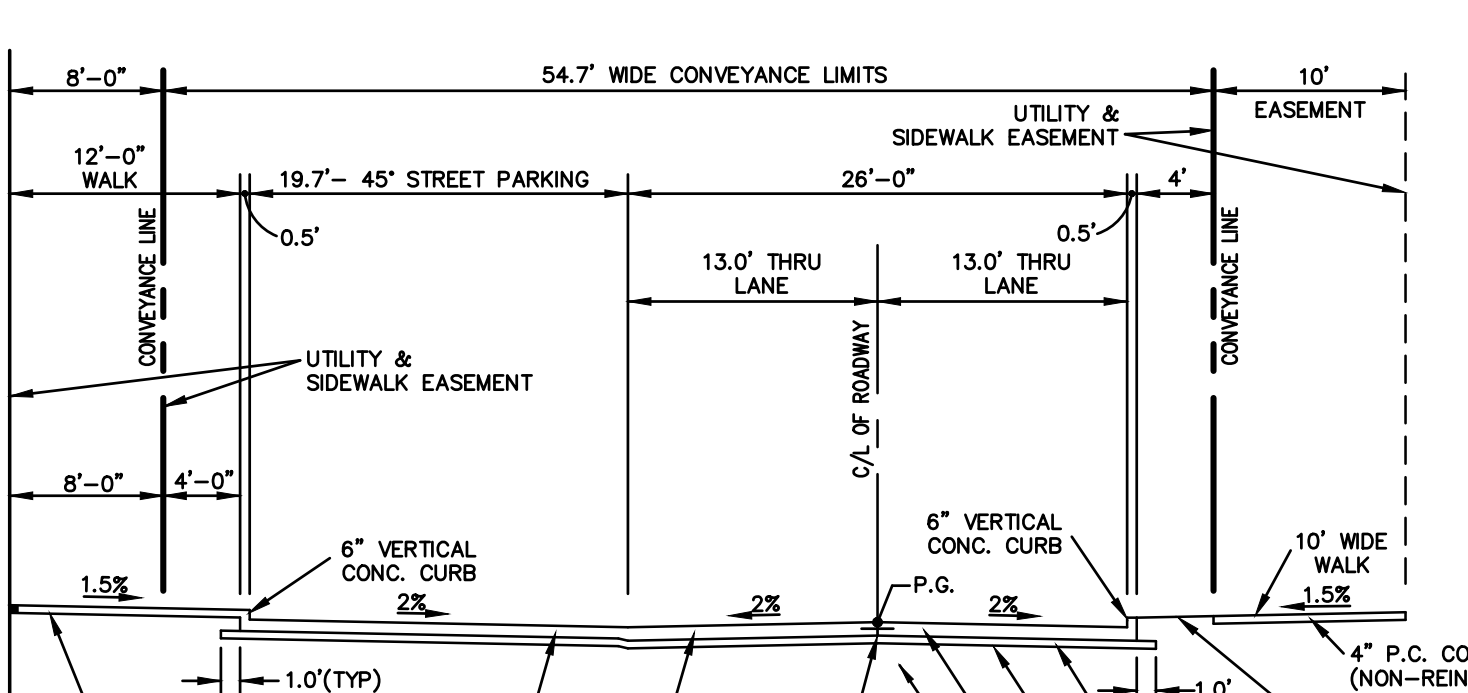
	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298	M.S.D. P. # S.L.C. MAP # M.D.N. #	BASE MAP # H&T S.L.P. # SHEET TITLE:
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.	327 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9330 e-mail: gstock@stockandassociates.com Web: www.stockandassociates.com	SHEET NO.:
GEORGE M. STOCK, E.L.T. 1116 CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096	DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 11/03/2025 SCALE: 1"=100' JOB NO.: 6255.5	12/3/2026	SHEET NO.: C2.0



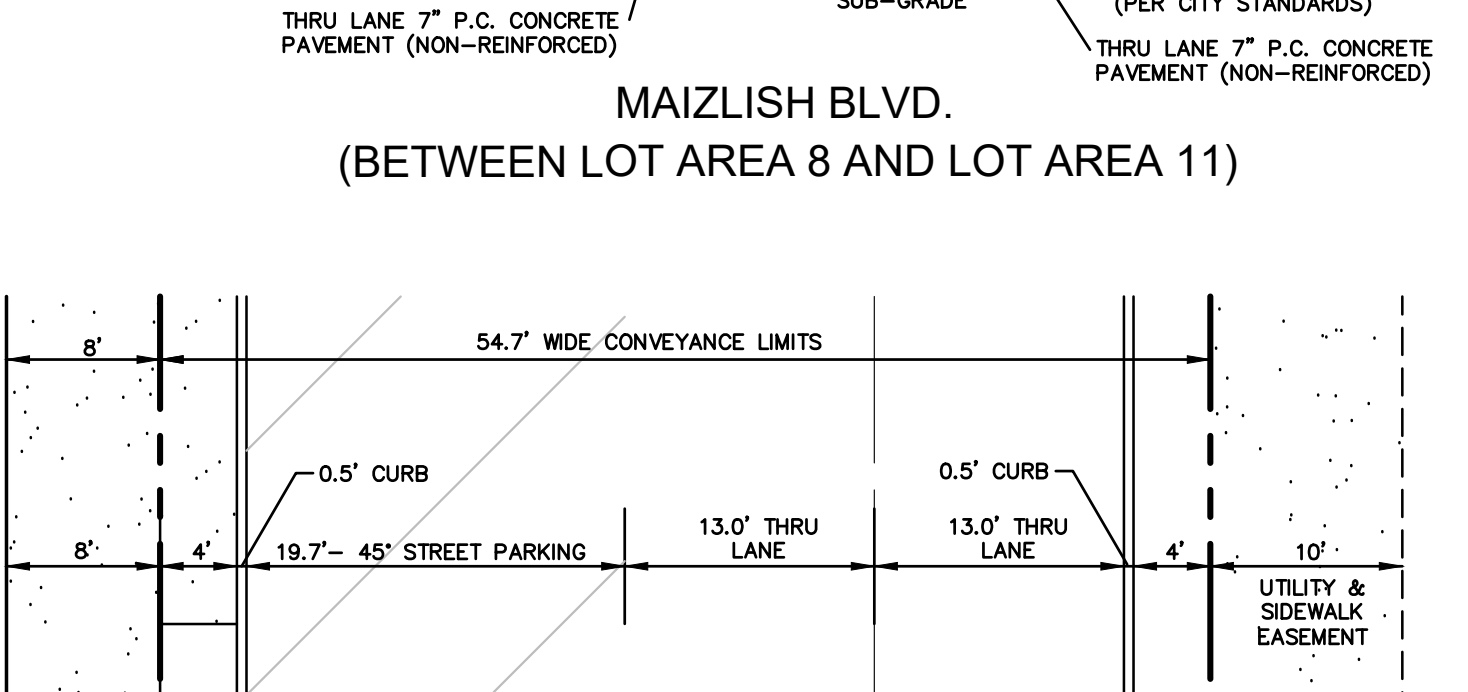
DOWNTOWN CHESTERFIELD BLVD. (TYPICAL LOOP ROAD SECTION)



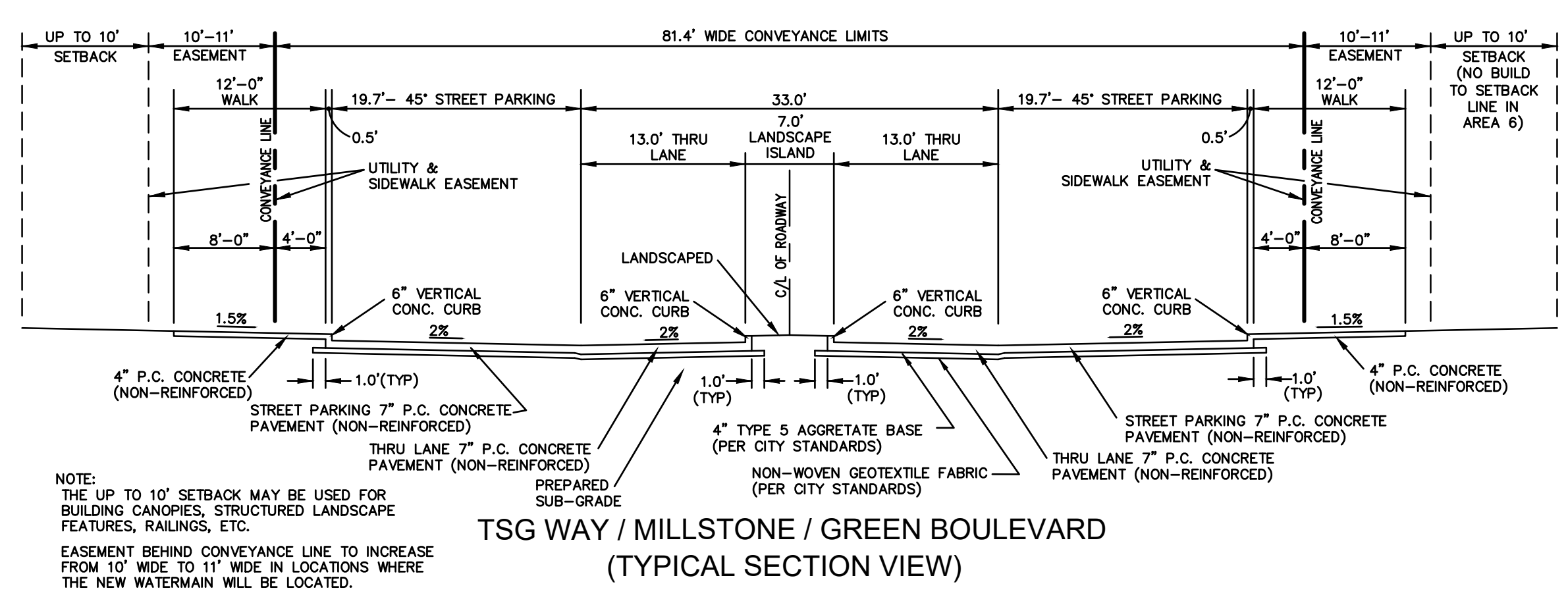
DOWNTOWN CHESTERFIELD BLVD. (PLAN VIEW)



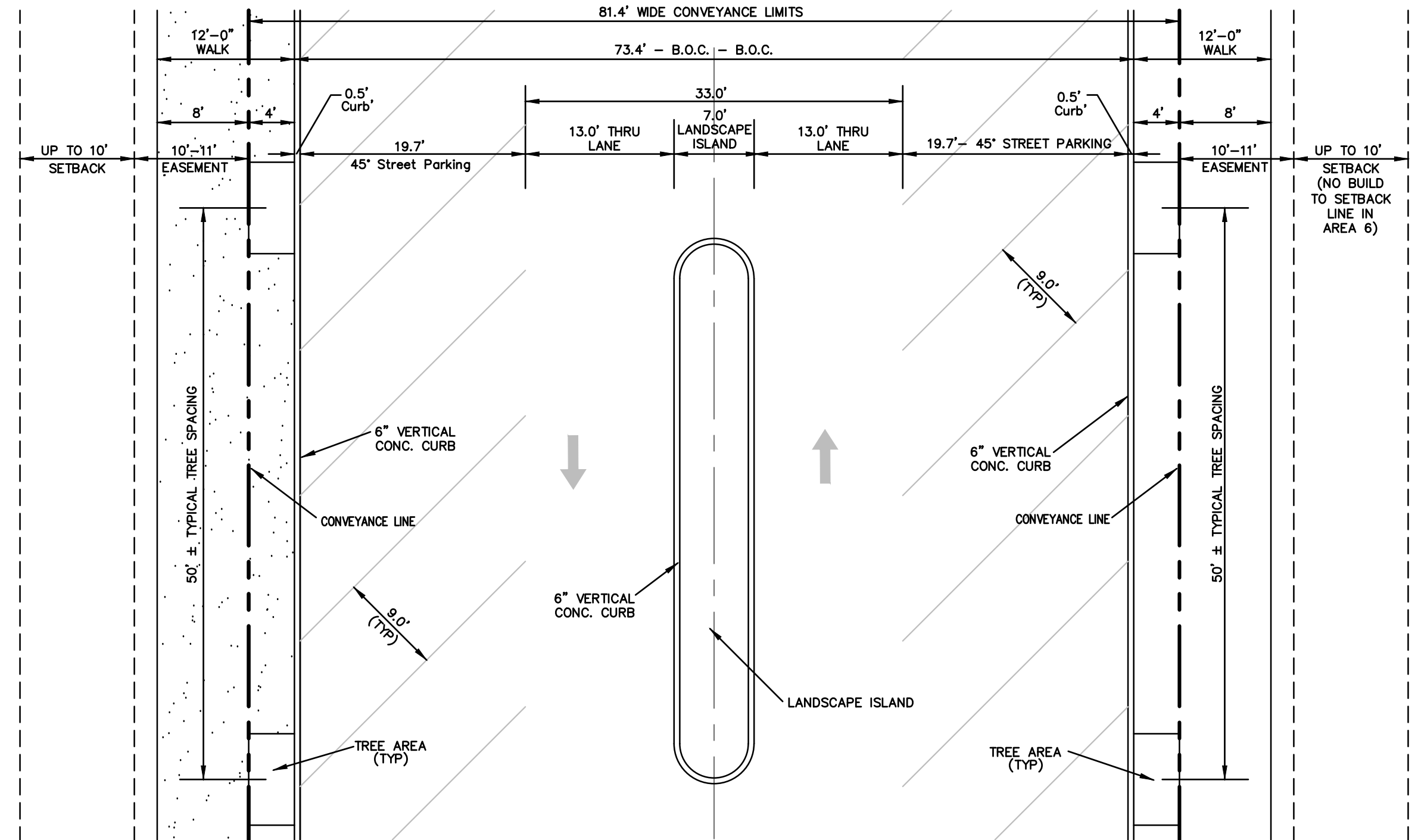
MAIZLISH BLVD. (BETWEEN LOT AREA 8 AND LOT AREA 11)



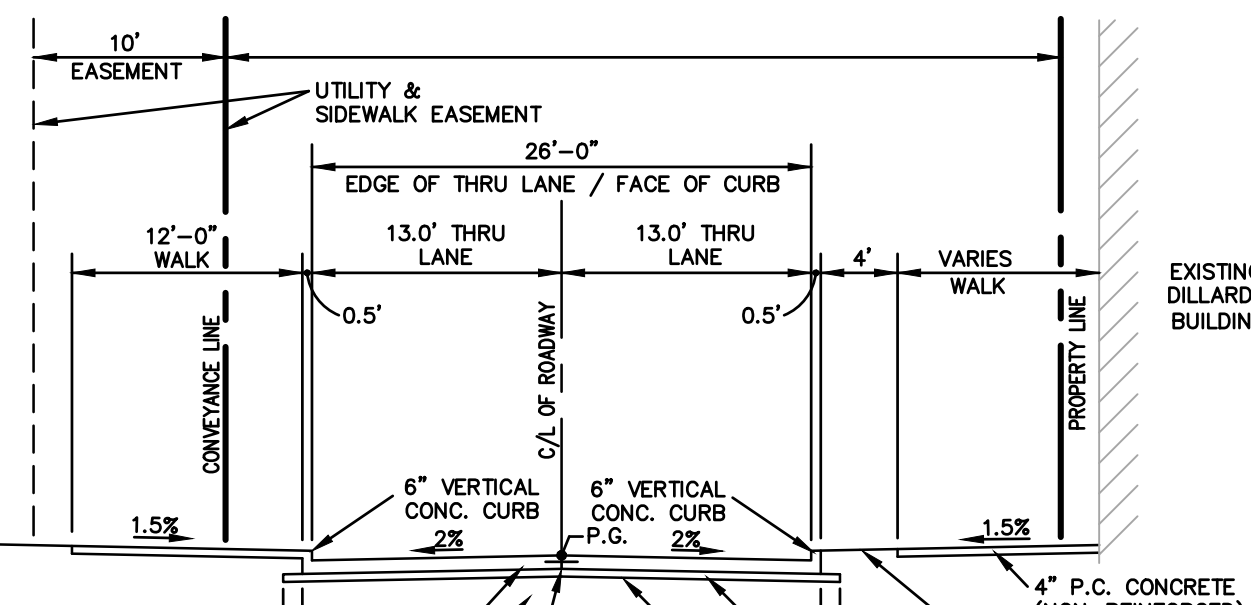
PLAN VIEW MAIZLISH BLVD. (BETWEEN LOT AREA 8 AND LOT AREA 11)



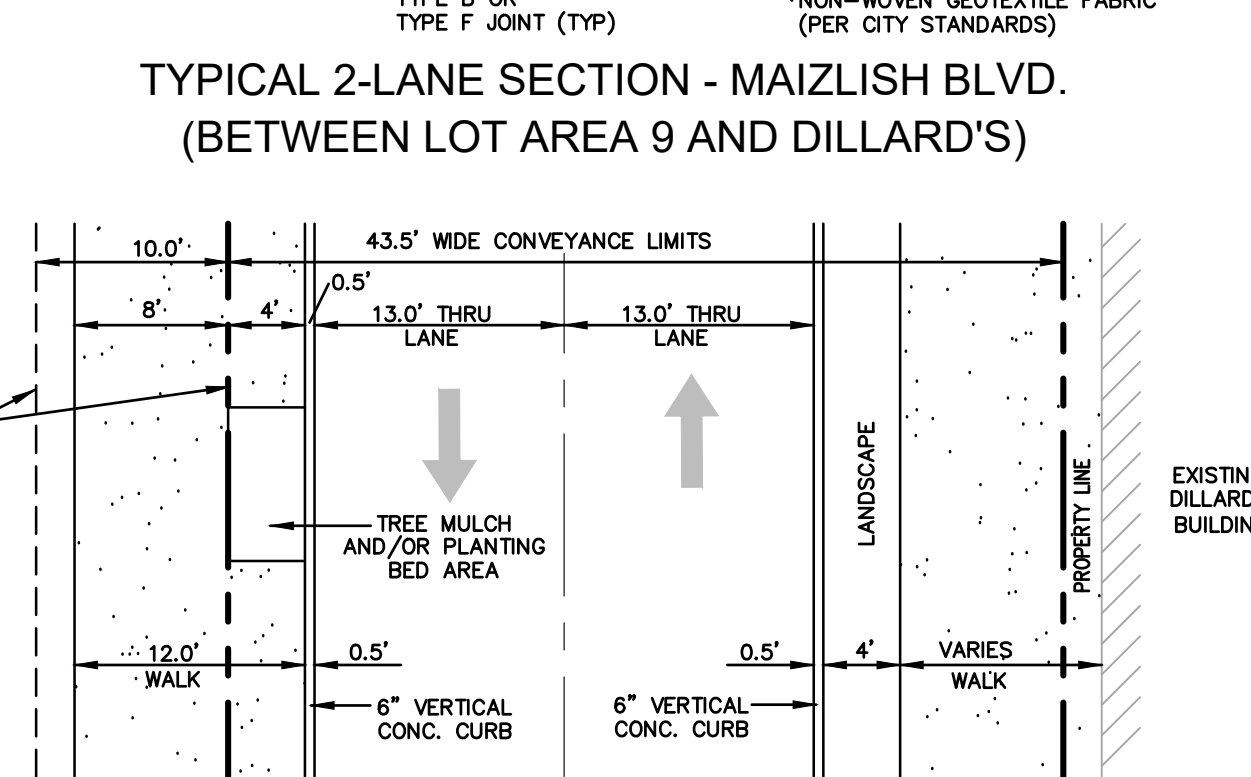
TSG WAY / MILLSTONE / GREEN BOULEVARD (TYPICAL SECTION VIEW)



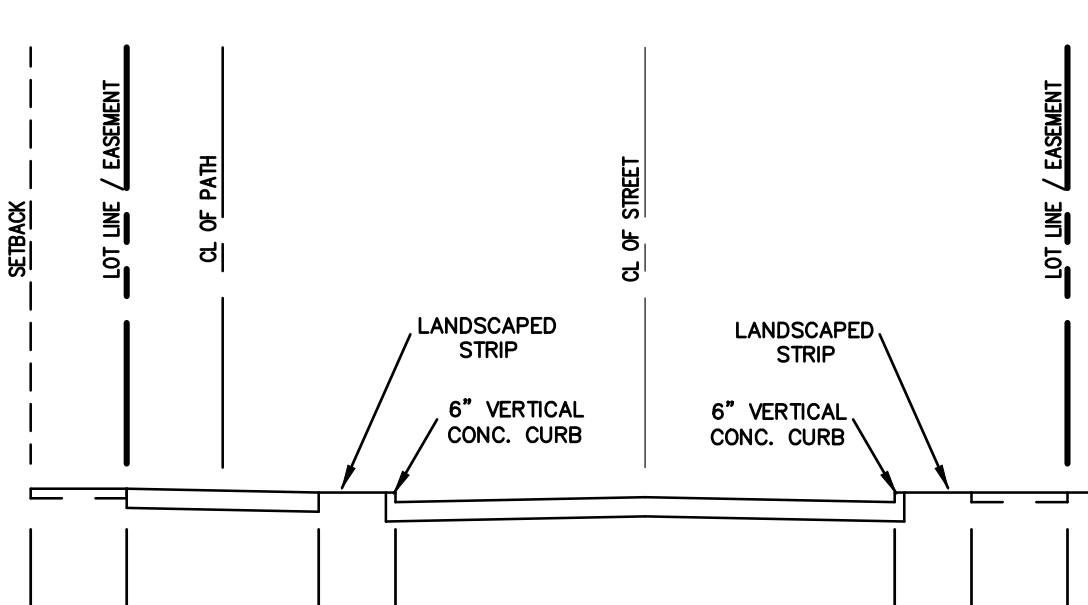
TSG WAY / MILLSTONE / GREEN BOULEVARD (PLAN VIEW)



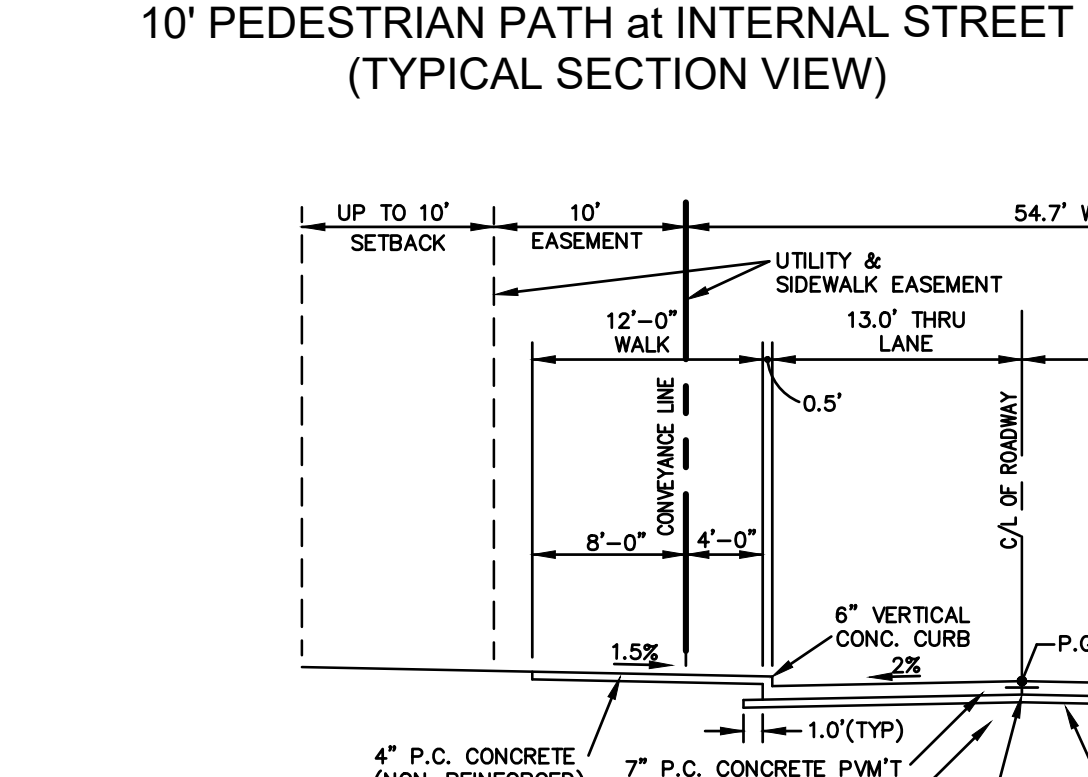
TYPICAL 2-LANE SECTION - MAIZLISH BLVD. (BETWEEN LOT AREA 9 AND DILLARD'S)



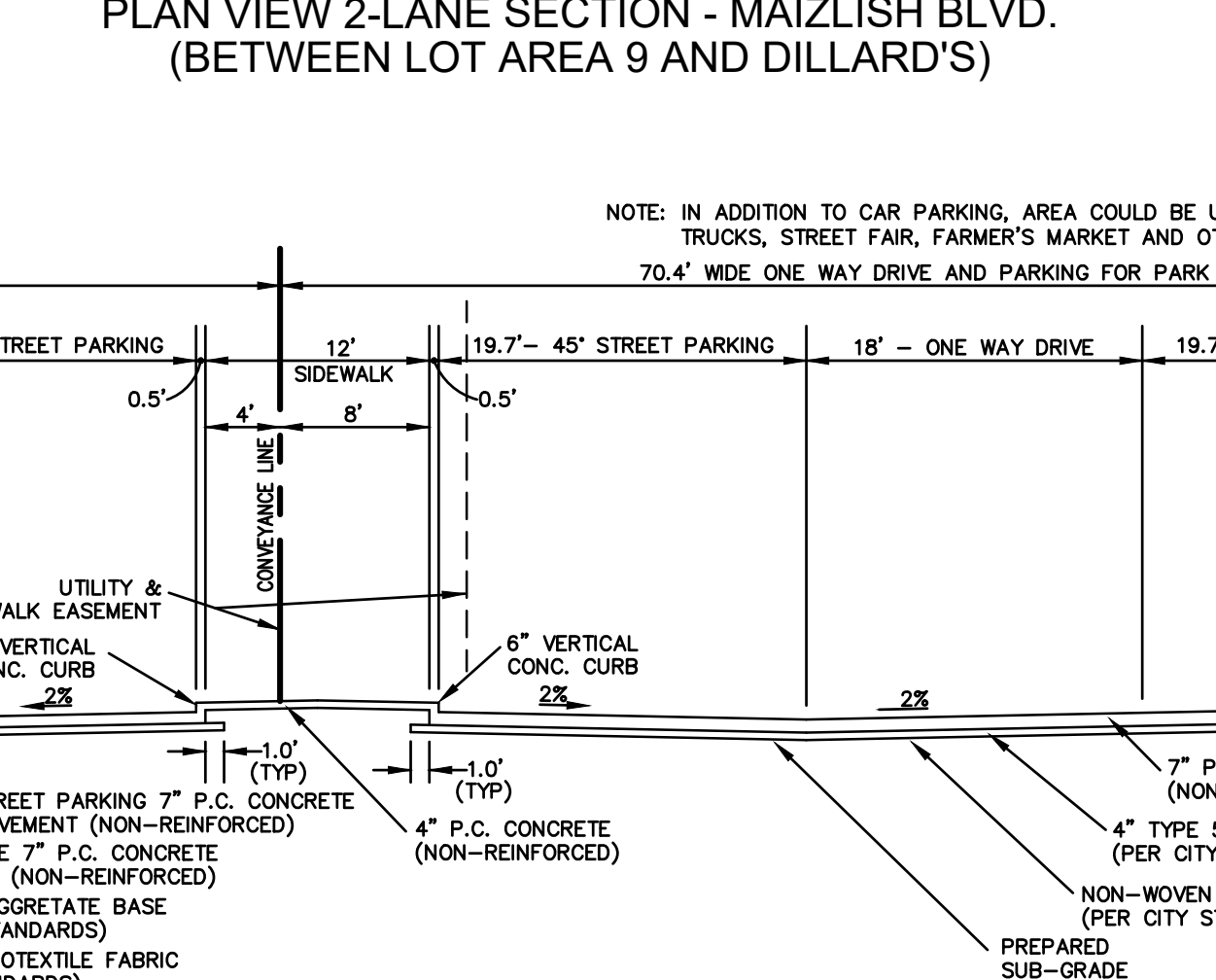
PLAN VIEW 2-LANE SECTION - MAIZLISH BLVD. (BETWEEN LOT AREA 9 AND DILLARD'S)



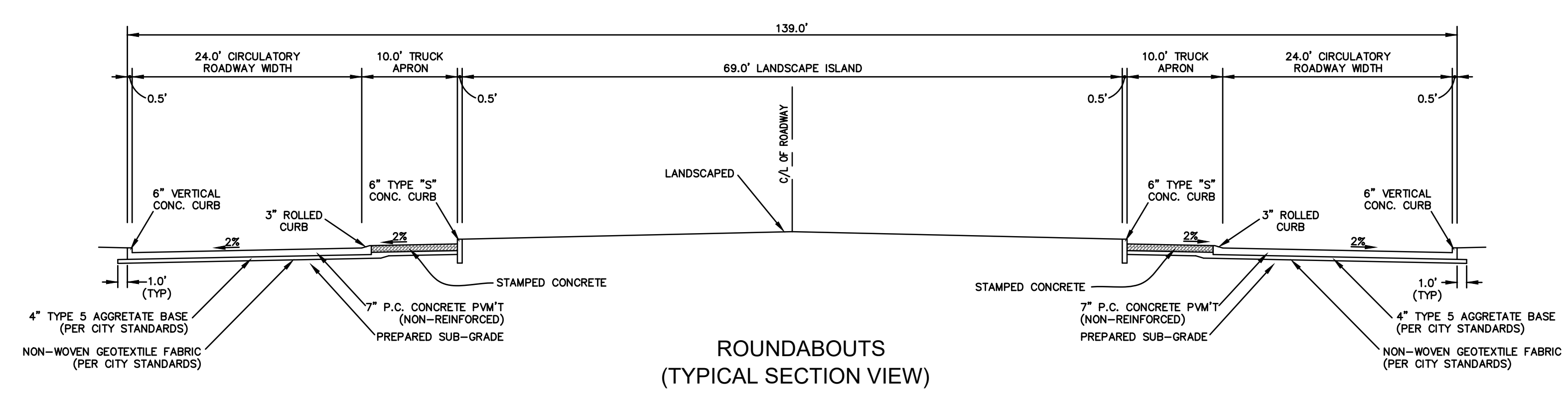
10' PEDESTRIAN PATH at INTERNAL STREET (TYPICAL SECTION VIEW)



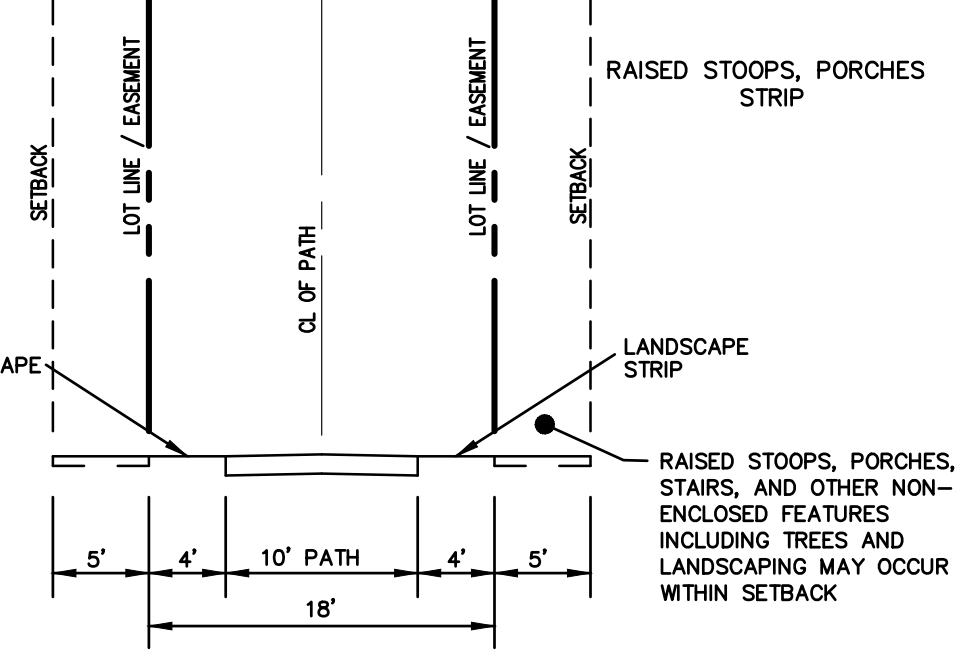
10' PEDESTRIAN PATH at INTERNAL STREET (PLAN VIEW)



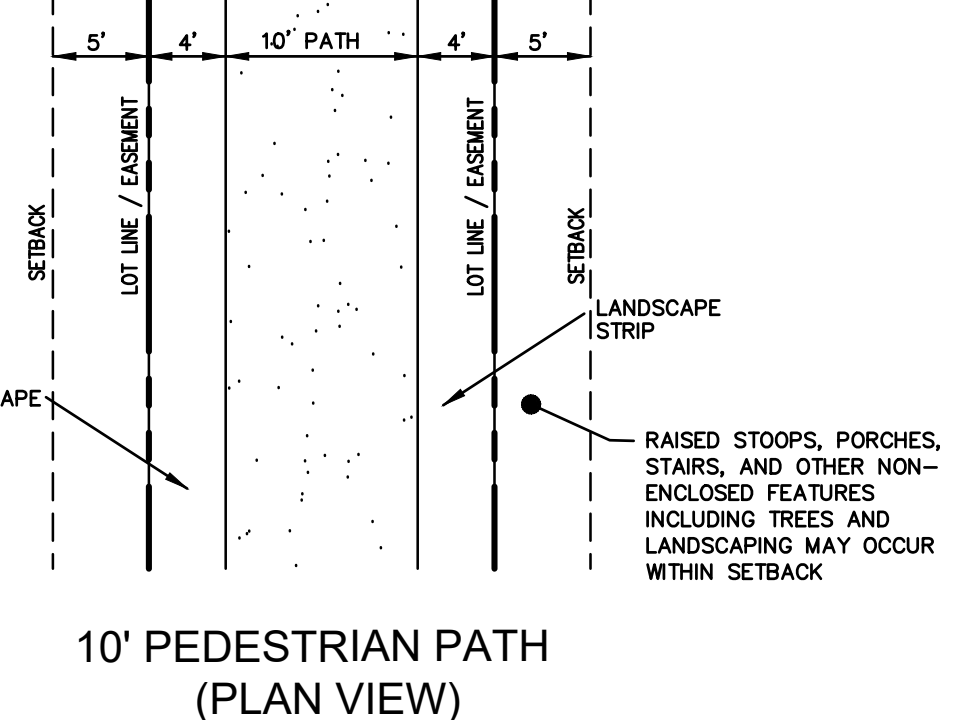
SECTION VIEW GREEN BOULEVARD IN FRONT OF EX. MACY'S BETWEEN MACY'S (LOT AREA 5) AND PROPOSED PARK (LOT AREA 6)



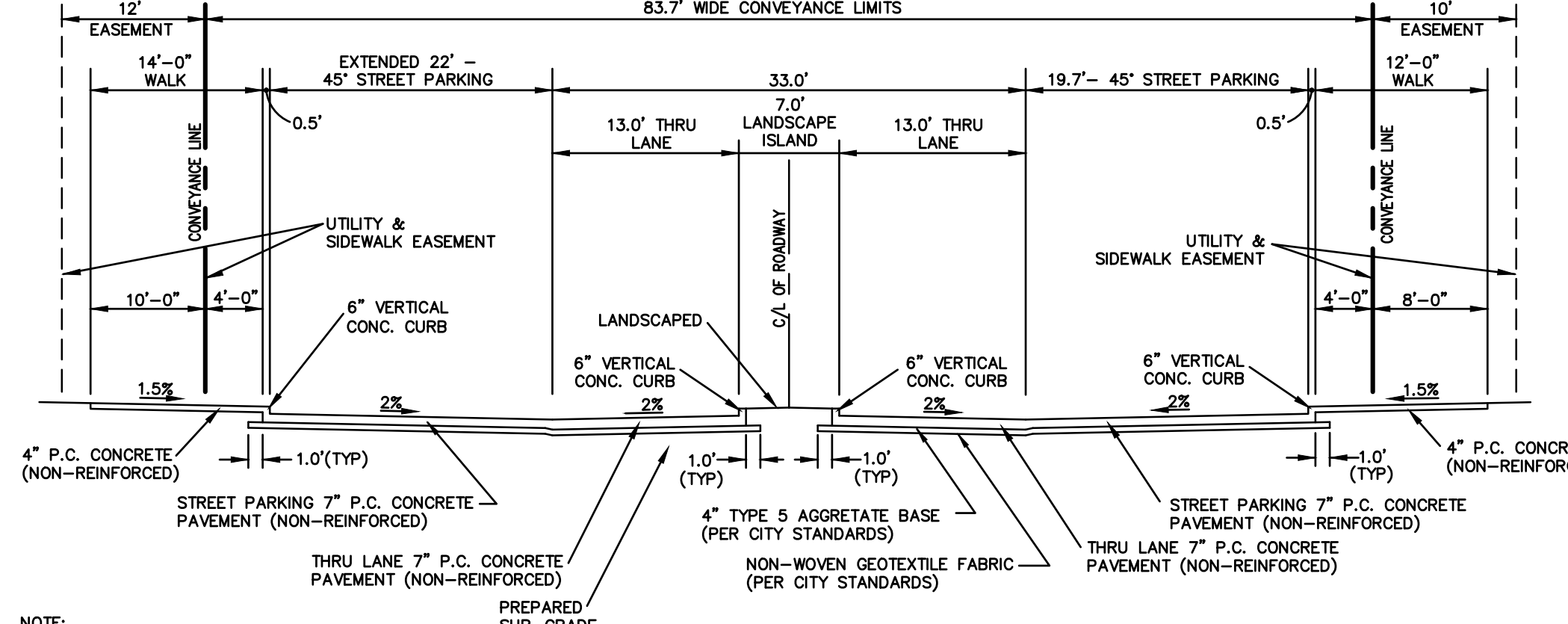
ROUNDBOUTS (TYPICAL SECTION VIEW)



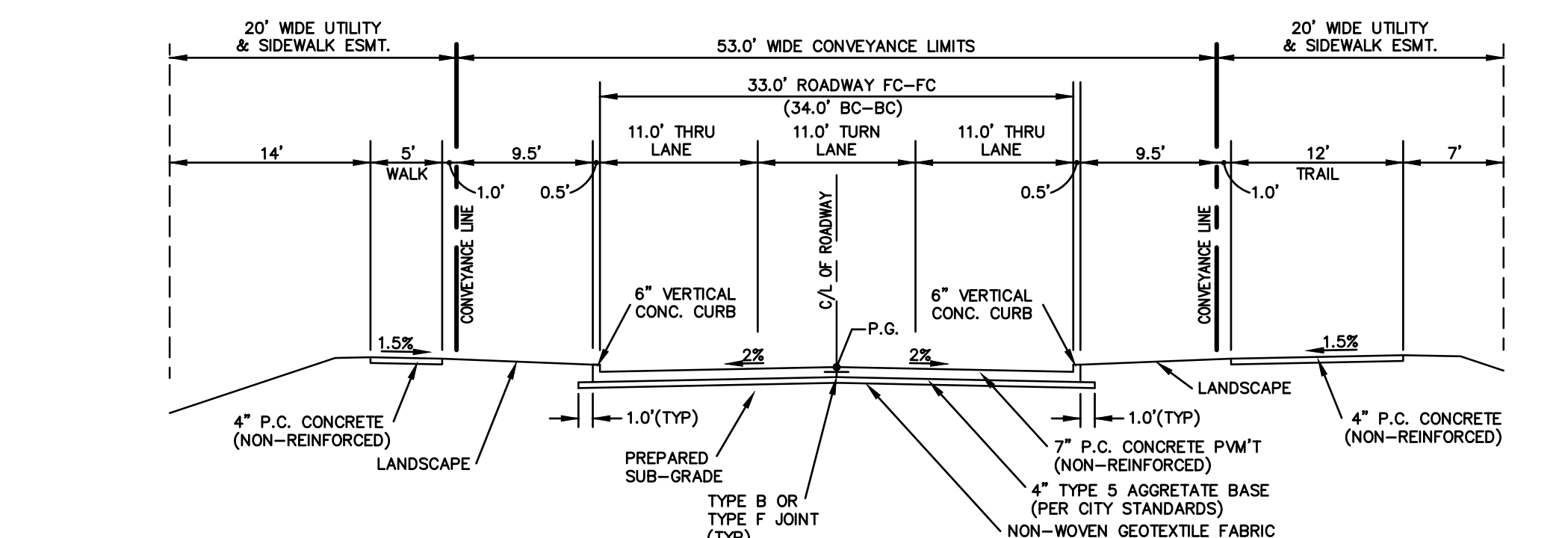
10' PEDESTRIAN PATH (TYPICAL SECTION VIEW)



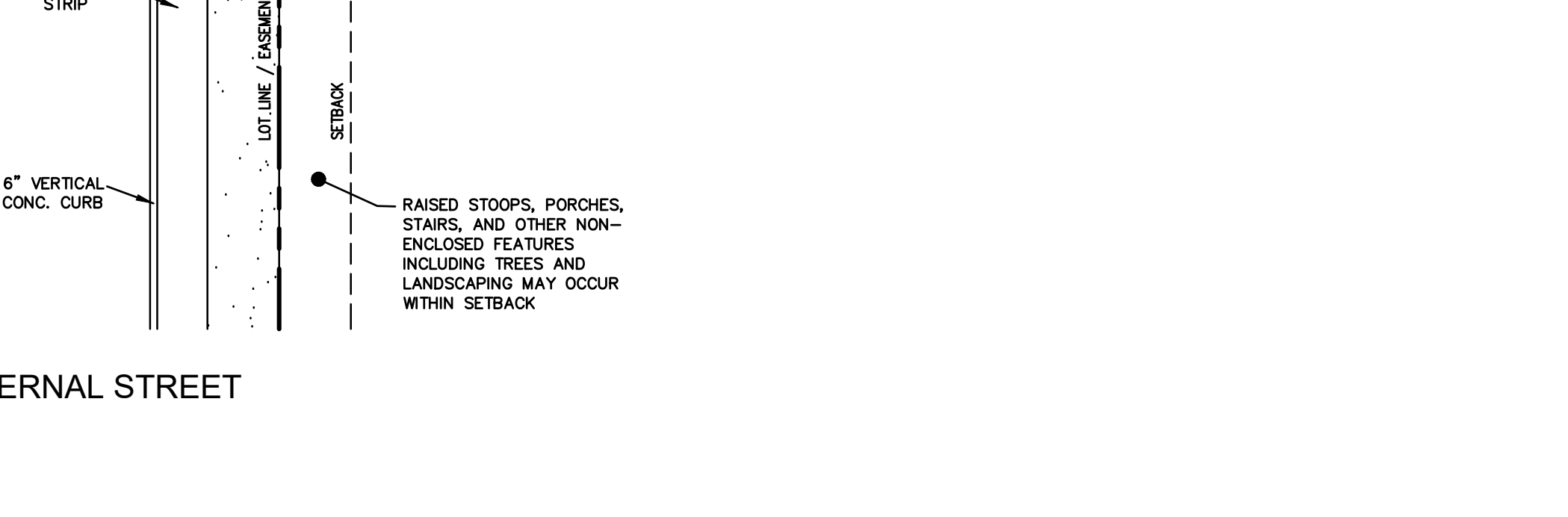
10' PEDESTRIAN PATH (PLAN VIEW)



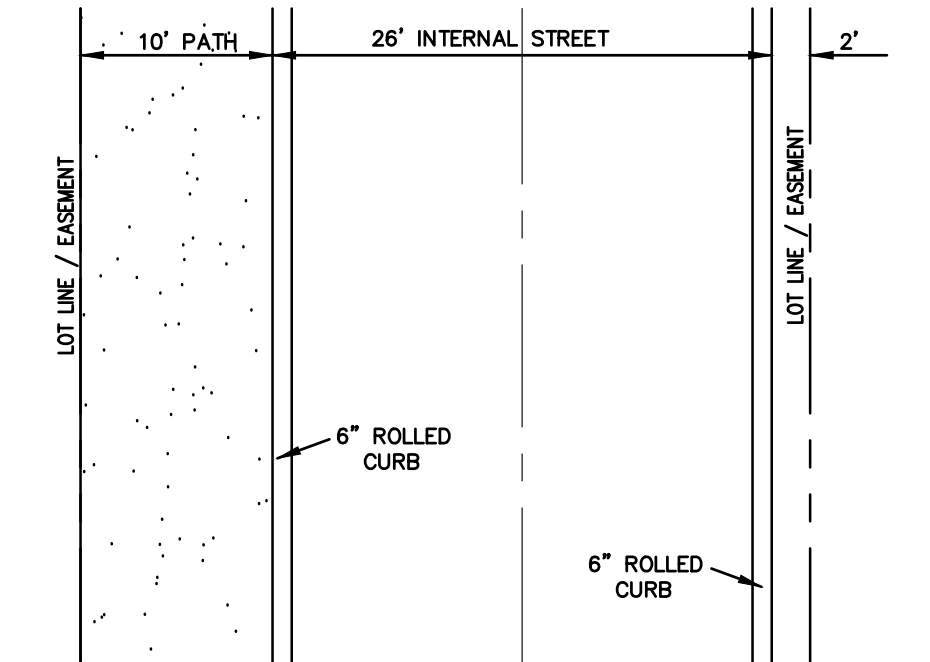
SACHS BOULEVARD (TYPICAL SECTION VIEW)



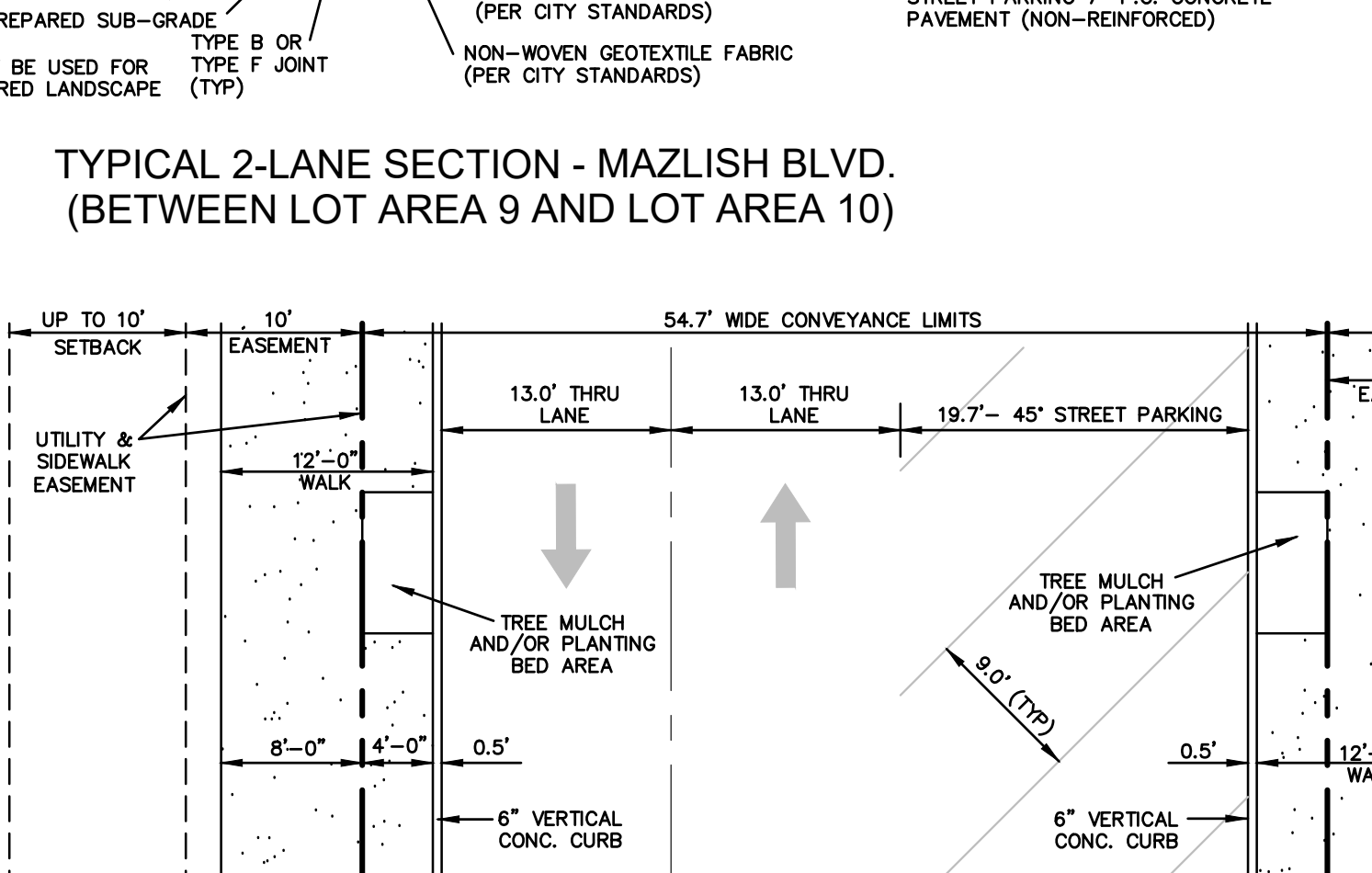
VISTA PLACE EXTENSION (TYPICAL SECTION VIEW)



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



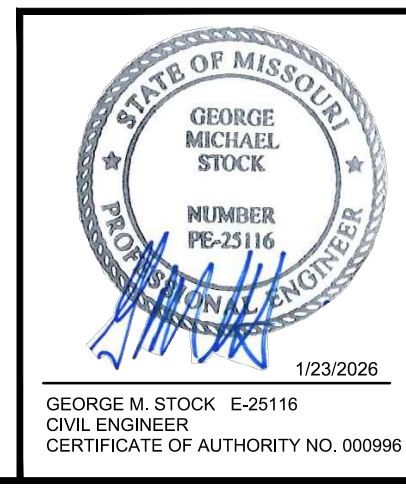
10' PEDESTRIAN PATH at INTERNAL ALLEY (PLAN VIEW)



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

NOTE: SEE SHEET C3.1 FOR ADDITIONAL SITE SECTIONS

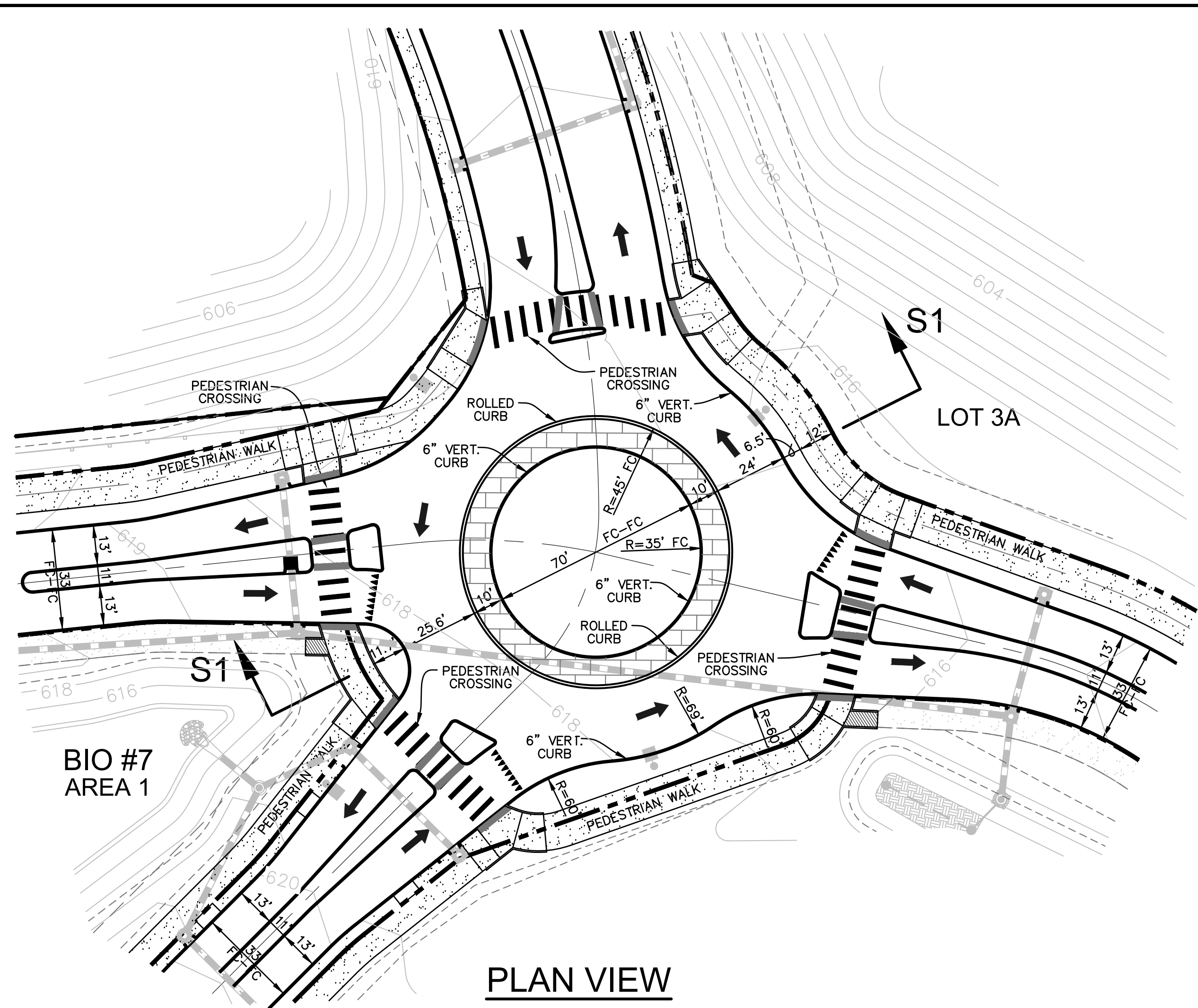
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2-12-2026 PER COMMENTS	DOWNTOWN CHESTERFIELD	S.L.C. H&T #	H&T S&P #
	CHESTERFIELD, MISSOURI	E304	
	PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298	M.D.N.R. #	
	PREPARED BY: STOCK & ASSOCIATES	Permit No. MOR27007	
	297 Chesterfield Business Parkway		
	St. Louis, MO 63005		
	PH: (636) 530-9100 FAX: (636) 530-9300		
	e-mail: general@stockandassociates.com		
	Web: www.stockandassociates.com		
		SHEET TITLE:	ASDCP - CONCEPT PLAN
			TYPICAL ROAD / SITE
			SECTIONS
		SHEET NO.:	C3.0



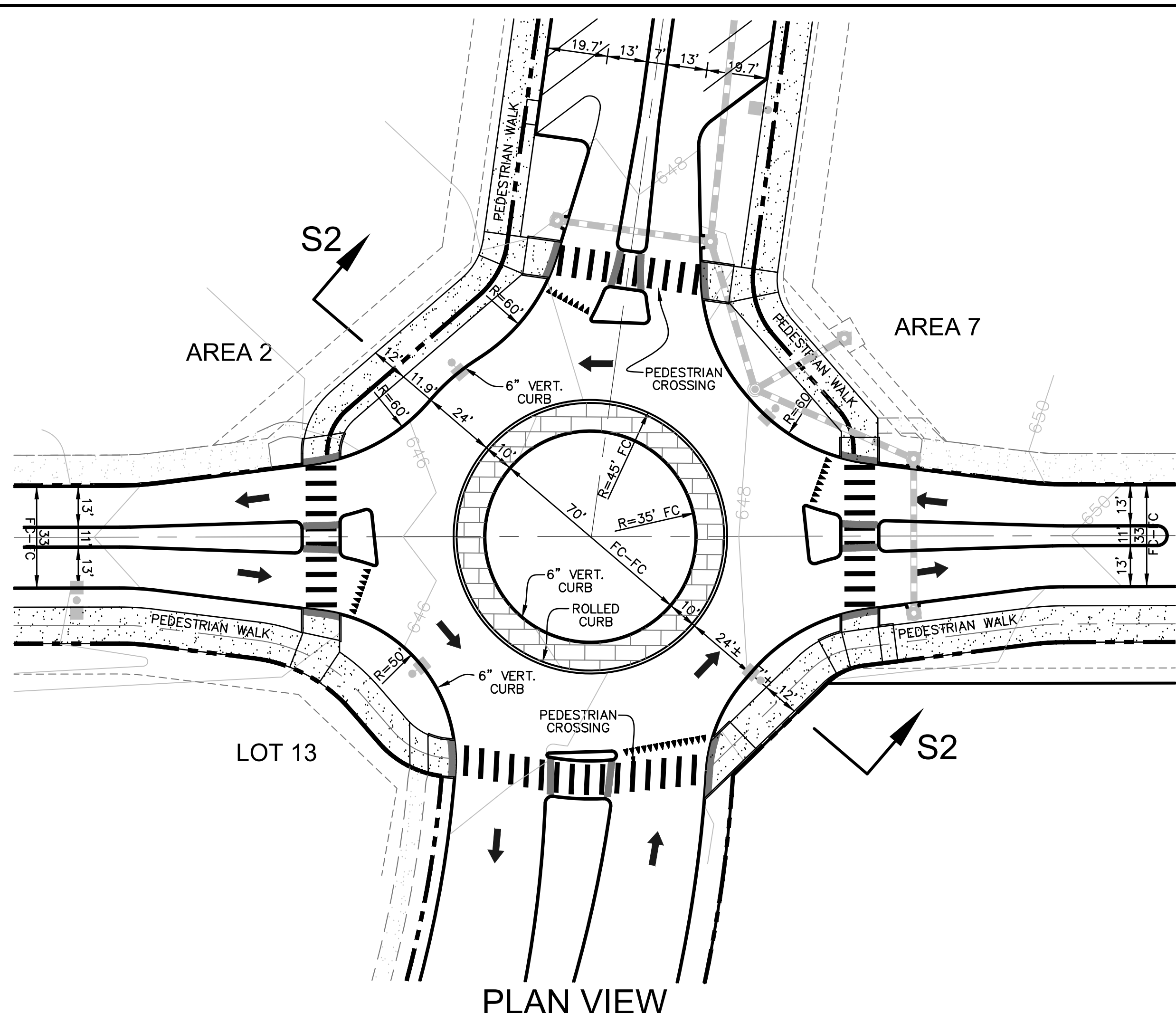
PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR
DOWNTOWN CHESTERFIELD
 CHESTERFIELD, MISSOURI
 PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298
 PREPARED BY: **STOCK & ASSOCIATES**
 Consulting Engineers, Inc.
 297 Chesterfield Business Parkway
 St. Louis, MO 63005
 PH: (636) 530-9100 FAX: (636) 530-9300
 e-mail: general@stockandassociates.com
 Web: www.stockandassociates.com

M.S.D. P.# 185,195
 S.L.C. H&T # E304
 H&T S&P #
 SHEET TITLE: ASDCP - CONCEPT PLAN TYPICAL ROAD / SITE SECTIONS
 SHEET NO.: C3.0

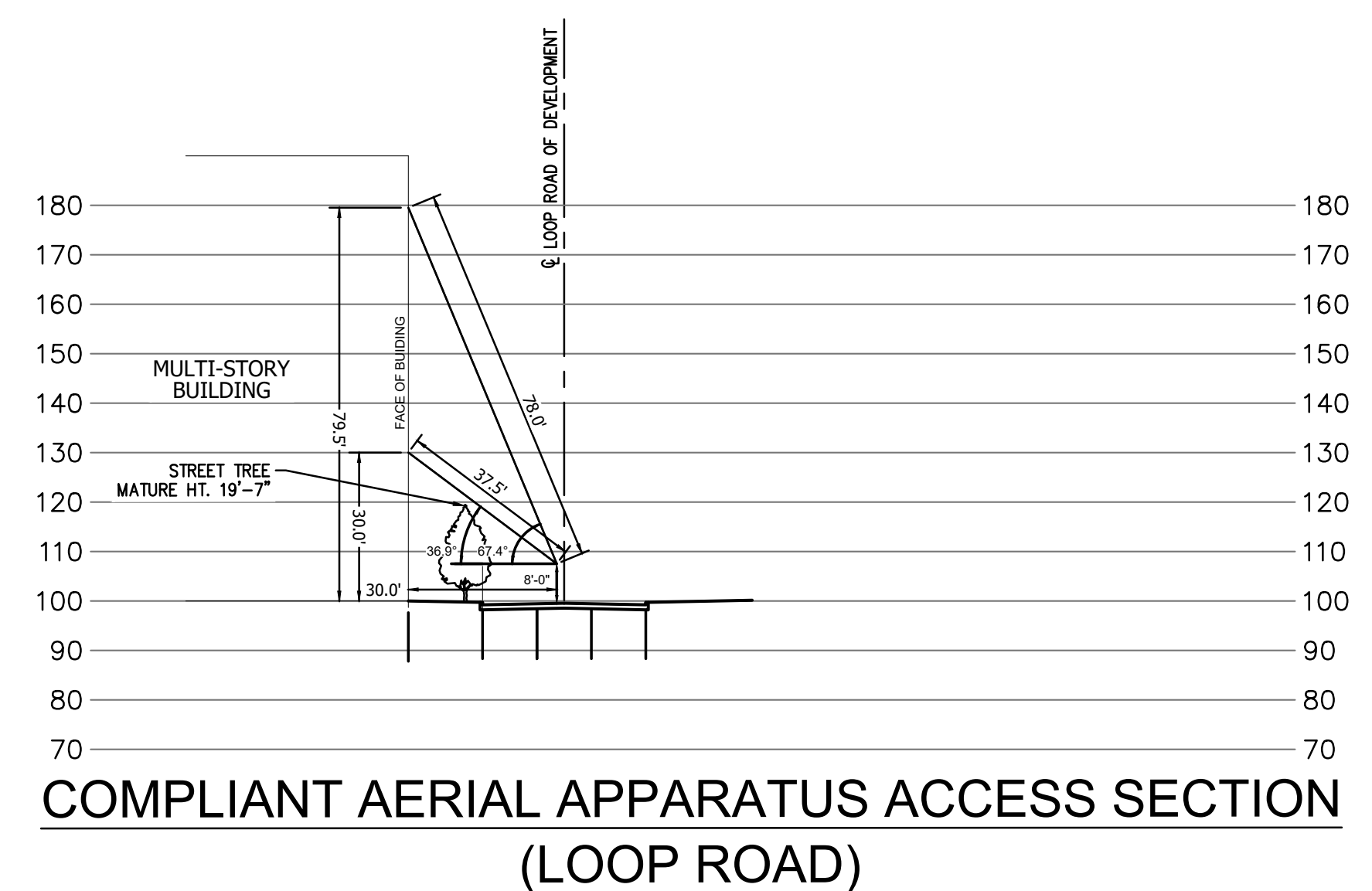
DATE: 11/03/2025
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 JOB NO.: 6255.5



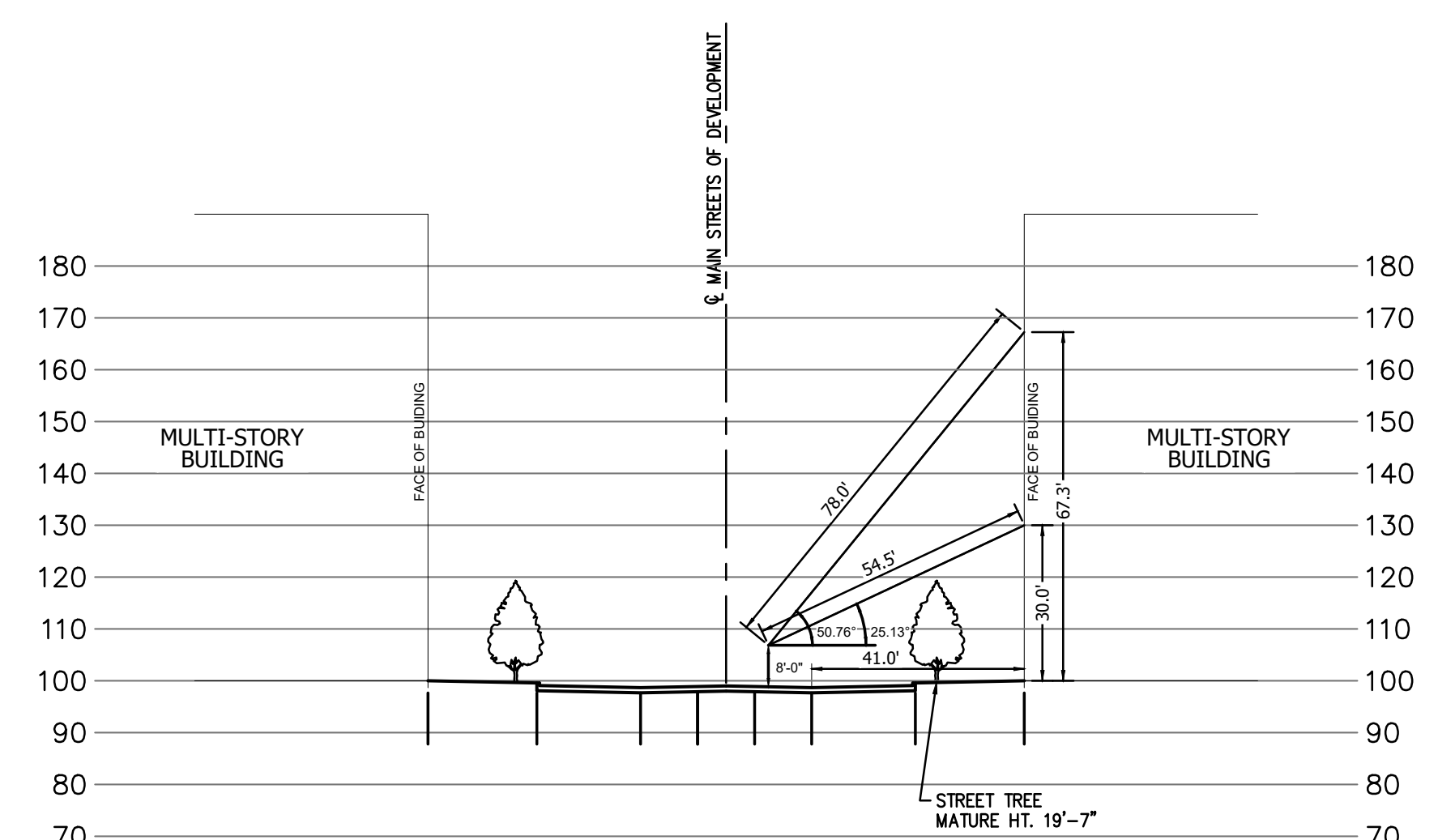
PLAN VIEW



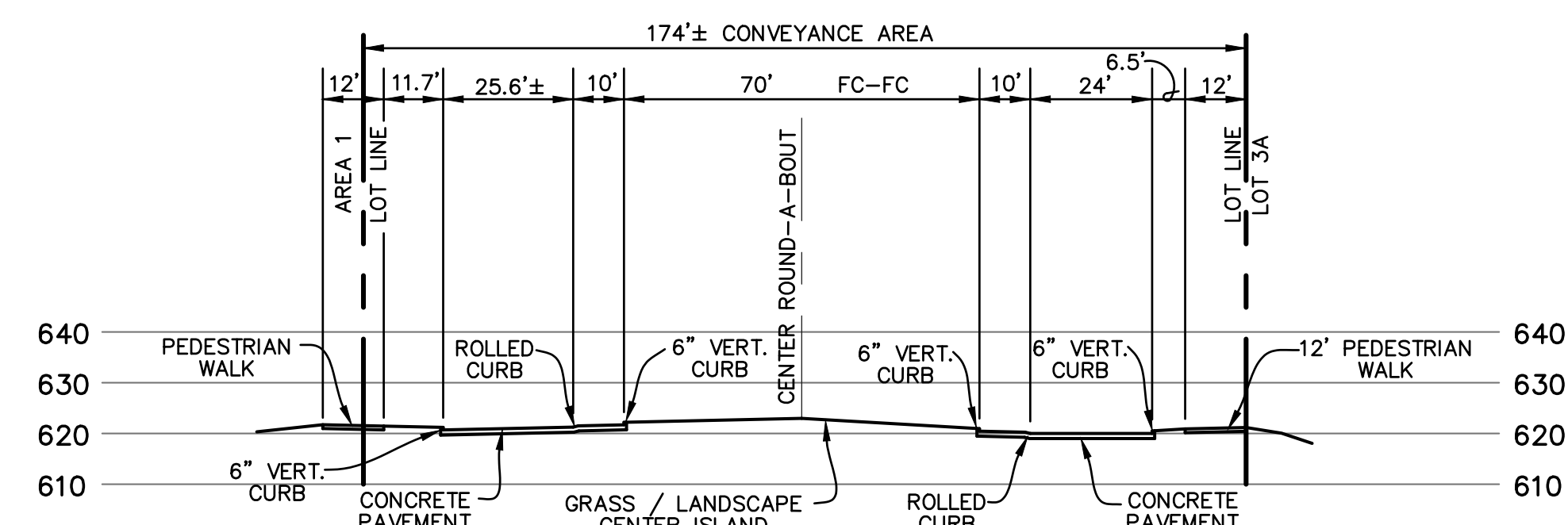
PLAN VIEW



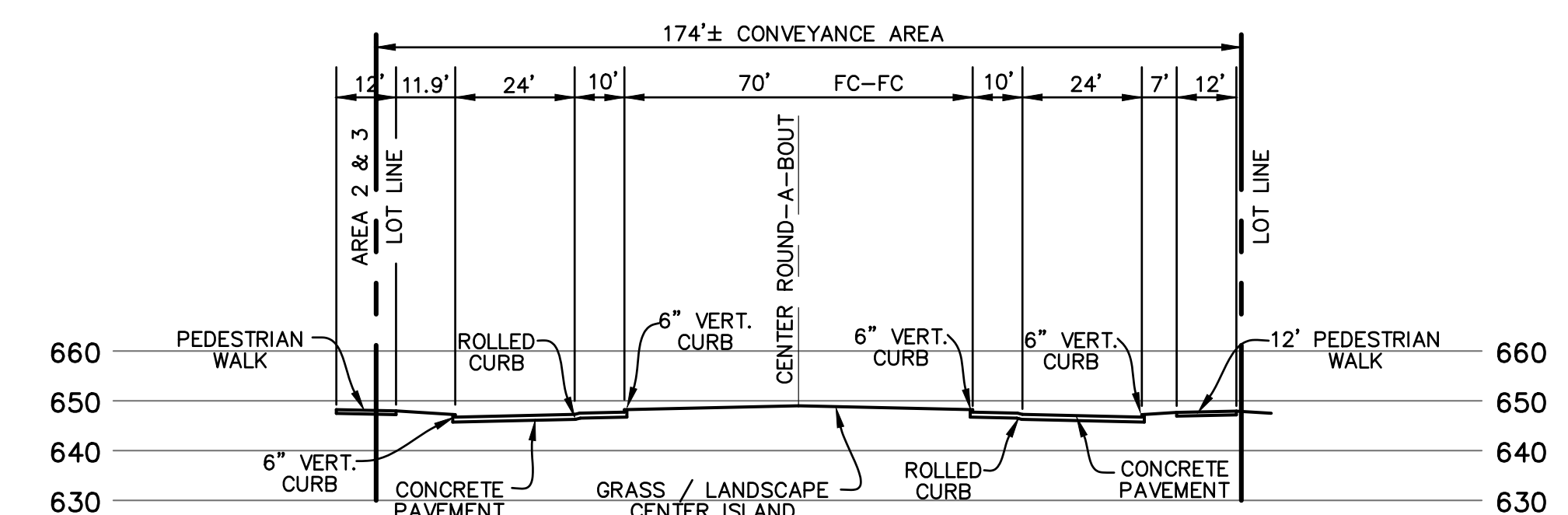
COMPLIANT AERIAL APPARATUS ACCESS SECTION (LOOP ROAD)



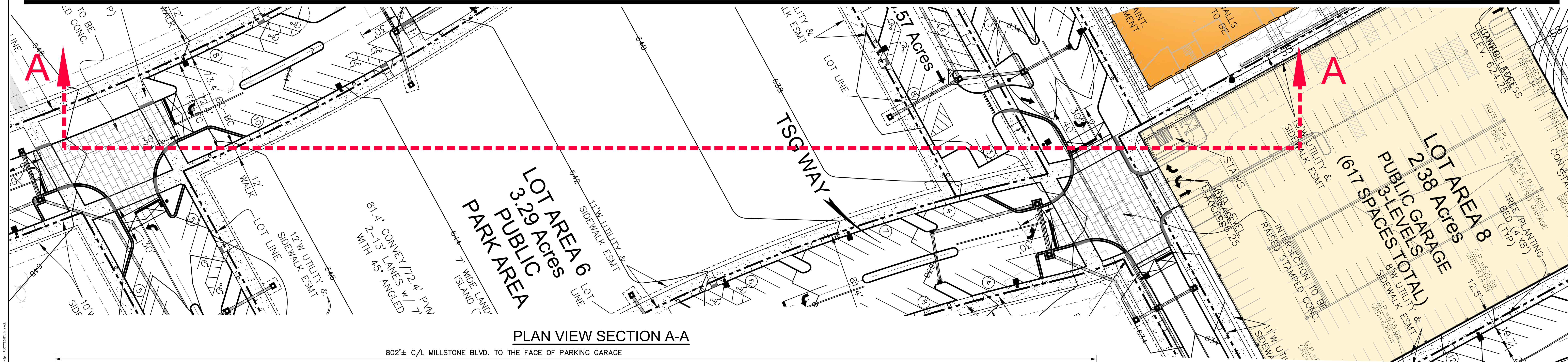
MODIFIED AERIAL APPARATUS ACCESS SECTION (MAIN STREETS OF THE DEVELOPMENT)



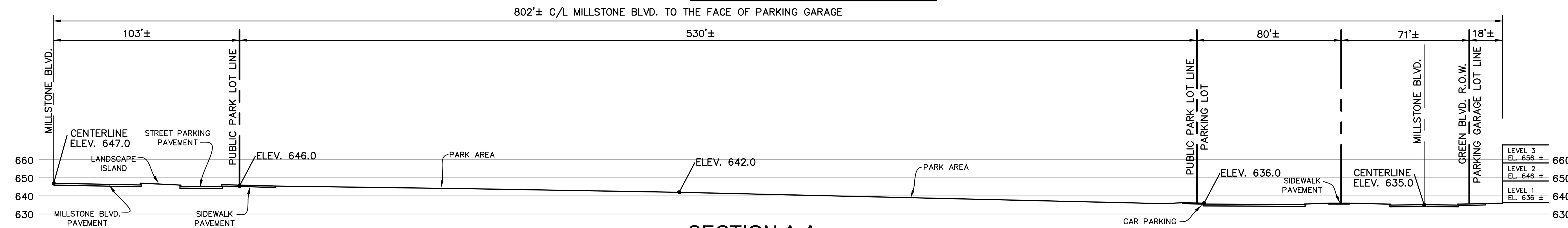
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SECTION: S2-S2

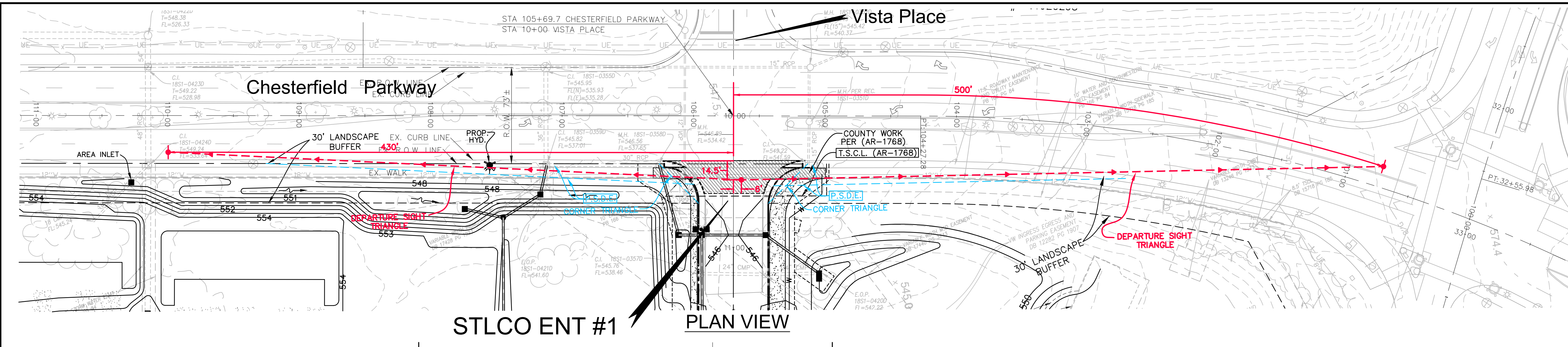


PLAN VIEW SECTION A-A

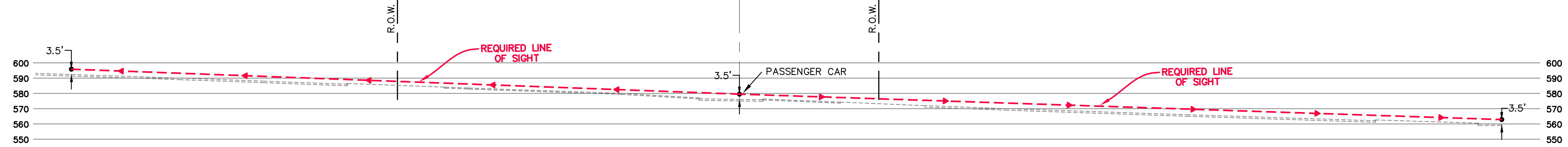


SECTION A-A

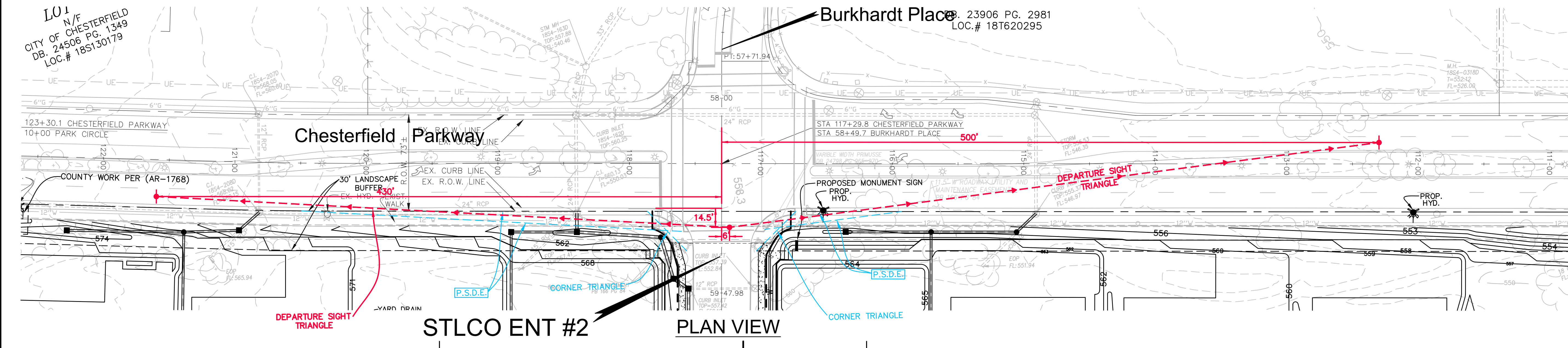
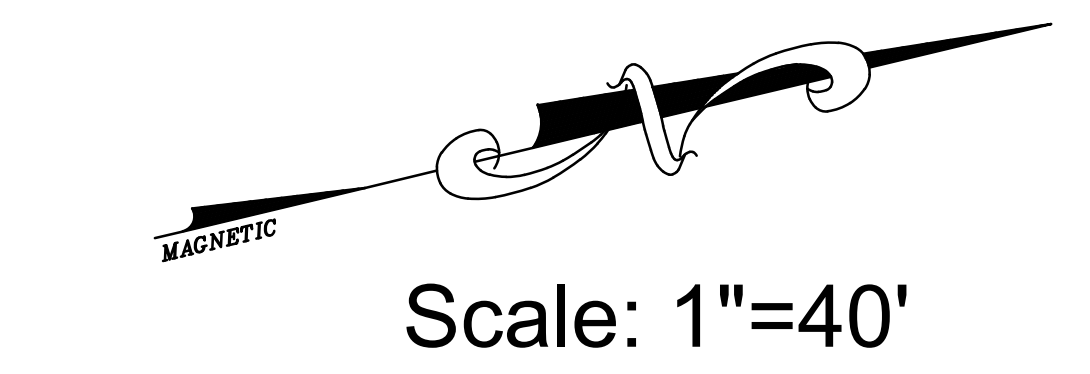
	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298	M.S.D. P. # 185, 195 S.L.C. HWT # 8304 M.D.N.R. # Permit No. MOR27007	SHEET TITLE: ASDCP - CONCEPT PLAN TYPICAL ROAD / SITE SECTIONS
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 297 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9300 e-mail: gstock@stockandassociates.com Web: www.stockandassociates.com	SHEET NO.: C3.1	
GEORGE M. STOCK License No. 12322026 CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 000996	DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 11/03/2025 SCALE: 1"=100' JOB NO.: 6255.5	REVISIONS: 1-12/2025 PER COMMENTS 2-12/2026 PER COMMENTS	



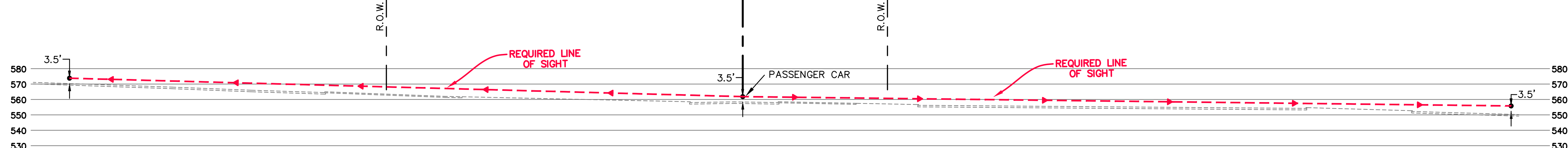
STLCO ENT #1 PLAN VIEW



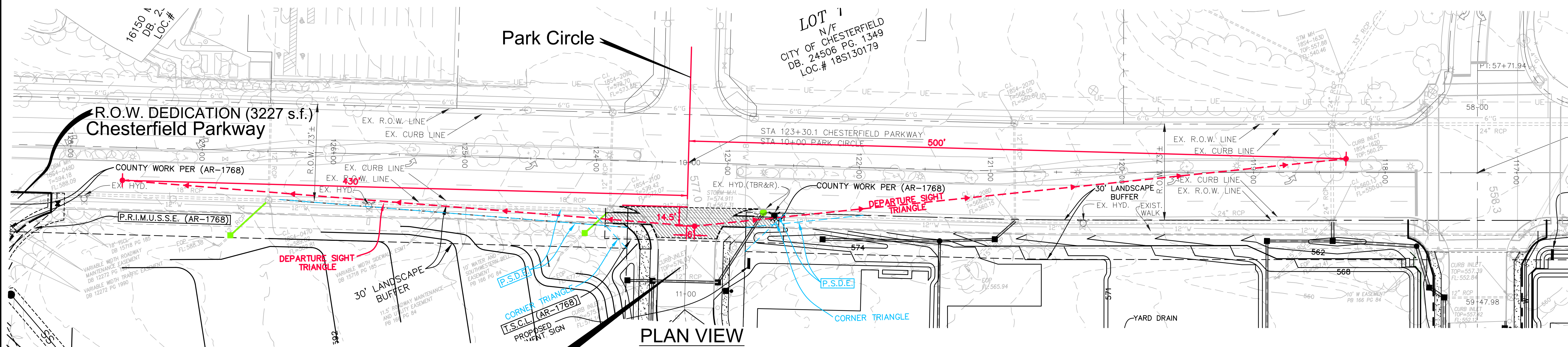
PROFILE ALONG LINE OF SIGHT



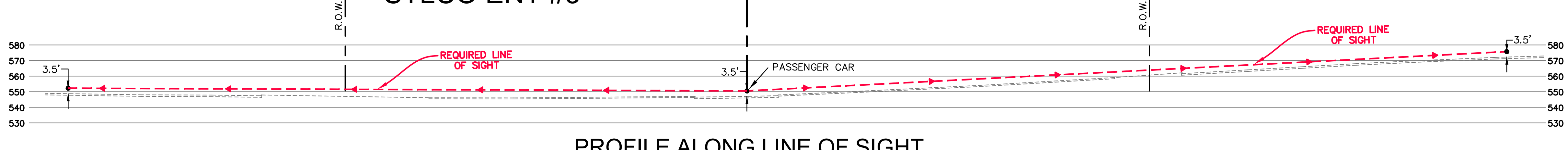
STLCO ENT #2 PLAN VIEW



PROFILE ALONG LINE OF SIGHT



STLCO ENT #3 PLAN VIEW



PROFILE ALONG LINE OF SIGHT

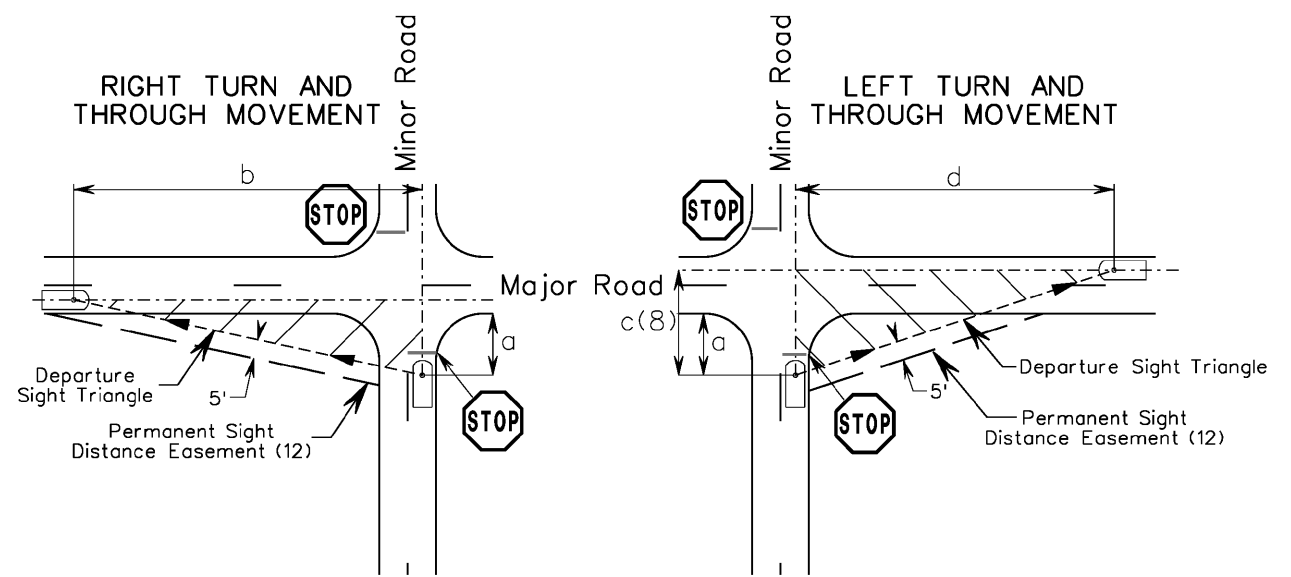


Figure 1 (SEE NOTES 1 & 12): VEHICLES EXITING THE MINOR ROAD

SI-GT-001 (REV. 05/12/20)

TABLE 1: SIGHT DISTANCE FOR VEHICLE EXITING MINOR ROAD ASSOCIATED WITH NEW DEVELOPMENT (SEE NOTES 5, 6 & 13)

MAJOR ROAD DESIGN SPEED (V ₁)	LENGTH OF DEPARTURE SIGHT TRIANGLE LEG (b)	LENGTH OF DEPARTURE SIGHT TRIANGLE LEG (d)	LENGTH OF DEPARTURE SIGHT TRIANGLE LEG (c)	CROSSING NUMBER ADJUSTMENT (W)	SIGHT DISTANCE ADJUSTMENT FOR APPROACH GRADE (+S ₁)	SIGHT DISTANCE ADJUSTMENT FOR APPROACH GRADE (+S ₂)
15	145	170	120	15	10	20
20	190	225	165	15	30	20
25	240	280	205	20	30	30
30	290	335	245	25	35	40
35	340	390	285	30	40	50
40	390	445	325	35	45	55
45	430	500	365	40	50	60
50	480	555	405	45	55	70
55	530	610	445	50	60	80

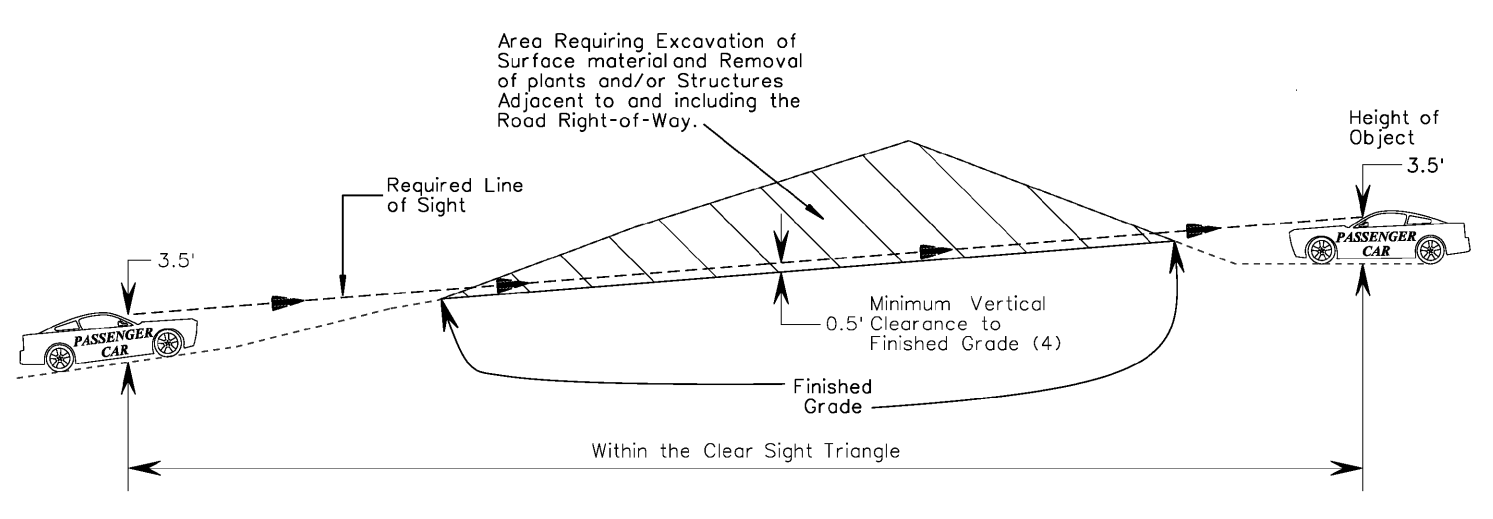


Figure 2: TYPICAL PROFILE ALONG LINE OF SIGHT (SEE NOTES 1, 2, 3 & 4)

- GENERAL NOTES
- Do not scale drawings, follow dimensions provided.
 - Height of motorist eye in a vehicle = 3.5 feet. Height of the object = 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 roadways that would obstruct the driver's view shall be removed or lowered to a minimum of 0.5 feet below the required line of sight. Such objects may include, but are not limited to, signs, buildings, parked vehicles, highway structures, fences, trees, bushes, unweeded grass, tall crops, walls, fences, and the terrain itself.
 - All intersections with stop control on the minor road, the first stopped vehicle on one approach should be visible to the drivers of the first stopped vehicles on each of the other approaches. At signalized intersections, left-turning vehicles should have sufficient sight distance to select gaps in oncoming traffic and complete left turns. Intersection sight distance for intersections with signalization is based on the departure sight triangle for left and right turns. 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 right-of-way conditions.
 - This table shows the intersection sight distance for a stopped passenger car to turn or pass through an intersection on 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. The sight triangle leg lengths for the different approaches will vary based on design speed, intersection sight distance for intersections with stop control on the minor road is based on the departure sight triangle for left and right turns exiting the minor road. For right turns and through movements, the minor road departure sight triangle leg lengths "c" and "d" are required. For left turns exiting the minor road, departure sight triangle leg lengths "b" and "d" are required. The lengths of the sight triangle legs are based on approach grades of +3% to +3%. Adjustment factors required for approach grades which exceed these values.
 - 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 "b" is measured from the edge of shoulder to the passenger car driver and is assumed to be 14.5 feet minimum, 18 feet desirable. Departure sight triangle leg length "c" is measured from the center of the farthest crossed lane to the passenger car driver and includes shoulders, medians and lanes crossed plus departure sight triangle leg length "b".
 - 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 or median crossed.
 - The adjustment for departure triangle leg length "c" and "d" based on approach grade should 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 at a minimum of 5 feet beyond the sight triangle measured perpendicular from the sight line for all roadways which exceed these values.
 - This methodology is based on AASHTO, A Policy on Geometric Design of Highways and Streets, 2018, 7th Edition. For intersections where the design speed is 35 mph or less, the design speed shall be the design speed of the roadway. For intersections where the design speed is greater than 35 mph, the design speed shall be the design speed of the roadway or the design speed of the highway, whichever is less. For design speed adjustments, refer to the design speed adjustment table in the design manual.

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

<p>STATE OF MISSOURI GEORGE MICHAEL STOCK NUMBER PB-2316 12/3/2020 CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096</p>	<p>PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298</p>	<p>DESIGN CRITERIA MANUAL SIGHT DISTANCE PASSENGER CARS</p>									
	<p>PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 330-0100 FAX: (636) 330-0300 e-mail: garen@stockandassociates.com Web: www.stockandassociates.com</p>	<p>EFFECTIVE: 05/01/2020 SHEET: 2 OF 3 DRAWING: 5.2</p>									
<p>REVISIONS:</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td>12/29/2020</td> <td>PER COMMENTS</td> </tr> <tr> <td>2</td> <td>12/29/2020</td> <td>PER COMMENTS</td> </tr> </table>	NO.	DATE	DESCRIPTION	1	12/29/2020	PER COMMENTS	2	12/29/2020	PER COMMENTS	<p>M.S.D. P.#: 185, 185 S.L.C. MAP # 8304 M.D.N.R. # MOR27007</p>	<p>SHEET TITLE: ASDCP - INTERSECTION SIGHT DISTANCE STUDY ST. LOUIS COUNTY</p>
NO.	DATE	DESCRIPTION									
1	12/29/2020	PER COMMENTS									
2	12/29/2020	PER COMMENTS									
<p>DATE: 11/03/2025 SCALE: 1"=100' JOB NO.: 6255.5</p>	<p>DESIGNER: T.S. CHECKER: G.M.S.</p>	<p>SHEET NO.: C3.2</p>									

Conclusions

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

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

2023 Existing Conditions:

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

2026 Forecasted Conditions (RPA 1A only):

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

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

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

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

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

- NE quadrant being rebuilt and traffic signal equipment relocated. (See Appendix for concept layout)
- MO 340 & N Outer Road/WB 64 Off-Ramp
 - Additional westbound left-turn lane needed (third left turn lane). Approach should be comprised of three dedicated left-turn lanes and one right-turn lane. Signage should be provided for the right-most left-turn lane which details that left-turns will be directed to Chesterfield Mall/Chesterfield Parkway. (Note: this improvement is also necessary if the mall were to be fully occupied)

2032 Forecasted Conditions (Full Build of Development):

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

2052 Horizon Year Baseline Conditions:

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

2052 Horizon Year Forecasted Conditions:

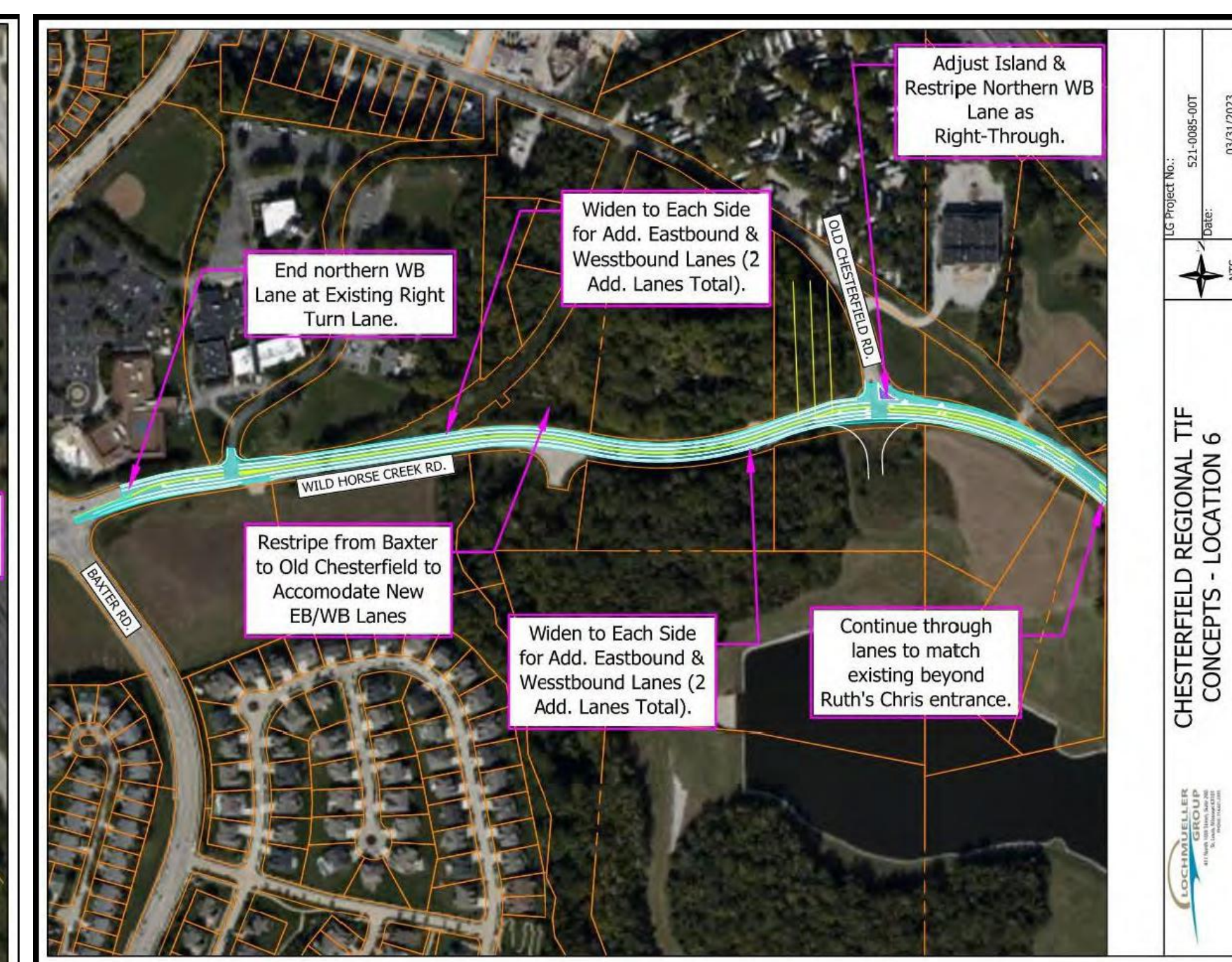
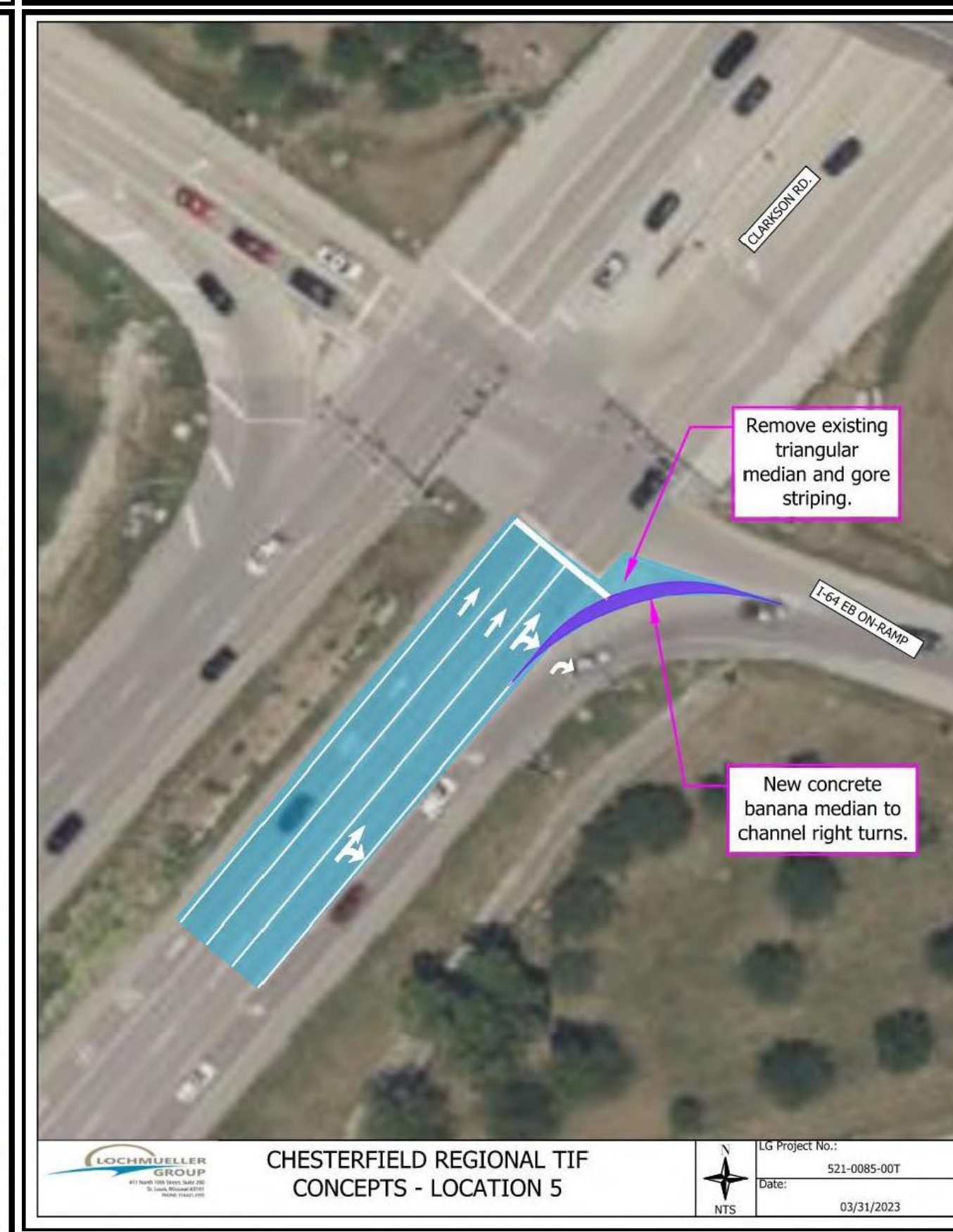
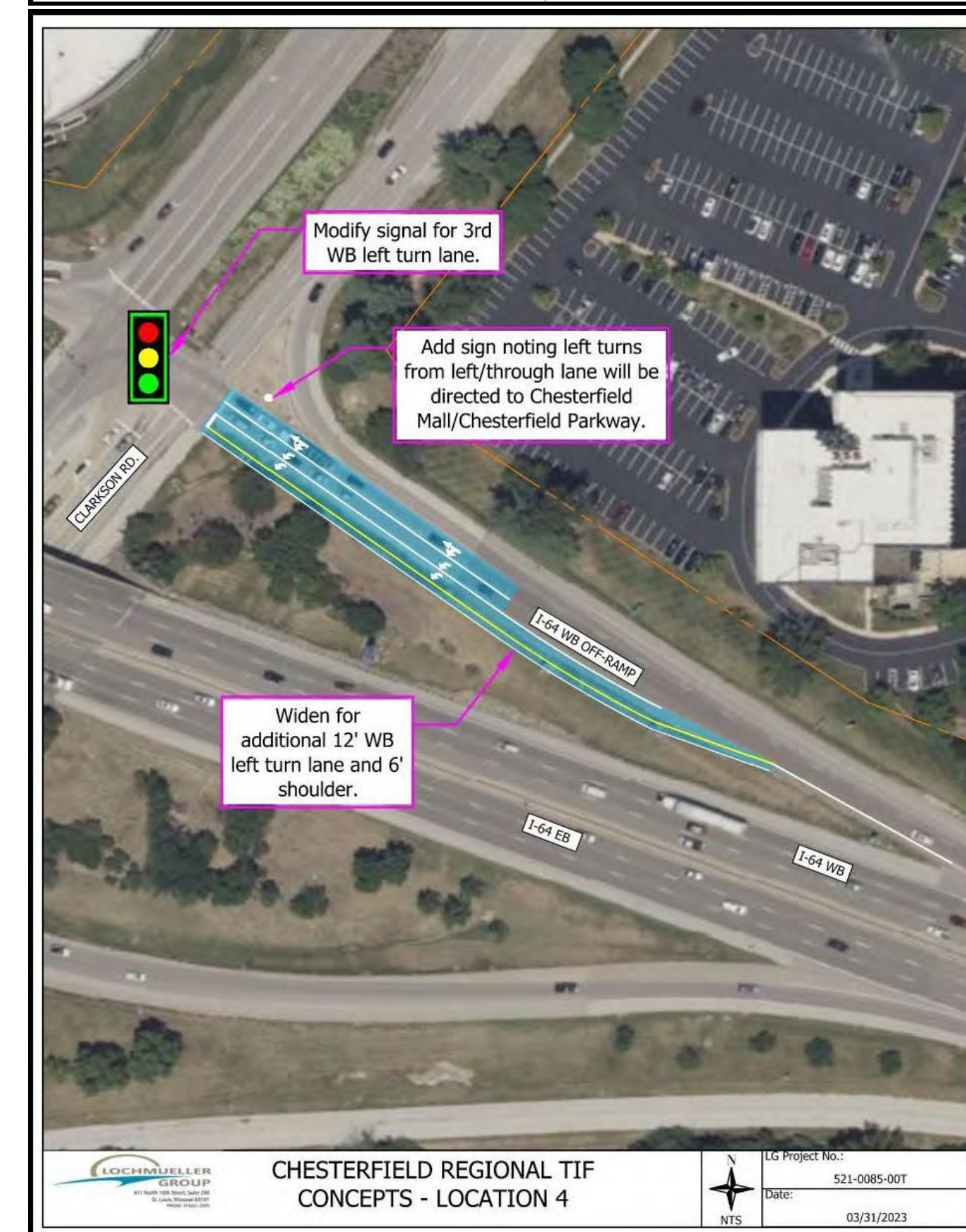
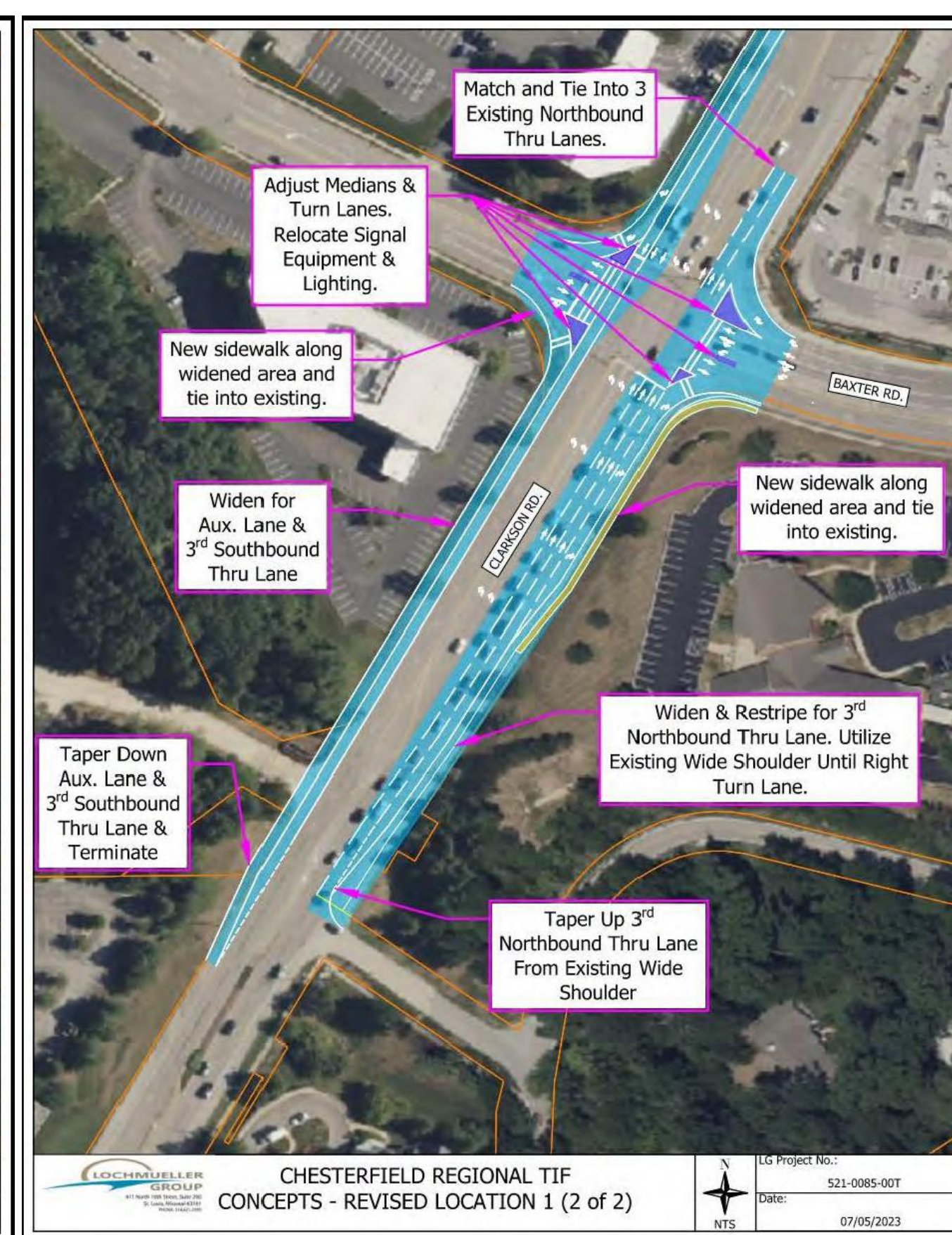
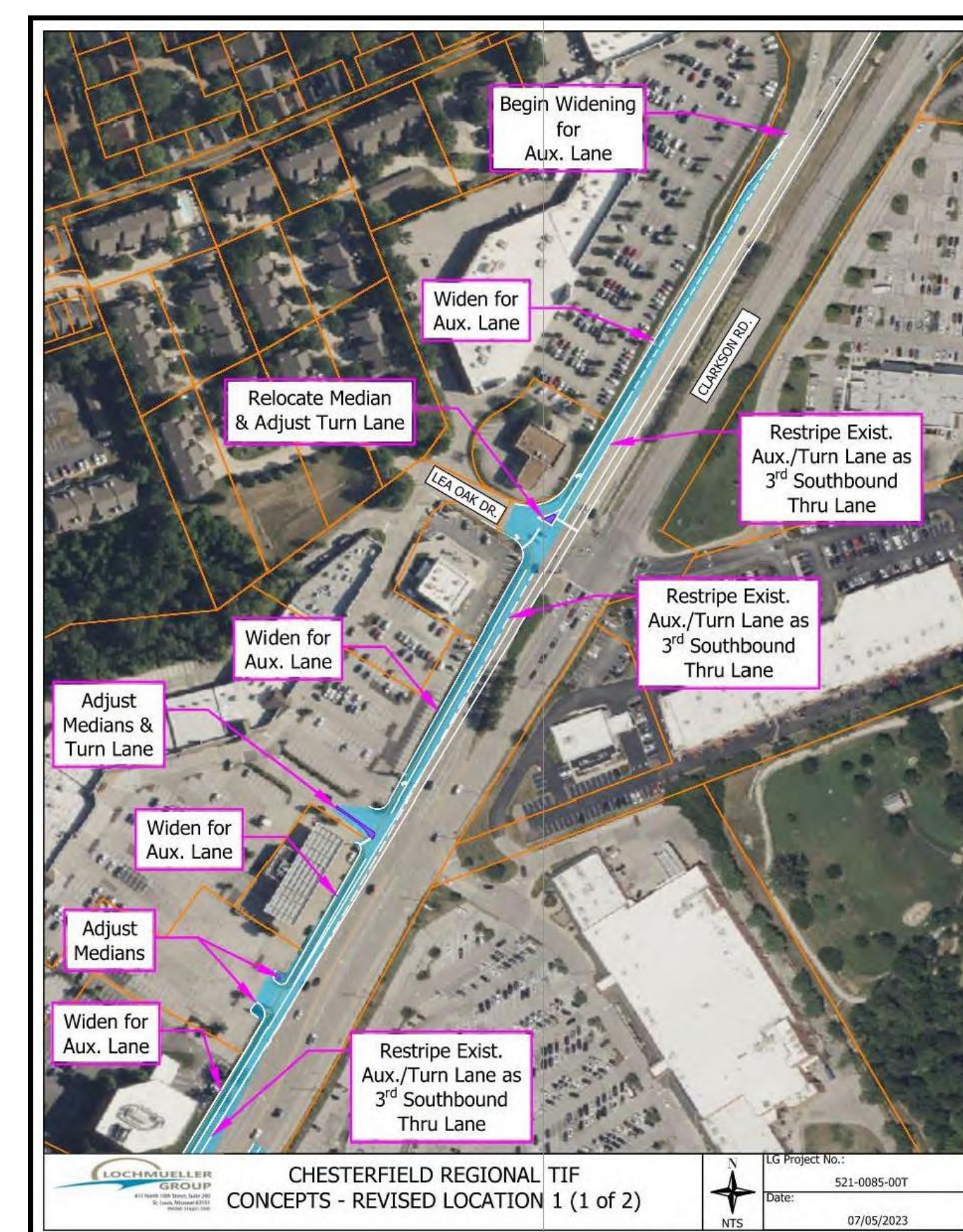
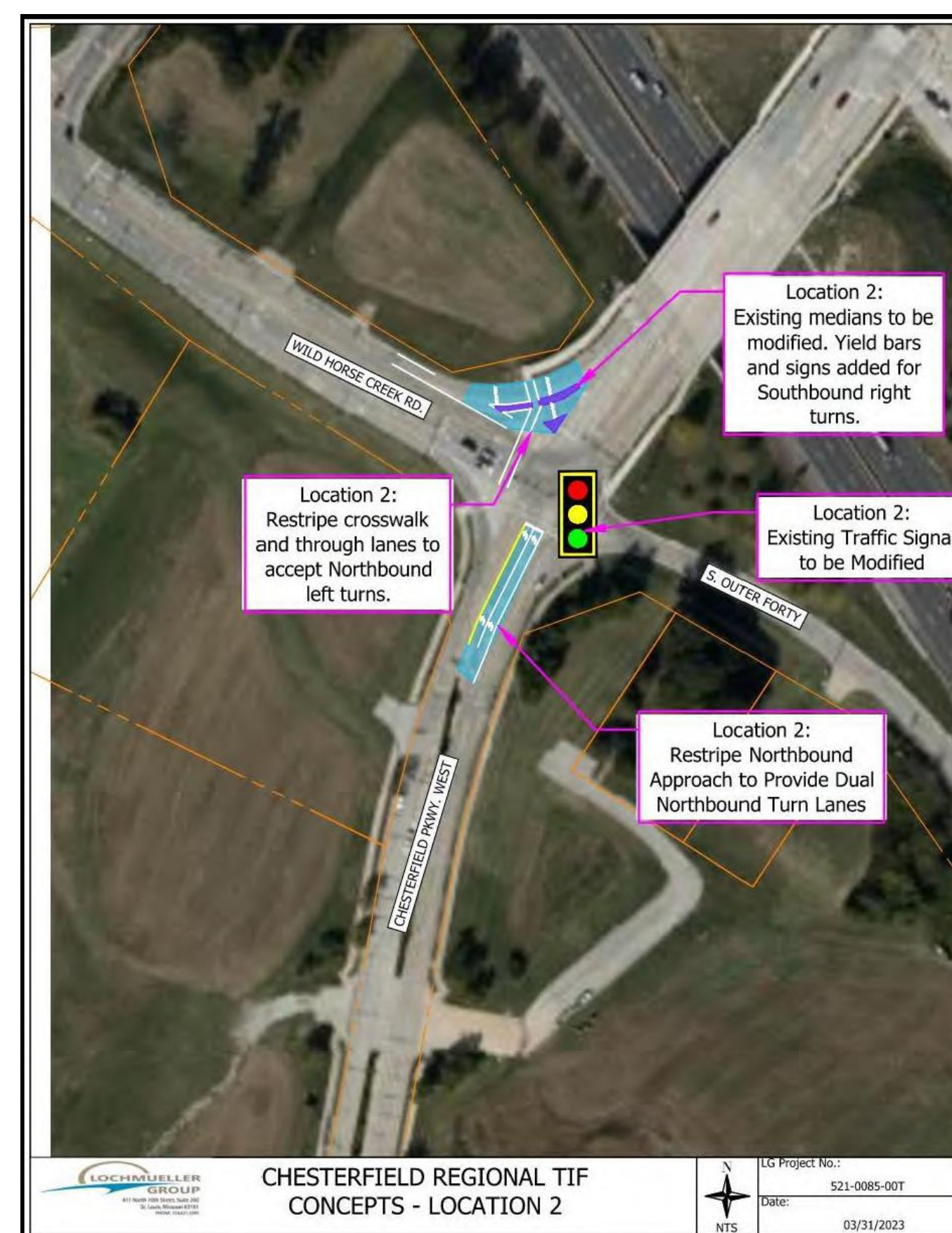
- The 2052 horizon year forecasted traffic scenario assumes that the proposed redevelopment of Downtown Chesterfield is in place in addition to the annual background growth rate experienced on the area roadways and full development of Wild Horse Village and the adjacent Sach's property.
- In order to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

Internal Site Intersections:

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

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

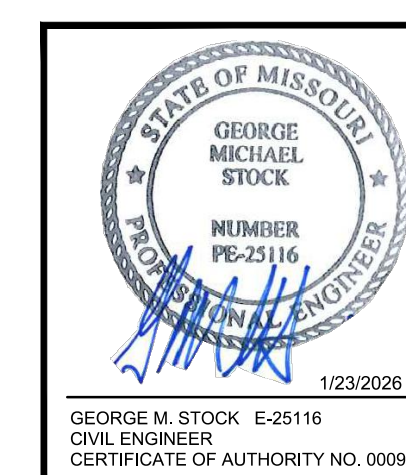
Completed by Lochmueller Group, Inc



REVISIONS	M.S.D. P.#	BASE MAP #
1-12/2025 PER COMMENTS	185	185
2-12/2026 PER COMMENTS		

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) 830-9100 FAX: (636) 830-9100 e-mail: general@stockandassociates.com Web: www.stockandassociates.com
DATE: 11/03/2025	SCALE: 1"=100'	JOB NO.: 6255.5
SHEET TITLE: ASDCP - CONCEPT PLAN OFFSITE ROAD IMPROVEMENTS		SHEET NO.: C4.0

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



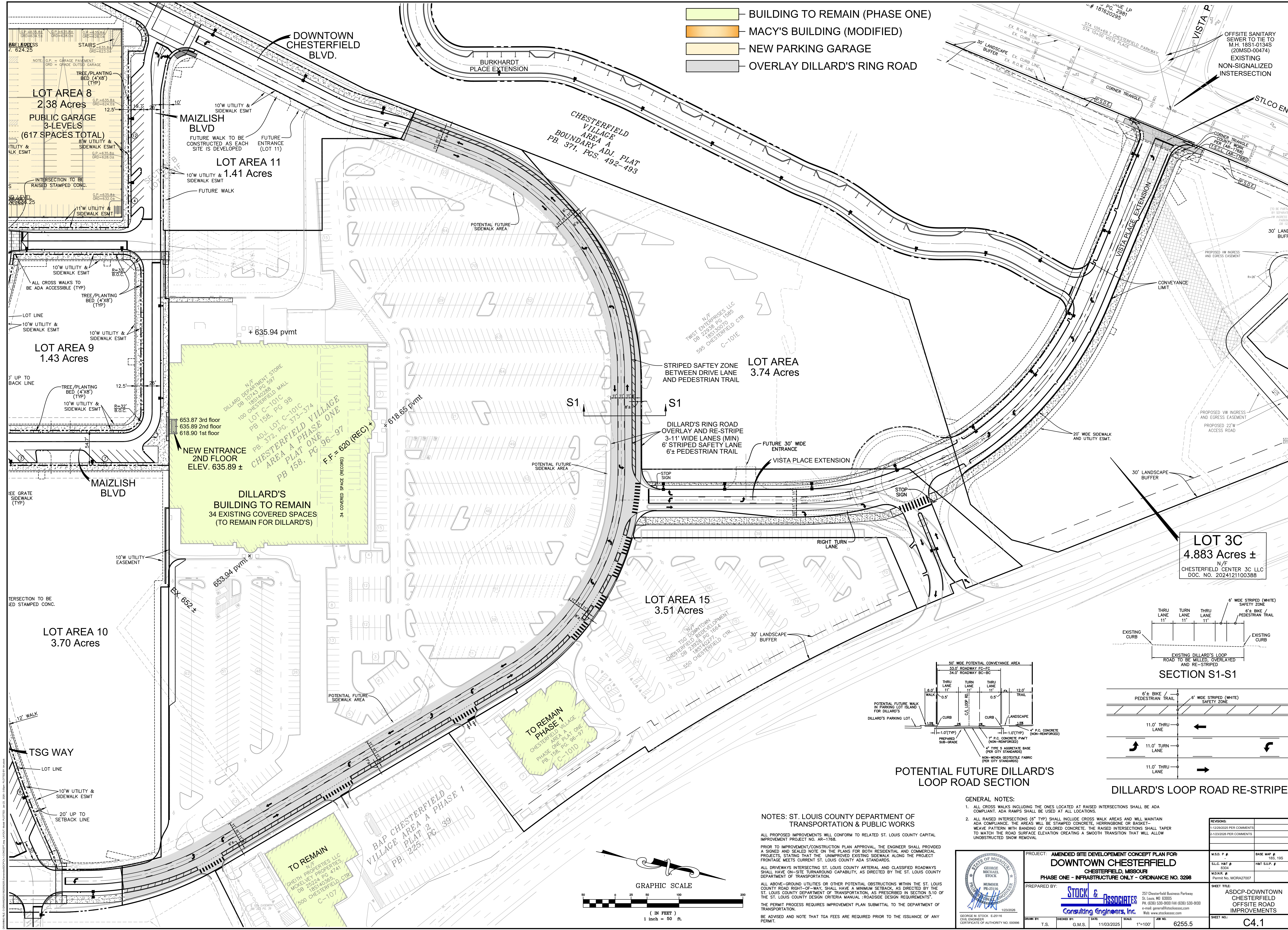
STOCK & ASSOCIATES
Consulting Engineers, Inc.

DATE: 11/03/2025
SCALE: 1"=100'
JOB NO.: 6255.5

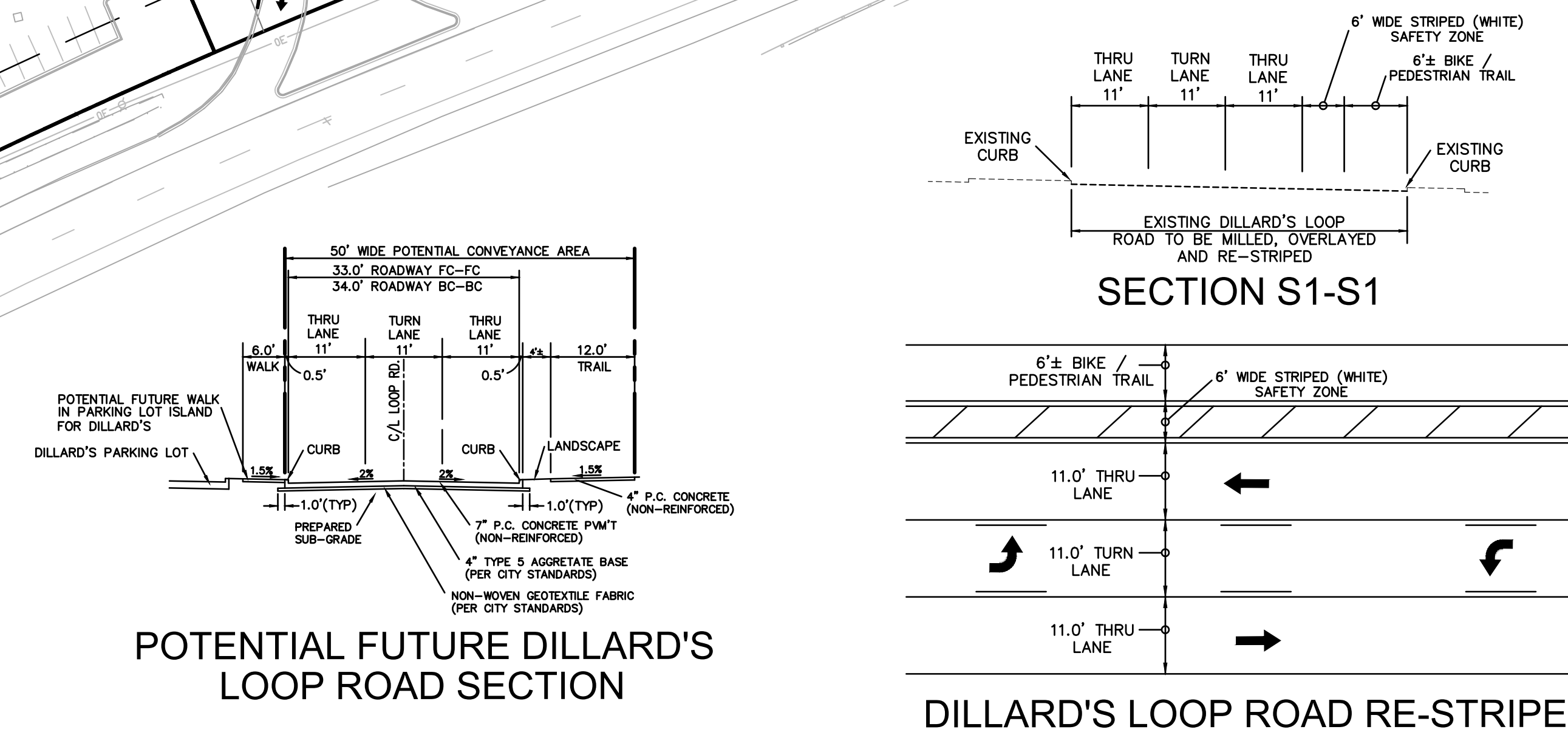
SHEET TITLE:
ASDCP - CONCEPT PLAN
OFFSITE ROAD IMPROVEMENTS

SHEET NO.: C4.0

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



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



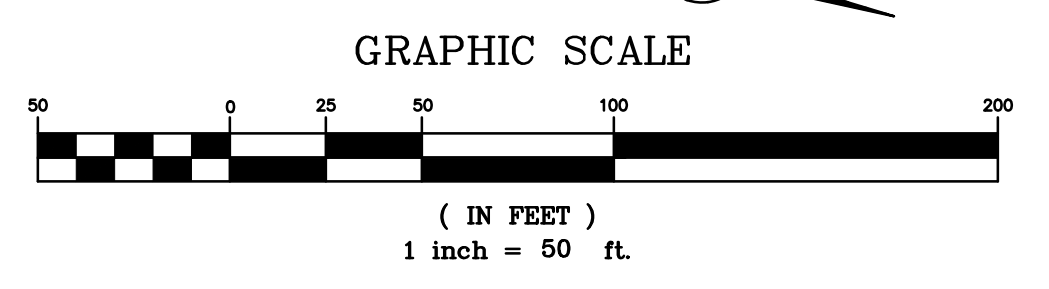
NOTES: ST. LOUIS COUNTY DEPARTMENT OF TRANSPORTATION & PUBLIC WORKS

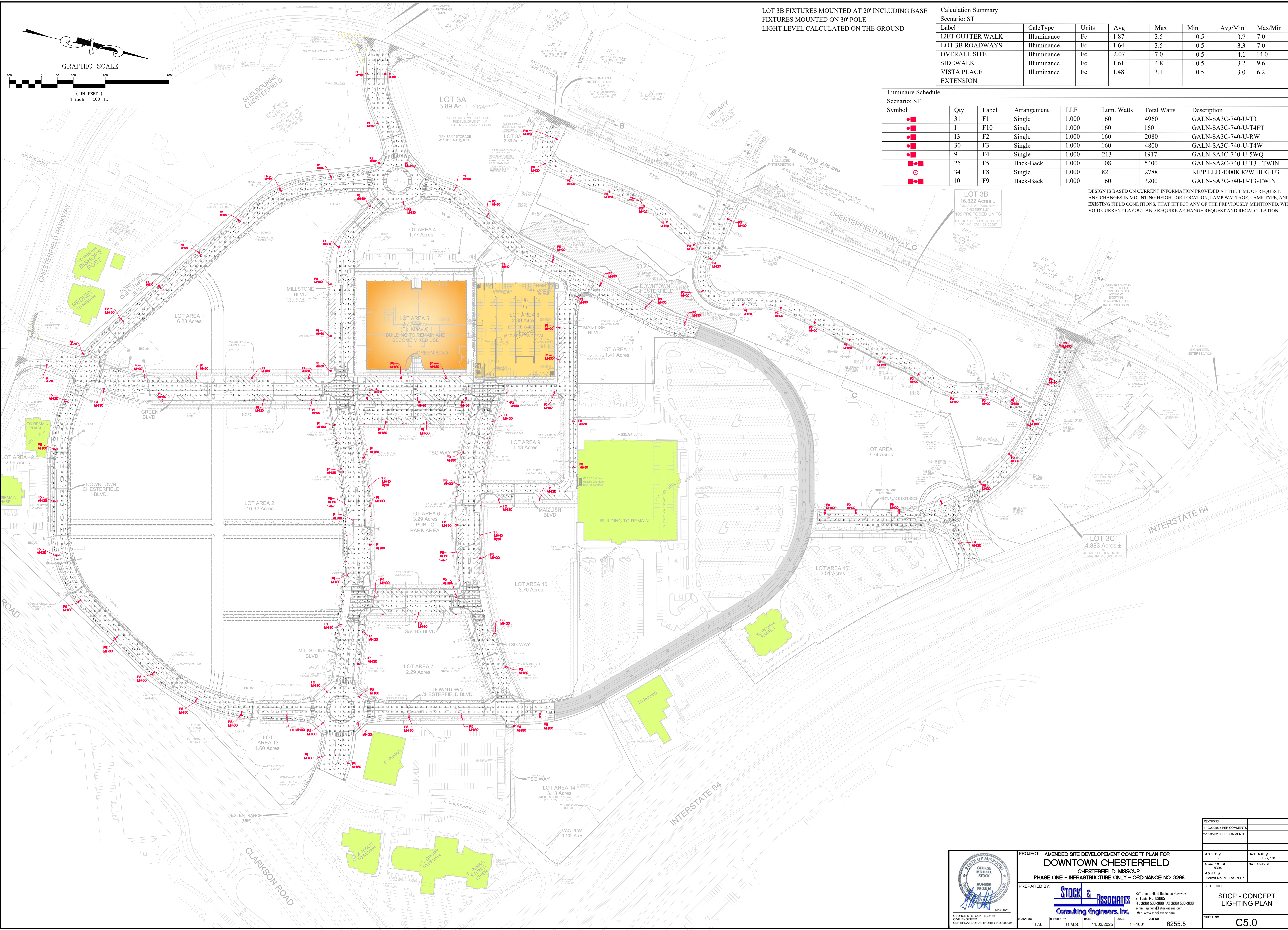
ALL PROPOSED IMPROVEMENTS WILL CONFORM TO RELATED ST. LOUIS COUNTY CAPITAL IMPROVEMENT PROJECT NO. AR-1768.
PRIOR TO IMPROVEMENT/CONSTRUCTION PLAN APPROVAL, THE ENGINEER SHALL PROVIDE A SIGNED AND SEALED NOTE ON THE PLANS FOR BOTH RESIDENTIAL AND COMMERCIAL PROJECTS STATING THAT THE UNIMPROVED EXISTING 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.

	<p>PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298</p>	<p>REVISIONS:</p> <table border="1"> <tr> <td>1/2/2025</td> <td>PER COMMENTS</td> </tr> <tr> <td>2/12/2025</td> <td>PER COMMENTS</td> </tr> </table>	1/2/2025	PER COMMENTS	2/12/2025	PER COMMENTS
1/2/2025	PER COMMENTS					
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<p>DATE: 11/03/2025</p>	<p>PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.</p>	<p>M.S.D. P.#: 185, 195 S.L.C. H#T #: 8304 M.O.R.#: MOR2427007</p>				
<p>SCALE: 1"=100'</p>	<p>257 Chesterfield Business Parkway St. Louis, MO 63015 PH: (636) 530-9100 FAX: (636) 530-9300 e-mail: gstock@stockandassociates.com www.stockandassociates.com</p>	<p>SHEET TITLE: ASDCP-DOWNTOWN CHESTERFIELD OFFSITE ROAD IMPROVEMENTS</p>				
<p>T.S.</p>	<p>JOB NO.: 6255.5</p>	<p>SHEET NO.: C4.1</p>				





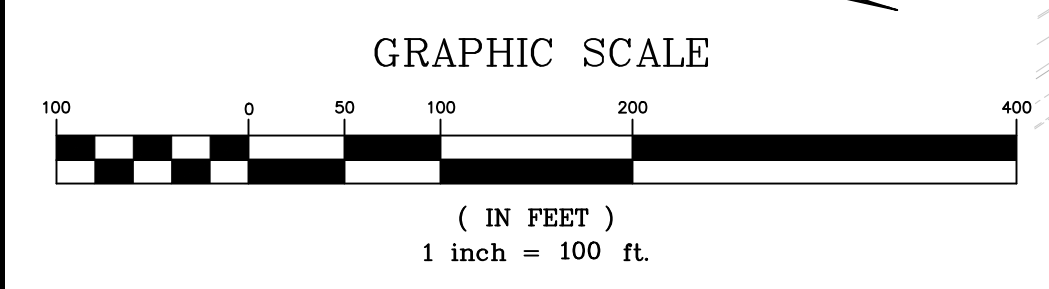
LOT 3B FIXTURES MOUNTED AT 20' INCLUDING BASE
 FIXTURES MOUNTED ON 30' POLE
 LIGHT LEVEL CALCULATED ON THE GROUND

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-5WQ
■	25	F5	Back-Back	1.000	108	5400	GALN-SA2C-740-U-T3 - TWIN
○	34	F8	Single	1.000	82	2788	KIPP LED 4000K 82W BUG U3
■	10	F9	Back-Back	1.000	160	3200	GALN-SA3C-740-U-T3-TWIN

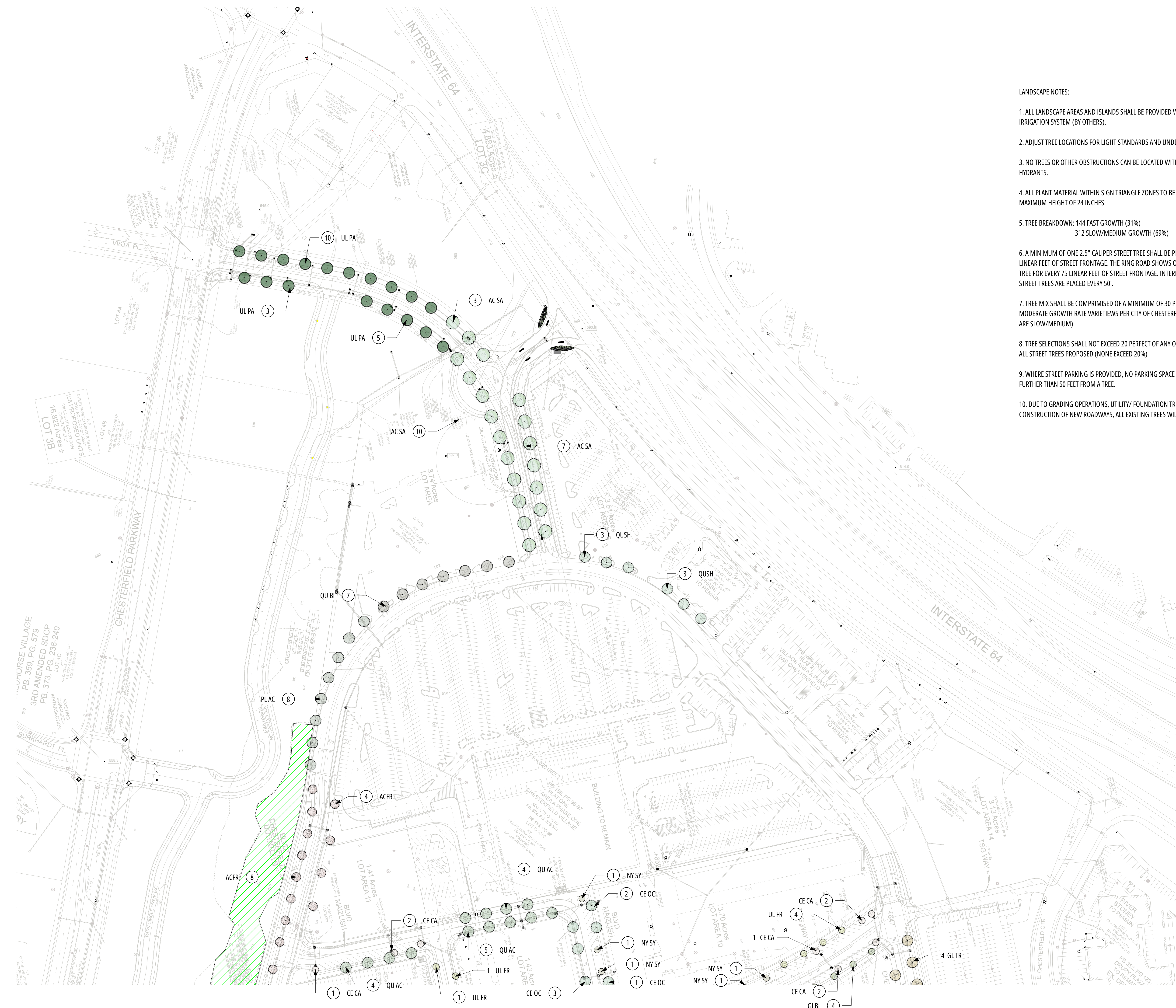
DESIGN IS BASED ON CURRENT INFORMATION PROVIDED AT THE TIME OF REQUEST. ANY CHANGES IN MOUNTING HEIGHT OR LOCATION, LAMP WATTAGE, LAMP TYPE, AND EXISTING FIELD CONDITIONS, THAT EFFECT ANY OF THE PREVIOUSLY MENTIONED, WILL VOID CURRENT LAYOUT AND REQUIRE A CHANGE REQUEST AND RECALCULATION.

LOT 3B
 16.822 Acres ±
 "VALLEY AT DOWNTOWN CHESTERFIELD"
 105 PROPOSED UNITS
 CHESTERFIELD CENTER 2B LLC
 DOC. NO. 20241100357

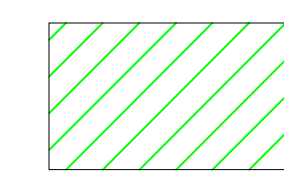


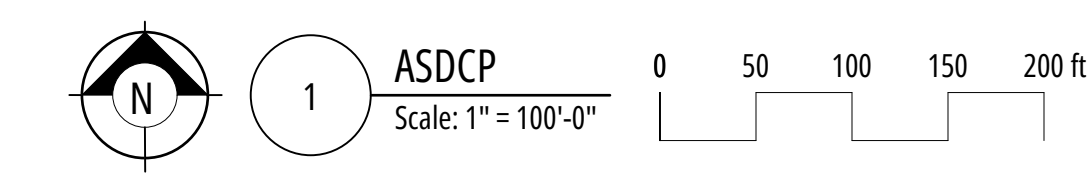
	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298	M.S.D. P.# 185, 195 S.L.C. H&T # 8304 M.D.N.# # MORAZ7007
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc. 257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 830-9100 FAX: (636) 830-9100 e-mail: gstock@stockassociates.com Web: www.stockassociates.com	SHEET TITLE: SDCP - CONCEPT LIGHTING PLAN
GEORGE M. STOCK, ELS 2114 CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096	DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 11/03/2025 SCALE: 1"=100' JOB NO.: 6255.5	SHEET NO.: C5.0

REVISIONS:	
1-12/2025 PER COMMENTS	
2-12/2026 PER COMMENTS	



- LANDSCAPE NOTES:
1. ALL LANDSCAPE AREAS AND ISLANDS SHALL BE PROVIDED WITH AN IN-GROUND IRRIGATION SYSTEM (BY OTHERS).
 2. ADJUST TREE LOCATIONS FOR LIGHT STANDARDS AND UNDERGROUND UTILITIES.
 3. NO TREES OR OTHER OBSTRUCTIONS CAN BE LOCATED WITHIN 6 FEET OF FIRE HYDRANTS.
 4. ALL PLANT MATERIAL WITHIN SIGN TRIANGLE ZONES TO BE MAINTAINED AT A MAXIMUM HEIGHT OF 24 INCHES.
 5. TREE BREAKDOWN: 144 FAST GROWTH (31%)
312 SLOW/MEDIUM GROWTH (69%)
 6. A MINIMUM OF ONE 2.5" CALIPER STREET TREE SHALL BE PROVIDED FOR EVERY 50 LINEAR FEET OF STREET FRONTAGE. THE RING ROAD SHOWS ONE 2.5" CALIPER STREET TREE FOR EVERY 75 LINEAR FEET OF STREET FRONTAGE. INTERIOR TO THE RING ROAD, STREET TREES ARE PLACED EVERY 50'.
 7. TREE MIX SHALL BE COMPRISED OF A MINIMUM OF 30 PERCENT SLOW OR MODERATE GROWTH RATE VARIETIES PER CITY OF CHESTERFIELD APPROVED LIST (46% ARE SLOW/MEDIUM)
 8. TREE SELECTIONS SHALL NOT EXCEED 20 PERCENT OF ANY ONE SPECIES THROUGHOUT ALL STREET TREES PROPOSED (NONE EXCEED 20%)
 9. WHERE STREET PARKING IS PROVIDED, NO PARKING SPACE SHALL BE LOCATED FURTHER THAN 50 FEET FROM A TREE.
 10. DUE TO GRADING OPERATIONS, UTILITY/ FOUNDATION TRENCHING AND CONSTRUCTION OF NEW ROADWAYS, ALL EXISTING TREES WILL BE REMOVED.

 DENOTES ALL VEGETATION TO BE PROTECTED TO REMAIN AS-IS
54,990 SF OF 180,755 SF TOTAL VEGETATIVE MASSES ARE TO BE RETAINED (30.4%)



LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017



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



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

0 50 100 150 200 ft

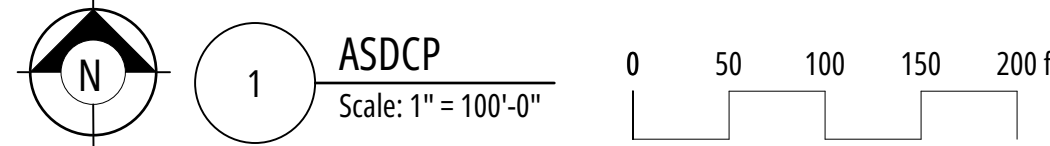
DENOTES ALL VEGETATION TO BE PROTECTED TO REMAIN AS-IS
54,990 SF OF 180,755 SF TOTAL VEGETATIVE MASSES ARE TO BE RETAINED (30.4%)

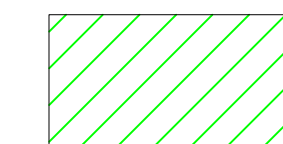
LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017



DESIGNER:	MMW
SHEET NAME:	ASDCP AREA B - TREES
PROJECT DATE:	12.19.2025
REVISION:	
SHEET NO.:	L-702
PROJECT NO.:	DESS156639

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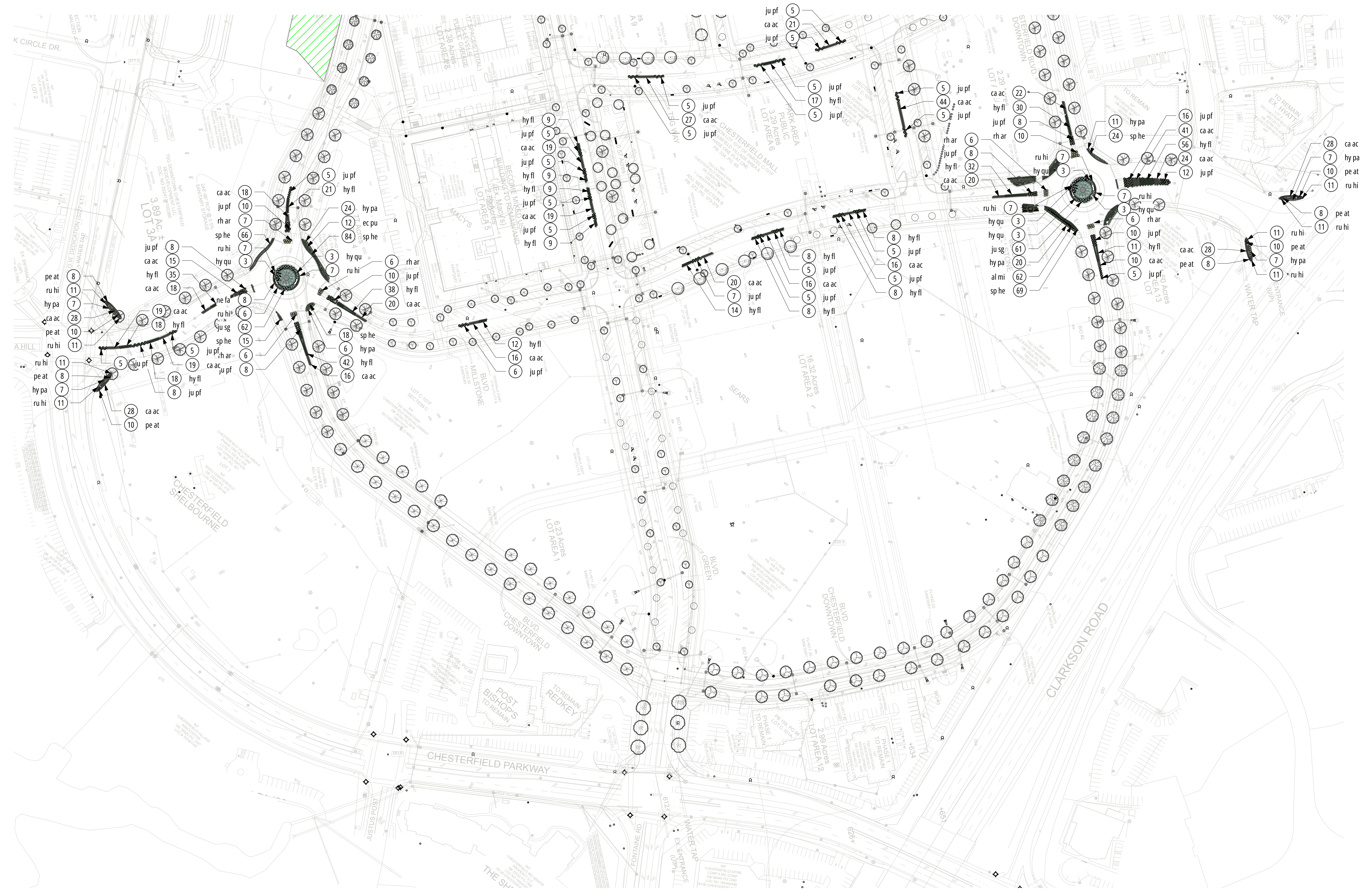


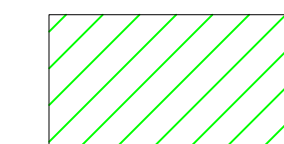
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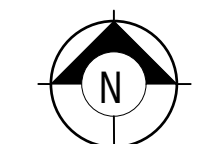
LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017



DESIGNER:	MMW
SHEET NAME:	ASDCP AREA A - SHRUBS
PROJECT DATE:	12.19.2025
REVISION:	
SHEET NO:	L-703
PROJECT NO:	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%)

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

0 50 100 150 200 ft

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



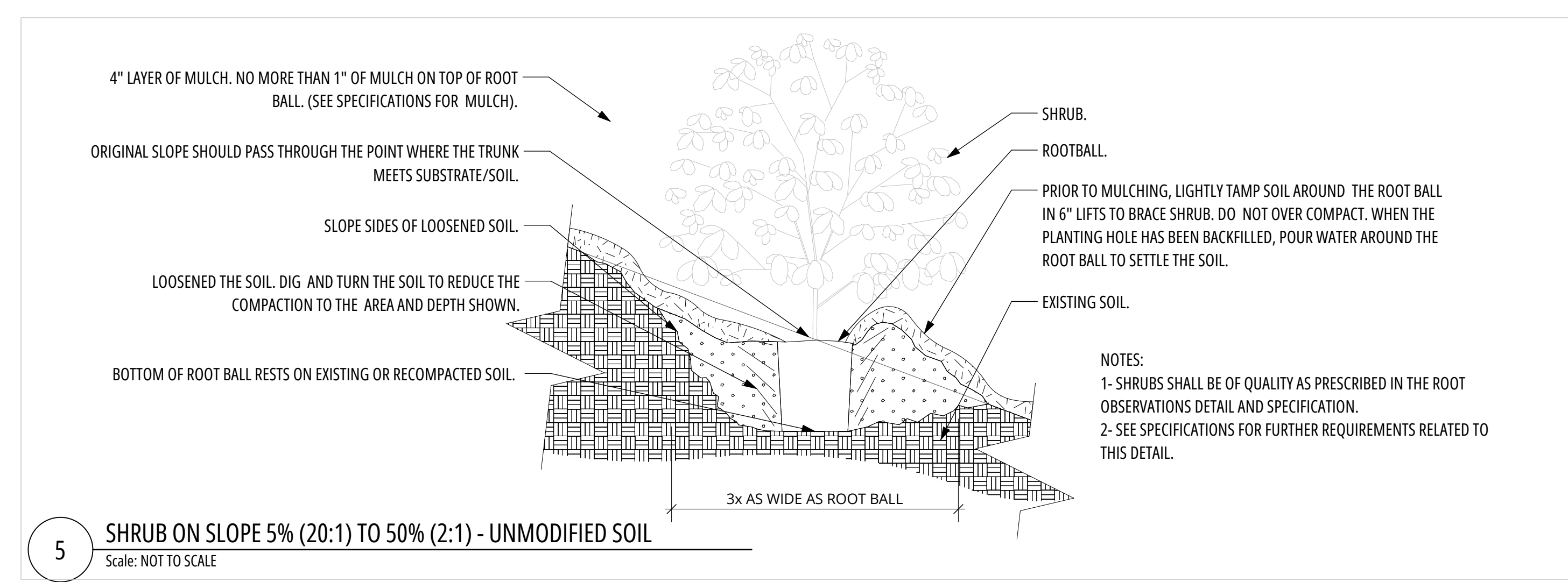
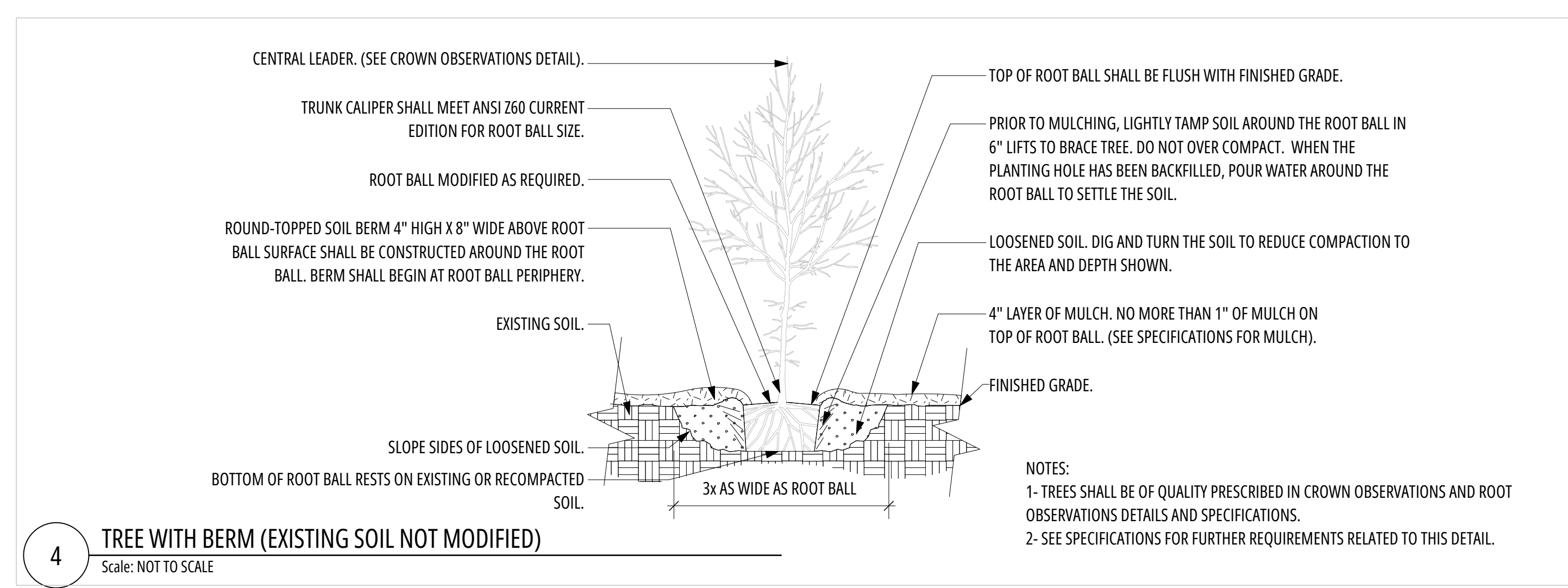
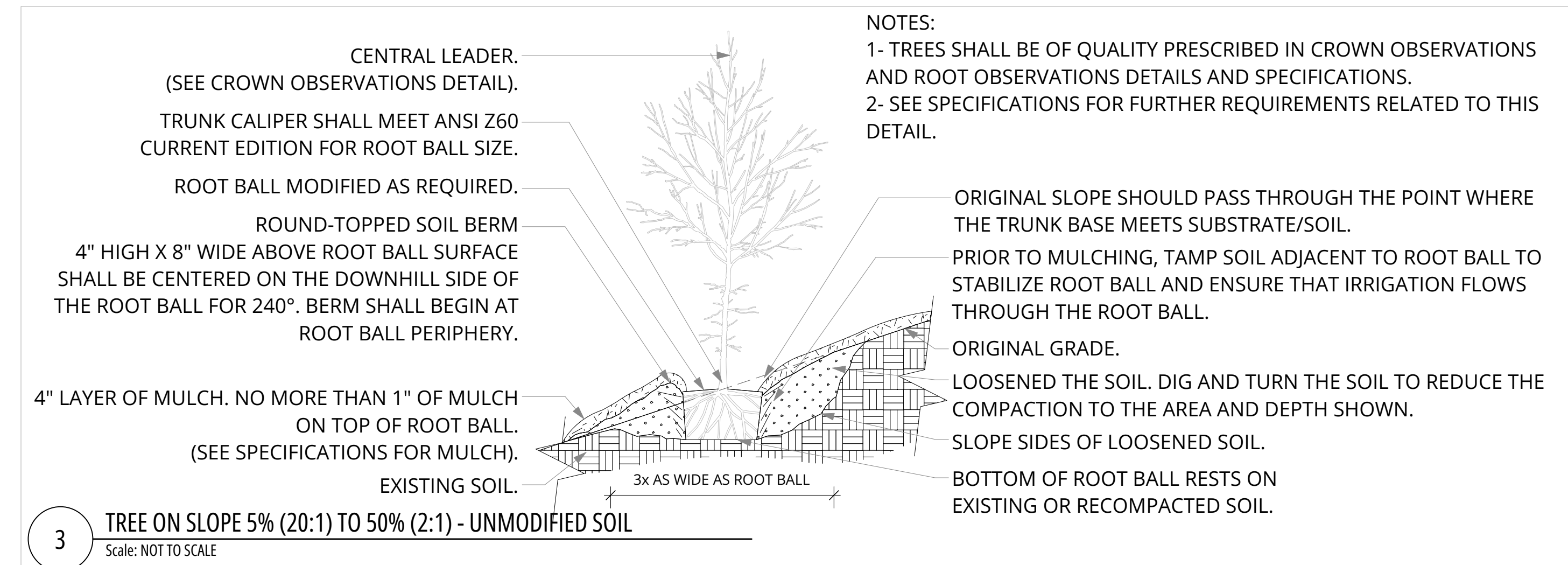
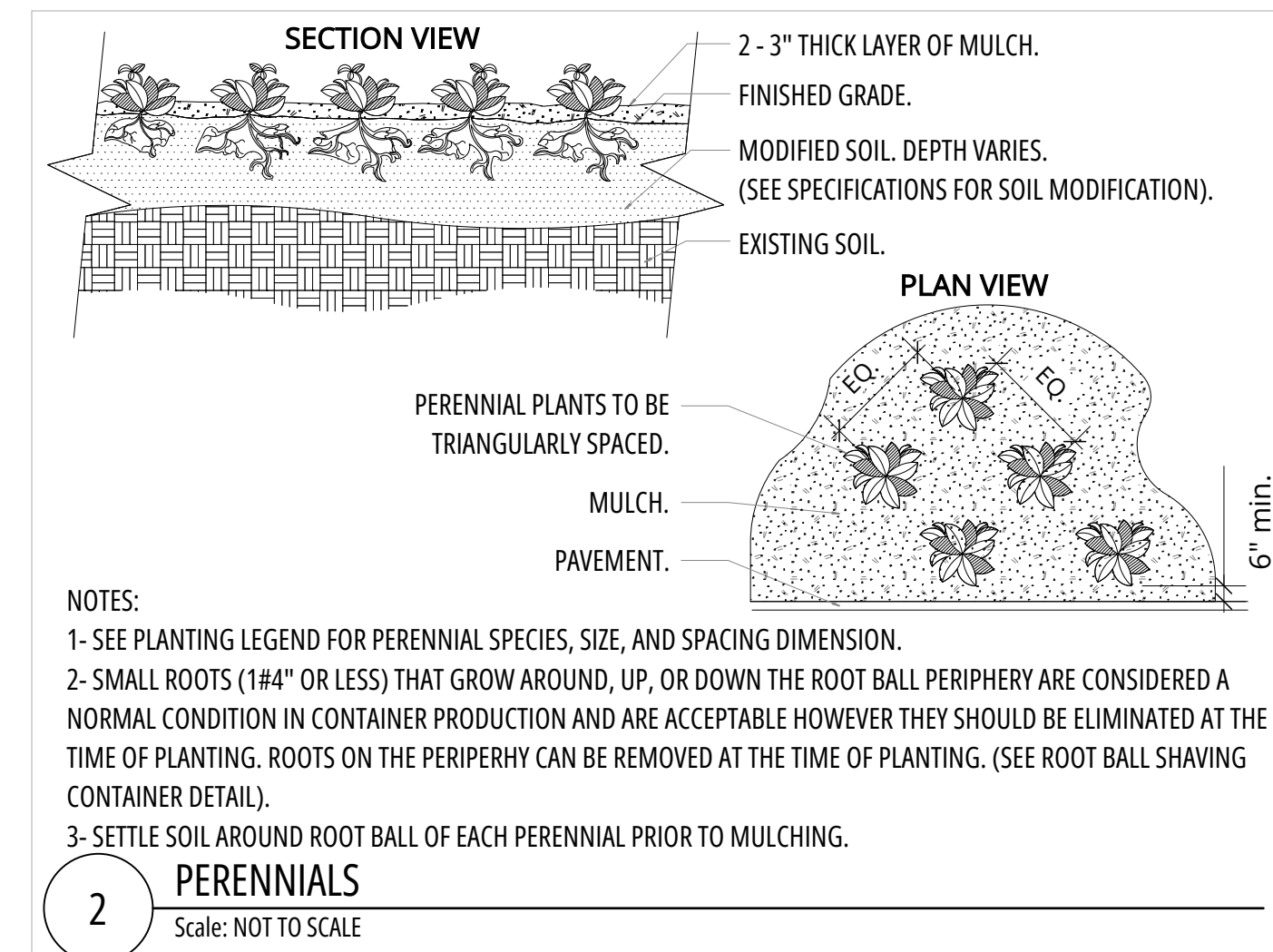
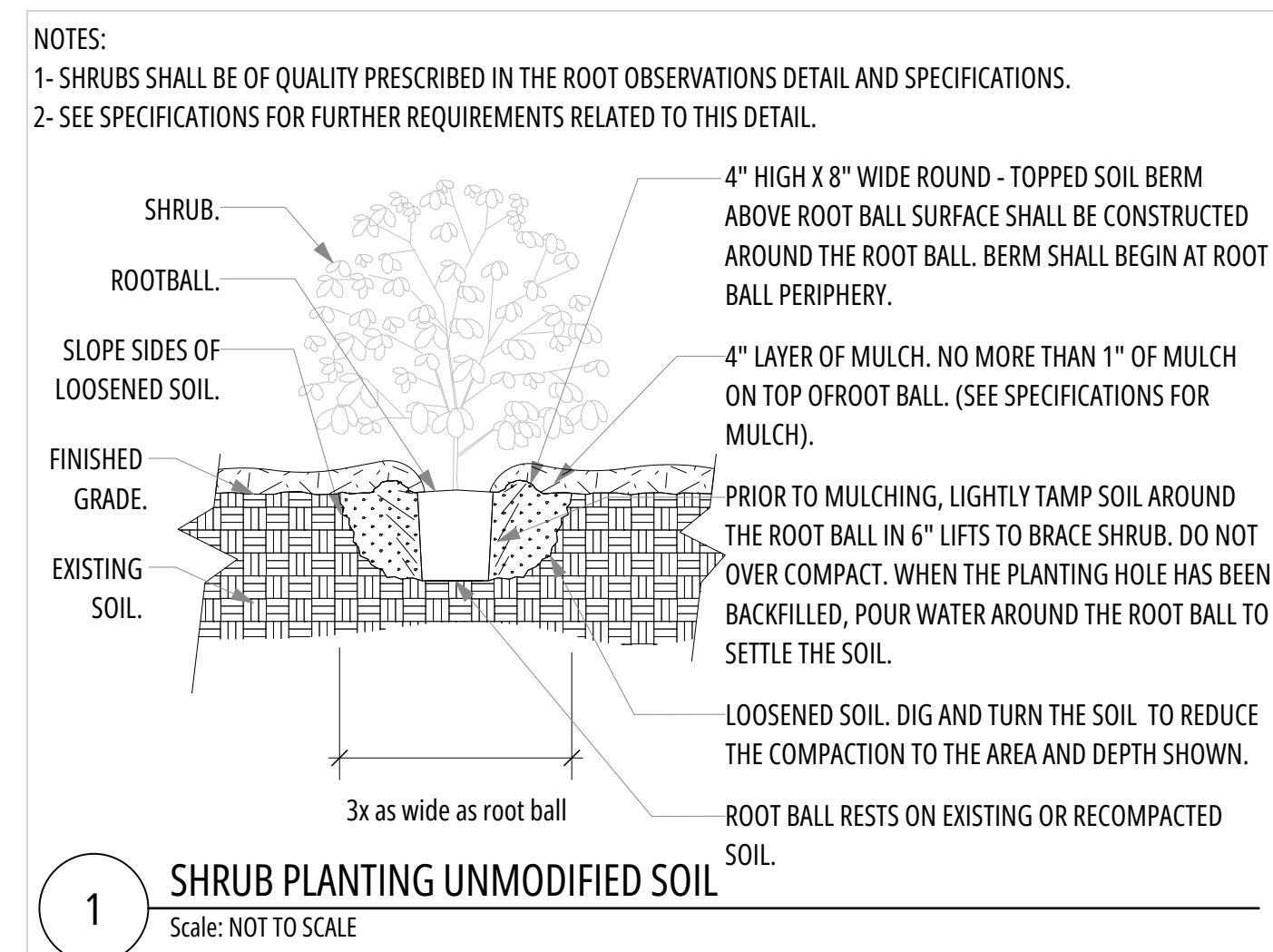
Plant Schedule - Street Trees

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%
PL AC	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 x acutiflora 'Karl Foerster'	Karl Foerster Grass	#01 Gal.	
ec pu	131	Echinacea purpurea	Coneflower, Purple 'Kim's Knee High'	#1 Gal.	
hy fl	453	Hydrangea paniculata 'Fire Light Tidbit'	Hydrangea, Panicle 'Fire Light Tidbit'	#03/05 Gal.	
hy pa	106	Hydrangea paniculata 'Ivobo'	Hydrangea, 'Bobo'	#3/5 Gal.	
hy qu	24	Hydrangea quercifolia 'Ruby Slippers'	Hydrangea, Oak 'Ruby Slipper'	#3/5 Gal.	
ju pf	221	Juniperus x pfitzeriana 'Kallay's Compact'	Juniper, 'Kallay's Compact'	#03/05 Gal.	
ju sq	123	Juniperus x pfitzeriana 'Sea Green'	Juniper, 'Sea Green'	#03/05	
ne fa	32	Nepeta x faassenii 'Walker's Low'	Catmint, 'Walker's Low'	#01 Gal.	
pa vi	77	Panicum virgatum 'Shennandoah'	Grass, Switch 'Shenandoah'	#1 Gal.	
rh ar	41	Rhus aromatica 'Gro-Low'	Sumac, Fragrant 'Gro-Low'	#3/5 Gal.	
ru hi	130	Rudbeckia hirta 'Am. Gold Rush'	Black-Eyed Susan, 'Am. Gold Rush'	#01 Gal.	
sp he	476	Sporobolus heterolepis	Grass, Prairie Dropseed	#1 Gal.	
sp me	47	Spiraea Media 'SMSMBK'	Spirea, DP 'Blue Kazoo'	#3/5 Gal.	



LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017



DESIGNER: MMW

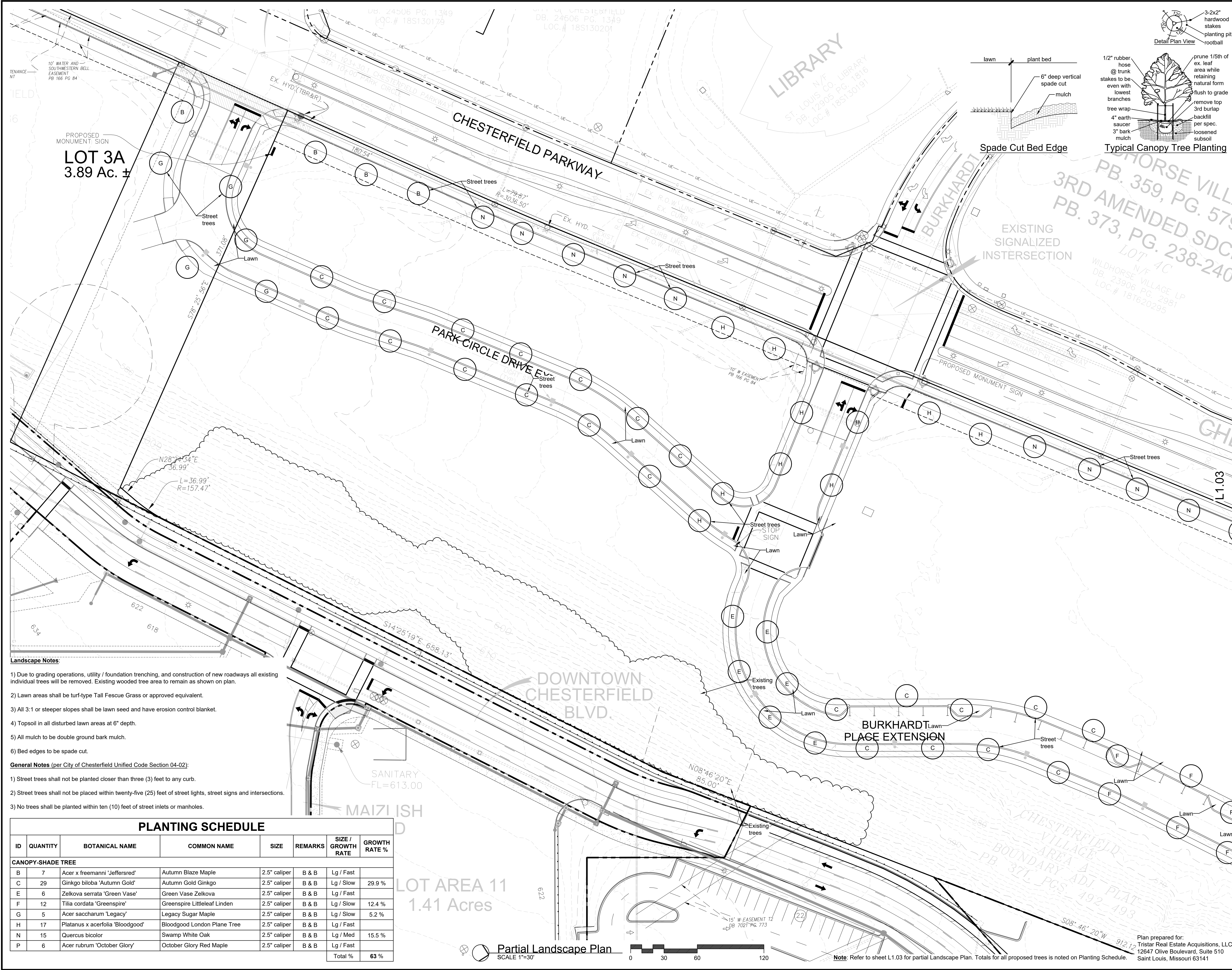
SHEET NAME:
ASDCP SCHEDULES

PROJECT DATE: 12.19.2025

REVISION:

SHEET NO:
L-705

PROJECT NO:
DESS156639



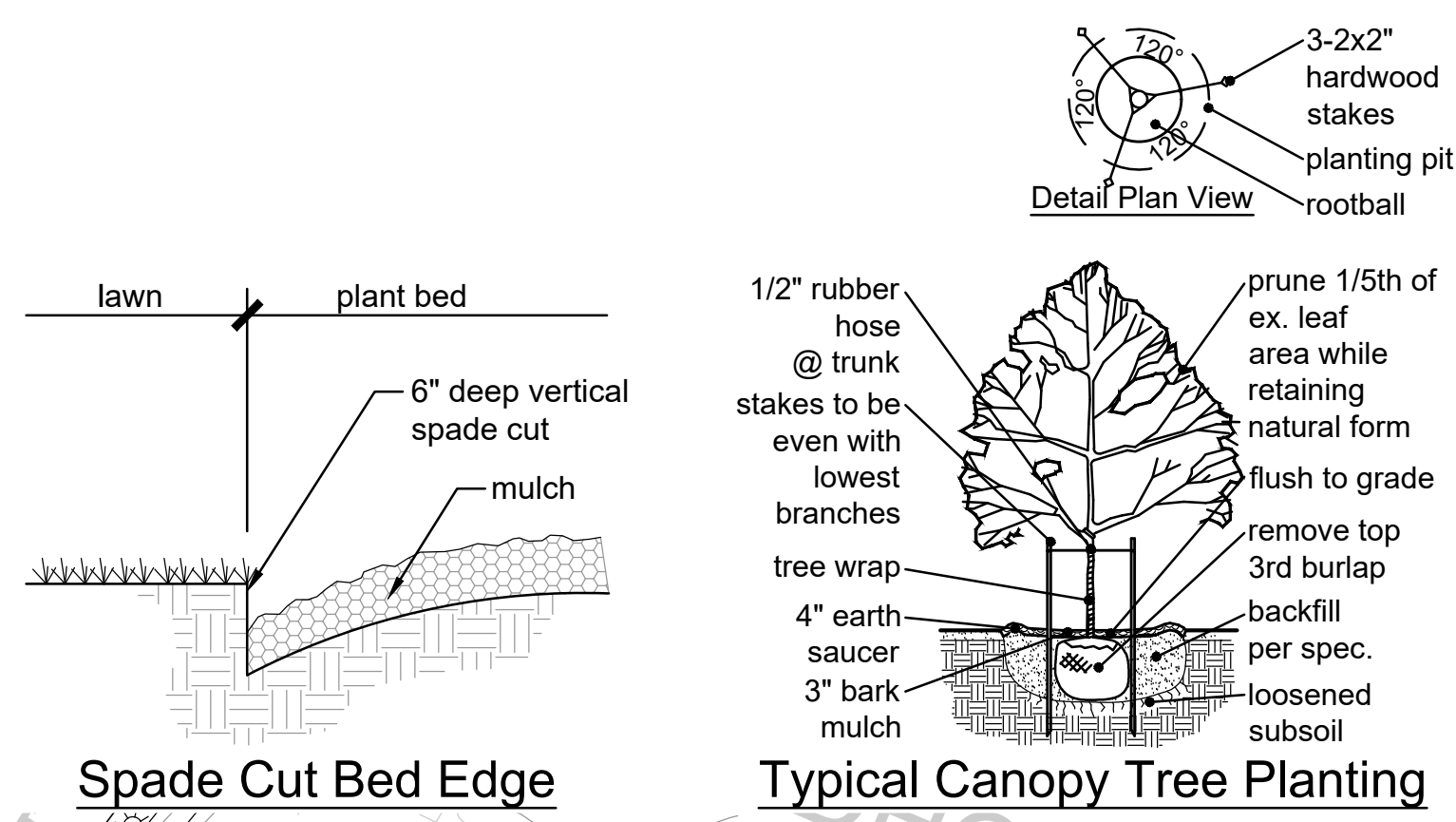
LOT 3A
3.89 Ac. ±

LOT AREA 11
1.41 Acres

- 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 %



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

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

LOOMIS ASSOCIATES
landscape architects + planners
790 Saint Louis Park Drive, Chesterfield, Missouri 63005
t. 636.519.8668 www.loomis-associates.com

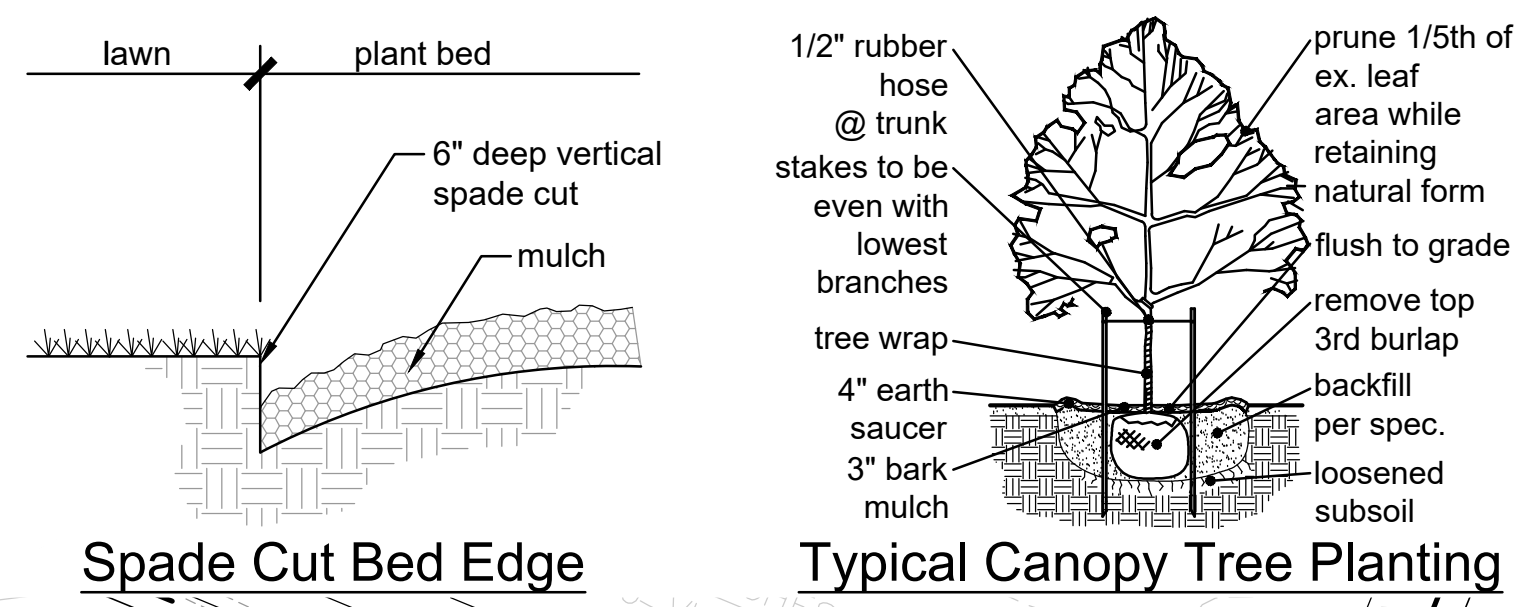
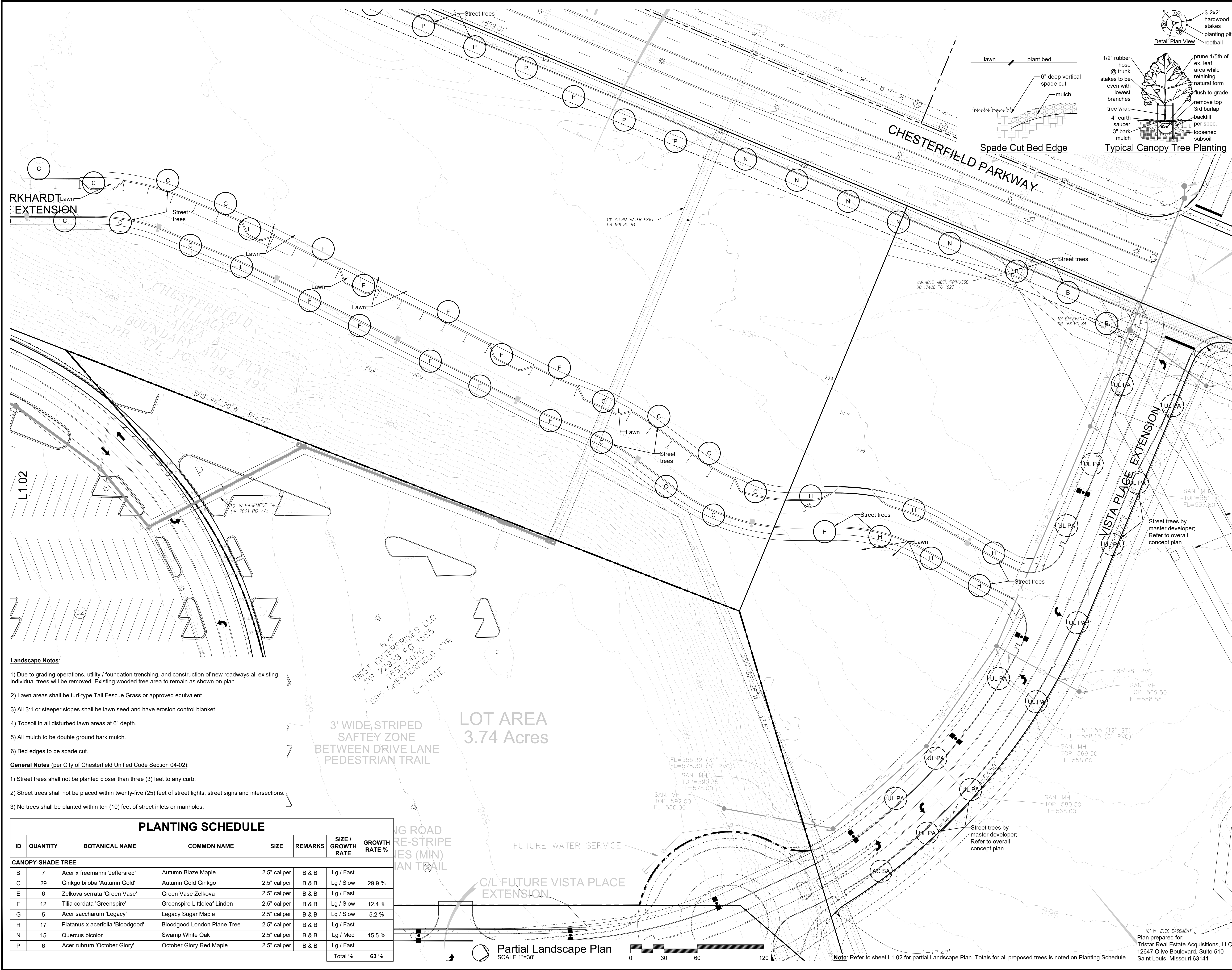
Sheet Title: Landscape Plan
Sheet No: **L1.02**
Date: 10/30/25
Job #: 858.023

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

Downtown Chesterfield
Chesterfield, Missouri

Jerald Saunders - Landscape Architect
MO License # LA-007

Key Plan
SCALE 1"=1,500'



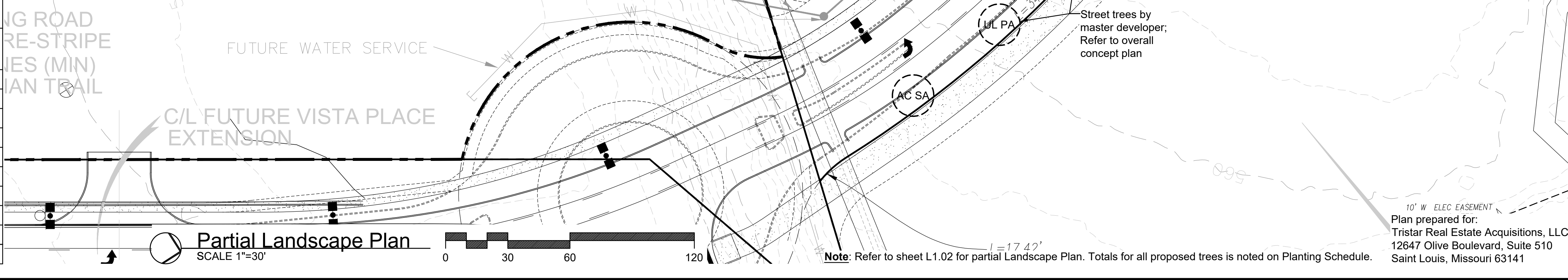
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N/F
TWIST ENTERPRISES LLC
DB 229538 PG 1585
185130070
595 CHESTERFIELD CTR
C-101E

3' WIDE STRIPED SAFETY ZONE BETWEEN DRIVE LANE PEDESTRIAN TRAIL

LOT AREA 3.74 Acres

PLANTING SCHEDULE							
ID	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS	SIZE / GROWTH RATE	GROWTH RATE %
CANOPY-SHADE TREE							
B	7	Acer x freemannii '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
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Drawn: KP
Checked: RS

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

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

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

Memorandum

Department of Planning

To: Mike Geisel, City Administrator
From: Justin Wyse, Director of Planning
Date: February 19th, 2026

JW



RE: **Chesterfield Regional TIF – RPA-3 Request for Agreement for Reimbursable Costs (TriStar – Lot 3B)**

Summary

TriStar Properties has submitted a Site Development Section Plan for the development of 16401 Chesterfield Parkway W (Lot 3B). Anticipated development of the site includes approximately 105 dwelling units. As you are aware, Envision Chesterfield shows Burkhardt Place being extended through the subject site. This was discussed at length during the review of the Site Development Concept Plan for Downtown Chesterfield (Chesterfield Mall redevelopment). The alignment of the roadway was shown to enter the site and curve to the north along the toe of the slope to allow for a more reasonable grade for the roadway. Preliminary discussions on this section of roadway resulted in a strong desire for controlled access and a cross section that would allow for on-street parking without interfering with the travel lanes.

Following preliminary roadway discussions, TriStar submitted a request to allow for reimbursement of up to \$1.5 million for additional construction costs. Staff requested information on the additional costs. A preliminary “budget” for the construction (see attached) was provided showing costs of \$1.385 million. Discussions have continued between staff and TriStar regarding the overall reimbursement amount, and the request was amended to request \$750,000 in reimbursable project costs.

Representatives from TriStar (developer of Lot 3B), The Staenberg Group (master developer for Downtown Chesterfield), and City staff met with advisors from Stifel to discuss preliminary assumptions regarding revenue to be generated by the proposed development. Based on current market conditions, the development is anticipated to support a sale of bonds that would result in approximately \$3 million added to the project fund. If the request from TriStar is approved by City Council, this would result in an additional \$2.25 million added to the project fund managed by the City of Chesterfield (RPA-3 projects contained within the Chesterfield Regional Tax Increment Financing Project and Plan) and reimbursement of up to \$750,000 for the construction and expansion of the cross section of Burkhardt Place as previously described.

Recommendation

This item should be forwarded to the Planning and Public Works Committee. If the Committee is open to the discussion, they should direct staff to coordinate with legal counsel and TriStar to prepare a reimbursement agreement like the agreement between the City of Chesterfield and the St. Louis County Library District.

From: Matt Segal <msegal@tristarproperties.com>

Sent: Tuesday, January 27, 2026 3:45 PM

To: Justin Wyse <JWyse@chesterfield.mo.us>; Mike Geisel <mgeisel@chesterfield.mo.us>

Cc: Tim Lowe <tlowe@tsgproperties.com>; Matt Towerman
<matt.towerman@tristarproperties.com>

Subject: RE: TIF Request for Reimbursement Agreement

Importance: High

Mike/Justin,

Thank you for the meeting today. It was nice to catch up with you. In an effort to move this forward, TriStar would like to request we work towards a reimbursement agreement in the amount of \$750,000

We are requesting this amount in good faith to negate the need to go back and forth in negotiations. We will follow your lead on next steps.

Feel free to call me with any questions.

Best,

Matt

BUDGET FOR TIF WORK DOWNTOWN CHESTERFIELD

1/26/2026

LAND ACQUISITION					
Item	QUANTITY		UNIT COST		TOTAL
Acquisition		Acres		Acre	\$ -
Real Estate Commission		L.S.		L.S.	\$ -
			SUB TOTAL		\$ -
ENGINEERING & SURVEYING					
Item	QUANTITY		UNIT COST		TOTAL
Compaction Testing - Grading	5000	C.Y.			
Compaction Testing - Streets	1	L.S.			
Concrete Testing - Streets	1	L.S.			
			SUB TOTAL		\$ 23,000.00
GRADING & RETAINING WALL					
Item	QUANTITY		UNIT COST		TOTAL
Mobilization	1	L.S.			
Mass Dirt	5,000	C.Y.			
Import / Export	5,000	C.Y.			
Retaining Wall	9000	S.F.			
Retaining Wall - Excavation	5,000	C.Y.			
Retaining Wall - Fencing	650	L.F.			
			SUB TOTAL		\$ 503,000.00
STORM SEWER					
Item	QUANTITY		UNIT COST		TOTAL
Storm Pipe	858	L.F.			
Structures	17	EA.			
Granular Fill & Pipe Bedding	1525	TONS			
MSD Permits and Fees	1	L.S.			
Water Jetting / Mechanical Compaction	858	L.F.			
			SUB TOTAL		\$ 179,238.00
STREETS & SIDEWALKS					
Item	QUANTITY		UNIT COST		TOTAL
4" Type 5 Agg. Base	6,330	S.Y.			
7" PCC Burkhardt Place	5,486	S.Y.			
3" Rolled Curb (Burkhardt)	900	L.F.			
Type "A" Joints	8	EA.			
Cut Subgrade	6,330	S.Y.			
Backfill Pavement	6,330	S.Y.			
5' Sidewalk	5,200	S.F.			
Striping	1	L.S.			
			SUB TOTAL		\$ 480,020.00

BUDGET FOR TIF WORK DOWNTOWN CHESTERFIELD

1/26/2026


WATER					
Item	QUANTITY		UNIT COST		TOTAL
8" PVC w/ valves & fittings	1027	L.F.			
Fire Hydrant Assembly	3	EA.			
			SUB TOTAL		\$ 182,550.00
EROSION CONTROL					
Item	QUANTITY		UNIT COST		TOTAL
Inlet Protection	17	E.A.			
			SUB TOTAL		\$ 10,200.00
LANDSCAPING & COMMON GROUND IMPROVEMENTS					
Item	QUANTITY		UNIT COST		TOTAL
Street Signs	1	LS	\$ 7,500.00	LS	\$ 7,500.00
			SUB TOTAL		\$ 7,500.00
			TOTAL HARD COSTS		\$ 1,385,508.00
			ACQUISITION COSTS		\$ -
			GRAND TOTAL		\$ 1,385,508.00

Memorandum

Department of Public Works



TO: Michael O. Geisel, P.E.
City Administrator

FROM: James A. Eckrich, P.E. 
Public Works Dir. / City Engineer

DATE: February 11, 2025

RE: MSD Municipal Stormwater Grant Program

In April 2024, voters approved Proposition S to allow MSD to address growing flooding and erosion problems throughout the St. Louis area. Thirty percent of the money generated through this ballot initiative will be allocated to municipalities through Municipal Stormwater Grants. The amount available to the City of Chesterfield will be \$350,000 per year, adjusted annually by MSD.

As reported to City Council previously, the City of Chesterfield Engineering Staff has concerns about the Municipal Stormwater Grant Program (Program) and its impact on regional stormwater management. Nevertheless, the Program is moving forward and it would be fiscally irresponsible for the City to forego funding opportunities. In order to participate in the Program, MSD is requiring that cities adopt the attached Municipal Stormwater Grant Participation Agreement (Agreement). **This Agreement has been reviewed by the City Engineer and the City Attorney. While both Mr. Graville and I have some objections to the Program overall, we have no objections to this Agreement and recommend that City Council authorize its execution so that the City can proceed with future grant submittals.**

As you may recall, City Council has previously considered this Program and adopted a policy (PW43) to delineate how these funds are to be used. Since the adoption of Policy PW43, the annual funding from MSD has increased (\$300,000 to \$350,000). Additionally, MSD has begun to issue the parameters and regulations regarding the grant Program, some of which are contained in the attached Agreement. City Engineering Staff will need to review the MSD regulations and the impact to Policy PW43. Once a full analysis is complete, recommended changes to Policy PW43 will be submitted to the Planning and Public Works Committee of City Council.

The first round of MSD grants are due on February 27, 2026. The City of Chesterfield has submitted a grant request for \$215,123 to fund a portion of the costs to reconstruct the Wilson Avenue culvert. As you may recall, the bids for this project

were higher than anticipated, and the project was authorized at a cost \$300,000 over budget. While this overage was later offset by a \$300,000 underrun in the Concrete Slab Replacement Projects, it would be beneficial to replenish the Capital Projects Fund for these costs associated with the new Wilson Avenue culvert.

It remains my recommendation that these stormwater grant funds be used for three purposes: 1) public stormwater projects; 2) reimbursement to subdivisions for stormwater related projects; 3) “banking” of funds for a large stormwater project at a later date. Based upon the Program requirements provided thus far, I have some concerns that it may be difficult to get approval for projects to reimburse subdivisions. Additional Program review and meetings with MSD will be necessary prior to drawing any firm conclusions.

Action Recommended

This matter should be forwarded to the Planning and Public Works Committee of City Council. Should PPW concur with Staff’s recommendation, it should:

- 1) Recommend execution of the attached ordinance authorizing execution of the Municipal Stormwater Grant Participation Agreement to the full City Council.
- 2) Authorize City Staff to submit a grant request for \$215,123 for reimbursement of costs associated with the Wilson Avenue culvert. Note that reconstruction of this culvert is already funded within the Wilson Avenue Reconstruction Project. If the grant application is successful, these costs associated it the culvert would be reimbursed to the City’s Capital Projects Fund.

I concur. Please forward to PPW for their review and consideration.

 2026-2-11

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE AUTHORIZING THE CITY OF CHESTERFIELD TO ENTER INTO AND EXECUTE AN AGREEMENT WITH THE METROPOLITAN ST. LOUIS SEWER DISTRICT FOR PARTICIPATION IN A MUNICIPAL STORMWATER GRANT PROGRAM AND AUTHORIZING AND DIRECTING THE CITY ADMINISTRATOR OF THE CITY OF CHESTERFIELD TO ENTER INTO, ON BEHALF OF THE CITY, A MUNICIPAL STORMWATER GRANT PARTICIPATION AGREEMENT.

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

Section 1. The City Administrator shall execute a Municipal Stormwater Grant Participation Agreement with the Metropolitan St. Louis Sewer District Contract which will allow the City of Chesterfield to participate in the Municipal Stormwater Grant Program as administered by the Metropolitan St. Louis Sewer District.

Section 2. his ordinance shall be in full force and effect from and after its passage and approval.

Passed and approved this _____ day of _____, 2026.

PRESIDING OFFICER

Dan Hurt, MAYOR

ATTEST:

Vickie McGownd, City Clerk

[FIRST READING HELD: _____]

MUNICIPAL STORMWATER GRANT PARTICIPATION AGREEMENT

This MUNICIPAL STORMWATER GRANT PARTICIPATION AGREEMENT (“Agreement”) is made and entered into this ____ day of _____, 20____ (“Effective Date”), by and between The Metropolitan St. Louis Sewer District (the “District”), and the [County][City][Village] of _____ (the “Municipality”).

RECITALS

WHEREAS, following voter approval in April 2024, the District implemented a stormwater property tax on all residential property and a stormwater impervious charge on all non-residential properties to fund a District-wide stormwater improvement program (the “Stormwater Improvement Program”); and

WHEREAS, the District has decided to allocate a certain amount of revenue generated by the Stormwater Improvement Program towards a municipal stormwater grant program (the “Municipal Stormwater Grant Program”); and

WHEREAS, under the Municipal Stormwater Grant Program, a participating municipality can apply for grant dollars to help fund local stormwater projects to improve flooding and erosion control; and

WHEREAS, the Municipality desires to participate in the Municipal Stormwater Grant Program; and

WHEREAS, the District is authorized to enter into this Agreement pursuant to Ordinance No. 16741, as adopted by the District’s Board of Trustees on January 8, 2026; and

WHEREAS, the Municipality has been lawfully authorized by its governing body to enter into this Agreement, and the official who has applied his/her signature to this Agreement has been duly authorized to execute it for and on behalf of the Municipality, and is otherwise authorized to act as the representative of the Municipality in connection with this Agreement; and

WHEREAS, the purpose of this Agreement is to set forth the general terms and conditions under which the Municipality may access and use Grant Funds (defined below) for an approved project.

NOW THEREFORE, in consideration of certain mutual benefits inuring to the parties hereto, and to the public, the receipt of which are hereby acknowledged, the parties hereto agree as follows:

TERMS

1. **Recitals.** The foregoing recitals are true and correct and are incorporated herein by reference.

2. **Definitions.**

- a. **“Project”** refers to any stormwater-related project submitted by the Municipality to the District for approval as described in Section 3 below that is to be funded in whole or in part by Grant Funds.
- b. **“Rules and Regulations”** means all District rules, regulations, manuals, standards, policies, criteria, technical specifications, and requirements applicable to sewer construction and stormwater development, as amended from time to time.
- c. **“Grant Funds”** means the funds made available by the District to the Municipality under the Municipal Stormwater Grant Program for a Project.

3. **Application Process and Project Submittal.**

- a. To obtain Grant Funds from the District, the Municipality shall submit an application and all required Project plans and other information to the District in the form and manner required by the District for approval. The application shall, among other things, specify the amount of available Grant Funds the Municipality is seeking from the District.
- b. The District may not review any application for Grant Funds submitted by a Municipality that has an outstanding balance owed to the District for unpaid charges or fees or is otherwise in violation of any District Ordinance, rule or regulation, until said Municipality has either paid the balance in full or reached an agreement with the District that will result in payment of the balance owed or has otherwise rectified any issue of non-compliance.
- c. All Projects funded in whole or in part with Grant Funds must comply with the District’s Rules and Regulations regarding stormwater development, including applicable design criteria, and technical and construction standards. The Municipality agrees to comply with all requirements needed for the District to approve the Project plans.
- d. The District will review the application and submittals for completeness and compliance with this Agreement and the Rules and Regulations.

4. **Grant Determination and Project Approval.** If the District determines that: (a) the Municipality’s application meets the District’s requirements; (b) the proposed Project addresses a flooding or erosion control issue, and (c) there are Grant Funds available for distribution to the Municipality, then the District will approve the Project and make the requested Grant Funds available. The Parties agree that the terms of this Agreement shall apply to any Project that is funded in whole or in part by Grant Funds.

5. **Disbursement; Use of Funds.** Grant Funds shall be used solely for eligible Project costs approved by the District. Disbursement shall occur in accordance with District procedures,

which, at the District's discretion, may include a lump sum payment, reimbursement upon submission of satisfactory documentation, or progress payments tied to milestones approved by the District depending on the Project. The Municipality shall diligently pursue efforts to complete the approved Project in a timely manner. The District may withhold, reduce, or delay disbursements if the Municipality is in breach, fails to provide required documentation, or if the Project no longer complies with the Rules and Regulations.

6. **Permits and Approvals.** The Municipality shall obtain, maintain, and comply with all permits, licenses, consents, and approvals necessary to complete an approved Project, including but not limited to federal, state, and local permits, and any permits required by the District.
7. **Changes; Notice.** The Municipality shall provide prompt written notice to the District of any material changes in scope, schedule, or budget impacting a given Project, and shall not implement material changes without the District's prior written consent.
8. **Dedication, Easements, and Related Documents.** In the event an approved Project involves new construction that will become part of the District's public sewer system, the Municipality agrees to complete the District's dedication process for eligible Project improvements and to execute and deliver any easements, dedications, affidavits, plats, maintenance/access instruments, as-built plans, GIS data, or similar documents or information the District deems necessary for the Project to be dedicated to the District and become part of the public sewer system.
9. **Compliance with Laws; Prevailing Wage.** As a condition of receiving Grant Funds, the Municipality shall comply, and shall cause its contractors and subcontractors to comply, with all applicable federal, state, and local laws, regulations, and ordinances, including without limitation, applicable prevailing wage laws and laws governing the bidding of public works projects.
10. **Records; Retention; Cooperation.** The Municipality shall establish and maintain complete and accurate records relating to the Project and Grant Funds, including but not limited to engineering studies, plans, procurement, contracts, change orders, pay applications, payrolls, certified wage documentation, inspections, testing, and closeout. The Municipality shall retain all such records for at least ten (10) years after Project completion and shall make such records available to the District in a timely manner upon request.
11. **Audit Rights.** The District reserves the right to audit any Project and all related records, whether held by the Municipality or its contractors, subcontractors, or consultants. The Municipality shall provide reasonable access to personnel, sites, records, and systems during normal business hours and shall cause its contractors and subcontractors to do the same.
12. **Misapplication of Funds; Suspension; Repayment.** If the District determines that the Municipality has misapplied Grant Funds, the Municipality will be suspended from

participation in the grant program. In addition, the Municipality may be required to repay misapplied funds as a penalty, in an amount and on a schedule determined by the District, without prejudice to other remedies available at law or in equity.

13. **Term; Termination of Agreement.**

- a. This Agreement commences on the Effective Date and shall remain in effect so long as the Municipality chooses to participate in the Municipal Stormwater Grant Program. Either Party may terminate this Agreement, with or without cause, at any time by providing thirty (30) days' written notice.
- b. The District may immediately terminate this Agreement if the Municipal Stormwater Grant Program is cancelled or no longer funded due to a change in law or a decision of the District's Board of Trustees. Under no circumstances shall the District be obligated to fund a Project once all Grant Funds have been distributed to the Municipality.
- c. The District may immediately terminate this Agreement if the Municipality is in violation of any Ordinance of the District or fails to pay amounts due the District for wastewater or stormwater services.

14. **Independent Status; No Third-Party Beneficiaries.** The Parties agree that the Municipality's acceptance of any Grant Funds does not in any way establish an agency, partnership, or joint venture between the District and the Municipality, its contractors, or any other third-party. The Municipality and its contractors are independent entities. No third-party beneficiaries are intended under this Agreement.

15. **Assignment.** The Municipality shall neither assign nor transfer any rights or obligations under this Agreement without prior written consent of the District, approved by the same parties who executed and approved this Agreement, or their successors in office.

16. **Execution in Counterparts.** This Agreement may be executed in one or more counterparts, any or all of which may contain the signatures of fewer than all of the parties but all of which shall be taken together as a single instrument, which shall constitute an original. This Agreement may be executed and signatures exchanged by electronic means and electronic and digital signatures shall constitute an original signature for all purposes.

17. **Governing Law.** This Agreement shall be governed and interpreted in accordance with the laws of the State of Missouri.

18. **Severability.** If any provision of this Agreement is held invalid or unenforceable by any court of competent jurisdiction, the other provisions of this Agreement will remain in full force and effect. Any provisions of this Agreement held invalid or unenforceable only in part or degree will remain in full force and effect to the extent not held invalid or unenforceable.

19. **Entire Agreement.** This Agreement constitutes the entire agreement between the parties and supersedes all previous discussions and agreements. Amendments must be made in writing signed by both Parties.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the day and year first above written.

**THE METROPOLITAN ST. LOUIS
SEWER DISTRICT**

BY: _____

Bret Berthold
CEO & Executive Director

ATTEST:

APPROVED AS TO FORM
OFFICE OF GENERAL COUNSEL

Timothy Snoke
Secretary-Treasurer

BY: _____

Todd J. Aschbacher
General Counsel

NAME OF MUNICIPALITY: _____

BY: _____

PRINT NAME: _____

TITLE: _____

ATTEST:

Application for Stormwater Grant Project
Reimbursement Program



Date: 2/4/26

Municipality: City of Chesterfield

Project Contact:

Name: Jeff Paskiewicz, PE

Title: Senior Civil Engineer

E-mail: jpaskiewicz@chesterfield.mo.us

Phone: 636-537-4759

To be completed by MSD

Date Received: _____

MSD Project #: _____

MSD Project Name: _____

Municipal Stormwater OMCI

Project Information:

Municipal Stormwater Reimbursement Amount Requested: \$215,123.00

OMCI Subdistrict (if applicable): N/A

OMCI Reimbursement Amount Requested (if applicable): N/A

Project Name: Wilson Avenue Improvement Project (City Project #2021-PW-14)

Project Address: 1224 Wilson Avenue (address of property nearest to culvert on Wilson Avenue)

Issue Being Addressed: Replacement of failing culvert as part of roadway construction project. Replacement of the culvert will also address erosion and flooding concerns.

Project Description: In January 2026, the City awarded a project for reconstruction a of portion of Wilson Avenue. The project will realign a section of Wilson Avenue and as part of the realignment, a failing 5'x5' box culvert will be replaced with a 12'x8' cast in place box culvert. The box culvert carries flow from an unnamed tributary and the larger box culvert will improve the hydraulics.

The project has been awarded to Kelpe Contracting and construction is scheduled to begin in March 2026.

Has project been submitted to MSD Development Review: Yes No

If Yes, MSD Accela #: 23MSD-00301 and 23FLPLS-00016

Other Pertinent Information: The project has received MSD approval for both the construction plans and the floodplain study. Kelpe Contracting will be pulling permits to complete the work in spring 2026.

Please attach application and the following supporting materials and send to: Stormwatergrants@stlmsd.com

- Overview Map of project location including street names (required)
- Cost Estimate (required)
- Project Plans (if relevant)
- Other Supporting Documents, Reports, Pictures Etc. (describe) The applicable culvert line items from Kelp Contracting's bid were used to determine the cost estimate. Photos and a partial plan set from the approved construction plans are attached.

Eligible stormwater expenditures may include the following: Stormwater planning or engineering design; Construction of stormwater sewers and inlets; Streambank stabilization and erosion control; Drainage system improvements; Floodplain property buyouts or floodproofing measures; Restoration of flow or storage capacity under bridges or within detention basins; Floodwall and levee improvements; Removal of impervious surfaces related to flooding or erosion problems; Other stormwater-related activities approved by MSD to address drainage, flooding, or erosion issues (only work contracted for directly by the recipient is eligible). Note: Funding cannot be used for MS4 compliance activities, routine maintenance, or staffing costs.

Signature:

Title: Director of Public Works/City Engineer

Printed Name: James A. Eckrich, PE

Date: 2/4/2026

**CITY OF CHESTERFIELD
POLICY STATEMENT**

PUBLIC WORKS		NO.	43
SUBJECT	MSD Municipal Stormwater Grant Program	INDEX	PW
DATE ISSUED	7/21/2025	DATE REVISED	

BACKGROUND

In April 2024 St. Louis area voters approved Proposition S to allow MSD to address growing flooding and erosion problems throughout the St. Louis area. Thirty percent of the money generated through this ballot initiative will be allocated to municipalities and St. Louis County through Municipal Stormwater Grants. The amount available to the City of Chesterfield will be \$300,000 per year, adjusted annually by MSD.

As the regulatory authority for stormwater in the St. Louis area, MSD is responsible for prioritizing and addressing stormwater problems. The City of Chesterfield will not accept this responsibility from MSD and will not create a separate prioritization system. Such a separate system would be inefficient, duplicative, and not in the best interest of the citizens of the City of Chesterfield. It is expected that the Municipal Stormwater Grants will become available in early 2026.

POLICY

The City of Chesterfield will request Municipal Stormwater Grants for only two purposes:

- The first purpose will be to fund public stormwater projects. Specifically, the City will utilize these funds to construct stormwater improvements in the public right of way, within City property (including City parks) or as part of the Chesterfield Valley Stormwater Master Plan. In the first three years of the grant program (2026-2028) the City of Chesterfield will limit any Municipal Stormwater Grant request to \$100,000 or less, unless a larger submittal is authorized by the City Council.
- The second purpose will be to reimburse subdivisions for expenses incurred related to improvements to private stormwater facilities, stormwater retention/detention basins, or stormwater Best Management Practices (BMPs) maintained by the subdivision. Subdivisions can apply for Municipal Stormwater Grant funds, through the City of Chesterfield, beginning in 2026 for reimbursement in 2027. The Department of Public Works will create an application form for this purpose. Any request for

reimbursement to a subdivision requires a 100% match and will be capped at \$10,000 per subdivision for 2027 and 2028. For 2027 and 2028 the aggregate reimbursement to all subdivisions will be capped at \$100,000, unless a higher amount is authorized by City Council.

It is the City of Chesterfield’s intent to “bank” stormwater funds of \$100,000 per year beginning in 2026. These “banked” funds will only be used for one of the two reasons delineated above – public projects or detention basins / BMPs maintained by a subdivision. The “banked” funds are intended to address a future large-scale project and can only be authorized by City Council, with a positive recommendation from the Planning and Public Works Committee.

EXECUTION


The Department of Public Works Staff will begin applying for Municipal Stormwater Grant Funds in 2026 for public projects.

Beginning in 2025, Department of Public Works Staff will formalize a program and create an application for subdivision use of Municipal Stormwater Grant Funds. This information will be disseminated to subdivisions and specifically addressed at the annual Trustee Symposiums. The City will begin receiving applications from subdivisions in 2026 for potential reimbursement beginning in 2027.


The Director of Public Works shall generate a report annually on the status of Municipal Stormwater Grants. This report shall be submitted to the City Administrator and reviewed by the Planning and Public Works Committee. After three years of this program the Director of Public Works shall make recommendations to refine and improve this program, including any changes to the funding allocations delineated in this Policy.

Modifications to this Policy must be approved by City Council. Nothing in this Policy shall restrict City Council from revising or repealing this Policy at any time. All use of Municipal Stormwater Grant Funds shall adhere to this Policy or be specifically authorized by City Council.

RECOMMENDED BY:

 PPW Committee 5/1/2025
Department Head/Council Committee (if applicable) Date

APPROVED BY:

 2025-7-22
City Administrator Date

City Council 7/21/2025
City Council (if applicable) Date