

Memorandum

Department of Planning



To: Planning and Public Works Committee
From: Mike Knight, Assistant City Planner *JMK*
Date: July 23, 2020

RE: **P.Z. 03-2020 Downtown Chesterfield (Wildhorse Village, LP)** An ordinance amending City of Chesterfield Ordinance 3023 to amend the legal description and development criteria for an existing PC&R Planned Commercial and Residence District for a 99.6 acre tract of land located west and southwest of the intersection of U.S. Highway 40/I-64 and Chesterfield Parkway West (18T620185, 18T620206, 18T620053, 18T630272, 18T630195, 18T640248, 18T640260, 18T640271, 18T620174, 18T640183, 18S410240, 18S410206, 18S430259, 18S430282, 18T640336, 17T320158, 18T640237, 18T640259, 18T620064, 17T320169).

Summary

Stock & Associates Consulting Engineers Inc. on behalf of Wildhorse Village, LP is requesting to amend the legal description and development criteria for an existing "PC&R" Planned Commercial and Residence District for a 99.6 acre tract of land located west and southwest of the intersection of U.S. Highway 40/I-64 and Chesterfield Parkway West.

The zoning petition has two main objectives. The first is to incorporate and re-zone a 0.6 acre "C-8" Planned Commercial District parcel to the Planned Commercial and Residence District "PC&R" known as Downtown Chesterfield. The second is to amend the development criteria of the governing ordinance. The permitted uses and density limitations are to remain unchanged with this zoning amendment request.

A Public Hearing was held on April 27, 2020 at which time the Planning Commission and general public raised several issues. The applicant formally responded to the issues raised and provided an updated proposal.

On June 22, 2020 this petition was next brought before the Planning Commission. At that meeting, the Planning Commission made the motion to approve PZ 03-2020 Downtown Chesterfield (Wildhorse Village, LP) as submitted. The motion passed by a vote of 8-0.

Attached to this report please find a copy of the Planning Commission Staff Report, Applicant's Narrative Statement, Issues Response Letter, Draft Attachment A, Preliminary Development Plan, Tree Stand Delineation, and Tree Preservation Plan.

Also attached is a supplementary exhibit provided by the applicant on July 15th, 2020. The exhibit is not a plan document under review, but supplementary images provided by the applicant to further depict what a potential development may look like.

Attachments: June 22, 2020 Planning Commission Staff Report
Applicant Narrative Statement
Issues Response Letter
Preliminary Development Plan
Tree Stand Delineation
Tree Preservation Plan
Draft Attachment A
Supplementary Exhibit



Figure 1: Subject Site Aerial

Planning Commission Staff Report

Meeting Date: June 22, 2020

From: Mike Knight, Assistant City Planner *mk*

Location: West and southwest of the intersection of U.S. Highway 40/ I-64 and Chesterfield Parkway West

Petition: **P.Z. 03-2020 Downtown Chesterfield (Wildhorse Village LP.)**: An ordinance amending City of Chesterfield Ordinance 3023 to amend the legal description and development criteria for an existing PC&R Planned Commercial and Residence District for a 99.6 acre tract of land located west and southwest of the intersection of U.S. Highway 40/I-64 and Chesterfield Parkway West (18T620185, 18T620206, 18T620053, 18T630272, 18T630195, 18T640248, 18T640260, 18T640271, 18T620174, 18T640183, 18S410240, 18S410206, 18S430259, 18S430282, 18T640336, 17T320158, 18T640237, 18T640259, 18T620064, 17T320169).

SUMMARY

Stock & Associates Consulting Engineers Inc. on behalf of Wildhorse Village, LP is requesting to amend the legal description and development criteria for an existing “PC&R” Planned Commercial and Residence District for a 99.6 acre tract of land located west and southwest of the intersection of U.S. Highway 40/I-64 and Chesterfield Parkway West.

The zoning petition has two main objectives. The first is to incorporate and re-zone a 0.6 acre “C-8” Planned Commercial District parcel to the Planned Commercial and Residence District “PC&R” known as “Downtown Chesterfield”. The second is to amend the development criteria of the governing ordinance. A Public Hearing was held on April 27, 2020 at which time the Planning Commission and general public raised several issues. The applicant has since formally responded to the issues raised and provided an updated proposal for Planning Commission consideration.



Figure 1: Subject Site Aerial

SITE HISTORY

On March 19th, 2008 the City of Chesterfield City Council approved Ordinance 2449. This ordinance amended the previous governing zoning ordinance of the City of Chesterfield by changing the boundaries of the following: an “R-8” Residence District with a Planned Environmental Unit Procedure, "R-5" Residence District, "FPR-5" Residence District, "R-6A" PEU Residence District with a Planned Environmental Unit Procedure, "C-8" Planned Commercial District, "NU" Non-Urban District and "M-3" Planned Industrial District to **one "PC & R" Planned Commercial & Residence District.**

City of Chesterfield Ordinance 2449 governed the entire PC&R district but defined specific development criteria for 3 specific “Categories”. Ordinance 2449 also defined 3 specific areas within the PC&R district known as Area 1, Area 2, and Area 3.

In February of 2018, the City of Chesterfield approved Ordinance 2990. This ordinance solely amended the legal description of the entire PC&R district. This legal description removed approximately 2.9 acres in the northwestern section of the district just north of Wild Horse Creek Road and added approximately 3.4 acres in the northwestern section of the district just south of Wild Horse Creek Road.

In November of 2018, the City of Chesterfield approved Ordinance 3023. This is the current governing ordinance of the site. This zoning request had two main objectives: (1) to amend the legal description and incorporate a .438 acre parcel zoned “NU” Non-Urban; and (2) to amend the development criteria for the zoning district. The ordinance amendment essentially allowed a development team the ability to provide a separate Landscape Plan, Lighting Plan, and sign requirements for the areas of the PC&R district located both north and south of Wild Horse Creek Road individually instead of one Concept Plan for all 99 acres.

Below in Figure 2 is a table that provides a high level historical summary of significant zoning events for the PC&R district.

Historical Date	Approved Ordinance	Description	Result
March 2008	2449	Consolidation of six zoning districts into one PC&R district creating Downtown Chesterfield	Subsequent site plans were never submitted under zoning regulations of Ordinance 2449
February 2018	2990	Text amendment removing 2.9 acres and adding 3.4 acres	Provided necessary legal description change to facilitate the development for the Aventura development to the north
November 2018	3023	Incorporated (0.4) acres into the PC&R district and amended development criteria	Allowed for separate concept plans north of Wild Horse Creek Road (Category C) and south of Wild Horse Creek Road (Categories A&B).

Figure 2: Historical Summary

COMPREHENSIVE PLAN

The subject site is located within Ward 2 of the City of Chesterfield. The City of Chesterfield Comprehensive Land Use Plan indicates this parcel is within the Urban Core land use designation. The Comprehensive Plan designates appropriate land uses of the Urban Core as high-density residential, retail, and/or office. The proposed uses and densities are consistent with the uses and density approved in the PC&R zoning district. Additionally, below are Plan Policies that are applicable to this specific request.

1.8 Urban Core – The Urban Core should be developed to contain the highest density of mixed-use development in Chesterfield. It should serve as the physical and visual focus for the City and include both residential and commercial developments with parks, municipal services, and preservation of historic structures and areas, with cultural, entertainment and pedestrian amenities for its residents.

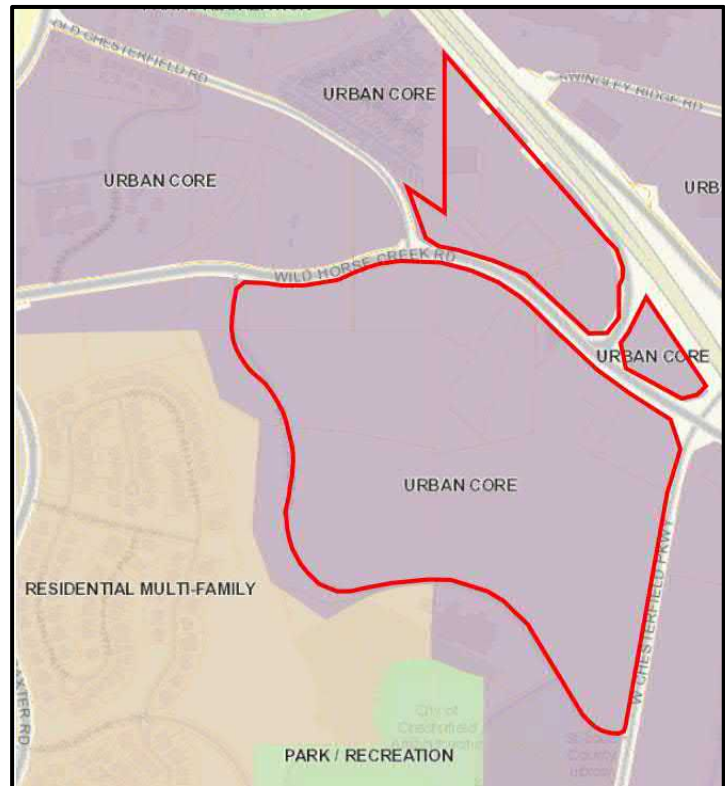


Figure 3: Comprehensive Plan Land Use Designation

2.4 Higher Density Residential in Urban Core - New multiple-family residence should be located in or near the Urban Core.

3.6.2 Mixed-Use Development - The Urban Core should accommodate office, retail, high-density housing, government facilities, multi-modal transportation, cultural and entertainment facilities, and park space. Horizontal and vertical integration of uses is encouraged.

3.6.4 City Center – The development of a “City Center” within the Urban Core will create a community hub for public use, arts, with open-air restaurants, walkable shops, cultural and entertainment venues, and public gathering “places.” Particular attention should be on providing first-floor pedestrian activities and architectural design.

3.6.6 Multi-modal Transportation Choices - Developments in the Urban Core should be designed to accommodate a variety of motorized and non-motorized transportation choices such as mass transit, pedestrian, and vehicular. An emphasis on pedestrian connectivity is encouraged.

3.6.7 Parking Structures - The use of parking structures in the Urban Core is encouraged.

SURROUNDING USES AND ZONING

The total site area for the subject site is 99.6 acres. There is one major roadway that bisects the district running east and west, known as Wild Horse Creek Road “WHCR”, and connects to Chesterfield Parkway West. An off-ramp from I-64 bisects the area north of WHCR.

The general area to the north is immediately bordered by I-64. To the north of I-64 exists three office buildings currently occupied by the Reinsurance Group of America’s national headquarters and the Dierbergs Markets Corporate office.

The east is immediately bordered by Chesterfield Parkway West. To the east of Chesterfield Parkway West is undeveloped property.

The south is bordered by Burkhardt Place, which connects both the St. Louis County Library and the YMCA to Chesterfield Parkway West. To the west contains both single family and multi-family developments known as, Reserve at Chesterfield Village, Aventura at Wild Horse Creek and the Chesterfield Mobile Home Park.



Figure 4: Surrounding Locations (Visual)

Figures 4 and 5 allow for a visual representation of the land, the associated Comprehensive Land Use Plan designation and the current Zoning District for the surrounding sites.

Direction	Label	Current Land Use	Comprehensive Land Use Plan	Zoning District
North	A	Dierbergs	Urban Core	C8 - Planned Commercial
	B	RGA	Urban Core	C8 - Planned Commercial
East	C	Undeveloped	Urban Core	PC - Planned Commercial
South	D	Library	Urban Core	C8 - Planned Commercial
	E	YMCA	Urban Core / Multi-Family	PC - Planned Commercial
West	F	Reserve	Multi -Family	R5 - Residence District
	G	Aventura	Urban Core / Multi-Family	R6AA - Residence District
	H	Mobile Home Park	Urban Core	C7 - General Commercial

Figure 5: Surrounding Locations (Description)

PUBLIC HEARING

A public hearing was held on April 27, 2020 at which time the Planning Commission and general public raised several issues. Since the Public Hearing the applicant has updated their proposal, provided a re-submission to the City of Chesterfield and provided a formal response to each issue raised at the Public Hearing.

ISSUES RAISED

The following is a list of items/concerns discussed at the Public Hearing which were formally addressed in writing by the applicant. Below is every issue identified followed by the applicant’s response summarized in *italics*. The full response and supplementary exhibits are attached to this report.

- **Issue:** It was stated that there is a desire to have a less auto-centric request for this zoning petition. It was also stated that there should be an increased focus on creative parking design and pedestrian connectivity. Provide additional information on how all modes of transportation will interact with the site internally and externally.

Response: *Wildhorse Village provides a well-connected pedestrian sidewalk and trail system within the development. This system connects with “all public walks and trails around the perimeter of the site. In addition, vehicular parking, while provided along Lakefront Street, is provided within centralized and convenient parking structures” (See Connectivity Exhibit).*

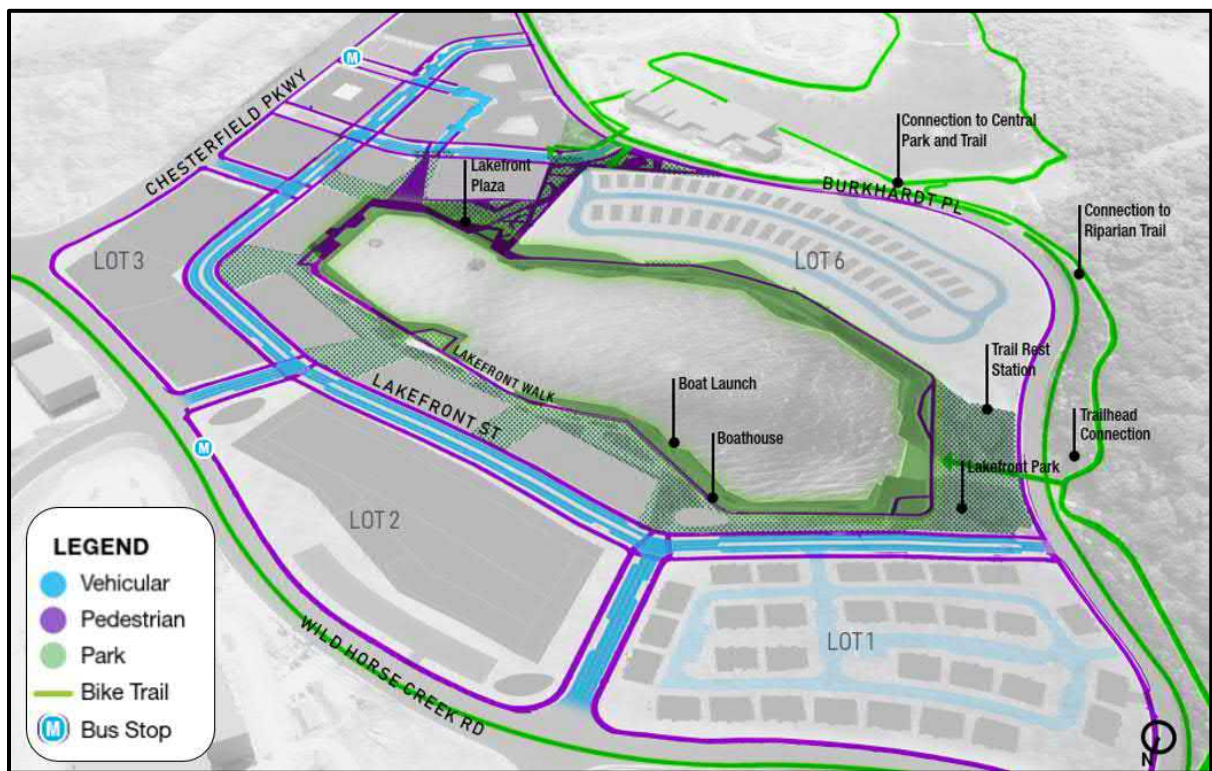


Figure 5: Connectivity Exhibit

- **Issue:** It was acknowledged by the Planning Commission that they were comfortable with not having first-floor retail on all buildings, but there was a desire to see retail remain on the first floor of some buildings. A statement was made to establish a retail threshold that could be used to understand how much retail would be integrated into the buildings.

Response: *The intent is to provide retail within both Category A and B which front Wild Horse Creek Road, Chesterfield Parkway, Lakefront Street, and along Lakefront Walk. (See Ground Floor Activity Exhibit)*

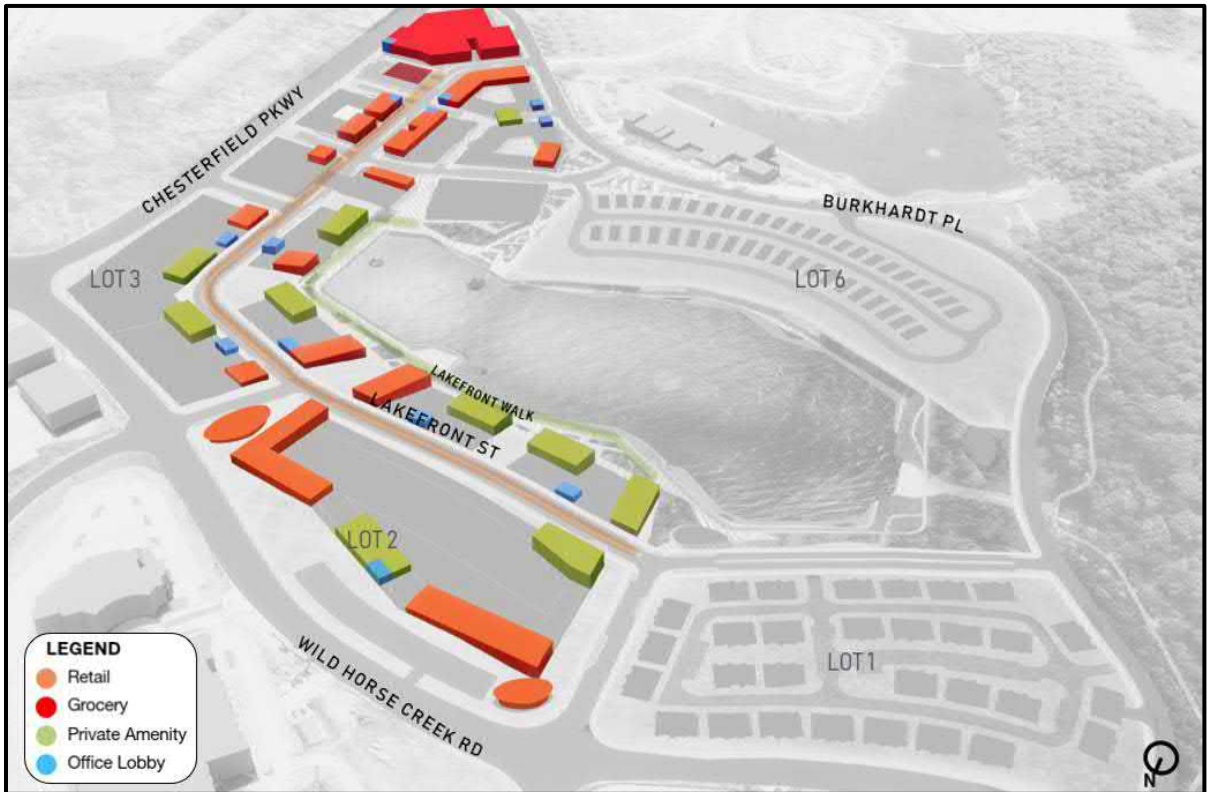


Figure 6: Ground Floor Activity Exhibit

- **Issue:** There was a statement from residents stating they would be supportive of the request to delete the requirement of (6-15) feet between detached buildings except for along the Lake Front Street. Provide additional information on the spacing of buildings along the Lake Front Street and the necessity to have the spacing requirement removed.

Response: *In order to accommodate substantial topographical challenges within the site and to allow view corridors from Wild Horse Creek Road, Chesterfield Parkway, and Lakefront Street, spacing in center areas needs to be increased to 125 feet. (See Building Spacing on Lakefront Exhibit)*



Figure 7: Spacing on Lakefront Exhibit

- **Issue:** There was concern from residents on removing the requirement for retail commercial on the first floor along the Lake Front Street. Provide information on how first-floor pedestrian activities and architectural design will remain along the Lake Front Street with or without retail.

Response: (See Ground Floor Activity Exhibit – Figure 6)

- **Issue:** A statement was made by residents to keep the language in the ordinance in regards to the ground floor retail requirement on parking structures along street frontages. There would be support to remove this requirement on roads if the ordinance contains language that surface parking lots in front of buildings are not permitted and that parking structures were placed behind buildings or that they are designed in such a way that they blend in with the architecture of the area. Provide a response in regards to the utilization of garages and their appearance and function.

Response: *We are proposing to revise the parking structure building function in both Categories A and B to read “Permitted – Ground floor retail commercial, office commercial, or an architectural design that blends into the surrounding area required along street frontage”. (See Parking and Parking Garage Appearance Exhibit)*

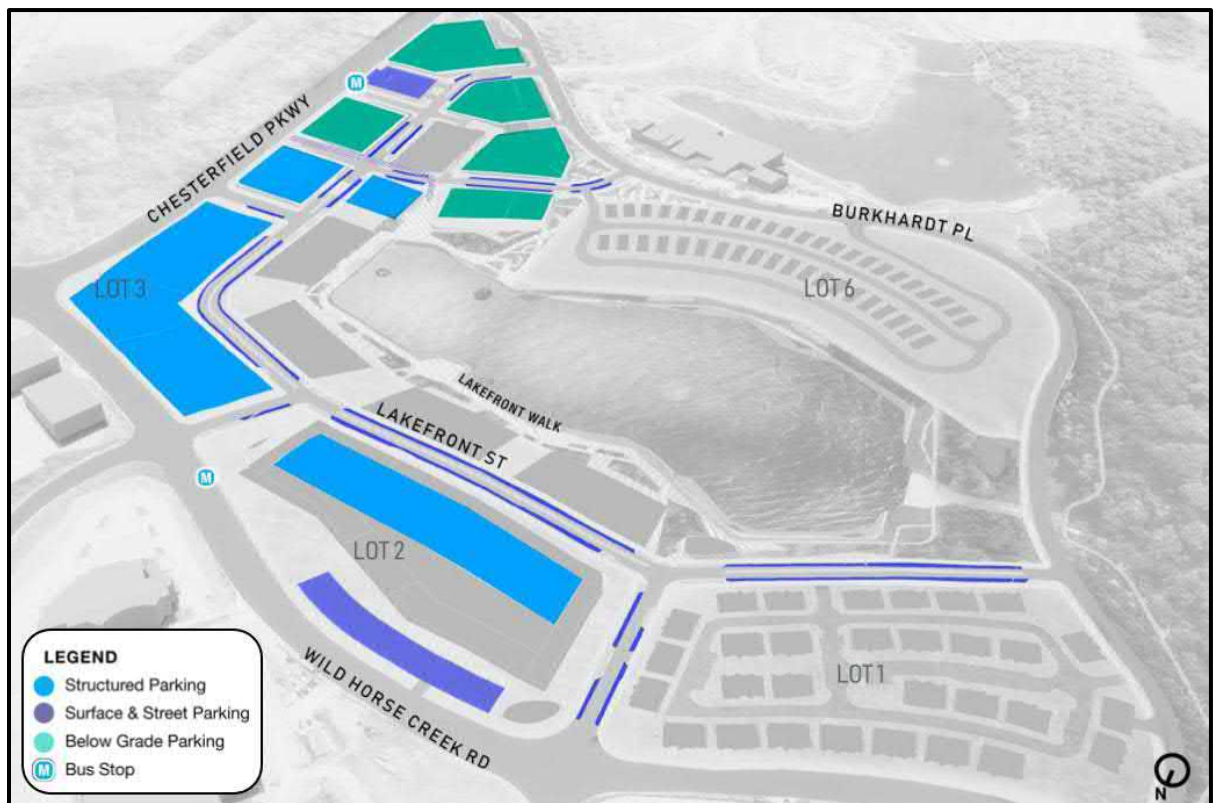


Figure 8: Parking and Parking Garage Exhibit

- **Issue:** A concern was made by residents that the (build-to) line going out to 125 feet on Burkhardt and 200 feet on Wild Horse Creek & Chesterfield Parkway could lead to a development pattern that had surface parking lots facing Burkhard Place, Wildhorse Creek Rd, and Chesterfield Parkway. The residents expressed interest in being flexible with the (build-to) line so the topography can be accommodated, but there is a desire for the

ordinance to be written in such a way that surface parking in front of buildings is prohibited or restricted. Address the concern of surface parking within Downtown Chesterfield.

Response: *We've revised the build-to lines to the following: Chesterfield Parkway (0-30) feet, WHCR (0-30) feet, with an extension to 100 feet to allow for a 60 foot bay of parking to support retail, Burkhardt Place (0-30) feet with the build-to line not applicable across from the YMCA continuing west to WHCR due to topographical constraints, and Connector Streets (0-200) feet to allow for view corridors.*

- **Issue:** Amenities are mentioned in the developer's narrative (ie, trails, a small amphitheater or other community gathering spot, boardwalks, trails around the lake, and a boathouse) in which there was a desire by residents to see them written into the ordinance. Provide a statement in regards to this request by the residents.

Response: *Cultural Features: Performance Terrace, Viewing Terraces, Floating Stages & Gardens, and Public Art. Recreational Features: Boathouse, Cycling Trail Rest Station, Trail Overlook, Picnic Lawns, and Pocket Parks. (See Public Amenities Exhibit)*

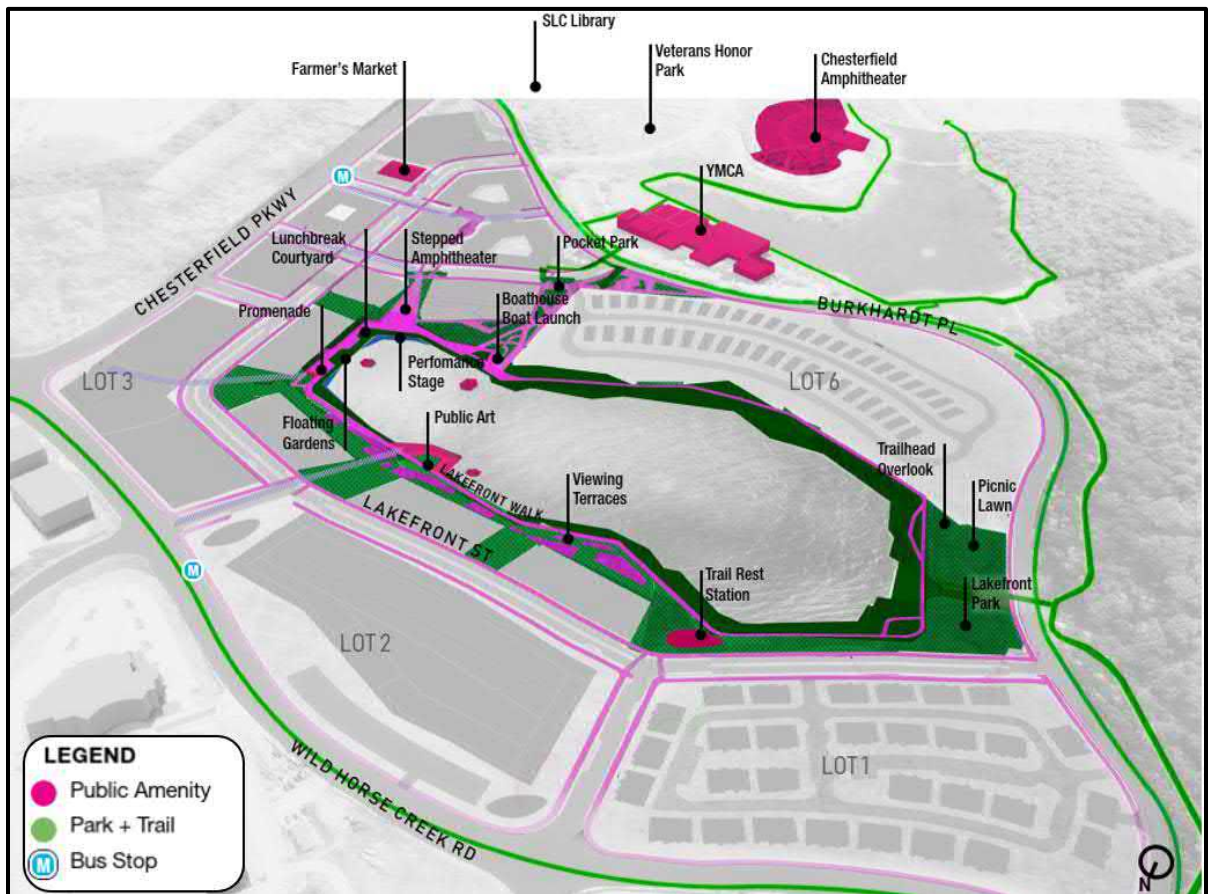


Figure 9: Public Amenities Exhibit

- **Issue:** There was a concern from residents about having buildings on both sides of the Lake Front Street. A desire was stated to minimize the amount of building on the lake side of a Lake Front Street. Provide a further explanation on the interaction of development between the Lake Front Street and the lake.

Response: *The office/mixed use areas will incorporate buildings on both sides of Urban Main Street or “Lakefront Street” with engagement to the lake front trail that encourages pedestrian interaction with the water and amenities being constructed as part of the public realm (See Lakefront Street Connectivity to Lake Exhibit)*

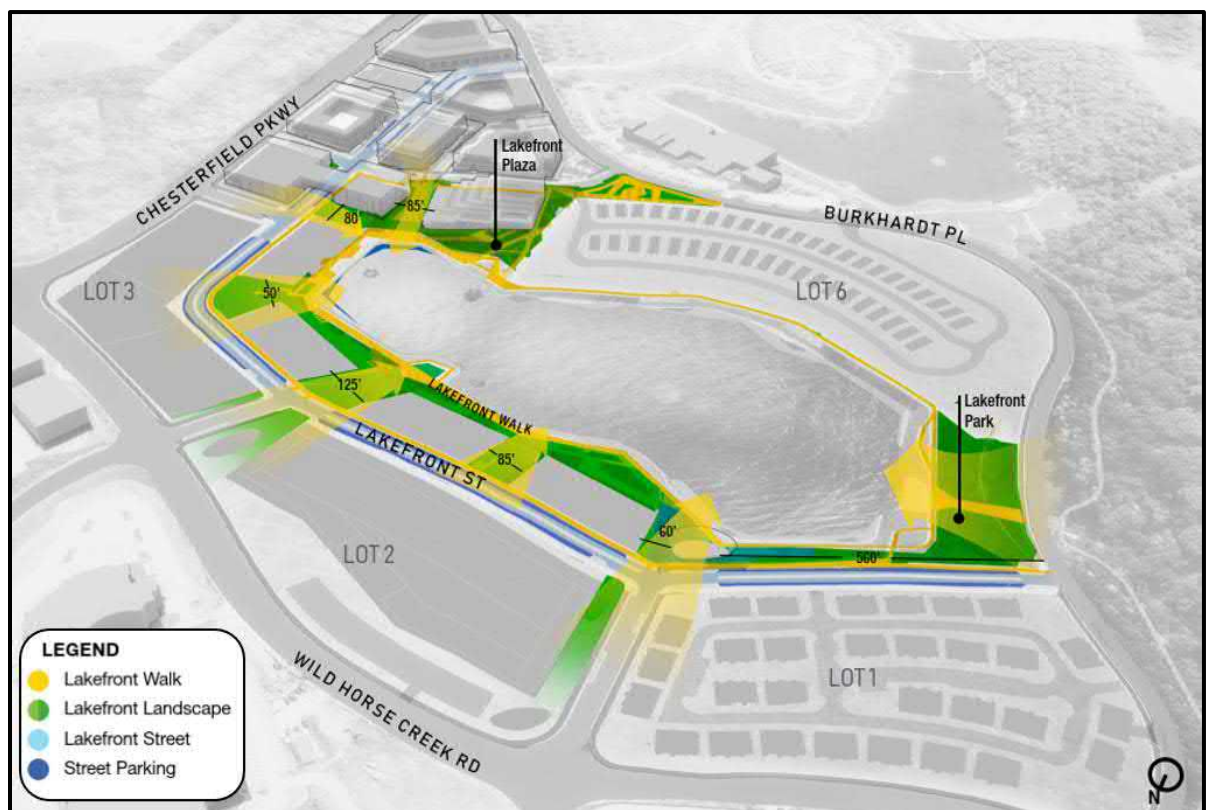


Figure 9: Lakefront Street Connectivity Exhibit

- **Issue:** The Commission requested items to be presented to Planning Commission including;
 - A drawing that indicates the locations/designated areas of Categories A and B.
 - Drawings or photos depicting what typical types of buildings may look like - both the single-use and mixed-use.
 - Further description of possible single-use residential buildings being proposed – such as brownstone buildings, lake cottages, townhouses, etc.
 - Provide example or description of live/work units.
 - View of what the internal streets will look like – such as width, areas of parking, location of pedestrian connections including sidewalks and trails.

Response: *The Preliminary Plan identifies Urban Main Street, Urban Mixed Use Streets, Connector Street and the Burkhardt Place Extension. In addition, Categories A and B are identified on the Preliminary Plan. The supplementary information from the Lamar Johnson Collaborative demonstrates Wildhorse Village as a “Main Street” development and includes renderings and examples of streetscapes and architecture similar to what will be utilized throughout the development.*

Below are some of the renderings that are also included in the Planning Commission Packet.



Figure 10: Typical Townhome Building Appearance



Figure 11: Urban Mainstreet Typical Building and Roadway

STAFF ANALYSIS

The zoning petition has two main objectives. The first is to incorporate and re-zone a 0.6 acre “C-8” Planned Commercial District parcel to the Planned Commercial and Residence District “PC&R” known as “Downtown Chesterfield”. The second is to amend the development criteria of the governing ordinance.

Before expanding on each amendment request, it is important to fully understand the purpose and minimum standards of design of the PC&R Zoning District specifically outlined by the Unified Development Code (UDC) and how the current governing ordinance relates to these requirements.

UDC Zoning Designation Purpose:

The UDC outlines a specific purpose for the zoning district. It states in Section 31-03-04 J.1.

“A PC&R District development is intended to create a diverse residential and commercial mixed use environment in which residential and commercial uses can be integrated pursuant to a downtown concept that encourages creative and coordinated design and architectural styles, efficient and effective pedestrian circulation, conservation of land resources, efficient and effective vehicular circulation, and where people can choose to live, work, eat, shop, enjoy cultural amenities and recreate. By definition, “downtown development” is mixed use, and usually follows one (1) of two (2) patterns (or an adaptation of both). First, as a vertical mix on a given parcel, land uses change from floor to floor within the same building. Typically, this pattern is residential above commercial (retail, professional services or office). The second pattern occurs when buildings or spaces of a single use are combined with those of other single uses. Examples are a street of residential buildings with commercial buildings occupying the corners or a commercial Main Street combined with residential side streets.”

UDC Zoning Designation Minimum Standards of Design:

The UDC states that permitted uses be established in the governing ordinance in which residential and commercial uses may be combined in the same building. There shall be specific performance standards for both commercial and residential uses. The performance standards may either be provided in the planned district ordinance, Site Development Concept Plan, or Site Development Section Plans. The performance standards may include, but are not limited to, addressing one or more of the following (density, maximum height of structures, setbacks, open space, parking, signage, architectural standards).

Governing Ordinance:

The governing ordinance 3023 outlines permitted uses and density limitations to those uses. **The uses and density limitation are to remain unchanged with this zoning amendment request.**

The governing ordinance also details three specific Categories (A ,B, and C). Categories A and B are applicable to the area south of Wild Horse Creek Road, and Category C is north of Wild Horse Creek Road. Category A is labeled Urban “Main Street” Development Pattern, Category B is labeled Urban “Mixed-Use” Development Pattern, and Category C is labeled “Highway Frontage Outlots”.

Each Category has specific development requirements that pertain to building placement, volume, floor heights, street façade requirements, façade elements, function, and outdoor space. All of the specific development requirements are provided to achieve the specific development pattern. For example, all the specific development requirements of Category A (building placement, height, street façade

requirements) are provided to obtain the development pattern of an Urban “Main Street”. All of the specific development requirements of Category B are to achieve an Urban “Mixed Use” development pattern.

Request 1 (*C8 – Planned Commercial District parcel*)

The first request is a minor zoning map amendment. This is to incorporate the (0.6) acre tract land zoned Planned Commercial District in to the Planned Commercial and Residence District. When the 98 acres were originally zoned to the PC&R Planned Commercial and Residence district, this parcel was under a separate ownership group and therefore was not included in the 2008 zoning request. The area is located just south of Wild Horse Creek Road, east of Old Chesterfield Road and west of the I-64 off ramp.

Request 2 (*Amend the Development Criteria*)

There are a number of changes to the development criteria of both Categories A and B, in which all changes are reflected in the draft Attachment A located in the Planning Commission Packet. Categories A and B are now quite similar with essentially two main differences.

First is the distance requirement for the spacing between buildings. The current spacing (Ordinance 3023) required between buildings of Category A is (6-15) feet if detached. The requested spacing between buildings in Category A is (6-125) feet if detached to accommodate substantial topographical challenges within the site and to allow view corridors from WHCR, Chesterfield Parkway West, and Lakefront Street. The current required spacing between buildings of Category B is (6-15) feet if detached. The requested spacing between buildings for Category B is (6-20) feet if detached to accommodate detached residential layout.

Second is the projecting façade elements. Category A prohibits stoops, and Category B permits stoops. This is the same language that exists in the current governing ordinance (Ordinance 3023).

Other notable changes from the governing ordinance to what is being requested that were included in detail within the Public Hearing Report are items in regards to the building street façade and building function.

Building Street Facade: The development is proposing that Wild Horse Creek Road, Burkhardt Place, Chesterfield Parkway West, and Connector Streets as identified on the Preliminary Development Plan be excluded from the building street façade requirement for both Categories A and B. It is the development team’s intent to focus the street façade element internally on the Urban Mixed Use and Urban Main Street. This is a similar concept to what has been approved in Category C. It is important to note that although the street façade element is removed from both WHCR and Chesterfield Parkway West, there is still a build-to line requirement.

Building Function: Category A in the current governing ordinance had requirements in which retail was required on the first floor and office and residential were only permitted on upper stories. The applicant is requesting to remove these requirements in which retail, office, and residential are permitted on all stories. The applicant has stated that they intend on developing a mix of uses within the entire development with a focus on engaging ground floor activity throughout Category A.

PRELIMINARY DEVELOPMENT PLAN

A zoning map amendment to a planned zoning district requires a Preliminary Development Plan (PDP), which has been included in the Planning Commission’s packet. Similar to the original PC&R zoning and subsequent amendments, the Preliminary Development Plan submitted originally and provided for the Public Hearing depicted the boundary of the proposed PC&R district. Given the desire for a more descriptive plan, the applicant has since updated the PDP and it is provided in the Planning Commission packet.

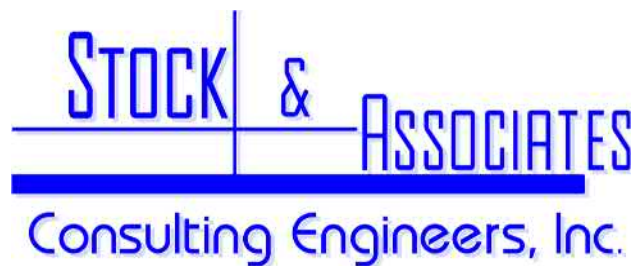
The PDP now displays potential lots and each lot has a Category allocation of A, B, or A/B. The PDP displays street section profiles for each roadway throughout the development. There are three access points off of WHCR and two access points off of Chesterfield Parkway West. There are three proposed signalized intersections (WHCR and Burkhardt Place, WHCR and Old Chesterfield Road, and Chesterfield Parkway West and Burkhardt Place).

It is the intent of the applicant to provide a Site Development Concept Plan for (roadways and infrastructure only) but it is important to note that prior to any Site Development Section Plan submittal, the applicant is required to submit a full Site Development Concept Plan, Landscape Concept Plan, Signage Concept Plan and Lighting Fixture Concept Plan for review and approval.

Should Planning Commission provide a vote in favor of the request for a zoning map amendment to repeal City of Chesterfield Ordinance 3023 and establish a new “PC&R” Planned Commercial and Residence District, staff has provided a draft attachment A included within this packet.

Attachments

1. Attachment A - Draft
2. Applicant Narrative Statement
3. Issues Response Letter
4. Preliminary Development Plan
5. Tree Stand Delineation
6. Tree Preservation Plan



Wildhorse Village, LP Narrative Statement

Prepared By: Mr. Tyler Meyr, Managing Director – Lamar Johnson Collaborative

The Wildhorse Village Master Plan will transform one of the most beautiful and well positioned sites in Chesterfield into an exceptional residential and commercial mixed-use environment that has long been envisioned for the site. At the heart of the plan is the developments greatest asset, a scenic lake and topography that provide for a unique landscape experience.

A dynamic and engaging landscape of boardwalks, trails, and gathering places is planned around the lake edge. It will serve as an important layer in an extensive and well-designed pedestrian network that links the village together. The reimagined lake edge will also include a resilient, native approach to landscape that will support a healthy natural environment that encourages interaction with the water. This new urban lakefront will serve as the front door for residential, office and retail buildings that define its edge. The buildings will share a cohesive design language that further ties the development together.

Clearly organized vehicular and pedestrian circulation will effectively and efficiently serve the development while preserving the character of the streetscape and public realm. A “main street” lined with pedestrian friendly buildings on each side wraps around the lakefront. The tree lined streets will be urban in character with the addition of perpendicular or parallel parking along them. However, primary parking for commercial and residential uses will provided in integrated parking structures with efficient access. The result will be a connected environment for all modes of mobility.

It will truly be a “downtown environment” where people can live, work, eat, shop and enjoy amenities. The Northwest lake edge will be activated by multifamily residential buildings that evolve into a forward-thinking collection of commercial spaces on the North Lake Edge. The mixed-use innovation hub will build off the lakefront amenities including boardwalks, parks, intimate amphitheater, and a boathouse. Together, these investments will directly impact our local ecosystem by attracting and retaining talent at our most brilliant innovators. Office buildings animated at the ground level by active uses such as cafes, shops, and fitness facilities will make it an appealing environment for both everyday users and visitors. On the Southeast Lake edge is a town center inspired retail environment with living above small scale shops, live works space, and community needs such as a grocery. This active social environment with buildings that define street edges and public spaces serves as the landing point for the Residential hills on the southern Lake edge. The hill is populated by townhomes and live-work units in a diverse set of sizes and configurations.

The project strives to intelligently balance ecological and economic performance into a sustainable and wellness focused work/live/play atmosphere. The plan will create a comfortable and safe environment that will be an inclusive gathering place for all. The Wildhorse Village Master Plan is a dream opportunity to collectively envision the future of one of Chesterfield’s greatest assets with an inspiring and cohesive vision.

In accordance to Section 31-02-04 B.1.(b) of the Unified Development Code, Amendments to existing Planned Districts, we offer the following responses to the bulleted items specifically outlined in the section.

- 1) A document, which may include architectural renderings, pictures, mock plans, etc., describing the character of, and rationale for the proposed development.

Refer to the twelve (12) page Exhibit from the Lamar Johnson Collaborative (LJC) included in the packet.

- 2) Proposed land uses and development standards, density and height limitation, yard requirements, all of which shall be compatible with other nearby uses and developments and ensuring consistency with the Comprehensive Plan.

No changes to the proposed land uses, density or height limitations in existing Ordinance No. 3023 are proposed. Revisions to yard requirements, such as landscape buffers and build-to-lines, are shown on Exhibit 1 (Rev. 06/15/20) included in the packet.

- 3) A listing of all land uses per tract of land within the proposed development, if applicable.

Included in the packet is the Preliminary Plan which identifies Urban Main Street, Urban Mixed Use Street, Connector Streets and the Burkhardt Place Extension. In addition, Categories A and B are identified on the Preliminary Plan, Sheet C2.0.

- 4) Exceptions, variances, or waivers from the UDC, if being requested.

Typical sections are shown in Exhibit 1 (Rev. 06/15/20). We are requesting to provide 10' Sidewalk and Utility Easements on both sides of the roadway line in lieu of 10' Road Maintenance and Utility Easements as prescribed in the UDC. This modification is to accommodate MAWC, their watermain will be placed within a general utility easement. We continue to dialogue with MAWC regarding the City's standard language including "Road Maintenance."

We are requesting to reduce the width of private roadway easements from fifty (50) feet to forty (40) feet.

Certain exceptions, i.e. longitudinal slope less than 2% may be requested. It is understood that consideration of exceptions may require a maintenance agreement between Wildhorse Village, LP and the City of Chesterfield.

- 5) A statement regarding tree preservation and proposed landscaping.

Tree preservation and landscape shall be in accordance with the Unified Development Code Section 31-04-02. In addition, Ordinance No. 2607 & the First Amendment to the Contribution of Land Agreement between the City and Chesterfield Village, Inc. (CVI) establishing space and tree canopy accounts for development in the southwest quadrant of Chesterfield Village. The Tree Stand Delineation (Date 5/21/20) and Tree Preservation Plan (Dated 6/15/20) as prepared by Loomis and Associates is included in the packet.

- 6) A description of any proposed amenities or recreational facilities.

Cultural Features: Performance Terrace, Viewing Terraces, Floating Stages & Gardens, and Public Art. Recreational Features: Boathouse, Cycling Trail Rest Station, Trail Overlook, Picnic Lawns, and Pocket Parks. (see the Public Amenities slide in the LJC Exhibit)

- 7) A description of lands to be dedicated for public facilities.

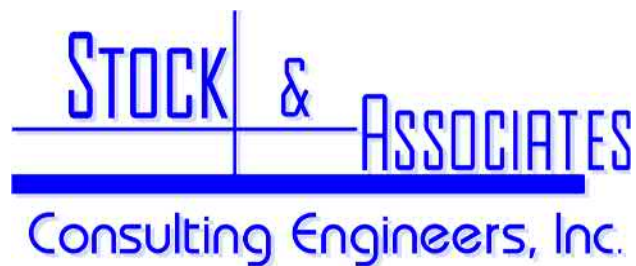
It is the desire of Wildhorse Village, LP that the internal streets (Urban Main Street, Urban Mixed Use Streets, and Connector Streets) will be dedicated as public to the City of Chesterfield. Wildhorse Village, LP is willing to enter into an agreement with the City to perform standard maintenance (irrigation, landscaping, lawn cutting, snow removal, etc.). Similar to the internal streets, it is the desire of Wildhorse Village, LP that the lake and surrounding amenities be dedicated public. Wildhorse Village, LP would be willing to enter an agreement with the City to provide standard maintenance.

- 8) Proposed phasing and time schedule if the development is to be done in phases.

The intention is to commence with public infrastructure and land development fall of 2020. Vertical building development to commence 2021.

- 9) Proposed phasing and time schedule for land to be dedicated for public facilities.

Subject to City and outside agency approvals.



Public Hearing Issues

We are pleased to offer the following written responses to your comments contained within your departmental issues letter, dated 05/01/2020 following the Public Hearing on April 27, 2020.

1. It was stated that there is a desire to have a less auto-centric request for this zoning petition. It was also stated that there should be an increased focus on creative parking design and pedestrian connectivity. Provide additional information on how all modes of transportation will interact with the site internally and externally.

Response: Wildhorse Village provides a well-connected pedestrian sidewalk and trail system within the development. This system connects with “all” public walks and trails around the perimeter of the site. In addition, vehicular parking, while provided along Lakefront Street, is provided within centralized and convenient parking structures. (see the Circulation slide in the LJC Exhibit)

2. It was acknowledged by the Planning Commission that they were comfortable with not having first-floor retail on all buildings, but there was a desire to see retail remain on the first floor of some buildings. A statement was made to establish a retail threshold that could be used to understand how much retail would be integrated into the buildings.

Response: The intent is to provide retail within both Category A & B which front Wild Horse Creek Road, Chesterfield Parkway West, Lakefront Street & along the Lakefront Walk. (see Ground Floor Activity slide in the LJC Exhibit)

3. There was a statement from residents stating they would be supportive of the request to delete the requirement of (6-15) feet between detached buildings except for along the Lake Front Street. Provide additional information on the spacing of buildings along the Lake Front Street and the necessity to have the spacing requirement removed.

Response: In order to accommodate substantial topographical challenges within the site and to allow view corridors from Wild Horse Creek Rd., Chesterfield Parkway West and Lakefront Street, spacing in center areas needs to be increased to 125 feet. (see Building Spacing on Lakefront Street slide in the LJC Exhibit)

4. There was concern from residents on removing the requirement for retail commercial on the first floor along the Lake Front Street. Provide information on how first-floor pedestrian activities and architectural design will remain along the Lake Front Street with or without retail.

Response: (see the Ground Floor Activity slide in the LJC Exhibit)

5. A statement was made by residents to keep the language in the ordinance in regard to the ground floor retail requirement on parking structures along street frontages. There would be support to remove this requirement on roads if the ordinance contains language that surface parking lots in front of buildings are not permitted and that parking structures were placed behind buildings or that they are designed in such a way that they blend in with the architecture of the area. Provide a response in regard to the utilization of garages and their appearance and function.

Response: We are proposing to revise the Parking Structure Building Function in both Categories A and B to read; “Permitted – ground floor retail commercial, office commercial, or an architectural design that blends into the surrounding area required along street frontage.” (see the Parking Strategy Exhibit & Parking Garage Appearance slide in the LJC Exhibit)

6. A concern was made by residents that the (build-to) line going out to 125 feet on Burkhardt and 200 feet on Wild Horse Creek & Chesterfield Parkway could lead to a development pattern that had surface parking lots facing Burkhardt Place, Wildhorse Creek Rd, and Chesterfield Parkway. The residents expressed interest in being flexible with the (build-to) line so the topography can be accommodated, but there is a desire for the ordinance to be written in such a way that surface parking in front of buildings is prohibited or restricted. Address the concern of surface parking within Downtown Chesterfield.

Response: We’ve revised the build-to lines to the following:

Urban Main Street: 0-15 feet.

Urban Mixed Use: 0-15 feet. The build-to line may be extended to 160’ to accommodate a small surface parking lot supporting a retail grocery use.

Chesterfield Parkway: 0-30 feet.

Wild Horse Creek Road: 0-30 feet. The build-to line may be extended to 100’ to allow for a 60-foot bay of surface parking to support retail uses.

Burkhardt Place: 0-30 feet. The build-to line is not applicable to residential developments between the Urban Mixed Use Street connection to Burkhardt Place across from the YMCA and continuing west to the intersection of Wild Horse Creek Road due to topographical and dam constraints.

Connector Streets: 0-200 feet to allow view corridor.

7. Amenities are mentioned in the developer’s narrative (ie, trails, a small amphitheater or other community gathering spot, boardwalks, trails around the lake, and a boathouse) in which there was a desire by residents to see them written into the ordinance. Provide a statement in regard to this request by the residents.

Response: Cultural Features: Performance Terrace, Viewing Terraces, Floating Stages & Gardens, and Public Art. Recreational Features: Boathouse, Cycling Trail Rest Station, Trail Overlook, Picnic Lawns, and Pocket Parks. (see the Public Amenities slide in the LJC Exhibit)

8. There was a concern from residents about having buildings on both sides of the Lake Front Street. A desire was stated to minimize the amount of building on the lake side of a Lake Front Street. Provide a further explanation on the interaction of development between the Lake Front Street and the lake.

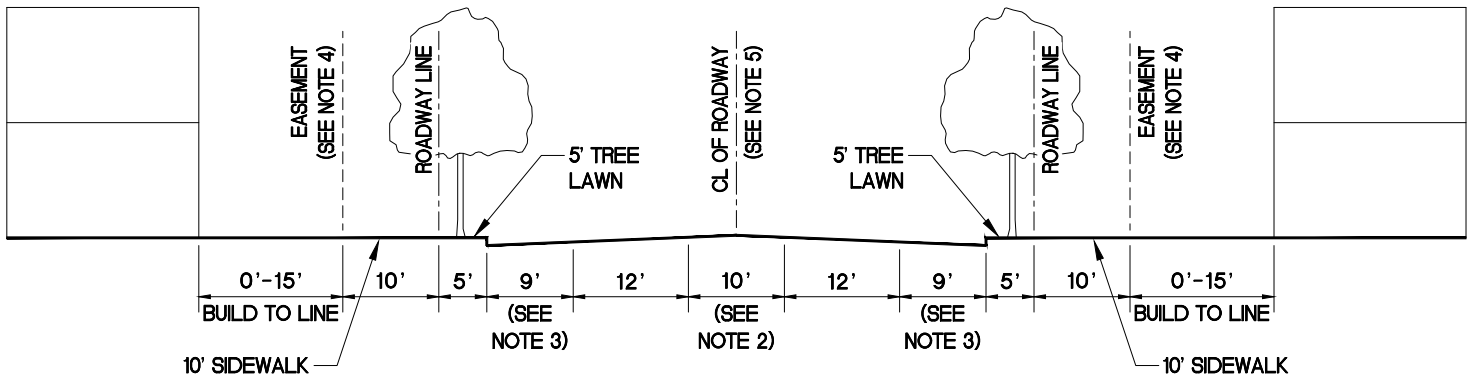
Response: The office/mixed-use areas will incorporate buildings on both sides of Urban Main Street or “Lakefront Street” with engagement to the lake front trail that encourages pedestrian interaction with the water and amenities being constructed as part of the public realm. (see the Lakefront Street Connectivity to Lake slide in the LJC Exhibit)

9. The Commission requested items to be presented to Planning Commission including.
 - A drawing that indicates the locations/designated areas of Categories A and B.
 - Drawings or photos depicting what typical types of buildings may look like - both the single-use and mixed-use.
 - Further description of possible single-use residential buildings being proposed – such as brownstone buildings, lake cottages, townhouses, etc.
 - Provide example or description of live/work units.
 - View of what the internal streets will look like – such as width, areas of parking, location of pedestrian connections including sidewalks and trails.

Response: The Preliminary Plan identifies Urban Main Street, Urban Mixed Used Street, Connector Streets and the Burkhardt Place Extension. In addition, Categories A and B are identified on the Preliminary Plan. The supplementary information from the Lamar Johnson Collaborative demonstrate Wildhorse Village as a “Main Street” development and includes renderings and examples of streetscapes and architecture similar to what will be utilized throughout the development and in public realm areas.

STOCK & ASSOCIATES

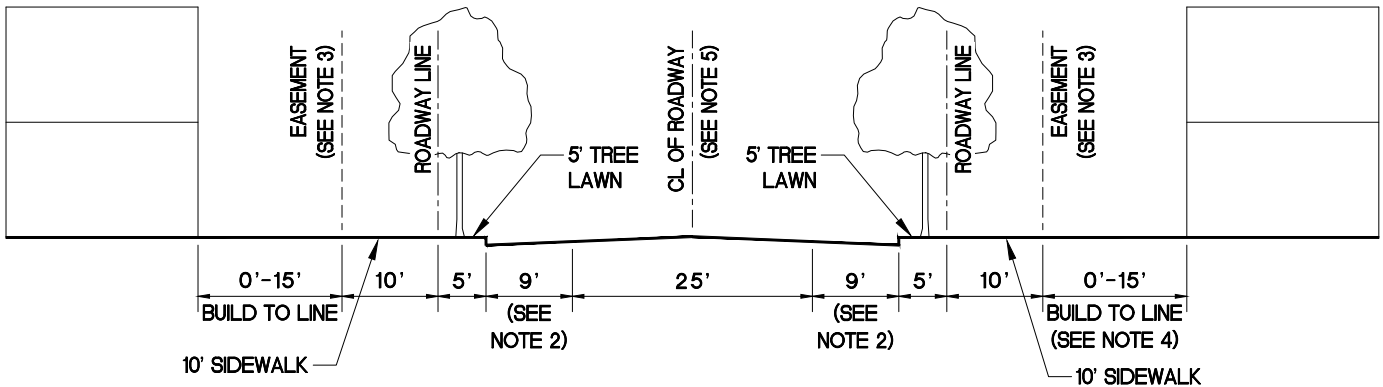
Consulting Engineers, Inc.



URBAN MAIN STREET (62'W) (A.K.A. LAKEFRONT STREET)

NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB
2. OPTION OF TURN LANE OR MEDIAN
3. 9' IF PARALLEL PARKING OR ZERO IF NO ON STREET PARKING, GREEN SPACE
4. 10'W SIDEWALK AND UTILITY EASEMENT
5. 100 FOOT MINIMUM CENTER LINE RADIUS



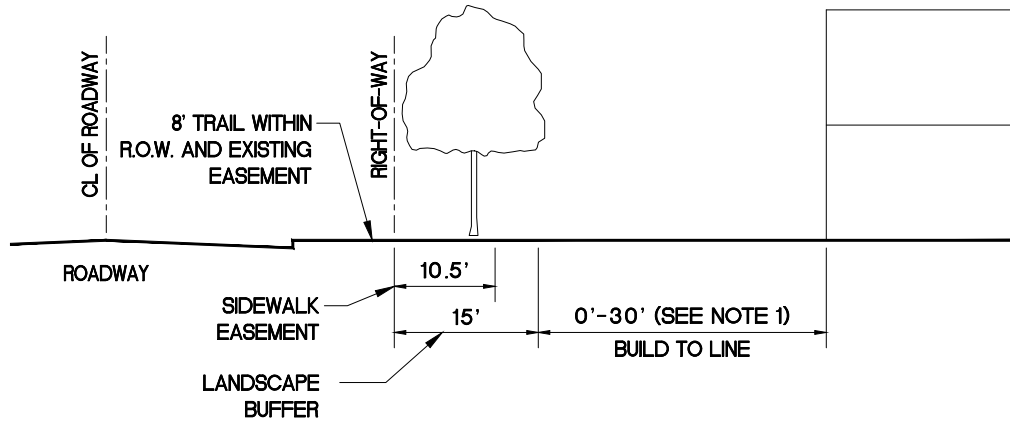
URBAN MIXED USE STREET (53'W)

NOTES:

1. ALL DIMENSIONS ARE TO FACE OF CURB
2. 9' IF PARALLEL PARKING OR ZERO IF NO ON STREET PARKING, GREEN SPACE
3. 10'W SIDEWALK AND UTILITY EASEMENT
4. BUILD TO LINE MAY BE EXTENDED TO 160' TO ACCOMMODATE A SMALL SURFACE PARKING LOT SUPPORTING A RETAIL GROCERY USE.
5. 100 FOOT MINIMUM CENTER LINE RADIUS.

STOCK & ASSOCIATES

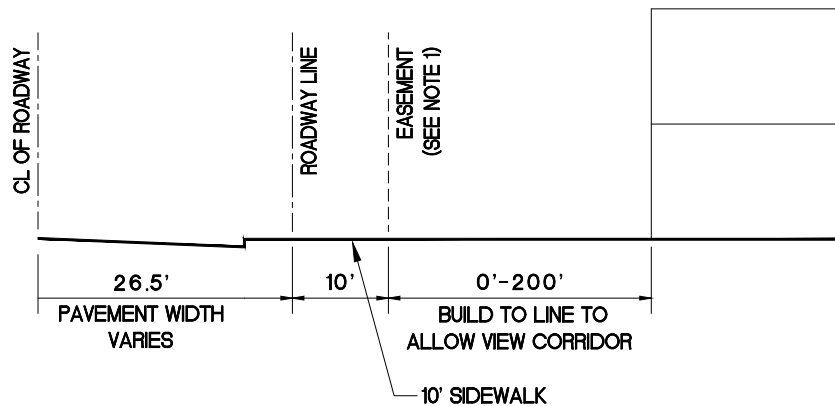
Consulting Engineers, Inc.



WILD HORSE CREEK ROAD AND CHESTERFIELD PARKWAY WEST (PUBLIC)

NOTES:

1. BUILD TO LINE MAY BE EXTENDED TO 100' ALONG WILD HORSE CREEK ROAD TO ALLOW FOR A 60 FOOT BAY OF SURFACE PARKING TO SUPPORT RETAIL USES.



CONNECTOR STREET (53'W)

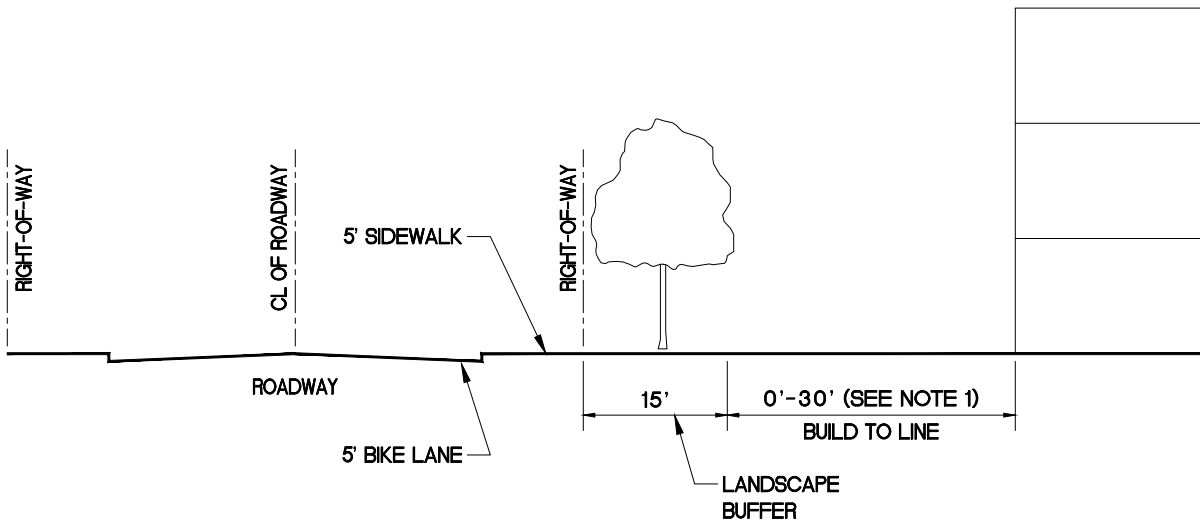
NOTES:

1. 10'W SIDEWALK AND UTILITY EASEMENT

EXHIBIT 1

STOCK & ASSOCIATES

Consulting Engineers, Inc.



BURKHARDT PLACE (PUBLIC)

NOTES:

1. BUILD TO LINE NOT APPLICABLE TO RESIDENTIAL DEVELOPMENTS BETWEEN THE URBAN MIXED USE STREET CONNECTION TO BURKHARDT PLACE ACROSS FROM THE YMCA AND CONTINUING WEST TO THE INTERSECTION OF WILD HORSE CREEK ROAD DUE TO TOPOGRAPHICAL AND DAM CONSTRAINTS.

EXHIBIT 1

(3 OF 3)

REV. 06/15/20

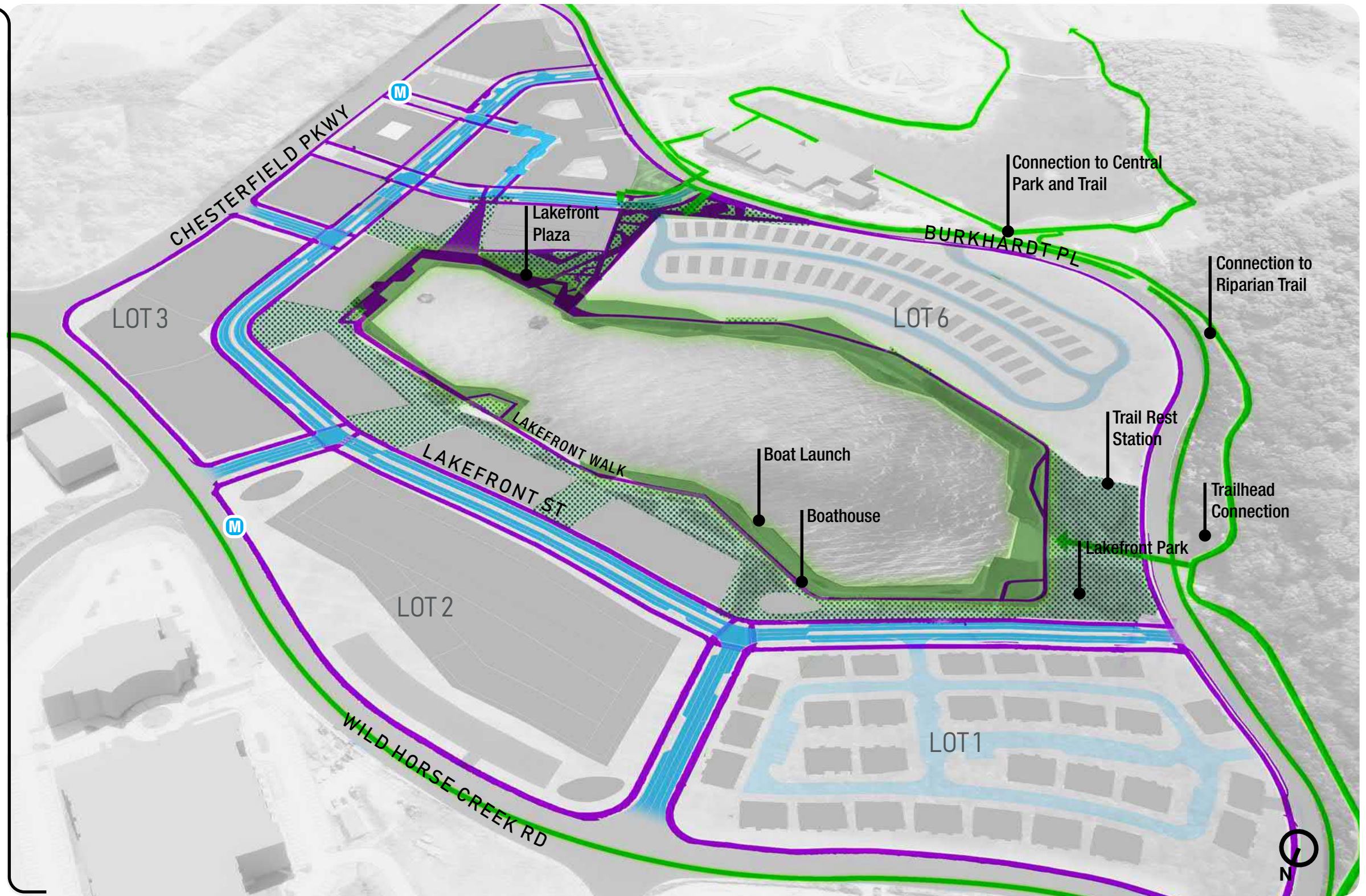
WILDHORSE VILLAGE

CIRCULATION

- Create a less vehicle-centric development
- Well-connected pedestrian and bike friendly experience
- Provide unique experiences and points of interest
- Activated public space-catering to a myriad of uses
- Connect to transit, public amenities and the greater community

LEGEND

- Vehicular
- Pedestrian
- Park
- Bike Trail
- Ⓜ Bus Stop



WILDHORSE VILLAGE

GROUND FLOOR ACTIVITY

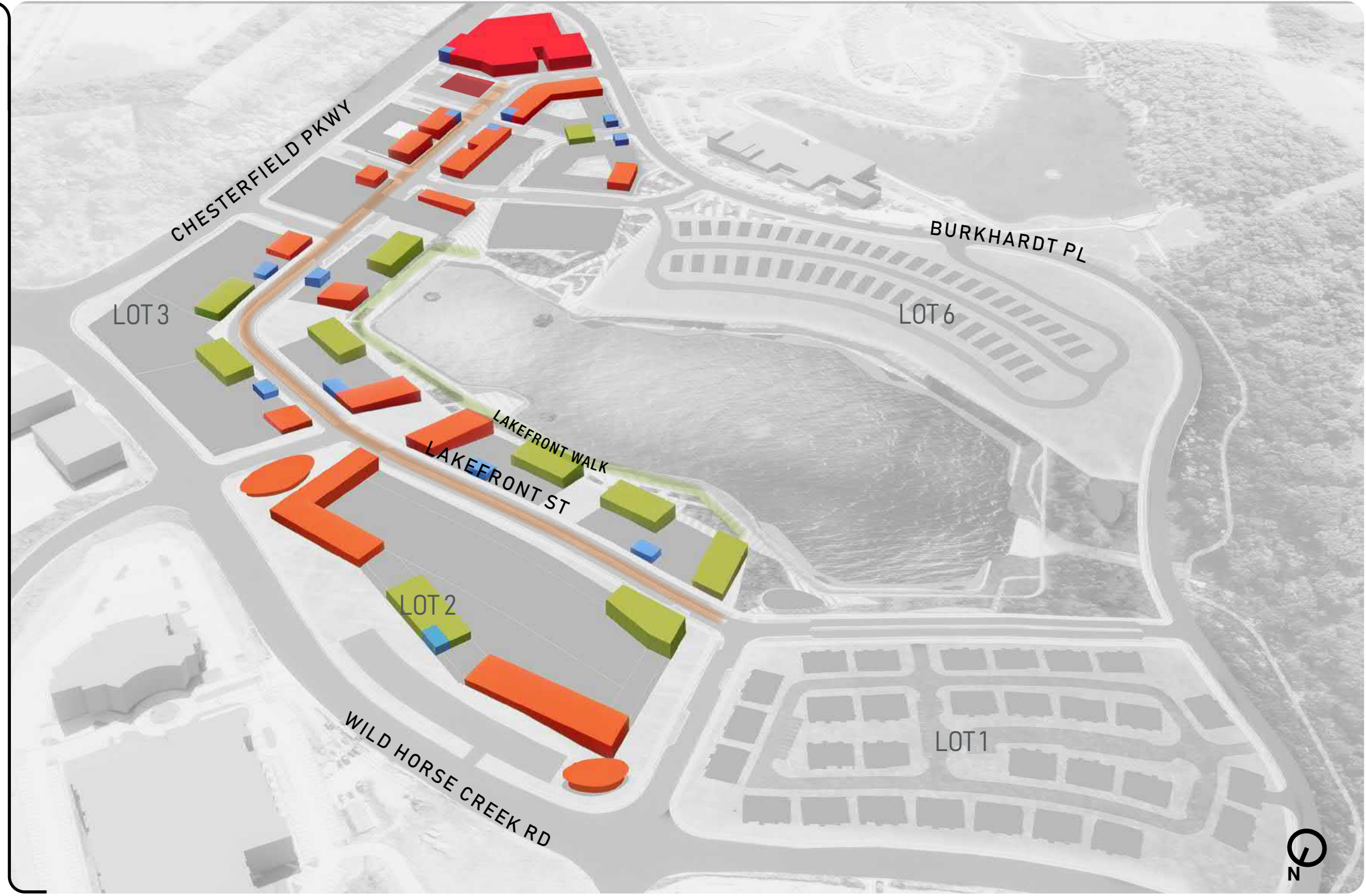
- Activate Lakefront Street with retail and private amenities
- Envision a 24hr social node throughout the site along the Lakefront Walk
- Support the economy through the creation of jobs
- Attract regional interest and take advantage of the location
- Create flexible and adaptable spaces

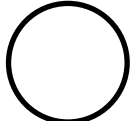
POSSIBLE PRIVATE LAKEFRONT AMENITIES

- Gym & Fitness Center
- Coffehouse & Cafe
- Office Lounge
- Event + Exhibit Flex Space

LEGEND

- Retail
- Grocery
- Private Amenity
- Office Lobby






WILDHORSE VILLAGE

BUILDING SPACING ON LAKEFRONT ST

- 15' Landscape buffer along Chesterfield Pkwy and Wildhorse Creek Rd
- Maintain multiple views and access points from Lakefront St. to the lake
- Framed views to the lake from Lakefront St. are wider than 50'



LEGEND

 Lakefront Landscape

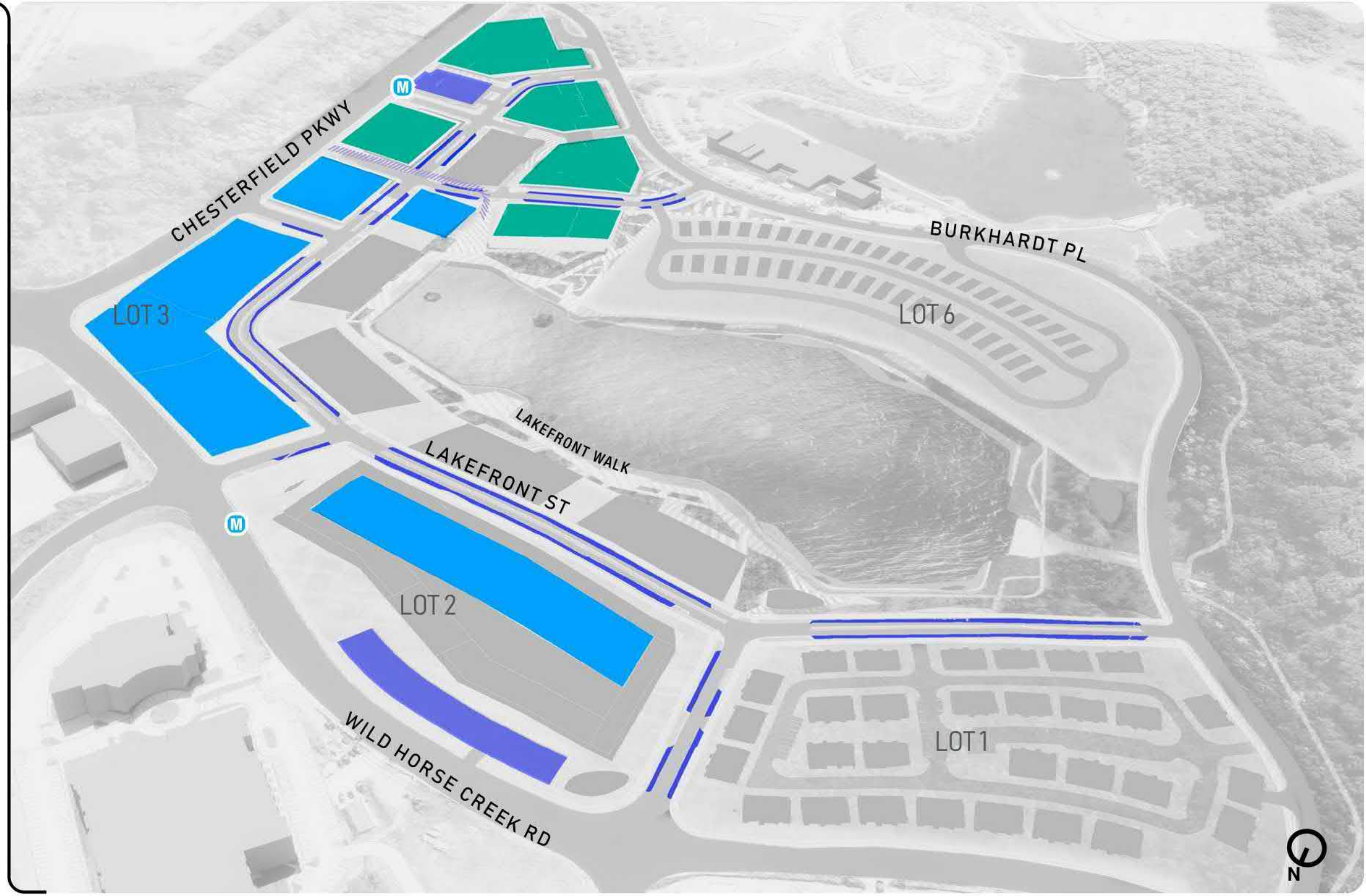


WILDHORSE VILLAGE PARKING STRATEGY

- Mixed-use parking structures integrated into urban fabric
- Street parking to encourage pedestrian activity
- Minimal surface parking to support retail
- Decentralized parking structures

LEGEND

- Structured Parking
- Surface & Street Parking
- Below Grade Parking
- Ⓜ Bus Stop





WILDHORSE VILLAGE PARKING GARAGE APPEARANCE

- Parking structures will be designed in such a way that they blend in with the architecture of the Lakefront St “main street” area.
- The ground floor of the parking structures will feature retail to provide continuous activation of Lakefront St as a pedestrian corridor.

CHESTERFIELD PARKWAY

LAKEFRONT ST



MASONRY + PERFORATED METAL GRAPHIC

PUBLIC HEARING ISSUE # 5



WILDHORSE VILLAGE PUBLIC AMENITIES

- Provide public access to unique experiences and points of interest on lakefront
- Bridge connection to amenities surrounding site
- Connect to transit, public amenities and the greater community

CULTURAL FEATURES

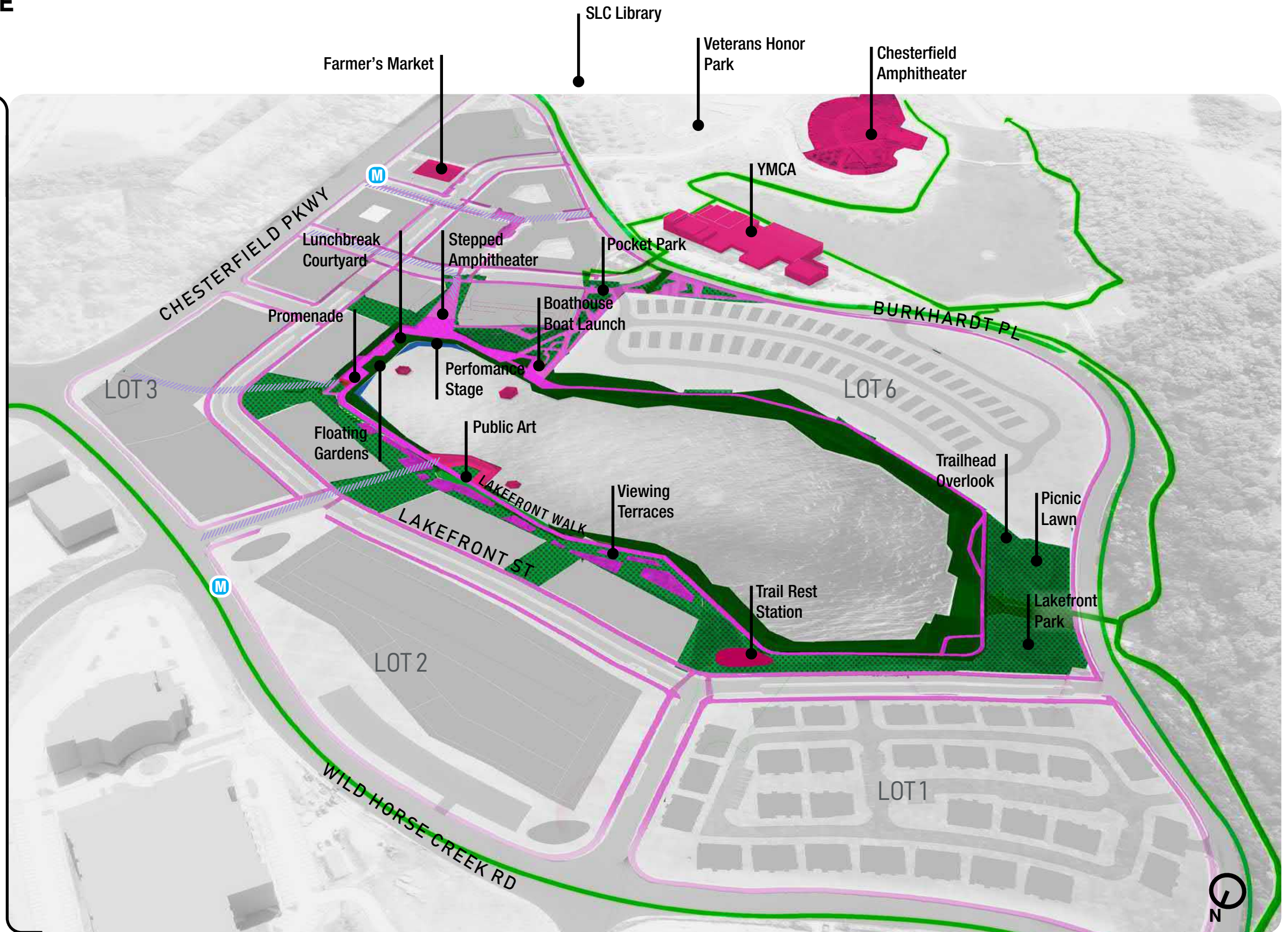
- Performance Terrace
- Viewing Terraces
- Floating Stages & Gardens
- Public Art

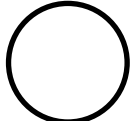
RECREATIONAL FEATURES

- Boathouse
- Cycling Trail Rest Station
- Trail Overlook
- Picnic Lawn
- Pocket Parks

LEGEND

- Public Amenity
- Park + Trail
- Ⓜ Bus Stop

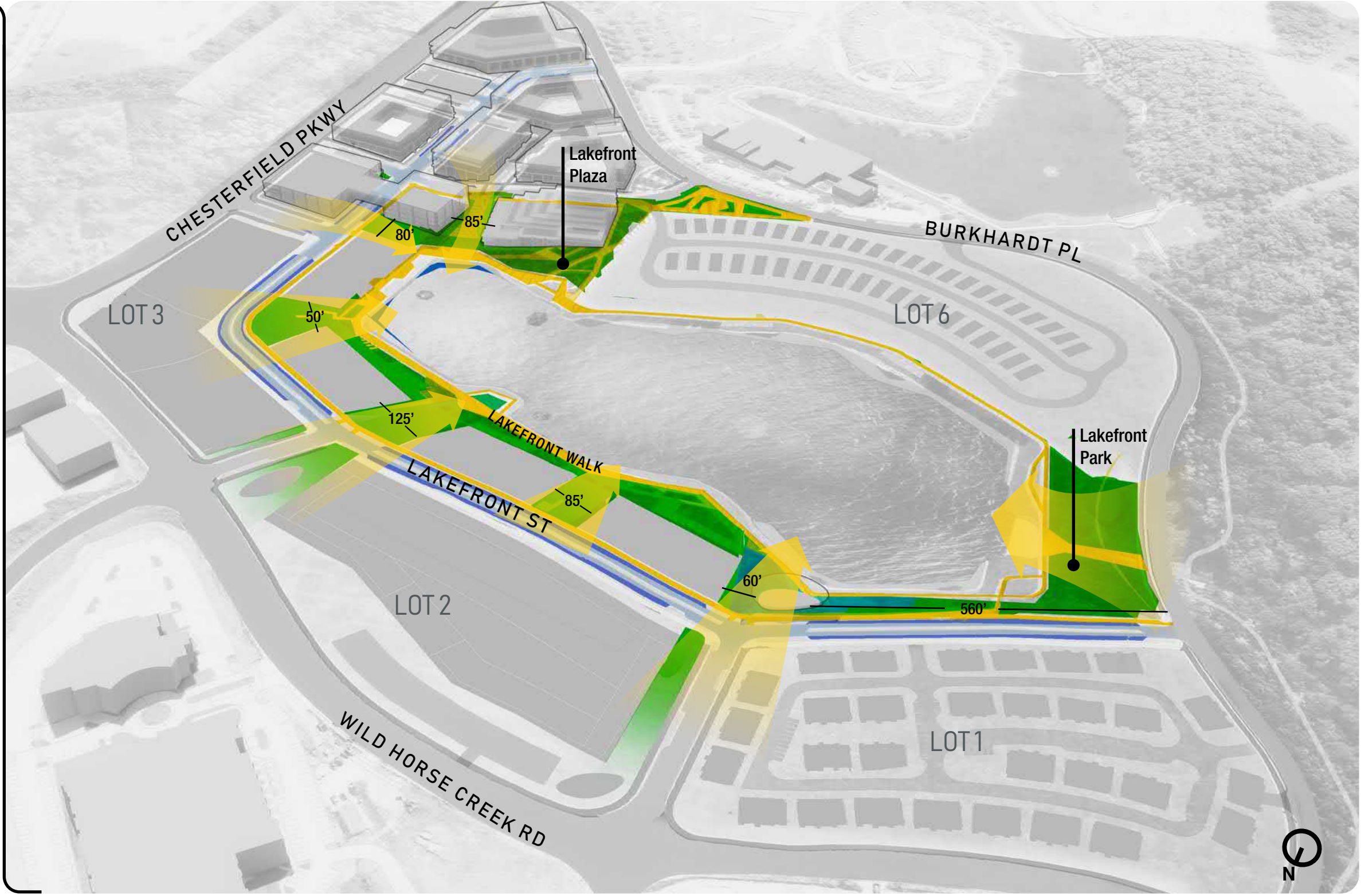




WILDHORSE VILLAGE

LAKEFRONT ST CONNECTIVITY TO LAKE

- Public landscape corridors connect Lakefront St to the water
- Lakefront Walk provides activated pedestrian path around the entire lake
- Lakefront Plaza anchors lakefront development and links to retail hub
- Lakefront Park, to the west, links Lakefront St to the lake and surrounding landscape
- The visual and physical connection to the lakefront is maintained throughout the site



LEGEND

- Lakefront Walk
- Lakefront Landscape
- Lakefront Street
- Street Parking



WILDHORSE VILLAGE

URBAN MAIN STREET

STREET CONDITION | LAKEFRONT ST



PUBLIC HEARING ISSUE # 9B : Visual depiction of typical building appearance, both single and mixed-use

CRG

INTEGRATED
REAL ESTATE
SOLUTIONS

Lamar Johnson
Collaborative

CLAYCO

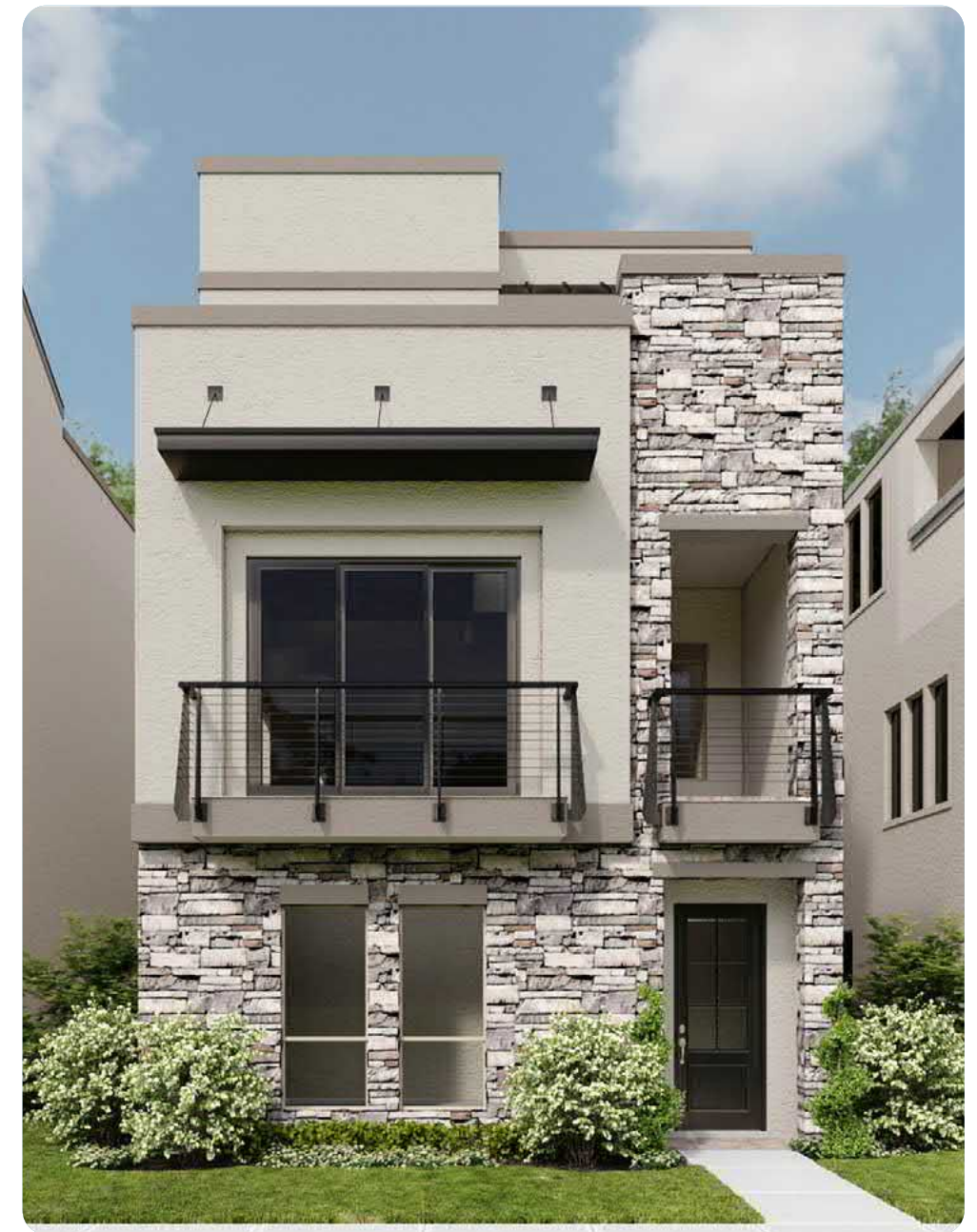
THE ART & SCIENCE OF BUILDING

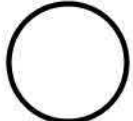
© 2020

WILDHORSE VILLAGE
LAKEFRONT WALK



TOWNHOME PRECEDENTS



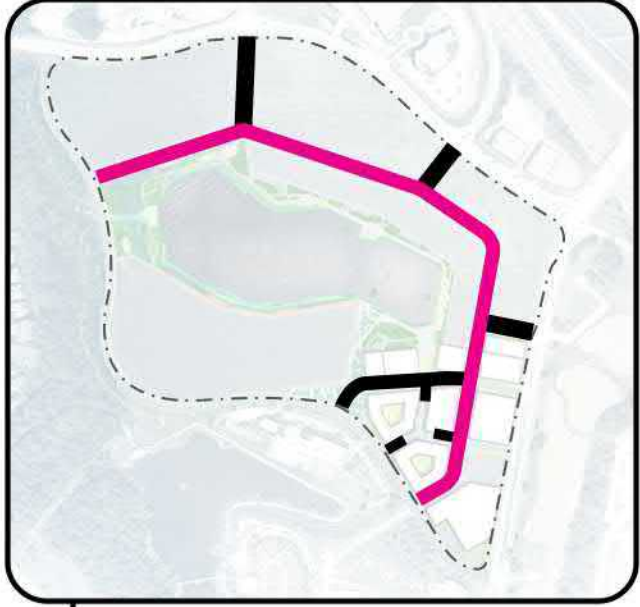


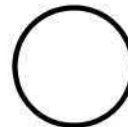
WILDHORSE VILLAGE

URBAN MAIN STREET

STREET CONDITION | LAKEFRONT ST

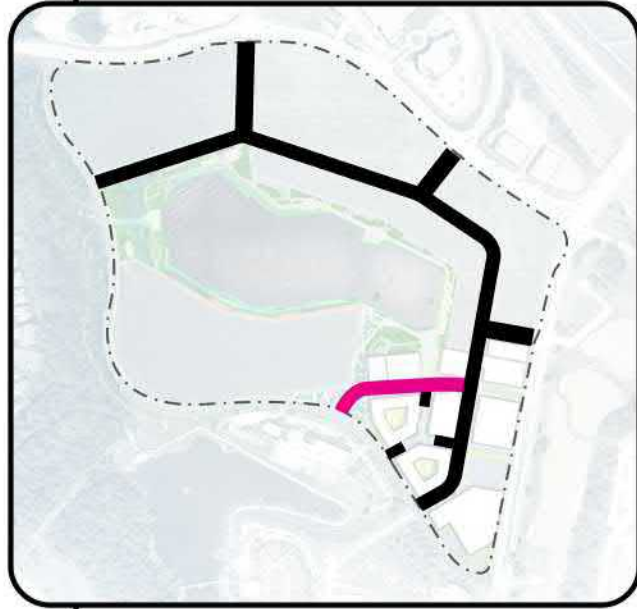
STREET LOCATOR





WILDHORSE VILLAGE
URBAN MIXED USE STREET
 STREET CONDITION B

STREET LOCATOR



PRELIMINARY PLAN WILDHORSE VILLAGE

PART OF U.S. SURVEYS 123, 415 AND 2031 TOWNSHIP 45 NORTH, RANGE 4 EAST
CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI

AMENDED AREA 1

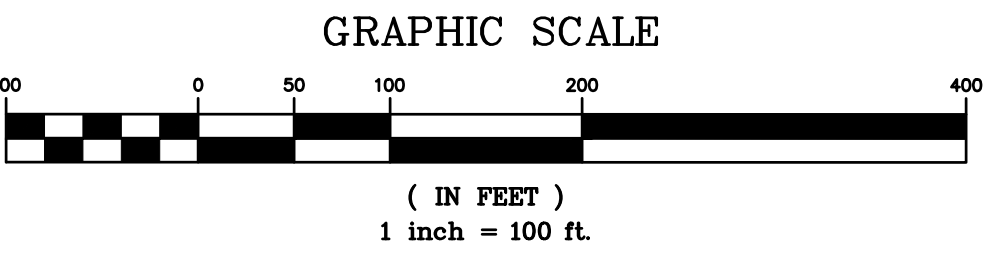
A TRACT OF LAND BEING PART OF U.S. SURVEYS 123, 415 AND 2031 AND PART OF LOT C120 OF "CHESTERFIELD VILLAGE AREA A PHASE ONE PLAT TWO" IN TOWNSHIP 45 NORTH - RANGE 4 EAST, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF PROPERTY DESCRIBED IN THE DEED TO CHESTERFIELD VILLAGE, INC. RECORDED IN BOOK 6881 PAGE 1745 OF THE ST. LOUIS COUNTY RECORDS; THENCE NORTHWARDLY ALONG THE WEST LINE OF AFORESAID CHESTERFIELD VILLAGE, INC. PROPERTY BEING ALSO THE EAST LINE OF PROPERTY DESCRIBED IN THE DEED TO RICHARD B. GOWDIN RECORDED IN BOOK 12444 PAGE 731 OF THE ST. LOUIS COUNTY RECORDS NORTH 00 DEGREES 02 MINUTES 30 SECONDS EAST 302.54 FEET TO A POINT ON THE SOUTH LINE OF RELOCATED WILD HORSE CREEK ROAD OF VARYING WIDTH AS SHOWN ON THE "WILD HORSE CREEK ROAD DEDICATION PLAN" RECORDED IN PLAT BOOK 354 PAGES 865 AND 866 OF THE ST. LOUIS COUNTY RECORDS, AFORESAID POINT BEING THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE EASTWARDLY AFORESAID EAST LINE THE FOLLOWING COURSES AND DISTANCES: NORTH 00 DEGREES 02 MINUTES 30 SECONDS EAST 5.13 FEET, ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS NORTH 19 DEGREES 51 MINUTES 11 SECONDS WEST 991.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 19.25 FEET, NORTH 79 DEGREES 48 MINUTES 05 SECONDS EAST 84.71 FEET, ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS SOUTH 15 DEGREES 42 MINUTES 05 SECONDS EAST 907.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 320.45 FEET, NORTH 04 DEGREES 32 MINUTES 30 SECONDS EAST 12.00 FEET, ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS SOUTH 04 DEGREES 32 MINUTES 30 SECONDS WEST 919.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 623.36 FEET TO A POINT ON THE WEST LINE OF A ROADWAY DEDICATION AS RECORDED IN BOOK 8409 PAGE 1232 OF THE ST. ST. LOUIS COUNTY RECORDS, BEING ON THE NORTHERLY EXTENSION OF THE WEST LINE OF A TRACT OF LAND CONVEYED TO KERNER PROPERTY HOLDING LLC AS RECORDED IN DEED BOOK 23776 PAGE 3007 OF SAID RECORDS; THENCE ALONG SAID NORTHERLY EXTENSION, SOUTH 00 DEGREES 43 MINUTES 13 SECONDS WEST, 6.30 FEET TO THE NORTHWEST CORNER OF ABOVE SAID ROADWAY DEDICATION; THENCE ALONG THE WESTERN LINE OF SAID DEDICATION, SOUTH 44 DEGREES 21 MINUTES 11 SECONDS EAST, 222.70 FEET TO THE SOUTHWEST CORNER OF ABOVE SAID DEDICATION; SAID POINT ALSO BEING LOCATED ON THE SOUTHERLY EXTENSION OF THE SOUTH LINE OF ABOVE SAID TO KERNER PROPERTY HOLDING LLC TRACT; THENCE ALONG SAID EXTENSION SOUTH 45 DEGREES 14 MINUTES 26 SECONDS WEST, 8.04 FEET TO THE ABOVE SAID SOUTH RIGHT OF WAY LINE OF WILD HORSE CREEK ROAD, VARIABLE WIDTH; SAID SOUTH RIGHT OF WAY LINE THE FOLLOWING COURSES AND DISTANCES: ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS NORTH 41 DEGREES 26 MINUTES 45 SECONDS EAST 1181.92 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 25.00 FEET, SOUTH 49 DEGREES 45 MINUTES 58 SECONDS EAST 4.14 FEET, SOUTH 44 DEGREES 11 MINUTES 16 SECONDS EAST 3.70 FEET, SOUTH 49 DEGREES 40 MINUTES 42 SECONDS EAST 36.63 FEET, SOUTH 40 DEGREES 19 MINUTES 18 SECONDS WEST 20.00 FEET, SOUTH 49 DEGREES 40 MINUTES 42 SECONDS EAST 112.45 FEET, ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 15 DEGREES 42 MINUTES 05 SECONDS EAST 907.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 84.78 FEET AND SOUTH 17 DEGREES 45 MINUTES 50 SECONDS EAST 125.94 FEET TO A POINT ON THE WEST LINE OF CHESTERFIELD VILLAGE PARKWAY 73 FEET WIDE; THENCE SOUTHWARDLY ALONG SAID WEST LINE ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 65 DEGREES 36 MINUTES 56 SECONDS EAST 1186.50 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 296.65 FEET, SOUTH 10 DEGREES 03 MINUTES 33 SECONDS WEST 125.23 FEET AND SOUTH 55 DEGREES 03 MINUTES 33 SECONDS WEST 35.36 FEET TO A POINT ON THE RIGHT-OF-WAY OF BURKHARDT PLACE; THENCE ALONG THE RIGHT-OF-WAY OF BURKHARDT PLACE THE FOLLOWING COURSES AND DISTANCES: NORTH 79 DEGREES 56 MINUTES 27 SECONDS WEST 15.00 FEET, SOUTH 10 DEGREES 03 MINUTES 33 SECONDS WEST 4.00 FEET, ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS NORTH 10 DEGREES 04 MINUTES 13 SECONDS EAST 289.23 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 244.78 FEET, NORTH 31 DEGREES 26 MINUTES 20 SECONDS WEST 4.7264 FEET AND ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 58 DEGREES 33 MINUTES 40 SECONDS WEST 568.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 351.80 FEET, ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 23 DEGREES 04 MINUTES 25 SECONDS WEST 818.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 281.27 FEET TO A POINT; THENCE NORTH 03 DEGREES 22 MINUTES 22 SECONDS EAST 8.50 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 03 DEGREES 22 MINUTES 22 SECONDS WEST 326.50 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 244.40 FEET TO A POINT; THENCE SOUTH 76 DEGREES 25 MINUTES 4 SECONDS WEST 99.72 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS NORTH 13 DEGREES 34 MINUTES 13 SECONDS WEST 345.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 607.80 FEET ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS NORTH 77 DEGREES 41 MINUTES 01 SECONDS WEST 985.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 900.59 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS NORTH 49 DEGREES 55 MINUTES 50 SECONDS EAST 345.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 204.65 FEET TO A POINT; THENCE NORTH 08 DEGREES 53 MINUTES 55 SECONDS EAST 9.88 FEET TO A POINT; THENCE ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS SOUTH 81 DEGREES 06 MINUTES 05 SECONDS EAST 84.63 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 89.04 FEET TO A POINT ON THE WEST LINE OF AFORESAID GOWDIN PROPERTY, AFORESAID POINT BEING ALSO ON AFORESAID SOUTH LINE OF RELOCATED WILD HORSE CREEK ROAD; THENCE NORTHWARDLY ALONG AFORESAID WEST LINE AND ALONG AFORESAID SOUTH LINE OF RELOCATED WILD HORSE CREEK ROAD NORTH 06 DEGREES 56 MINUTES 30 SECONDS EAST 12.85 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS NORTH 12 DEGREES 25 SECONDS WEST 996.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 593.36 FEET TO THE POINT OF BEGINNING AND CONTAINING 78.412 ACRES.

AREA 3

A TRACT OF LAND IN U.S. SURVEY 123, TOWNSHIP 45 NORTH - RANGE 4 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE SOUTHWEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 40, SAID POINT BEING DISTANT NORTH 33 DEGREES 47 MINUTES 31 SECONDS WEST 41.56 FEET FROM THE SOUTH LINE OF SAID U.S. SURVEY 123, SAID POINT ALSO BEING PERPENDICULAR DISTANT NORTH 53 DEGREES 04 MINUTES 08 SECONDS WEST 85.00 FEET FROM THE CENTERLINE OF CHESTERFIELD PARKWAY; THENCE SOUTHWESTWARDLY ALONG THE NORTHWEST RIGHT-OF-WAY LINE OF SAID CHESTERFIELD PARKWAY SOUTH 38 DEGREES 55 MINUTES 52 SECONDS WEST 59.27 FEET TO THE SAID SOUTH LINE OF U.S. SURVEY 123; THENCE WEST ALONG SAID SOUTH LINE OF U.S. SURVEY 123 SOUTH 77 DEGREES 39 MINUTES 33 SECONDS WEST 110.86 FEET TO THE NORTH RIGHT-OF-WAY LINE OF CHESTERFIELD AIRPORT ROAD, 100 FEET WIDE; THENCE WESTWARDLY ALONG SAID NORTH RIGHT-OF-WAY LINE OF CHESTERFIELD AIRPORT ROAD, 100 FEET WIDE, ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS NORTH 29 DEGREES 47 MINUTES 51 SECONDS EAST 185.88 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 55.96 FEET, NORTH 58 DEGREES 28 MINUTES 42 SECONDS WEST 163.68 FEET AND ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS NORTH 31 DEGREES 31 MINUTES 18 SECONDS EAST 145.98 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 117.66 FEET TO THE LIMITED ACCESS LINE OF RAMP "A"; THENCE ALONG THE SAID LIMITED ACCESS LINE OF RAMP "A" THE FOLLOWING COURSES AND DISTANCES: NORTH 18 DEGREES 05 MINUTES 04 SECONDS WEST 130.51 FEET, NORTH 38 DEGREES 44 MINUTES 47 SECONDS EAST 50.00 FEET AND NORTH 29 DEGREES 39 MINUTES 23 SECONDS EAST 237.00 FEET TO THE AFORESAID SOUTHWEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 40; THENCE SOUTHEASTWARDLY ALONG SAID SOUTHWEST RIGHT-OF-WAY LINE OF U.S. HIGHWAY 40 SOUTH 33 DEGREES 47 MINUTES 31 SECONDS EAST 584.07 FEET TO THE POINT OF BEGINNING AND CONTAINING 2.91 ACRES.



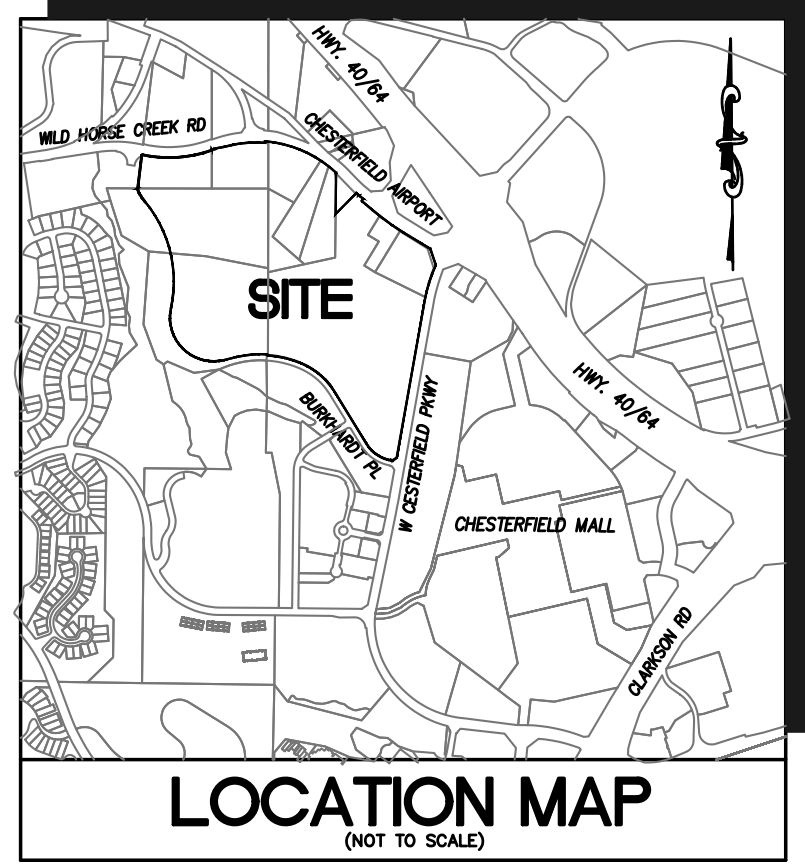
**CHESTERFIELD PARKWAY
WEST (73' W)**
ST. LOUIS COUNTY ROW

PREPARED FOR:
WILDHORSE VILLAGE, LP
A MISSOURI LIMITED PARTNERSHIP
CARE OF CRG
2199 INNERBELT BUSINESS CENTER DR.
ST. LOUIS, MO 63114
PHONE 314.428.5100
ATTN: JEFF TEGETHOFF - 314.492.2572
OPERATING PARTNER

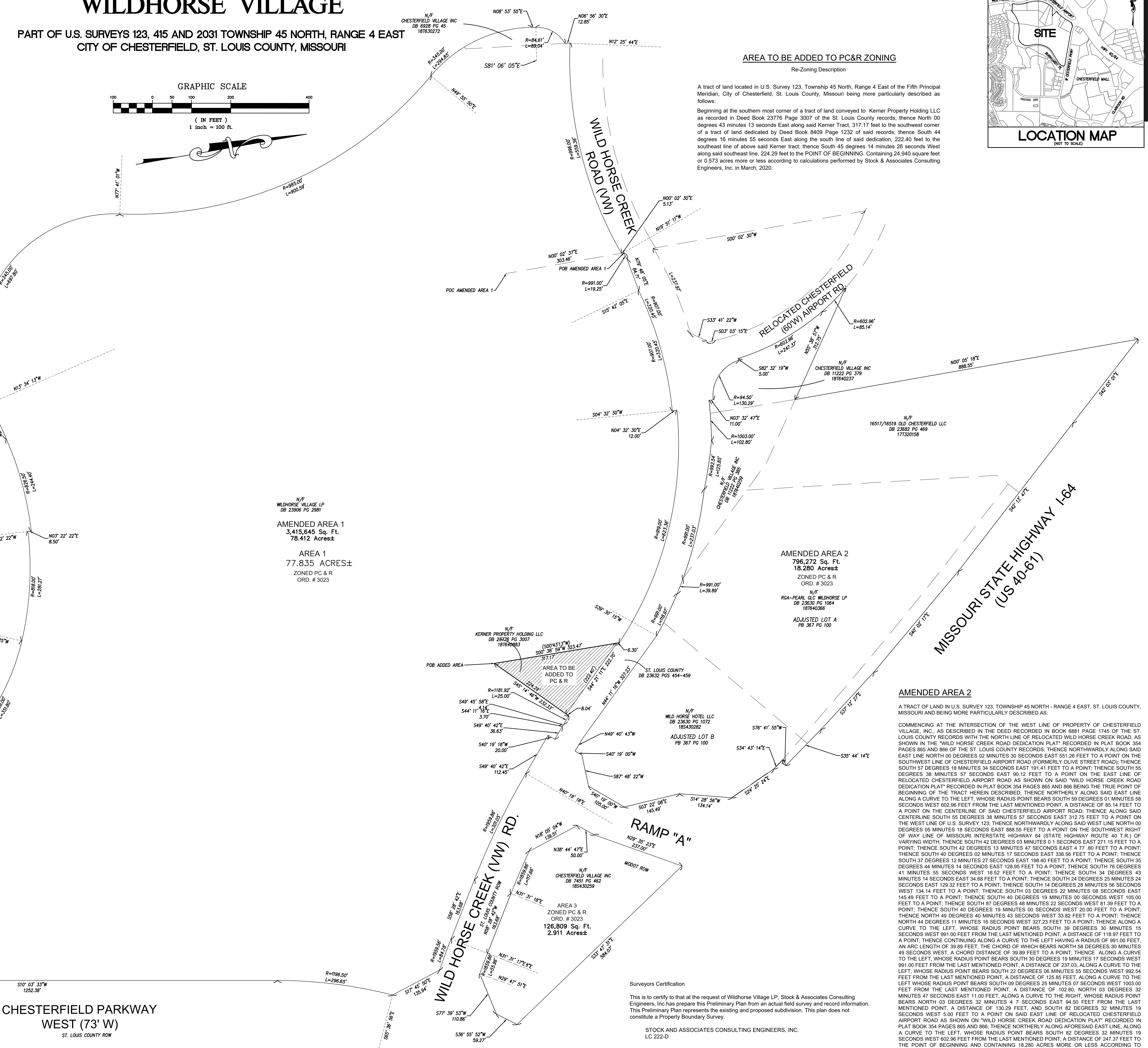
AREA TO BE ADDED TO PC&R ZONING

Re-Zoning Description
A tract of land located in U.S. Survey 123, 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 southern most corner of a tract of land conveyed to Kerner Property Holding LLC as recorded in Deed Book 23776 Page 3007 of the St. Louis County records; thence North 00 degrees 43 minutes 13 seconds East along said Kerner Tract, 317.17 feet to the southeast corner of a tract of land dedicated by Deed Book 8409 Page 1232 of said records; thence South 44 degrees 16 minutes 55 seconds East along the south line of said dedication, 222.40 feet to the southeast line of above said Kerner tract; thence South 45 degrees 14 minutes 26 seconds West along said southeast line, 224.29 feet to the POINT OF BEGINNING. Containing 24,940 square feet or 0.573 acres more or less according to calculations performed by Stock & Associates Consulting Engineers, Inc. in March, 2020.



BURKHARDT PLACE (N/W)
CITY OF CHESTERFIELD ROW



PREPARED BY:
Stock & Associates
Consulting Engineers, Inc.
257 Chesterfield Business Parkway
St. Louis, MO 63005 PH: (636) 530-9300
5301-9301 FAX: (636) 530-9300
e-mail: general@stockassoc.com
Web: www.stockassoc.com

PRELIMINARY PLAN FOR:
WILDHORSE VILLAGE
WILD HORSE CREEK ROAD, W. CHESTERFIELD PARKWAY
BURKHARDT PLACE - CHESTERFIELD, MISSOURI

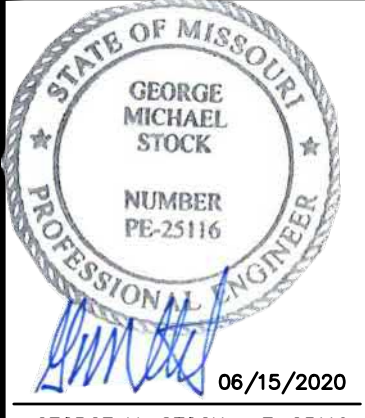
Surveyors Certification
This is to certify that at the request of Wildhorse Village LP, Stock & Associates Consulting Engineers, Inc. has prepared this Preliminary Plan from an actual field survey and record information. This Preliminary Plan represents the existing and proposed subdivision. This plan does not constitute a Property Boundary Survey.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
LC 222-D
By: _____
Walter J. Pfeifer, Missouri P.L.S. No. 2008728

AMENDED AREA 2

A TRACT OF LAND IN U.S. SURVEY 123, TOWNSHIP 45 NORTH - RANGE 4 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS:

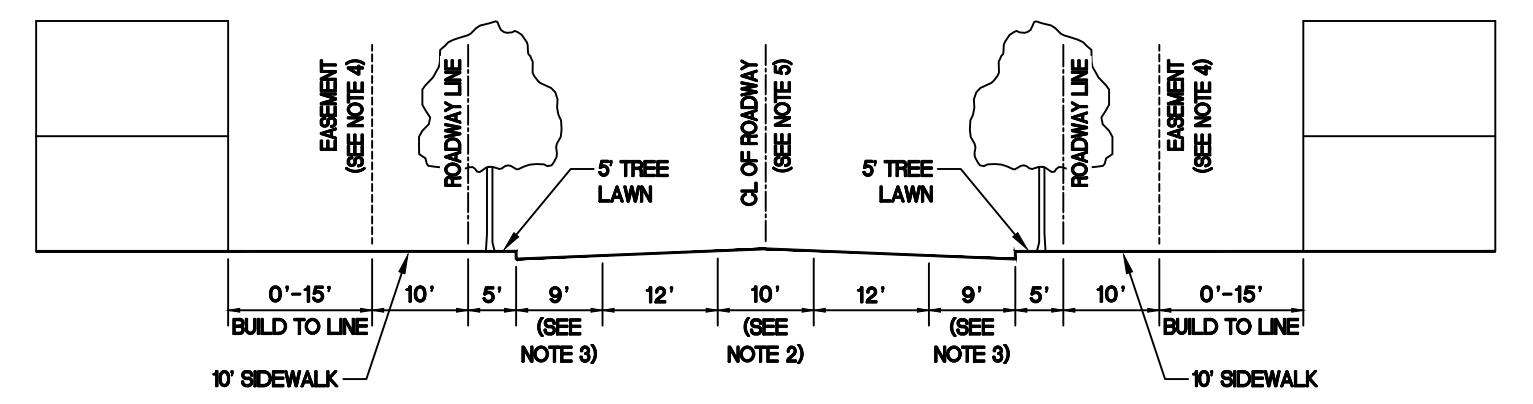
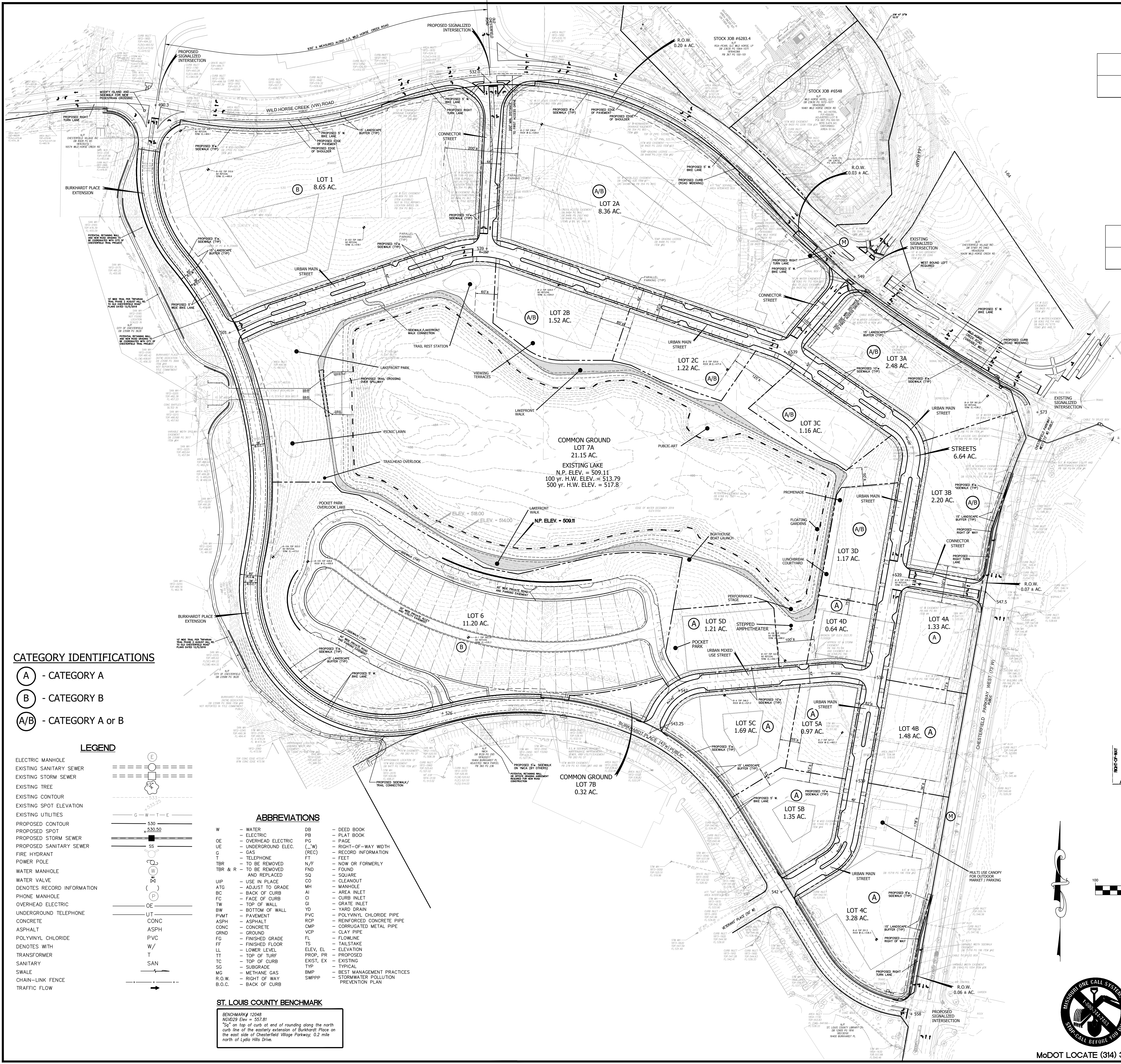
COMMENCING AT THE INTERSECTION OF THE WEST LINE OF PROPERTY OF CHESTERFIELD VILLAGE, INC., AS DESCRIBED IN THE DEED RECORDED IN BOOK 6881 PAGE 1745 OF THE ST. LOUIS COUNTY RECORDS WITH THE NORTH LINE OF RELOCATED WILD HORSE CREEK ROAD, AS SHOWN IN THE "WILD HORSE CREEK ROAD DEDICATION PLAN" RECORDED IN PLAT BOOK 354 PAGES 865 AND 866 OF THE ST. LOUIS COUNTY RECORDS; THENCE NORTHWARDLY ALONG SAID EAST LINE NORTH 00 DEGREES 02 MINUTES 30 SECONDS EAST 191.41 FEET TO A POINT; THENCE SOUTH 55 DEGREES 38 MINUTES 57 SECONDS EAST 90.12 FEET TO A POINT ON THE EAST LINE OF THE SOUTHWEST LINE OF CHESTERFIELD AIRPORT ROAD (FORMERLY OLIVE STREET ROAD); THENCE SOUTH 57 DEGREES 18 MINUTES 34 SECONDS EAST 191.41 FEET TO A POINT; THENCE SOUTH 55 DEGREES 38 MINUTES 57 SECONDS EAST 90.12 FEET TO A POINT ON THE EAST LINE OF RELOCATED CHESTERFIELD AIRPORT ROAD AS SHOWN ON SAID "WILD HORSE CREEK ROAD DEDICATION PLAN" RECORDED IN PLAT BOOK 354 PAGES 865 AND 866 BEING THE TRUE POINT OF BEGINNING OF THE TRACT HEREIN DESCRIBED; THENCE NORTHERLY ALONG SAID EAST LINE ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 59 DEGREES 01 MINUTES 58 SECONDS WEST 602.96 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 85.14 FEET TO A POINT ON THE CENTERLINE OF SAID CHESTERFIELD AIRPORT ROAD; THENCE ALONG SAID CENTERLINE SOUTH 55 DEGREES 38 MINUTES 57 SECONDS EAST 319.73 FEET TO A POINT ON THE WEST LINE OF U.S. SURVEY 123; THENCE NORTHWARDLY ALONG SAID WEST LINE NORTH 00 DEGREES 05 MINUTES 16 SECONDS EAST 888.55 FEET TO A POINT ON THE SOUTHWEST RIGHT OF WAY LINE OF MISSOURI INTERSTATE HIGHWAY 64 (STATE HIGHWAY ROUTE 40 T.R.) OF VARYING WIDTH; THENCE SOUTH 42 DEGREES 03 MINUTES 01 SECONDS EAST 271.15 FEET TO A POINT; THENCE SOUTH 42 DEGREES 13 MINUTES 47 SECONDS EAST 4.77 80 FEET TO A POINT; THENCE SOUTH 40 DEGREES 02 MINUTES 17 SECONDS EAST 336.56 FEET TO A POINT; THENCE SOUTH 37 DEGREES 12 MINUTES 27 SECONDS EAST 198.40 FEET TO A POINT; THENCE SOUTH 35 DEGREES 44 MINUTES 14 SECONDS EAST 128.95 FEET TO A POINT; THENCE SOUTH 78 DEGREES 41 MINUTES 55 SECONDS WEST 16.52 FEET TO A POINT; THENCE SOUTH 34 DEGREES 43 MINUTES 14 SECONDS EAST 34.88 FEET TO A POINT; THENCE SOUTH 24 DEGREES 25 MINUTES 24 SECONDS EAST 129.32 FEET TO A POINT; THENCE SOUTH 14 DEGREES 28 MINUTES 56 SECONDS WEST 134.14 FEET TO A POINT; THENCE SOUTH 03 DEGREES 22 MINUTES 08 SECONDS EAST 145.49 FEET TO A POINT; THENCE SOUTH 40 DEGREES 19 MINUTES 09 SECONDS WEST 106.02 FEET TO A POINT; THENCE SOUTH 87 DEGREES 48 MINUTES 22 SECONDS WEST 81.39 FEET TO A POINT; THENCE SOUTH 40 DEGREES 19 MINUTES 09 SECONDS WEST 20.00 FEET TO A POINT; THENCE NORTH 49 DEGREES 40 MINUTES 42 SECONDS WEST 33.82 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 39 DEGREES 30 MINUTES 15 SECONDS WEST 991.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 116.87 FEET TO A POINT; THENCE CONTINUING ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 991.00 FEET, AN ARC LENGTH OF 39.89 FEET, THE CHORD OF WHICH BEARS NORTH 58 DEGREES 30 MINUTES 49 SECONDS WEST 39.89 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 42 DEGREES 03 MINUTES 01 SECONDS WEST 39.89 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 39 DEGREES 30 MINUTES 15 SECONDS WEST 991.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 126.95 FEET, ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 30 DEGREES 19 MINUTES 17 SECONDS WEST 1033.00 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 102.80, NORTH 03 DEGREES 32 MINUTES 47 SECONDS EAST 11.00 FEET, ALONG A CURVE TO THE RIGHT, WHOSE RADIUS POINT BEARS NORTH 03 DEGREES 32 MINUTES 47 SECONDS EAST 94.50 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 130.29 FEET, AND SOUTH 82 DEGREES 32 MINUTES 19 SECONDS WEST 5.88 FEET TO A POINT ON SAID EAST LINE OF RELOCATED CHESTERFIELD AIRPORT ROAD AS SHOWN ON "WILD HORSE CREEK ROAD DEDICATION PLAN" RECORDED IN PLAT BOOK 354 PAGES 865 AND 866; THENCE NORTHERLY ALONG AFORESAID EAST LINE, ALONG A CURVE TO THE LEFT, WHOSE RADIUS POINT BEARS SOUTH 82 DEGREES 32 MINUTES 19 SECONDS WEST 602.96 FEET FROM THE LAST MENTIONED POINT, A DISTANCE OF 247.37 FEET TO THE POINT OF BEGINNING AND CONTAINING 18,280 ACRES MORE OR LESS ACCORDING TO CALCULATIONS BY STOCK & ASSOCIATES CONSULTING ENGINEERS, INC. DURING JUNE, 2018.



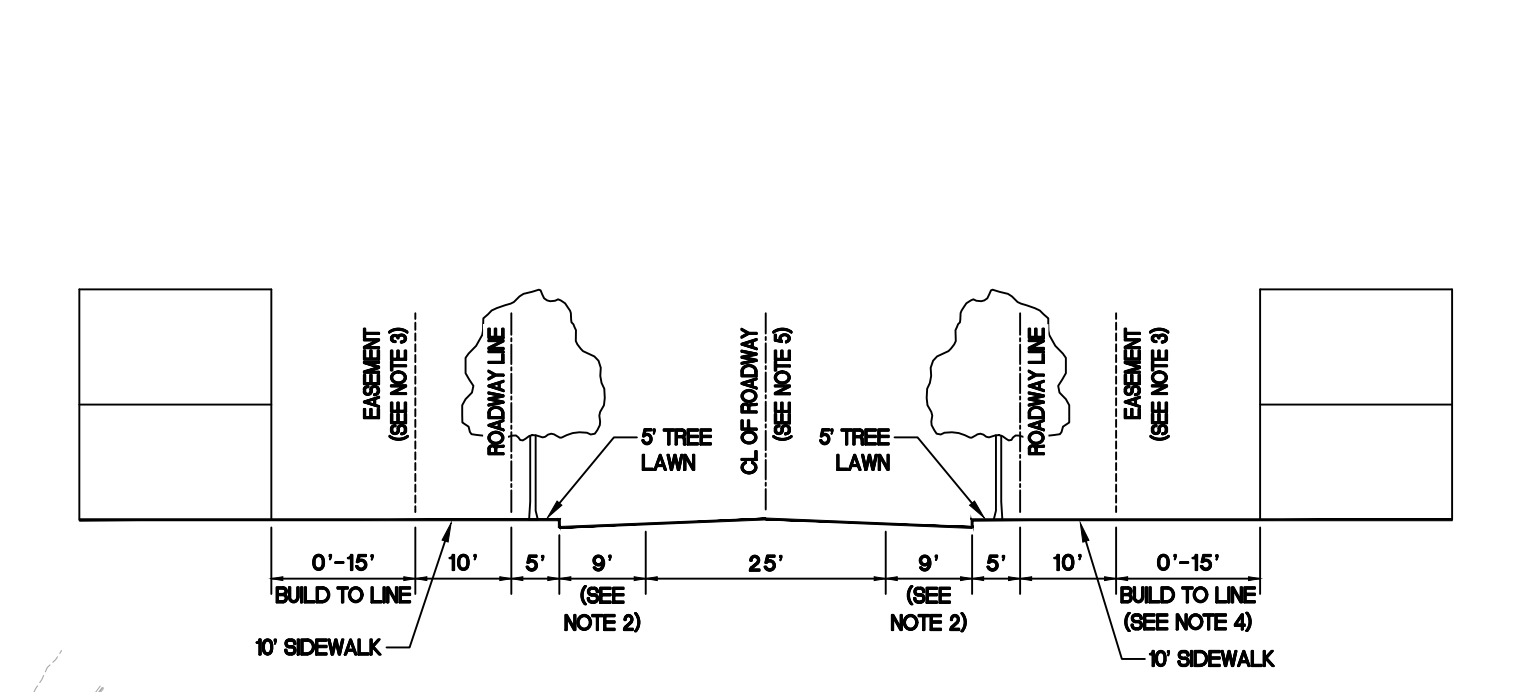
REVISIONS:
1. 4/21/20 revised Amended Area 1 description
2. 6/10/2020 REVISED PER CITY COMMENTS
3. 6/15/2020 REVISED PER CITY COMMENTS

DRAWN BY: NFW	CHECKED BY: WJF
DATE: 3/11/20	JOB NO: 218-0670
M.S.D. #	SCALE MAP #
S.L.C. MAT #	MAT SUP. #
M.D.N.R. #	

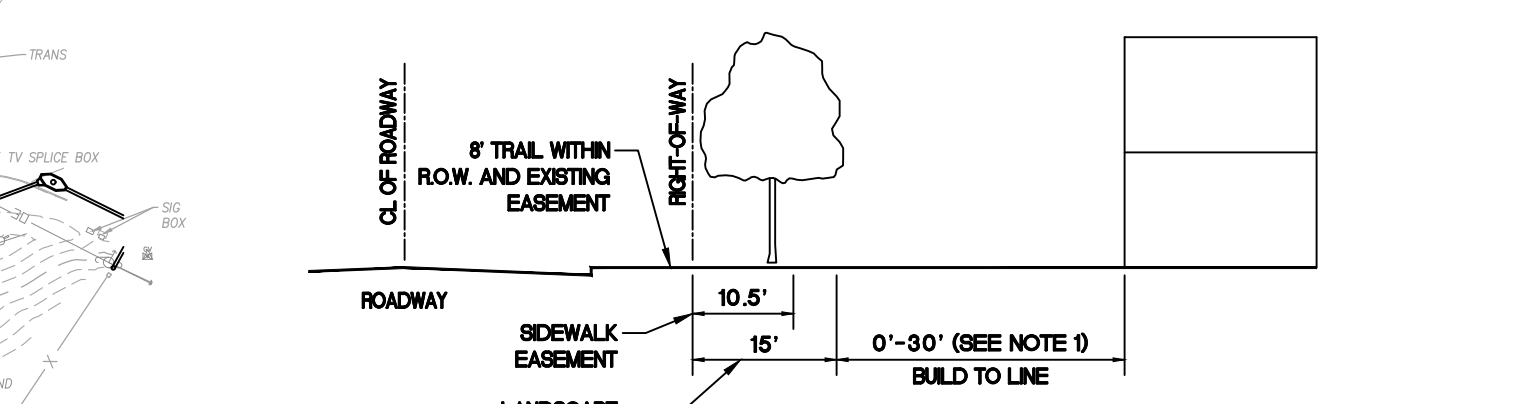
TITLE:
PRELIMINARY PLAN
SHEET NO.:
C1.0



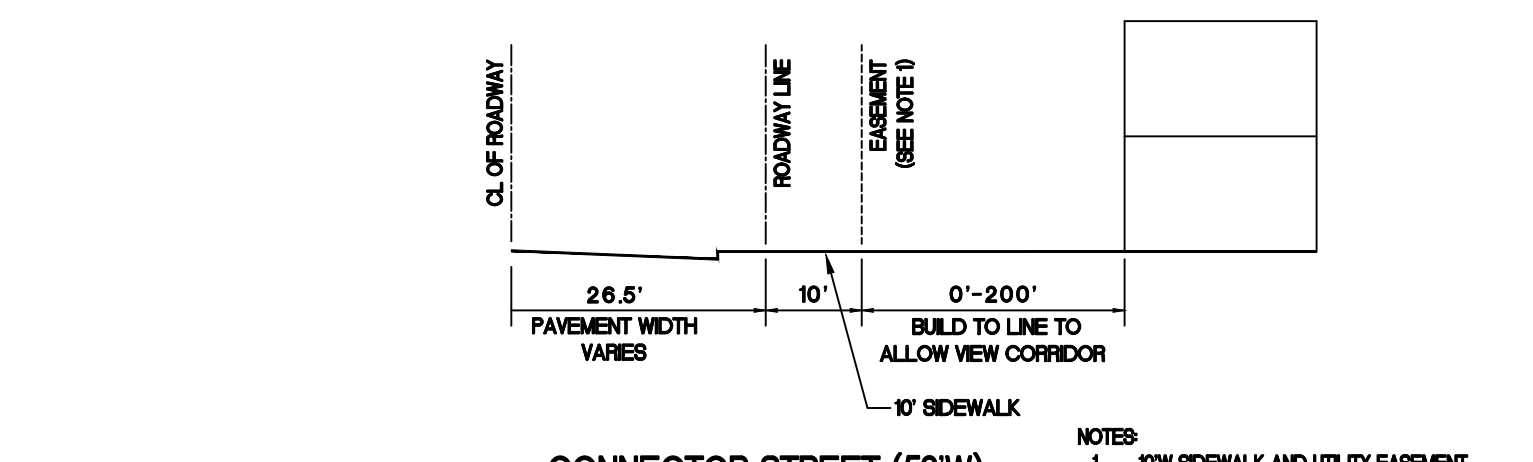
**URBAN MAIN STREET (62'W)
(A.K.A. LAKEFRONT STREET)**



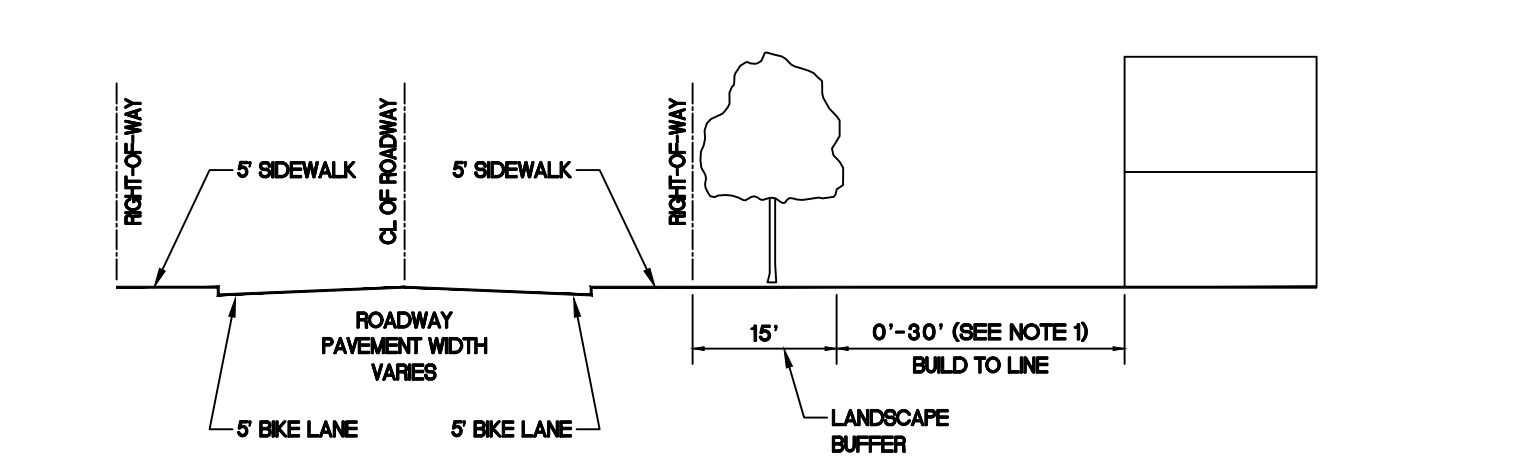
URBAN MIXED USE STREET (53'W)



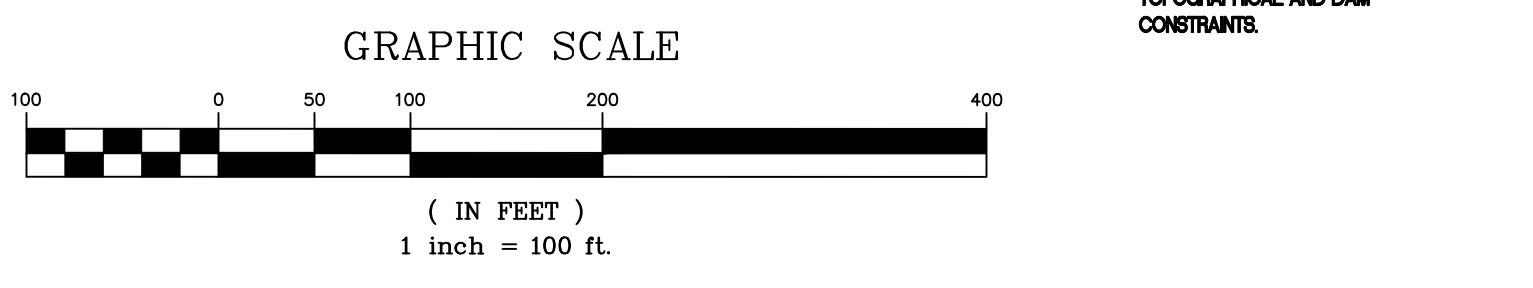
**WILD HORSE CREEK ROAD AND CHESTERFIELD PARKWAY WEST
(PUBLIC)**



CONNECTOR STREET (53'W)



**BURKHARDT PLACE
(PUBLIC)**



GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.

FLOOD NOTE:
SUBJECT PROPERTY LIES WITHIN FLOOD ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP NUMBER 29189C0164K WITH AN EFFECTIVE DATE OF 2-4-2015, BY GRAPHICALLY PLOTTING.

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

CATEGORY IDENTIFICATIONS

- (A) - CATEGORY A
- (B) - CATEGORY B
- (A/B) - CATEGORY A or B

LEGEND

- ELECTRIC MANHOLE
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING TREE
- EXISTING CONTOUR
- EXISTING SPOT ELEVATION
- EXISTING UTILITIES
- PROPOSED CONTOUR
- PROPOSED SPOT
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- FIRE HYDRANT
- POWER POLE
- WATER MANHOLE
- WATER VALVE
- DENOTES RECORD INFORMATION
- PHONE MANHOLE
- OVERHEAD ELECTRIC
- UNDERGROUND TELEPHONE
- CONCRETE
- ASPHALT
- POLYVINYL CHLORIDE
- DENOTES WITH
- TRANSFORMER
- SANITARY
- SWALE
- CHAIN-LINK FENCE
- TRAFFIC FLOW

ABBREVIATIONS

W - WATER	DB - DEED BOOK	
OE - OVERHEAD ELECTRIC	PB - PLAT BOOK	
UE - UNDERGROUND ELEC.	PG - PAGE	
G - GAS	(-W) - RIGHT-OF-WAY WIDTH	
T - TELEPHONE	(REC) - RECORD INFORMATION	
TBR - TO BE REMOVED	FT - FEET	
TBR & R - TO BE REMOVED AND REPLACED	N/F - NOW OR FORMERLY	
UP - USE IN PLACE	FND - FOUND	
ATG - ADJUST TO GRADE	SO - SQUARE	
BC - BACK OF CURB	CN - CLEANOUT	
FC - FACE OF CURB	MH - MANHOLE	
TW - TOP OF WALL	AI - AREA INLET	
BW - BOTTOM OF WALL	CI - CURB INLET	
PMT - PAVEMENT	GI - GRATE INLET	
ASPH - ASPHALT	YD - YARD DRAIN	
CONC - CONCRETE	PVC - POLYVINYL CHLORIDE PIPE	
ASPH - ASPHALT	RCP - REINFORCED CONCRETE PIPE	
GRND - GROUND	CMP - CORRUGATED METAL PIPE	
FF - FINISHED FLOOR	VCP - CLAY PIPE	
LL - LOWER LEVEL	FL - FLOWLINE	
TT - TOP OF TURF	TS - TAILSTAKE	
TC - TOP OF CURB	ELEV. EL - ELEVATION	
SG - SUBGRADE	PROP. PR - PROPOSED	
MG - METHANE GAS	EXIST. EX - EXISTING	
R.O.W. - RIGHT OF WAY	TYP - TYPICAL	
B.O.C. - BACK OF CURB	BMP - BEST MANAGEMENT PRACTICES	
	SWPPP - STORMWATER POLLUTION PREVENTION PLAN	

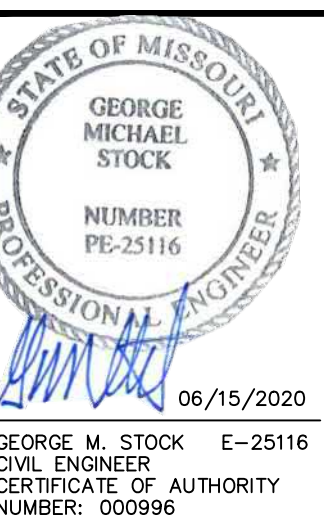
ST. LOUIS COUNTY BENCHMARK
BENCHMARK # 1204
NGVD29 Elev = 552.81
30' on top of curb at end of rounding along the north curb line of the easterly extension of Burkhardt Place on the east side of Chesterfield Village Parkway, 0.2 mile north of Lytle Hills Drive.



MoDOT LOCATE (314) 340-4100

PREPARED BY:
STOCK & ASSOCIATES
Consulting Engineers, Inc.
757 Chesterfield Business Parkway
St. Louis, MO 63005 PH: (636) 590-9000
590-9000 FAX: (636) 590-9000
e-mail: general@stockinc.com
www.stockinc.com

PRELIMINARY PLAN FOR:
WILDHORSE VILLAGE
WILD HORSE CREEK ROAD, W. CHESTERFIELD PARKWAY
BURKHARDT PLACE - CHESTERFIELD, MISSOURI



REVISIONS:
1 6/10/2020 REVISED PER CITY COMMENTS
2 6/15/2020 REVISED PER CITY COMMENTS

DRAWN BY: T.S./A.C.D. CHECKED BY: G.M.S.
DATE: 05/21/2020 JOB NO: 219-6670
SCALE: 1" = 185'/81" BASE MAP: 185'/81"
S.L.C. HWT # HWT S.U.P. #
M.D.N.R. #
SHEET TITLE: **PRELIMINARY PLAN**
SHEET NO.: **C2.0**



Jerald Saunders - Landscape Architect
MO License # LA-007
Consultants:

'WILDHORSE VILLAGE' SITE INDIVIDUAL TREES

ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment	Onsite	Offsite
1	Red Maple	10	15'	1	Trunk Decay	X	
2	Red Maple	9	20'	1	Trunk Decay	X	
3	Red Maple	9	10'	1	Trunk Decay	X	
4	Red Maple	12	12'	1		X	
5	Red Maple	9	10'	1		X	
6	Green Ash	24	40'	2	Poor structure/form	X	
7	Green Ash	14	30'	2	Poor structure/form	X	
8	Green Ash	14	25'	2	Poor structure/form	X	
9	Green Ash	14	25'	2	Poor structure/form	X	
10	Green Ash	14	25'	2			X
11	Green Ash	8	15'	2			X
12	Green Ash	12	15'	2		X	
13	Green Ash	12	25'	2		X	
14	Green Ash	16	25'	1		X	
15	Green Ash	12	20'	2		X	
16	Green Ash	10	20'	2		X	
17	Green Ash	12	25'	2			X
18	Locust	18	30'	2	Multi-stem	X	
19	Locust	12	20'	2	Multi-stem	X	
20	Allanhus	24	30'	2	Multi-stem	X	
21	Birch	12	15'	2		X	
27	Locust	12	25'	2		X	
28	Locust	12	25'	2		X	

Condition Rating
1 = Poor
4 = Excellent

'WILDHORSE VILLAGE' SITE TREE NOTES

- Woodland "A" (110,955 sq.ft.) (2.547ac)
 - Primarily Red Oak, Black Cherry, Sugar Maple, Elm, with Honeysuckle understory and some Redbuds.
 - Condition: Fair
 - Average size 8-12" DBH
- Woodland "B" (135,622 sq.ft.) (3.113ac)
 - Primarily Red Oak, Sassafras, Elm
 - Condition: Fair
 - Average size 10" DBH
- Woodland "C" (97,155 sq.ft.) (2.230ac)
 - Cedar/Hardwood mix
- Woodland "D" (101,387 sq.ft.) (2.328ac)
 - Primarily Red Oak, Elm, Cedar
 - Condition: Poor to fair
 - Average size 10" DBH
- Woodland "E" (191,558 sq.ft.) (4.398ac)
 - Primarily Sassafras, Black Cherry, Elm, with Honeysuckle and Russian Olive understory
 - Condition: Poor to fair
 - Average size 6-8" DBH along western portion and 10-12" DBH along eastern portion
- Woodland "F" (52,711 sq.ft.) (1.210ac)
 - Primarily Red Oak, Elm, Cedar
 - Condition: Fair
 - Average size 8-10" DBH

Woodland "A" = 110,955 sq.ft.
 Woodland "B" = 135,622 sq.ft.
 Woodland "C" = 97,155 sq.ft.
 Woodland "D" = 101,387 sq.ft.
 Woodland "E" = 191,558 sq.ft.
 Woodland "F" = 52,711 sq.ft.
 Individual trees outside of woodland boundaries = 7,369 sq.ft.
 TOTAL SQ.FT. OF EXISTING CANOPY = 696,757 sq.ft. (16.0 ac)

'FREEDOM TITLE' SITE INDIVIDUAL TREES

ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment	Onsite	Offsite
22	Green Ash	15	40'	3			X
23	Green Ash	15	40'	3			X
24	Green Ash	15	30'	2			X
25	Crabapple	10	15'	2			X
26	Crabapple	10	15'	2			X

Total canopy = 3,376sf (0.08ac)

'CVI' SITE TREE NOTES

- Woodland "A" (5,719sf sq.ft.) (0.13ac)
 - Primarily Red Oak, Black Cherry, Sugar Maple, Elm, with Honeysuckle understory and some Redbuds.
 - Condition: Fair
 - Average size 8-12" DBH

'BURKHART R.O.W.' SITE TREE NOTES

- Woodland "A" (56,175sf sq.ft.) (1.29ac)
 - Primarily Red Oak, Black Cherry, Sugar Maple, Elm, with Honeysuckle understory and some Redbuds.
 - Condition: Fair
 - Average size 8-12" DBH

LEGEND

Symbol	Description
#	Existing individual tree
○	Ex. individual tree canopy
■	Existing On-Site Woodland, see 'WILDHORSE VILLAGE' SITE TREE NOTES
▨	Existing Off-Site Woodland, see 'CVI' SITE TREE NOTES
▩	Existing Off-Site Woodland, see 'BURKHART R.O.W.' SITE TREE NOTES



Tree Stand Delineation
 SCALE 1"=100'

Tree Stand Delineation Prepared under direction of Brian Bage Certified Arborist MW-5033A

WILDHORSE VILLAGE
 WILD HORSE CREEK ROAD, W CHESTERFIELD PARKWAY, AND BURKHART PLACE - CHESTERFIELD MISSOURI

Revisions:

Date	Description	No.
5-21-20	Add Tree Info	2

Drawn: LWH
 Checked: JAS

loomisAssociates
 landscape architects/planners
 10000 Southpark Lane, Suite 100
 Overland Park, MO 66204-1794
 (816) 251-2628
 www.loomisassociates.com

Sheet Title: Tree Stand Delineation
 Sheet No: TSD-1
 Date: 03/04/20
 Job #: 813.082

NOTE:
PER ORDINANCE #2607 OF 2010, TREE CANOPY CREDITS
WERE PROVIDED AS FOLLOWS:

CHESTERFIELD VILLAGE INC. ("CVI") "PARK SITES" PARCEL TREES			
PARCEL	ACREAGE	WOODLAND COVERAGE	Agreement
C226B	10.5	10.5	Ord. 2607
C204	1.0	1.0	Ord. 2607
C207	0.9	0.2	Ord. 2607
TOTAL		11.7	Ord. 2607
70%		8.2	
C121	1.012	0.0	First Amendment
C220A	9.9	9.9	First Amendment
C252W	3.3	3.3	First Amendment
C254W	2.5	2.5	First Amendment
C148	0.4	0.4	First Amendment
C254CS	1.4	1.4	First Amendment
TOTAL	18.512	17.5	First Amendment
70%		12.25	
COMBINED		20.45	

'WILDHORSE VILLAGE' SITE INDIVIDUAL TREES

ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment	Onsite	Offsite	Preserved	To Be Removed
1	Red Maple	10	15'	1	Trunk Decay	X			X
2	Red Maple	9	20'	1	Trunk Decay	X			X
3	Red Maple	9	10'	1	Trunk Decay	X			X
4	Red Maple	12	12'	1		X			X
5	Red Maple	9	10'	1		X			X
6	Green Ash	24	40'	2	Poor structure/form	X			X
7	Green Ash	14	30'	2	Poor structure/form	X			X
8	Green Ash	14	25'	2	Poor structure/form	X			X
9	Green Ash	14	25'	2	Poor structure/form	X			X
10	Green Ash	14	25'	2			X		X
11	Green Ash	8	15'	2			X		X
12	Green Ash	12	15'	2		X			X
13	Green Ash	12	25'	2		X			X
14	Green Ash	16	25'	1		X			X
15	Green Ash	12	20'	2		X			X
16	Green Ash	10	20'	2		X			X
17	Green Ash	12	25'	2			X		X
18	Locust	18	30'	2	Multi-stem	X			X
19	Locust	12	20'	2	Multi-stem	X			X
20	Alnus	24	30'	2	Multi-stem	X			X
21	Birch	12	15'	2		X			X
27	Locust	12	25'	2		X			X
28	Locust	12	25'	2		X			X

Condition Rating	
1	= Poor
4	= Excellent

TOTAL SITE AREA: 78.23 AC.
TOTAL EXISTING TREE CANOPY: 696,757 sq.ft. (16.0 ac.)

30% REQUIRED PRESERVATION: 16.0 ac. x .30 = 4.8 ac. REQUIRED PRESERVATION PRESERVED TREE CANOPY: 0%

THIS PROJECT INTENDS TO UTILIZE 4.8 ACRES OF THE TREE CANOPY CREDIT.

'FREEDOM TITLE' SITE INDIVIDUAL TREES

ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment	Onsite	Offsite	Preserved	To Be Removed
22	Green Ash	15	40'	3			X	X	
23	Green Ash	15	40'	3			X	X	
24	Green Ash	15	30'	2			X	X	
25	Crabapple	10	15'	2			X	X	
26	Crabapple	10	15'	2			X	X	

TOTAL EXISTING TREE CANOPY: 3,376 sq.ft. (0.08 ac.)

30% REQUIRED PRESERVATION: 3,376 sq.ft. x .30 = 1,013 sq.ft. (0.02 ac.) REQUIRED PRESERVATION PRESERVED TREE CANOPY: 0%

THIS PROJECT INTENDS TO UTILIZE 0.02 ACRES OF THE TREE CANOPY CREDIT.

'CVI' SITE TREES

TOTAL EXISTING TREE CANOPY: 5,719 sq.ft. (0.13 ac.)

30% REQUIRED PRESERVATION: 5,719 sq.ft. x .30 = 1,718 sq.ft. (0.04 ac.) REQUIRED PRESERVATION PRESERVED TREE CANOPY: 0%

THIS PROJECT INTENDS TO UTILIZE 0.04 ACRES OF THE TREE CANOPY CREDIT.

'BURKHART R.O.W.' SITE TREES

TOTAL EXISTING TREE CANOPY: 56,175 sq.ft. (1.29 ac.)

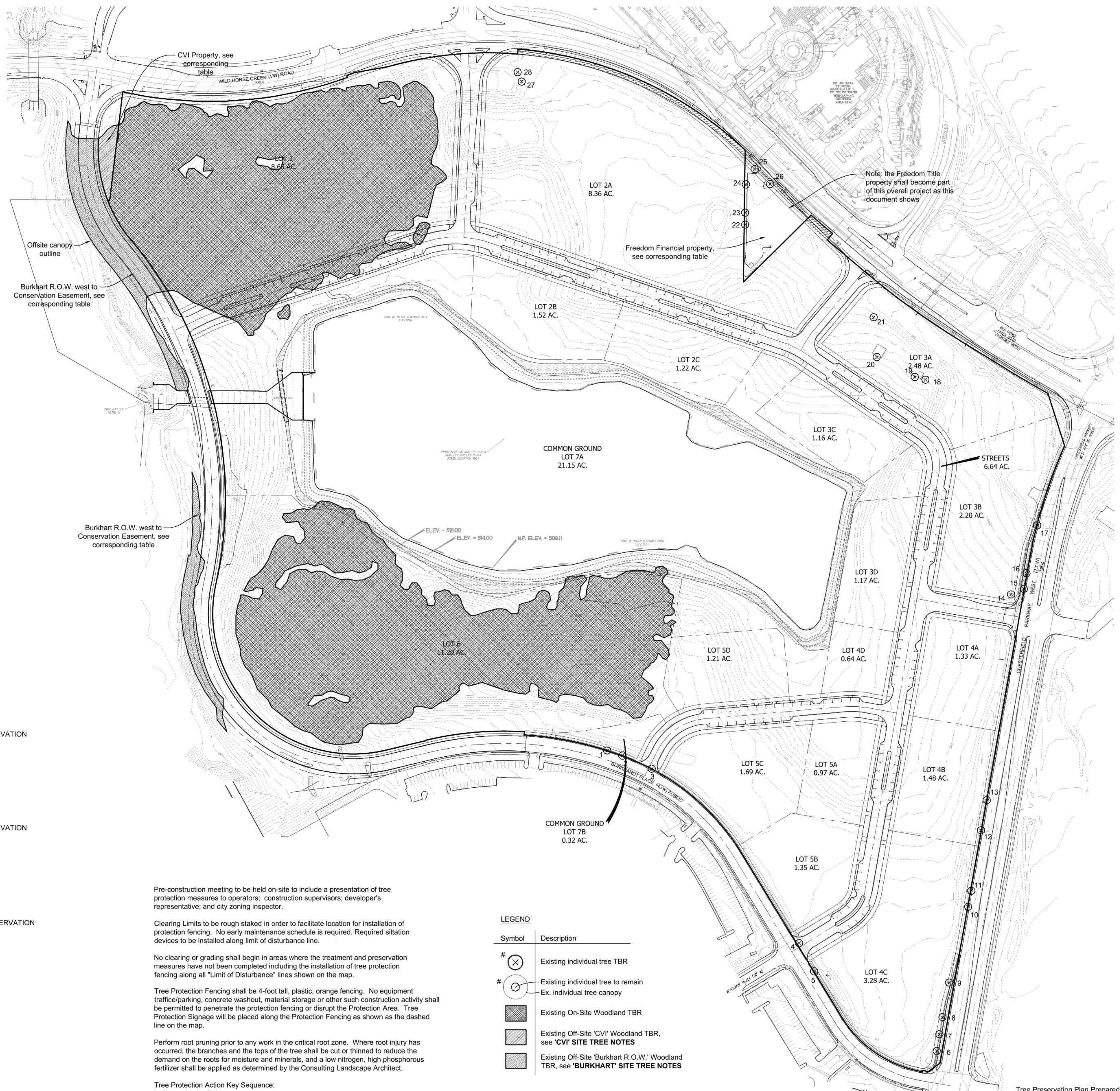
30% REQUIRED PRESERVATION: 56,175 sq.ft. x .30 = 16,853 sq.ft. (0.39 ac.) REQUIRED PRESERVATION PRESERVED TREE CANOPY: 0%

THIS PROJECT INTENDS TO UTILIZE 0.39 ACRES OF THE TREE CANOPY CREDIT.

TOTAL TREE CANOPY CREDITS UTILIZED

WILDHORSE VILLAGE = 4.8 ac.
FREEDOM TITLE = 0.02 ac.
CVI = 0.04 ac.
BURKHART R.O.W. = 0.39 ac.

TOTAL = 5.25 ac. TREE CANOPY CREDITS UTILIZED



Pre-construction meeting to be held on-site to include a presentation of tree protection measures to operators; construction supervisors; developer's representative; and city zoning inspector.

Clearing Limits to be rough staked in order to facilitate location for installation of protection fencing. No early maintenance schedule is required. Required siltation devices to be installed along limit of disturbance line.

No clearing or grading shall begin in areas where the treatment and preservation measures have not been completed including the installation of tree protection fencing along all "Limit of Disturbance" lines shown on the map.

Tree Protection Fencing shall be 4-foot tall, plastic, orange fencing. No equipment traffic/parking, concrete washout, material storage or other such construction activity shall be permitted to penetrate the protection fencing or disrupt the Protection Area. Tree Protection Signage will be placed along the Protection Fencing as shown as the dashed line on the map.

Perform root pruning prior to any work in the critical root zone. Where root injury has occurred, the branches and the tops of the tree shall be cut or thinned to reduce the demand on the roots for moisture and minerals, and a low nitrogen, high phosphorous fertilizer shall be applied as determined by the Consulting Landscape Architect.

Tree Protection Action Key Sequence:

1. Survey Limit of Disturbance
2. Perform root pruning
3. Install Tree Protection Fencing
4. Post Tree Protection Signage on Fence; no signs will be posted on any trees
5. Maintain Tree Protection Area as off-limits zone

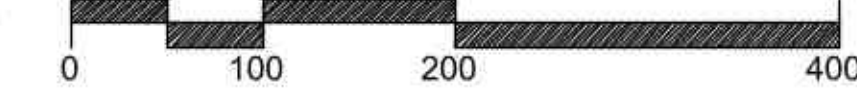
LEGEND

Symbol	Description
# (X)	Existing individual tree TBR
# (O)	Existing individual tree to remain Ex. individual tree canopy
[Hatched Box]	Existing On-Site Woodland TBR
[Dotted Box]	Existing Off-Site 'CVI' Woodland TBR, see 'CVI' SITE TREE NOTES
[Cross-hatched Box]	Existing Off-Site 'Burkhart R.O.W.' Woodland TBR, see 'BURKHART' SITE TREE NOTES



Tree Preservation Plan

SCALE 1"=100'



Tree Preservation Plan Prepared
under direction of: Brian Bage
Certified Arborist MW-5033A

Professional Seal of Jerald Saunders, Landscape Architect, Missouri License # LA-007. Date: 03/15/20.

Consultants:

WILDHORSE VILLAGE
WILD HORSE CREEK ROAD, W CHESTERFIELD PARKWAY, AND
BURKHART PLACE - CHESTERFIELD MISSOURI

Revisions:

Date	Description	No.
4-3-20	Plan Revision	1
5-21-20	Add Tree Info	2
6-15-20	Plan Revision	3

Drawn: LWH
Checked: JAS

Ioomis Associates
Landscape Architects/Planners
10000 N. Highway 70, Suite 100
Overland Park, MO 66212
Phone: 816.875.2628
www.ioomisassociates.com
Missouri State Certificate of Authority #: LAC #000019

Sheet Title: Tree Preservation Plan

Sheet No: **TPP-1**

Date: 03/04/20
Job #: 813.082

ATTACHMENT A

All provisions of the City of Chesterfield City Code shall apply to this development except as specifically modified herein.

I SPECIFIC CRITERIA

A. PERMITTED USES

The commercial and residential uses allowed in this Planned Commercial and Residence ("PC&R") District shall be:

RETAIL COMMERCIAL USES:

1. Barber shops and beauty parlors.
2. Bookstores.
3. Financial institutions.
4. Restaurants, fast food (with no drive through).
5. Restaurants, sit down (with no drive through).
6. Rental and leasing of new and used automobiles (including car sharing services) and necessary outdoor storage of said automobiles, provided that rental and leasing of recreational vehicles, motor homes, and trailers shall not be permitted. In the mixed use downtown setting contemplated by this ordinance, rental and leasing of new and used automobiles is not intended to create a large scale use or an automobile dealership. Automobile dealership is prohibited. Rental and leasing of new and used automobiles is intended to be smaller scaled, limited use suitable for a mixed use downtown setting. The number and location of parking spaces for automobiles available for rental or lease shall be determined during review of the applicable site development plan or site development section plan. Rental and leasing of new and used automobiles shall only be permitted on the ground floor of a structure.
7. Service facilities, studios, or work areas for antique salespersons, artists, candy makers, craftpersons, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers, including cabinet makers, film processors, fishing tackle and bait shops, and souvenir sales. Goods and services associated with these uses may be sold or provided directly to the public on the premises.
8. Souvenir shops and stands, not including any zoological displays, or permanent open storage and display of manufacturing goods.
9. Stores, shops, markets, service facilities, in which goods or services of any kind, including indoor sale of motor vehicles (provided that rental and leasing of recreational vehicles, motor homes, and trailers shall not be permitted), are being offered for sale or hire to the general public on the premises. Service

Facilities to include establishments providing services, as opposed to products, to the general public for personal, business or household use, including finance, real estate and insurance, personal service, educational, social services, and ride sharing. In the mixed use downtown setting contemplated by this ordinance, rental and leasing of new and used automobiles is not intended to create a large scale use or an automobile dealership. Automobile dealership is prohibited. Rental and leasing of new and used automobiles is intended to be smaller scaled, limited use suitable for a mixed use downtown setting. The number and location of parking spaces for automobiles available for rental or lease shall be determined during review of the applicable site development plan or site development section plan. Rental and leasing of new and used automobiles shall only be permitted on the ground floor of a structure.

OFFICE COMMERCIAL USES:

1. Animal hospitals and veterinary clinics.
2. Broadcasting studios for radio and television.
3. Hospitals.
4. Medical and dental offices.
5. Offices or office buildings.

RESIDENTIAL USES:

Residential uses may be integrated vertically or horizontally with commercial uses. When integrated vertically with commercial uses, dwelling units shall be above the commercial uses; such dwelling units shall be multiple-family.

1. Dwellings, single-family.
2. Dwellings, two-family.
3. Dwellings, multiple-family, row houses, and other group-house arrangements of attached or detached buildings.
4. Home occupations.

CIVIC USES:

1. Auditoriums, religious facilities, clubs, lodges, meeting rooms, libraries, reading rooms, theaters, or any other facility for public assembly.
2. Child care centers, nursery schools, and day nurseries.
3. Colleges and universities.
4. Museums.

5. Police, fire, and postal stations.
6. Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.
7. Schools, public or private kindergarten, elementary, secondary, and collegiate.

LODGING USES:

1. Hotels.

PARKING USES:

1. Parking areas, including garages, for automobiles, but not including any sales of automobiles or the storage of wrecked or otherwise damaged and immobilized automotive vehicles for a period in excess of seventy-two (72) hours.

PARK AND RECREATIONAL USES:

1. Recreational facilities, indoor and illuminated outdoor facilities, including swimming pools, tennis courts, gymnasiums, and indoor theaters.
2. Parks, parkways, and playgrounds, public or private not-for-profit.

The above uses allowed in this Planned Commercial and Residence ("PC&R") District shall be restricted as follows:

1. The fishing tackle and bait shop use shall be located adjacent to the lake. This may be a primary or ancillary use located in either a building or a kiosk. If this is used as a primary use, only one such use shall be permitted in this District.

ANCILLARY USES. These uses shall exclusively serve the guests, patrons, or individuals who are served by a primary permitted use.

All plans for screening these facilities shall be submitted to the Department of Planning for review. No building permit or installation permit shall be issued until these plans have been approved by the Department of Planning.

1. Associated work and storage areas required by a business, firm, or service to carry on business operations.
2. Automatic vending facilities for:
 - i. Ice and solid carbon dioxide (dry ice);
 - ii. Beverages;
 - iii. Confections.

3. Broadcasting, transmitting, or relay towers, studios, and associated facilities for radio, television, and other communications. All broadcasting, transmitting, or relay towers, studios, and associated facilities for radio, television, and other communications shall comply with applicable City Code requirements and be subject to review and approval with respect to location, screening, mounting, and aesthetic features during review of the applicable site development plan or site development section plan.
4. Dry cleaning drop-off and pick-up stations.
5. Film drop-off and pick-up stations.
6. Local public utility facilities, provided that any installation, other than poles and equipment attached to the poles, shall be:
 - i. Adequately screened with landscaping, fencing or walls, or any combination thereof; or
 - ii. Placed underground; or
 - iii. Enclosed in a structure in such a manner so as to blend with and complement the character of the surrounding area.
7. Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith.
8. Satellite dishes. All satellite dishes shall comply with applicable City Code requirements and be subject to review and approval with respect to location, screening, mounting, and aesthetic features during review of the applicable site development plan or site development section plan.

DENSITY LIMITATIONS:

1. The cumulative gross floor area for Retail Commercial Uses, Office Commercial Uses, Civic Uses and Lodging Uses in this District shall be limited to not more than 1,700,000 square feet.
2. The maximum number of residential units allowable within this District shall be 1,000 units.

B. CATEGORY STANDARDS

1. CATEGORY A - Urban "Main Street" Development Pattern

Building placement:

- Build-to Line location: as defined by the streetscape shown in Exhibit 1.
- Space between buildings: attached or 6 - 125 feet if detached to accommodate substantial topographical challenges with the site and to allow view corridors from Wild Horse Creek Road, Chesterfield Parkway West, and Lakefront Street.

- Extra space between buildings is permitted for major walkways connecting to parking or open space, as approved on the Site Development Section Plan.

Building volume:

- Minimum building height: 25 feet.
- Maximum building height: 150 feet.

Building floor heights:

- First story height shall be 12 - 30 feet.
- Upper story height shall be 8 - 30 feet.

Building's street facade:

- Construct at least 65% of a street facade to the build-to line.
- Only 50% of a street facade must be constructed to the build-to line if the extra space creates wider public sidewalks or courtyard space.
- Wild Horse Creek Road, Burkhardt Place, Chesterfield Parkway West, and Connector Streets as identified on the Preliminary Development Plan are excluded from the building street façade requirement.

Projecting facade elements:

- Awnings & canopies: permitted
- Balconies: permitted
- Colonnades & arcades: permitted
- Stoops: prohibited
- Front porches: prohibited
- Bay windows: permitted on upper stories

Outdoor space:

- Courtyard: permitted (open to public if next to sidewalk)
- Front yard: permitted
- Rear yard: permitted
- Side yard: permitted (to allow access from back of lot)

Building function:

- Retail commercial: permitted
- Office commercial: permitted
- Residential: permitted
- Civic: permitted
- Lodging: permitted
- Parking Structures: permitted - Ground floor retail, office commercial, or architectural design that blends into surrounding are required along street frontage.
- Park & Recreation: permitted

2. CATEGORY B - Urban Mixed Use. Development Pattern

Building placement:

- Build-to Line location: as defined by the streetscape shown in Exhibit 1.
- Space between buildings: attached or 6 - 20 feet if detached.

Building volume:

- Minimum building height: 25 feet.
- Maximum building height: 150 feet.

Building floor heights:

- First story height shall be 12 - 30 feet.
- Upper story height shall be 8 - 30 feet.

Building's street facade:

- Construct at least 65% of a street facade to the build-to line.
- Only 50% of a street facade must be constructed to the build-to line if the extra space creates wider public sidewalks or courtyard space.
- Wild Horse Creek Road, Burkhardt Place, Chesterfield Parkway West, and Connector Streets as identified on the Preliminary Development Plan are excluded from the building street façade requirement.

Projecting facade elements:

- Awnings & canopies: permitted
- Balconies: permitted
- Colonnades & arcades: permitted
- Stoops: permitted
- Front porches: permitted
- Bay windows: permitted on upper stories

Outdoor space:

- Courtyard: permitted
- Front yard: permitted
- Rear yard: permitted
- Side yard: permitted

Building function:

- Retail commercial: permitted
- Office commercial: permitted
- Residential: permitted
- Civic: permitted
- Lodging: permitted
- Parking Structures: permitted - Ground floor retail, office commercial, or architectural design that blends into surrounding area required along street frontage.
- Park & Recreation: permitted

3. CATEGORY C - Highway Frontage Outlots (Portion of District north of relocated Wild Horse Creek Road)

Building placement:

- Build-to Line location: as defined by the streetscape shown in Exhibit 1.
- Space between buildings: 15-30 feet if detached.

Building volume:

- Minimum building height: 25 feet.
- Maximum building height: 150 feet.

Building floor heights:

- First story height shall be 12-25 feet.
- Upper story height shall be 8-18 feet.

Projecting facade elements:

- Awnings & canopies: permitted
- Balconies: permitted
- Colonnades & arcades: permitted
- Stoops: prohibited
- Front porches: prohibited
- Bay windows: permitted on upper stories

Outdoor space:

- Courtyard: permitted (open to public if next to sidewalk)
- Front yard: permitted
- Rear yard: permitted
- Side yard: permitted

Building function:

- Retail commercial: permitted
- Office commercial: permitted
- Residential: permitted
- Civic: permitted
- Lodging: permitted
- Parking Structures: permitted - ground floor retail commercial or office commercial required along street frontage
- Park & Recreation: permitted

C. PARKING AND LOADING REQUIREMENTS

1. Required parking for this District shall be determined globally and shall not be calculated on an individual site basis; and shall be calculated as follows:
 - a. Portion of District north of relocated Wild Horse Creek Road: Required parking shall be calculated cumulatively based upon the sum of the square footage of individual land uses at the rate required by the City of Chesterfield Code, except that the required parking shall be provided at not less than 90% of the afore described calculation.
 - b. Portion of District south of relocated Wild Horse Creek Road and north of Burkhardt Place: Required parking shall be calculated based upon the sum of the square footage of individual land uses at the rate required by the City of Chesterfield Code, except that the required parking shall be provided at not less than 70% of the afore described calculation.

- c. No Site Development Plan, Site Development Concept Plan or Site Development Section Plan shall be approved which will result in parking provided at less than the amount set forth in prior paragraphs.
2. Construction Parking
 - a. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.
 - b. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
3. Parking lots shall not be used as streets.
4. On street parking allowed as shown on Exhibit 1.

D. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall adhere to the Tree Manual of the City of Chesterfield Code with the following exception:
 - a. The required landscape buffer along Chesterfield Parkway and Wild Horse Creek Road will be based on the approved streetscape and street cross-sections as shown on Exhibit 1.
2. Individual landscape plans shall be coordinated and consistent with a landscape concept plan for the applicable category in accordance to Section I.P.5. of this ordinance. These plans should enhance the pedestrian experience, complement architectural features, provide shade and screen utility areas.

E. SIGN REQUIREMENTS

1. Individual sign packages shall be coordinated and consistent with a signage concept plan for the applicable category in accordance to Section I.P.5. of this ordinance.
2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield for sight distance considerations prior to installation or construction.

F. LIGHT REQUIREMENTS

1. Provide a lighting plan in accordance with the City of Chesterfield Code.
2. Individual lighting plans including fixture types shall be consistent with a lighting fixture plan for the applicable category in accordance to Section I.P.5. of this ordinance. The proposed lighting fixture plan must provide for consistent and complementary fixture designs and styles throughout the District and with the standards already established in Chesterfield Village.

G. ARCHITECTURAL REQUIREMENTS

1. The developer shall submit a design package including, but not limited to, architectural elevations, colored renderings and building materials. The proposed package shall give consideration to creating a visually-appealing development pattern consistent with the intent and purpose of this PC&R District. Architectural information is to be reviewed by the Architectural Review Board and is subject to approval by the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the façade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation and landscaping to avoid a monotonous or overpowering appearance.
3. Trash enclosures: The location, material, and elevation of any trash enclosures will be as approved on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure with materials that match the adjacent structures and complemented by adequate landscaping as approved on the Landscape Plan.
4. Mechanical equipment will be adequately screened.

H. ACCESS/ACCESS MANAGEMENT

1. Street and drives related to this development shall be designed and located as directed by the Department of Planning
2. The location of streets and access points shall be determined by individual Site Development Section Plans within the PC&R District.
3. Access to the development from external roadways shall be as shown on the Preliminary Development Plan and as directed by the City of Chesterfield, the Missouri Department of Transportation and St. Louis County Department of Transportation, as applicable.
4. Adequate sight distance shall be provided. If adequate sight distance cannot be provided at the access location(s), acquisition of right-of-way, reconstruction of pavement and other off-site improvements may be required to provide the required sight distance as required by the City of Chesterfield and the agency in control of the right of way off which the access is proposed.
5. Driveway access to internal streets shall comply with City Code Section 31-04-10 Driveway Access Location and Design Standards
6. No construction related parking shall be permitted within right of way or on any existing roadways. All construction related parking shall be confined to the development.

7. Any improvements within MoDOT's right of way will require a permit. The entrance geometries and drainage design shall be in accordance with Missouri Department of Transportation (MoDOT) standards.
8. Access to St. Louis County road right-of-way and improvements within County road right-of-way (Chesterfield Parkway West and Wild Horse Creek Road) shall be as directed by the St. Louis County Department of Transportation.
9. Any request to install a gate in this development must be approved by the City of Chesterfield and the agency in control of the right of way off of which the entrance is constructed. No gate installation will be permitted on public right of way.
10. If a gate is installed on a street in the development, the streets within the development or that portion of the development that is gated shall be private and remain private forever.

I. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Obtain approvals from the Department of Public Works, the St. Louis County Department of Highways and Traffic and/or the Missouri Department of Transportation as applicable.
2. The National Association of City Transportation Officials (NACTO) has an Urban Street Design Guide. All intersections of Wildhorse Village shall conform to the principles of the NACTO Urban Street Design Guide.
3. Provide street connections to the adjoining properties as directed by the City of Chesterfield. Stub street signage, in conformance with Article 04-09 of the Unified Development Code of the City of Chesterfield, shall be posted within 30 days of the street pavement being placed.
4. Design and construct an extension of Burkhardt Place from its current terminus to Wild Horse Creek Road and provide 5-foot wide, minimum, sidewalks on both sides of the road, where directed by the City of Chesterfield and as shown on the Preliminary Development Plan. Sidewalk on 16464 Burkhardt Place (YMCA) is the responsibility of the property owner in accordance with Ordinance 2520.
5. Connect the Riparian Trail to the proposed signal at Wild Horse Creek Road and Burkhardt Place and design and construct a suitable trail crossing at this location as approved by the City of Chesterfield and St. Louis County Department of Transportation.
6. Internal streets and sidewalks shall be private and remain private forever unless an alternate agreement is reached and executed between the City and Wildhorse Village, LP whereby the City of Chesterfield accepts the internal streets and/or sidewalk as public. The City is under no obligation to enter into an agreement.
7. Provide sidewalks, conforming to ADA standards, along all frontages of the site and along internal roadways as shown on the Preliminary Development Plan. The

sidewalk shall provide for future connectivity to adjacent developments and/or roadway projects. The sidewalk may be located within right-of-way controlled by another agency, if permitted by that agency, or on private property within a sidewalk, maintenance and utility easement dedicated to the City of Chesterfield for public use.

8. Provide pedestrian crossings at each leg of each proposed signalized intersection as approved by St. Louis County Department of Transportation and the Missouri Department of Transportation
9. Obtain approvals from the City of Chesterfield and the Missouri Department of Transportation and St. Louis County Department of Transportation, as necessary, for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
10. Additional right-of-way and road improvements shall be provided, as required by the Missouri Department of Transportation, City of Chesterfield and St. Louis County Department of Transportation.
11. Provide a bike lane along Wild Horse Creek Road adjacent to this development.
12. Provide mid-block type pedestrian crossing on Burkhardt Place, as directed by the City of Chesterfield, to provide pedestrian access to the Riparian Trail.
13. Pedestrian circulation to be approved by the City of Chesterfield.

J. TRAFFIC STUDY

Provide a traffic study as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, geometries, sight distance, traffic signal modifications or other improvements required, as long as the density of the proposed development falls within the parameters of the City's traffic model. Should the density be other than the density assumed in the model, regional issues shall be addressed as directed by the City of Chesterfield.

K. POWER OF REVIEW

The City Council shall have automatic power of review of site plans for the subject development. The City Council will then take appropriate action relative to the proposal.

L. STORMWATER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or connected to an adequate piped system.
2. Detention/retention and channel protection measures are to be provided in each watershed as required by the City of Chesterfield and the Metropolitan St. Louis Sewer District. The storm water management facilities shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty percent (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on all Site Development Plans.
3. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the City of Chesterfield.
4. Offsite storm water shall be picked up and piped to an adequate natural discharge point. Such bypass systems must be adequately designed.
5. The lowest opening of all structures shall be set at least two (2) feet higher than the one hundred (100) year high water elevation in detention/retention facilities. All structures shall be set at least 30 feet horizontally from the limits of the one hundred (100) year high water.
6. Locations of site features such as lakes and detention ponds must be approved by the City of Chesterfield and the Metropolitan Saint Louis Sewer District.
7. Lake III is an integral component of the Chesterfield Village Stormwater Master Plan and it provides detention, channel protection, and water quality for multiple adjacent properties. Modification to Lake III must be reviewed and approved by MSD and not compromise or limit the development of future properties' tributary to Lake III.
8. Detention may be required for the entire project site such that the release rates will not exceed the allowable release rates for the post developed peak flow of the 2-year and 100-year, 24 hour storm event. Stormwater must be discharged at an adequate natural discharge point. Wetland mitigation will not be allowable within the detention basin.
9. Treatment for water quality and channel protection shall be required in accordance with MSD regulations.
10. A flood plain (hydraulic study) study may be required.
11. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MoDOT right of way.

M. SANITARY SEWER

1. Provide public sewer service for the site including sanitary force mains, gravity lines and/or regional pump stations, in accordance with MSD and City of Chesterfield regulations.
2. Sanitary sewers shall be as approved by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
3. Extension of public sanitary sewer lines will be necessary to serve this site and proper easements may be required. Private sanitary sewer laterals may not cross property lines.
4. Upgrade or replacement of existing downstream storm sewers and outfalls may be required.
5. This project is in the Caulks Creek Surcharge area and is subject to the Caulks Creek Surcharge.
6. Encroachments over easements will not be allowed.
7. Formal plan submittal and approval will be required by the MSD prior to the issuance of permits. Formal plan approval is subject to the requirements of detailed review.

N. GEOTECHNICAL REPORT

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

O. SUPPLEMENTATION, MODIFICATION, OR ALTERATION OF A CATEGORY STANDARD.

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

P. MISCELLANEOUS

1. All new or on-site relocated utilities within the District will be installed underground.
2. An opportunity for recycling will be provided. All provisions of Chapter 25, Article VII, and Section 25-122 thru Section 25-126 of the City of Chesterfield, Missouri Code shall be required where applicable.
3. Kiosks are allowed in the District provided they do not impede pedestrian traffic on the sidewalk and meet ADA accessibility requirements. Kiosks can be an arrangement of mobile units, fixed units, or a mixture of both joined together to form a structure not to exceed 100 sq. feet. Uses within the kiosk will be the approved uses in this Attachment A. Locations and numbers of kiosks shall be as approved on the Site Development Concept Plan or Site Development Plan for the District.
4. Loading docks, overhead doors and service entries will be permitted only on the side or rear of a tenant space. Deliveries shall be made on the side or rear of a tenant space with the exception of designated street delivery and loading areas as approved on the Site Development Plan or the Site Development Concept and Site Development Sections plans.
5. One (1) Site Development Concept Plan, Landscape Concept Plan, Signage Concept Plan, and Lighting Fixture Concept Plan shall be submitted for the portions of the District south of the relocated Wild Horse Creek Road (Categories A &B) and one (1) Site Development Concept Plan, one (1) Landscape Concept Plan, Signage Concept Plan, and Lighting Fixture Concept Plan for the portions of the District north of relocated Wild Horse Creek Road (Category C).
6. Public amenities including, but not limited to, a lake front park, trail rest station, trailhead overlook, picnic lawn, boathouse, boat launch, viewing terraces, public art, floating gardens, viewing ridges, lunchbreak courtyard, stepped amphitheater, floating stage, performance terrace, and pocket park, shall be provided for this development as shown on the Preliminary Development Plan
7. Lake III and the surrounding amenities as shown on the Preliminary Development Plan shall be private and remain private forever unless an alternate agreement is reached and executed between the City of Chesterfield and Wildhorse Village, LP whereby the City accepts Lake III and the amenities or any portion of either as public. The City is under no obligation to enter into an agreement.
8. One (1) piece of public art work shall be provided and installed by the developer of each development.
9. Prior to record plat approval, the developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary.

10. Disclosure language shall be included in every contract for sale, lease, or rental of any residential dwelling unit regarding the presence of Central Park, including an outdoor amphitheater and other outdoor events.
11. Retaining walls along public right of way shall be private and remain private forever and shall be located such that it is not necessary to support any public improvements with the exception of any retaining walls required adjacent to Burkhardt Place to avoid and/or minimize disturbance in the existing conservation easement west of Burkhardt Place.
12. Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program, as necessary.
13. If any development in, or alteration of, the floodplain is proposed, the developer shall submit a Floodplain Study and Floodplain Development Permit/Application to the City of Chesterfield for approval. The Floodplain Study must be approved by the City of Chesterfield prior to the approval of the Site Development Plan, as directed. The Floodplain Development Permit must be approved prior to the approval of a grading permit or improvement plans. If any change in the location of the Special Flood Hazard Area is proposed, the Developer shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. The LOMR must be issued by FEMA prior to the final release of any escrow held by the City of Chesterfield for improvements in the development. Elevation Certificates will be required for any structures within the Special Flood Hazard Area or the Supplemental Protection Area. All new roads within and adjacent to this site shall be constructed at least one (1) foot above the base flood elevation of the Special Flood Hazard Area. Improvements to existing roadways shall be required as necessary to provide at least one access route to each lot that is at least one (1) foot above the base flood elevation. Consult Article 5 of the Unified Development Code for specific requirements for specific requirements.

Q. TRUST FUND CONTRIBUTION

1. The developer shall be required to contribute a Traffic Generation Assessment (TGA) to the Chesterfield Village Road Trust Fund (No. 554). This contribution shall not exceed an amount established by multiplying the required parking spaces by the following rate schedule:

Type of Development	Required Contribution
General Office	\$771.11/parking space
General Retail	\$2,331.45/parking space
Medical Office	\$2,331.45/parking space
Loading Space	\$3,815.12/parking space

(Parking Space as required by the site-specific ordinance)

If types of development proposed differ from those listed, rates shall be provided by the St. Louis County Department of Transportation

If a portion of the improvements required herein are needed to provide for the safety of the traveling public, their completion as a part of this development is mandatory.

Allowable credits for required roadway improvements will be awarded as directed by the City of Chesterfield and the St. Louis County Department of Transportation. Sidewalk construction and utility relocation, among other items are not considered allowable credits.

2. As this development is located within the trust fund area established by St. Louis County, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development shall be retained in the appropriate trust fund.
3. Traffic Generation Assessment contributions shall be deposited with the St. Louis County Department of Transportation. The deposit shall be made prior to the issuance of Special Use Permits by the St. Louis County Department of Transportation, or prior to the issuance of building permits by the St. Louis County Department of Public Works in the case where no Special Use Permit is required. If development phasing is anticipated, the developer shall provide the Traffic Generation Assessment contribution prior to the issuance of Special Use Permits, or prior to the issuance of building permits in the case where no Special Use Permit is required, for each phase of development. Funds shall be payable to "Treasurer, St. Louis County".

II TIME PERIOD FOR SUBMITTAL OF SITE DEVELOPMENT CONCEPT PLANS AND SITE DEVELOPMENT PLANS

- A. The developer shall submit a Site Development Concept Plan for the Category affected in accordance to Section I.P.5. of this ordinance within four (4) years of City Council approval of the change of zoning.
- B. In lieu of submitting a Site Development Concept Plan as provided for in Paragraph A in this section, the petitioner may submit a Site Development Plan for the Category affected in accordance to Section I.P.5 of this ordinance within four (4) years of the date of approval of the change of zoning by the City.
- C. Failure to comply with these submittal requirements will require a new public hearing on any plan submittal.
- D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

III COMMENCEMENT OF CONSTRUCTION

- A.** Substantial construction shall commence within two (2) years of approval of the Site Development Concept Plan or Site Development Plan, unless otherwise authorized by ordinance.
- B.** Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.
- C.** Failure to comply with these construction requirements will result in the expiration of plan approval and will require a new public hearing and new plan approval.

IV GENERAL CRITERIA

The intent and purpose of the PC&R District is to have a mix of Commercial and Residential Uses within the District. At the time of the submittal of the Site Development Concept Plan or the Site Development Plan, a proposed standard for assuring the mix shall be submitted and approval of the above plans shall be contingent on approval of the mix standard by a majority vote of the City Council. Council's vote on the mix standard may proceed concurrently with Council approval of the above plans. The mix standard shall be consistent with the purpose and intent of the PC&R District which is to create a diverse residential and commercial mixed use environment in which residential and commercial uses can be integrated pursuant to a "downtown" concept that encourages creative and coordinated design and architectural styles, efficient and effective pedestrian circulation, and where people can choose to live, work, eat, shop, enjoy cultural amenities and recreate. Such standard shall be considered a Performance Standard as that term is used in the Planned Commercial and Residence District provisions in the Zoning Code of the City of Chesterfield. Such provisions specifically authorize the supplementation of the Performance Standards in this Attachment "A" when approving the Plan.

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL REQUIREMENTS

- 1. Any site development concept plan shall show all information required on a preliminary plat as required in the City of Chesterfield Code.
- 2. Include a landscape concept plan for the applicable category in accordance to Section I.P.5 of this ordinance and in accordance with the City of Chesterfield Code.
- 3. Include a lighting plan in accordance with the City of Chesterfield Code.
- 4. Include a signage concept plan for the applicable category in accordance to Section I.P.5. of this ordinance.
- 5. Provide comments/approvals from the appropriate Fire District, the St. Louis County Department of Transportation, Spirit of St. Louis Airport and the Missouri Department of Transportation, and Metropolitan Sewer District.

B. SITE DEVELOPMENT PLAN/SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

The Site Development Plan/ Site Development Section Plan shall adhere to the above criteria and to the following:

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet. Provide a key plan sheet at a scale necessary to include the entire development with north oriented vertically to the top of the sheet.
2. Outboundary plat and legal description of property.
3. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
4. A note indicating all utilities will be installed underground.
5. A note indicating signage approval is separate process.
6. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
7. Specific structure and parking setbacks along all roadways and property lines.
8. Indicate location of all existing and proposed freestanding monument signs.
9. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
10. Floodplain boundaries.
11. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.
12. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
13. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
14. Depict existing and proposed contours at intervals of not more than two (2) foot, and extending 150 feet beyond the limits of the site as directed.
15. Address trees and landscaping in accordance with the City of Chesterfield Code.
16. Provide a lighting plan in accordance with the City of Chesterfield Code.

17. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
18. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
19. Provide comments/approvals from the appropriate Fire District, the St. Louis County Department of Transportation, Spirit of St. Louis Airport and the Missouri Department of Transportation.
20. Provide proposed hours of operation and delivery.

V RECORDING

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

VI ENFORCEMENT

- A.** The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Site Development Concept Plan and Site Development Section Plans approved by the City of Chesterfield and the terms of this Attachment A.
- B.** Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of approvals/permits by reviewing agencies and the City of Chesterfield.
- C.** Non-compliance with the specific requirements and conditions set forth in this Ordinance and its attached conditions or other Ordinances of the City of Chesterfield shall constitute an ordinance violation, subject, but not limited to, the penalty provisions as set forth in the City of Chesterfield Code.
- D.** Waiver of Notice of Violation per the City of Chesterfield Code.
- E.** This document shall be read as a whole and any inconsistency to be interpreted to carry out the overall intent of this Attachment A.

Wildhorse Village

Design Update

July 2020

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WILDHORSE VILLAGE





WILDHORSE VILLAGE MASTERPLAN



WILD HORSE CREEK

CHESTERFIELD PKW

BURKHARDT PL



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 WILDHORSE VILLAGE
LAKEFRONT WALK



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WILDHORSE VILLAGE MASTERPLAN

CHESTERFIELD PKW

BURKHARDT PL

WILD HORSE CREEK



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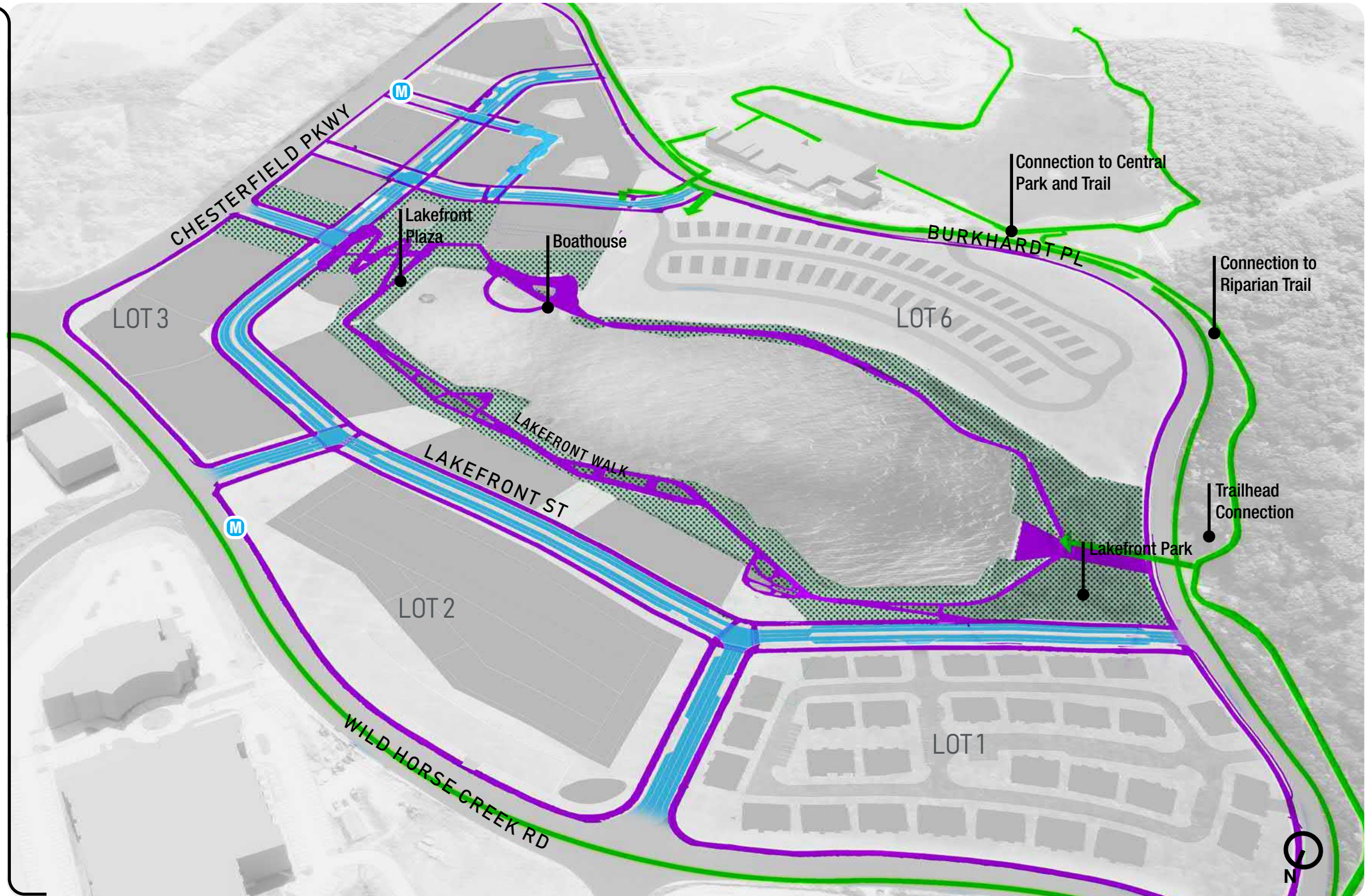
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WILDHORSE VILLAGE CIRCULATION

- Create a less vehicle-centric development
- Well-connected pedestrian and bike friendly experience
- Provide unique experiences and points of interest
- Activated public space—catering to a myriad of uses
- Connect to transit, public amenities and the greater community

LEGEND

-  Vehicular
-  Pedestrian
-  Park
-  Bike Trail
-  Bus Stop





WILDHORSE VILLAGE URBAN CONDITION



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WILDHORSE VILLAGE

URBAN MAIN STREET AND MIXED USE DEVELOPMENT

- The Masterplan consists of a strategic mix of Category A, B, and Single Family Residential
- Category A includes the urban mainstreet, which houses offices and apartments above retail, grocery, and amenities
- Category B consists of urban mixed-use buildings, which include the lakefront office buildings that integrate retail and amenities at the ground level



LEGEND

- Category A
- Category B
- Residential

WILDHORSE VILLAGE GROUND FLOOR ACTIVITY

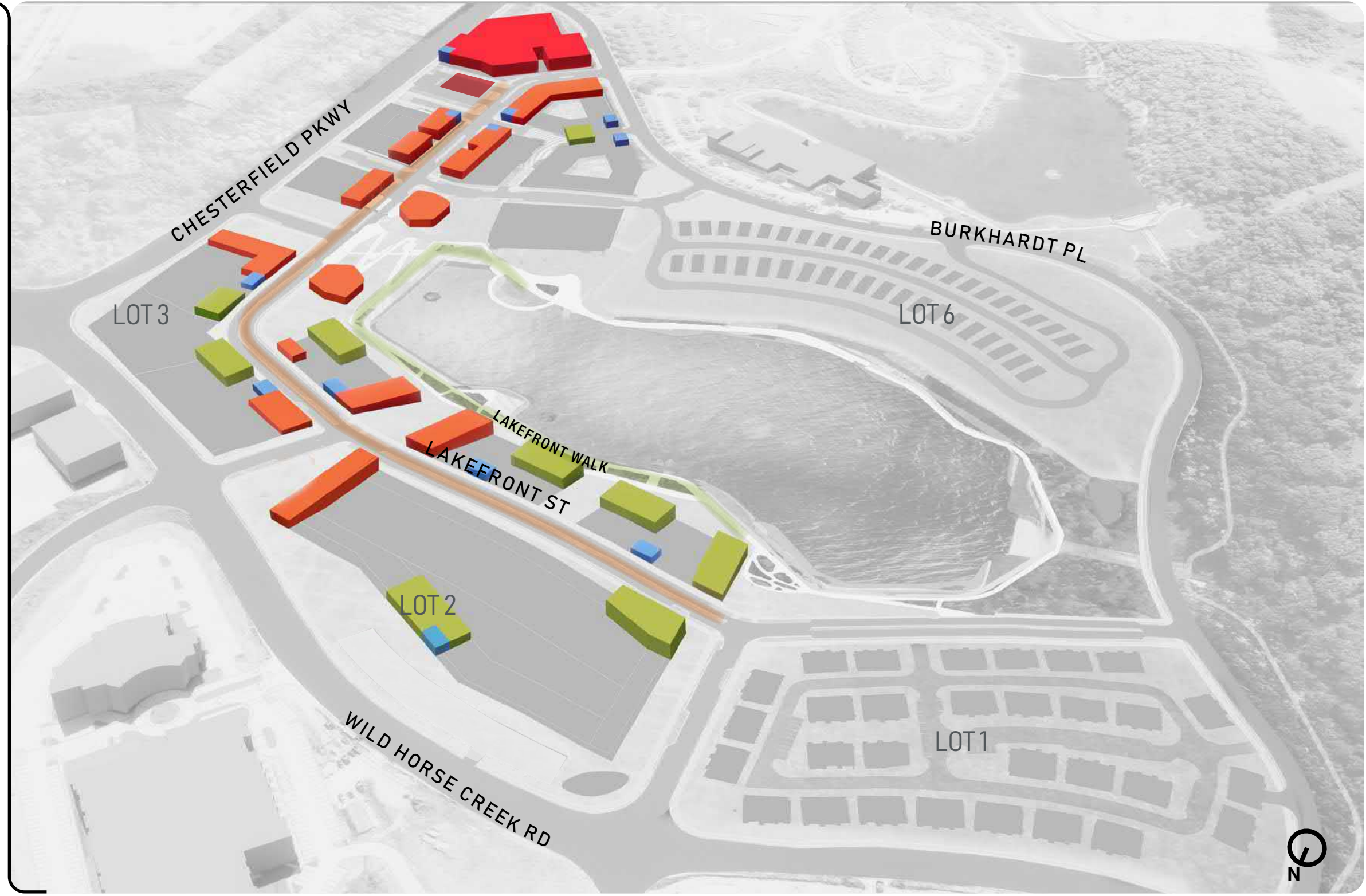
- Activate Lakefront Street with retail and private amenities
- Envision a 24hr social node throughout the site along the Lakefront Walk
- Support the economy through the creation of jobs
- Attract regional interest and take advantage of the location
- Create flexible and adaptable spaces

POSSIBLE PRIVATE LAKEFRONT AMENITIES

- Gym & Fitness Center
- Coffeouse & Cafe
- Office Lounge
- Event + Exhibit Flex Space

LEGEND

- Retail
- Grocery
- Private Amenity
- Office Lobby





**WILDHORSE VILLAGE
URBAN CONDITION**



BURKHARDT PL

CHESTERFIELD PARKWAY





WILDHORSE VILLAGE
URBAN MAIN STREET
STREET CONDITION | LAKEFRONT ST



WILDHORSE VILLAGE PUBLIC AMENITIES

- Provide public access to unique experiences and points of interest on lakefront
- Bridge connection to amenities surrounding site
- Connect to transit, public amenities and the greater community

CULTURAL FEATURES

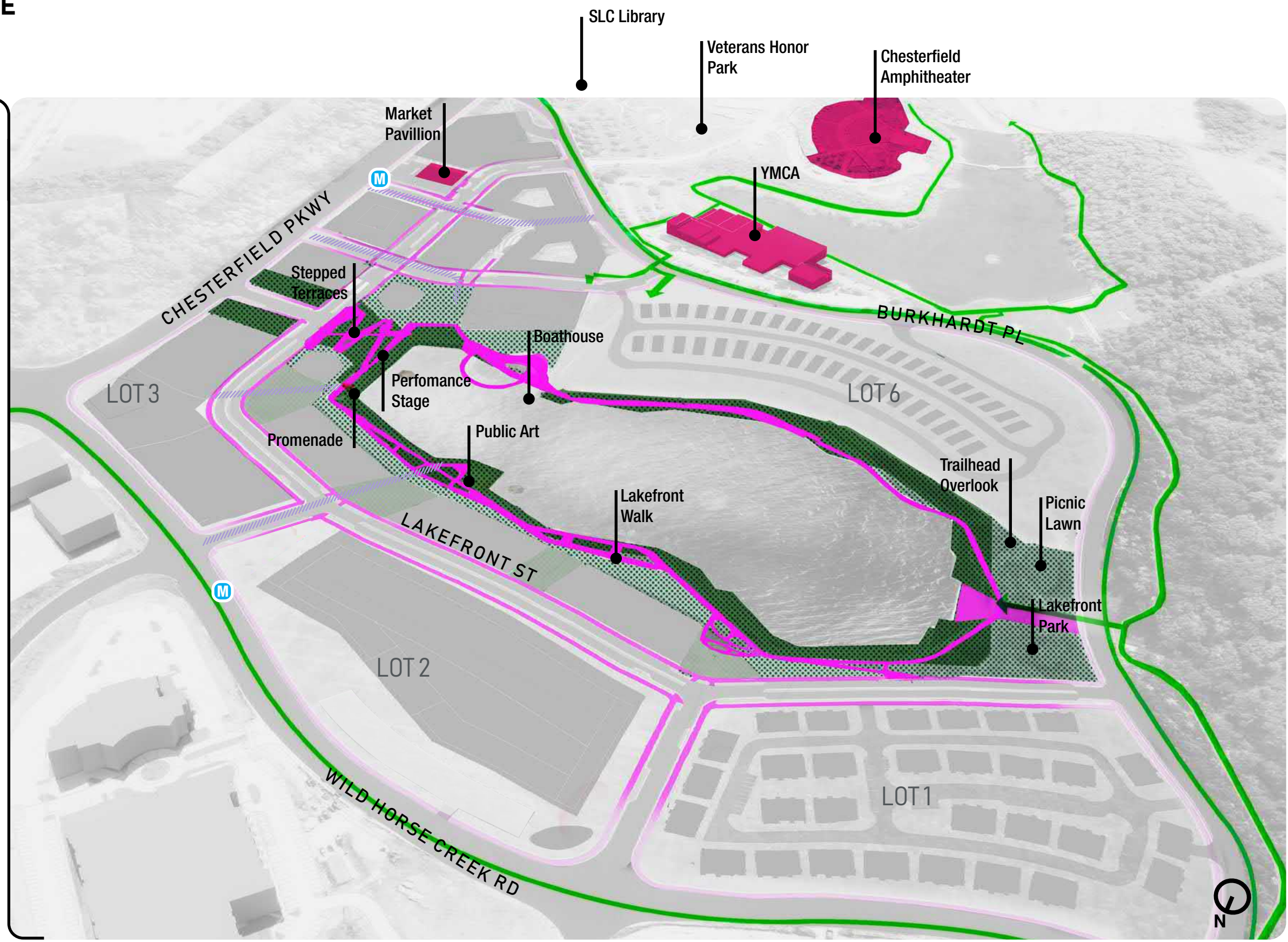
- Performance Terrace
- Viewing Terraces
- Public Art

RECREATIONAL FEATURES

- Boathouse
- Cycling Trail Rest Station
- Trail Overlook
- Picnic Lawn

LEGEND

- Public Amenity
- Park + Trail
- Ⓜ Bus Stop





WILDHORSE VILLAGE URBAN CONDITION

CHESTERFIELD PARKWAY

BURKHARDT PL

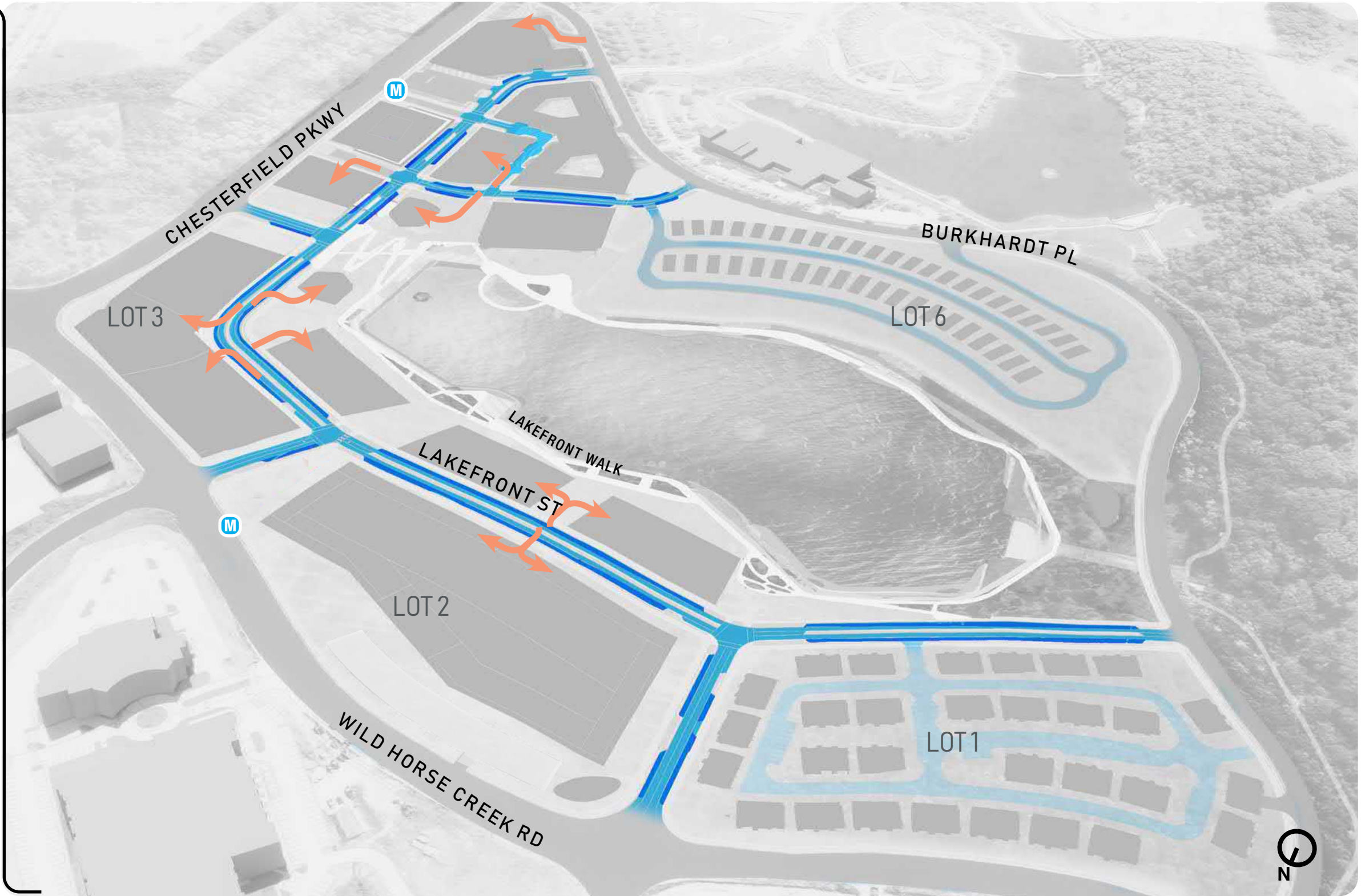


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WILDHORSE VILLAGE VEHICULAR ACCESS



LEGEND

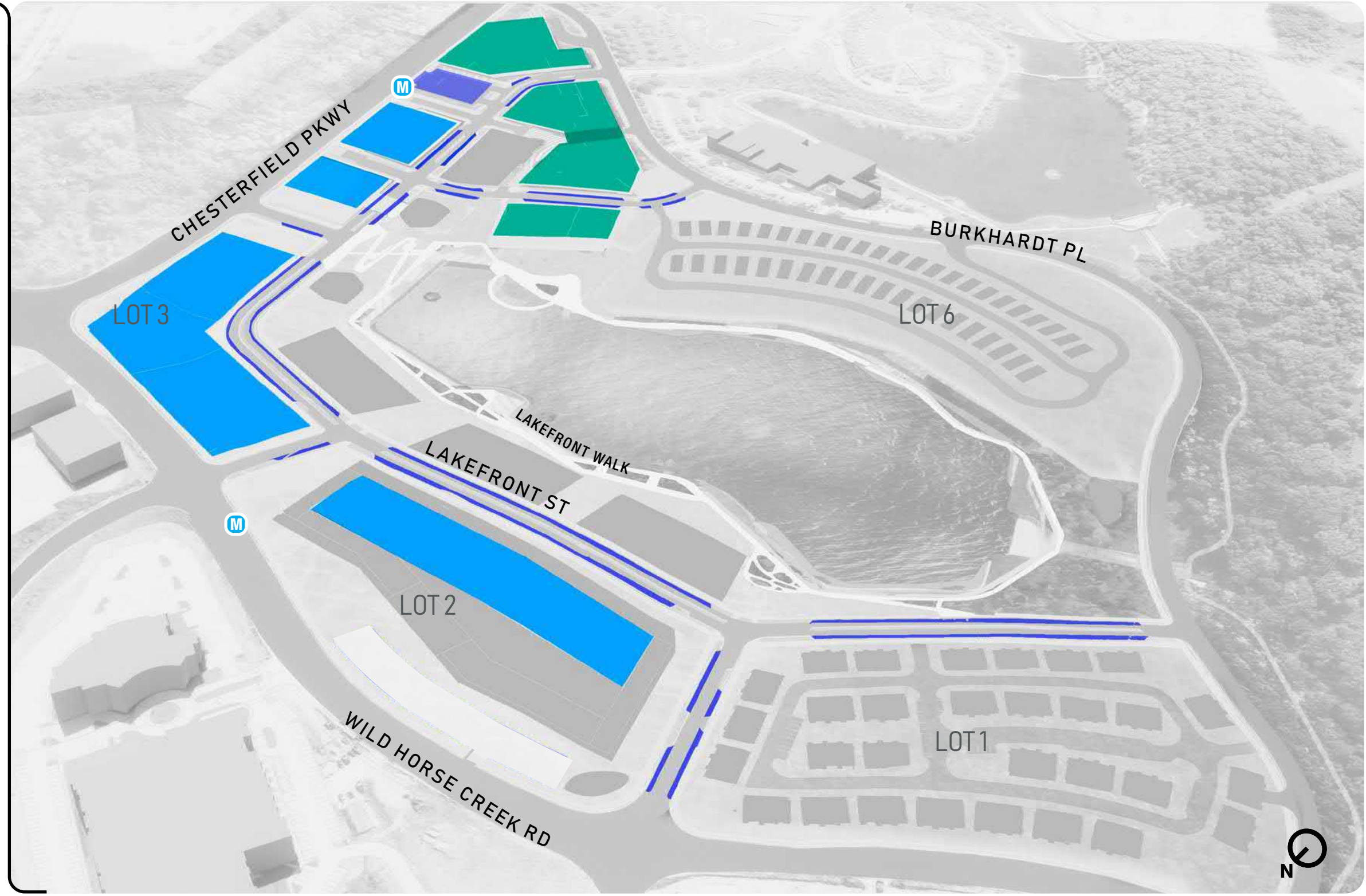
- Vehicular
- Street Parking
- ▲ Service Entry
- M Bus Stop

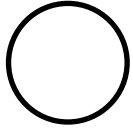
WILDHORSE VILLAGE PARKING STRATEGY

- Mixed-use parking structures integrated into urban fabric
- Street parking to encourage pedestrian activity
- Minimal surface parking to support retail
- Decentralized parking structures

LEGEND

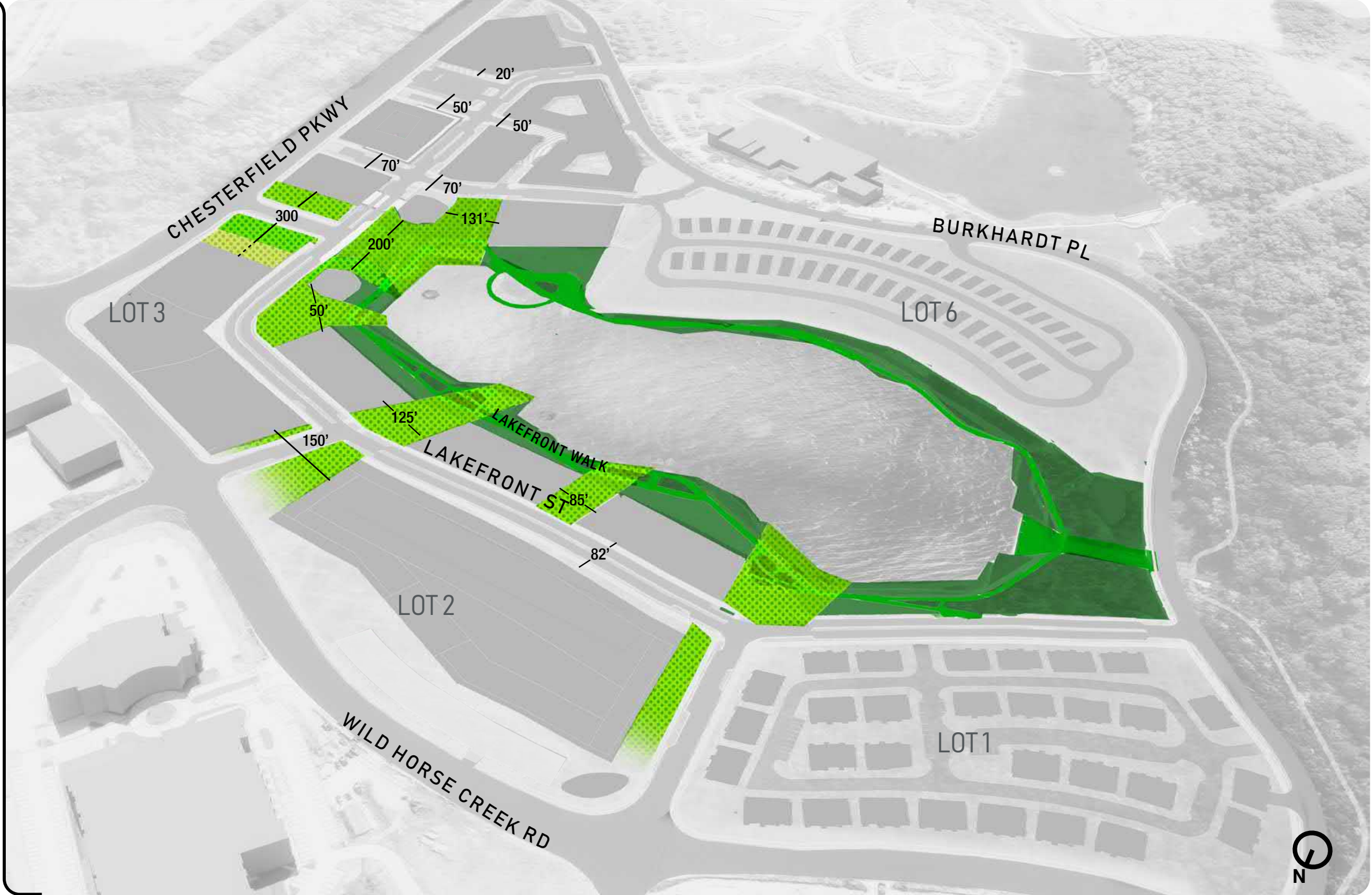
- Structured Parking
- Surface & Street Parking
- Below Grade Parking
- Ⓜ Bus Stop






WILDHORSE VILLAGE BUILDING SPACING ON LAKEFRONT ST

- 15' Landscape buffer along Chesterfield Pkwy and Wildhorse Creek Rd
- Maintain multiple views and access points from Lakefront St. to the lake
- Framed views to the lake from Lakefront St. are wider than 50'



LEGEND

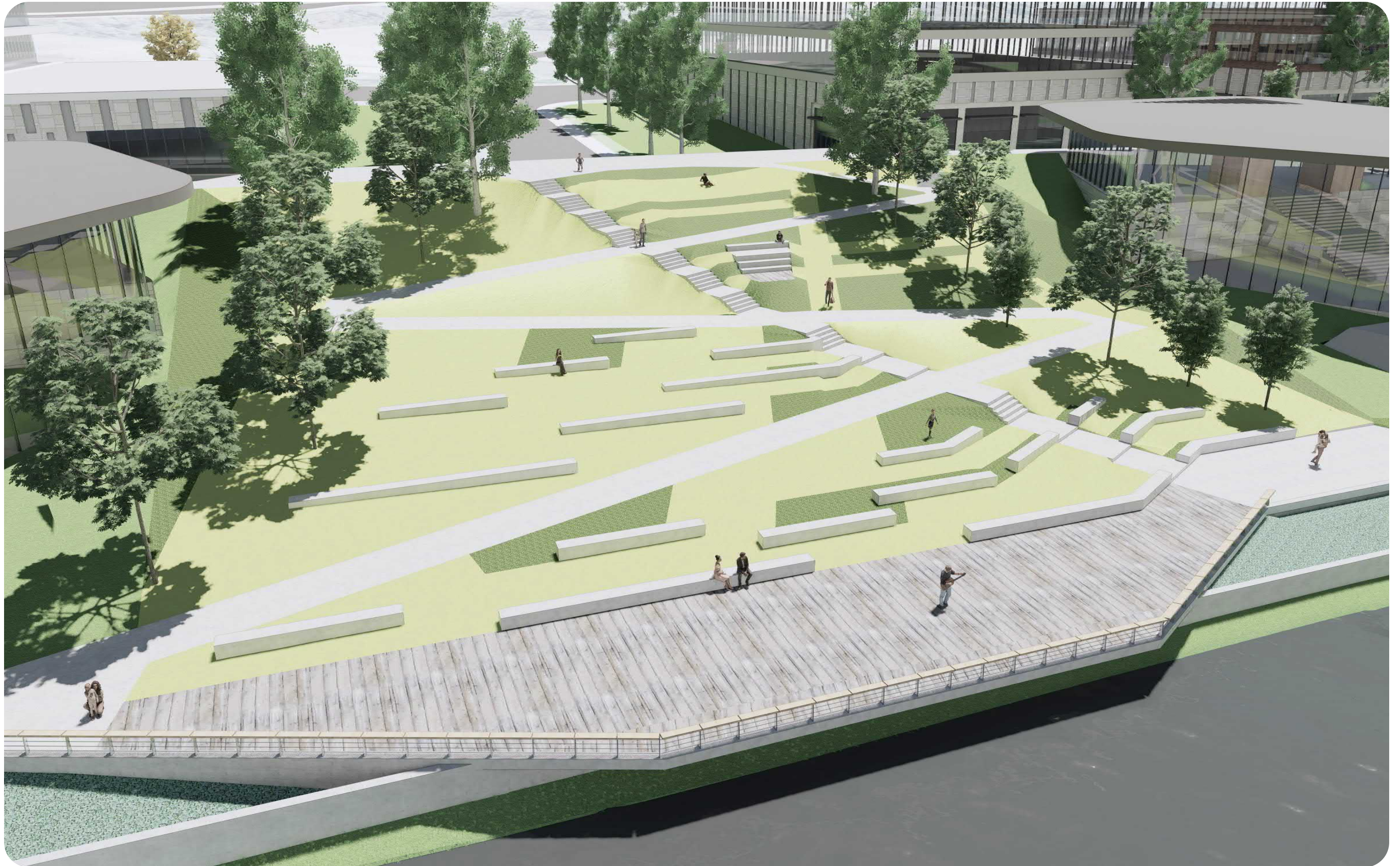
 Lakefront Landscape

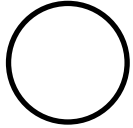
WILDHORSE VILLAGE
VIEW ON LAKE



○ TERRACED PLAZA



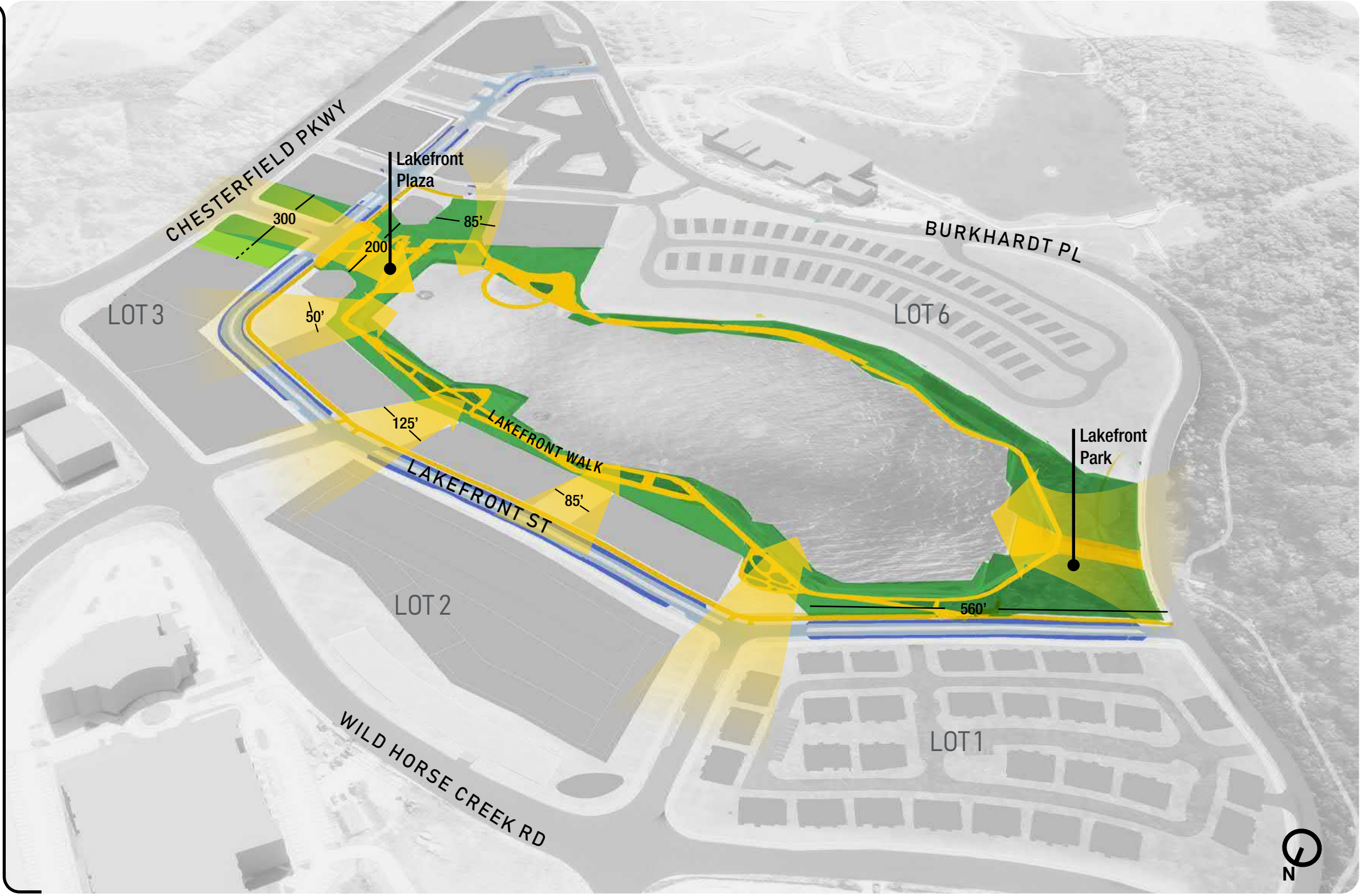




WILDHORSE VILLAGE

LAKEFRONT ST CONNECTIVITY TO LAKE

- Public landscape corridors connect Lakefront St to the water
- Lakefront Walk provides activated pedestrian path around the entire lake
- Lakefront Plaza serves as open link to Chesterfield Parkway
- Lakefront Park, to the west, links Lakefront St to the lake and surrounding landscape
- The visual and physical connection to the lakefront is maintained throughout the site



LEGEND

- Lakefront Walk
- Lakefront Landscape
- Lakefront Street
- Street Parking

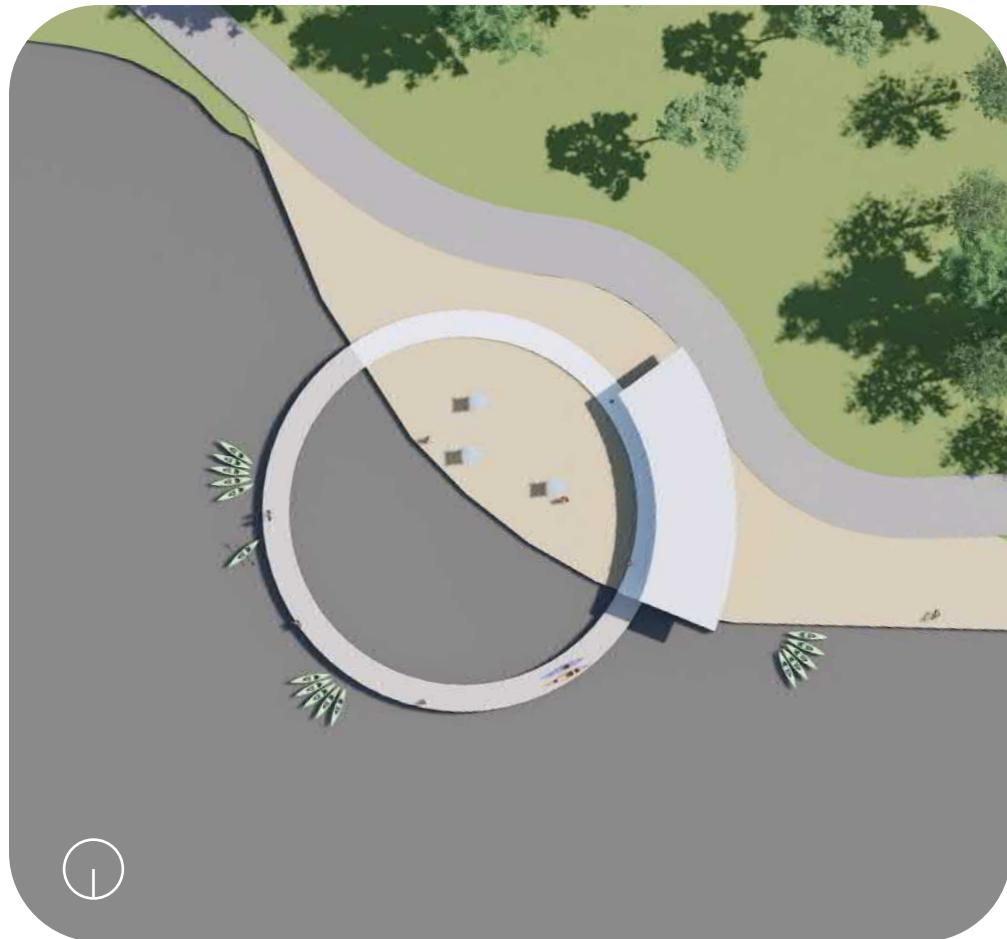
WILDHORSE VILLAGE BOATHOUSE



Metal Screen @
Storage Strip.
Showcases Kayak Colors



Steel Frame Construction, Concrete Base
 Roofplane Area: 1,850 gsf
 Boardwalk Area: 1,650 gsf
 Concrete Area: 2,800 gsf





WILDHORSE VILLAGE

LAKEFRONT WALK SOUTHEAST



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WILDHORSE VILLAGE
BURKHARDT PLACE
STREET CONDITION | VIEW OF APARTMENTS



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WILDHORSE VILLAGE
BURKHARDT PLACE
STREET CONDITION | VIEW OF TOWNHOMES



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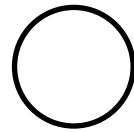
WILDHORSE VILLAGE MASTERPLAN



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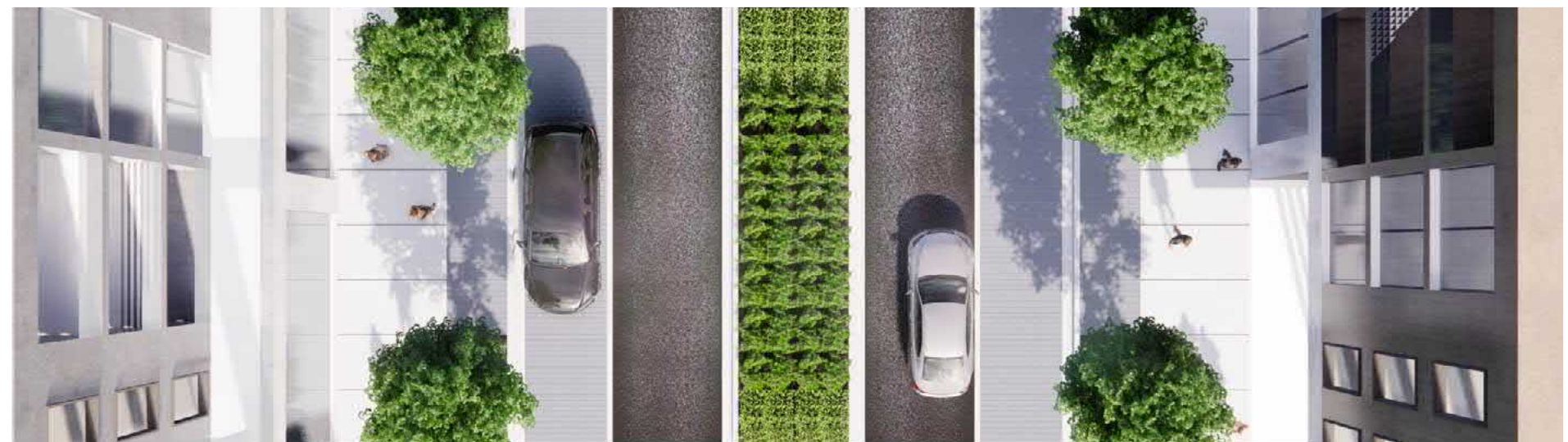
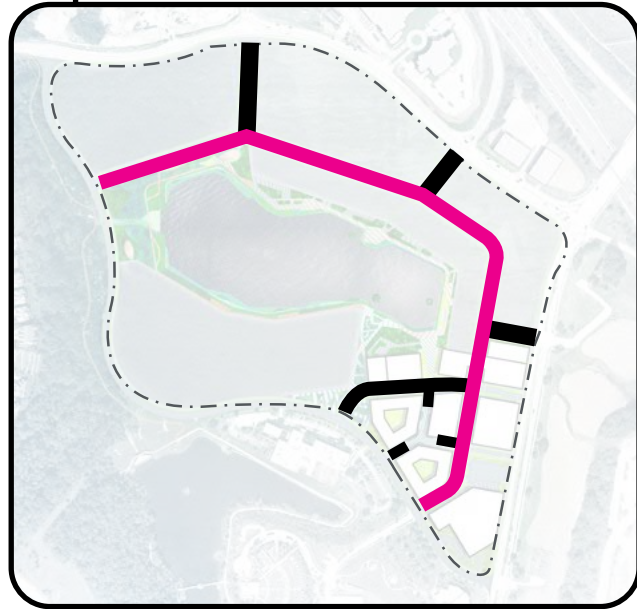
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WILDHORSE VILLAGE URBAN MAIN STREET

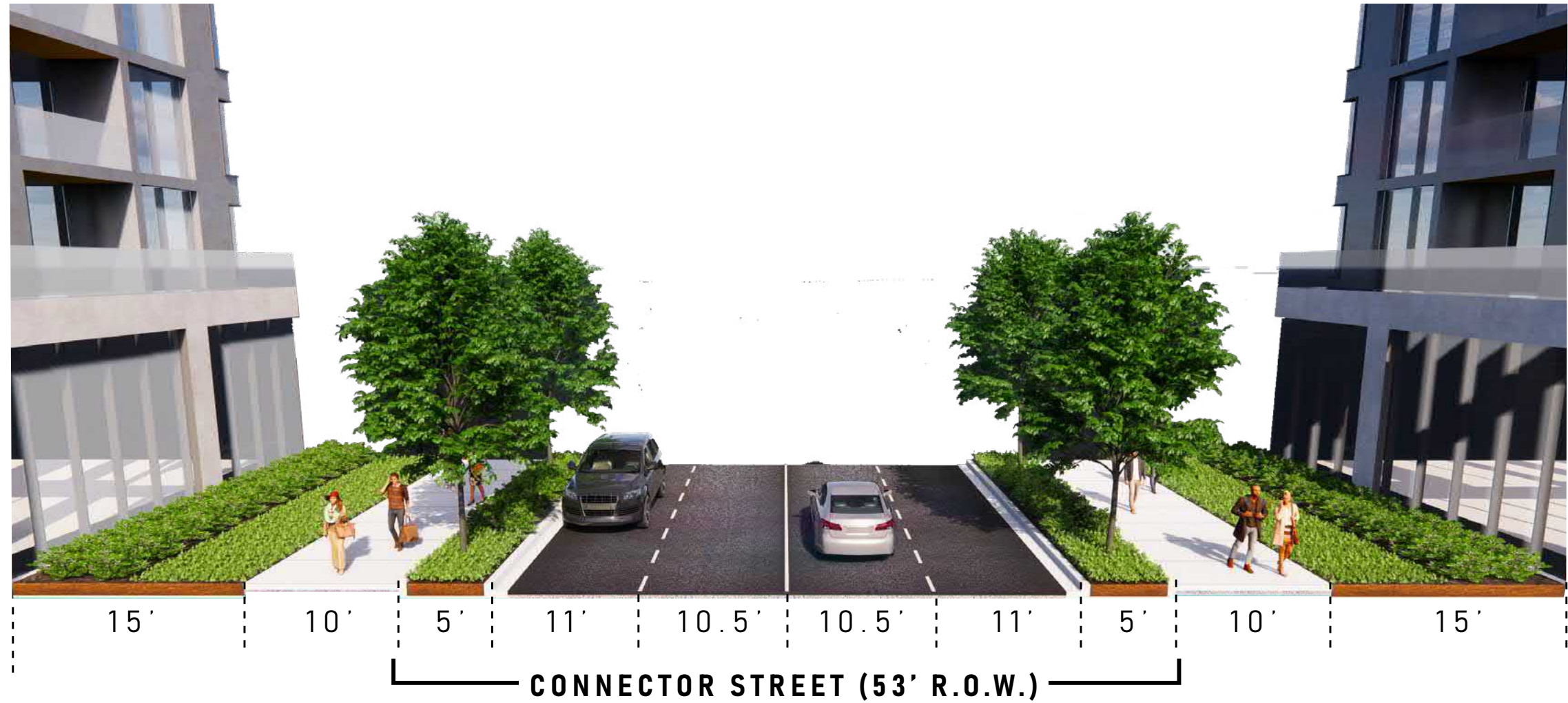
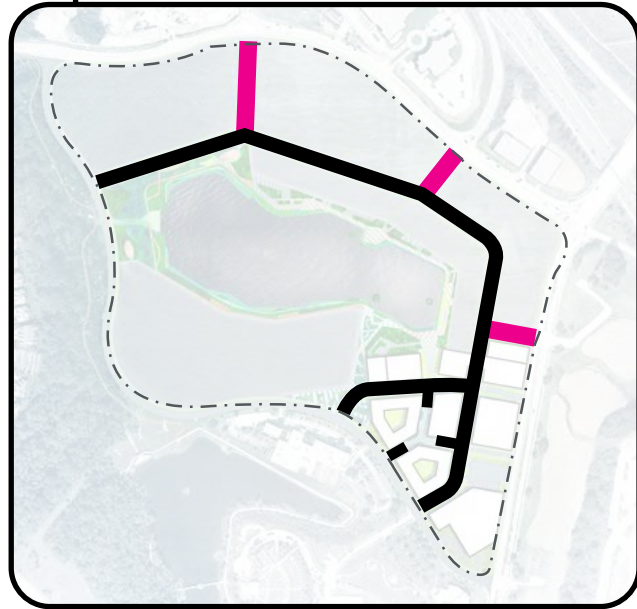
STREET CONDITION | LAKEFRONT ST

STREET LOCATOR



WILDHORSE VILLAGE
CONNECTOR STREETS
 STREET CONDITION A

STREET LOCATOR

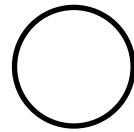


15' 10' 5' 11' 10.5' 10.5' 11' 5' 10' 15'

CONNECTOR STREET (53' R.O.W.)

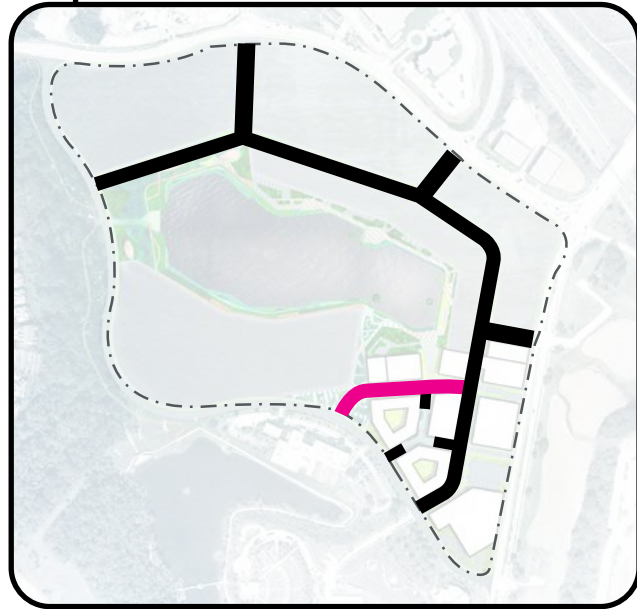
VARIES
 PARKING - GREEN SPACE

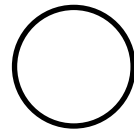




WILDHORSE VILLAGE
URBAN MIXED USE STREET
 STREET CONDITION B

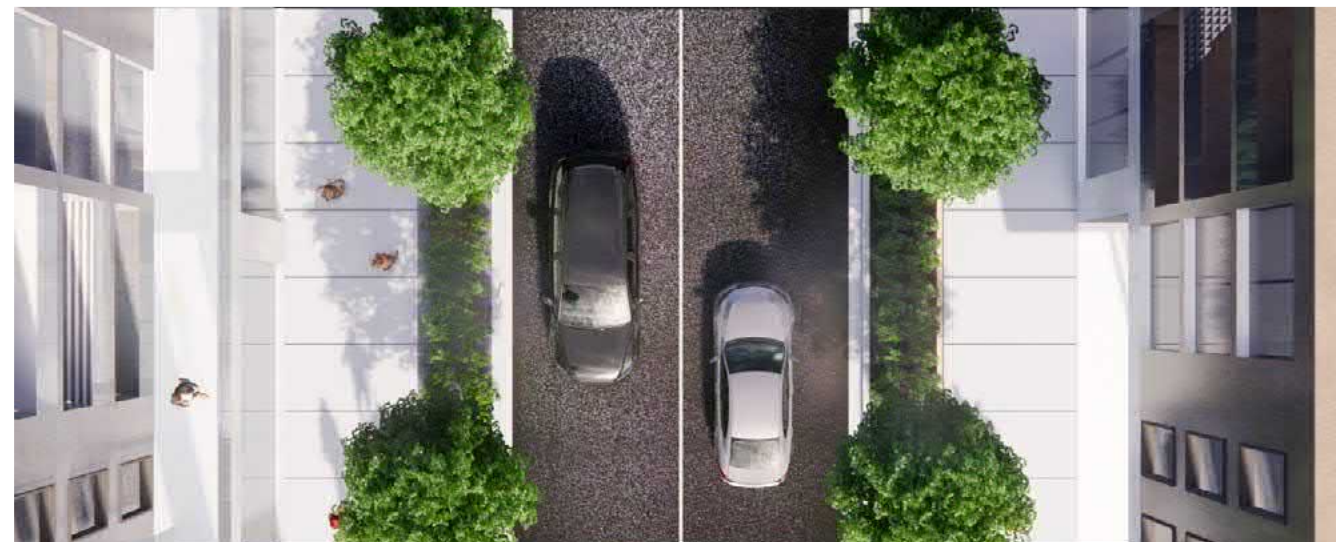
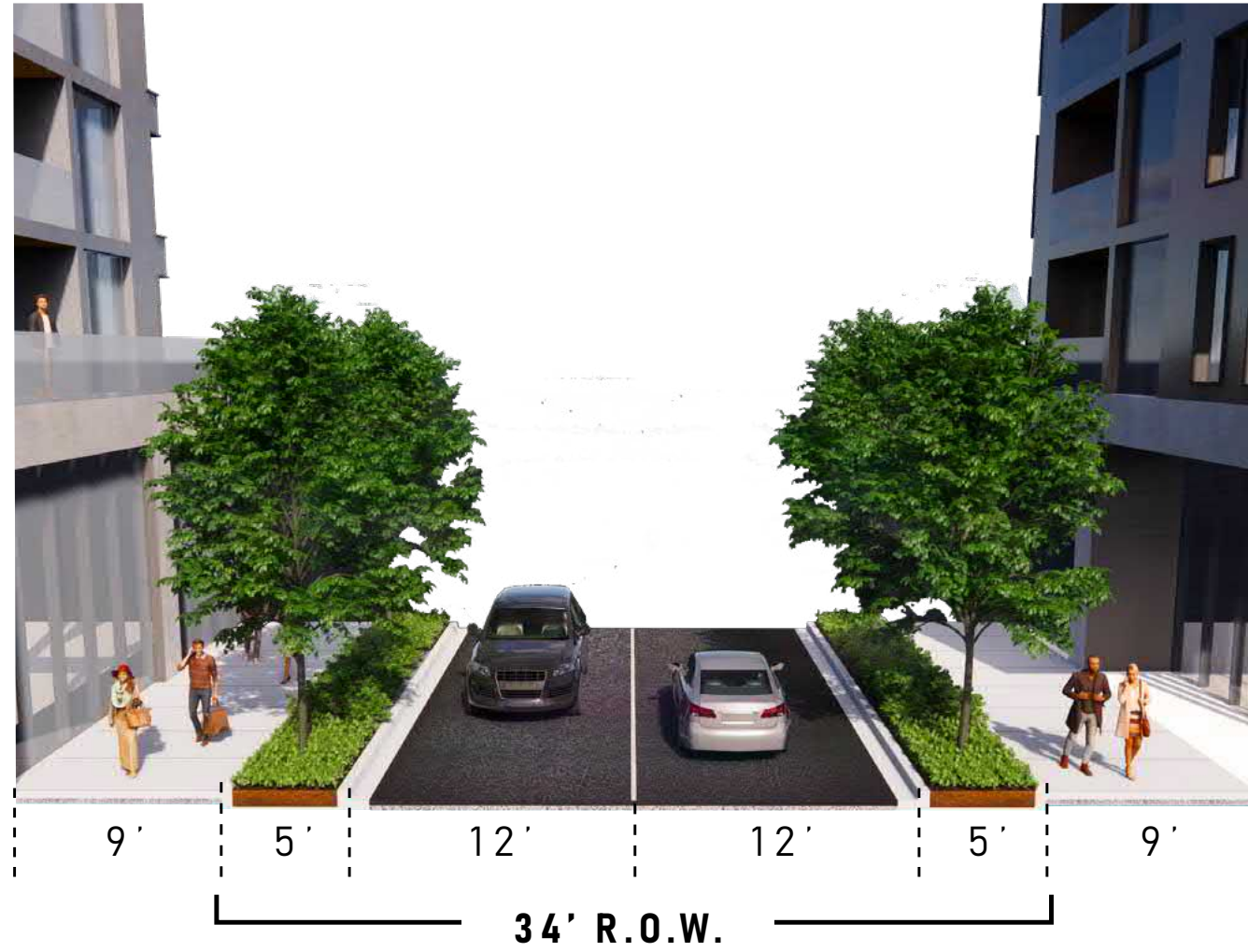
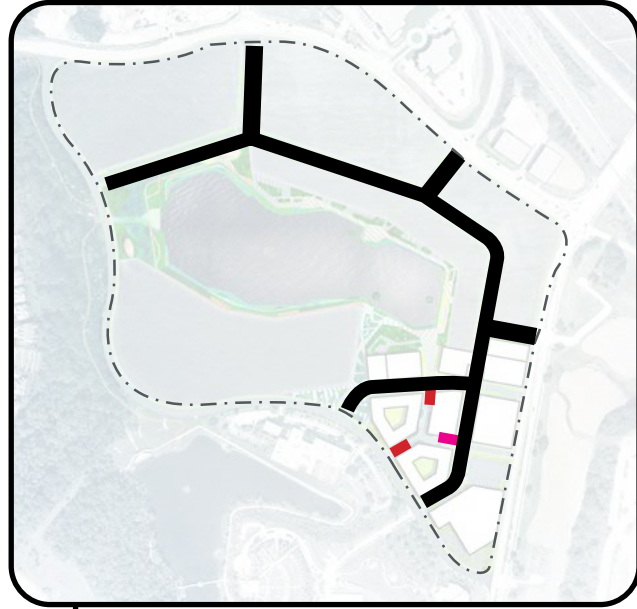
STREET LOCATOR





WILDHORSE VILLAGE
GARAGE ACCESS
 STREET CONDITION C

STREET LOCATOR



WILDHORSE VILLAGE SITE AMENITIES

WILDHORSE COMMONS
● ● ● ●

INTERSTATES

I-64	< 1 mi
I-270	< 7 mi
I-70	< 15 mi
I-170	< 18 mi
I-44	< 23 mi

TRANSPORTATION

Bus Stop	< 2 mi
Lambert - St Louis Int.	< 22 mi

AMENITIES

Retail	Grocery
Hotel	Office
Restaurant	Civic

