



AGENDA
CITY COUNCIL MEETING
Chesterfield City Hall
690 Chesterfield Parkway West
Monday, March 2, 2026
7:00 PM

- I. CALL TO ORDER** - Mayor Dan Hurt
- II. PLEDGE OF ALLEGIANCE** - Mayor Dan Hurt
- III. MOMENT OF SILENT PRAYER** - Mayor Dan Hurt
- IV. ROLL CALL** - City Clerk Vickie McGownd
- V. APPROVAL OF MINUTES** - Mayor Dan Hurt
 - A.** Finance and Administration Committee of the Whole Minutes - February 10, 2026
 - B.** City Council Meeting Minutes - February 17, 2026
 - C.** Executive Session Meeting Minutes - February 17, 2026
 - D.** Planning and Public Works Committee of the Whole Minutes - February 19, 2026
- VI. INTRODUCTORY REMARKS** - Mayor Dan Hurt
 - A.** Thursday, March 5, 2026 - Planning & Public Works (5:30pm)
 - B.** Monday, March 16, 2026 - City Council (7pm)
- VII. COMMUNICATIONS AND PETITIONS** - Mayor Dan Hurt
- VIII. APPOINTMENTS** - Mayor Dan Hurt
 - A. Statutory Committee Reappointment - Police Personnel Board**
Frank (McLeod) Patton **(Voice Vote)**
- IX. COUNCIL COMMITTEE REPORTS**
 - A. Planning and Public Works Committee – Chairperson Merrell Hansen,**

Ward IV

1. **POWER OF REVIEW – 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. **(Voice Vote) Planning Commission recommends approval with a 9-0 vote. Planning & Public Works Committee of the Whole recommends approval with the condition that the details on parking spaces and height of parking structure be removed and those details be submitted on the subsequent site development section plan for the parking garage. The motion passed by a vote of 6-0.**
 2. **Bill No. 3583 – MSD Municipal Stormwater Grant Program:** 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. **(First Reading) Planning & Public Works Committee recommends approval with a 6-0 vote.**
 3. Next Meeting - Thursday, March 5, 2026 (5:30pm)
- B. Finance and Administration Committee – Chairperson Michael Moore, Ward III**
1. Next Meeting - not yet scheduled
- C. Parks, Recreation and Arts Committee – Chairperson Mary Ann Mastorakos, Ward II**
1. Next Meeting - not yet scheduled
- D. Public Health and Safety Committee – Chairperson Mary Monachella, Ward I**
1. **Bill No. 3584 - Halloween Conduct - Sex Offenders:** An ordinance of the City of Chesterfield, Missouri, amending section 210.1550 to

remove the sign requirement. **(First Reading) Public Health and Safety Committee recommends approval with a 4-0 vote.**

2. **Amended Contract With St. Louis County for the cost of housing municipal prisoners at the St. Louis County Justice Center. (Roll Call Vote) Public Health and Safety Committee recommends approval with a 4-0 vote.**
3. **Elementary School Resource Officers (ESRO's) - Pilot Program. (Voice Vote) Public Health and Safety Committee recommends approval with a 4-0 vote.**
4. Next Meeting - not yet scheduled

X. REPORT FROM THE CITY ADMINISTRATOR - Mike Geisel

XI. OTHER LEGISLATION

XII. UNFINISHED BUSINESS

XIII. NEW BUSINESS

XIV. ADJOURNMENT

NOTE: City Council 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.

Notice is hereby given that the City Council may also hold a closed meeting for the purpose of dealing with matters relating to one or more of the following: legal actions, causes of action, litigation or privileged communications between the City's representatives and its attorneys (RSMo 610.021(1) 1994; lease, purchase or sale of real estate (RSMo 610.021(2) 1994; hiring, firing, disciplining or promoting employees with employee groups (RSMo 610.021(3)1994; Preparation, including any discussions or work product, on behalf of a public governmental body or its representatives for negotiations with employee groups (RSMo 610.021(9) 1994; and/or bidding specification (RSMo 610.021(11) 1994.

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



RECORD OF PROCEEDING

FINANCE AND ADMINISTRATION COMMITTEE OF THE WHOLE 690 CHESTERFIELD PARKWAY WEST

February 10, 2026

The Finance & Administration Committee of the Whole met on February 10, 2026. Those in attendance included: Chairperson Michael Moore, Ward III; Council Committee Member Barbara McGuinness, Ward I; Council Committee Member Patricia Tocco, Ward II; Council Committee Member Gary Budoor, Ward IV; City Administrator Mike Geisel; and Director of Finance Julie O'Guinn. Those also in attendance included: Mayor Dan Hurt; Councilmember Mary Monachella, Ward I; Councilmember Mary Ann Mastorakos, Ward II; Councilmember Lane Koch, Ward III; Councilmember Merrell Hansen, Ward IV; Director of Public Works/City Engineer Jim Eckrich; Police Chief Cheryl Funkhouser; Director of Parks, Recreation & Arts Wayne Dunker; Assistant City Administrator Elliot Brown; and City Clerk Vickie McGownd. There were approximately 2 other attendees.

Chairperson Michael Moore called the meeting to order at 5:32 p.m.

APPROVAL OF MINUTES

Chairperson Moore asked if there were any comments or changes to the January 5, 2026 F&A Committee minutes. Hearing none, Councilmember Budoor made a motion, seconded by Councilmember Tocco, to approve the January 5, 2026 F&A Committee minutes. A voice vote was taken with a unanimous affirmative result (4-0) and the motion was declared passed.

DISCUSSION – STRATEGIC PRIORITIES

City Administrator Mike Geisel presented information broken down into three separate categories based on priority, and requested direction from City Council (presentation attached):

1. First priority (current year, budgeted projects and activities). These projects are budgeted and the City is committed/obligated to some degree.
2. Second priority (ongoing and continuing activities). Projects, concepts, activities that are in progress, have been individually shared with Council, but are not funded or current year projects. The City has not fully committed and is not obligated to proceed.
3. Third priority (ongoing activities, developing a body of knowledge). Issues or activities that may be described as ongoing learning, future threats, future opportunities, or simply maintaining topical awareness. While these topics may or may not have been formally discussed by City Council, staff seeks to identify opportunities and develop a body of knowledge. These are not projects, but concepts/topics and there is no commitment or obligation on behalf of the City. The majority of these issues will likely not come to execution, but require ongoing attention.

Mr. Geisel additionally requested guidance on any specific issues that should be avoided.

By a show of hands, the majority of City Council reached a general consensus directing Mr. Geisel to move Additional Revenue Generation (with a focus on implementing a 5% hotel tax), Valley Public Safety, and Community Space to the second priority grouping for information gathering.

[Councilmember McGuinness left the meeting at approximately 6:50 p.m.]

Councilmember Tocco made a motion, seconded by Councilmember Koch, to postpone Pickleball indefinitely and remove the restriction from funds in the amount of \$500,000. A roll call vote was taken with the following results: Ayes – Tocco, Monachella, Moore, Mastorakos, Hansen and Koch. Nays – Budoor. The motion was declared passed.

Mr. Geisel presented the following primary functions to be considered for his goals and objectives for 2026:

- Manage and oversee the day-to-day operations of the City in conformance with Missouri Statutes, City Code and City policies.
- Manage and oversee the projects and initiatives as approved in the 2026 fiscal budget.

- Monitor, manage and oversee the fiscal activities of the City in conformance with the City Council approved budget and budgetary procedures.

Councilmember Moore suggested adding the following to Mr. Geisel's goals and objectives for the year:

- Investigate the process for initiating a hotel tax in Chesterfield.
- Investigate options for enhancing public safety in Chesterfield Valley.

ADJOURNMENT

The meeting was adjourned at 7:30 p.m.

Respectfully submitted:

Mike Geisel
City Administrator

Vickie McGownd
City Clerk

APPROVED: _____

It is imperative that all parties differentiate between the Strategic Priorities for the City of Chesterfield and the annual Goals and Objectives that the City Council may establish for the City Administrator. The City Administrator's efforts are primarily dictated by the approved budget, and those administrative/personnel management activities that are necessary to effectively manage the City as a business entity.

The 2026 budget includes an impressive and perhaps unprecedented volume of "projects". I've included a summary list of the major projects that are funded in the approved budget. Again, I note that these are in addition to the regular and routine operations of the City. These are my priorities for 2026. I have no expectation that all of these projects will be completed in this fiscal year, but we will make every effort to advance each initiative.

From my perspective, the City Administrator's goals and objectives are simple and concise:

- 1) Manage and oversee the day-to-day operations of the City in conformance with Missouri Statutes, City Code and City policies.*
- 2) Manage and oversee the projects and initiatives as approved in the 2026 fiscal budget.*
- 3) Monitor, manage and oversee the fiscal activities of the City in conformance with the City Council approved budget and budgetary procedures.*

These are my three primary functions and define the expectations for my performance. If Council desires to supplement these goals and objectives, I encourage you to do so.

2026 BUDGETED PROJECTS

Additional area Forestry Management at Central Park	\$15,000
Central Park Master Plan Update (after aquatic decision)	\$125,000
CVAC Master Plan, 30 acres	\$100,000
Dugout Replacement C2 (two dugouts)	\$90,000
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CVAC Ring Road construction (2025 carry-over)	\$625,000
Maintenance Facility wall repair and yard expansion	\$1,200,000
Valley stormwater consultant – Thomas & Hutton	\$150,000
CVAC C Quad LED Lighting replacement	\$ 750,000
Fiber Optic Extension to PAMF	\$160,000

In addition to the projects in the 2026 fiscal budget, the City is ALREADY engaged and will continue to progress on the following, unless City Council directs otherwise. Although currently engaged, the City is not currently obligated to these efforts:

North Outer 40 connection to Swingley Ridge

(tentative project construction ~2029, dependent upon agency approvals and funding) This project is ultimately to be funded primarily by the Chesterfield Regional TIF. Funding partners are to be sought and this project may require forward funding in part by the City. Continue efforts to obtain approvals, financing, and prepare for construction.

I-64 interchange at Long Road

(tentative project construction ~2029, Transportation Development District project, dependent upon agency approvals and funding. Will require debt financing by the TDD). Funding partners are being sought. We do not anticipate further forward funding by the City. Continue efforts to obtain approvals, financing, and prepare for construction.

Chesterfield Aquatic Center

Continue current efforts with FGM, proceeding with concept programming, community engagement, preliminary cost estimating and development of financing. There are NO funds currently programmed or available for either demolition or construction of a replacement facility. If the City Council elects to proceed with a replacement facility, it is anticipated that a ballot issue will be required and that process MUST be led by outside entities. City staff cannot lead or direct any campaign initiative. As currently planned, the existing Aquatic Center will NOT open in 2027. If funding is not obtained, the City will be forced to identify the source of funds to demolish, remove the existing facility and restore the disturbed area.

Grand Entry (Donation Parcel)

With the approval of the 2nd amended and restated development agreement for RPA-1, with TSG, the City is committed to accepting the 3-acre donation parcel, on which the City intends to construct the Grand Entry feature.

Continue efforts to revise the re-development agreement for RPA-1 to incorporate donation of the ~3 acre parcel, along with a financial contribution from TSG to fund design services. Select a design professional, likely the consultant currently engaged by TSG to maximize benefit of surveys and prior design work. Construction of the project would ultimately come from the TIF, but is dependent upon either:

- 1) forward funding by the City (not preferred)*
- 2) TIF funding from RPA 3 debt, related to the Tri-Star project*
- 3) TIF funding from RPA 2 (debt or cash) depending on status of the Wildhorse Village Development agreement.*
- 4) Other identified City funds*

Wild Horse Village Parking Structure

Resolve issues related to the timing and performance of the redevelopment agreement for RPA 2 with CRG. Resolution can take one of multiple forms:

- 1) Completion in conformance of the existing agreement
- 2) Negotiated early termination of the existing agreement
- 3) Re-negotiated agreement and project definition
- 4) Default of the existing agreement
- 5) Seek alternative solutions for the RPA-2 TIF Parking Project

Chesterfield Regional TIF Finances and debt issuance(s)

Recognizing that the Chesterfield Regional Tax Increment Financing District has a defined financial window, it is imperative that the City focus on tracking revenues, timing of debt, and funding of individual projects; all in conformance with regulatory requirements and potential other funding opportunities. Within the strategic timeframes, it is highly likely that notes may be issued, debt issued, reimbursement and development agreements modified within the coming 24 months.

Existing Special Business Districts.

(Wildhorse Village SBD, Downtown Chesterfield SBD) Staffing, capacity, and services provisions to the existing, adopted Special Business Districts.

The City of Chesterfield has approved and established two special business districts. The Wildhorse Village Special Business District and the Downtown Chesterfield Special Business District. In establishing these districts, the City has committed to acceptance of significant maintenance obligations (Police, Parks, Public Works, Finance, and Administration). While these services are to be funded by SBD revenues, they will be provided through the Chesterfield municipal organization. It is understood, as described and set forth in each SBD petition & survey, they will require additional resources in headcount, contractual services, commodities, and capital improvements. Provision of these services will require personnel, equipment, physical plant and contractual services.

Employee recruitment and retention

As directed during budget workshop #3 on November 18 2025, Staff was tasked with reviewing current practices and preparing a “white paper” for City Council to review early in 2026. The City of Chesterfield has experienced significant employment vacancies and turnover. It is recognized that performance, security, capacity and efficiency is impacted by our human resource policies. Accordingly, without committing to any specific process or alternatives, it is imperative that the City commit to reviewing current practices and consider solutions. As stated during the Strategic Priority meeting, it is unlikely that we can address the larger issues of recruitment, retention, additional headcount without concurrently considering alternative revenue sources.

Abandonment of Hog Hollow

Continue efforts to abandon Hog Hollow Road and accommodate the needs of Missouri American, St. Louis City Water, Monarch Fire Protection District and the Residents of Ladue Bluffs. This will require engaging professional design consultants

and bidding construction contracts, all of which is to be funded by excess fund reserves.

Additional Elementary School Resource Officers

During our budget workshops, City Council deferred action to fund additional ESRO's in the fiscal year budget. However, City Council directed Staff and Mayor Hurt to meet with school officials regarding the financial cost and to report back to City Council.

Bikeable-Walkable Plan

City Council adopted the Bicycle-Pedestrian Plan. While none of the identified concepts have been investigated and none of these projects have an associated funding source, City Council has expressed their desire to take advantage of opportunities to further the improvements should any opportunity arise.

Document-Records Management – archival

As has been discussed extensively, as technology has evolved, the traditional cabinet filing systems and clerical functions have become obsolete. As our communications and records are dominantly created and stored locally, it is virtually impossible to maintain the City's records in any searchable location. It is impossible to respond to sunshine requests comprehensively and the efforts to be 100% compliant are at best inefficient. The selection and implementation of a document management system will be a multi-year process at a significant expense. Document management was discussed thoroughly during our 2025 budget workshops and there was a general consensus to continue our fact finding, investigation, improve our body of knowledge and develop a strategy for implementation.

Monarch-Chesterfield Levee District, Valley Stormwater Master Plan, Emergency Response and Routine Maintenance

As previously shared, there are significant concerns with ensuring continuous and effective routine maintenance of levee systems. As the board of directors ages, permanent MLCD maintenance staff has retired and is currently dependent on a single part-time employee. Without accepting any legal obligation/responsibility for operation, maintenance, or emergency response, we have been working on an inter-governmental agreement for the City to perform routine on a contractual basis. Obviously, the City's interests are intimately tied to the success of the levee district.

Community Space(s) prioritized and moved from Appendix B

There are multiple potential solutions. Since the demolition of Chesterfield Mall, Staff has continuously investigated alternatives and is currently utilizing multiple other facilities. This need will continue to be evaluated with the development of Downtown Chesterfield, other public facilities, and the aquatic center.

Valley Public Safety prioritized and moved from Appendix B

As has been discussed repeatedly, there are concerns with ongoing public safety for retail, sports tourism, and park facilities in Chesterfield Valley. As a public perception issue, a fiscal issue, and impacts to tourism, it is critical that all visitors to Chesterfield Valley enjoy a safe environment for the person and property. Solutions should be considered to not only address the concerns with capacity, but

how to fund that necessary capacity, in some fashion, potentially by a new public safety centered Special Business District, to address Chesterfield Valley Law enforcement and Park Rangers

Additional Revenue generation prioritized and moved from Appendix B

Lodging tax – 5% (emphasis)

Public Debt-bonds, certificates of participation

User Fees and charges

Use Tax

Recreational marijuana tax

THIRD, TERTIARY PRIORITIES

There are a number of “issues or initiatives” that have been informally discussed and/or considered by City Council, but **Council has not individually endorsed or provided consistent direction to City Staff.** Staff attempts to remain engaged, informed, and develop a body of knowledge on any relevant issues impacting the City of Chesterfield. Staff attempts to share information with City Council regarding relevant topics in order for City Council to act when City Council deems appropriate. Does Council desire to develop a more complete body of knowledge, or does City Council prefer that City Staff NOT consider or investigate these concepts further?

The following projects and initiatives have NOT been endorsed or individually prioritized by City Council. Certainly, it is understood that should conditions change or opportunities arise, that Council may re-categorize and amend their priorities.

St. Louis County-City Merger, Consolidation

Various political and legislative efforts continue to surface, which promote mergers, consolidation with the City of St. Louis. Staff monitors these developments through legislative advocacy, professional associations, media, Missouri Municipal League, and the Municipal League of Metro St. Louis.

St. Louis County Operations and fiscal issues

Given St. Louis County’s financial position, it should be anticipated that County will shift service costs to municipal contracts and will attempt to divest themselves of as many service obligations/liabilities as possible. The City of Chesterfield must remain vigilant and aware of the potential for substantial increased costs of operations, which in turn, will negatively impact the City’s ability to continue the current level of services without consideration of supplemental revenues. The City could easily find itself in a financial hole, not of its own doing. The City must be agile and prepared to address County’s actions politically, legally, and financially.

Acquisition of Parcel C-211

This is the parcel immediately west of Central Park, the 7.22 acres situated north of the aquatic facility, between the lake and August Hill, zoned for residential towers. Multiple elected officials have discussed acquisition of this parcel. While potentially a partial alternative to the Wild Horse Village parking garage, acquisition of parcel C-211 is also associated with the disposition of Central Park, the originally planned maintenance/equipment building, and the design/layout of the Aquatic Facility. This parcel is currently owned and intended to be developed by Proper Construction. If the City desires to acquire this property, the decision needs to be stated clearly and staff should be empowered to initiate foundational conversations to determine the availability and potential acquisition costs for the parcel.

Community Space(s) prioritized and moved to appendix B

~~There are multiple potential solutions. Since the demolition of Chesterfield Mall, Staff has continuously investigated alternatives and is currently utilizing multiple other facilities. This need will continue to be evaluated with the development of Downtown Chesterfield, other public facilities, and the aquatic center.~~

Additional Revenue generation prioritized and moved to appendix B

~~Public Debt bonds, certificates of participation~~

~~User Fees and charges~~

~~Use Tax~~

~~Lodging tax (moved to ongoing activities)~~

~~Recreational marijuana tax~~

Valley Public Safety prioritized and moved to appendix B

~~As has been discussed repeatedly, there are concerns with ongoing public safety for retail, sports tourism, and park facilities in Chesterfield Valley. As a public perception issue, a fiscal issue, and impacts to tourism, it is critical that all visitors to Chesterfield Valley enjoy a safe environment for the person and property. Solutions should be considered to not only address the concerns with capacity, but how to fund that necessary capacity, in some fashion, potentially by a new public safety centered Special Business District, to address Chesterfield Valley Law enforcement and Park Rangers~~

Valley Road Improvements

We are currently experiencing significant capacity and safety concerns at the west end of Chesterfield Valley due to the intensity of tourism and other regional attractants. This activity generally involves State and County Roadways, e.g. Eatherton Road improvements, completion of the Olive Boulevard Connection, and Chesterfield Blue Valley Road improvements. No funding or potential solutions are currently presented, but it is an issue that requires us to continuously seek out opportunities.

Pickleball

As described, the City is in “pickleball purgatory”. We need to resolve our commitment towards providing facilities and funding for this activity. We have \$500,000 restricted for this purpose, but no location, or planned initiative to fully fund or locate new facilities. Concurrently, a private commercial provider is opening facilities within the District. Council has not provided direction whether the addition of Pickleball facilities remains viable and/or desired by the community.

Nooning Tree – Caliope Extension to Route 340 (Olive Blvd)

With potential development of the “Seeger” property adjacent to State Route 340, inquiries regarding the City’s requirements for construction/extension of Caliope Place have come forth. While this project was considered many years ago and while there remains a perception by some residents that construction of the Caliope Place extension will occur concurrently with the development of the “Seeger” property, there is no such plan or commitment to do so.

Parks Community Survey

The following action items were identified from the Community Park Survey conducted by ETC. These action items are identified for future consideration.

- Address highest-priority repairs to aging park amenities
- Improve promotion of programs and events
- Adjust programming for seniors and teens
- Develop a phased plan for indoor community center space
- Improve pedestrian access to neighborhood parks
- Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.
- Implement citywide park reinvestment program



**CITY OF CHESTERFIELD
FINANCE AND ADMINISTRATION
COMMITTEE OF THE WHOLE MEETING**

**TUESDAY, FEBRUARY 10, 2026
COUNCIL CHAMBERS
5:30 P.M**

I. APPROVAL OF MINUTES

- **F&A COMMITTEE MINUTES - JANUARY 5, 2026**

II. DISCUSSION: STRATEGIC PRIORITIES

III. ADJOURNMENT

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

AN OBSERVATION:

- *We are making this harder than it needs to be.*
- *Perhaps I have confused some by my language/terminology.*

The City's Strategic Priorities boil down to:

What do you (City Council) want us to think, investigate, consider, develop a knowledge base, keep abreast of, and if the opportunities come up, act upon?

What do you NOT want us to investigate, develop further understanding, create a body of knowledge on?

14 slides

2026 BUDGETED PROJECTS

FIRST PRIORITY, CURRENT YEAR, BUDGETED PROJECTS AND ACTIVITIES. THESE PROJECTS ARE BUDGETED AND THE CITY IS COMMITTED/OBLIGATED TO SOME DEGREE.

THESE ARE APPROVED ACTIVITIES, SHOULD BE CONSIDERED SETTLED ISSUES. THERE NEED NOT BE FURTHER DISCUSSION ON THESE PROJECTS.

2026 BUDGETED PRIORITIES

APPENDIX A

The 2026 budget includes an impressive and perhaps unprecedented volume of “projects”. I’ve included a summary list of the major projects that are funded in the approved budget. Again, I note that these are in addition to the regular and routine operations of the City. **These are the City Administrator priorities for 2026. I have no expectation that all of these projects will be completed in this fiscal year, but we will make every effort to advance each initiative.**

From my perspective, the City Administrator’s goals and objectives are simple and concise:

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These are my three primary functions and define the expectations for my performance. If Council desires to supplement these goals and objectives, I encourage you to do so.

\$10,552,000

*No expectation that all of
these projects will be
completed this fiscal year!*

2026 BUDGETED PROJECTS

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ONGOING AND CONTINUING ACTIVITIES

SECOND PRIORITY:

THOSE PROJECTS, CONCEPTS, ACTIVITIES THAT ARE IN PROGRESS, HAVE BEEN INDIVIDUALLY SHARED WITH COUNCIL, BUT ARE NOT FUNDED OR CURRENT YEAR PROJECTS. THE CITY HAS NOT FULLY COMMITTED AND IS NOT OBLIGATED TO PROCEED.

MY RECOMMENDATION IS THAT THIS IS WHERE THE BULK OF OUR DISCUSSION SHOULD OCCUR.

- THESE ARE ACTIVITIES ON THE HORIZON AND HAVE BEEN DISCUSSED TO VARYING DEGREES.
- THE CITY IS NOT CURRENTLY OBLIGATED OR COMMITTED TO THESE ACTIVITIES.

ONGOING & CONTINUING ACTIVITIES

APPENDIX B

In addition to the projects in the 2026 fiscal budget, the City is **ALREADY** engaged and will continue to progress on the following, unless City Council directs otherwise. Although currently engaged, the City is not currently obligated to these efforts:

North Outer 40 connection to Swingley Ridge

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RFP FOR DESIGN

CONST. FUNDING?

Wild Horse Village Parking Structure

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DECISION
TREE

Chesterfield Regional TIF Finances and debt issuance(s)

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Existing Special Business Districts.

(Wildhorse Village SBD, Downtown Chesterfield SBD) Staffing, capacity, and services provisions to the existing, adopted Special Business Districts.

The City of Chesterfield has approved and established two special business districts. The Wildhorse Village Special Business District and the Downtown Chesterfield Special Business District. In establishing these districts, the City has committed to acceptance of significant maintenance obligations (Police, Parks, Public Works, Finance, and Administration). While these services are to be funded by SBD revenues, they will be provided through the Chesterfield municipal organization. It is understood, as described and set forth in each SBD petition & survey, they will require additional resources in headcount, contractual services, commodities, and capital improvements. Provision of these services will require personnel, equipment, physical plant and contractual services.

Employee recruitment and retention WHITE PAPER –budget workshop #3

As directed during budget workshop #3 on November 18 2025, Staff was tasked with reviewing current practices and preparing a “white paper” for City Council to review early in 2026. The City of Chesterfield has experienced significant employment vacancies and turnover. It is recognized that performance, security, capacity and efficiency is impacted by our human resource policies. Accordingly, without committing to any specific process or alternatives, it is imperative that the City commit to reviewing current practices and consider solutions. As stated during the Strategic Priority meeting, it is unlikely that we can address the larger issues of recruitment, retention, additional headcount without concurrently considering alternative revenue sources.

Abandonment of Hog Hollow

Continue efforts to abandon Hog Hollow Road and accommodate the needs of Missouri American, St. Louis City Water, Monarch Fire Protection District and the Residents of Ladue Bluffs. This will require engaging professional design consultants and bidding construction contracts, all of which is to be funded by excess fund reserves.

ONGOING & CONTINUING ACTIVITIES

APPENDIX B

Additional Elementary School Resource Officers

During our budget workshops, City Council deferred action to fund additional ESRO's in the fiscal year budget. However, City Council directed Staff and Mayor Hurt to meet with school officials regarding the financial cost and to report back to City Council.

Pilot program @ PH&S
Committee

Bikeable-Walkable Plan

City Council adopted the Bicycle-Pedestrian Plan. While none of the identified concepts have been investigated and none of these projects have an associated funding source, City Council has expressed their desire to take advantage of opportunities to further the improvements should any opportunity arise.

Large \$ projects
\$26,000,00
PRIORITY PROJECTS

Document-Records Management – archival

As has been discussed extensively, as technology has evolved, the traditional cabinet filing systems and clerical functions have become obsolete. As our communications and records are dominantly created and stored locally, it is virtually impossible to maintain the City's records in any searchable location. It is impossible to respond to sunshine requests comprehensively and the efforts to be 100% compliant are at best inefficient. The selection and implementation of a document management system will be a multi-year process at a significant expense. Document management was discussed thoroughly during our 2025 budget workshops and there was a general consensus to continue our fact finding, investigation, improve our body of knowledge and develop a strategy for implementation.

Monarch-Chesterfield Levee District, Valley Stormwater Master Plan, Emergency Response and Routine Maintenance

As previously shared, there are significant concerns with ensuring continuous and effective routine maintenance of levee systems. As the board of directors ages, permanent MLCD maintenance staff has retired and is currently dependent on a single part-time employee. Without accepting any legal obligation/responsibility for operation, maintenance, or emergency response, we have been working on an inter-governmental agreement for the City to perform routine on a contractual basis. Obviously, the City's interests are intimately tied to the success of the levee district.

ONGOING ACTIVITIES

DEVELOPING A BODY OF KNOWLEDGE

THE THIRD PRIORITY, ARE ISSUES OR ACTIVITIES MAY BE DESCRIBED AS ONGOING LEARNING, FUTURE THREATS, FUTURE OPPORTUNITIES, OR SIMPLY MAINTAINING TOPICAL AWARENESS. WHILE THESE TOPICS MAY OR MAY NOT HAVE BEEN FORMALLY DISCUSSED BY CITY COUNCIL, STAFF SEEKS TO IDENTIFY OPPORTUNITIES AND DEVELOP A BODY OF KNOWLEDGE. THESE ARE NOT PROJECTS, BUT CONCEPTS/TOPICS AND THERE IS NO COMMITTMENT OR OBLIGATION ON BEHALF OF THE CITY. SOMETHING MAY DEVELOP IN THE FUTURE, OR NOT. THE MAJORITY OF THESE ISSUES WILL LIKEY NOT COME TO EXECUTION, BUT REQUIRE ONGOING ATTENTION.

THESE ACTIVITIES REPRESENT **DEVELOPING A KNOWLEDGE BASE**. DATA IS CRITICALLY IMPORTANT TO MAKING INFORMATION DECISIONS. **NO OBLIGATION, NO COMMITMENT IS CREATED BY DEVELOPING A BODY OF KNOWLEDGE**. COUNCIL SHOULD BE FULLY AWARE OF SUCH ITEMS ON THE HORIZON. IT IS MY ASSUMPTION THAT COUNCIL DESIRES THAT STAFF BE PROFESSIONALLY ENGAGED ON ANY ISSUES THAT COULD IMPACT THE CITY.

IF THERE ARE SPECIFIC ISSUES THAT COUNCIL DESIRES US TO AVOID, STAFF WOULD APPRECIATE SUCH DIRECTION.

FUTURE ISSUES AND THREATS

THIRD, TERTIARY PRIORITIES

There are a number of “issues or initiatives” that have been informally discussed and/or considered by City Council, but **Council has not individually endorsed or provided consistent direction to City Staff**. Staff attempts to remain engaged, informed, and develop a body of knowledge on any relevant issues impacting the City of Chesterfield. Staff attempts to share information with City Council regarding relevant topics in order for City Council to act when City Council deems appropriate. Does Council desire to develop a more complete body of knowledge, or does City Council prefer that City Staff NOT consider or investigate these concepts further?

The following projects and initiatives have NOT been endorsed or individually prioritized by City Council. Certainly, it is understood that should conditions change or opportunities arise, that Council may re-categorize and amend their priorities.

St. Louis County-City Merger, Consolidation

Various political and legislative efforts continue to surface, which promote mergers, consolidation with the City of St. Louis. Staff monitors these developments through legislative advocacy, professional associations, media, Missouri Municipal League, and the Municipal League of Metro St. Louis.

St. Louis County Operations and fiscal issues

Given St. Louis County’s financial position, it should be anticipated that County will shift service costs to municipal contracts and will attempt to divest themselves of as many service obligations/liabilities as possible. The City of Chesterfield must remain vigilant and aware of the potential for substantial increased costs of operations, which in turn, will negatively impact the City’s ability to continue the current level of services without consideration of supplemental revenues. The City could easily find itself in a financial hole, not of its own doing. The City must be agile and prepared to address County’s actions politically, legally, and financially.

Acquisition of Parcel C-211

This is the parcel immediately west of Central Park, the 7.22 acres situated north of the aquatic facility, between the lake and August Hill, zoned for residential towers. Multiple elected officials have discussed acquisition of this parcel. While potentially a partial alternative to the Wild Horse Village parking garage, acquisition of parcel C-211 is also associated with the disposition of Central Park, the originally planned maintenance/equipment building, and the design/layout of the Aquatic Facility. This parcel is currently owned and intended to be developed by Proper Construction. If the City desires to acquire this property, the decision needs to be stated clearly and staff should be empowered to initiate foundational conversations to determine the availability and potential acquisition costs for the parcel.

Related to WH
Village Decision

APPENDIX C

Community Space

There are multiple potential solutions. Since the demolition of Chesterfield Mall, Staff has continuously investigated alternatives and is currently utilizing multiple other facilities. This need will continue to be evaluated with the development of Downtown Chesterfield, other public facilities, and the aquatic center.

Additional Revenue generation

Public Debt-bonds, certificates of participation
User Fees and charges
Use Tax
Lodging tax
Recreational marijuana tax

impacts virtually everything
Cadillac appetite
Static revenues

Valley Public Safety

As has been discussed repeatedly, there are concerns with ongoing public safety for retail, sports tourism, and park facilities in Chesterfield Valley. As a public perception issue, a fiscal issue, and impacts to tourism, it is critical that all visitors to Chesterfield Valley enjoy a safe environment for the person and property. Solutions should be considered to not only address the concerns with capacity, but how to fund that necessary capacity, in some fashion, potentially by a new public safety centered Special Business District, to address Chesterfield Valley Law enforcement and Park Rangers

Valley Road Improvements

We are currently experiencing significant capacity and safety concerns at the west end of Chesterfield Valley due to the intensity of tourism and other regional attractants. This activity generally involves State and County Roadways, e.g. Eatherton Road improvements, completion of the Olive Boulevard Connection, and Chesterfield Blue Valley Road improvements. No funding or potential solutions are currently presented, but it is an issue that requires us to continuously seek out opportunities.

Pickleball

As described, the City is in “pickleball purgatory”. We need to resolve our commitment towards providing facilities and funding for this activity. We have \$500,000 restricted for this purpose, but no location, or planned initiative to fully fund or locate new facilities. Concurrently, a private commercial provider is opening facilities within the District. Council has not provided direction whether the addition of Pickleball facilities remains viable and/or desired by the community.

Nooning Tree – Caliope Extension to Route 340 (Olive Blvd)

With potential development of the “Seeger” property adjacent to State Route 340, inquiries regarding the City’s requirements for construction/extension of Caliope Place have come forth. While this project was considered many years ago and while there remains a perception by some residents that construction of the Caliope Place extension will occur concurrently with the development of the “Seeger” property, there is no such plan or commitment to do so.

Parks Community Survey

The following action items were identified from the Community Park Survey conducted by ETC. These action items are identified for future consideration.

- Address highest-priority repairs to aging park amenities
- Improve promotion of programs and events
- Adjust programming for seniors and teens
- Develop a phased plan for indoor community center space
- Improve pedestrian access to neighborhood parks
- Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.
- Implement citywide park reinvestment program

BIKEABLE WALKABLE PLAN

The following tables are taken from the approved Bikeable Walkable plan. The activities are not budgeted, funded, or even considered projects at this point in time. The City has not committed or obligated itself in any way. These are identified as potential projects that would be investigated, and the body of knowledge developed as opportunities present themselves.



City of Chesterfield Bikeable Walkable Plan

Adopted: November 3, 2025

Council Resolution #513



\$490,000
\$13,300,000
\$7,810,000
\$1,720,000
\$2,680,000
\$26,000,000

APPENDIX D

The Vision for the City of Chesterfield, as defined in the 2022 Strategic Plan, is: *Chesterfield is a premier community known for safe and beautiful neighborhoods, high quality development, and great schools, services, and amenities.* This Bikeable Walkable Plan (Plan) aligns with that Vision by consolidating community desires and professional recommendations for improving the health, mobility, and overall quality of life for Chesterfield residents, workers, and visitors.

The Plan is the result of a year-long process that solicited input from the public, elected officials, staff, and consultants to identify potential improvements to pedestrian and bicycle infrastructure, policies, and programs. The Plan summarizes the planning process and outcomes. The next steps of this Plan focus on an action-oriented, prioritized list of infrastructure improvements selected through input and preferences shared by the public at a February 2025 Open House as well as staff consideration and feasibility. The priority projects include:

- Edison Avenue Crossing, from Chesterfield Valley to the Monarch Chesterfield Levee Trail
- Ameren Powerline Trail, from Ladue Rd to Clarkson Rd (3 phases)
- Levee Trail Extension, from Edison Ave to Centaur Rd
- Logan University Trail, from Country Ridge Dr to Schoettler Rd
- Riparian Trail extension, from Old Chesterfield Rd to Chesterfield Valley (includes Old Chesterfield Road Sidewalk)

Vision

Chesterfield is a premier community known for safe and beautiful neighborhoods, high quality development, and great schools, services, and amenities.

Guiding Principles

- Safe
- Connected
- Inclusive
- Active
- Enjoyable

Goal 1: Ensure Adequate Resources to Continue Superior City Services

Objective 3:

Explore options to reduce services or modify how they are delivered to ensure optimal use of available resources.

Milestones	Status		
	Complete	In-Progress	Revised / Notes
Maintenance of accreditation from CALEA (every 3 years)	 2022	Next evaluation in 2026	
Maintenance of accreditation from APWA (every 4 years)	 2023	Next evaluation in 2027	
Maintenance of accreditation from CAPRA (every 5 years)	 2023	Next evaluation in 2028	
Maintenance of accreditation from GFOA (annual)	 2024	Next evaluation in 2025	
Program review completion and recommendations submitted to Council			

CONTRADICTION, CONFLICTING,
and/or UNADDRESSED DIRECTION

Activities & Initiatives (Appendices A thru C):

Bikeable Walkable Plan (Appendix D)

ETC survey action items (Appendix E):

- Parks Survey

- Business Survey

- Police survey

- Employee Survey

Strategic Plan (Appendix F)

The 2026 budget includes an impressive and perhaps unprecedented volume of “projects”. These are in addition to the regular and routine operations of the City.

These are my priorities for 2026. I have no expectation that all of these projects will be completed in this fiscal year, but we will make every effort to advance each initiative.

From my perspective, the City Administrator’s goals and objectives are simple and concise:

- 1) Manage and oversee the day-to-day operations of the City in conformance with Missouri Statutes, City Code and City policies.
- 2) Manage and oversee the projects and initiatives as approved in the 2026 fiscal budget.
- 3) Monitor, manage and oversee the fiscal activities of the City in conformance with the City Council approved budget and budgetary procedures.

These are my three primary functions and define the expectations for my performance. If Council desires to supplement these goals and objectives, I encourage you to do so.

I AM AN “AT WILL” EMPLOYEE. YOU CAN TERMINATE ME AT ANY TIME!

Figure 1A: City Infrastructure Recommendations

PROJECT #	LOCATION/CORRIDOR NAME	ENDPOINTS/DESCRIPTION
1	Edison Ave Bike Lanes	Long Road to Cepi Dr
2	Ladue Rd Bike Lanes	North Woods Mill Rd to Olive Blvd
3	Country Ridge Dr / Schoettler Valley Dr Bike Boulevard	Clarkson Rd to Chesterfield Parkway East
4	Old Chesterfield Rd Sidewalk	Riparian Trail to Baxter Rd
5	Swingley Ridge Rd Sidewalk Gap	Post Office to Nardin Dr
6	Portico Dr / Monterra Dr Sidewalk Gap	North end of Portico Dr to Olive Blvd
7	Trailtop Dr to Wethersfield Terrace Ct Sidewalk Connection	Connect Existing Cul-de-sacs
8	Stablestone Ct / N. Green Trails Dr / Green Trails Elementary Sidewalk Connection	Stablestone Ct / N. Green Trails Dr to Green Trails Elementary
9	Edison Ave Crossing	Connect Monarch Chesterfield Levee Trail to Chesterfield Valley, across Edison Ave
10	Wilson Ave (Wilson Park Area) Side Path	Baxter Crossing Ln. to Wilson Woods Ct
11	Ameren Powerline Trail – A, B, C	Ladue Rd to Clarkson Rd
12	Monarch Chesterfield Levee Trail	Edison Ave Trailhead to Centaur Rd
13	Bonhomme Creek Riparian Trail	City limits to Long Rd
14	Logan University Trail Connection	Country Ridge Dr to Schoettler Rd
15	Riparian Trail Extension, includes #4 above within project limits	Riparian Trail Trailhead at Old Chesterfield Rd to Chesterfield Valley

Note: List is not in order of priority. See corresponding project numbers in Figure 1B.

Figure 2A: Opportunities for Agency Coordination

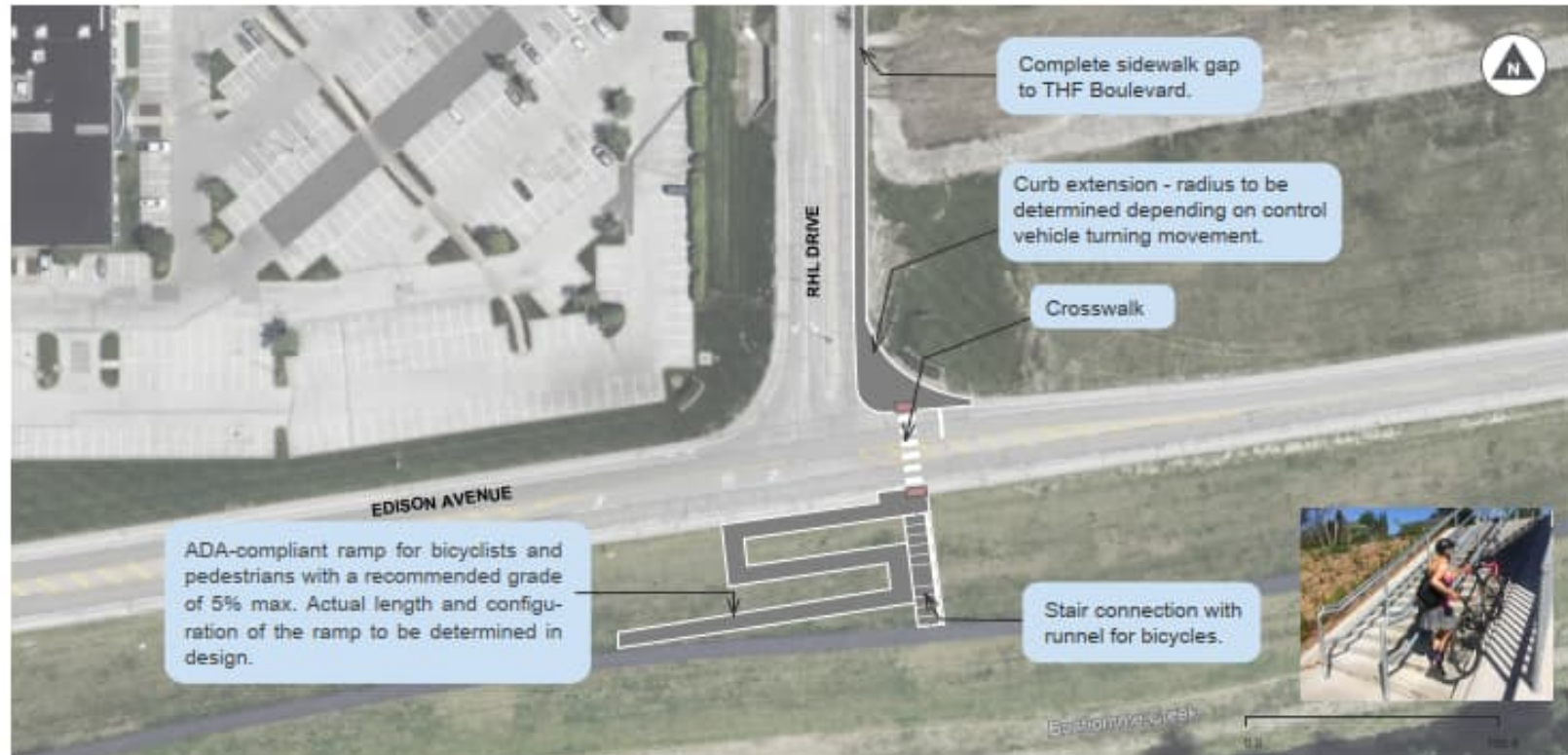
PROJECT # AGENCY	LOCATION/CORRIDOR NAME	ENDPOINTS/DESCRIPTION
1a STLCO	Wild Horse Creek Rd Sidewalk Gap	Kehrs Mill Rd to Wilson Ave
1b STLCO	Wild Horse Creek Rd Sidewalk Gap	Wilson Ave to Chesterfield Parkway
2 STLCO	Baxter Rd Sidewalk Gap	Old Chesterfield Rd to Monarch Chesterfield Levee Trail
3 MODOT	Clarkson Rd / Olive Blvd Sidewalk Gap	Swingley Ridge Rd, under I-64, to Lea Oak Dr
4 MODOT	Clarkson Rd Access Ramp Sidewalk Gap	Chesterfield Parkway to Lea Oak Dr
5 MODOT	Boones Crossing Sidewalk Connection	Monarch Chesterfield Levee Trail to Chesterfield Airport Rd
6 STLCO	Baxter Rd Crossing	Near August Hill Dr
7 MODOT	Olive Blvd Crossing	At Swingley Ridge Rd
8 STLCO	North Woods Mill Rd Shared Use Path	Olive Blvd to Parkway High School
9 MODOT	Clarkson Rd Sidewalk	Lea Oak Dr to Kehrs Mill Rd
10 MODOT	Wild Horse Creek Rd Shared Use Path	Eatherton Rd to Kehrs Mill Rd
11 STLCO	Kehrs Mill Rd Sidewalk Gap	Pacland Estates Dr to Pacland Pl
12 GRG	Missouri Greenway Trail	Monarch Chesterfield Levee Trail to Creve Coeur Park
13 STLCO	Spirit of St. Louis Airport to Monarch Chesterfield Levee Trail Connections	Goddard Ave to Spirit of St. Louis Blvd, to Monarch Chesterfield Levee Trail
14 STLCO	Conway Rd Sidewalk Gap	Chesterfield Parkway to City Limit

Note: List is not in order of priority. See corresponding numbers in Figure 2B.

BIKEABLE WALKABLE PLAN

CONCEPT EXHIBIT

AT RHL DRIVE



Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE
CONSTRUCTION COST - \$490,000
(PER CROSSING)



City of Chesterfield

Ameren Utility Corridor Trail - A, B, C

Introduction

The Ameren Utility Corridor Trail will provide a 5.1 mile long recreational trail that is easily accessible for a large percentage of the City's residents as it traverses through the City from Ladue Rd, near Parkway Central High School to Clarkson Rd, near Marquette High School. The trail would be located on land within the existing Ameren easement. It is planned to be constructed in three separate phases – A, B, and C. Phase A is from Ladue Rd to Conway Rd. Phase B is from Conway Rd to Schoettler Rd. Phase C is from Schoettler Rd to Clarkson Rd.

Key Destinations and Connections

- Marquette High School
- Parkway High School
- Numerous adjacent subdivisions
- Major roads: Ladue Rd, Conway Rd, Schoettler Rd, Baxter Rd, Clarkson Rd

Opportunities

- Connect adjacent subdivisions to the trail to allow easily accessible recreational opportunities to a densely populated section of the City
- Each phase could be constructed independently of the other phases
- Many points of access to the trail at intersections with public streets

Challenges

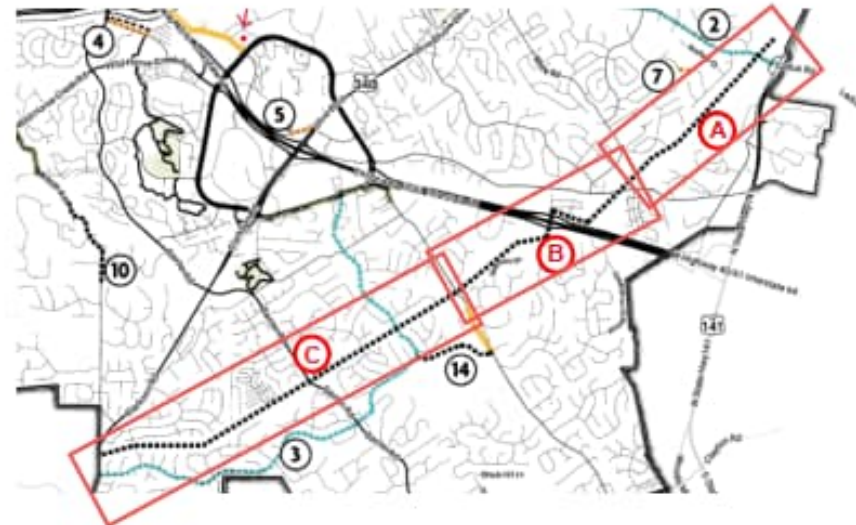
- Crossing I-64 and Outer Roads
- FEMA Floodway No-Rise analyses and certifications
- Obtaining the required easements from the necessary subdivisions
- Coordination with Ameren and proximity to power lines
- High cost –
 - Phase A = \$3,000,000
 - Phase B = \$5,300,000
 - Phase C = \$5,000,000

Trail Statistics:

- Length: 4.75 miles (Total)
- A: 1.2 mi, B: 1.3 mi, C: 2.6 mi
- Corridor width: 40-60 ft

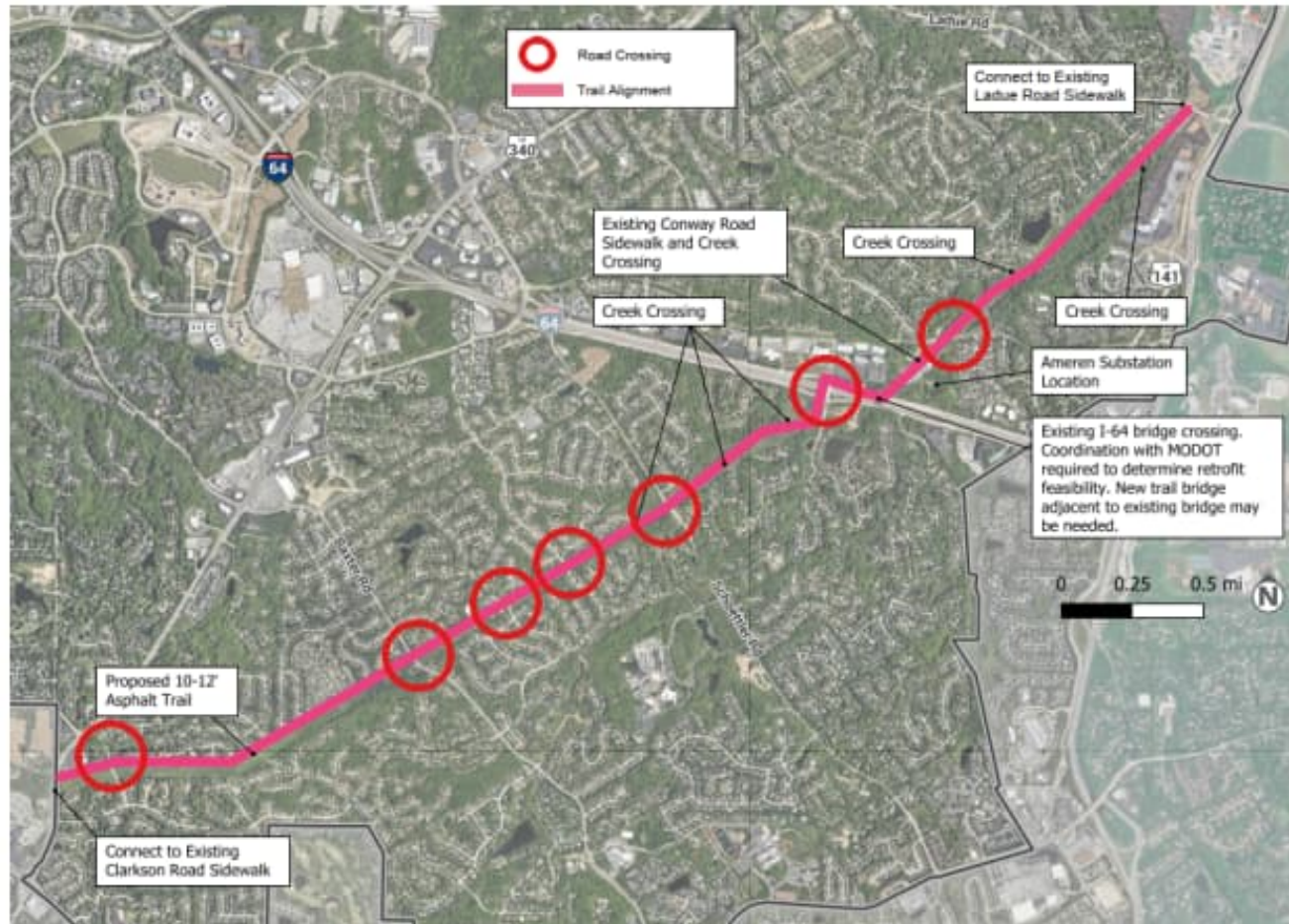
Land Use:

- Zoning: NU, R1, R2, C8, PC
- Ward: 03
- Subdiv: Multiple



CONCEPT EXHIBIT

BIKEABLE WALKABLE PLAN



Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE
CONSTRUCTION COST - \$13,300,000



City of Chesterfield

Monarch Chesterfield Levee Trail Extension

Introduction

The Monarch Chesterfield Levee Trail Extension at the west end of the Valley provides an extension of the Levee Trail from the Edison Avenue trailhead, across Long Road, and ends at the City limits at Centaur Road. The trail would run through airport property and bypass the existing railroad corridor where the trail connection was originally planned. The City is not aware of any plans for the railroad to cease service on that line. After completion of this extension, only a 0.75 mile gap would remain along Centaur Road, within the City of Wildwood, to complete the long-planned loop around Chesterfield Valley.

Key Destinations and Connections

- Chesterfield Valley
- The Landings at Spirit Golf Course
- Centaur Rd
- Edison Ave
- Railroad Park

Opportunities

- Potential funding through the Chesterfield Valley Transportation Development District (TDD)
- One step closer to completing Levee Trail loop around Chesterfield Valley
- Most of the project is located on property owned by St. Louis County

Challenges

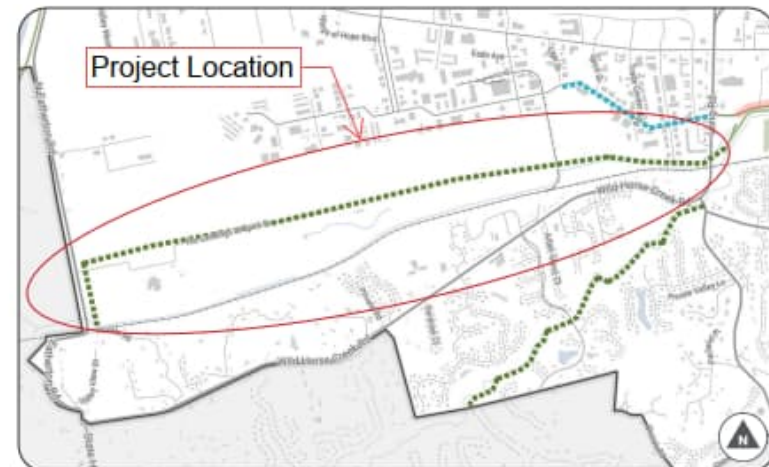
- Creek crossing at the south end of Chesterfield Industrial Blvd
- Trail located in floodplain could flood periodically and be unusable
- Pedestrian bridges over Long Road, railroad spur line, and creek
- Permitting through Army Corps of Engineers and Monarch Chesterfield Levee District for alteration of the levee

Trail Statistics:

- Length: 3.33 miles
- Corridor width: ≥ 40 ft

Land Use:

- Zoning: M3 (Planned Industrial)
- Ward: 04
- Subdiv: Spirit of St. Louis Air Park



CONCEPT EXHIBIT

BIKEABLE WALKABLE PLAN



Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE
CONSTRUCTION COST - \$7,810,000



BIKEABLE WALKABLE PLAN



City of Chesterfield

Logan University Trail

Introduction

The Logan University Trail will create a pedestrian connection between Schoettler Rd and Country Ridge Dr, through the Logan University campus. The trail will expand access to Creve Coeur Creek and provide a safe, scenic access route connecting Country Ridge Dr and Schoettler Rd.

Key Destinations and Connections

- Logan University
- Logan Park

Challenges

- Would require significant earthwork and retaining walls
- FEMA Floodway No-Rise analyses and certifications

Opportunities

- Connect to existing paved path on subdivision common ground between 14924 Country Ridge Dr and 14918 Country Ridge Dr
- Obtain easements from only two property owners
- Create access for residents to walk or bike to Logan Park instead of drive

Trail Statistics:

- Length: 0.5 miles
- Corridor width: 60 ft

Nearby Connections:

- Baxter Rd
~0.5 mi west
- Clayton Rd
~1.25 mi south
- Chesterfield Pkwy
~1.25 mi north

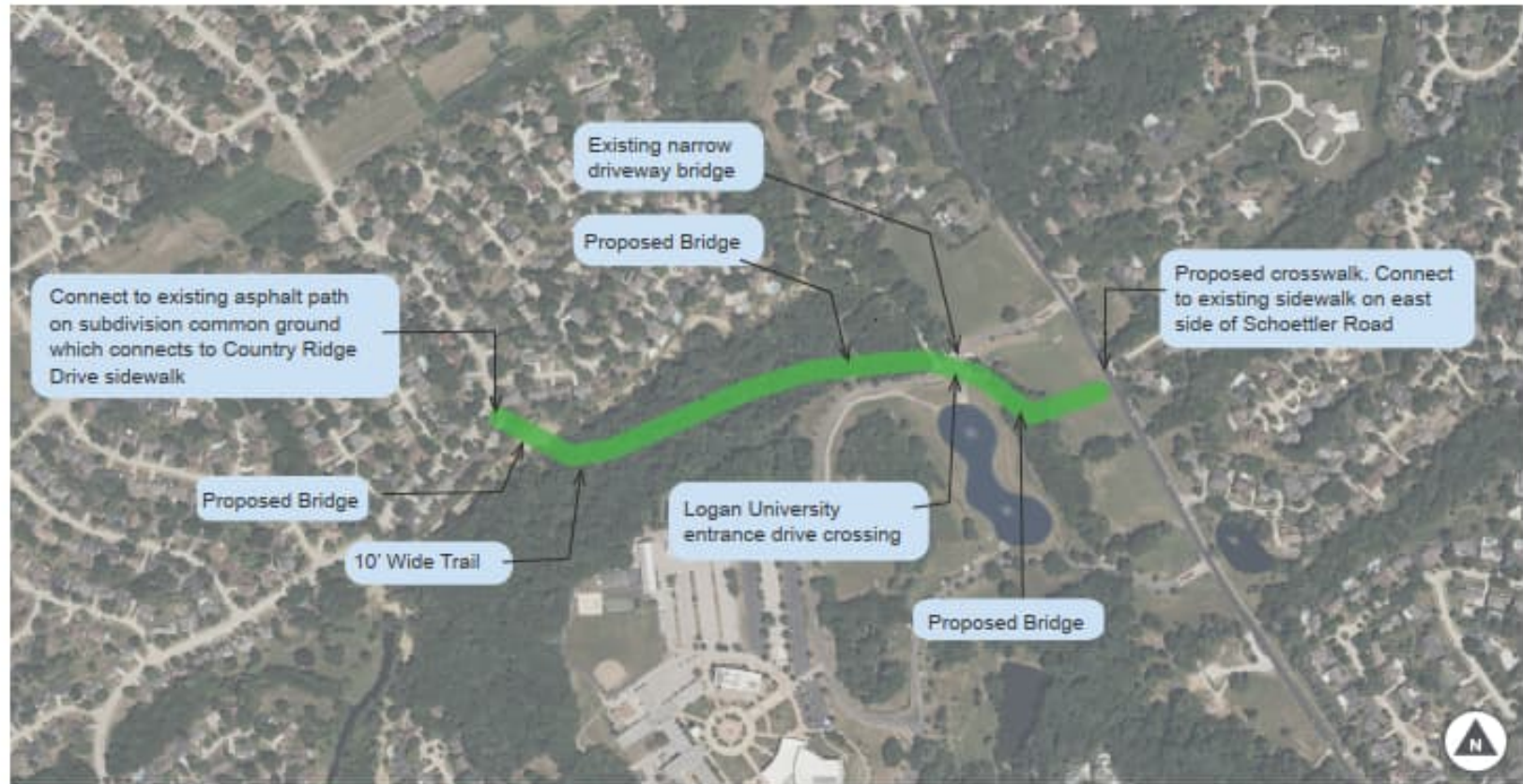
Land Use:

- Zoning: NU and R2
- Ward: 03
- Subdiv: Logan College,
Baxter Lanes Addition 2



BIKEABLE WALKABLE PLAN

CONCEPT EXHIBIT



Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE
CONSTRUCTION COST - \$1,720,000

BIKEABLE WALKABLE PLAN



City of Chesterfield

Riparian Trail Connection

Introduction

The Riparian Trail Connection is a half-mile trail extension that would fill a gap in the City's trail system by connecting the Riparian Trail to the Monarch Chesterfield Levee Trail, Edison Ave Bike Lanes, and Chesterfield Valley via Old Chesterfield Rd

Key Destinations

- Chesterfield Valley
- Monarch Chesterfield Levee Trail
- Riparian Trail
- Old Chesterfield Rd

Opportunities

- Links the Riparian Trail with Monarch Levee Trail, Edison Avenue bike lanes, Chesterfield Valley, and Historic Chesterfield District
- Provides sidewalk on Old Chesterfield Rd for pedestrian access to local businesses
- Pedestrian connection linking Chesterfield Valley with Wild Horse Village and Downtown Chesterfield

Challenges

- Crossing Bonhomme Creek, existing levee, railroad, and floodwall
- FEMA Floodway No-Rise analyses and certifications
- Permitting improvements through Railroad, Army Corps of Engineers, and Monarch Chesterfield Levee District
- Connection located in floodplain could flood periodically and be unusable

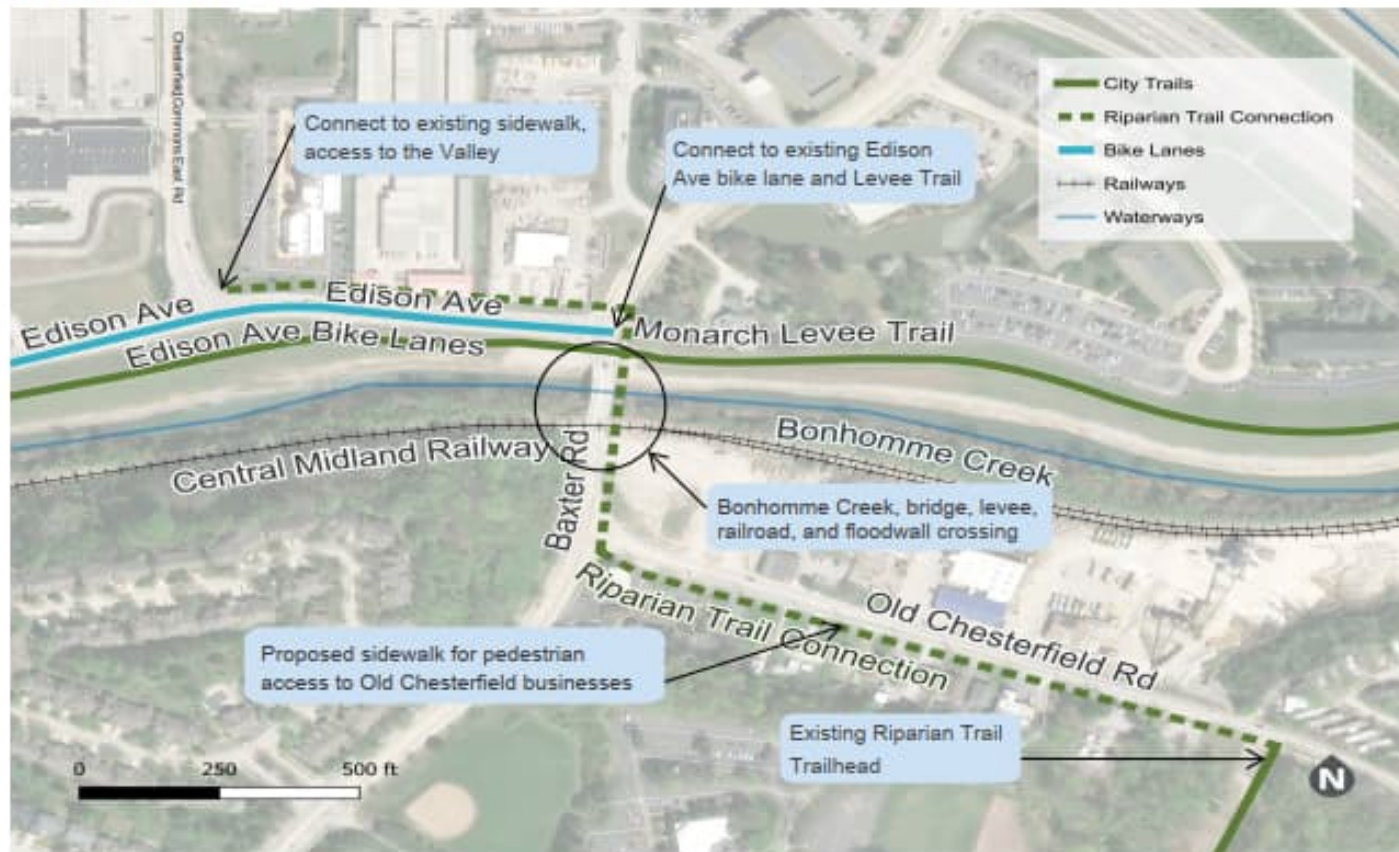
Trail Statistics:
Length: 0.49 mi
Corridor width: TBD

Land Use:
Zoning: Multiple zoning districts.
Ward: 4
Subdiv: Lena Burkhardt Estates, Ascension School



BIKEABLE WALKABLE PLAN

CONCEPT EXHIBIT



Preliminary Cost Opinion

PRELIMINARY OPINION OF PROBABLE
CONSTRUCTION COST - \$2,680,000

Summary: This document outlines short- (0-12 months), medium- (1-3 years), and long-term (3-5+ years) action items for City of Chesterfield Department Heads based directly on findings from the Community & Public Safety Survey, Business Survey, Employee Survey, and Parks, Recreation & Arts Survey. Each action item is paired with a brief summary of what respondents said and a page reference to the applicable survey report.

Parks, Recreation & Arts

Timeframe	Action Item	Primary Survey Driver	What the Surveys Said	Survey Source	Question Reference
Short-Term	Address highest-priority repairs to aging park amenities	Aging facilities	Upgrading aging park amenities ranked among top priorities	Parks Survey	Q12 (pg 24) Q13 (pg 25)
Short-Term	Improve promotion of programs and events	Awareness gaps	Respondents cited lack of awareness of parks and programs	Parks Survey	Q12 (pg 24) Q13 (pg 25) Q18 (pg34)
Short-Term	Adjust programming for seniors and teens	Program gaps by age group	High demand for additional senior and teen programming	Parks Survey	Q11 (pg 23)
Medium-Term	Develop a phased plan for indoor community center space	Indoor recreation demand	Strong support for indoor community recreation space	Parks Survey	Q12 (pg24) Q13 (pg 25)
Medium-Term	Improve pedestrian access to neighborhood parks	Access barriers	Pedestrian access cited as a limitation to park use	Parks Survey	Q3 (pg 11)
Medium-Term	Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.	Satisfaction gaps	Track progress over time.	Parks Survey	Throughout
Long-Term	Implement citywide park reinvestment program	Systemwide aging assets	Aging infrastructure identified as long-term system need	Parks Survey	Q12 (pg 24) Q13 (pg 25)

Public Works

Timeframe	Action Item	Primary Survey Driver	What the Surveys Said	Survey Source	Question Reference
Short-Term	Prioritize visible street and sidewalk repairs	Infrastructure quality	Street and sidewalk maintenance ranked highest in importance but not ranked high on satisfaction.	Community and Public Safety Survey & Business Survey	CPS: Q4-5 (pg 4-5) Q8 (pg 8) Q25 (pg26) I.S. Rating (pg vii) BS: Q2 (pg5)
Short-Term	Publicly communicate pavement rating process and results	Lack of understanding	Street and sidewalk maintenance ranked highest in importance but not ranked high on satisfaction.	Community and Public Safety Survey & Business Survey	CPS: Q4-5 (pg 4-5) Q8 (pg 8) Q25 (pg26) I.S. Rating (pg vii) BS: Q2 (pg5)
Medium-Term	Demonstrate increased emphasis on Public Works through targeted investment, project volume, and reporting tied to Public Works categories.	Priority alignment	Quality of public works/street maintenance ranked as highest priority over the next 2 years.	Community and Public Safety Survey	Q5 (pg 5)
Medium-Term	Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.	Satisfaction gaps	Track progress over time.	Community and Public Safety Survey	Throughout
Long-Term	Execute long-range reinvestment strategy for aging Public Works assets	Sustained quality of aging assets	Ratings across multiple Public Works asset categories suggest that residents are increasingly attentive to the condition of aging infrastructure beyond streets alone.	Community and Public Safety Survey	Q25 (pg26)
Long-Term	Make Public Works performance reporting a permanent component of annual reporting and budget communication.	Information expectations	Lower ratings related to information availability indicate that residents want clearer, ongoing communication about Public Works performance and investment decisions.	Community and Public Safety Survey	Q17 (pg 15) Q4 (pg 4)

Planning

Timeframe	Action Item	Primary Survey Driver	What the Surveys Said	Survey Source	Question Reference
Short-Term	Clarify development review timelines and requirements	Process clarity	Businesses and residents report lower satisfaction when planning and development processes feel unclear and unpredictable	Community and Public Safety Survey & Business Survey	CPS: Q4 (pg 4) Q8 (pg 8) BS: Q5 (pg 6)
Short-Term	Improve explanation of planning recommendations and decision	Decision transparency	Low satisfaction indicates residents don't understand how planning decisions are made.	Community and Public Safety Survey	Q17 (pg 15) Q8 (pg 8) Q4 (pg 4)
Medium-Term	Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.	Satisfaction gaps	Track progress over time.	Community and Public Safety Survey & Business Survey	Throughout
Medium-Term	Streamline development review processes	Efficiency	Planning ranked second-highest improvement priority	Community and Public Safety Survey	p. vii
Long-Term	Update long-range planning frameworks	Future readiness	Residents value clear planning for the City's future	Community and Public Safety Survey & Business Survey	CPS: Q8 (pg 8) BS: Q4 (pg 5)

Information Technology

Timeframe	Action Item	Primary Survey Driver	What the Surveys Said	Survey Source	Question Reference
Short-Term	Improve IT help desk responsiveness	Ease of support	Employees reported opportunities to improve IT responsiveness	Employee Survey	Q6 (pg 9) Q8 (pg 11)
Short-Term	Identify and correct recurring hardware, software, or network issues that interfere with daily tasks.	System reliability	A meaningful share of employees indicate that City technology does not consistently support their job needs or perform as expected.	Employee Survey	Q6 (pg 9) Q8 (pg 11)
Medium-Term	Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.	Satisfaction gaps	Track progress over time.	Employee Survey & Community and Public Safety Survey	Throughout
Medium-Term	Expand self-service tools and automate routine processes where feasible to reduce manual work.	Process efficiency	Employees identify empowerment, efficiency, and having the right tools as priorities for improvement over the next two years.	Employee Survey	Q3 (pg 4) Q9 (pg12)
Medium-Term	Implement city-wide document management system	File management/access	Employees note that collaboration between different departments can be improved.	Employee Survey	Q2 (pg 3) Q8 (pg 11)
Long-Term	Implement integrated digital service platforms	Efficiency	Desire for easier online access to City services	Community and Public Safety Survey	pp. 14–15
Long-Term	Ensure long-term IT planning reflects how employees actually work, not just system capabilities.	Organizational alignment	Employees want tools, information, and systems that better support their day-to-day responsibilities.	Employee Survey	Q6 (pg 9) Q8 (11)

Finance & Administration

Timeframe	Action Item	Primary Survey Driver	What the Surveys Said	Survey Source	Question Reference
Short-Term	Expand employee recognition efforts	Employee morale	Employee recognition ranked top improvement opportunity	Employee Survey	Q1 (pg 2)
Short-Term	Simplify and clearly communicate routine financial processes such as purchasing, reimbursements, and payroll timelines.	Process clarity	Employees report moderate satisfaction with citywide communication, indicating confusion or inconsistency around internal processes.	Employee Survey	Q5 (pg 6)
Short-Term	Identify and address pain points in purchasing, approvals, and payment workflows that slow down daily work.	Operational friction	Neutral responses related to resources and support suggest that processes, not funding levels, are limiting efficiency.	Employee Survey	Q6 (pg 9)
Medium-Term	Expand professional development pathways	Talent development	Employees desire more training and growth opportunities	Employee Survey	Q7 (pg 10)
Medium-Term	Enhance how budget information is presented to make priorities, tradeoffs, and financial decisions easier to understand.	Financial Transparency	Residents want clearer information about City services and decisions, including how resources are allocated.	Community and Public Safety Survey	Q17 (pg 15)
Medium-Term	Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.	Satisfaction gaps	Track progress over time.	Employee Survey & Community and Public Safety Survey	Throughout
Long-Term	Align long-term financial planning with infrastructure needs	Sustainability	Infrastructure investment prioritized by residents and businesses	Community and Public Safety & Business Surveys	CPS Q8 (pg 8) BS Q2 (Pg 3) Q17 (pg 55)
Long-Term	Ensure financial systems, policies, and institutional knowledge support leadership transitions and long-term organizational stability.	Organizational continuity	Employees prioritize stability, clarity, and consistent support as the organization evolves.	Employee Survey	Q9 (pg 12)

Police

Timeframe	Action Item	Primary Survey Driver	What the Surveys Said	Survey Source	Question Reference
Short-Term	Maintain consistent, visible patrol presence	Visibility	Residents and businesses strongly associate visible police presence with overall feelings of safety.	Community and Public Safety & Business Surveys	CPS Q1 (pg 2) Q3 (pg 3) BS Q5 (Pg 7)
Short-Term	Expand communication and outreach on crime prevention, safety tips, and police services.	Prevention awareness	Residents value crime prevention and safety education as part of overall public safety.	Community and Public Safety	Q3 (pg 3) Q17 (pg 15)
Medium-Term	Establish measurable satisfaction improvement targets for services ahead of the next survey cycle.	Satisfaction gaps	Track progress over time.	All Surveys	Throughout
Medium-Term	Strengthen coordination with businesses to address safety concerns and crime prevention needs.	Business confidence	Businesses value police presence and responsiveness as key factors in feeling safe operating in Chesterfield.	Business Survey	Q3 (pg 4) Q5 (pg 6-7)
Medium-Term	Expand crime prevention and safety education	Prevention focus	Strong support for crime prevention programs	Community Survey	pp. 18-19
Long-Term	Sustain high public safety satisfaction	Community safety confidence	Residents and businesses overwhelmingly rate Chesterfield as a safe place to live and work.	Community and Public Safety & Business Surveys	CPS Q3 (pg 3) Q4 (pg 4) BS Q3 (pg 4)
Long-Term	Support officer retention, morale, and succession planning to ensure long-term service quality.	Workforce stability	Employee engagement, recognition, and support are essential to sustaining high-performing public safety services.	Employee Survey	Q8 (pg 11) Q9 (pg 12)
Long-Term	Ensure patrol visibility and deployment strategies adapt as redevelopment, traffic volumes, and activity centers grow.	Adapt to changing conditions	High sense of safety is closely associated with police visibility for residents and businesses, which must be sustained as the City becomes more active.	Community and Public Safety & Business Surveys	CPS Q1 (pg 2) Q3 (pg 3) BS Q5 (Pg 7)

STRATEGIC PLAN

CITY OF CHESTERFIELD, MISSOURI STRATEGIC PLAN

VISION

Chesterfield is a premier community known for safe and beautiful neighborhoods, high quality development, and great schools, services, and amenities.

MISSION

The City of Chesterfield provides superior municipal services to its residents and businesses through innovation, professional management, and leadership.

VALUES

SERVICE-MINDSET.

We are here to serve and we do not drive the agenda. Our goal is to make life in Chesterfield as good as it can be as defined by our residents and public officials.

EXCELLENCE.

When we do something, we strive to do it well. The quality of our services is recognized through accreditation from professional associations for Parks, Police, Finance, and Public Works.

PROFESSIONAL.

We are highly qualified. Our well-trained and skilled team represents the City and their professions well. We treat the public and each other with respect.

RESPONSIVE.

We respond in a timely and comprehensive manner to requests. We do not do the bare minimum. We listen, we offer full explanations, and we are proactive problem-solvers.

APPROACHABLE AND TRANSPARENT.

We are an open book. We are approachable and we make information on city business easily accessible to all.

GOAL 1:

Ensure Adequate Resources to Continue Superior City Services

OBJECTIVES

- Attract and retain high-performing employees.
- Explore options to increase revenues.
- Explore options to reduce services or modify how they are delivered in order to ensure optimal use of available resources.
- Provide high-quality, efficient, and secure technology and communications.

GOAL 2:

Provide Exceptional Parks, Facilities, and Recreational Programming

OBJECTIVES

- Maintain and improve the Chesterfield Valley Athletic Complex to support increased use.
- Continue to build out the eight acres recently purchased in Central Park.
- Evaluate options for continuation of the Chesterfield Aquatic Center.
- Increase opportunities for multi-modal connectivity.
- Offer a variety of recreation opportunities to meet the needs of all residents.



GOAL 3:

Support High-Quality Development and Preservation of Open Space

OBJECTIVES

- Align development process to development goals.
- Continue to support development of the southwest quadrant in accordance with the Comprehensive Plan.
- Understand the needs of local businesses and look for opportunities to attract and retain them.
- Preserve open space and build the public's awareness of the City's ongoing efforts and accomplishments in open space preservation.

GOAL 4:

Build Trust in Local Government

OBJECTIVES

- Engage the public and encourage positive public dialogue.
- Provide proactive, consistent, and creative communications.
- Explore the possibility of becoming a Charter City.

GOAL 5:

Ensure a Safe, Secure, and Well-Maintained City

OBJECTIVES

- Continue to provide superior public safety services to the City of Chesterfield and the City of Clarkson Valley.
- Adapt public safety delivery to changing needs.
- Ensure well-maintained public sidewalks and streets.

January 2025

Goal 1: Ensure Adequate Resources to Continue Superior City Services

Objective 1:
Attract and retain high-performing employees

Measures

Data

Employee turnover by group.

2023-2025 Analysis: 12-14%
(reasonable three-year average)

Employee satisfaction survey
results

68% of employees would recommend employment
at the City to their friends and family
73% are satisfied with their employment with the
City
77% think the City is a good employer
83% feel comfortable working with staff in other de-
partments
83% feel the work they do is meaningful
94% feel that their supervisor treats them with re-
spect

Exit interview report data.

2025 Analysis: Primarily driven
by external opportunities. Data
confirmed workplace culture is a
retention strength.

Goal 1: Ensure Adequate Resources to Continue Superior City Services

	Status			
	Milestones	Complete	In-Progress	Revised / Notes
	Implementation of work-life balance policies			
Objective 1: Attract and retain high-performing employees	Creation and distribution of Employee Satisfaction Survey			



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Goal 1: Ensure Adequate Resources to Continue Superior City Services

	Measures	Data
Objective 2: Explore options to increase revenues	General Fund balance – current year	12/31/2025: \$17,071,232 (65.7%) 2025 Budget: \$18,306,964 (75%)
	General Fund balance – 5-year forecast (compare both to 40% Policy)	12/31/2025: \$19,448,549 (59.8%) 12/31/2026: \$20,361,977 (86.9%) 12/31/2027: \$20,856,492 (86.8%) 12/31/2028: \$19,610,970 (75.1%) 12/31/2029: \$17,453,019 (63.8%) 12/31/2030: \$13,851,624 (47.5%)

Goal 1: Ensure Adequate Resources to Continue Superior City Services

	Status			
	Milestones	Complete	In-Progress	Revised / Notes
				
Objective 2: Explore options to increase revenues	Analysis of revenue options submitted to City Council			
	Decisions made regarding service reduction or revenue increases			

Goal 1: Ensure Adequate Resources to Continue Superior City Services

Objective 3: Explore options to reduce services or modify how they are delivered to ensure optimal use of available resources.	Measures	Data
	Overall resident satisfaction with City services – SEE GOAL 4	2024 Survey Results: - Satisfaction with the City as a place to live is 49.6% above the regional average and 50.5% above the National average - Satisfaction is higher than regional and National averages for most City services - 94% of residents believe the Police Department does a good job enforcing the law and maintaining good relations with the community.



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Goal 1: Ensure Adequate Resources to Continue Superior City Services

Objective 3:

Explore options to reduce services or modify how they are delivered to ensure optimal use of available resources.

Milestones	Status		
	Complete	In-Progress	Revised / Notes
Maintenance of accreditation from CALEA (every 3 years)	 2022	Next evaluation in 2026	
Maintenance of accreditation from APWA (every 4 years)	 2023	Next evaluation in 2027	
Maintenance of accreditation from CAPRA (every 5 years)	 2023	Next evaluation in 2028	
Maintenance of accreditation from GFOA (annual)	 2024	Next evaluation in 2025	
Program review completion and recommendations submitted to Council			

Goal 1: Ensure Adequate Resources to Continue Superior City Services

Objective 4: Provide high-quality, efficient and secure technology and communications	Measures	Data
	Resident satisfaction with online reporting system	See-Click-Fix reporting system implemented Summer 2024. Resident feedback is collected on each closed work order and analyzed by staff.
	Employee satisfaction with online hiring process	58% of Employees were satisfied with the onboarding experience when joining the City. New hiring app to be completed Spring 2026



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Goal 1: Ensure Adequate Resources to Continue Superior City Services

Objective 4: Provide high-quality, efficient and secure technology and communications	Status			
	Milestones	Complete	In-Progress	Revised / Notes
	Completion of IT Strategic Plan			
	Implementation of citizen problem reporting system			
	Implementation of online hiring process			To Be Completed Spring 2026



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Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 1: Maintain and improve the Chesterfield Valley Athletic Complex to support increased use	Measures	Data
	Resident satisfaction with CVAC	2025 Parks Survey Results: 94% Satisfied or Very Satisfied. Utilizing data from Perfect Game (PG) and Chesterfield Baseball & Softball Association (CBSA) to assess in the future.
	CVAC attendance (measured by age/race/gender)	Estimated 2025: 1.2 million players/ spectators 1,104 Teams playing in PG tournaments 10,150 players in CBSA Leagues



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Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

	Status			
	Milestones	Complete	In-Progress	Revised / Notes
	Decision regarding park ranger program and – if pursuing – implementation of program			
Objective 1: Maintain and improve the Chesterfield Valley Athletic Complex to support increased use	Improvements completed for Chesterfield Valley Athletic Complex			Contractor currently constructing sewer facilities along North Outer 40; Added permanent fencing on fields A1 & A2. Added bulbous on C and F Quads. Completed Parks Master Improvement Inventory List to address future projects.

Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 2: Continue to build out the eight acres recently purchased in Central Park	Measures	Data
	Resident satisfaction with Central Park	2025 Parks Survey Results: 95% Satisfied or Very Satisfied
	Central Park attendance (measured by age/race/gender)	2025 Parks Survey Results: 73% of respondents had visited in last two years

Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 2: Continue to build out the eight acres recently purchased in Central Park	Status			
	Milestones	Complete	In-Progress	Revised / Notes
	Improvements completed for Central Park			Main Circle Drive constructed; Amphitheater back of house and restroom in construction; in the process of updating the conceptual drawings for the eight acres of Central Park to better reflect current needs and park usage.

Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 3: Evaluate options for continuation of Chesterfield Aquatic Center	Measures	Data
	Resident satisfaction with Chesterfield Aquatic Center	Aquatic Center Feasibility Study Completed 2023 Pool Survey completed in 2025 Parks Survey Completed 2025
	Chesterfield Aquatic Center attendance (measured by age/race/gender)	Attendance for 2025: 40,160



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Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

	Status		
	Milestones	Complete	Revised / Notes
Objective 3: Evaluate options for continuation of Chesterfield Aquatic Center	Completion of analysis regarding Aquatic Center		 Contracting with a firm to begin community engagement and financial strategies per Council direction.
	Decision regarding future of the Chesterfield Aquatic Center		

Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 4: Increase opportunities for multi-modal connectivity	Measures	Data
	Resident satisfaction with bicycle and pedestrian facilities	2025 Parks Survey Results: 58% of respondents did not have pedestrian route to access nearest park.
	Linear feet of trail system added (annually)	<u>2025</u> 2.5 Miles of trail completed at River's Edge 4,100 Ft extended to Monarch Levee Trail <u>2024</u> 1.35 Miles of trail completed at River's Edge <u>2023</u> 1,600 ft at Logan Park 3,090 ft at Eberwein Park <u>2022</u> 4,700 ft Riparian Trail Extension

Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 4:

Increase opportunities for multi-modal connectivity

Milestones	Status		
	Complete	In-Progress	Revised / Notes
Council adoption of Bike/Ped Plan Update			Submitted to Council Summer of 2025
Connection of Riparian Trail to Levee Trail			Connection included in 2025 Bike-Ped Plan. Will begin to refine route and work to obtain funding.
Completion of Levee Trail from I-64 to Top Golf			Easements acquired. 1/2 of section constructed. Remaining section under construction as part of Levee Safety Project.
Receipt of grant for missing section of sidewalk on Schoettler Road			
Completion of Eberwein Park Trail			
Completion of Logan Park Trail			
Completion of Riparian Trail			Project complete. Trailhead at Old Chesterfield Rd. was restored & reopened in 2024.
Completion of River's Edge Park Bike Trails			Project 75% complete. Expected to open Summer 2025

Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 5: Offer a variety of recreation opportunities to meet the needs of residents.	Measures	Data
	Resident satisfaction with Parks and Recreation services	2025 Parks Survey Results: 94% Satisfied or Very Satisfied
	Parks program attendance (measured by age/race/gender)	Tracking number of program registrations.
	Parks events attendance (measured by age/race/gender)	Staff estimates the number of attendees at events.

Goal 2: Provide Exceptional Parks, Facilities and Recreational Programming

Objective 5: Offer a variety of recreation opportunities to meet the needs of residents.	Status		
	Milestones	Complete	Revised / Notes
	Creation and distribution of Parks and Recreation survey		Parks Survey Completed by ETC Institute in 2025



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Goal 3: Support High-quality Development and Preservation of Open Space

	Measures	Data
	No Measures, See Milestones	

Objective 1: Align development process to development goals
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Goal 3: Support High-quality Development and Preservation of Open Space

	Status		
	Milestones	Complete	Revised / Notes
	Completion of review of UDC (zoning diagnosis)		
	Adoption of new design standards		
Objective 1: Align development process to development goals	Implementation of two-track development process		

Goal 3: Support High-quality Development and Preservation of Open Space

	Measures	Data
	Square feet of commercial and residential development in southwest quadrant	444 Dwelling Units

Objective 2:

Continue to support development of the southwest quadrant in accordance with the Comprehensive Plan



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Goal 3: Support High-quality Development and Preservation of Open Space

Objective 2: Continue to support development of the southwest quadrant in accordance with the Comprehensive Plan	Status		
	Milestones	Complete	Revised / Notes
	TIF and Special Business District Approved and Implemented		



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Goal 3: Support High-quality Development and Preservation of Open Space

	Measures	Data
	No Measures, See Milestones	

Objective 3: Understand the needs of local businesses and look for opportunities to attract and retain them



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Goal 3: Support High-quality Development and Preservation of Open Space

Objective 3:	Status		
	Milestones	Complete	Revised / Notes
	Business survey completed distributed and analyzed		

Understand the needs of local businesses and look for opportunities to attract and retain them



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Goal 3: Support High-quality Development and Preservation of Open Space

Objective 4: Preserve open space and build the public's awareness of the City's ongoing efforts and accomplishments in open space preservation	Measures	Data
	Acres of designated open space	Undeveloped Nature Preserve Parkland: 231 acres Undeveloped Green Space Parkland: 8 acres

Goal 3: Support High-quality Development and Preservation of Open Space

Objective 4:	Status		
	Milestones	Complete	Revised / Notes
	Newsletter article and social media posts explaining City's role in open space to citizens		



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Goal 4: Build Trust in Local Government

	Measures	Data
	Resident satisfaction with City communications	74% of residents satisfied with City Communications

Objective 1:

Engage the public and encourage positive public dialogue



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Goal 4: Build Trust in Local Government

	Status		
	Milestones	Complete	Revised / Notes
	Objective 1: Engage the public and encourage positive public dialogue	Completion of resident satisfaction survey	



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Goal 4: Build Trust in Local Government

Objective 2:

Provide proactive, consistent and creative communications

Measures	Data
Number of followers on Facebook	76,201
Number of followers on LinkedIn	1,252
Number of followers on Instagram	7,435
Number of visits to City website	142,955 YTD 2:23 min. Average Visit Duration
Number of registered voters who vote on local elections April 8, 2025	
	Registered Ballots Cast Turnout %
	Mayor 36,841 8,166 22.17
	Ward 1 9,382 2,177 23.20
	Ward 2 8,904 2,034 22.84
	Ward 3 9,029 1,983 21.96
	Ward 4 9,526 1,972 20.70
	Total 36,841 16,332 22.17



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Goal 4: Build Trust in Local Government

Objective 2:

Provide proactive, consistent and creative communications

Status

Milestones

Complete

In-Progress

Revised /
Notes

Hiring of Communications
Director
(Assistant City Administrator
hired in 2023 to oversee
Citywide Communications)



Development of
communications strategy



Goal 4: Build Trust in Local Government

	Measures	Data
	No Measures – see Milestones	Staff analysis complete. Not feasible at this time.

Objective 3:

Explore the possibility of becoming a Charter City



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Goal 4: Build Trust in Local Government

	Status		
	Milestones	Complete	Revised / Notes
	Objective 3: Explore the possibility of becoming a Charter City	Decision regarding pursuit of becoming Charter City	☒



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Goal 5: Ensure a Safe, Secure and Well-Maintained City

Objective 1: Continue to provide superior public safety services to the City of Chesterfield and the City of Clarkson Valley	Measures	Data
	Resident satisfaction with police services	94% of residents satisfied with Police services
	Resident satisfaction with community safety	96% of residents rate Chesterfield as safe



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Goal 5: Ensure a Safe, Secure and Well-Maintained City

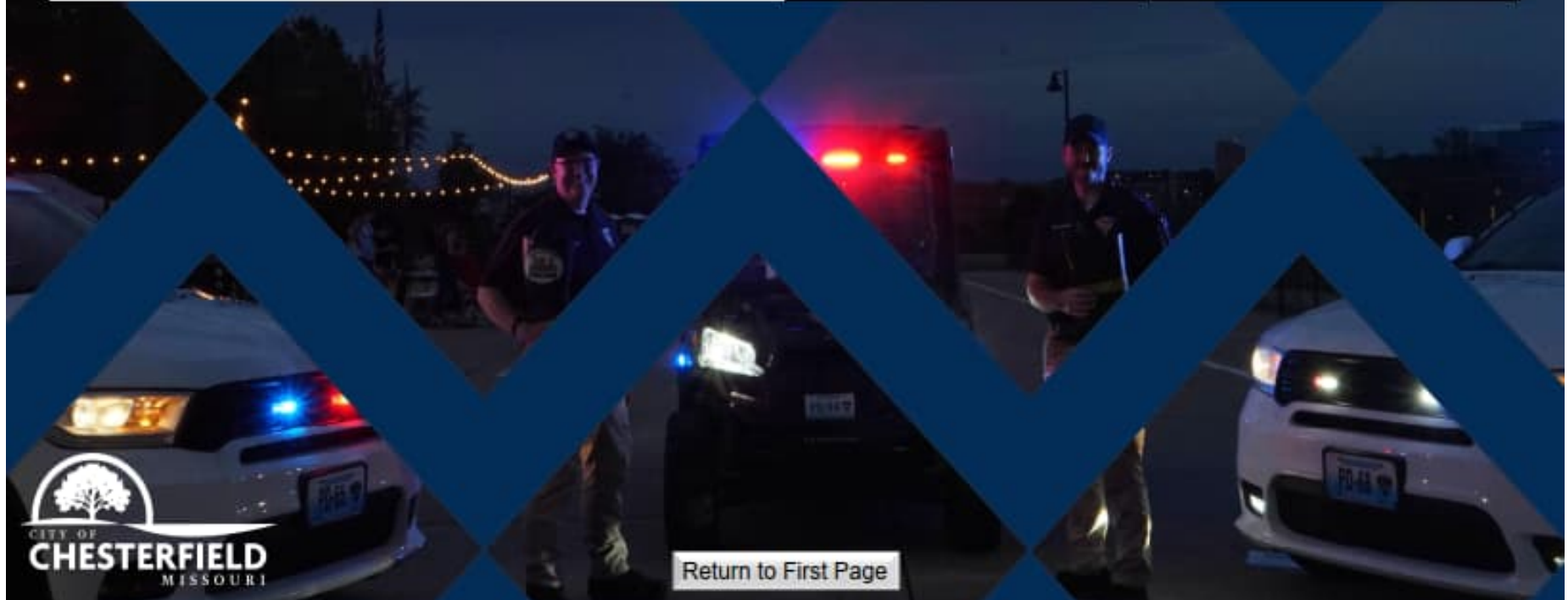
	Status			
	Milestones	Complete	In-Progress	Revised / Notes
Objective 1: Continue to provide superior public safety services to the City of Chesterfield and the City of Clarkson Valley	Recommendations regarding policing at high-traffic locations			
	Decision regarding park ranger program			



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Goal 5: Ensure a Safe, Secure and Well-Maintained City

	Measures	Data
	No Measures, See Milestones	
Objective 2: Adapt public safety delivery to changing needs		



Goal 5: Ensure a Safe, Secure and Well-Maintained City

	Status			
	Milestones	Complete	In-Progress	Revised / Notes
Objective 2: Adapt public safety delivery to changing needs	Participation in crime prevention programs			
	Accreditation by the Commission on Accreditation for Law Enforcement Agencies (CALEA)	 2022	Next evaluation in 2026	



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Goal 5: Ensure a Safe, Secure and Well-Maintained City

Objective 3:
Ensure well-maintained public sidewalks and streets

Measures	Data
Pavement Condition Index Score	7.82 - Concrete Pavement Report submitted to Council and to be updated annually
Resident satisfaction with streets and sidewalks	City Streets <u>67%</u> - Excellent or Good City Sidewalks <u>59%</u> - Excellent or Good PW / Street Maint. <u>71%</u> - Excellent or Good
Number of sidewalk faults and non-functioning or missing curb ramps	16,900 sidewalk faults (out of 260 miles); 257 missing or non-functioning curb ramps (out of 2,345 total locations)
Length of sidewalk added to fill gaps	- 1,600 LF in design along Schoettler Road - 5,000 LF in design for Pathway on the Parkway and Schoettler Road - 2,400 LF in design for Wilson Avenue (Baxter Crossing to Todd Evan Trail)
Number of street trees planted per year	654 trees planted in 2022 482 trees planted in 2023 386 trees planted in 2024 210 trees planted in 2025

Goal 5: Ensure a Safe, Secure and Well-Maintained City

Objective 3:
Ensure well-maintained public sidewalks and streets

Milestones	Status		
	Complete	In-Progress	Revised / Notes
Adjust five-year Capital Projects Plan to meet goals of the Strategic Plan			Pavement Manual is submitted to PPW annually
Decision regarding sidewalk requirements on subdivision streets			Working to implement details in Bike-Ped Plan
Council adoption of updated ADA Transition Plan			
Incorporation of non-subdivision deficient streets into capital plan			Working to vacate Hog Hollow Rd.
Council adoption of new NID policy			



RECORD OF PROCEEDING

MEETING OF THE CITY COUNCIL OF THE CITY OF CHESTERFIELD AT 690 CHESTERFIELD PARKWAY WEST

FEBRUARY 17, 2026

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

Mayor Dan Hurt led everyone in the Pledge of Allegiance and followed with a moment of silent prayer.

A roll call was taken with the following results:

PRESENT

Mayor Dan Hurt
Councilmember Mary Monachella
Councilmember Barbara McGuinness
Councilmember Patricia Tocco
Councilmember Mary Ann Mastorakos
Councilmember Lane Koch
Councilmember Merrell Hansen
Councilmember Gary Budoor

ABSENT

Councilmember Michael Moore

APPROVAL OF MINUTES

The minutes of the February 2, 2026 City Council meeting were submitted for approval. Councilmember Hansen made a motion, seconded by Councilmember Monachella, to approve the February 2, 2026 City Council minutes. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed.

INTRODUCTORY REMARKS

Mayor Hurt announced that the next meeting of City Council is scheduled for Monday, March 2, at 7 p.m.

COMMUNICATIONS AND PETITIONS

There were no public comments.

APPOINTMENTS

There were no appointments on the agenda for this meeting.

COUNCIL COMMITTEE REPORTS AND ASSOCIATED LEGISLATION

Planning & Public Works Committee

Bill No. 3581 Amends the Traffic Generation Assessment (“TGA”) trust fund rate schedule of the City of Chesterfield, Missouri **(Second Reading)**
Planning & Public Works Committee recommends approval with a 4-0 vote

Councilmember Merrell Hansen, Chairperson of the Planning and Public Works Committee, made a motion, seconded by Councilmember Monachella, for the second reading of Bill No. 3581. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed. Bill No. 3581 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3581 with the following results: Ayes – Tocco, McGuinness, Hansen, Budoor, Monachella, Koch and Mastorakos. Nays – None. Mayor Hurt declared Bill No. 3581 approved, passed it and it became **ORDINANCE NO. 3372**.

Bill No. 3582 Amends the Unified Development Code of the City of Chesterfield by changing the boundaries of the “NU” Non-Urban District to the “E-1/2 AC” Estates District (one-half acre) for a 3.47-acre tract of land located north of Wild Horse Creek Road **(Second Reading)**
Planning Commission recommends approval with a 7-0 vote.
Planning & Public Works Committee recommends approval with a 4-0 vote

Councilmember Hansen made a motion, seconded by Councilmember Budoor, for the second reading of Bill No. 3582. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed. Bill No. 3582 was read for the second time. A roll call vote was taken for the passage and approval of Bill No. 3582 with the following results: Ayes – McGuinness, Koch, Hansen, Tocco, Budoor, Mastorakos and

Monachella. Nays – None. Mayor Hurt declared Bill No. 3582 approved, passed it and it became **ORDINANCE NO. 3373**.

Councilmember Hansen announced that the next meeting of this Committee is scheduled for Thursday, February 19, at 5:30 p.m.

Finance & Administration Committee

Councilmember Barbara McGuinness, Vice Chair of the Finance and Administration Committee, indicated that there were no action items scheduled on the agenda for this meeting.

Parks, Recreation & Arts Committee

Councilmember Mary Ann Mastorakos, Chairperson of the Parks, Recreation and Arts Committee, made a motion, seconded by Councilmember Budoor to approve the 250th Anniversary celebration logo, as recommended by the Parks, Recreation and Arts Committee. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed.

Councilmember Mastorakos made a motion, seconded by Councilmember Hansen, to approve the 250th Anniversary street pole banner designs, as recommended by the Parks, Recreation and Arts Committee. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed.

Public Health & Safety Committee

Councilmember Mary Monachella, Chairperson of the Public Health and Safety Committee, announced that this committee met on February 12, and actions from that meeting will be addressed at the next City Council meeting.

REPORT FROM THE CITY ADMINISTRATOR

City Administrator Mike Geisel reported that Oaxaca Margarita Bar & Grill, located at 17049 N. Outer 40 Road, Suite 197, has requested a new liquor license for retail sale of all kinds of intoxicating liquor for consumption on the premise, and Sunday sales of intoxicating liquor. Mr. Geisel reported that there are no known outstanding municipal violations at this location. Councilmember Budoor made a motion, seconded by Councilmember Hansen, to approve issuance of a new liquor license to Oaxaca Margarita Bar & Grill. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed.

City Administrator Geisel reported that EKTA LLC dba Tikka Tangy, located at 13441 Olive Blvd., has requested a new liquor license for retail sale of all kinds of intoxicating liquor for consumption on the premise, and Sunday sales of intoxicating liquor. Mr. Geisel reported that there are no known outstanding municipal violations at this location.

Councilmember Monachella made a motion, seconded by Councilmember Koch, to approve issuance of a new liquor license to EKTA LLC dba Tikka Tangy. A voice vote was taken with a unanimous affirmative result and Mayor Hurt declared the motion passed.

City Administrator Geisel reported that Staff is recommending approval of an amendment to a professional services contract for Chesterfield Valley Stormwater Master Plan Model. Based upon review of information provided by Director of Public Works/City Engineer Jim Eckrich, Mr. Geisel joined with him in recommending approval of an amendment to the professional services agreement with Thomas and Hutton, increasing expenditures by an amount not to exceed \$150,000 for stormwater modeling and updates, as recommended by the Department of Public Works. Councilmember Hansen made a motion, seconded by Councilmember Mastorakos, to approve this recommendation. A roll call vote was taken with the following results: Ayes – Koch, McGuinness, Hansen, Mastorakos, Monachella, Budoor and Tocco. Nays – None. Mayor Hurt declared the motion passed.

City Administrator Geisel reported that Staff is recommending award of a contract for Aquatic Center Painting – Leisure Pool & Lazy River. Based upon review of information provided by Parks, Recreation and Arts Director Wayne Dunker, Mr. Geisel joined with him in recommending approval of the low bid as submitted by CCIMW LLC and authorization for the City Administrator to enter into an agreement with CCIMW LLC in an amount not to exceed \$62,510 for painting services, as recommended by the Department of Parks, Recreation and Arts. Councilmember Monachella made a motion, seconded by Councilmember Mastorakos, to approve this recommendation. A roll call vote was taken with the following results: Ayes – Mastorakos, Budoor, Hansen, Tocco, McGuinness, Koch and Monachella. Nays – None. Mayor Hurt declared the motion passed.

City Administrator Geisel reported that Staff is recommending award of a contract for fireworks display services. Based upon review of information provided by Parks, Recreation and Arts Director Wayne Dunker, Mr. Geisel joined with him in recommending approval of the bid submitted by J&M Displays and authorization for the City Administrator to enter into an agreement with J&M Displays in an amount not to exceed \$55,000 for fireworks display services, as recommended by the Department of Parks, Recreation and Arts. Councilmember Monachella made a motion, seconded by Councilmember Koch, to approve this recommendation. A roll call vote was taken with the following results: Ayes – Hansen, Monachella, Koch, Mastorakos, Budoor, Tocco and McGuinness. Nays – None. Mayor Hurt declared the motion passed.

OTHER LEGISLATION

There was no other legislation on the agenda for this meeting.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda for this meeting.

NEW BUSINESS

There was no new business.

ADJOURNMENT

There being no further business to discuss, Mayor Hurt adjourned the meeting at 7:29 p.m.

Mayor Dan Hurt

ATTEST:

Amanda Hurley, Deputy City Clerk

APPROVED BY CITY COUNCIL: _____



RECORD OF PROCEEDING

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

February 19, 2026

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

PRESENT

Mayor Dan Hurt
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
Councilmember Pat Tocco, Ward II
Councilmember Gary Budoor, Ward IV
Justin Wyse, Director of Planning
James Eckrich, Director of Public Works/City Engineer
Alyssa Ahner, Senior Planner
Theresa Barnicle, Executive Assistant
Tim Lowe, The Staenberg Group
George Stock, Stock and Associates
Matt Siegel, TriStar Properties

ABSENT

APPROVAL OF MINUTES

Councilmember Mastorakos made a motion, seconded by Councilmember Koch, to approve the January 22, 2026 Planning and Public Works Committee Meeting Minutes. A vote was taken with a unanimous affirmative result (4–0), and the motion was declared passed.

UNFINISHED BUSINESS

Chesterfield Regional TIF – RPA-2 Amended Redevelopment Agreement

This item concerned a formal request from the developer to remove amendment requesting changes to the submittal for RPA-2.

Councilmember Monachella made a motion, seconded by Councilmember Mastorakos, to accept the request from the developer to withdraw the proposed amendments for RPA-2. A vote was taken with a unanimous affirmative result (6-0), and the motion was declared passed. This matter will be forwarded to the full City Council.

NEW BUSINESS

Chesterfield Village Mall

Ms. Alyssa Ahner, Senior Planner, discussed key amendments to the development plan for the Downtown Chesterfield development. These amendments include shifting responsibility for construction of the grand staircase from the developer to the City, with the developer covering design costs, as well as updates to the streetscape landscaping. The bus stop was removed from its previously approved location as requested by Metro Transit and The Staenberg Group. A new location will be reviewed in the future. Minor adjustments were made to tree species and spacing while preserving designated street and island trees. Housing density was allocated to Lots 3B and 3C, with 105 and 70 units respectively, while Lot 3A contains no residential units, aligning density with zoning and anticipated development. An interim 6-foot pedestrian path with a 6-foot buffer will be constructed along the ring road to maintain connectivity without affecting Dillard's parking, with the full 12-foot trail and landscape buffer to follow upon redevelopment. Raised intersections and roundabouts will utilize stamped concrete designed to resemble pavers for improved durability and easier maintenance while preserving the intended aesthetic prominence. Finally, the parking garage capacity was reduced from 1,068 to 617 spaces based on a professional parking study.

Councilmembers were in agreement with the most of the proposed revisions. The modification that they expressed the most concern with was the adequacy of parking garage capacity, given high public use, retail success, and community expectations. The reduction in parking also raised concerns about safety, noting that fewer parking options could require people to walk longer distances. Mayor Hurt spoke on the parking issue and was resolute about making sure there was ample parking for the development, citing examples of frustrations with other local municipalities' parking situations.

The consensus was the emphasis on the need for a complete picture before making decisions, noting it was difficult to evaluate the plan without knowing which retailers will occupy the space. Ms. Ahner explained that the analysis was based on anticipated square footage of the types of tenants expected to locate there.

Despite the concerns about parking adequacy, the committee decided to approve all amendments, with the exception of the garage capacity, deferring final parking decisions to a future site development section plan for additional analysis and clarity.

Councilmember Monachella made a motion, seconded by Councilmember Koch, to recommend approval with the condition that details on parking spaces and height of parking structure be removed and those details be submitted on the subsequent site development section plan for the parking garage. A vote was taken with a unanimous affirmative result (6–0), and the motion was declared passed. This matter will be forwarded to the full City Council.

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

The Committee discussed an agreement to reimburse TriStar for up to \$750,000 for the enhanced Burkhardt Road extension, which features improved connectivity, wider lanes, retaining walls, and upgraded aesthetics compared to earlier designs. The total project cost is estimated at \$1.5 million, with reimbursement to come from TIF funds only after occupancy. Mr. Wyse detailed that reassessment would trigger an estimated \$3 million bond issuance to support repayment.

Committee members discussed precedent and public value, noting that partial reimbursement aligns with prior TIF-funded public road projects. It was also emphasized the need to carefully prioritize limited TIF funds.

The representative from TriStar highlighted the project’s urgency, anticipating completion of horizontal work by Memorial Day and vertical construction over two years, enabling bond issuance soon after occupancy. The applicant also underscored that the development represents a reliable revenue source for RPA-3.

The committee ultimately agreed upon moving forward with agreement negotiations, with the understanding that no City out-of-pocket costs would occur until TIF funds are generated.

Mayor Hurt requested that, when the matter is brought back at a future meeting, staff provide a detailed comparison outlining the incremental cost difference between the standard 26-foot street width and the wider street width proposed in the applicant’s plans.

Councilmember Monachella made a motion, seconded by Councilmember Koch, with direction for staff to pursue compiling an agreement for Chesterfield Regional TIF – RPA-3 Request for an agreement for Reimbursable Costs (TriStar – Lot 3B). A vote was taken with a unanimous affirmative result (6–0), and the motion was declared passed. This matter does not have to be forwarded to City Council.

MSD Municipal Stormwater Grant Program

The Committee approved moving this item to be the first new/unfinished business item discussed on the agenda.

Mr. James Eckrich, Public Works Director/City Engineer explained details regarding the MSD Municipal Stormwater Grant Program and its relation to other City-wide Capital Projects. At the request of Councilmember Mastorakos, Mr. Eckrich explained the genesis of these grants and why he believes they are not in the best interest of regional stormwater management. Mr. Eckrich stated that despite his objections to the program it would be fiscally irresponsible for the City not to participate. Accordingly, a participation agreement from MSD has been reviewed by the City Engineer and the City Attorney. Both parties have no objections to the Agreement, which must be executed in order for the City to apply for future grants.

Mr. Eckrich explained that the first grant the City will apply for is a reimbursement for the Wilson Avenue Culvert. The low bid for the Wilson Avenue reconstruction project, including contingency, was \$300,000 over budget. This overage was later offset by a \$300,000 underrun in the Slab Replacement project. Nevertheless, the requested grant funding of \$215,123 would offset a large portion of the Wilson Avenue reconstruction project. If awarded, the grant funds will replenish the Capital Projects fund.

Mr. Eckrich stated that he is working to develop criteria for future neighborhood stormwater projects that could potentially be awarded to subdivisions for stormwater work within the subdivision. Mr. Eckrich has some concerns that the City will be able to effectively implement such a program given his understanding of MSD requirements. Mr. Eckrich is working on this and will report to the committee later on this matter.

It was emphasized that MSD must not shift its core stormwater responsibilities to the City and that the City will NOT prioritize and manage a separate stormwater priority system. Unused grant funds may be banked indefinitely, with no clear expiration date. These funds could be allocated for a large project at a later date, in accordance with Council policy.

Councilmember Mastorakos made a motion, seconded by Councilmember Monachella, to recommend approval of an ordinance authorizing the City's participation in the MSD Municipal Stormwater Grant Program. A vote was taken with a unanimous affirmative result (6-0), and the motion was declared passed. This ordinance will be forwarded to the full City Council.

Councilmember Budoor made a motion, seconded by Councilmember Koch, to authorize staff to submit a grant application in the amount of \$215,123 for reimbursement of costs associated with the Wilson Avenue Culvert. A vote was taken with a unanimous affirmative result (6-0), and the motion was declared passed. This matter does not have to be forwarded to the full City Council.

ADJOURNMENT

The meeting was adjourned at 7:40 p.m.

Respectfully submitted:

Justin Wyse
Director of Planning

James Eckrich
Director of Public Works/City Engineer

Theresa Barnicle
Executive Assistant

Date Approved: _____

DRAFT



DATE: February 13, 2026

TO: Michael O. Geisel, City Administrator

FROM: Vickie McGownd, City Clerk *nm*

SUBJECT: Statutory Committee Re-Appointment

Mayor Hurt intends to nominate the following individual for re-appointment at the March 2, 2026 City Council meeting:

Police Personnel Board

Frank (McLeod) Patton
55 River Bend Court
Chesterfield, MO 63017
404-636-1582
fmp0926@gmail.com
Ward I
New term expires 5/15/29

I have attached bio information provided at the time of Mr. Patton's appointment to this committee in 2023, for reference.

Please add this re-appointment to the March 2 City Council agenda.

Frank M (McLeod) Patton

55 River Bend Court, Chesterfield, MO 63017 ♦ 404-636-1582 ♦ fmp0926@gmail.com

Volunteer Experience

River Bend Association, Chesterfield, MO

2018 – Present

Member of the board of Directors for the past five years and President for the past two.

- As President in 2022, I led the successful fight to stop Precision Vehicle Holding from building a railroad switching yard immediately adjacent to River Bend and the Chesterfield city limit.

Professional Experience

Defense Contractor (Booz Allen Hamilton & Kingfisher)

Oct 2014 – Dec 2021

I was a senior intelligence advisor to the Army Reserve G2 advising on matters pertaining to personnel, training, readiness, force structure, equipping, military intelligence systems, intelligence budgets, and classified communications architecture.

- Responsible for identifying the annual funding requirements for military intelligence programs.
- Subject matter expert on military intelligence force structure.
- Army Reserve representative for the fielding of military intelligence systems.
- Advised senior leaders on the personnel readiness of the Army Reserve military intelligence corps.

U.S. Army Command Chief Warrant Officer

Jan 1979 – Oct 2014

36-year Army career culminating with being selected as the Command Chief Warrant Officer for the Military Intelligence Readiness Command. As such, I provided the commander of a 9,000-member organization with personal, professional and technical advice on all things warrant officer related. I also routinely worked with other Army Reserve staffs, the Human Resources Command, and other intelligence agencies. In addition, I served as the Senior Signals Intelligence Advisor for the Army Reserve.

- Represented the commanding general and served as the warrant officer managing authority with subordinate commanders and other Army Reserve elements.
- Provided guidance and oversight on executing a \$40 million-plus budget.
- Provided input and guidance on implementing intelligence training strategies.
- Member of the Army Reserve Command Chief Warrant Officer Board of Directors.

Professional Affiliations

Military Officers Association of America
Association of the United States Army
Military Intelligence Corps Association
US Army Warrant Officer Association

Memorandum

Department of Planning



To: Michael O. Geisel, City Administrator

From: Justin Wyse, Director of Planning *JW*

Date: March 2nd, 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.

Planning & Public Works Committee reviewed the project on February 19th, 2026, and similar to the Planning Commission meeting, the primary discussion fell on the reduction to the parking garage. Planning & Public Works Committee made a motion to recommend approval with the condition that the details on the parking spaces and the height of the parking structure be removed and those details be submitted with the subsequent site development section plan for the parking garage. The motion passed by a vote of 6-0.

AREA 1 DESCRIPTION

Beginning at the southeastern corner of Lot C-108 of Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, said point also being located on the northern right-of-way line of West Chesterfield Parkway, variable width; thence along the eastern line of said Lot C-108, North 02 degrees 24 minutes 55 seconds East, 153.50 feet to the northeastern corner thereof, thence along the northeastern lines of said Lot C108 and Lot 1 of the Chesterfield Village Area "A" Phase One Plat One Lots C109 and C208 Lot Consolidation Plat, a subdivision according to the plat thereof as recorded in Plat Book 367, Page 521 of above said records, the following courses and distances: North 52 degrees 55 minutes 05 seconds West, 837.00 feet; North 18 degrees 15 minutes 05 seconds West, 305.01 feet and North 64 degrees 14 minutes 40 seconds West, 41.67 feet to the beginning of a non-tangent curve to the left having a radius of 432.37 feet; thence along said curve with an arc length of 106.89 feet and a chord which bears South 60 degrees 42 minutes 07 seconds West, 106.62 feet to the beginning of a non-tangent curve to the right having a radius of 338.26 feet an arc length of 254.23 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 249.28 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide; said point also being located on a curve to the right having a radius of 763.50 feet; thence along said curve with an arc length of 75.03 feet and a chord which bears North 05 degrees 18 minutes 40 seconds East, 75.00 feet to the southwest corner of Lot C110 of Chesterfield Village Area A Phase 1 Plat 2 according to the plat thereof as recorded in Plat Book 166, Page 84 of above said records, thence along southern and eastern lines of said Chesterfield Village Area A Phase 1 Plat 2 the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.48 feet to a non-tangent curve to the left having a radius of 262.50 feet, an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 37 minutes 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet, an arc length of 160.61 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 85.00 feet to the northmost corner of New Section B of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One, Plat Book 334, Pages 65 and 65A; thence along the northern and eastern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet and North 77 degrees 33 minutes 11 seconds East, 143.58 feet; thence departing the southern line of said New Section B the following courses and distances: South 12 degrees 23 minutes 25 seconds East, 245.62 feet; North 77 degrees 36 minutes 34 seconds East, 106.66 feet and North 12 degrees 26 minutes 49 seconds West, 5.73 feet to the northern line of above said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds East, 451.32 feet and South 12 degrees 26 minutes 49 seconds East, 13.15 feet; thence departing the western line of said New Section B the following: North 77 degrees 33 minutes 11 seconds East, 422.43 feet to the beginning of a non-tangential curve to the right having a radius of 500.16 feet; along said curve with an arc length of 62.46 feet and a chord which bears South 25 degrees 27 minutes 14 seconds East, 62.45 feet to its intersection with the north line of said New Section B; thence along said north line, North 77 degrees 33 minutes 11 seconds East, 61.46 feet and to a point on a non-tangent curve to the left having a radius of 515.00 feet, said point also being located on the west line of Lot C 106 of above said Chesterfield Village A Phase One Plat One; thence along said curve with an arc length of 155.67 feet and a chord which bears North 32 degrees 57 minutes 40 seconds West, 155.08 feet to the western most corner of said Lot C 106; thence along the northwestern lines of said Lot C 106 the following: North 50 degrees 55 minutes 27 seconds East, 245.99 feet and North 32 degrees 52 minutes 18 seconds East, 32.53 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width; thence along said right-of-way line South 57 degrees 07 minutes 42 seconds East, 341.40 feet to the northwest corner of that part of Chesterfield Center vacated by City of Chesterfield Ordinance Number 511, and recorded in Book 8872, Page 2431 of above said records; thence along the north, east and south lines of said vacation the following courses and distances: continuing Southeastery along said line, South 57 degrees 07 minutes 42 seconds East, 21.18 feet; South 42 degrees 52 minutes 34 seconds East, 8.16 feet to the beginning of a non-tangent curve to the right having a radius of 61.00 feet, an arc length of 31.10 feet and a chord which bears South 13 degrees 33 minutes 13 seconds West, 30.76 feet; South 28 degrees 09 minutes 48 seconds West, 126.11 feet to the beginning of a curve to the right having a radius of 495.58 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; South 30 degrees 07 minutes 59 seconds West, 34.42 feet and North 69 degrees 47 minutes 38 seconds West, 19.46 feet to the eastern most corner of above said Lot C 106; thence along the southern line of said Lot C 106, South 77 degrees 7 minutes 6 seconds West, 290.42 feet; to the east line of New Section A of Lot C101F of above said Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One; thence along said east lines of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet to the beginning of a non-tangent curve to the right having a radius of 473.00 feet, and a chord which bears South 38 minutes 16 seconds East, 150.56 feet; thence crossing Chesterfield Center Drive: South 12 degrees 32 minutes 53 seconds West, 100.14 feet to the north line of Lot C 102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the right having a radius of 373.00 feet; thence along said north line and last said curve with an arc length of 137.75 feet and a chord which bears South 70 degrees 43 minutes 56 seconds East, 136.97 feet; thence South 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clarkson Road, variable width thence along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 386.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet; South 31 degrees 8 minutes 12 seconds West, 828.33 feet and South 85 degrees 41 minutes 13 seconds West, 26.89 feet to the northern right-of-way line of above said West Chesterfield Parkway, said point also being located on a curve to the left having a radius of 1,060.17 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 334.12 feet and a chord which bears North 73 degrees 49 minutes 52 seconds West, 332.74 feet; North 82 degrees 51 minutes 36 seconds West, 126.21 feet; North 82 degrees 52 minutes 12 seconds West, 37.73 feet and South 86 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING. Rev 4/17/23

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

AREA 2 DESCRIPTION

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

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

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

AREA 3 DESCRIPTION

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

Beginning at the southwestern corner of above said Lot C110, said point also being located on the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, Said point also being located on a non-tangent curve to the right having a radius of 783.50 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 45.90 feet and a chord which bears North 10 degrees 04 minutes 33 seconds East, 45.90 feet; North 11 degrees 17 seconds East, 735.22 feet to the beginning of a curve to the left having a radius of 3,036.50 feet; along said curve with an arc length of 79.87 feet and a chord which bears North 10 degrees 49 minutes 04 seconds East 79.87 feet; North 10 degrees 03 minutes 51 seconds East, 1,599.81 feet to the beginning of a non-tangent curve to the right having a radius of 1,113.50 feet and a chord which bears North 17 degrees 03 minutes 36 seconds East, 269.98 feet and North 71 degrees 18 minutes 34 seconds East, 135.85 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width; thence along said right-of-way line the following: South 69 degrees 05 minutes 13 seconds East, 32.21 feet and South 59 degrees 27 minutes 09 seconds East, 11.64 feet to the northwest corner of a tract of land as conveyed to First Baptist Church, by instrument recorded in Book 5232, Page 199 of above said records, thence along the west, south and eastern lines of said Church tract the following courses and distances: South 34 degrees 10 minutes 41 seconds West, 180.51 feet; South 55 degrees 53 minutes 58 seconds East, 137.63 feet; North 34 degrees 59 minutes 13 seconds East, 43.04 feet; North 15 degrees 05 minutes 30 seconds East, 47.83 feet and North 27 degrees 03 minutes 38 seconds East, 17.67 feet and North 35 degrees 05 minutes 17 seconds East, 82.29 feet to the southern right-of-way line of above said Chesterfield Airport Road; thence along said right-of-way line the following: South 59 degrees 27 minutes 09 seconds East, 84.03 feet and South 33 degrees 54 minutes 11 seconds East, 408.23 feet to the easternmost corner of above said Lot C111; thence along the eastern and southern lines of said Chesterfield Village Area A Phase One Plat Two the following courses and distances: South 02 degrees 31 minutes 25 seconds West, 74.82 feet; South 28 degrees 18 minutes 26 seconds West, 85.00 feet; South 60 degrees 52 minutes 24 seconds West, 334.47 feet; South 08 degrees 46 minutes 20 seconds West, 912.12 feet; South 14 degrees 25 minutes 19 seconds West, a distance of 758.46 feet; South 27 degrees 29 minutes 54 seconds West, 207.73 feet to the beginning of a non-tangent curve to the left having a radius of 507.82 feet; along said curve with an arc length of 160.61 feet and a chord which bears South 62 degrees 41 minutes 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 39 seconds West, a distance of 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 262.50 feet; along said curve with an arc length of 191.02 feet and a chord which bears South 74 degrees 28 minutes 28 seconds West, 186.83 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING.

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

AREA 4 DESCRIPTION (NOT INCLUDED IN PHASE ONE SDCP)

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

Beginning at the northernmost corner of above said Lot C101C, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width.; thence along said right-of-way line the following courses and distances: South 33 degrees 55 minutes 06 seconds East, 82.93 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 12.29 and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 degrees 50 minutes 01 second West, 15.03 feet to the beginning of a curve to the left having a radius of 2,929.93 feet; along said curve with an arc length of 20.37 feet and a chord which bears South 40 degrees 40 minutes 47 seconds East, 20.37 feet; North 55 degrees 44 minutes 16 seconds East, 14.92 feet to the beginning of a non-tangent curve to the left having a radius of 2,914.93 feet; along said curve with an arc length of 62.02 feet and a chord which bears South 35 degrees 10 minutes 01 seconds East, 62.02 feet to the northernmost corner of Lot C101D of above said Chesterfield Village A Phase One Plat One; thence along the western line of said Lot C101D the following courses and distances: South 54 degrees 13 minutes 23 seconds West, 121.24 feet; South 12 degrees 26 minutes 49 seconds East, 397.78 feet to the beginning of a non-tangent curve to the right having a radius of 400.00 feet; along said curve with an arc length of 307.06 feet and a chord which bears South 64 degrees 53 minutes 28 seconds East, 299.58 feet; North 47 degrees 06 minutes 03 seconds East, 5.00 feet; South 42 degrees 53 minutes 57 seconds East, 124.85 feet to the northwest corner of Lot C107 of the Boundary Adjustment Plat of plat of Lots C108 & C107 of Chesterfield Village A Phase One Plat One, as recorded in Plat Book 225, Page 39 of above said records; thence along the west lines of said Lot C107 and C106, the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 168.39 feet and a chord which bears South 33 degrees 40 minutes 07 seconds East, 167.64 feet to the south line of said Lot C101C.; thence along said south line, South 77 degrees 33 minutes 11 seconds West, 61.46 fee a non-tangent curve to the left having a radius of 500.16 feet; then departing said south line along last said curve with an arc length of 62.49 feet and a chord which bears North 25 degrees 27 minutes 14 seconds West, 62.45 feet; thence South 77 degrees 33 minutes 11 seconds West, 422.43 feet to the east line of said Lot C101C; thence along the east and south lines of said Lot C101C, the following: North 12 degrees 26 minutes 49 seconds West, 13.15 feet and South 77 degrees 33 minutes 11 seconds West, 451.32 feet; thence departing said south line the following courses and distances: South 12 degrees 25 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.

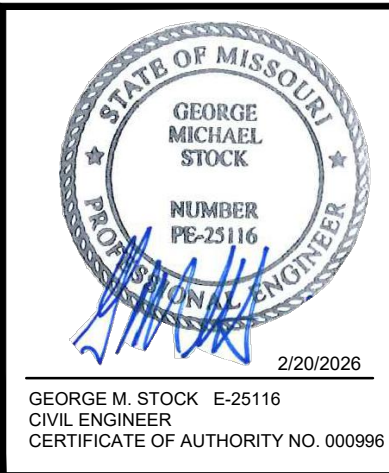
Notary Public

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	BASE MAP # MS, 105	
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.	297 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 330-9100 FAX: (636) 330-9130 e-mail: general@stockassociates.com Web: www.stockassociates.com	
	DRAWN BY: T.S.	CHECKED BY: G.M.S.	DATE: 11/03/2025
	SCALE: 1"=100'	JOB NO. 6255.5	
SHEET TITLE: ASDCP - PROPERTY AREA DESCRIPTIONS, NOTES AND SCRIPT			
SHEET NO.: C1.1			

AN ORDINANCE AMENDING CITY OF CHESTERFIELD ORDINANCE 3285 TO ADD AN ADDITIONAL 16.679-ACRES OF LAND ZONED "C-8" PLANNED COMMERCIAL TO AN EXISTING 96.017-ACRES OF LAND ZONED "PC&R" PLANNED COMMERCIAL AND RESIDENTIAL DISTRICT LOCATED SOUTH OF INTERSTATE 64, WEST OF CLARKSON ROAD, AND EAST OF CHESTERFIELD PARKWAY.

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

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

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

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

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

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

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

AREA 1

Beginning at the southeastern corner of above said 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 1, 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 54 degrees 33 minutes 13 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, 17 seconds East, 159.94 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, 17 seconds East, 159.94 feet; thence along said curve with an arc length of 106.89 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 248.28 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a curve to the right having a radius of 763.50 feet;

thence along said curve with an arc length of 75.03 feet and a chord which bears North 05 degrees 18 minutes 40 seconds East, 75.03 feet to the southwest corner of above said 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 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 28 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 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 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; then 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 courses and distances: South 33 minutes 11 seconds East, 422.43 feet 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 42 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 east line 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 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 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 vacated 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 29 degrees 9 minutes 7 seconds West 17.10 feet; North 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; North 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, 100.34 feet to the north line of Lot C 102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the right having a radius of 373.00 feet; thence along said north line and last said curve with an arc length of 137.75 feet and a chord which bears South 70 degrees 43 minutes 56 seconds East, 136.97 feet; thence South 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clarkson Road, variable width thence along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 380.00 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 33 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 North 80 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING. Containing 2,902,238 square feet or 66.626 acres, more or less.

AREA 2
A tract of land being Lot C101D of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 96 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 northeastern 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 307.00 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, 307.78 feet and North 54 degrees 13 minutes 23 seconds East, 121.24 feet to the POINT OF BEGINNING. Containing 152,812 square feet or 3.508 acres, more or less.

AREA 3

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

Us. Survey 415, as described in Book 10308, Page 1461 both of the St. Louis County Records, located in U.S. Surveys 415 and 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 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 3,006.50 feet; along said curve with an arc length of 27.67 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, 135.82 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 49 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 One the following courses and distances: South 33 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 23 degrees 33 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 North 62 degrees 41 minutes 17 seconds East, 159.94 feet; South 33 degrees 37 minutes 33 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 tangent curve to the right having a radius of 186.83 feet and North 53 degrees 37 minutes 33 seconds East, 8.62 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING. Containing 1,127,465 square feet or 25.883 acres more or less.

AREA 4

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

Beginning at the northeastern 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 feet and a chord which bears South 34 degrees 02 minutes 13 seconds East, 12.29 feet; South 55 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 74 degrees 28 minutes 28 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 northeastern 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 C101F of the Boundary Adjustment Plat of lots C106 & C107 of Chesterfield Village A Phase One Plat One, as recorded in Plat Book 225, Page 39 of above said records; thence along the west lines of said Lot C107 and C106, the following: South 42 degrees 50 minutes 52 seconds East, 411.70 feet to the beginning of a non-tangent curve to the right having a radius of 515.00 feet; along said curve with an arc length of 168.39 feet and a chord which bears South 33 degrees 40 minutes 07 seconds East, 167.64 feet to the south line of said Lot C101C; thence along said south line, South 77 degrees 33 minutes 11 seconds West, 61.46 feet a non-tangent curve to the left having a radius of 500.16 feet; then departing said south line 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, 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, 5.73 feet; South 77 degrees 36 minutes 34 seconds West, 105.66 feet and North 12 degrees 23 minutes 25 seconds East, 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 East, 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, 134.24 feet; North 12 degrees 26 minutes 49 seconds West, 419.05 feet and North 28 degrees 18 minutes 26 seconds East, 233.25 feet to the POINT OF BEGINNING. Containing 726,544 square feet or 16.679 acres, more or less.

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

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

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

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

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

Bob Patton
PRESIDING OFFICER
Bob Patton
Bob Patton, MAYOR

ATTEST:
Vickie McDowd
Vickie McDowd, CITY CLERK
FIRST READING HELD: 5/6/2024

ATTACHMENT A

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

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

I. SPECIFIC CRITERIA FOR ALL DEVELOPMENT

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

A. PERMITTED USES

- The uses allowed in this PC&R District ("District") shall be:
 - Administrative offices for educational or religious institutions
 - Church and other places of worship
 - Community center
 - Library
 - Parks
 - Dwelling, multi-family
 - Single Family Attached
 - Single Family Detached
 - Home Occupation
 - Art Gallery
 - Art Studio
 - Audio
 - Bar
 - Bar/Club
 - Bank
 - Farmer's market
 - Gymnasium
 - Museum
 - Reading Room
 - Recreation Facility
 - Office-dental
 - Office-general
 - Office-medical
 - Automobile Dealership (Storefront Only)
 - Bakery
 - Bar
 - Bowling Center
 - Brewery
 - Brewpub
 - Coffee shop
 - Grocery-community
 - Grocery-neighborch
 - Grocery-supercenter
 - Newspaper stands
 - Restaurant-sit down
 - Restaurant-fast food - No Drive Thru
 - Restaurant-takeout
 - Retail sales establishment - Neighborhood
 - Retail sales establishment - Community
 - Retail sales establishment - Regional
 - Animal grooming service
 - Barber or beauty shop
 - Broadcasting studio
 - Commercial service facility
 - Day care center
 - Drug store and pharmacy
 - Dry cleaning establishment
 - Financial institution, no drive-thru
 - Hospital
 - Hotel and motel
 - Hotel and motel-extended stay
 - Kennel, boarding
 - Kennel, private
 - Laboratory-professional, scientific
 - Laundromat
 - Nursing home
 - Parking area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours.
 - Professional and technical service facility
 - Research laboratory and facility
 - Theatre, indoor
 - Theatre, outdoor
 - Veterinary clinic
 - College/university
 - Kindergarten or nursery school
 - Specialized private school.

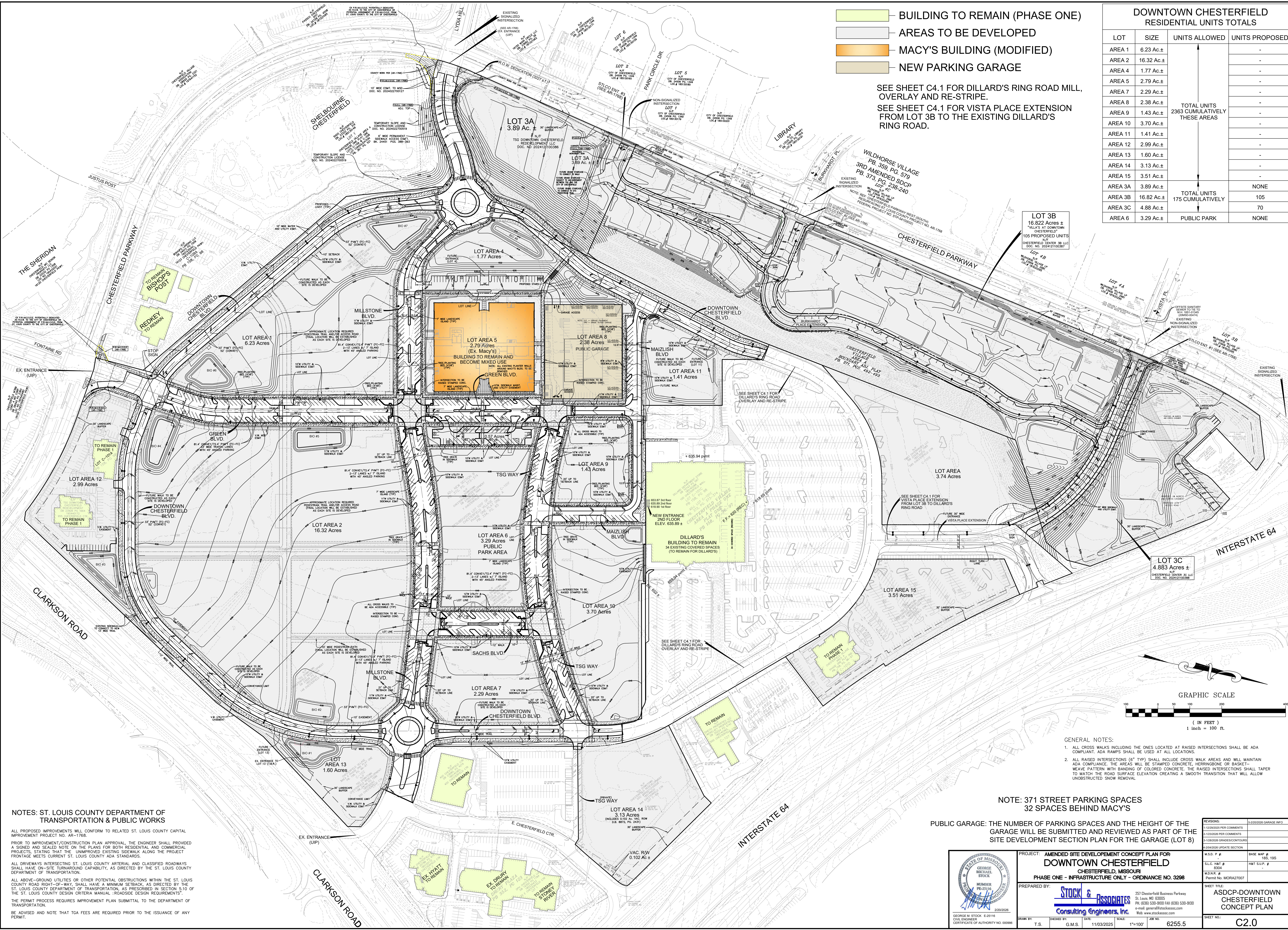
1. The uses allowed in this PC&R District ("District") shall be:
a. Administrative offices for educational or religious institutions
b. Church and other places of worship
c. Community center
d. Library
e. Parks
f. Dwelling, multi-family
g. Single Family Attached
h. Single Family Detached
i. Home Occupation
j. Art Gallery
k. Art Studio
l. Audio
m. Bar
n. Bar/Club
o. Bank
p. Farmer's market
q. Gymnasium
r. Museum
s. Reading Room
t. Recreation Facility
u. Office-dental
v. Office-general
w. Office-medical
x. Automobile Dealership (Storefront Only)
y. Bakery
z. Bar
aa. Bowling Center
ab. Brewery
ac. Brewpub
ad. Coffee shop
ae. Grocery-community
af. Grocery-neighborch
ag. Grocery-supercenter
ah. Newspaper stands
ai. Restaurant-sit down
aj. Restaurant-fast food - No Drive Thru
ak. Restaurant-takeout
al. Retail sales establishment - Neighborhood
am. Retail sales establishment - Community
an. Retail sales establishment - Regional
ao. Animal grooming service
ap. Barber or beauty shop
aq. Broadcasting studio
ar. Commercial service facility
as. Day care center
at. Drug store and pharmacy
au. Dry cleaning establishment
av. Financial institution, no drive-thru
aw. Hospital
ax. Hotel and motel
ay. Hotel and motel-extended stay
az. Kennel, boarding
ba. Kennel, private
bb. Laboratory-professional, scientific
bb. Laundromat
cc. Nursing home
dd. Parking area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours.
de. Professional and technical service facility
dg. Research laboratory and facility
dh. Theatre, indoor
di. Theatre, outdoor
dj. Veterinary clinic
dk. College/university
dl. Kindergarten or nursery school
dm. Specialized private school.

E. LANDSCAPING AND TREE REQUIREMENTS

- The development shall adhere to the Landscape and Tree Preservation Requirements of the City of Chesterfield Unified Development Code and the Site Development Concept 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 development shall provide for street furnishings such as benches, planters, bike racks, drinking fountains, pedestrian trash receptacles, public art and water features in the Site Development Concept Plan. Locations for street furnishings shall be detailed in the Site Development Concept Plan and Site Development Section Plans.
- Trash enclosures. The location, material, and elevation of any trash enclosures will be approved on the Site Development Concept Plan or Site Development Section Plan. All exterior trash areas, except pedestrian trash receptacles, will be landscaped with a six (6) foot high sight-trip enclosure with materials that match the adjacent structures and complemented by adequate landscaping as approved on the Master Landscape Package.

- 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.
- 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.
- No gated streets will be permitted.

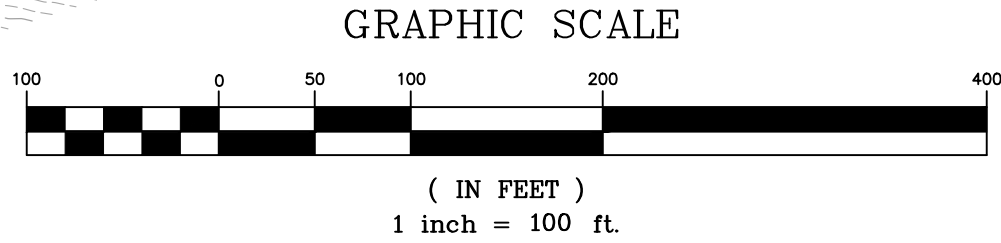
- Ground floor development shall be a mix of pedestrian-oriented commercial/retail in the following locations: on the portion of the parcels that face the primary streets (Areas A1, A2, A3, A4, A5, A6, A7, A8, A9, A10, A11, A12, A13, A14, A15, A16, A17, A18, A19, A20, A21, A22, A23, A24, A25, A26, A27, A28, A29, A30, A31, A32, A33, A34, A35, A36, A37, A38, A39, A40, A41, A42, A43, A44, A45, A46, A47, A48, A49, A50, A51, A52, A53, A54, A55, A56, A57, A58, A59, A60, A61, A62, A63, A64, A65, A66, A67, A68, A69, A70, A71, A72, A73, A74, A75, A76, A77, A78, A79, A80, A81, A82, A83, A84, A85, A86, A87, A88, A89, A90, A91, A92, A93, A94, A95, A96, A97, A98, A99, A100, A101, A102, A103, A104, A105, A106, A107, A108, A109, A110, A111, A112, A113, A114, A115, A116, A117, A118, A119, A120, A121, A122, A123, A124, A125, A126, A127, A128, A129, A130, A131, A132, A133, A134, A135, A136, A137, A138, A139, A140, A141, A142, A143, A144, A145, A146, A147, A148, A149, A150, A151, A152, A153, A154, A155, A156, A157, A158, A159, A160, A161, A162, A163, A164, A165, A166, A167, A168, A169, A170, A171, A172, A173, A174, A175, A176, A177, A178, A179, A180, A181, A182, A183, A184, A185, A186, A187, A188, A189, A190, A191, A192, A193, A194, A195, A196, A197, A198, A199, A200, A201, A202, A203, A204, A205, A206, A207, A208, A209, A210, A211, A212, A213, A214, A215, A216, A217, A218, A219, A220, A221, A222, A223, A224, A225, A226, A227, A228, A229, A230, A231, A232, A233, A234, A235, A236, A237, A238, A239, A240, A241, A242, A243, A244, A245, A246, A247, A248, A249, A250, A251, A252, A253, A254, A255, A256, A257, A258, A259, A260, A261, A262, A263, A264, A265, A266, A267, A268, A269, A270, A271, A272, A273, A274, A275, A276, A277, A278, A279, A280, A281, A282, A283, A284, A285, A286, A287, A288, A289, A290, A291, A292, A293, A294, A295, A296, A297, A298, A299, A300, A301, A302, A303, A304, A305, A306, A307, A308, A309, A310, A311, A312, A313, A314, A315, A316, A317, A318, A319, A320, A321, A322, A323, A324, A325, A326, A327, A328, A329, A330, A331, A332, A333, A334, A335, A336, A337, A338, A339, A340, A341, A342, A343, A344, A345, A346, A347, A348, A349, A350, A351, A352, A353, A354, A355, A356, A357, A358, A359, A360, A361, A362, A363, A364, A365, A366, A367, A368, A369, A370, A371, A372, A373, A374, A375, A376, A377, A378, A379, A380, A381, A382, A383, A384, A385, A386, A387, A388, A389, A390, A391, A392, A393, A394, A395, A396, A397, A398, A399, A400, A401, A402, A403, A404, A405, A406, A407, A408, A409, A410, A411, A412, A413, A414, A415, A416, A417, A418, A419, A420, A421, A422, A423, A424, A425, A426, A427, A428, A429, A430, A431, A432, A433, A434, A435, A436, A437, A438, A439, A440, A441, A442, A443, A444, A445, A446, A447, A448, A449, A450, A451, A452, A453, A454, A455, A456, A457, A458, A459, A460, A461, A462, A463, A464, A465, A466, A467, A468, A469, A470, A471, A472, A473, A474, A475, A476, A477, A478, A479, A480, A481, A482, A483, A484, A485, A486, A487, A488, A489, A490, A491, A492, A493, A494, A495, A496, A497, A498, A499, A500, A501, A502, A503, A504, A505, A506, A507, A508, A509, A510, A511, A512, A513, A514, A515, A516, A517, A518, A519, A520, A521, A522, A523, A524, A525, A526, A527, A528, A529, A530, A531, A532, A533, A534, A535, A536, A537, A538, A53



- BUILDING TO REMAIN (PHASE ONE)
- AREAS TO BE DEVELOPED
- MACY'S BUILDING (MODIFIED)
- NEW PARKING GARAGE

SEE SHEET C4.1 FOR DILLARD'S RING ROAD MILL, OVERLAY AND RE-STRIPE.
SEE SHEET C4.1 FOR VISTA PLACE EXTENSION FROM LOT 3B TO THE EXISTING DILLARD'S RING ROAD.

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



- 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

PUBLIC GARAGE: THE NUMBER OF PARKING SPACES AND THE HEIGHT OF THE GARAGE WILL BE SUBMITTED AND REVIEWED AS PART OF THE SITE DEVELOPMENT SECTION PLAN FOR THE GARAGE (LOT 8)

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.

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

PREPARED BY: **STOCK & ASSOCIATES**
Consulting Engineers, Inc.
297 Chesterfield Business Parkway
St. Louis, MO 63005
PH: (636) 530-9100 FAX: (636) 530-9300
e-mail: george@stockandassociates.com
Web: www.stockandassociates.com

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

REVISIONS:

NO.	DESCRIPTION	DATE
1	11/03/2025 PER COMMENTS	11/03/2025
2	11/03/2025 PER COMMENTS	11/03/2025
3	11/03/2025 PER COMMENTS	11/03/2025
4	11/03/2025 PER COMMENTS	11/03/2025

BASE MAP # 185, 185
H&T SLIP # 8304
M.D.N.R. # MOR227007
SHEET TITLE: ASDCP-DOWNTOWN CHESTERFIELD CONCEPT PLAN
SHEET NO.: C2.0

DOWNTOWN CHESTERFIELD BLVD
(TYPICAL LOOP ROAD SECTION)

DOWNTOWN CHESTERFIELD BLVD
(PLAN VIEW) *FUTURE WALK
DOWNTOWN CHE

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
(TYPICAL SECTION VIEW)

10' PEDESTRIAN PATH
(PLAN VIEW)

10' PEDESTRIAN PATH at INTERNAL STREET
(PLAN VIEW)

ROUNDABOUTS
(TYPICAL SECTION VIEW)

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

SACHS BOULEVARD
(TYPICAL SECTION VIEW)

VISTA PLACE EXTENSION
(TYPICAL SECTION VIEW)

STREET

6" ROLLED CURB

10' PATH 26' INTERNAL STREET 2'

10' PEDESTRIAN PATH at INTERNAL AL

BUILDING CANOPIES, STRUCTURAL
FEATURES, RAILINGS, ETC.

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

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

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

NOTE: SEE SHEET C3.1 FOR ADDITIONAL
SITE SECTIONS

REVISIONS:
1-12/29/2025 PER COMMENTS
1-12/29/2025 PER COMMENTS

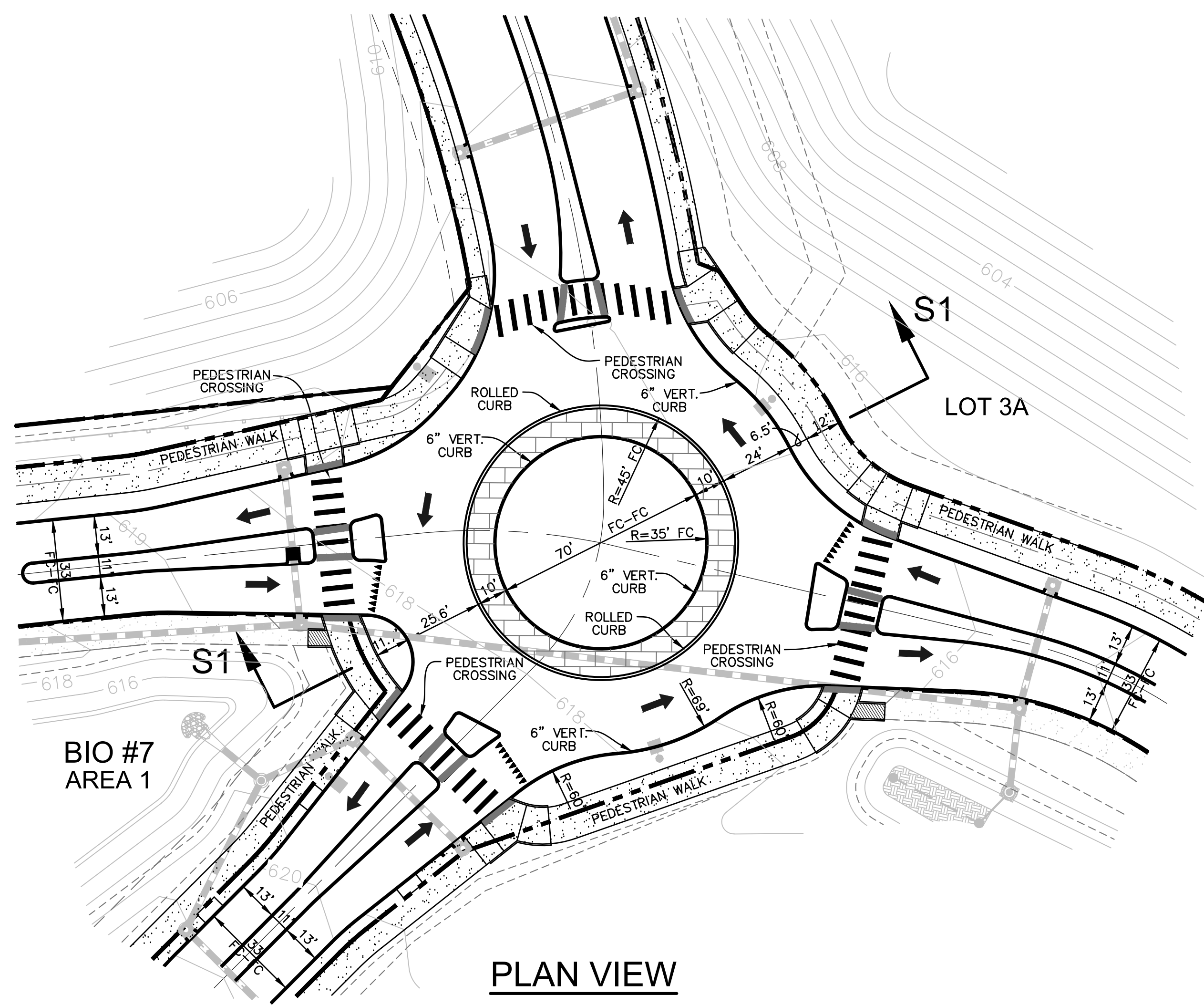
2-1/23/2026 PER COMMENTS
3-1/23/2026 GRADES/CONTOUR
4-2/04/2026 UPDATE SECTION

M.S.D. P 表
S.L.C. H&T 表
8304

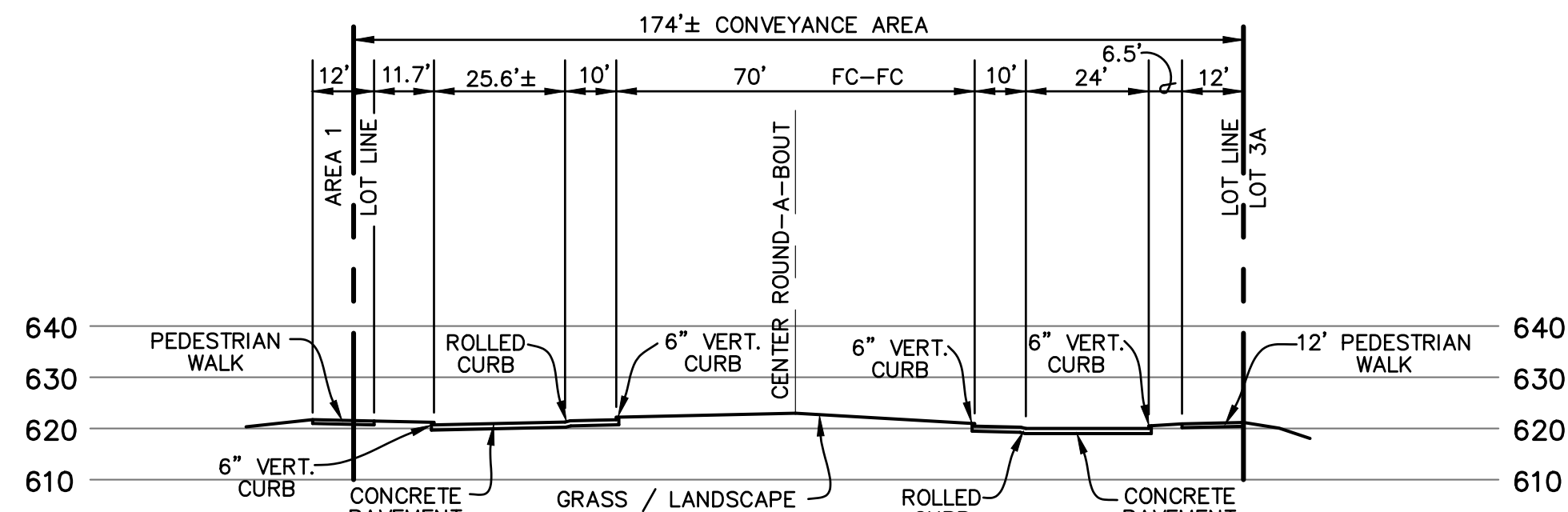
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SHEET TITLE:	

ASDCP - CO
TYPICAL F
SECT

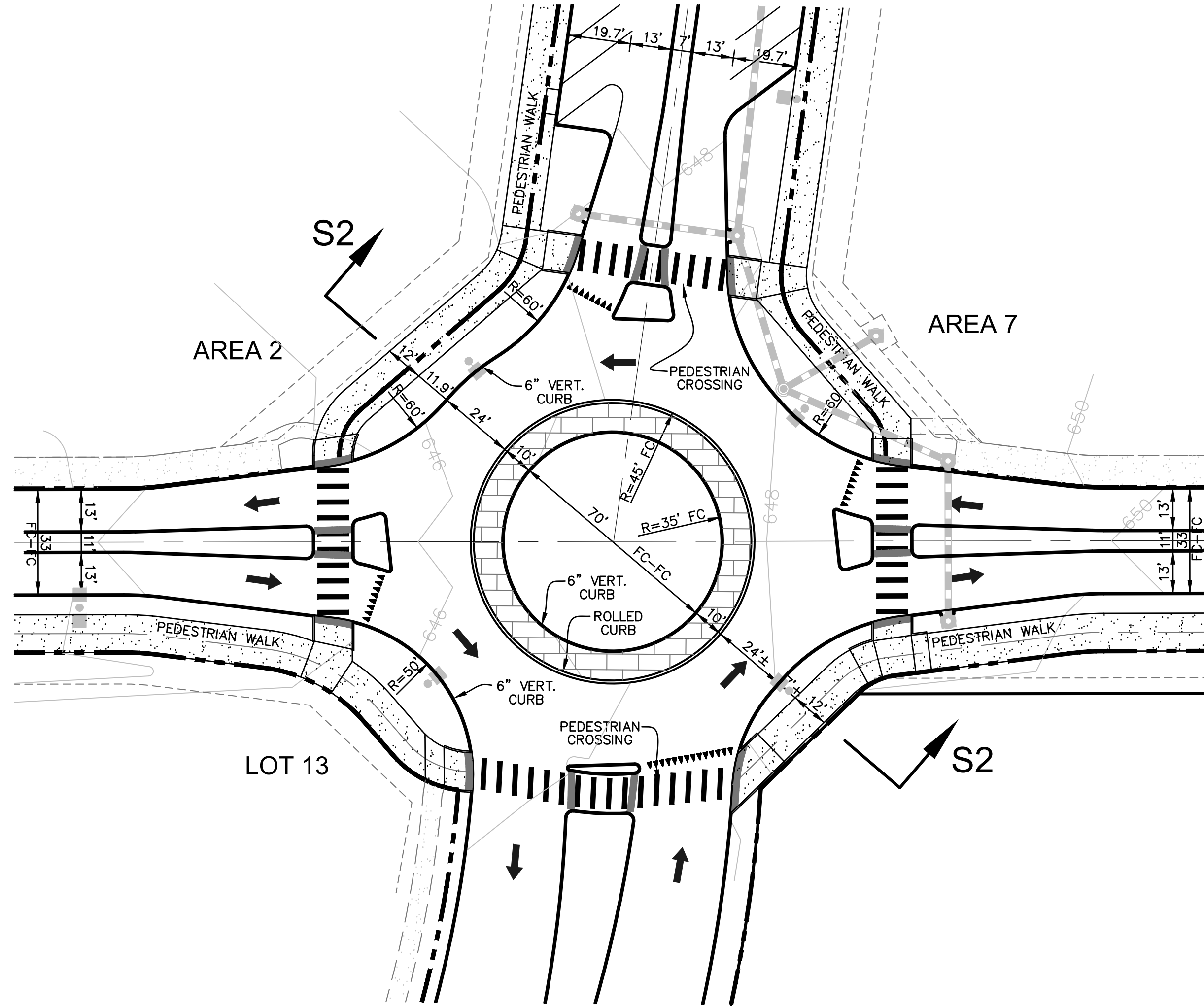
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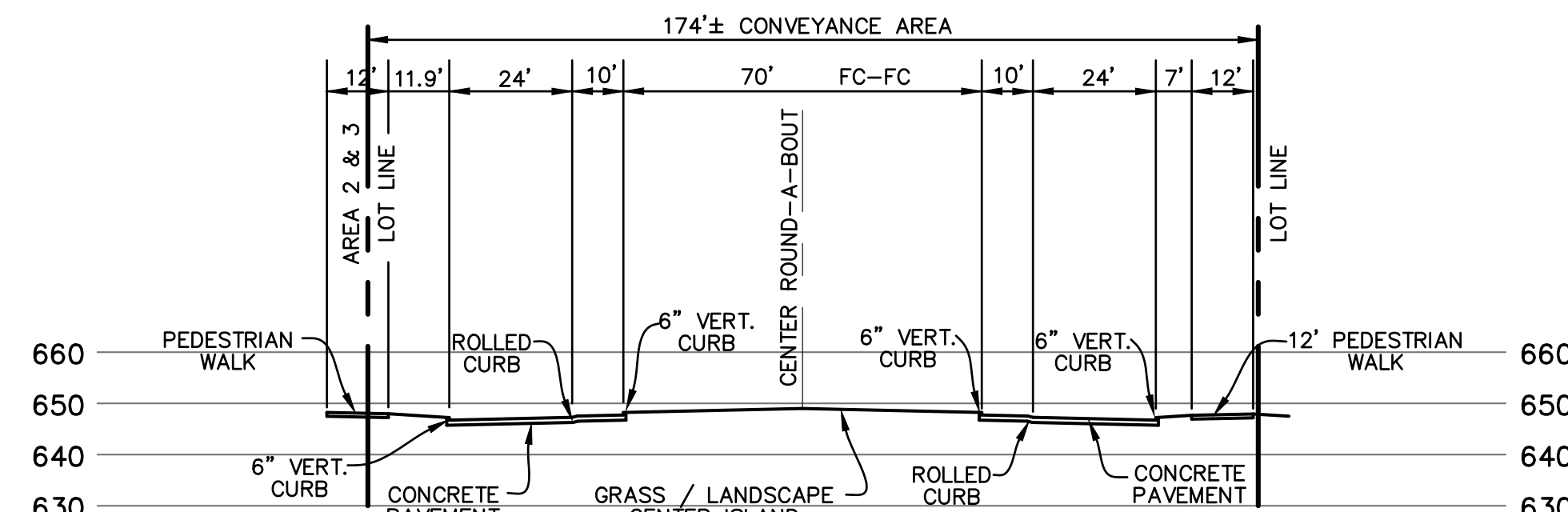
PLAN VIEW



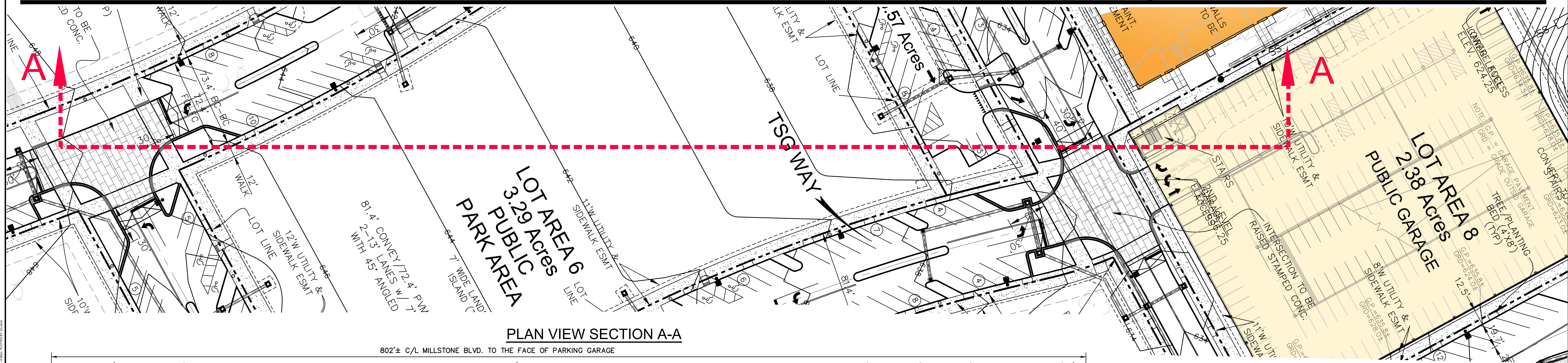
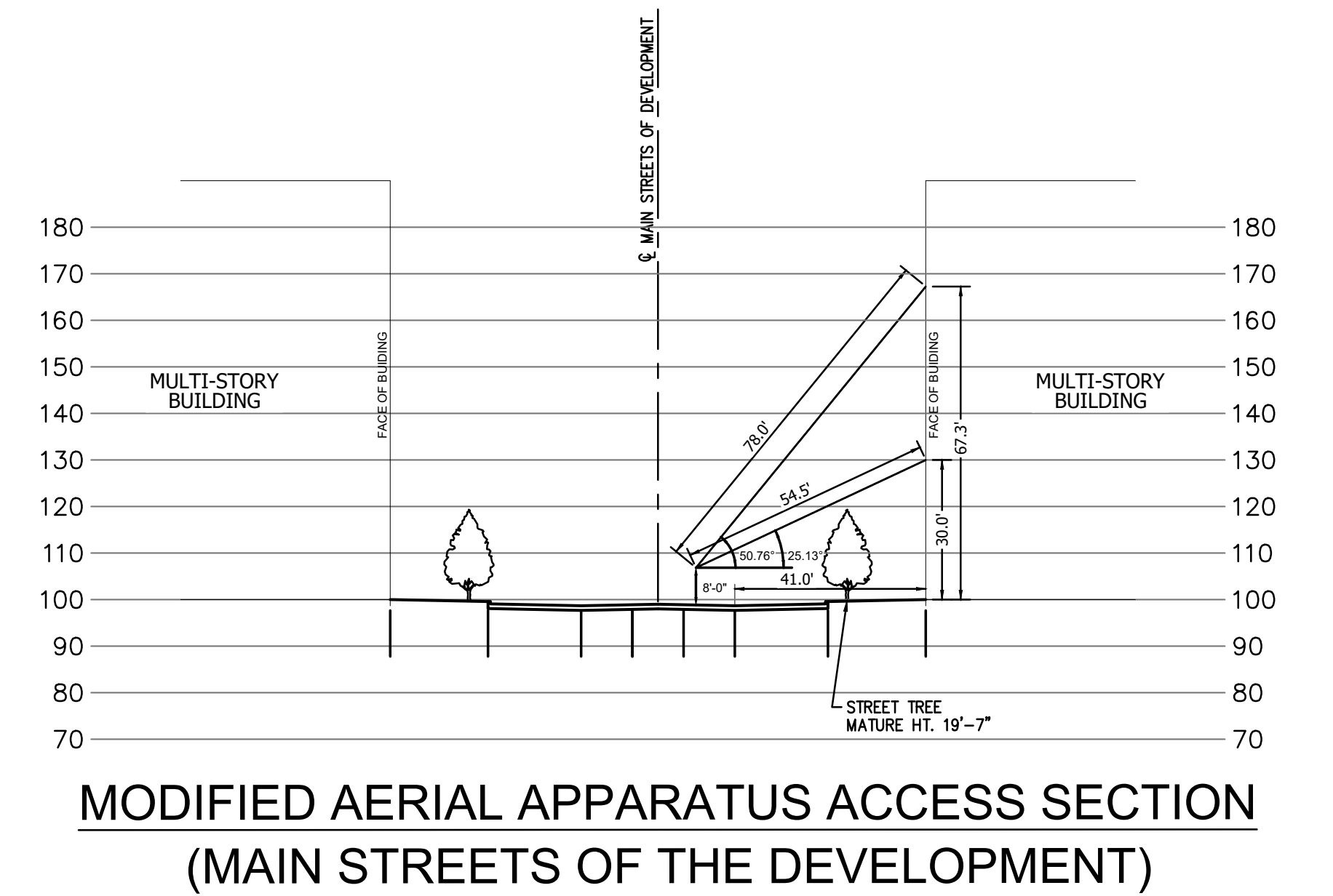
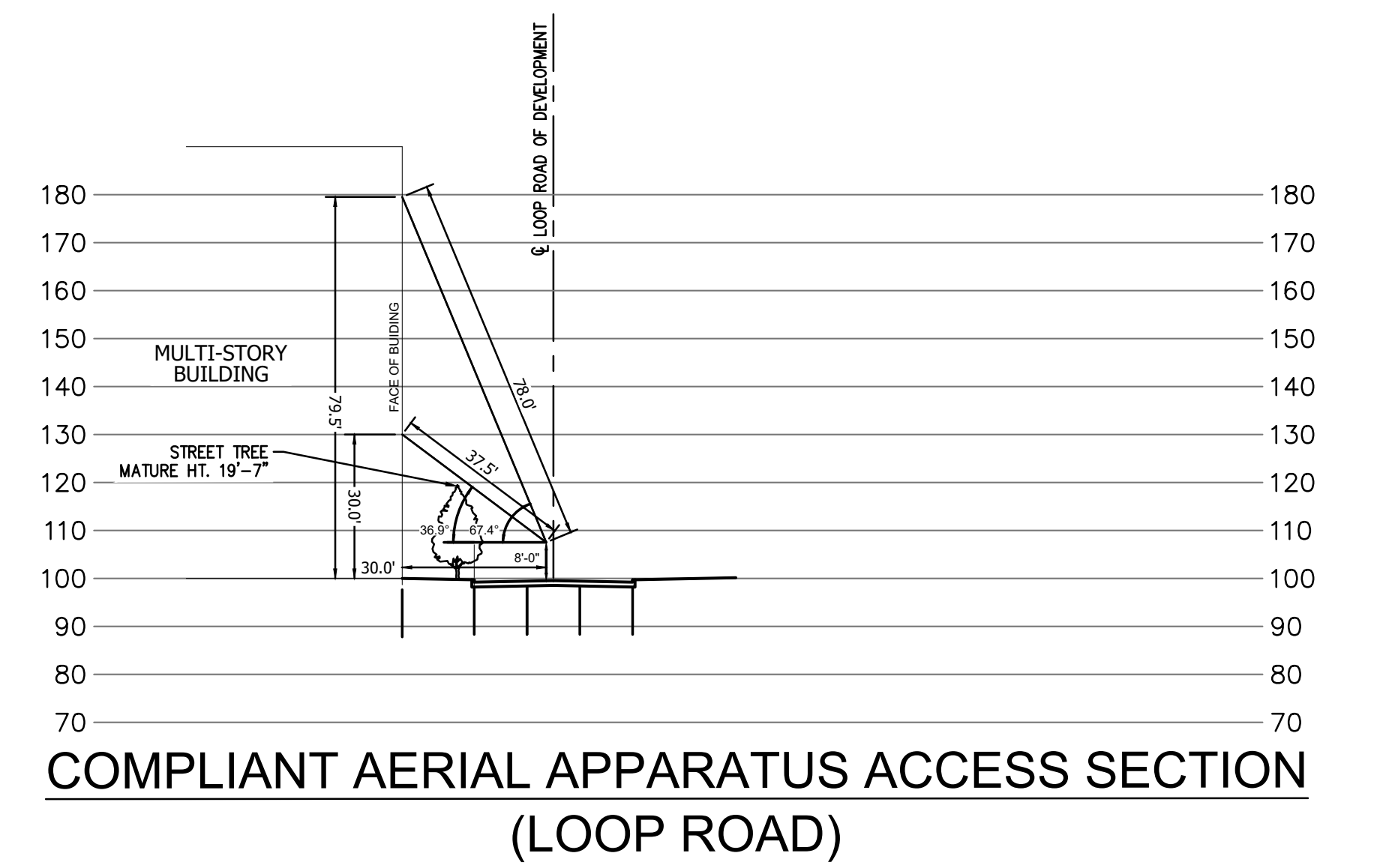
SECTION: S1-S1



PLAN VIEW



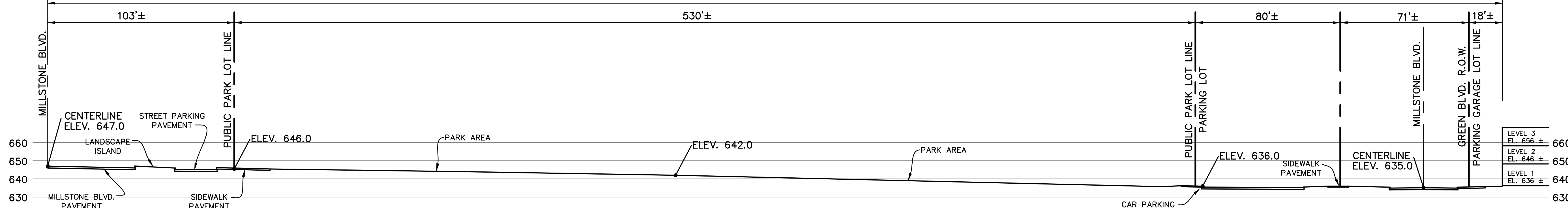
SECTION: S2-S2



PLAN VIEW SECTION A-A

802'± C/L MILLSTONE BLVD. TO THE FACE OF PARKING GARAGE

SECTION A-A



	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298		REVISIONS: 11/03/2025 PER COMMENTS 24/03/2026 PER COMMENTS S1-08/2026 GRADES/CONTIGUOUS A2/04/2026 UPDATE SECTION	
	PREPARED BY: STOCK & ASSOCIATES Consulting Engineers, Inc.	257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9100 e-mail: general@stockandassociates.com Web: www.stockandassociates.com	M.S.D. P. # S.L.C. H&T # M.D.N.R. # Permit No. MOR27007	BASE MAP # H&T S&P #
	DATE: 11/03/2025	SCALE: 1"=100'	JOB NO. 6255.5	SHEET NO. C3.1
	DRAWN BY: T.S.	CHECKED BY: G.M.S.		

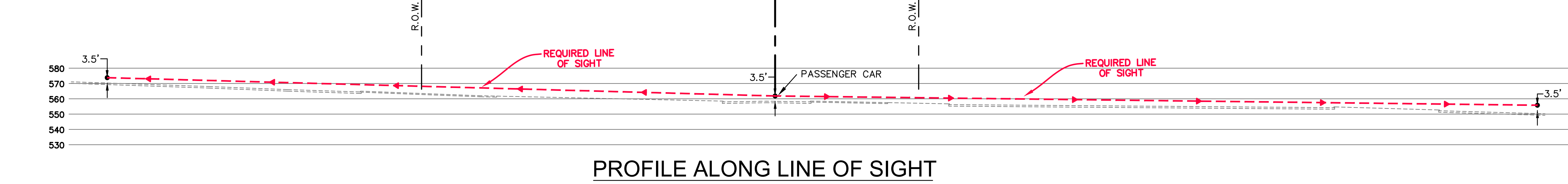
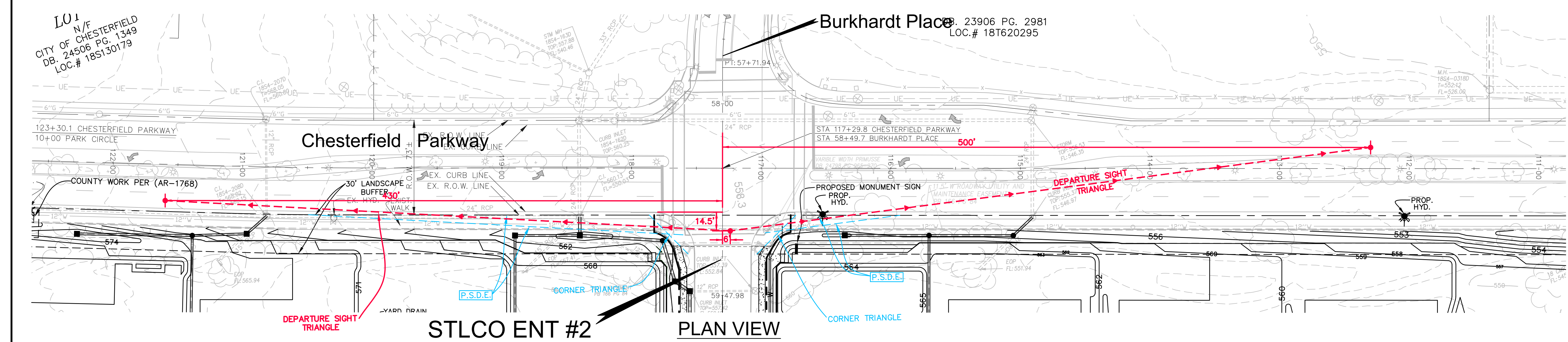
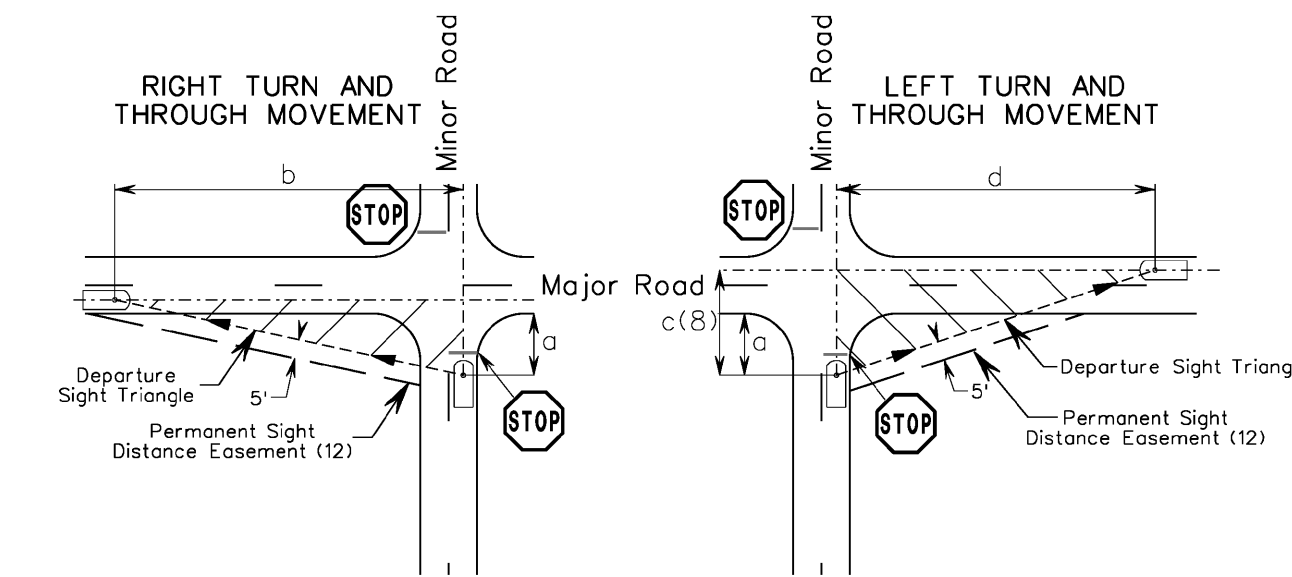
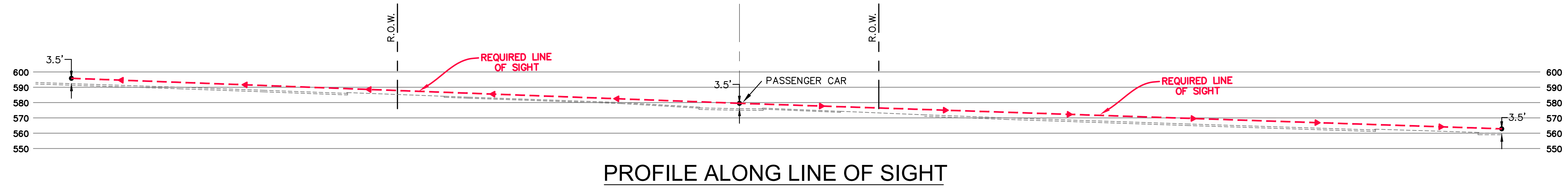
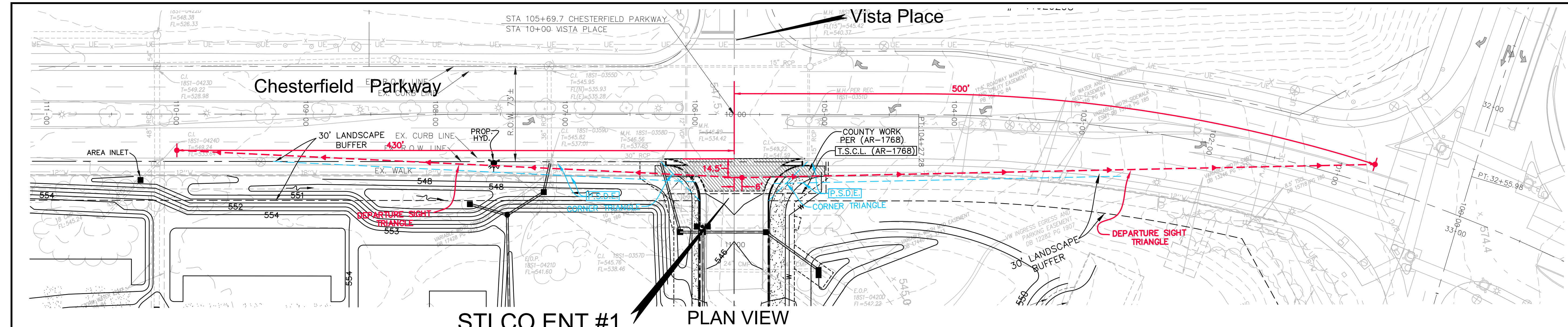


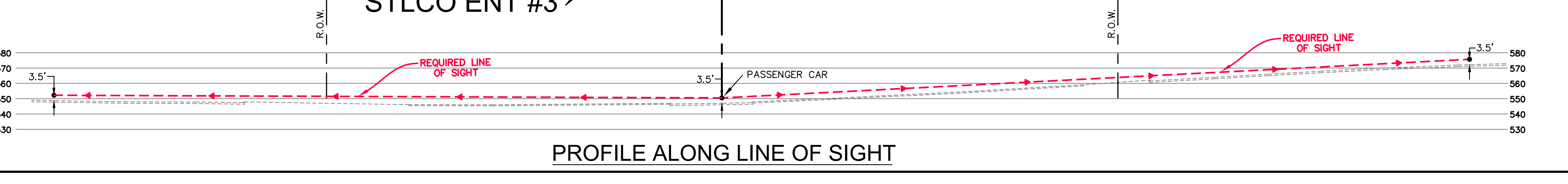
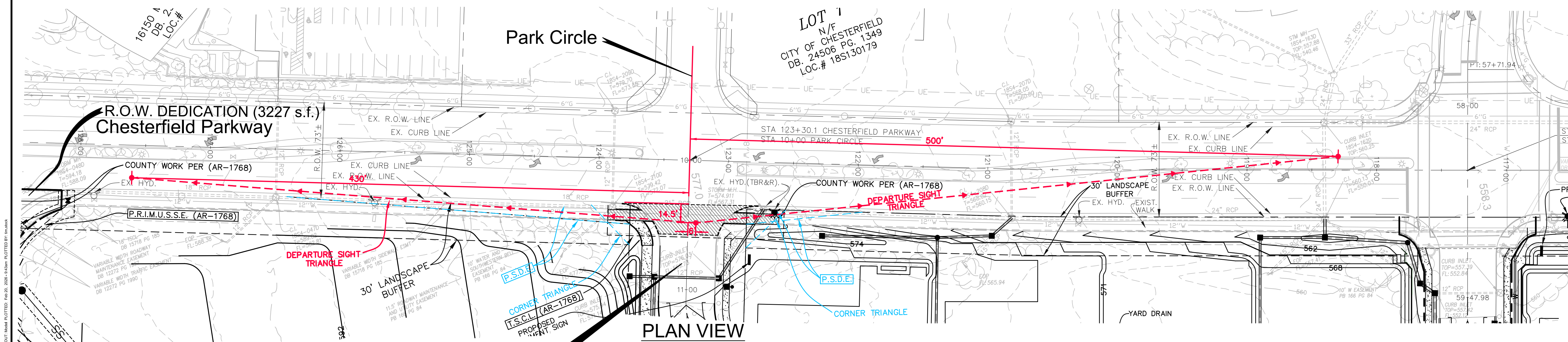
Figure 1 (SEE NOTES 1 & 12):
VEHICLES EXITING THE MINOR ROAD

CASE B - INTERSECTIONS WITH STOP CONTROL ON THE MINOR ROAD
CASE D - SIGNALIZED INTERSECTIONS
CASE E - INTERSECTIONS WITH ALL-WAY STOP CONTROL
CASE F - LEFT TURNS FROM THE MAJOR ROAD

SIGHT DISTANCE FOR VEHICLE EXITING MINOR ROAD ASSOCIATED WITH NEW DEVELOPMENT (SEE NOTES 5, 6 & 13)									
MAJOR ROAD DESIGN SPEED (MPH) (1)	LENGTH OF DEPARTURE SIGHT TRIANGLE LEG (6)			CASE	CROSSING NUMBER OF LANE ADJUSTMENT	SIGHT DISTANCE ADJUSTMENT FOR APPROACH GRADE (11)			
	a(B)	b	d	ISD(9)	W(10)	+4%	+5%	+6%	
15	14.5	145	170	125	15	15	20	25	
20	14.5	195	225	165	15	20	25	35	
25	14.5	240	280	205	20	30	35	45	
30	14.5	290	335	245	25	35	40	50	
35	14.5	335	390	285	30	40	50	60	
40	14.5	385	445	325	30	45	55	70	
45	14.5	430	500	365	35	50	65	80	
50	14.5	480	555	405	40	60	70	85	
55	14.5	530	610	445	45	65	80	95	

Area Requiring Excavation of Surface Material and Removal of Plants and/or Structures Adjacent to and Including the Road Right-of-Way.

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



GENERAL NOTES

- Do not scale drawings, follow dimensions provided.
- Height of motorist eye in a vehicle = 3.5 feet.
- The determination of whether an object constitutes a sight obstruction shall consider both the horizontal and vertical alignment of both intersection roadways, as well as the height, position and location of the object.
- Within the sight triangle, any object at a height above the elevation of the adjacent roadway that would obstruct the driver's view shall be removed or lowered to a minimum of 0.5 feet below the required line of sight. Such objects may include, but are not limited to, trees, buildings, parked vehicles, highway structures, hedges, trees, bushes, unmowed grass, tall crops, walls, fences, and the terrain itself.
- All intersections with signals or all-way stop control, the first stopped vehicle on each approach shall be visible to the drivers of the first stopped vehicles on each of the other approaches. At signalized intersections, left-turning vehicles shall have sufficient sight distance to select gaps in oncoming traffic and complete left turns. Intersection sight distance for intersections with signalization is based on the departure sight triangle for left and right turns if the signal is to be placed on two-way flashing operation (i.e. flashing yellow on the major-road approaches and flashing red on the minor-road approaches under all-peak or nighttime conditions).
- This table shows the intersection sight distance for a stopped passenger car to turn or pass through an intersection from the minor road where the cross traffic on the major road does not stop. Refer to Figure 1 for the departure sight triangle leg length "a" for passenger cars. Sight triangle legs for the different approaches will vary based on design speed. Intersection sight distance for intersections with stop control on the minor road is based on the departure sight triangle for left and right turns exiting the minor road. For left 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 "c" and "d" are required. The lengths of the sight triangle legs are based on approach grades of +3% to +3%.
- On existing roadways the design speed shall be the 85th percentile speed of motorists on the roadway as established by radar studies, or 5 m.p.h. greater than the posted speed limit, whichever is greater. On new roadways the design speed shall be 5 m.p.h. greater than the anticipated posted speed limit.
- Departure sight triangle leg length "a" is measured from the edge of shoulder to the passenger car driver and is assumed to be 14.5 feet minimum, 18 feet desirable.
- Departure sight triangle leg length "c" is measured from the center of the farthestmost crossed lane to the passenger car driver and includes shoulders, medians and lanes crossed plus departure sight triangle leg length "a".
- For left turns from the major road, sufficient sight distance should be provided to accommodate the maneuver. The Intersection Sight Distance (ISD) is dependent on the major road design speed. The ISD provided assumes making a left turn across one opposing lane with no median. Add W to ISD for each additional lane or median crossed.
- The departure triangle leg "d" shown in the table is based on a passenger car crossing one lane of traffic. For crossing multiple lanes, add "W" to the length "d" for the corresponding design speed for each additional lane and/or median crossed.
- The adjustment for departure triangle leg length "b" and "d" based on approach grade shall be used when the minor road approach grade exceeds 3%. Round the minor road approach grade up to the next whole percent and add the length to the departure sight triangle leg length for the appropriate design speed. DO NOT INTERPOLATE THE TABLE.
- Permanent sight distance assessments shall be provided for a minimum of 5 feet beyond the sight triangle measured perpendicular from the sight line for all left legs of the sight triangle.
- This methodology is based on AASHTO, A Policy on Geometric Design of Highways and Streets, 2018, 7th Edition. For intersections where there is anticipated to be a large volume of single unit trucks or combination trucks, or when two roadways intersect at an angle less than 90 degrees, see AASHTO, A Policy on the Geometric Design of Highways and Streets, 2018, 7th Edition for adjustments to the departure sight triangle leg lengths.

THIS IS NOT A CERTIFIED DOCUMENT

DESIGN CRITERIA MANUAL
INTERSECTION
SIGHT DISTANCE
PASSENGER CARS

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

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

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

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

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

DATE: 11/03/2025
SCALE: 1"=100'

6255.5

SHEET NO.: **C3.2**

Conclusions

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

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

2023 Existing Conditions:

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

2026 Forecasted Conditions (RPA 1A only):

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

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

- It is anticipated that RPA-1B would include an additional 15,000 SF of food and beverage use, 16,500 SF of additional retail use, 895 additional multifamily apartments and/or condominiums, a 250 room hotel, and 464,000 SF of additional office use.
- The development of Phase I, RPA-1A and RPA-1B, is expected to generate 3,516, 4,522, and 4,606 trips during the weekday AM, PM, and Saturday midday peak hours, respectively. However, a portion of these trips would be pass-by and internal capture in nature, so approximately 2,474, 2,322, and 2,121 "new" trips would be generated during these respective peak hours.
- Similar to the RPA-1A forecasted conditions, the study intersections would continue to operate acceptably.
- The following improvements are recommended in conjunction with the proposed development of Phase I of Downtown Chesterfield, RPA-1A and RPA-1B:
 - Existing and RPA-1A improvements presented above
 - Additional signal timing modifications to the following intersections:
 - Chesterfield Parkway & Wild Horse Creek Road
 - Chesterfield Parkway & Fontaine Drive
 - Chesterfield Parkway & NB SR 340/Clarkson Road Ramps
 - Clarkson Road & N Outer Road (WB 64 Off-Ramp)
 - Clarkson Road & S Outer Road (EB 64 On-Ramp)
 - Clarkson Road & Lea Oak Drive
 - Clarkson Road & Baxter Road
 - Remove Westbound right-turn overlap in AM
 - MO 340 & S Outer Road/EB 164 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.
 - Wild Horse Creek Road & 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:

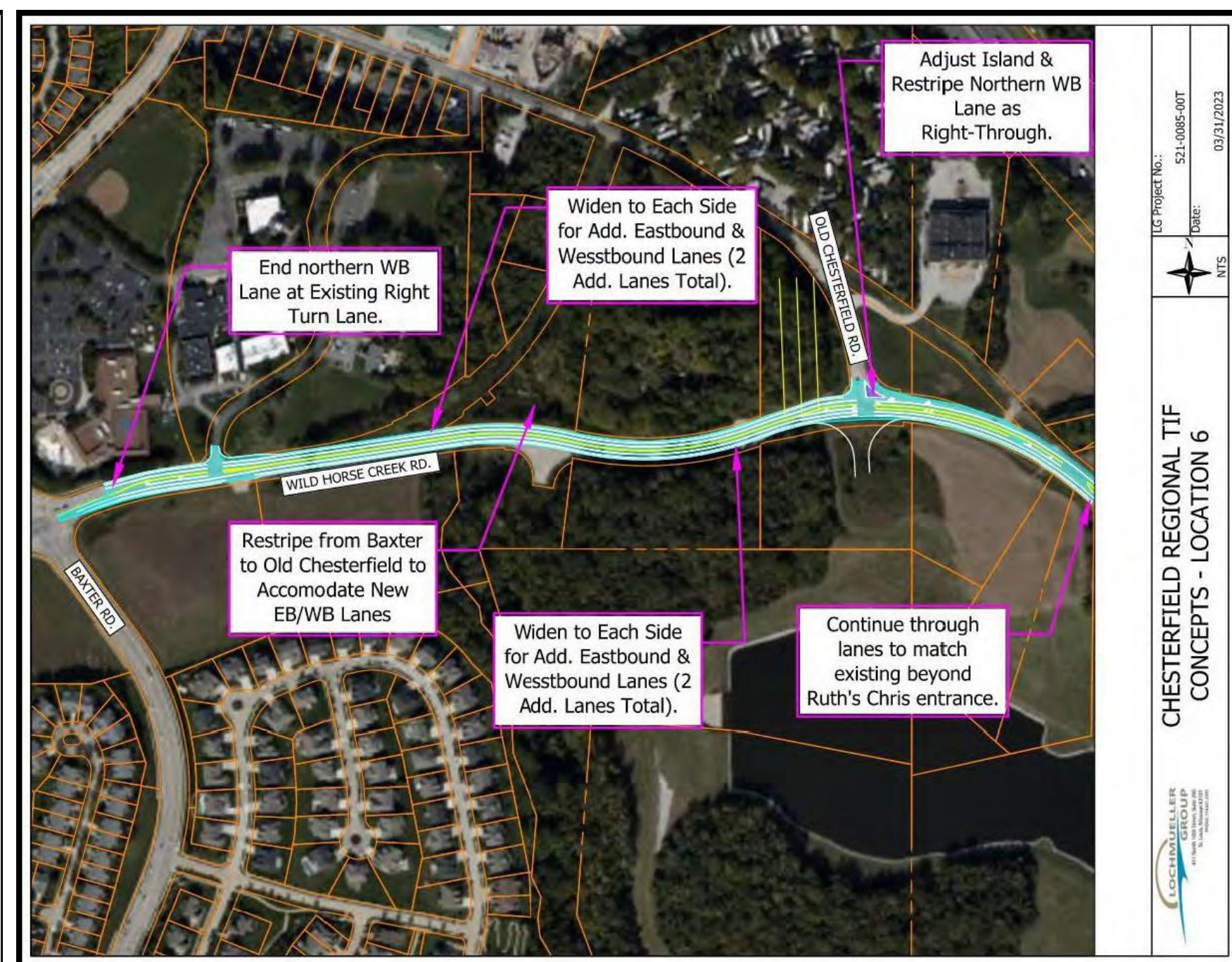
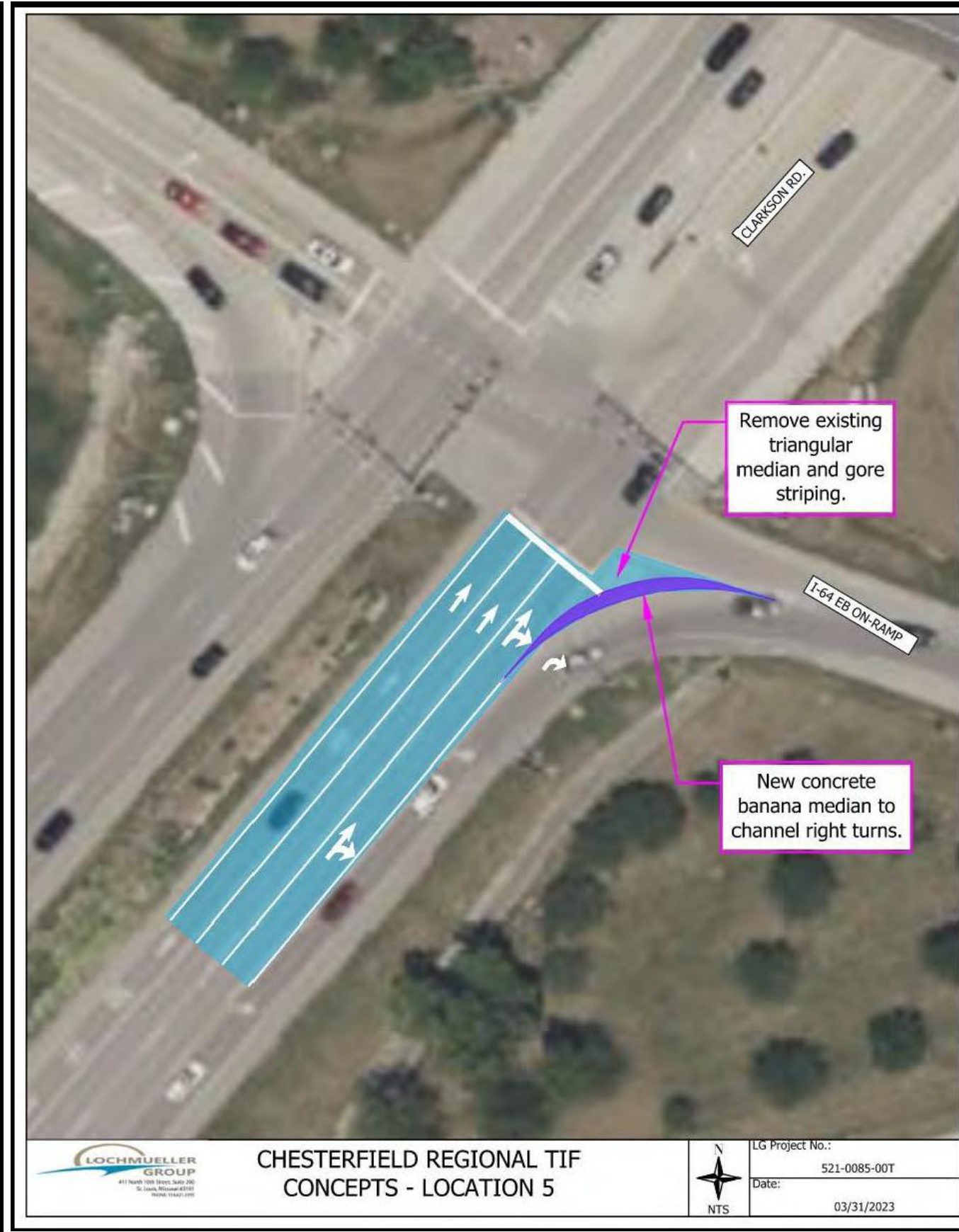
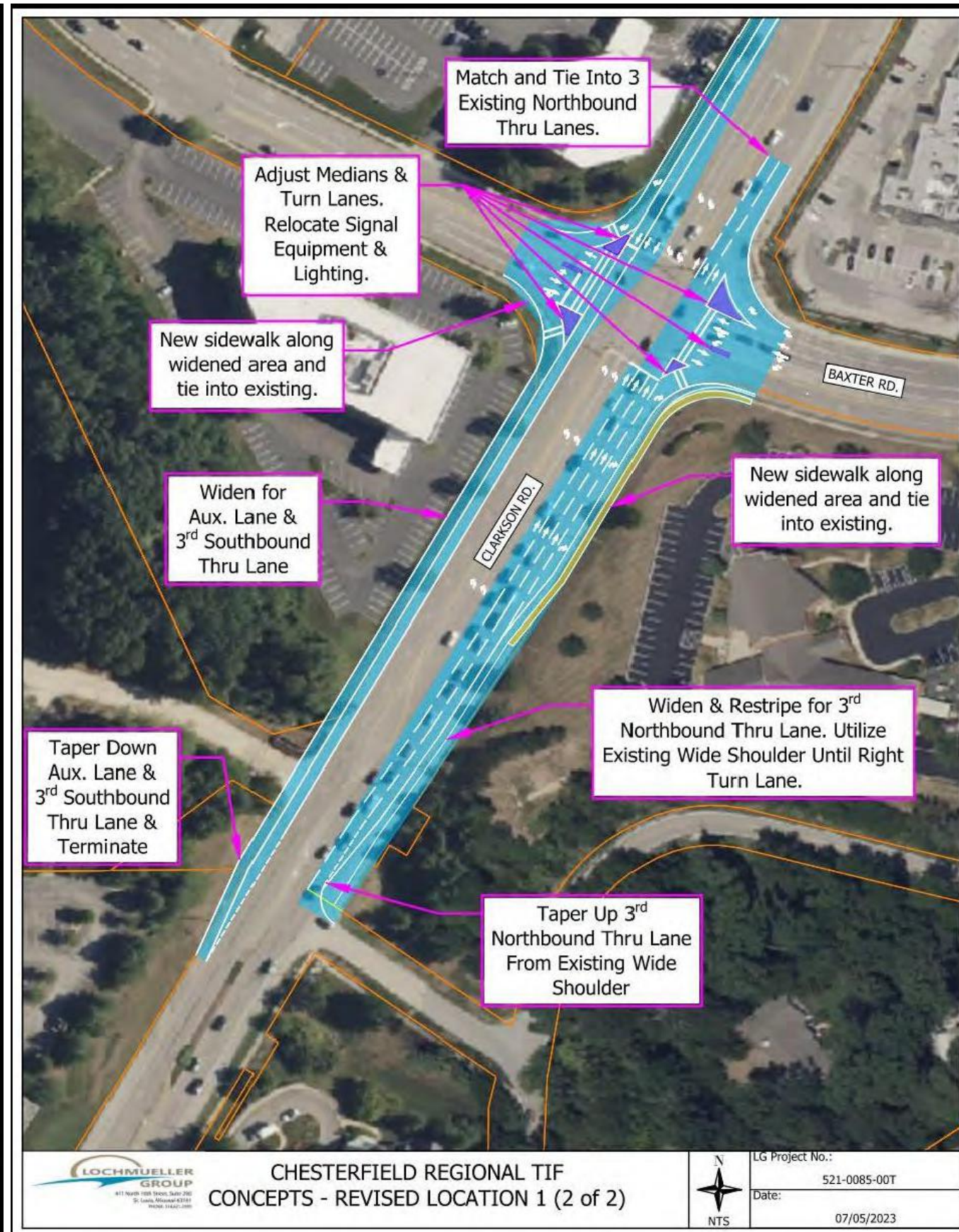
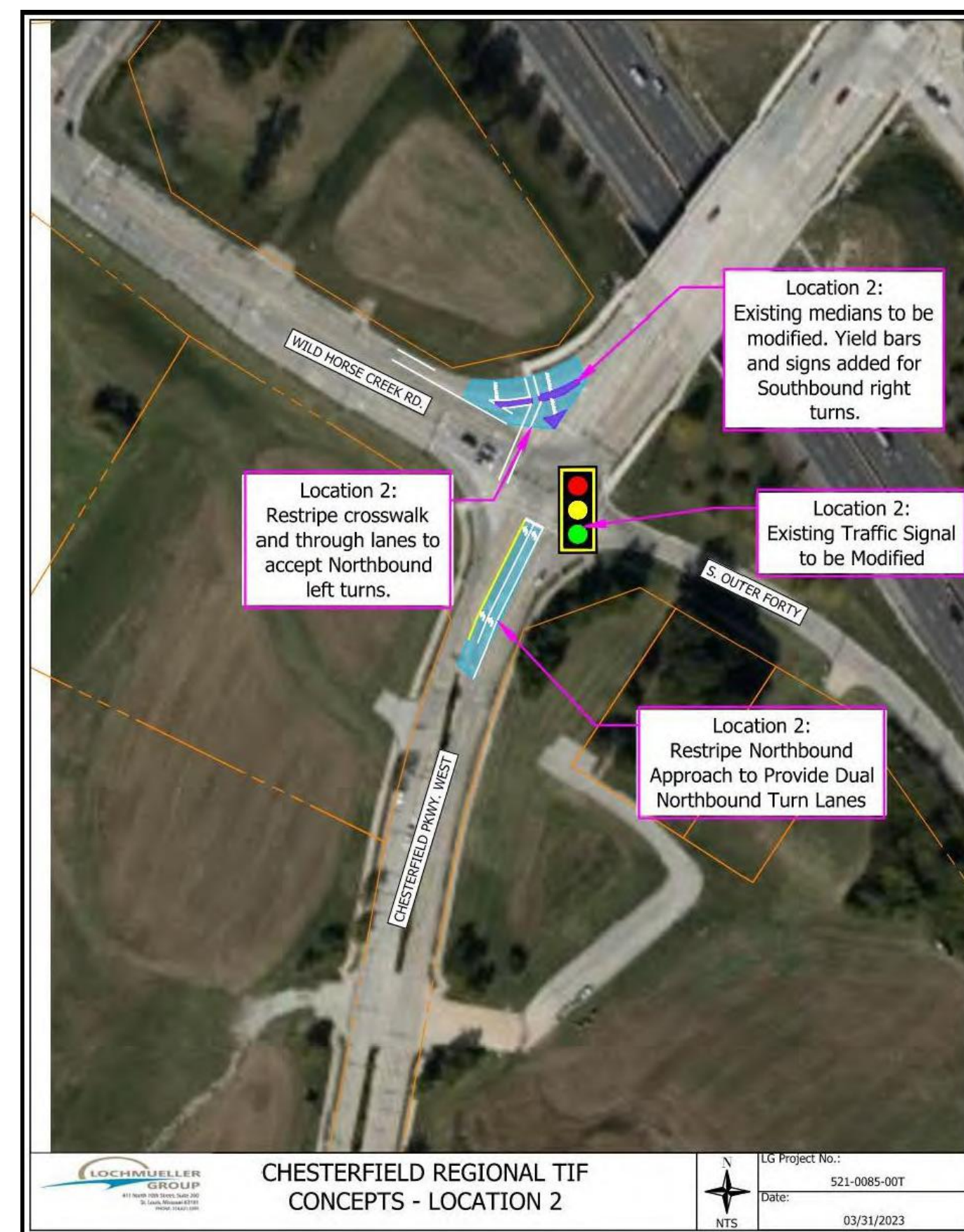
- The 2052 horizon year forecasted traffic scenario assumes that the proposed redevelopment of Downtown Chesterfield is *in place in addition* to the annual background growth rate experienced on the area roadways and full development of Wild Horse Village and the adjacent Sach's property.
- In order 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.

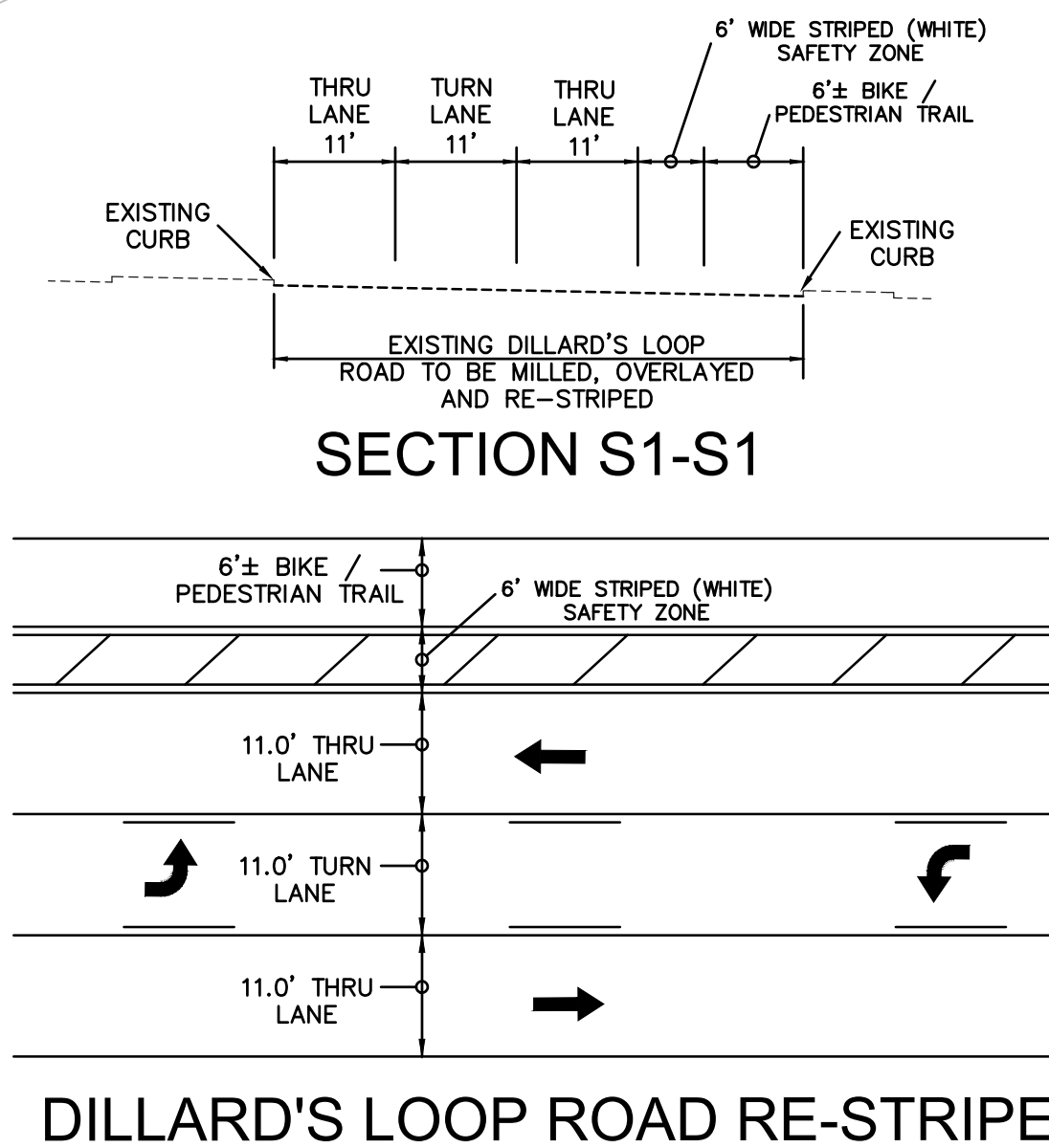
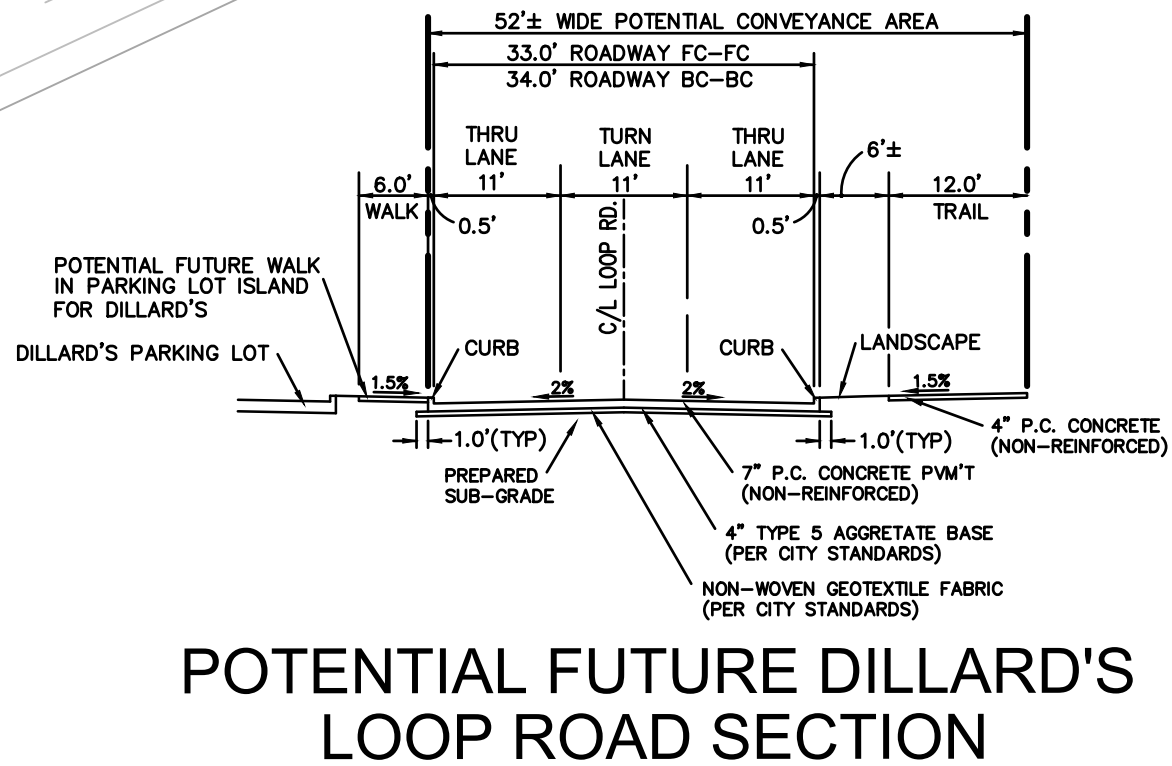
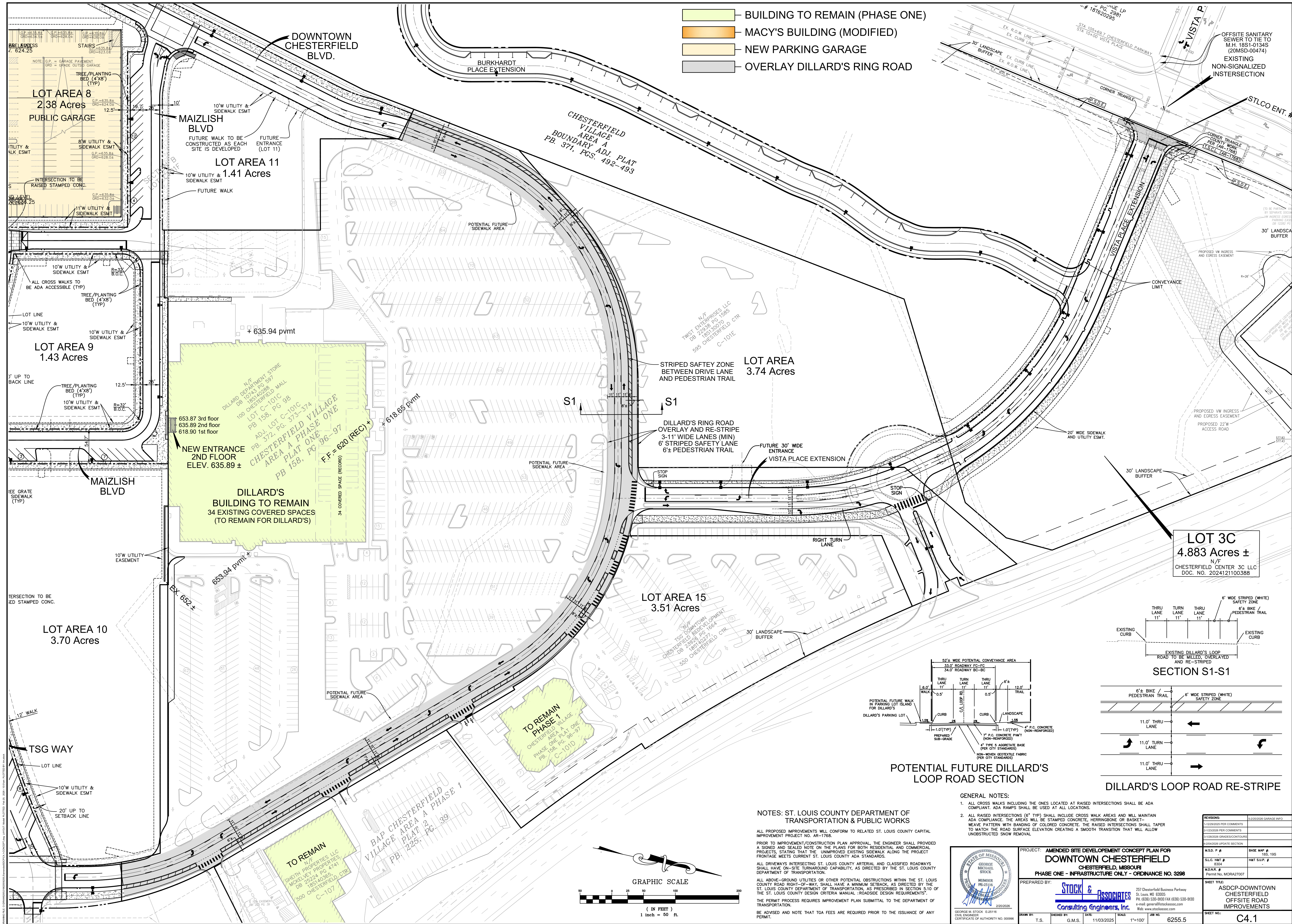
Completed by Lochmueller Group, Inc.



REVISIONS:	DATE/DESCRIPTION
1-12/2020 PER COMMENTS	12/20/2020 GARAGE INFO
2-12/2020 PER COMMENTS	
3-12/2020 GRADES/CONTOURS	
4-20/2020 UPDATE SECTION	

	PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298	M.S.D. P. # 155, 195
	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: gregor@stockassociates.com Web: www.stockassociates.com	SHEET TITLE: ASDCP - CONCEPT PLAN OFFSITE ROAD IMPROVEMENTS
DATE: 11/03/2025 SCALE: 1"=100' JOB NO.: 6255.5	CHECKED BY: T.S. DATE: 11/03/2025 SCALE: 1"=100' JOB NO.: 6255.5	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



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

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

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

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

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

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

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

GENERAL NOTES:

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

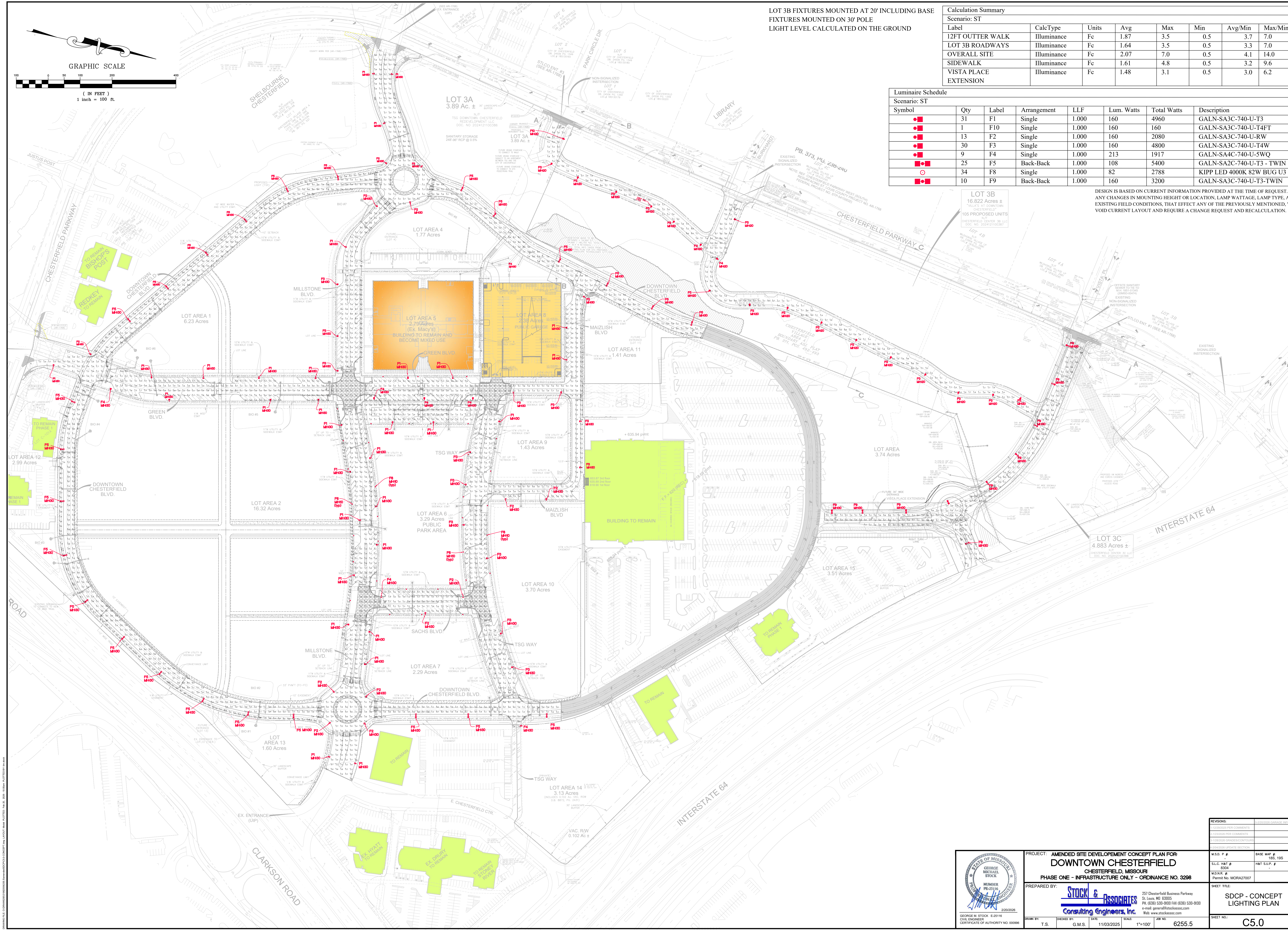


PROJECT: AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR
DOWNTOWN CHESTERFIELD
CHESTERFIELD, MISSOURI
PHASE ONE - INFRASTRUCTURE ONLY - ORDINANCE NO. 3298

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: george@stockandassociates.com
Web: www.stockandassociates.com

REVISIONS:	5/20/2026 GARAGE INFO
1/12/2026 PER COMMENTS	
2/12/2026 PER COMMENTS	
3/12/2026 GRADES/CONTIGUOUS	
4/20/2026 UPDATE SECTION	
M.S.D. P.#	BASE MAP #
S.L.C. H&T #	H&T S&T #
M.D.N.R. #	Permit No. MOR27007
SHEET TITLE:	ASDCP-DOWNTOWN CHESTERFIELD OFFSITE ROAD IMPROVEMENTS
SHEET NO.:	C4.1



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

REVISIONS		REVISIONS
1	ISSUED FOR PERMITS	
2	ISSUED FOR PERMITS	
3	ISSUED FOR PERMITS	
4	ISSUED FOR PERMITS	
5	ISSUED FOR PERMITS	

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

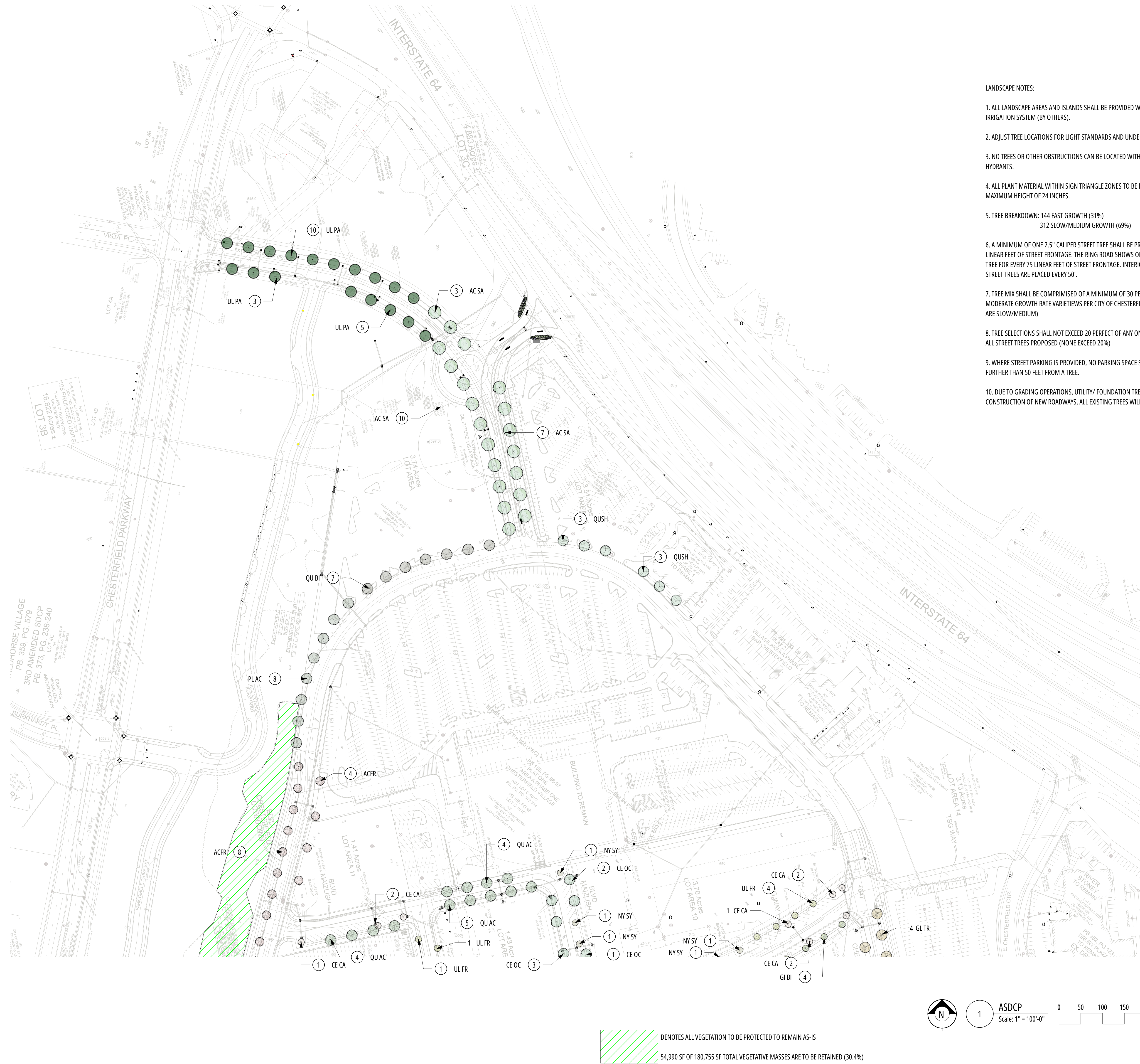
PREPARED BY: **STOCK & ASSOCIATES**
Consulting Engineers, Inc.

297 Chesterfield Business Parkway
St. Louis, MO 63005
PH: (636) 530-8100 FAX: (636) 530-8300
e-mail: general@stockassociates.com
Web: www.stockassociates.com

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

SHEET NO. 1
C5.0

M.S.D. P. #	BASE MAP #
S.L.C. H&T #	H&T S.L.P. #
M.D.N.R. #	Permit No. MOR27007
SHEET TITLE: SDCP - CONCEPT LIGHTING PLAN	



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 PERFECT OF ANY ONE SPECIES THROUGHOUT ALL STREET TREES PROPOSED (NONE EXCEED 20%)
9. WHERE STREET PARKING IS PROVIDED, NO PARKING SPACE SHALL BE LOCATED FURTHER THAN 50 FEET FROM A TREE.
10. DUE TO GRADING OPERATIONS, UTILITY/ FOUNDATION TRENCHING AND CONSTRUCTION OF NEW ROADWAYS, ALL EXISTING TREES WILL BE REMOVED.

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

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LANDSCAPE PREPARED FOR:

DOWNTOWN CHESTERFIELD

Chesterfield, MO 63017



DESIGNER: MMW

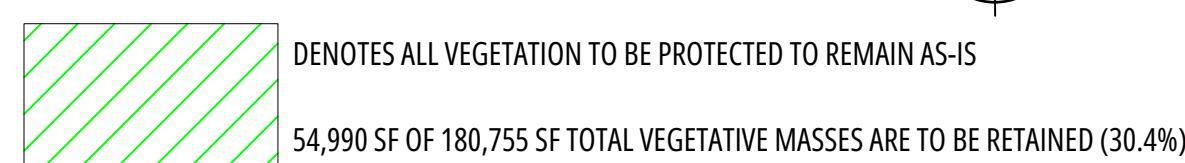
SHEET NAME:

ASDCP AREA B - TREES

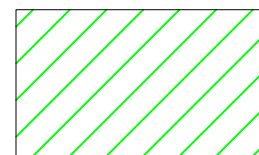
PROJECT DATE: 12.19.2025

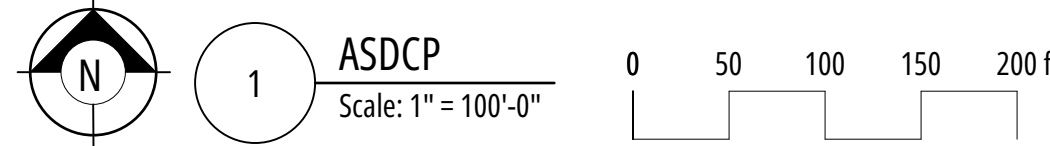
REVISION:

SHEET NO: L-702
PROJECT NO: DES5156639





 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 - SHRUBS
PROJECT DATE:	12.19.2025
REVISION:	
SHEET NO:	L-703
PROJECT NO:	DESS156639

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LANDSCAPE PREPARED FOR:
DOWNTOWN CHESTERFIELD
Chesterfield, MO 63017



DESIGNER: MMW

SHEET NAME:

ASDCP AREA B - SHRUBS

PROJECT DATE: 12.19.2025

REVISION:

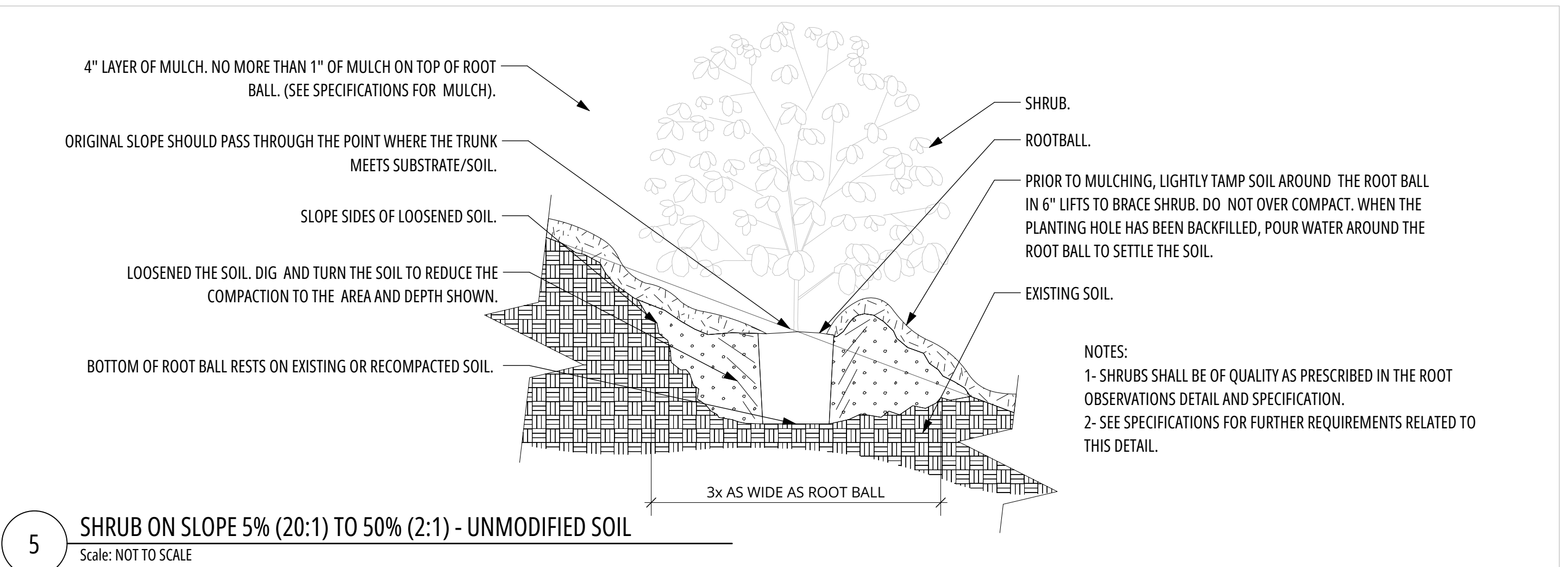
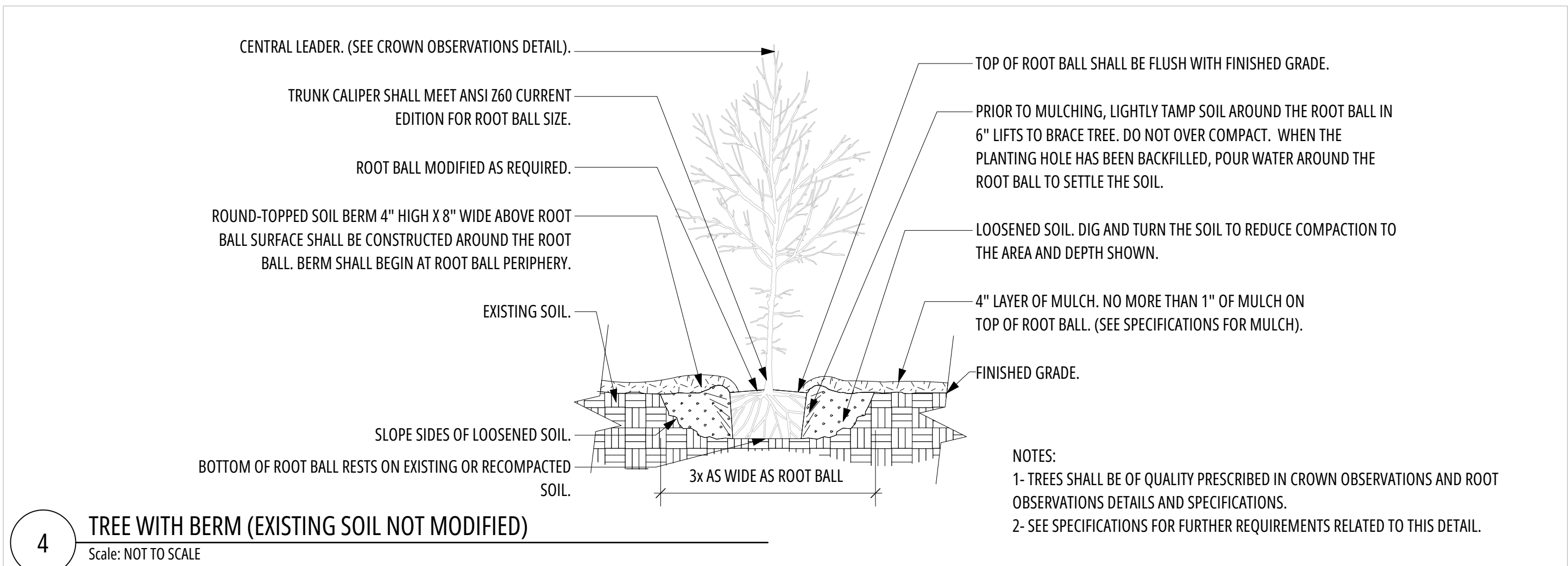
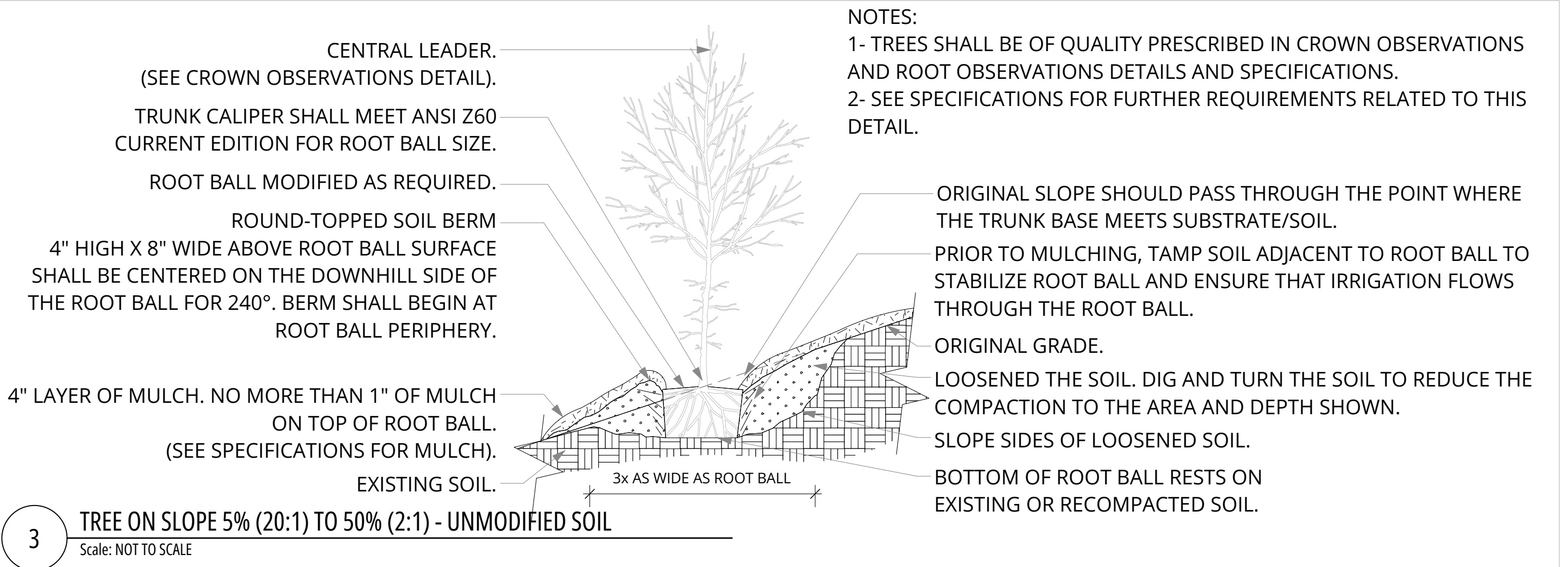
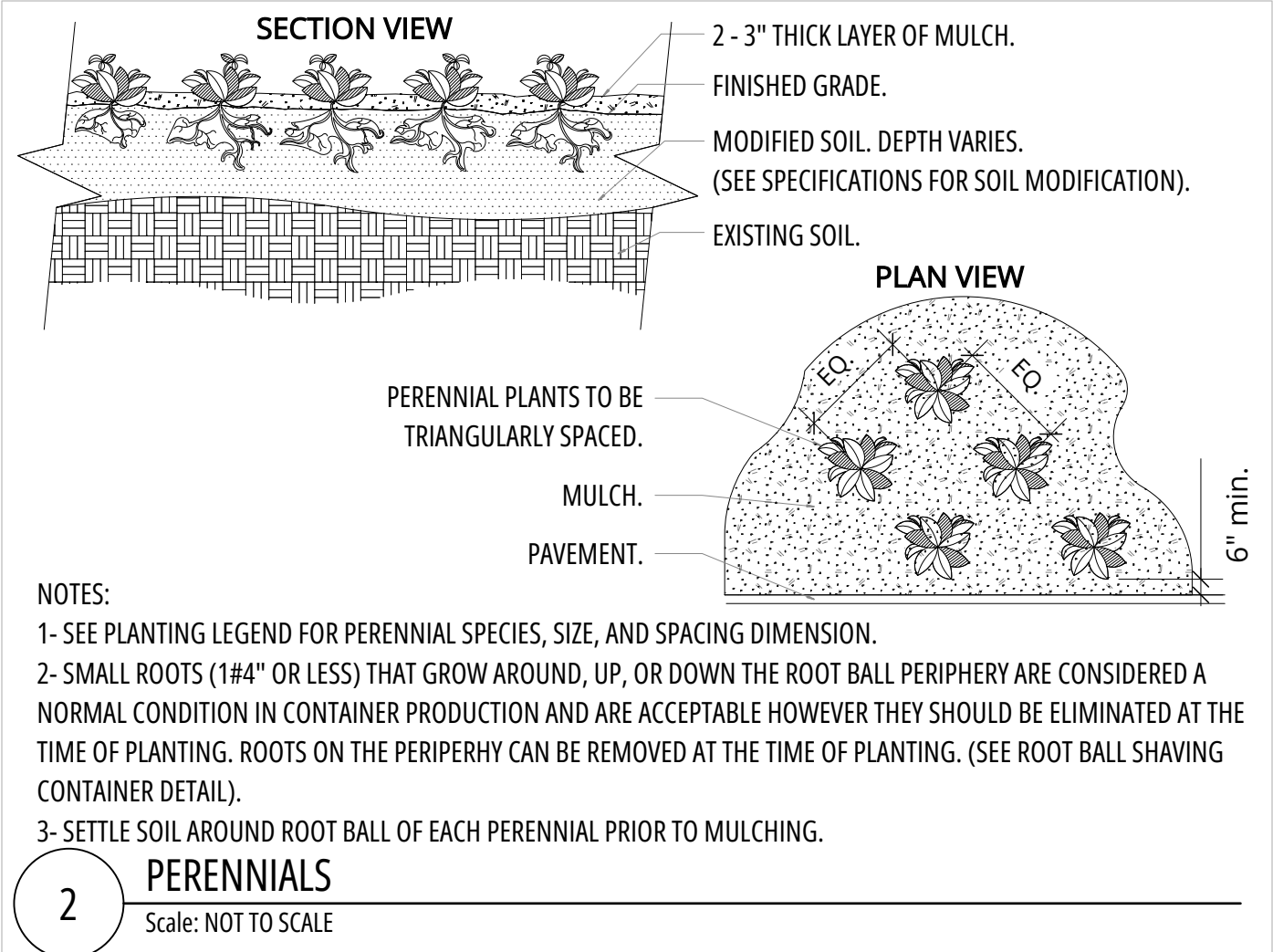
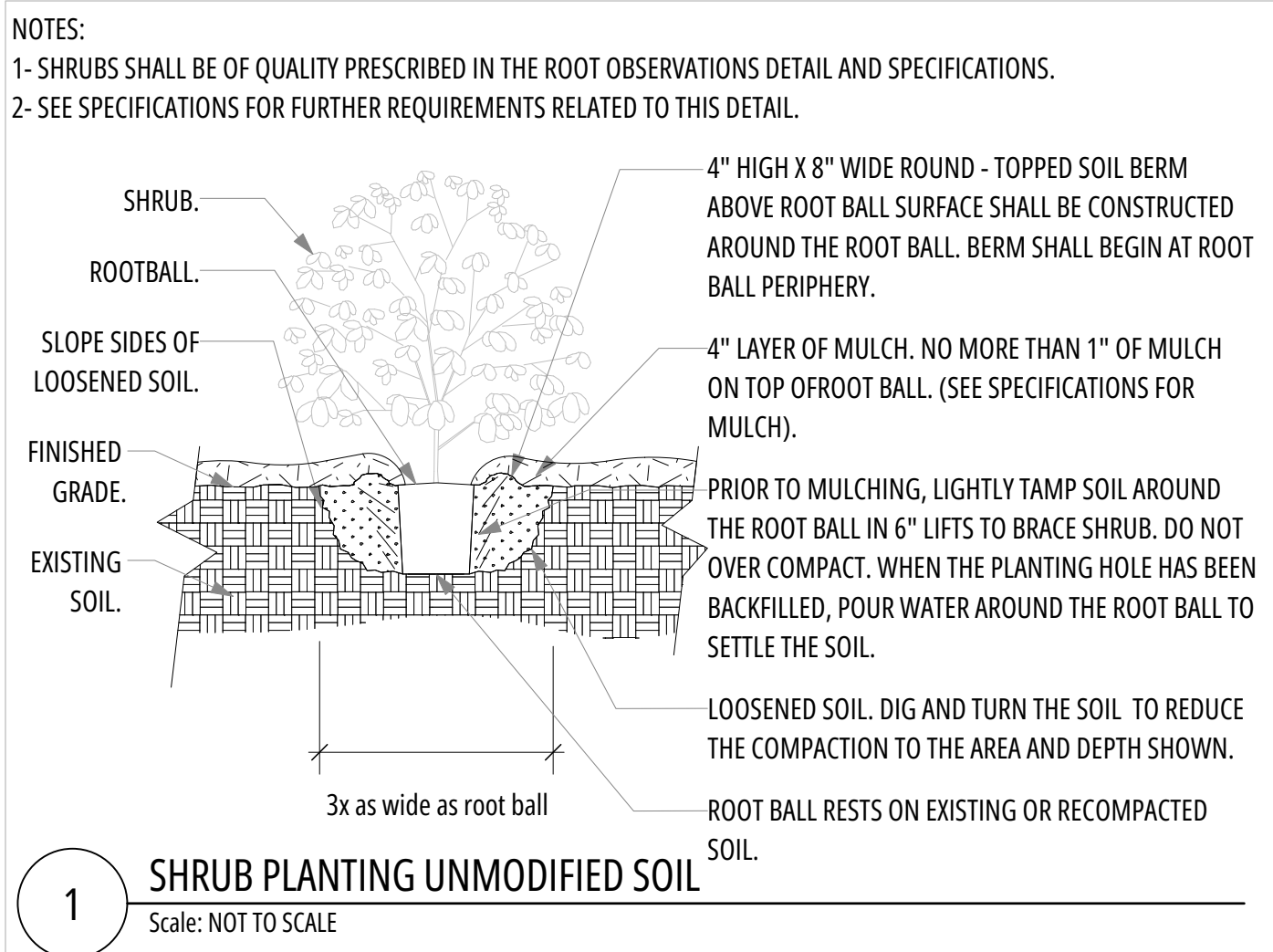
SHEET NO: L-704
PROJECT NO: DES5156639

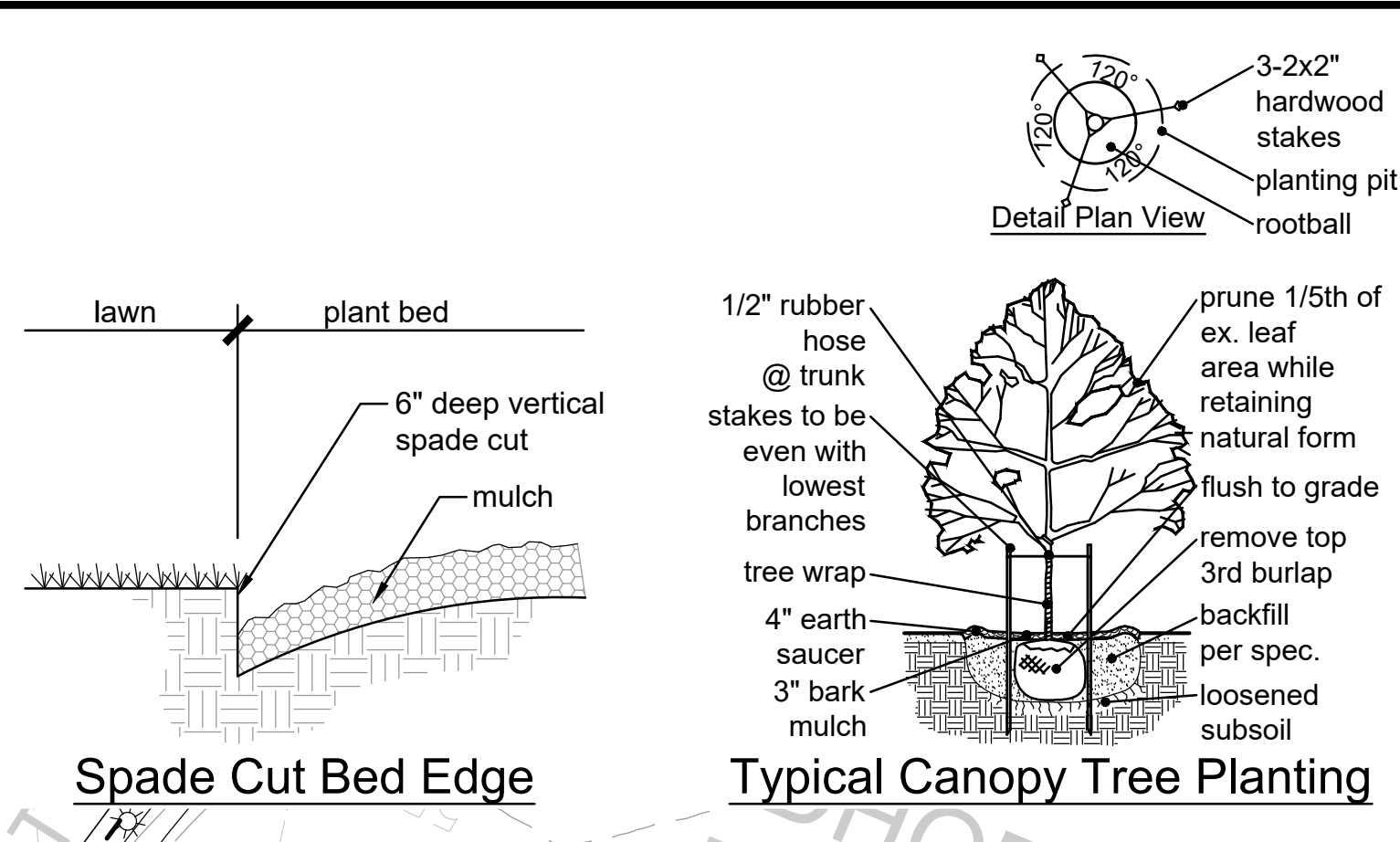
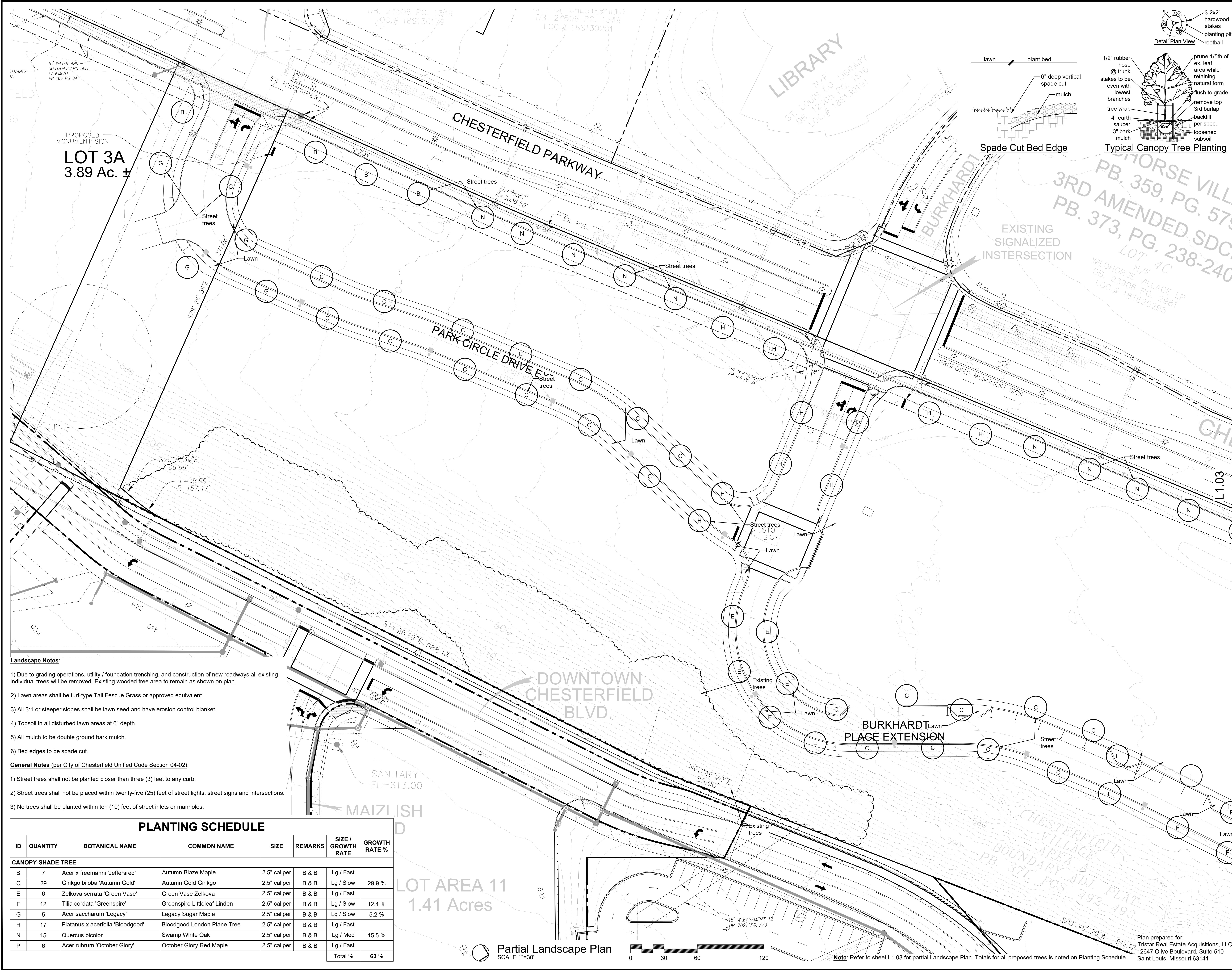




Plant Schedule - Street Trees						
ID	Qty	Botanical Name	Common Name	Scheduled Size	Growth Rate	% of Species
AC SA	32	Acer saccharum 'Legacy'	Maple, Sugar 'Legacy'	2.5" Cal.	Medium	7%
ACFR	21	Acer x freemanii 'Jeffersred'	Maple, 'Autumn Blaze'	2.5" Cal.	Medium	5%
CA CA	16	Carpinus caroliniana	Hornbeam, 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 pfizeriana 'Kallay's Compact'	Juniper, 'Kallay's Compact'	#03/05 Gal.	
ju sq	123	Juniperus x pfizeriana '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.	





Jerald Saunders - Landscape Architect
MO License # LA-007

Key Plan
SCALE 1"=1,500'

- Landscape Notes:**
- 1) Due to grading operations, utility / foundation trenching, and construction of new roadways all existing individual trees will be removed. Existing wooded tree area to remain as shown on plan.
 - 2) Lawn areas shall be turf-type Tall Fescue Grass or approved equivalent.
 - 3) All 3:1 or steeper slopes shall be lawn seed and have erosion control blanket.
 - 4) Topsoil in all disturbed lawn areas at 6" depth.
 - 5) All mulch to be double ground bark mulch.
 - 6) Bed edges to be spade cut.
- General Notes** (per City of Chesterfield Unified Code Section 04-02):
- 1) Street trees shall not be planted closer than three (3) feet to any curb.
 - 2) Street trees shall not be placed within twenty-five (25) feet of street lights, street signs and intersections.
 - 3) No trees shall be planted within ten (10) feet of street inlets or manholes.

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

Partial Landscape Plan
SCALE 1"=30'

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

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

Revisions:

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

Drawn: KP
Checked: RS

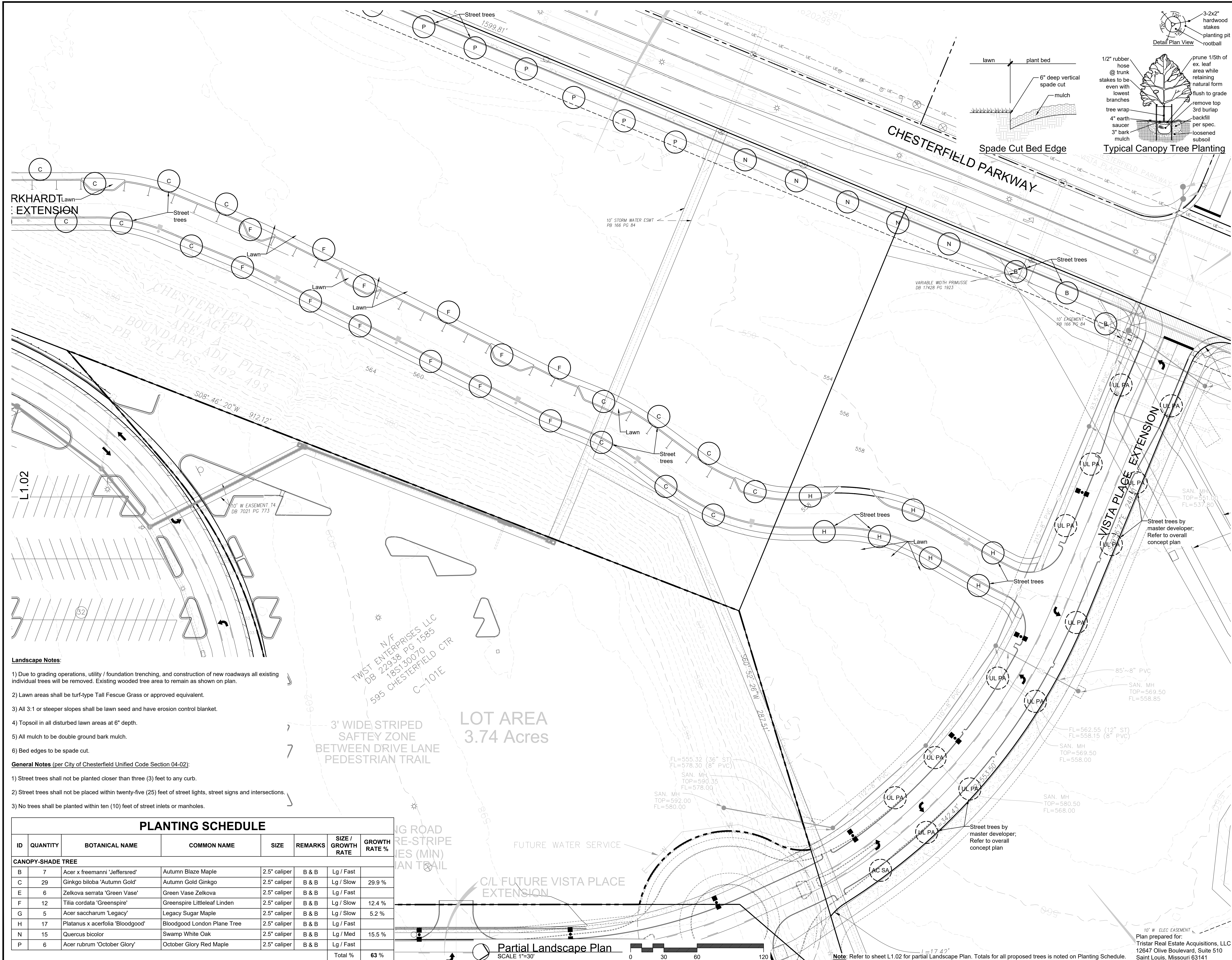
LOOMIS ASSOCIATES
landscape architects + planners
790 point 40 park drive, chesterfield, missouri 63005
t. 636.519.8668
www.loomis-associates.com

Sheet Title: Landscape Plan
Sheet No: L1.02

Date: 10/30/25
Job #: 858.023

Loomis Associates, Inc.
Missouri State Certificate of Authority #: LAC #0000119

Downtown Chesterfield
Chesterfield, Missouri



LOOMIS ASSOCIATES
landscape architects + planners
780 saint louis drive, chesterfield, missouri 63005
t. 636.519.8668
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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

Sheet Title: Landscape Plan
Sheet No.: L1.03

Date: 10/30/25
Job #: 858.023

Partial Landscape Plan
SCALE 1"=30'

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

Sheet Title: Landscape Plan
Sheet No.: L1.03

Date: 10/30/25
Job #: 858.023

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.

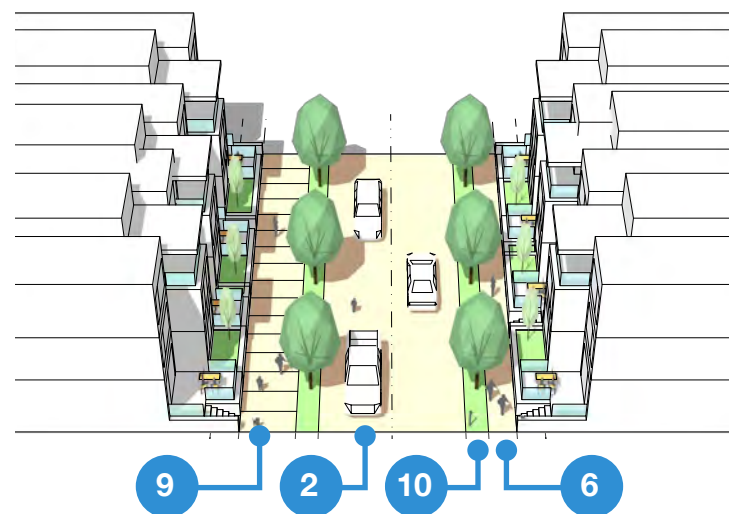
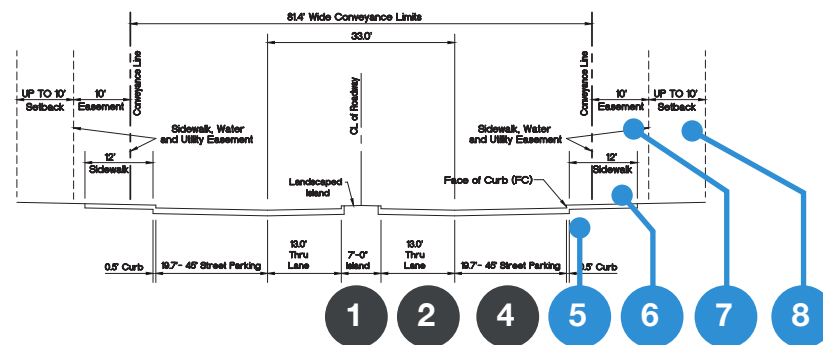
Street Components

Example Sections



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

Civil Drawings dictate dimensional requirements and govern when discrepancies exist.



Street Concept

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

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

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

Street Elements

- 1. Landscape Island** - Provides landscape planting area. Structured planting, rock and landscape is encouraged, though grass is also acceptable.
- 2. Drive Lane** - Per SDCP
- 3. Diagonal Planting Areas** - Similar width to parking spaces with soil for trees and landscaping planting
- 4. Diagonal Street Parking** - Per SDCP
- 5. Sidewalk (Within Conveyance Limit)**
The segment nearest the curb alternates between trees within grates or mulch and/or planted areas and hardscape area containing lighting fixtures (street lights and pedestrian

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

6. Sidewalk (Within Property Line)

Dedicated sidewalk space is consistent and connects to other sidewalks at street intersections. Primary material is concrete, but more decorative concrete and other paving materials may be used in certain areas.

7. Easement Zone - This area mostly overlaps the sidewalk zone. Within the segment outside of the sidewalk; no permanent structures are allowed but sidewalk cafe seating, cafe rails, and overhead canopies are encouraged.

8. Setbacks - Typically up to 10'-11', exact location and dimensions dictated by future Design Guidelines, Section Plans, and individual developments. May be used for various building elements, outdoor dining, and other uses.

9. Pedestrian Path - 100% hardscape area, provides dedicated, wide, walking path augmenting the sidewalk areas.

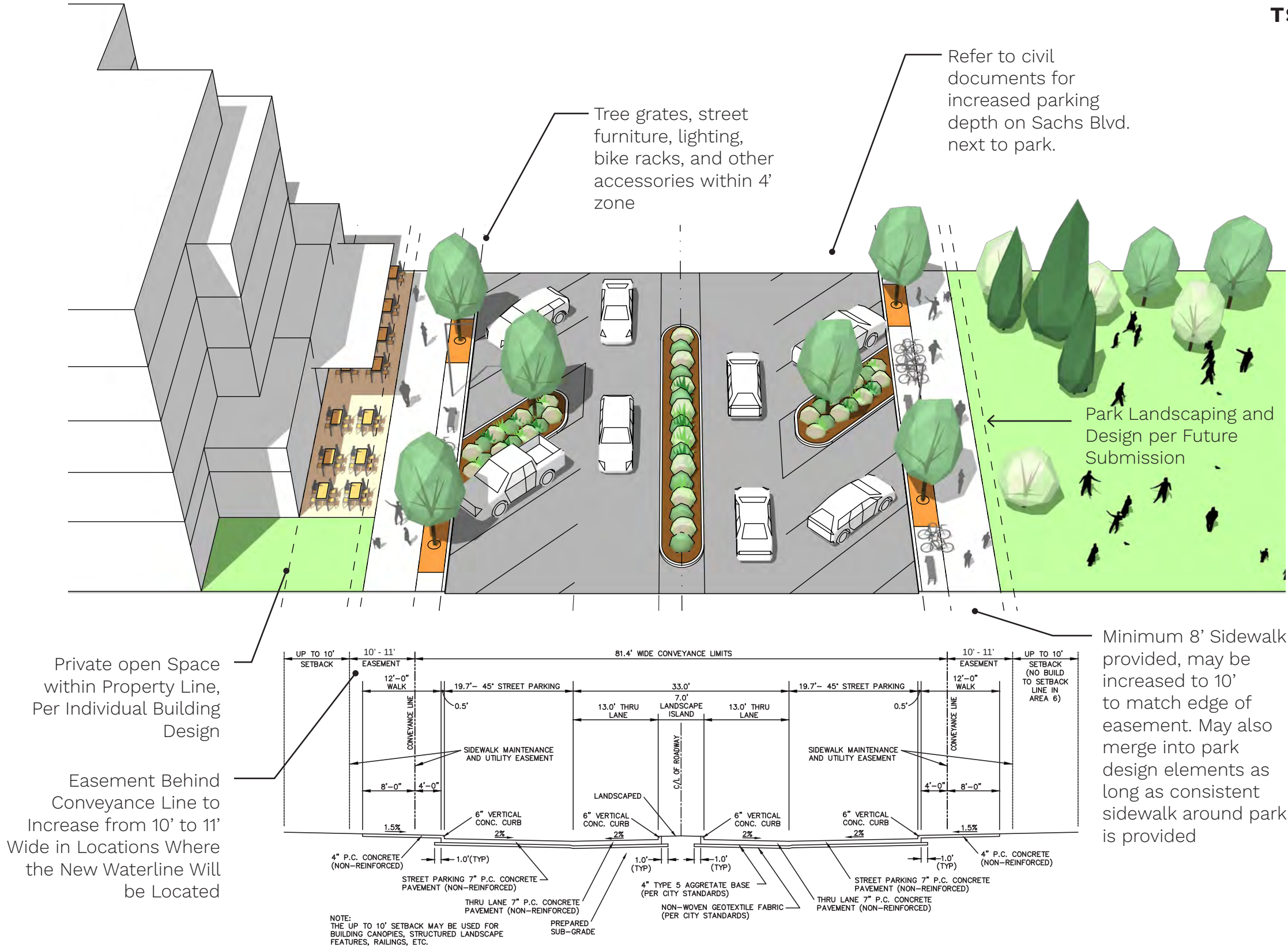
10. Landscape Strip - provides green buffer for trees, grass, decorative rock, and plantings. Strip is primarily green space, but perpendicular paving areas can connect adjacent hardscape areas for accessibility.

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

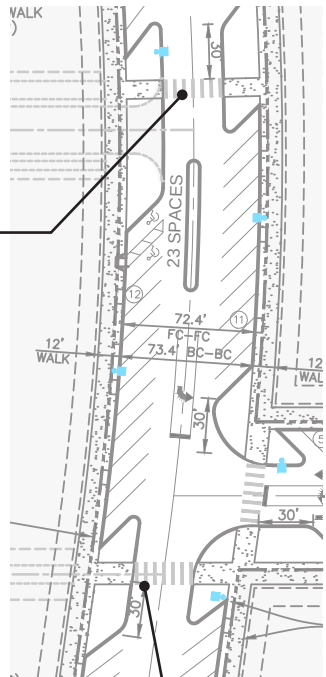


Street Sections

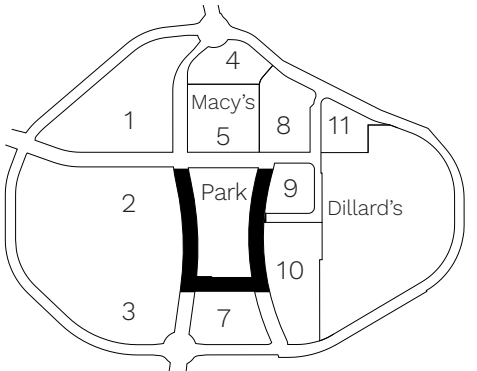
TSG Way, Sachs Blvd. & Millstone
Lots 2, 7, 9, & 10 Along Park



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



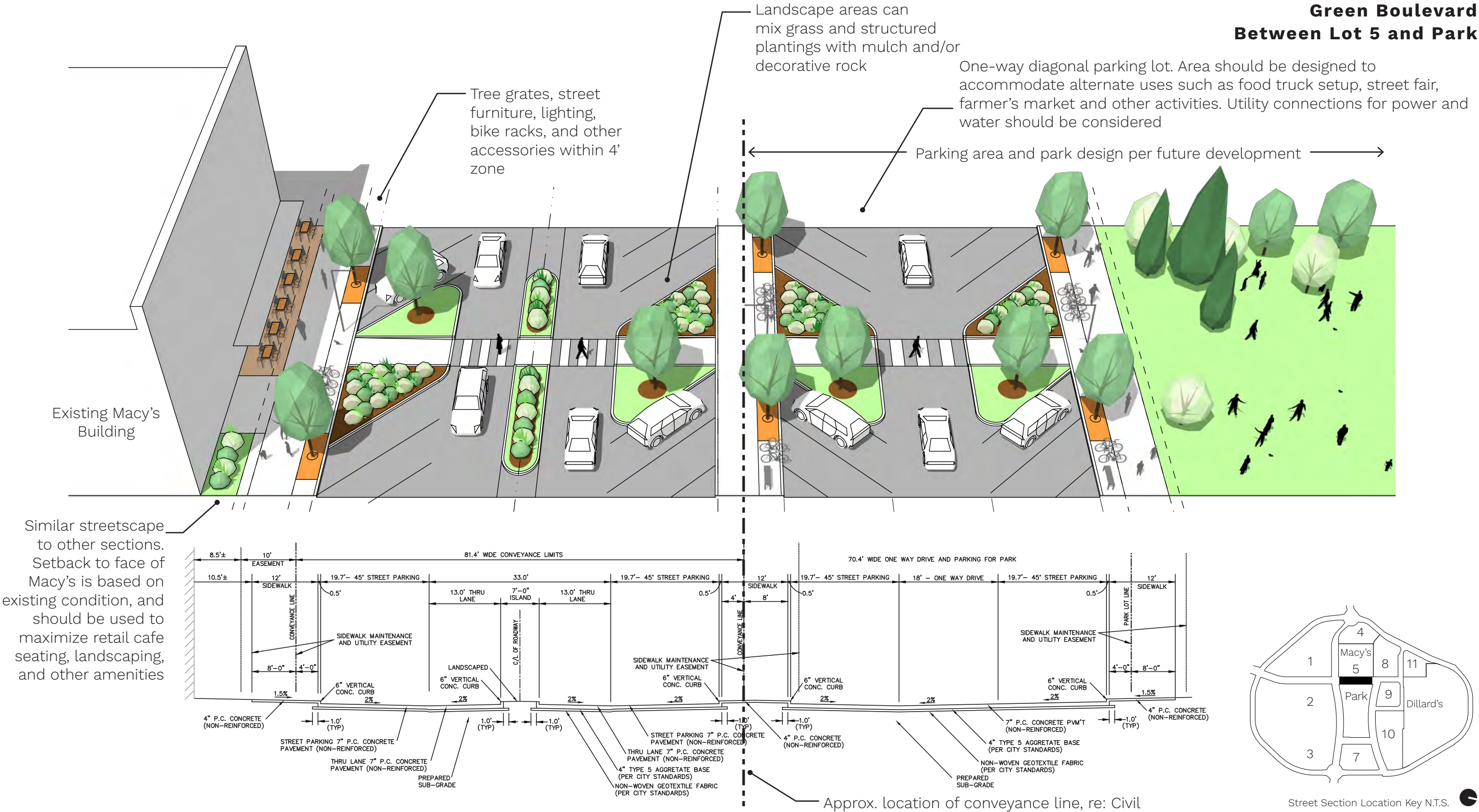
Sidewalks are continuous block-to-block via clear crosswalks and curb bulb-outs to minimize crossing distance. Refer to civil plans for all locations.



Street Section Location Key N.T.S.

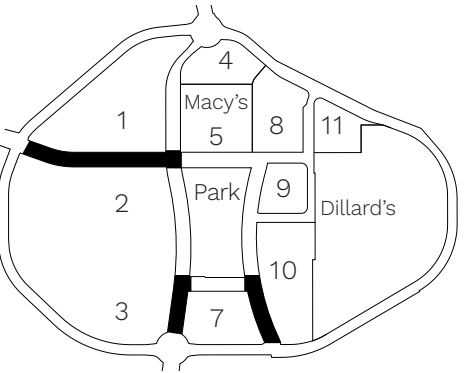
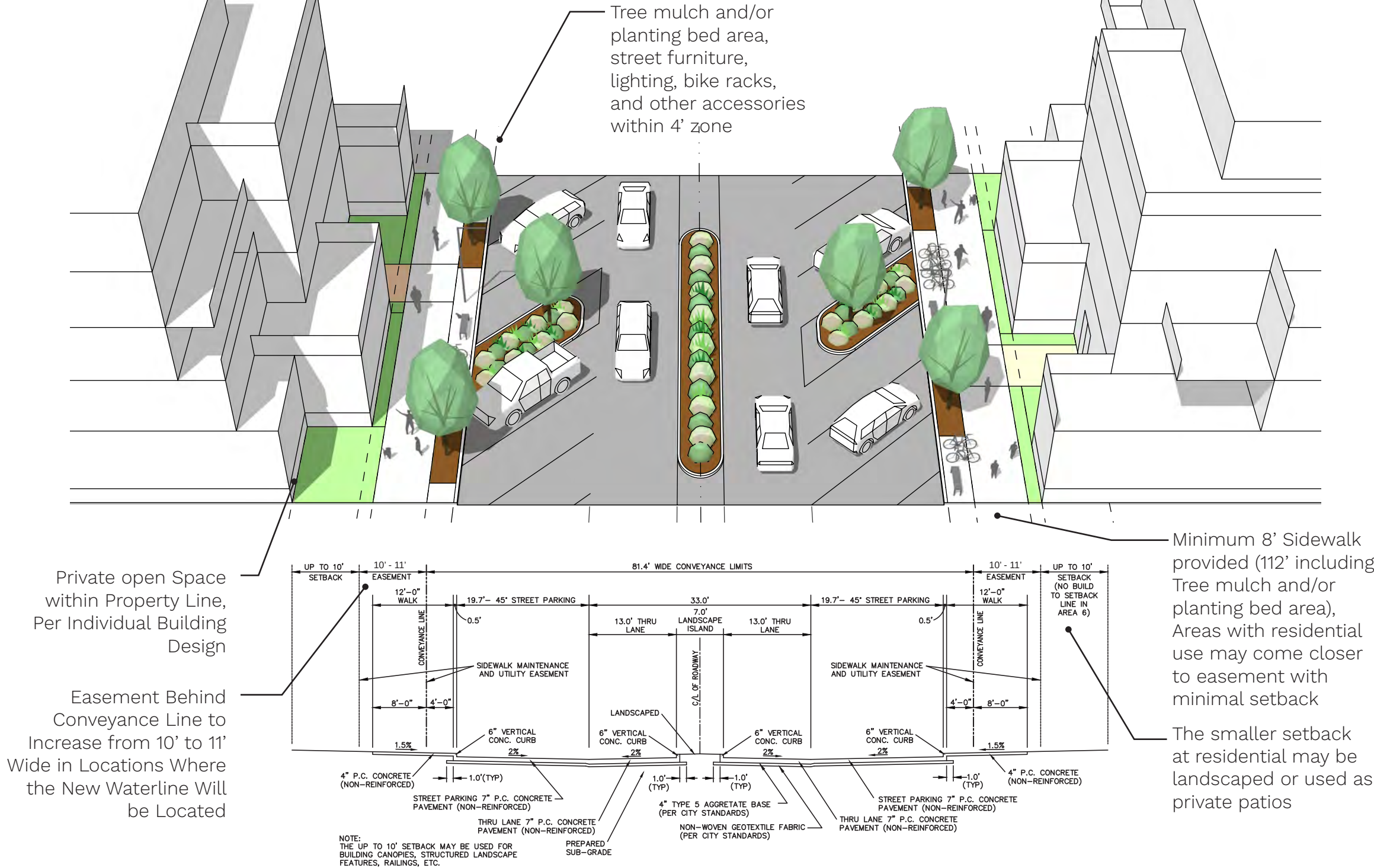
Street Sections

Green Boulevard
Between Lot 5 and Park



Street Sections

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

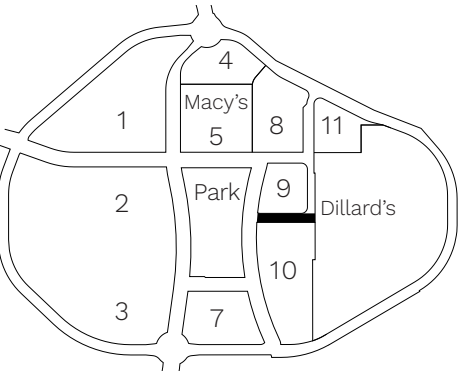
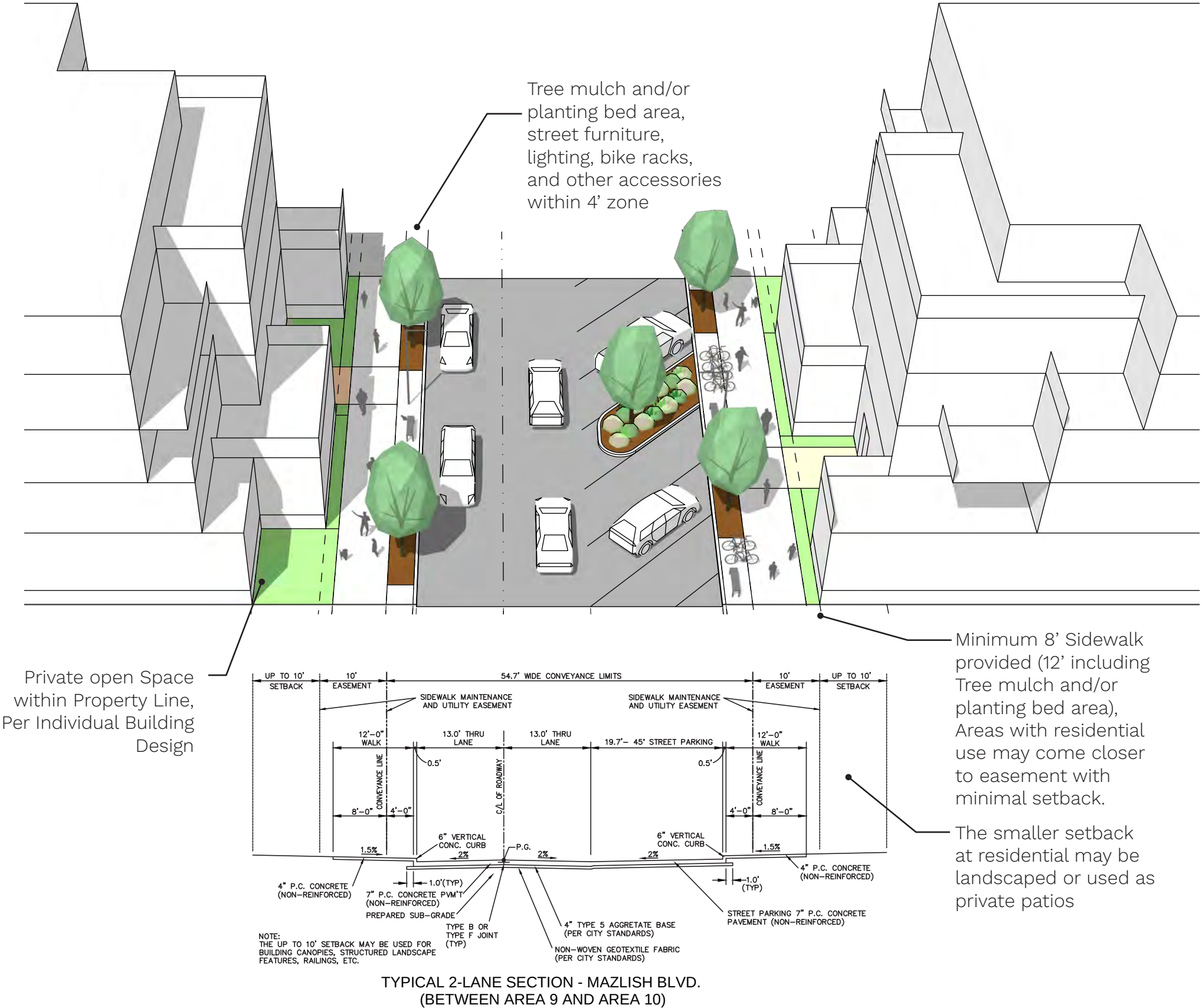


Street Section Location Key N.T.S.

Street Sections

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

- Notes:
- This pedestrian-only section can be used to subdivide the larger blocks and should provide contiguous, connected pedestrian path coordinated with the rest of the plan.
- Private land with public access easement
 - May contain utilities, though space must be provided for trees as shown
 - Concrete is the standard paving material, but accent scoring, coloring, texture and alternate materials are encouraged to accent key intersections and locations as necessary
 - Ground floor residential use should be the primary frontage along the path
 - Building setbacks are encouraged to provide privacy and daylighting while maintaining a contrast to the wider roads



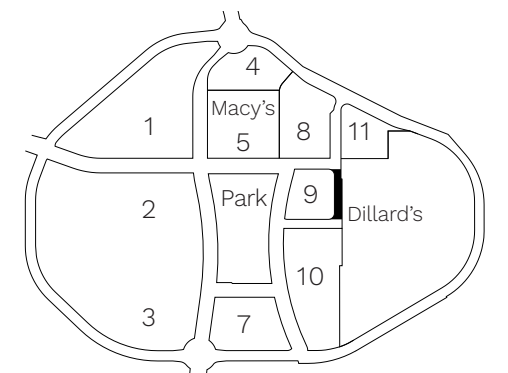
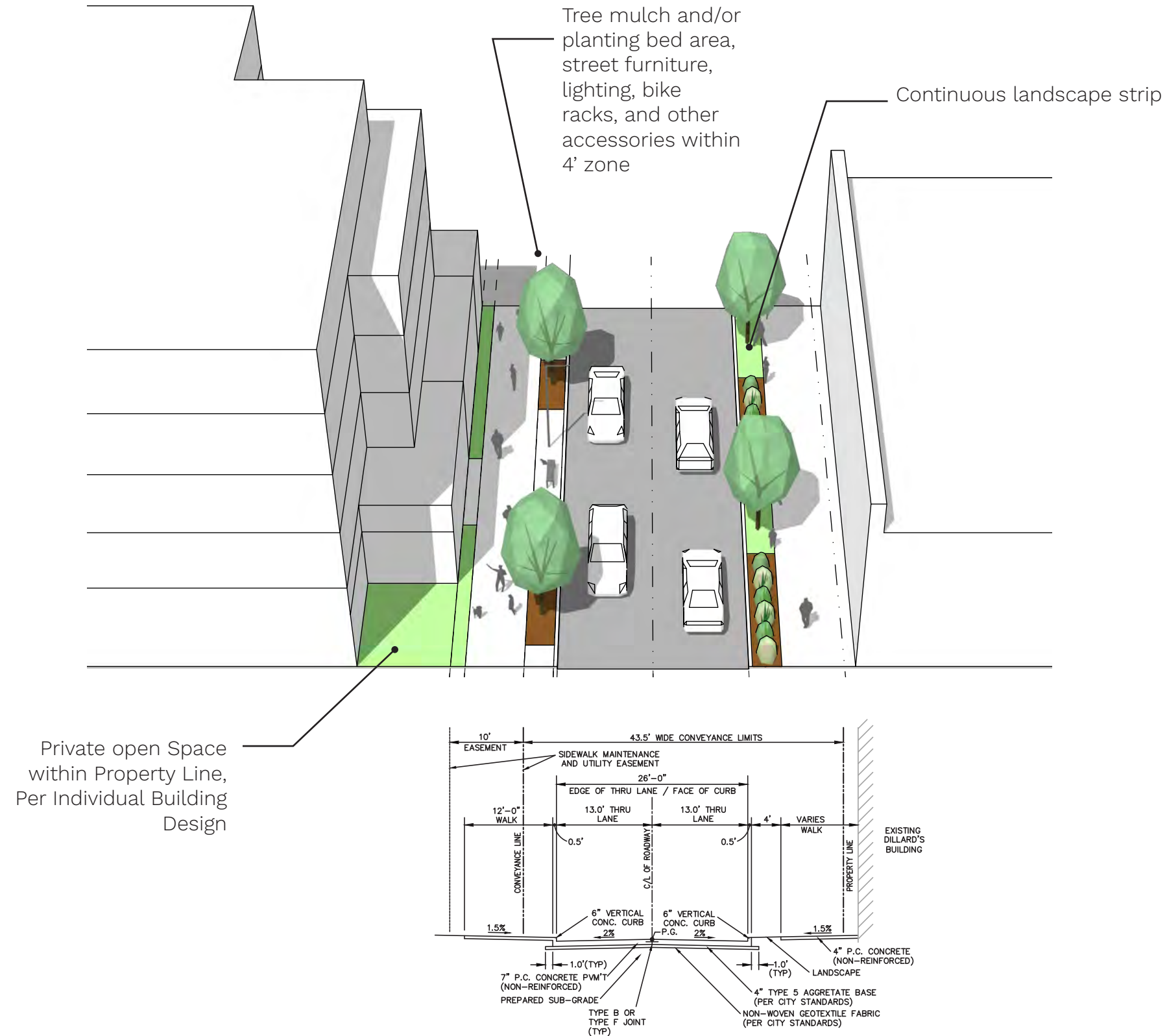
Street Section Location Key N.T.S.

Street Sections

Maizlish Boulevard

2-Lane Section

(Between Lot 9 and Dillard's)



Street Section Location Key N.T.S. 

SDCP – Street Design Concept

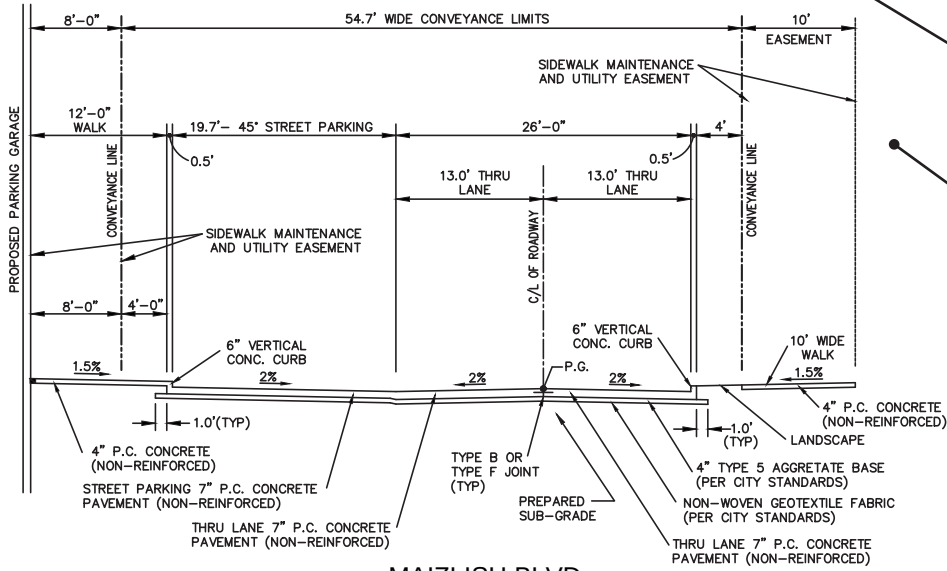
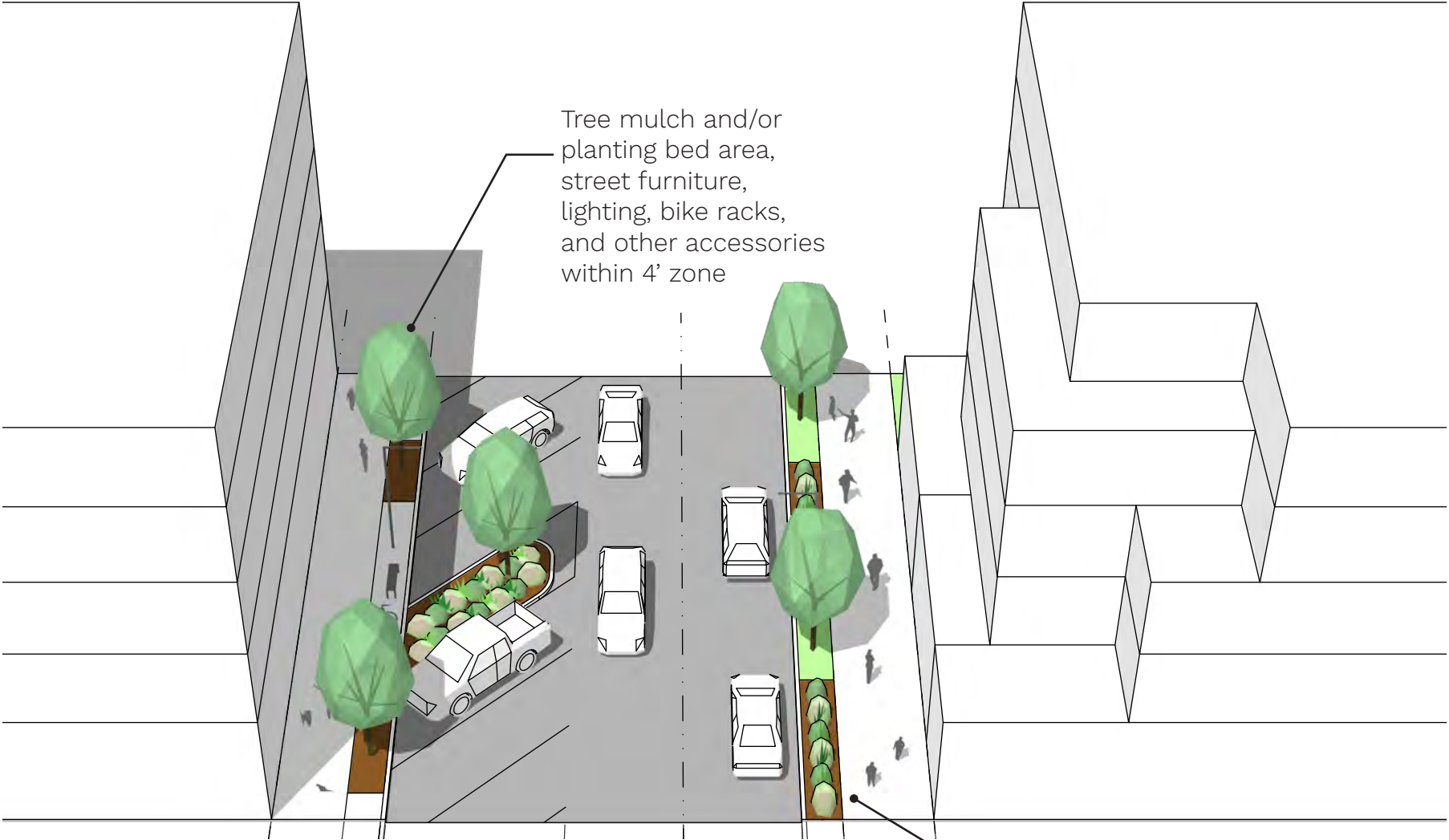
2025.12.29

Downtown Chesterfield

THE STAENBERG GROUP 9

Street Sections

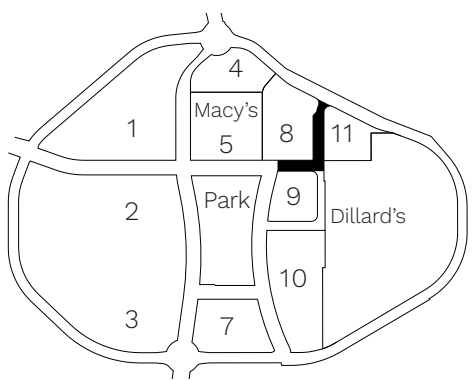
Green & Maizlish Boulevard
2-Lane Section
(Between Lots 8-9 and 8-11)



MAIZLISH BLVD.
(BETWEEN AREA 8 AND AREA 11)

Continuous landscape strip

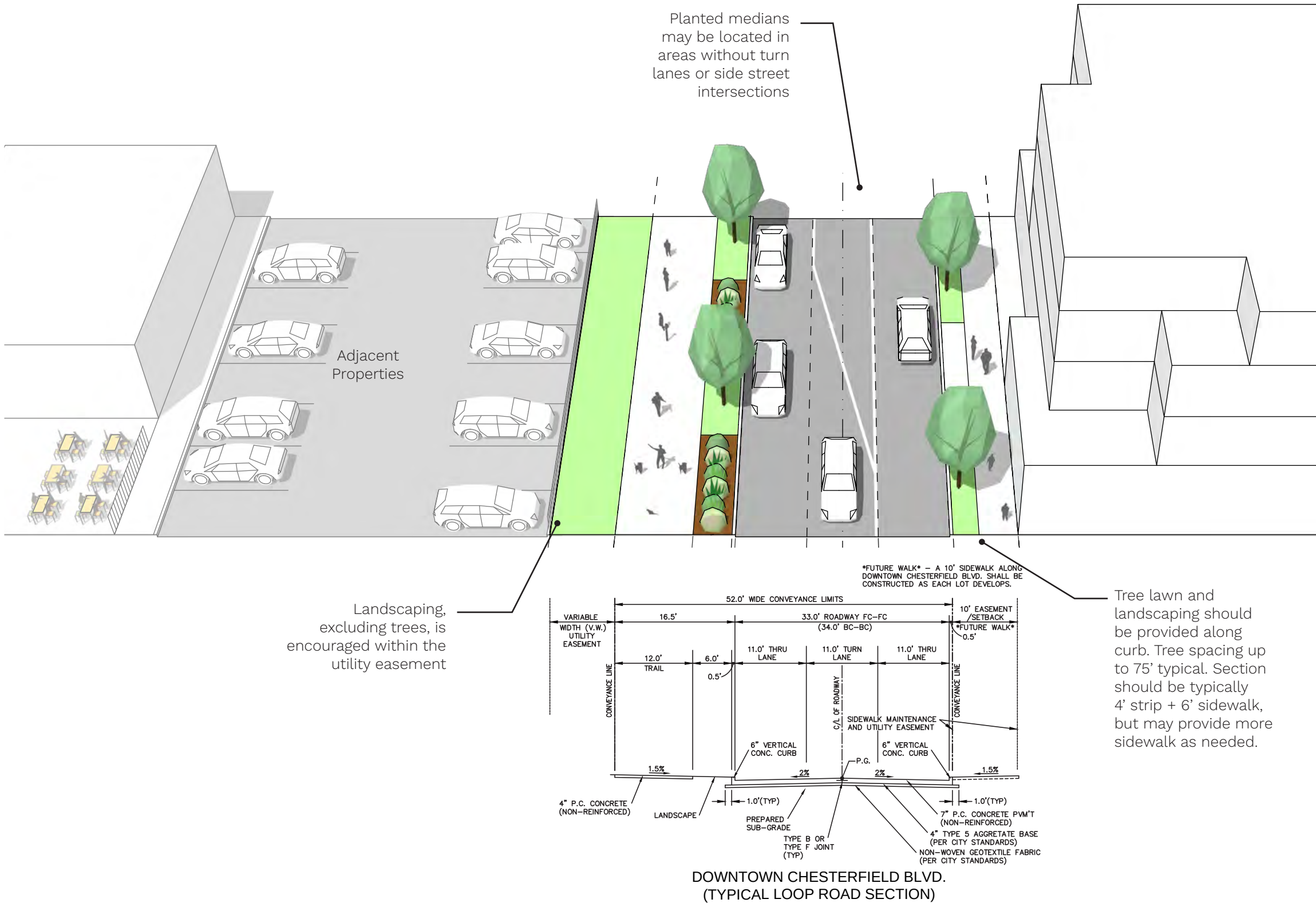
Individual developments may choose to incorporate additional setbacks for outdoor dining, open space, landscaping, and other uses



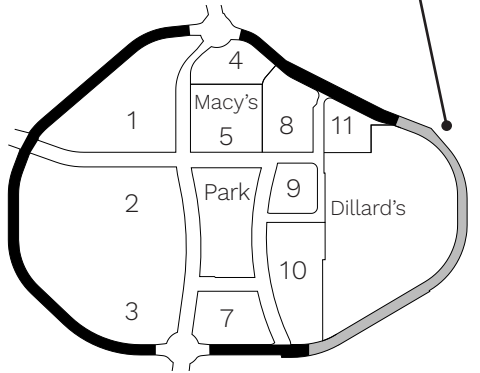
Street Section Location Key N.T.S.

Street Sections

Downtown Chesterfield Boulevard
Ring Road



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

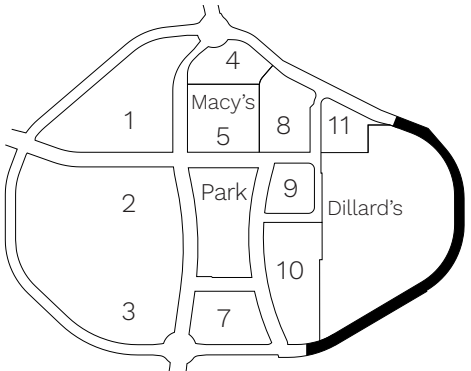
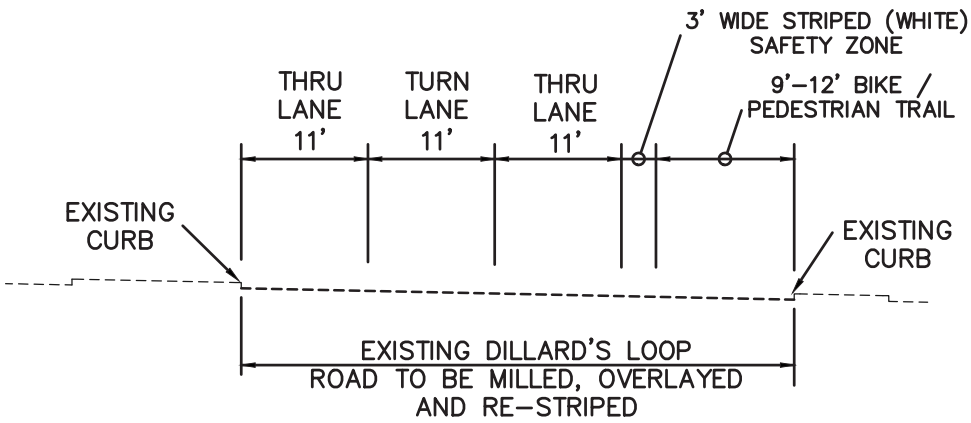
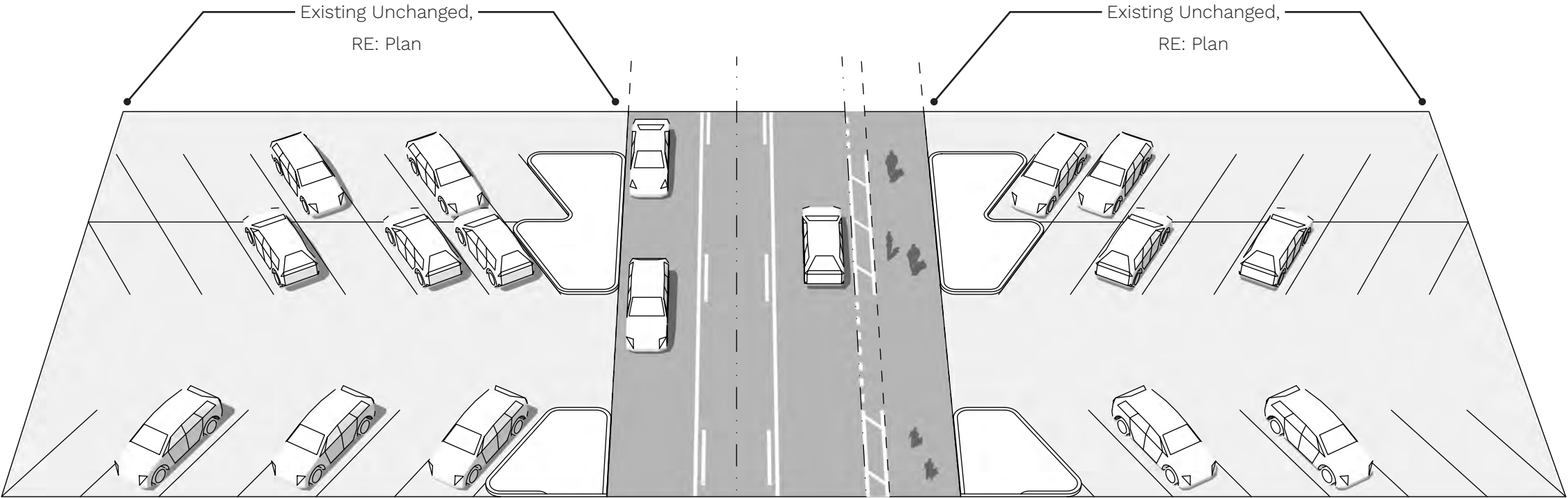


Street Section Location Key N.T.S.

Street Sections

Downtown Chesterfield
Boulevard

Overlay Dillard's Ring Road



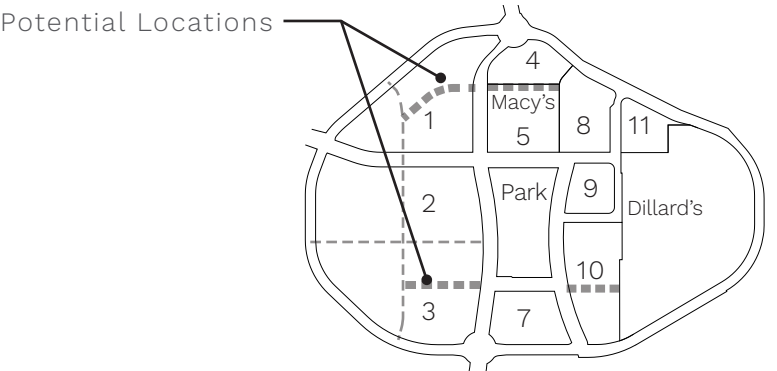
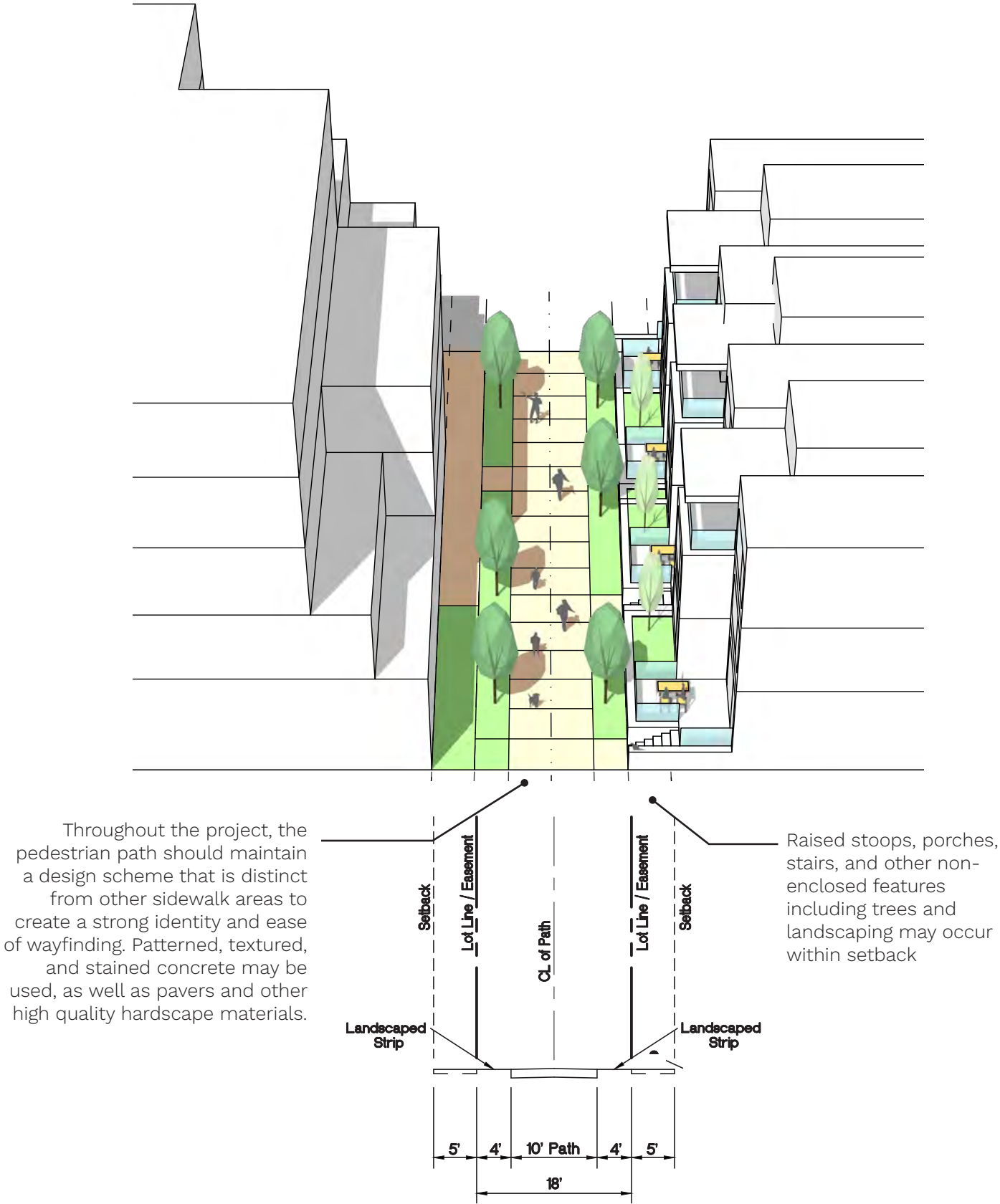
Street Section Location Key N.T.S.

Street Sections

10' Pedestrian Path

Notes:

- This pedestrian-only section can be used to subdivide the larger blocks and should provide contiguous, connected pedestrian path coordinated with the rest of the plan.
- Private land with public access easement
 - May contain utilities, though space must be provided for trees as shown
 - Concrete is the standard paving material, but accent scoring, coloring, texture and alternate materials are encouraged to accent key intersections and locations as necessary
 - Ground floor residential use should be the primary frontage along the path
 - Building setbacks are encouraged to provide privacy and daylighting while maintaining a contrast to the wider roads



Street Section Location Key N.T.S.

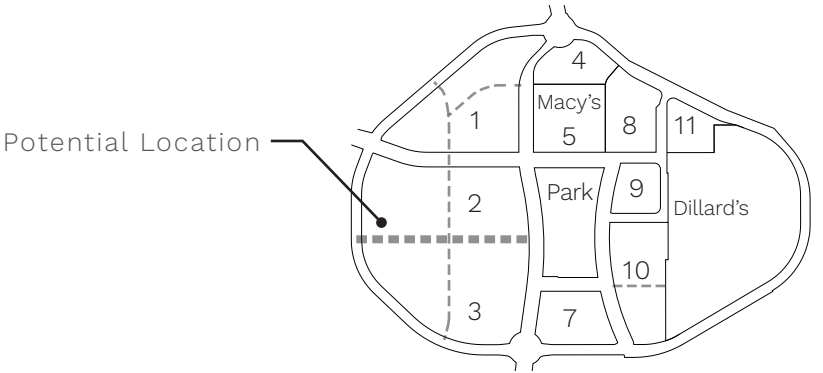
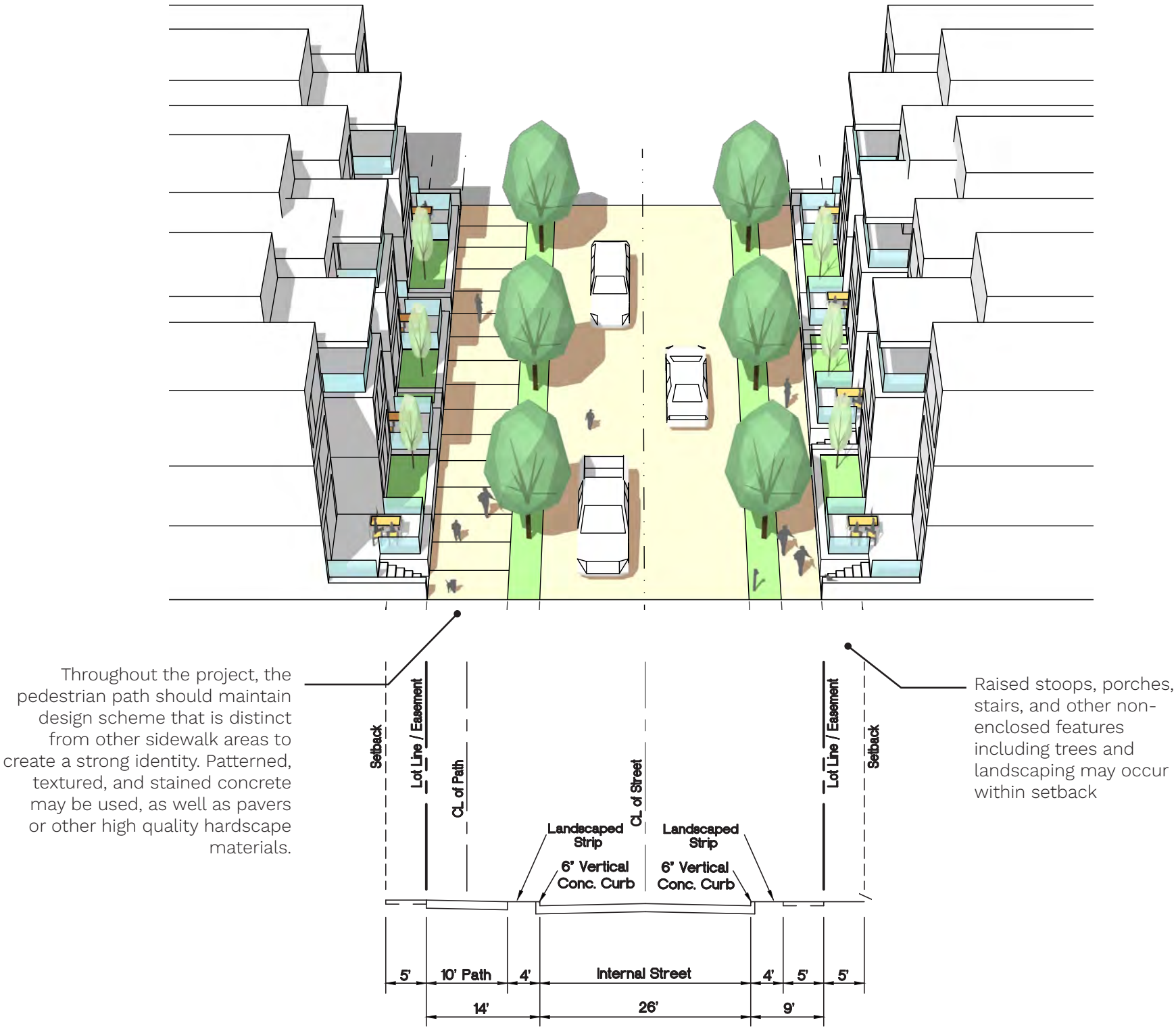
Street Sections

10' Pedestrian Path at Internal Street

Notes:

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

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



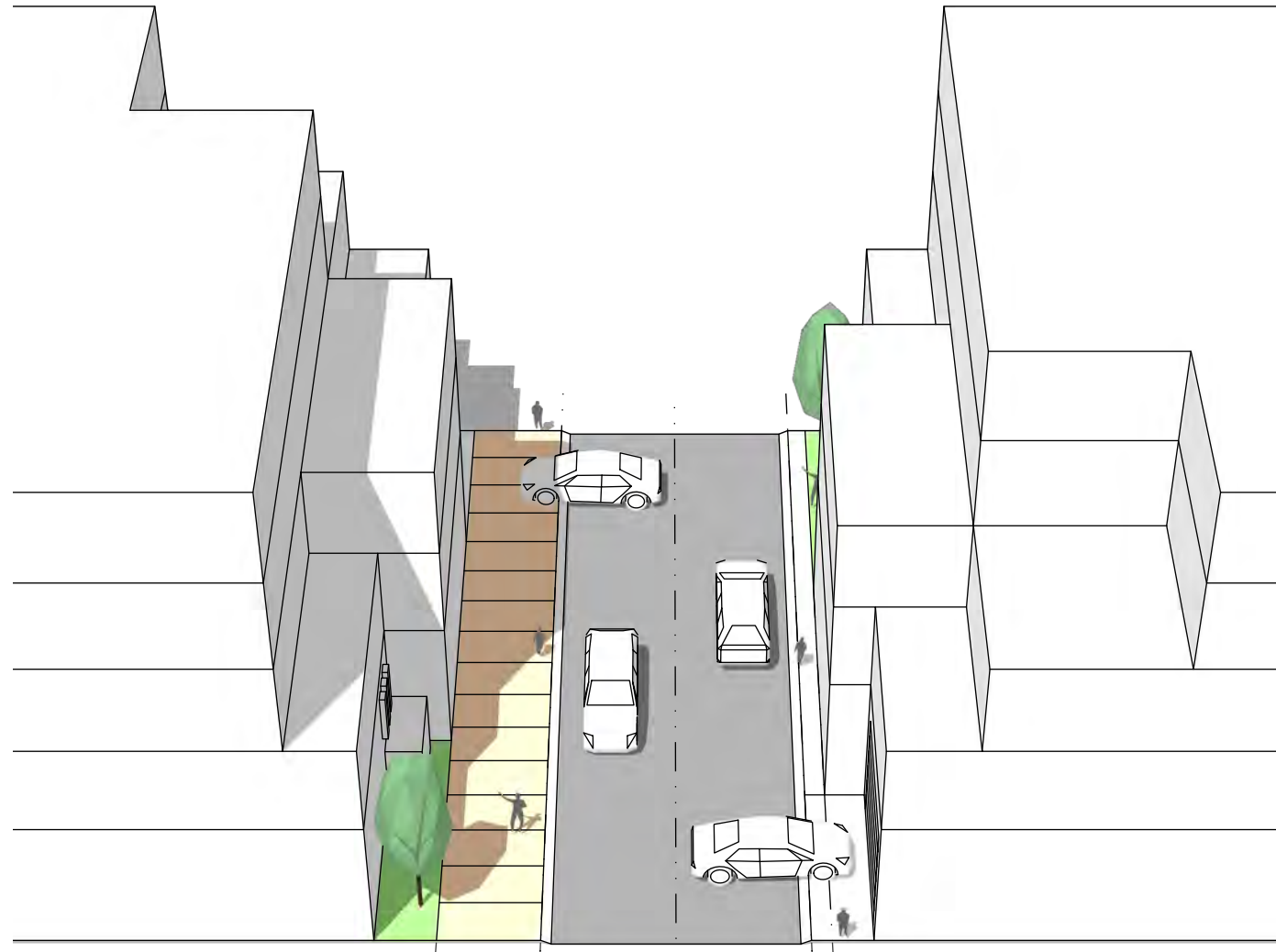
Street Sections

10' Pedestrian Path at Internal Alley

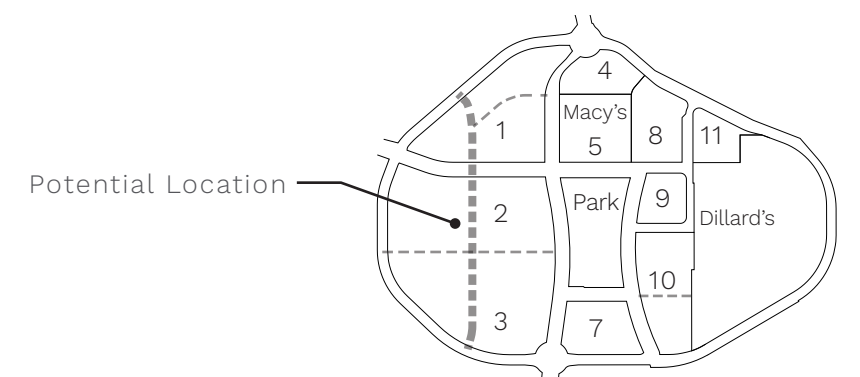
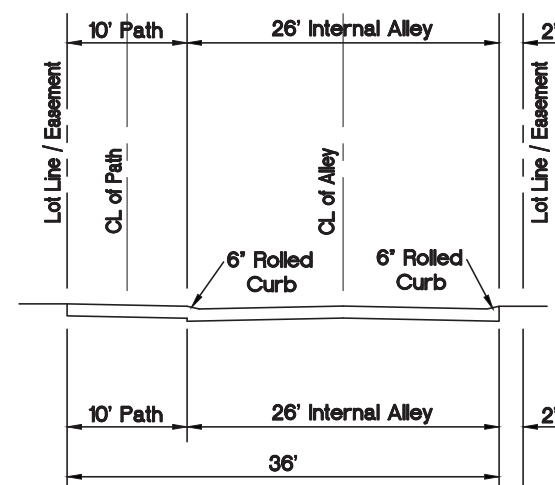
Notes:

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

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



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



Street Section Location Key N.T.S.

Street Details

Accent Hardscape

Intent

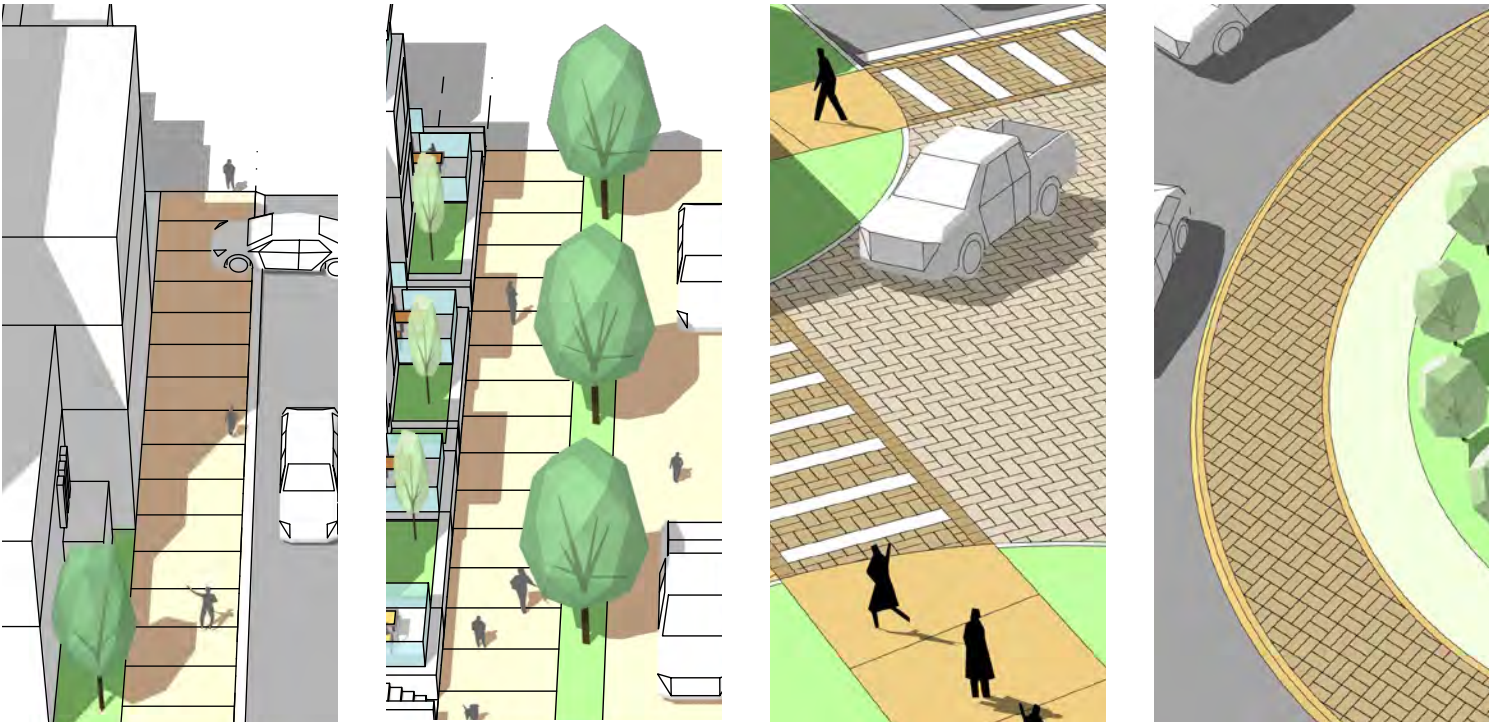
Throughout the development, areas of special importance are to be treated with a consistent and identifiable hardscape theme. This package designates these areas as shown by the light orange color. These areas include:

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

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

Appropriate concepts and strategies include:

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



Large Format Stone and Pavers



Colored and Scored Concrete



Complimentary Paver and Concrete Color

Street Details

Landscaped Areas



Intent

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

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

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

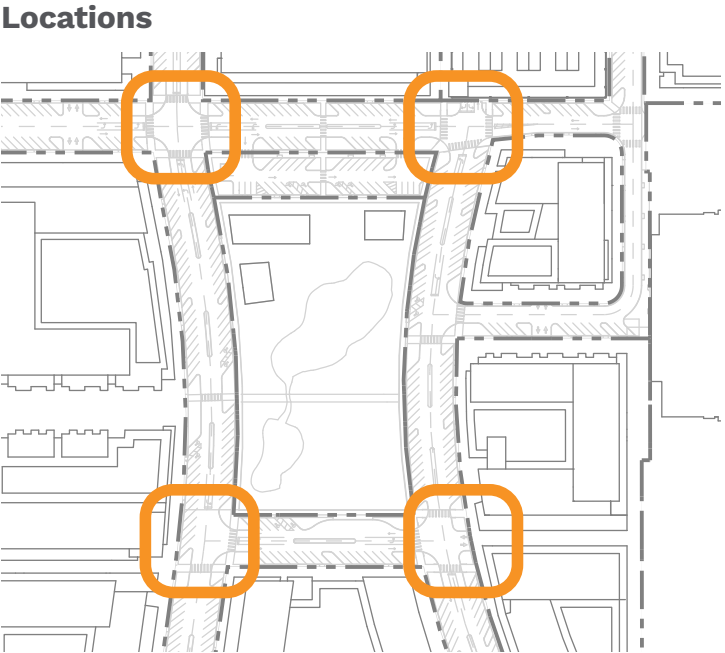


Street Details

Key Intersections

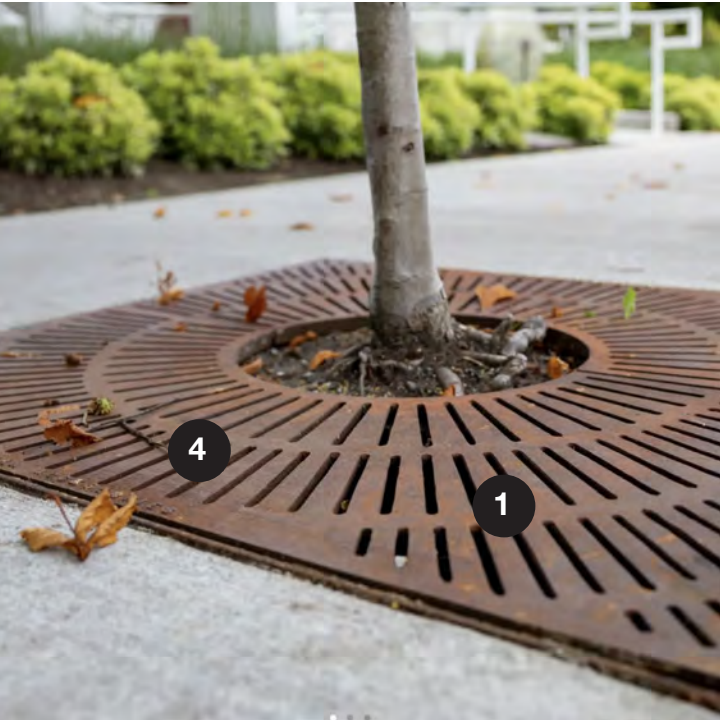


- Intent**
- The four intersections surrounding the park are to receive special intersection treatments that are intended to calm traffic speeds, prioritize pedestrian safety and easy of crossing, as well as furthering a distinct public realm identity for Downtown Chesterfield.
- 1. Intersection to be raised 2”-4” (re: Civil plans), the raised area includes the crosswalks.
 - 2. Raised stamped concrete with herringbone, basketweave, or similar pattern.
 - 3. Banding of stamped, colored concrete.
 - 4. Crosswalks also to be rendered in stamped concrete with herringbone, basket-weave, or similar pattern.
 - 5. Connecting sidewalk areas leading up to intersection to receive accent treatment.



Street Details

Tree Grates

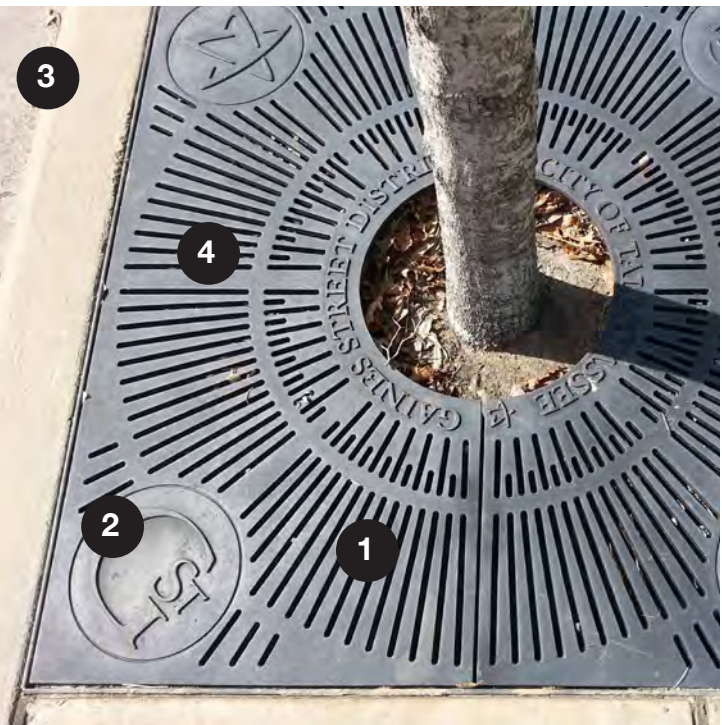
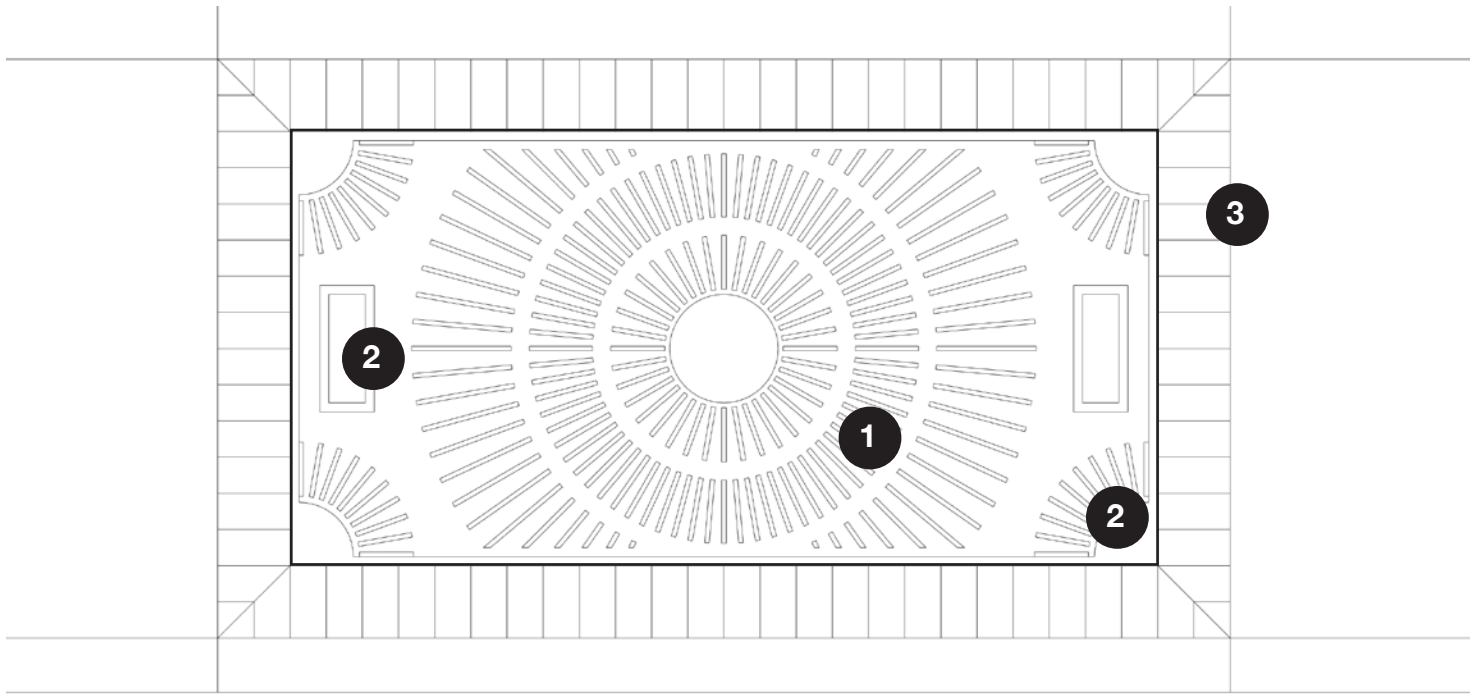


Intent

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

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

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



Street Details

Tree Planting Areas

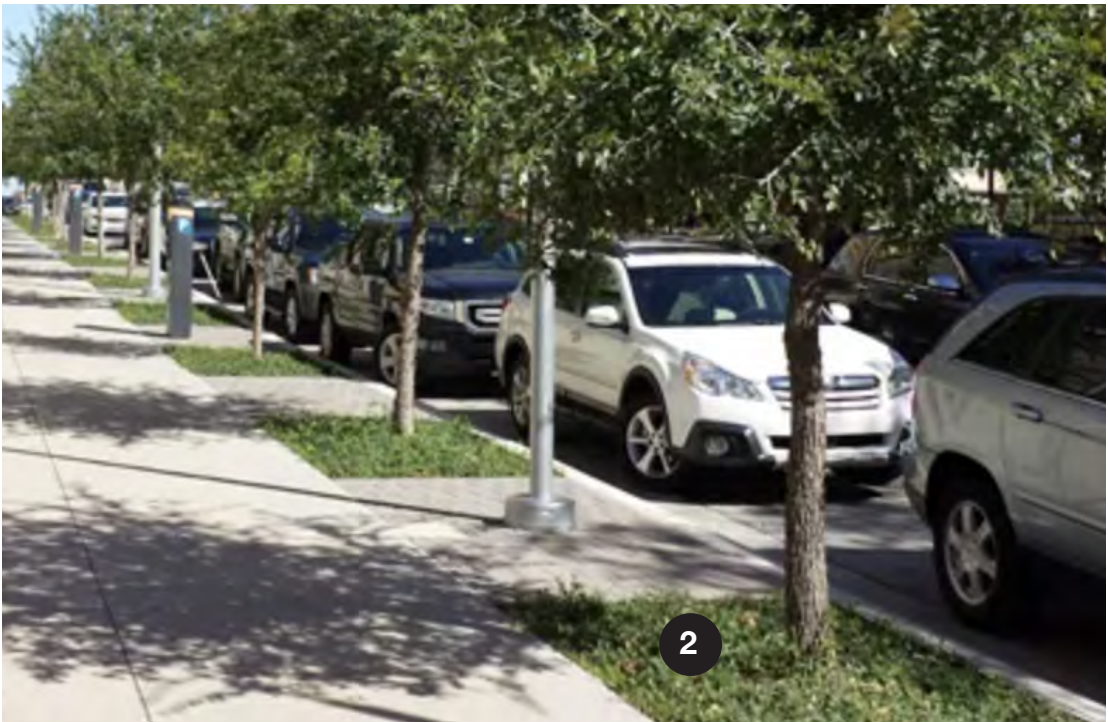
Intent

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

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

The following materials may be placed in the planting area:

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



Special Features

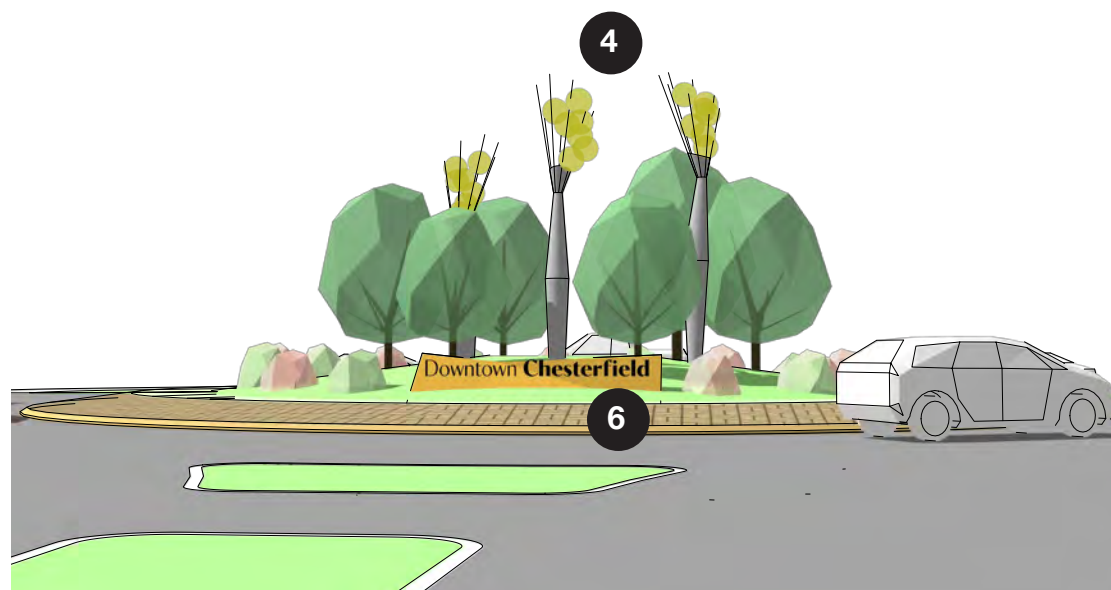
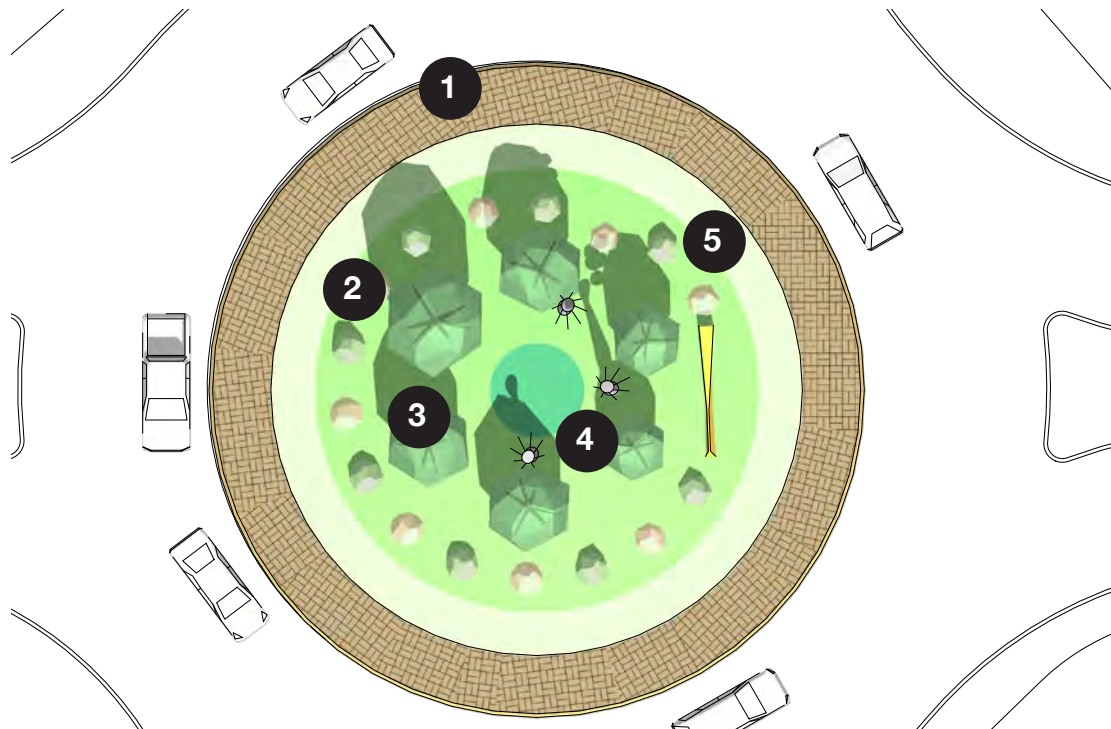
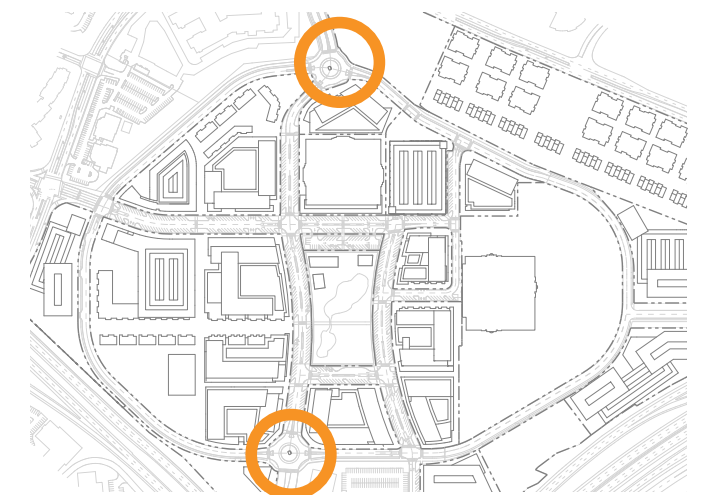
Entry Roundabouts

Intent

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

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

Locations



Memorandum

Department of Public Works



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

FROM: James A. Eckrich, P.E. *[Signature]*
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. #2 AUTHORIZED BY PPW ON 2/19/2026

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: X 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: _____

Printed Name: James A. Eckrich, PE

Title: Director of Public Works/City Engineer

Date: 2/5/2026

Estimate of Project Costs

Project	Wilson Avenue Improvement Project (2021-PW-14) Culvert Associated Line Items taken from Kelpo Contracting Bid
Date:	1/27/2026

Item	Quantity	Unit	Unit Price	Amount
CLASS B-1 CONCRETE (CULVERTS)	155.1	CY	\$725.00	\$112,447.50
REINFORCING STEEL (CULVERTS)	26,840.0	LB	\$1.95	\$52,338.00
PEDESTRIAN FENCE (STRUCTURES)	72.0	LF	\$100.00	\$7,200.00
FURNISHING TYPE 2 ROCK BLANKET	516.0	CY	\$57.60	\$29,721.60
PLACING TYPE 2 ROCK BLANKET	516.0	CY	\$26.00	\$13,416.00
TOTAL				\$215,123.10

CITY OF CHESTERFIELD POLICY STATEMENT

PUBLIC WORKS

NO. 43

SUBJECT MSD Municipal Stormwater Grant
Program

INDEX PW

DATE 7/21/2025
ISSUED

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



RECORD OF PROCEEDING

MEETING OF THE PUBLIC HEALTH AND SAFETY COMMITTEE CHESTERFIELD CITY HALL 690 CHESTERFIELD PARKWAY WEST CONFERENCE ROOM 202

FEBRUARY 12, 2026

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

PRESENT

Chairperson Mary Monachella, Ward I
Council Committee Member Lane Koch , Ward II
Council Committee Member Patricia Koch, Ward III
Council Committee Member Gary Budoor, Ward IV
Chief Cheryl Funkhouser
Associate City Attorney Nathan Bruns

ABSENT

APPROVAL OF MINUTES

Councilmember Tocco made a motion, seconded by Councilmember Koch, to approve the December 9, 2025 Public Health and Safety Committee Meeting Minutes. Councilmember Tocco voiced two amendments to the minutes: First, in the section related to “no solicitors” signage, the meeting minutes imply that only stickers provided by City Hall are recognized as being enforceable.

Councilmember Tocco noted that other stickers that state no solicitors, no peddlers should also be permissible. Mr. Bruns agreed that any “no soliciting” signage that is legible and posted at/near the front door of a residence is

acceptable and enforceable if violated. Councilmember Tocco's second requested amendment regarded the fee structure for legal staff (paralegal and law students) that was discussed at the meeting. Mr. Bruns previously advised that there was no change in fees and the listing for that staff was not applicable. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed with the noted amendments to the minutes.

HALLOWEEN CONDUCT – SEX OFFENDERS

Chief Funkhouser provided information that the current City Ordinance regarding Halloween, restrictions on conduct, states that any convicted sex offender is required to post a sign stating "no candy or treats at this residence". A similar provision in a Missouri State Statute (RSMO 589.426) was deemed to be in violation of the First Amendment, is considered compelled speech, and is not enforceable. Therefore, an updated proposed ordinance will eliminate the requirement of any signage. The rest of the listed requirements listed in the ordinance remain in effect.

Councilmember Koch made a motion, seconded by Councilmember Budoor, to approve the proposed amended ordinance and forward to City Council recommending their approval. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed.

ST. LOUIS COUNTY PROPOSAL TO INCREASE INMATE HOUSING COST

Chief Funkhouser informed Committee members that St. Louis County has sent an amended contract regarding the cost of housing municipal prisoners. Previously the cost was \$50.00 per day (24-hour period) for each prisoner. The amendment now sets the cost at \$75.00 per day (24-hour period) for each prisoner in custody. Chief Funkhouser informed the Committee members that this is a minimal increase considering that very few municipal prisoners are forwarded for holding at the County facility. This increase does not require any budget adjustments.

Councilmember Koch made a motion, seconded by Councilmember Tocco, to approve the amendment regarding the increase and forward to City Council recommending City Council approval of the amendment. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed

SELF-DRIVING VEHICLES

Associate City Attorney, Nathan Bruns led a discussion regarding the possibility of self-driving vehicles operating in the City of Chesterfield in the near future. The Committee members voiced their concerns and questioned the possibility of developing regulations regarding the operation of these vehicles. Mr. Bruns advised that a currently proposed State House Bill states that no other agency or local entity shall prohibit the operation of fully autonomous vehicles, automated driving systems, or on demand autonomous vehicle networks, or otherwise enact or keep in force rules, ordinances, or other

requirements. The State also names concern for restricting commerce if other entities attempt to restrict these autonomous vehicles (such as trucks).

Mr. Bruns noted that the State would likely pre-empt any municipal attempt to regulate these vehicles.

Noting serious accidents/incidents that have occurred in other areas of the nation, the Committee members suggested that the City Administrator and Councilmembers actively engage the Municipal League members and the City's lobbyist to solicit additional support at the State level to allow regulations of these vehicles in Chesterfield.

ELEMENTARY SCHOOL RESOURCE OFFICERS (ESRO's) PILOT PROGRAM

Chief Funkhouser presented the idea to begin a Pilot Program to staff additional Elementary School Resource Officers (ESRO). The Police Department is currently structured to have a total of three Elementary School Resource Officers; to date there are only two. The current shortage is due to current department wide staffing vacancies. Chief Funkhouser also noted that current staff members have a low level of interest in these positions because spending an entire workday inside an educational facility is outside of the traditional norms of police work.

Therefore, Chief Funkhouser proposed a pilot program for a new position within the Police Department. The program would provide for an officer to be

hired specifically to work within the elementary schools during the school year and have other responsibilities when school is not in session. The position would require that the officer be certified through the Missouri Peace Officer Standards and Training commission (POST) and the officer would work a five-day work week (Monday-Friday, no rotating shift work). During the summer months, when school is not in session, the officer would be assigned to assist with the activities throughout the City's Parks system, like field sports that are heavily scheduled during the summer months. The officer would be hired at a lower salary, comparable to the security and safety officers employed at local school districts. These positions would be funded by the City, unlike the School Resource Officers (SRO's) that are funded 75% by the school district and 25% by the City.

The pilot program would be for one year for one officer. If the pilot program is successful, additional officers for this position would be added to the Police Department staffing in a future budget year at the discretion of the City Council.

Councilmember Budoor made a motion, seconded by Councilmember Koch, to approve the ESRO Pilot Program and forward to City Council with a recommendation that they approve the suggested program. A vote was taken with a unanimous affirmative result (4,0), and the motion was declared passed

UNFINISHED BUSINESS

There was no new business.

ADJOURNMENT

The meeting was adjourned at 6:35 p.m.

Respectfully submitted:

Cheryl Funkhouser
Chief of Police

Dianne Johnson
Administrative Assistant

Approved: _____

DRAFT

BILL NO. _____

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF CHESTERFIELD, MISSOURI, AMENDING SECTION 210.1550 TO REMOVE THE SIGN REQUIREMENT.

WHEREAS, the Revised Statutes of Missouri (“RSMo”) Section 589.426 imposes certain restrictions on persons who are required to register as a sexual offender under RSMo Sections 589.400 to 589.425, which includes a requirement that the registered sexual offender post a sign at said offender’s residence on October 31st of each year which states “No candy or treats at this residence”; and

WHEREAS, the City of Chesterfield, Missouri (the “City”) has previously adopted an Ordinance, codified as Section 210.1550, which is identical to RSMo Section 589.426 and allows the City to enforce the provisions of Section 589.426; and

WHEREAS, the requirement in RSMo Section 589.426 that a sign must be posted saying “No candy or treats at this residence” was challenged in *Sanderson v. Bailey* and found to be in violation of the First Amendment by the United States District Court for the Eastern District of Missouri; and

WHEREAS, the decision in *Sanderson v. Bailey* was appealed to the Eighth Circuit Court of Appeals which, on January 2, 2026 in *Sanderson v. Hanaway*, upheld the district court’s ruling that the sign requirement in RSMo Section 589.426 facially violates the First Amendment; and

WHEREAS, the City Council believes that amending Section 210.1550 based upon the decisions in *Sanderson v. Bailey* and *Sanderson v. Hanaway*, is in the best interests of the health, safety, and welfare of the residents of the City.

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

Section I: Section 210.1550 shall be repealed and replaced as follows:

- A. Any person required to register as a sexual offender under Sections 589.400 to 589.425, RSMo., shall be required on October 31st of each year to:
1. Avoid all Halloween-related contact with children;
 2. Remain inside his/her residence between the hours of 5:00 P.M. and 10:30 P.M. unless required to be elsewhere for just cause, including, but not limited to, employment or medical emergencies;
 3. Leave all outside residential lighting off during the evening hours after 5:00 P.M.

B. Any person required to register as a sexual offender under Sections 589.400 to 589.425, RSMo., who violates the provisions of Subsection (A) of this Section shall be guilty of an ordinance violation.

Section II: This ordinance shall be codified within the Municipal Code of the City of Chesterfield.

Section III: This 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:

Amendment

This Amendment ("Amendment") is by and between the City of Chesterfield ("Municipality"), and St. Louis County (the "County").

WHEREAS the County and Municipality are parties to a contract dated executed February 26, 2004, as amended ("Contract"); and

WHEREAS County and Municipality desire to further amend the Contract; and

WHEREAS, by Order dated December 16, 2025, the County Council authorized the application of the daily rate change addressed in this Amendment; and

WHEREAS, Section 606.115 SLCRO authorizes the County Executive to execute this Amendment on behalf of County; and

WHEREAS Ordinance/Resolution _____ authorizes Municipality to execute this Amendment;

NOW, THEREFORE, in consideration of the promises and agreements hereinafter set forth, the parties agree as follows:

1. Section 3.1 of the Contract is hereby deleted and the following new Section 3.1 is inserted in its place:

3. COST OF DETENTION

3.1. Municipality shall reimburse County seventy – five dollars (\$75.00) per each twenty-four (24) hour period, or portion thereof, in which an inmate is in the custody of the County Department of Justice Services.

2. All other terms and conditions of the Contract remain in full force and effect.

IN WITNESS WHEREOF, County and Municipality have signed this Amendment as of the later of the dates below written.

City of Chesterfield

By _____

Title: _____

Date: _____

I, _____, affirm that I am the _____ of the City of Chesterfield and that I signed this Amendment on behalf of said Municipality. I acknowledge this Amendment to be the free act and deed of said Municipality.

St. Louis County, Missouri

County Executive

Date Executed by County: _____

Attest:

Administrative Director

Approved:

Director of Justice Services

Approved as to legal form:

St. Louis County Counselor

Approved:

Accounting Officer

Legal Review: _____

CE Review: _____



Chesterfield Police Memorandum



Date: 1/8/2026

To: Michael Geisel, City Administrator

From: Chief Cheryl Funkhouser *Cheryl Funkhouser*

RE: Elementary School Resource Officers (ESROs) – Pilot Program

The purpose of this memorandum is to recommend a pilot program related to the staffing of the Elementary School Resource Officer (ESRO) position within the Police department. Currently, the ESRO position within our agency is filled with Police Officers that have been reassigned from the Patrol function of the agency. We have found in the past that filling these positions have been challenging, not only due to manpower shortages within our Patrol Division, but also due to low interest from staff members to fill the positions. Frankly, the assignment and the prospect of being relegated to spending an entire workday inside an educational facility goes against the appeal of "crime fighting" that attract many individuals to the Law Enforcement profession. However, I believe that the role of the ESRO is a valuable one in our profession. Recognizing the importance of the role and the challenges we face in filling the role, required my staff and I to use innovative ideas to create a solution to this issue. One solution that we identified would be to create a new program within the Police department to allow the ESRO position to be filled with individuals that would be specifically hired to perform that work. Therefore, instead of reassigning someone who had been hired as a Patrol Officer to work as an ESRO, our agency would actively advertise a job opening through the use of public hiring resources such as *Indeed* and local news publications to hire an individual to serve as an ESRO.

To further define this program, in order to qualify for the position, individuals would have to be certified through the Missouri Peace Officer Standards and Training (POST) program, just like our current police officers. However, unlike our current police officers who are required to work rotating shifts and be subject to doing so regardless of their designated assignment (for example Detectives are still required to work rotating shifts if/when manpower levels require it), the ESROs would not be required to do so. Instead, their sole responsibilities would be to work within the schools during the school year and to work Park patrol functions and assignments during the times when school is not in session.

I anticipate that this program will attract candidates who are experienced police officers that desire a more stable schedule, as opposed to working rotating shifts. In addition, we have found that similar roles in the community, such as the Rockwood School District's School Safety Officer program, attract officers who are nearing retirement age, or have reached retirement age, and desire these positions as a way to earn an income while collecting retirement from a previous employer. The individuals are often looking for a way to stay involved in police work without having to work rotating shifts. The advantage is that these employees often have numerous years of law enforcement experience and training, and are also well trained in dealing with the public.

Due to this being a new concept not just for our agency, but regional Law Enforcement in general, the uncertainty surrounding the success of this program is a concern. Therefore, it is my recommendation that the program be

tried as a pilot program in our agency for the period of one year, and evaluated after that time period to determine whether or not the program be implemented on a more permanent basis. Due to the fact that this program was not budgeted for in the 2026 budget, for the time period of the pilot program only, we could use the allotted salary for one of our current Police Officer vacancies. However, if the program is successful and the City decides to adopt the program full time, I would request that the position be included in the next budget cycle and the Police Officer position that was “frozen” for the pilot program be redefined to be included in the normal authorized staffing levels for the Police department.

In addition, to further define this role, the City should consider offering this role at a salary lower than the current starting Police Officer salary. For example, I believe that a salary of \$ 61,000.00 - \$ 62,000.00 per year would be a competitive rate as compared to the current salary being paid to School Safety Officers in the Rockwood School District. However, it is my recommendation that, regardless of the salary chosen, this position be offered as a full-time position, having the same benefits of any other full-time position within the City, to ensure that the best quality of applicant is attracted for the position.

I realize that this concept may be outside of the norm, so I imagine that you may have additional questions or concerns about this recommendation. I look forward to discussing this recommendation with you.

Excellent approach and creative. Please forward to the next PH&S Committee for their consideration.

A couple of important notes:

- 1) Pilot program, to be reviewed at end of year.
- 2) With current vacancies, unlikely to reach full employment in 2026, no budget amendment is necessary at this time. However, if/when full employment is achieved, this will increase authorized headcount.

2026-1-14

