



# VIII. A.

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## Planning Commission Report

**Meeting Date:** June 26, 2023

**From:** Petree Powell, Assistant City Planner

**Location:** South of South Outer 40, West of Clarkson, East and North of Chesterfield Parkway

**Petition:** **P.Z. 06-2023 Chesterfield Village Mall (TSG Downtown Chesterfield Redevelopment, LLC)** – A request for a change in zoning from a “C-8” Planned Commercial District to a “PC&R” Planned Commercial and Residential District for a 96.017acre area of land located on the south side of Interstate 64, east of Chesterfield Parkway.

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### **SUMMARY**

Stock & Associates Consulting Engineers, Inc., on behalf of TSG Downtown Chesterfield Redevelopment, LLC., are requesting a Change in Zoning to permit construction of a mixed-use development on 96 acres that includes portions of the Chesterfield Mall and surrounding areas. The request would allow for residential and commercial uses to create “Downtown Chesterfield”. This request will be discussed in detail at the Public Hearing. The applicant seeks to change the zoning from “C-8” Planned Commercial District to “PC&R” Planned Commercial and Residential District. The proposal is tailored toward the Envision Chesterfield-Comprehensive Plan, 2020 (hereinafter the “Comprehensive Plan”) to create a true Downtown Chesterfield and central business district. The key features include:

- A mile wide vehicular loop, similar to the existing Chesterfield Center drive with development on periphery and within;
- Tree-lined streets laid out on a traditional grid;
- A central corridor with a centralized public park located between the central street corridors;
- A pedestrian/bike loop surrounding the center core between the vehicular loop and the Center of the District;
- 25% of the site dedicated to public plazas, sidewalks, parks, bike trails, pedestrian street and rain gardens to make the entire site sustainable;
- Service alleys;
- Connections between the project area and Wildhorse Village as well as the public and civic spaces (Central Park, Amphitheatre, Library and YMCA);

- Mixed use with anticipated ground floor commercial (retail, restaurants) and dense housing on upper floors in the central corridors;
- Commercial/offices on upper floors and stand-alone commercial/office buildings surrounding the central corridor;
- On the periphery of the Mall site, housing will be added below the Mall site off Chesterfield Parkway and South Outer 40 Road and there will be pedestrian access to Downtown Chesterfield via the Grand Staircase; and
- Access from MO 340/Clarkson Rd., Fontaine Drive/Chesterfield Parkway, Lydia Hill/Chesterfield Parkway and Outer Road I 64-40.

**SITE HISTORY**

The subject site, shown on the next page, has long been included in what is considered the heart of Chesterfield. General information below presents a brief history of the creation of “Chesterfield Village” as well as specific information on the subject site.

**Chesterfield Village**

The subject site is located within the area known as Chesterfield Village, which is approximately 1,500 acres and is the historic core of modern-day Chesterfield. Chesterfield Village is an early example of large-scale planned development. The core vision of Chesterfield Village remains intact today. Facing unprecedented challenges in the modern age, Chesterfield Mall, the heart of Chesterfield Village, has aged beyond its useful life—both in terms of economic productivity and infrastructure integrity. Thus, the Mall site is the subject of this application and was part of the Southwest Quadrant of Chesterfield Village overall plan. See Figure 1 set forth below.

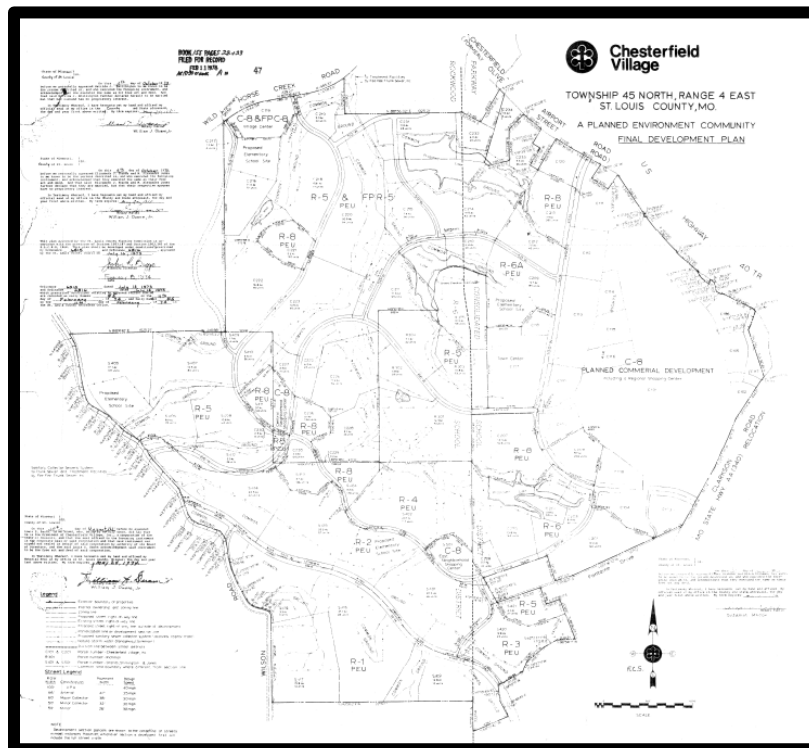


Figure 1: Chesterfield Village-SW Quadrant



### Chesterfield Mall

Chesterfield Mall opened on September 20, 1976. Comprised of more than one million square feet of retail space within three anchor tenants and over 150 other stores, the mall was tremendously successful and a fourth anchor tenant was added. Photos of the site at its opening show the parking lots were full. While Chesterfield Mall undeniably served as a catalyst for the emergence of the City of Chesterfield as we know it today, the mall has not been immune to the sweeping paradigm shifts in the retail industry that have resulted in the decline of great American malls across the country.

Chesterfield Mall was built by Richard Jacobs and was sold to the Westfield Group in 2002. It should be noted that the mall was comprised of the mall area and the department stores, each owning their own building and parking area. CBL & Associates acquired the mall in 2007 and owned the mall until it was placed into receivership in August of 2016, and control of the mall was granted to Madison Marquette. Dillard's, one of the original three anchor tenants, experienced a substantial flood after a water main broke in late 2016. Dillard's has remained closed since the flood and the Dillard's building and parcel are not included in the petition. The mall foreclosure was finalized in June of 2017, at which time C-III Capital Partners was named the temporary owner. TSG Downtown Chesterfield Redevelopment began acquiring portions of the mall and the surrounding properties. The petition includes areas owned or under contract by TSG Downtown Chesterfield Redevelopment.

During the last decade of operation, the valuation of Chesterfield Mall decreased from \$286 million in 2006 to just \$55.1 million in 2017.<sup>1</sup> Current uses operating at the mall are not traditional retail users, and current valuations have continued this decline along with a continued deterioration in the overall conditions of the property. Recent studies on the area have shown that the assessed value of the Chesterfield Mall (including Dillards which is not included in the subject area of the zoning request) to be under \$23 million. The trend in decreasing value is clear and evident.

### **SURROUNDING LAND USE AND ZONING**

All of the subject parcels are zoned C-8 Planned Commercial District. Surrounding zoning is generally consistent with the "C-8" zoning with nearby mid density housing options available outside of the commercial areas.

Direction	Zoning	Land Use
West	"PC&R" Planned Commercial and Residential District	Wild Horse Village
West	"C-8" Planned Commercial District	St. Louis County Library and YMCA

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<sup>1</sup> St. Louis Post Dispatch July 2017 [http://www.stltoday.com/business/local/chesterfield-mall-facing-another-change-in-owners-and-uncertain-future/article\\_af8a2f23-0a18-56b4-9d0f-cf7862d48f2d.html](http://www.stltoday.com/business/local/chesterfield-mall-facing-another-change-in-owners-and-uncertain-future/article_af8a2f23-0a18-56b4-9d0f-cf7862d48f2d.html)



West	“PS” Park and Scenic	Central Park and Amphitheatre
South	“R-6” Residential District	The Grande at Chesterfield and Pedestrian/Bike Trail
South	“R-8” Residential District	Multi-family Housing/ Senior Living
South	“UC” Urban Core District	Red Key Real Estate, Restaurants and Senior Living
North	“C-8 Planned Commercial District	Sterling Bank
North	“PC” Planned Commercial District	Hotel and Offices
East	“UC” Urban Core District	Medical building
East	“PC” Planned Commercial	Hotels and Offices

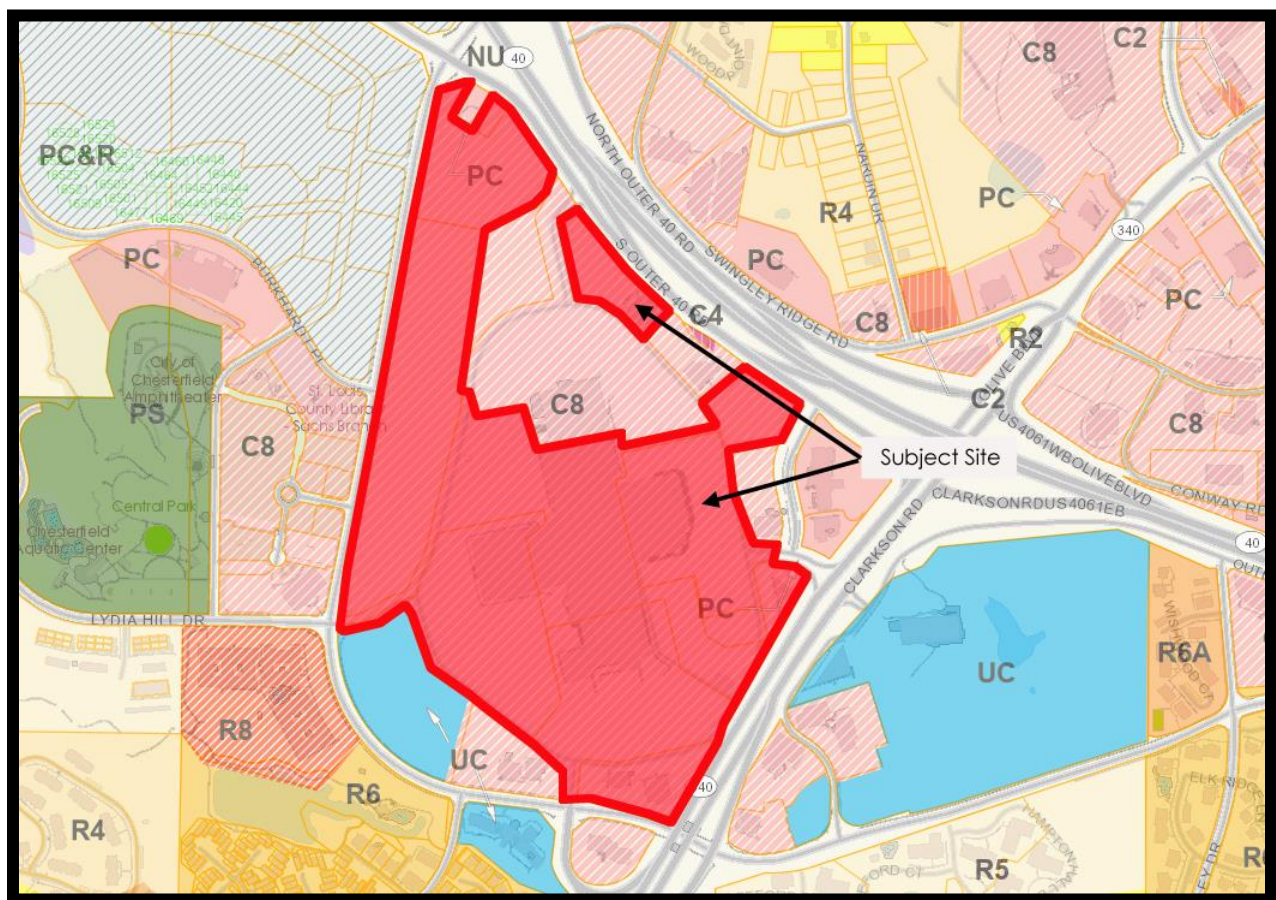


Figure 4: Zoning Map

**Chesterfield Mall Zoning History**

The subject site is currently permitted an extremely broad range of commercial uses through St. Louis County governing ordinance 10,241 which refers to the mall and outparcels as the “Regional Shopping Center”. However, some parcels have “zoned out” of the original governing ordinance over the years in order to establish independent governing ordinances with different restrictions and development criteria. These are not detailed here.

The Chesterfield Mall was approved via a Final Development Plan and subsequent amendments over the decades. Unlike many other developments, the governing ordinance does not prescribe a maximum density, but rather the density was established through the Final Development Plans. The most recently approved Final Development Plan from 2006 shows just over 1.3 million square feet of gross leaseable area (GLA) between the mall and the Red Chili's Indian Cuisine and Bar and El Salto Mexican restaurant spaces. Parking is provided at a fixed ratio based on this GLA, which binds the mall and outlots together and restricts vacant or under-utilized outlots from achieving certain types of dense development opportunities.

Similarly, the maximum height, setbacks, and other development criteria are based on the underlying C-1 through C-7 zoning district regulations for any given use, as shown by the excerpt below from Ordinance 10,241:

<u>Commercial Type</u>	<u>Permitted Uses</u>
Regional Commercial/Town Center	C-1 through C-7
Village Center	C-2 and Service Station
Neighborhood Centers	C-1, Service Station, Community Centers

2. The height limitations for structures, lot areas, and yard requirements, parking requirements, off-street loading requirements, and sign regulations shall be regulated by that district in which the use is permitted except as otherwise specified by the Planning Commission. However, the parking requirements for the regional shopping center shall be regulated by the Planning Commission.

Figure 5: Ordinance 10,241

The C-1 through C-7 Districts permit heights ranging from 20 to 200 feet. In combination with the broad array of permitted uses, the Chesterfield Mall and outparcels were clearly zoned in order to allow a great degree of flexibility in developing and redeveloping the mall. Indeed, in 1991, the City rezoned the subject area in Chesterfield Ordinance No. 577 to C-8 Planned Commercial. The proposed rezoning to the "PC&R" District seeks to extend much of this framework with an updated set of criteria to set standards to allow for a suburban downtown to be created.

A further detailed history of the Mall site is in the Wyse Memorandum Attachment 1.

**COMPREHENSIVE PLAN & PROPOSED DEVELOPMENT**

The subject site is located within the City Center – Downtown land use designation within the City's Comprehensive Plan. There is great attention to this geographic area within the Plan and the information below seeks to summarize many of the key concepts identified in the Plan. Where appropriate, the information below also illustrates how the included Preliminary Development Plan complies with the recommendations of the Comprehensive Plan.

The Comprehensive Plan fully anticipates and endorses the downtown concept for this site:

### Downtown.

Land inside the city center area where a downtown that supports mixed-use development, civic spaces, and social interaction will be created. Uses and buildings are located on blocks with streets designed to extend a grid network. Buildings typically stand multiple stories with a mix of uses that encourages pedestrian activity. The compact, walkable environment and a mix of uses that encourage pedestrian activity. The compact, walkable environment and mix of residential and non-residential uses in downtown support multiple modes of transportation.

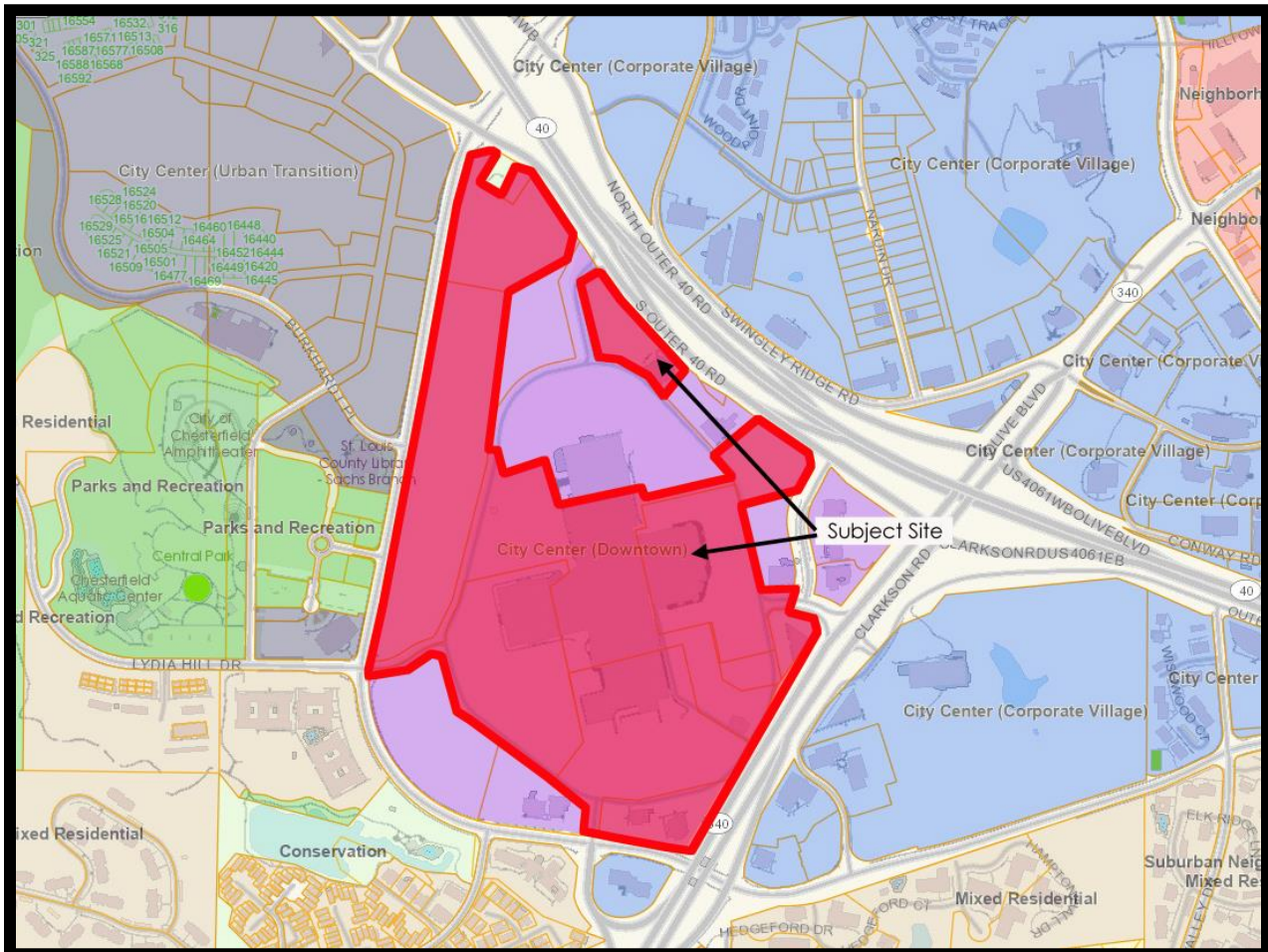


Figure 6: Comprehensive Land use plan

Further the Comprehensive Plan includes “themes” to be included in the future development / redevelopment of the Chesterfield Mall.

- **Live. Work. Shop. Play.** – This theme acknowledges the importance of a mixture of uses including residential, office, retail, and open spaces that together create a central place with multiple functions. A variety of reasons have led to an acceleration of many trends in industry (e.g. work from home, online shopping) and it is more important than ever to have a place for people to conduct multiple activities.



- *One Connected Place.* – The Comprehensive Plan proposes transitions while “maintaining a common Chesterfield thread.” While the interaction of the uses on the site mentioned above are important, the interaction of the redevelopment of the subject site and the surrounding areas is critical in achieving the goal of one connected place.
- *Open Space at the Front Door.* – While Central Park is located to the west of the subject site, additional open spaces should be incorporated into the design to connect to and enhance existing spaces.

Specifically, there are development policies for downtown land:

- City Center 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.
- The thoroughfare character should be urban and very walkable.
- Pedestrian scale infrastructure improvements (wayfinding, lighting, storefront, etc.) incorporated into urban footprint.
- The Downtown and Urban Transition Character Areas should have a pedestrian connection to unite the two urban areas of the City Center.
- Public art should be incorporated into new construction and re-development projects throughout the City Center.
- Buildings to be constructed closer to the roadways to promote the pedestrian experience.
- The City Center (Downtown) Character Area has the highest density in the city.

The Comprehensive Plan also includes concept images for how to achieve the goals of the plan. While these images are not intended to be prescriptive, they do show design methods that should be considered when discussing a planned district for the site.





Figure 7: Downtown concept images from Envision Chesterfield

In comparison, a few of the key components included in the proposed Preliminary Development Plan are:

- *A modified grid network of streets is created that allows for dispersion of traffic in, out, and within the area.* The image (Downtown Chesterfield Preliminary Site Plan) below shows a street and infrastructure network consistent with that included in the Comprehensive Plan . This network encourages multiple modes of transportation while providing convenient access to each area and multiple areas of the surrounding roadway network to ease traffic congestion. Access to the site is planned from Chesterfield Parkway at Fontaine and Lydia Hill, from Clarkson/ MO State Highway 340, from two (2) locations off South Outer 40 Road (Wild Horse Creek Road). And access to the Single Family Attached Housing anticipated off Chesterfield Parkway will have access from Burkhardt Place, Vista and South Outer 40 Road.
- *Roadways are used to create a network of blocks with parking generally located on the interior of the block.* The proposed Preliminary Development Plan includes creation of blocks that allow for pedestrian scale development. Street parking and shared structured parking, such as a public parking garage under the central park will serve the ground floor retail, restaurants and commercial businesses.
- *Vertical and horizontal mixed use is contemplated.* The proposed zoning request seeks to establish a framework where overall maximum density for residential and non-residential uses is established and future submissions of a Site Development Concept Plan or Site

Development Section Plan would be utilized to allocate uses and density within the development. From the applicant’s narrative statement:

*“Because of the size, complexity, mix of uses and length of time to build out a downtown development in a PC & R district, more flexibility is provided in anticipation of future changes that naturally occur due to passage of time and changes in market conditions. That flexibility is reflected in the fact that PC & R permits performance standards to be established in the site-specific zoning ordinance OR in the Site Development Plan, Site Development Concept Plan, OR Site Development Section Plan.”*

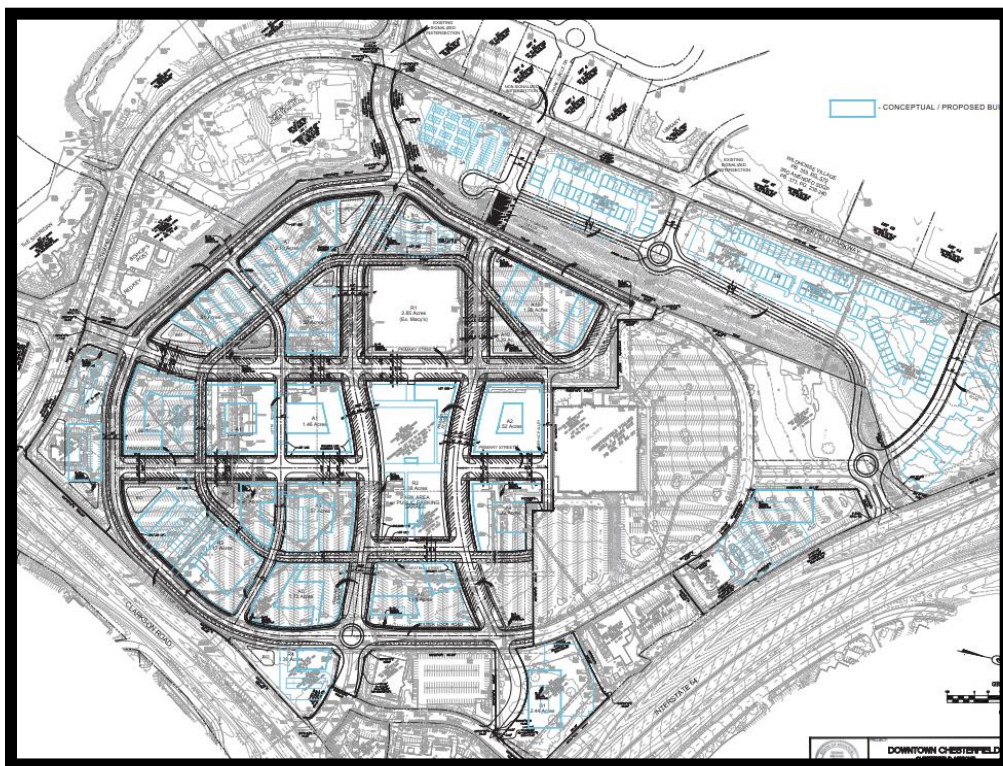


Figure 8: Preliminary Development Plan, Street network

- The plan shows creation of new civic spaces in the core of the development as well as along Chesterfield Parkway. A central civic space is shown on the Preliminary Development Plan. As proposed, the park area would be located on top of a parking garage that would be predominately constructed below grade. Additionally, the proposal includes an approximately 3.5-acre area of civic space along Chesterfield Parkway and immediately across from Park Circle Drive which is a primary entrance into Central Park.
- The Comprehensive Plan includes a “grand staircase” to provide a strong pedestrian connection between the existing Mall site and Central Park. The grand staircase also



allows a pedestrian connection to the housing anticipated along Chesterfield Parkway at the base of the Mall site hill.



Figure 9: Grand Staircase

The submitted Preliminary Development Plan allocates space for this feature to be included into the project (see below). This connection would align with Park Circle Drive which, following the acquisition of the adjacent parcels by the City of Chesterfield, provides a strong pedestrian connection from the current mall site into Central Park.

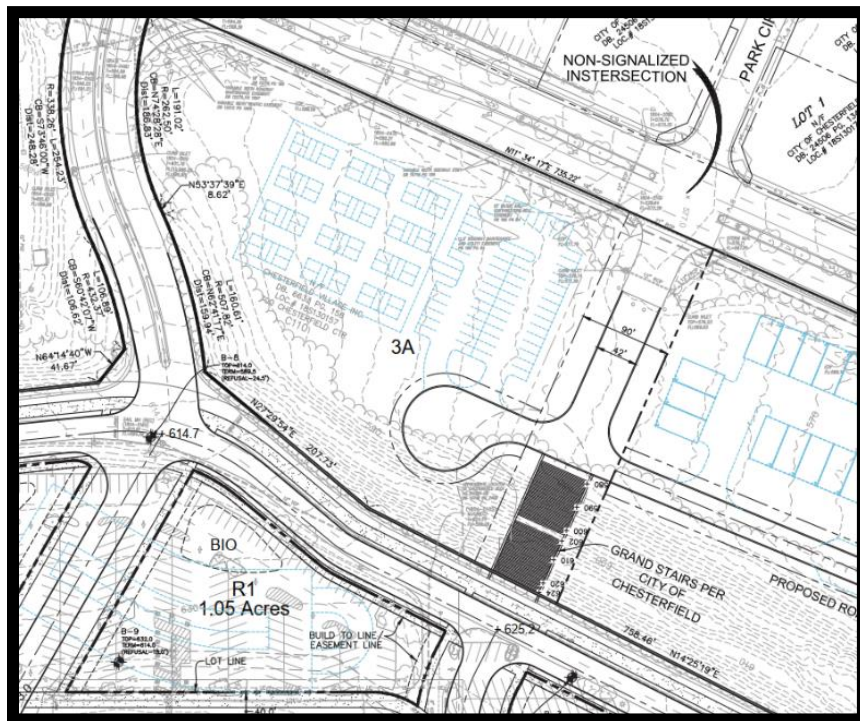


Figure 10: Preliminary Development Plan, pedestrian connection



Next, the plan shows a rendering of what this development could look like in a three-dimensional perspective. Again, it should be noted that this is not intended to be prescriptive, but to help illustrate the key concepts to assist in zoning and site plan reviews.



Figure 11: Preliminary Development Plan, Perspective view

**PC&R District:**

Prior to discussing the proposed rezoning, it is important to understand the PC&R District within the City’s Uniform Development Code (“UDC”) including the similarities and distinctions from other planned districts in the code.

The purpose of the PC&R District is:

The PC&R District is intended to provide development in the area of the City comprising a minimum of seventy (70) acres in size and located only in the area bounded on the east by State Route 340, on the west by Baxter Road, on the north by State Route 40/I-64, and on the south by Lydia Hill Drive/August Hill Drive. 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.

*The proposed zoning request complies with the minimum acreage and geographic requirements and seeks to create a residential and commercial mixed-use project to create Downtown Chesterfield.*

The UDC also highlights minimum standards of design for the PC & R District which are summarized below:

- Residential and commercial uses may be combined in the same building, combined on the same lot in separate buildings or on separate lots within a PC&R development. The permitted uses shall be combined within a PC&R development to create a downtown concept.

*The development will have the uses integrated vertically or horizontally.*

- Specific performance standards may be provided in the planned ordinance for the PC&R District or provided on the Site Development Plan, Site Development Concept Plan, or Site Development Section Plan.

*The performance standards are included in the site-specific zoning ordinance: total development density, maximum height of buildings and structures and total development open space.*

## **REQUEST**

The applicant has submitted a Preliminary Development Plan and narrative for review. The Preliminary Development Plan uses the planning concept that includes a one-mile loop pedestrian only path that is integrated into the development and places all residents, retail and office tenants, and visitors within a 5-10 minute walk of any destination within Downtown Chesterfield. A grid of treelined urban streets designed for corporate headquarters, office buildings, luxury condominiums, apartments, hotels, retail, restaurants and entertainment, Downtown Chesterfield will offer a walkable, safe, and ecologically sustainable urban core that gives priority to the pedestrian over the automobile. There will be a centralized park space, with over 25% of the site dedicated to public plazas and sidewalks, parks, bicycle trails, pedestrian streets and rain gardens thereby reducing heat island effect of the development and ensuring its legacy as a new vision for a downtown in Chesterfield. The site will have a total of seven access, three access are proposed on the west of the site from the Chesterfield Parkway West. One access on the south from the Chesterfield Parkway, and two access from East Chesterfield Court. There are four different types of streets proposed for the development, service alley, primary street, outer loop, and pedestrian street. The 33 feet wide outer loop connects the two streets, Primary, and Service streets. Pedestrian streets will run in the inner circle. Trash, receiving,

loading, and service functions will be located off the outer loop road and service alleys. The public park will be located at the center of the site.

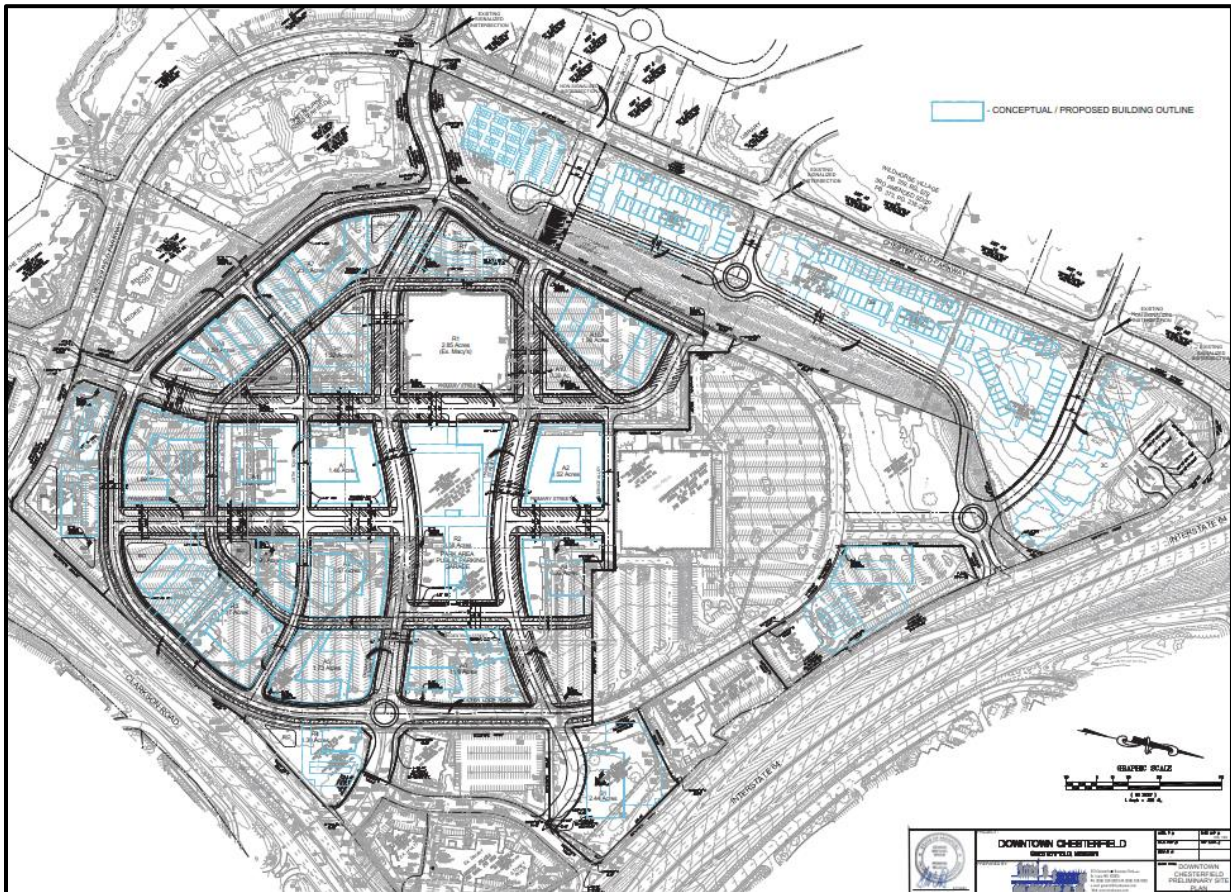


Figure 12: Preliminary Development Plan

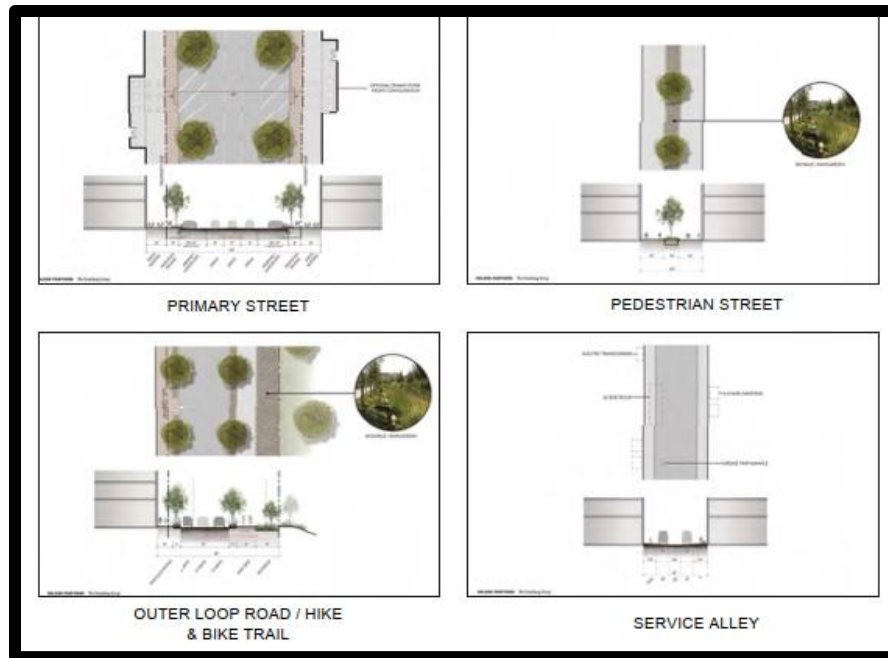


Figure 14: Streets profile

The Preliminary Development Plan contains the Narrative, Locator Numbers and Owner Information, Application Fee, Purchase and Sale Agreement, a Traffic Study dated 3/17/2023 prepared by the Lochmueller Group and twelve (12) scaled maps and drawings including:

- 1) C1.0 Phase One Map
- 2) C2.0 Existing Conditions
- 3) C3.0 Preliminary Site Plan
- 4) C4.0 Preliminary Grading Plan
- 5) C5.0 Preliminary Site Utility Plan
- 6) C6.0 Preliminary Site and Road Section Plans
- 7) TSD-0 through TSD-5 Tree Stand Delineation;

Because of the nature of this development proposal, the rezone application does not include site or parcel specific projects. It is necessarily a broad overview and framework that lays out a street system for movement (pedestrian, vehicular, service and bike pathways) with a conceptual placement of future projects. The development begins with a central park (with public garage underneath), surrounded by pedestrian oriented uses (retail, restaurant) in the buildings that surround the park. As you travel outward more development with a variety of uses in buildings with parking located in the center of the buildings will complete the downtown. The ring road and pedestrian/bike path enclose the loop around the downtown. While specific uses are not yet known, the intent of the overall scheme is clear.

The applicant is requesting for 64 permitted uses to be allowed for this PC &R District. As per applicant, from high density residential dwellings to services for those living and working in

downtown to commercial uses, the requested uses will promote a true live-work-play atmosphere. Below is the list of permitted uses requested by the applicant for the proposed “PC&R” District:

1. Administrative Offices for educational or religious institutions
2. Churches and other places of worship
3. Community Center
4. Library
5. Parks
6. Dwelling, multi-family
7. Single Family-Attached
- 8. Single Family-Detached-New**
9. Home Occupation
10. Art Gallery
11. Art Studio
12. Auditorium
13. Banquet Facility
14. Club
15. Farmer’s Market
16. Gymnasium
17. Museum
18. Reading Room
19. Recreational facility
20. Office-dental
21. Office-general
22. Office-medical
23. Automobile Dealership (storefront only)
24. Bakery
25. Bar
26. Bowling Center
27. Brewery
28. Brew Pub
29. Coffee shop
30. Grocery-community
31. Grocery-neighborhood
32. Grocery-super center
33. Newspaper stands
34. Restaurant-sit down
35. Restaurant-fast food (no drive-through)
36. Restaurant-takeout
37. Restaurant-takeout-Neighborhood
38. Retail sales establishment-community
39. Retail sales establishment-regional
40. Animal Grooming service



41. Barber or Beauty Shop
42. Broadcasting studio
43. Commercial Service facility
44. Day care center
45. Drug Store and pharmacy
46. Dry Cleaning establishment
47. Financial Institution (no drive-through)
48. Hospital
49. Hotel and motel
50. Hotel and motel-extended stay
51. Kennel, boarding
52. Kennel, private
53. Laboratory-professional, scientific
54. Laboratory
55. Laundromat
56. Nursing Home
57. Parking Area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours.
58. Professional and technical service facility
59. Research laboratory and facility
60. Theatre, indoor
61. Theatre, outdoor
62. Veterinary clinic
63. College/university
64. Kindergarten or nursery school
65. Specialized private school

Below are the initial performance standards proposed for the requested "PC&R" District.

**Density:**

Rather than proscribing a density per parcel per use, to allow flexibility in uses and achieve a downtown effect, the applicant proposes density limitations that rely on a maximum floor area ratio ("FAR") of 1.0. The Floor Area ration shall be calculated by Total Gross Floor Area of all buildings divided by the Gross Area of Land within the PC&R District. The FAR will not be calculated on a lot-by-lot basis.

Likewise, to achieve critical mass the applicant proposes a maximum number of residential allowable per acre. It proposes that no more than 30 units per acre within the District are allowable. Acreage shall be calculated by the Gross Area of the land within the PC&R District and shall not be calculated on a lot by lot basis but will be cumulative

For Hotels and Lodging, the maximum number of rooms allowable is 300 rooms and the maximum number of square feet for hotels and lodging shall be 350,000 square feet total.

**Height:**

The applicant proposes that no building exceed 300 feet. On average a story is approximately 10-15 feet.

**Building Setbacks and Structure Location:**

In order to achieve a critical mass within the district in terms of physical density, a Build-to-Line approach will be approved through a Site Development Concept Plan or Site Development Section Plan. Build-to line means a building line or parcel line. Build-to line means a line extending through the lot which is generally parallel to the front property line and marks the location from which the vertical plane of the front building elevation must be erected; the build-to line is intended to create an even building façade line along a street. This will be in lieu of specific setbacks by parcel.

The location of buildings and structures will be flushed out and approved in a Site Development Concept Plan or Site Development Section Plan. To date there is no project being proposed.

Also, the space between buildings for walkways and pedestrian paths connecting to open space and parking, as well as public realm streetscape will be detailed more specifically in a Site Development Concept Plan and/or Site Development Section Plans.

The applicant again makes clear that the ground floor on all buildings in the Downtown Area include pedestrian access to retail, restaurants, office, multi-family residential, or hotel uses. Further parking access will be allowed from the primary streets, as well as, on street parking. Also, trash pickup, receiving, loading and service function shall be located off the outer road loop and service alleys when feasible.

**Parking:**

The applicant addresses the parking in a similar way as to density. The application anticipates street parking and structured parking for the ground floor retail and other pedestrian-oriented businesses. Because there is no site-specific proposal, surface and structured parking will be shown on the future Site Development Concept Plan but will follow the general conditions:

Required parking shall be determined cumulatively by use category for the entire PC&R District and shall not be calculated on an individual lot by lot basis; parking shall be calculated for each use category as follows:

	<u>Minimum Parking Requirement</u>
Retail/Restaurant	4.0 Parking Ratio/1000 GFA
Grocery	5.0 Parking Ratio/1000 GFA
Office	3.0 Parking Ratio/1000 GFA
Residential	1.5 Parking spaces per unit

Hotel

0.8 Parking spaces per hotel room

**The applicant also states that required parking shall be provided at not less than 80% of the above calculations.** (removed)

### **REDEVELOPMENT IMPACTS**

The proposed redevelopment of the subject site will have impacts on a variety of infrastructure. A summary of some of the larger impacts is included below.

*Stormwater:* The Southwest Quadrant of the Chesterfield Village is also covered by a master stormwater management plan. This plan created three lakes to provide detention, runoff reduction, and water quality improvements for areas throughout the quadrant. Approximately 2/3 of the Chesterfield Mall site is credited to Lake III as the site is a tributary to the improvement. Future development plans will be required to comply with the MSD approved stormwater master plan for the area.

*Traffic:* The City looked closely at the potential traffic concerns when updating the Comprehensive Plan. This effort included the update of the City's travel demand model. While the analysis showed much of the core roadway network would serve the redevelopment of this area, additional improvements will be necessary. A full Downtown Chesterfield Traffic Impact Study (TIS) has been submitted, is under review by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.

*Multimodal Connectivity:* Achieving cohesive, comprehensive multimodal connectivity is critical to supporting dense, mixed-use development. To this end, substantial investments have been made in developing the Pathway on the Parkway, Riparian Trail, and securing sidewalk installations. The proposed plan includes sidewalks and trails providing connections within the subject site as well as connections to adjacent amenities. The plan includes a pedestrian street profile that would allow non-motorized movement within the subject site and isolated from motorized traffic.

*Open / Civic Spaces:* As mentioned in the project narrative and shown on the Preliminary Development Plan, the proposed redevelopment of the subject site includes a centralized park. Less than 50% of the development will be composed of structures, leaving ample space for pedestrian sidewalks, the pedestrian and bike ring pathway, raingardens and public plazas.

### **PUBLIC HEARING.**

A Public Hearing for this request was held on May22, 2023 where the Planning Commission discussed the petition and issues were raised during public comment. The applicant provided a formal response to each issue raised at the public hearing. A full copy of the applicant's response has been included in the Planning Commission Packet.

### **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 the applicant's response has been summarized in *italics*.

**Issue one.**

**Concerns were raised that there was not enough specificity in defining and requiring certain mixed use. There was concern that the lack of specificity could lead to development not envisioned in the Comprehensive Plan.**

*Applicant Response: The PC&R District was specifically defined for a "downtown concept" and reflects the challenges of developing a mixed-use downtown. Because of the size, complexity and longevity of the development flexibility within the proposed zoning ordinance is preferable. By providing broad parameters (in areas of density, setbacks, building heights, open space, parking) and deferring specific performance standards to the Site Development Concept Plan and Site Development Section Plans the risk associated with multiple projects is reduced. At this stage, fixed standards such as formulaic mixtures of uses and set locations are arbitrary and would likely result in multiple amendments to site specific zoning ordinance, which in turn would have a chilling effect on the developer and end project user because of the risk and time involved.*

**Issue two.**

**Concerns were raised about adding 2880 residential units.**

*Applicant Response: Having an abundance of residential units, both multi-family rental and owner-occupied condominiums, is critical to creating a vibrant downtown. The Higher residential density will contribute significantly to attracting quality retail and restaurant tenants. Also, corporate office tenants prefer mixed uses that include residential and public amenities to attract and keep employees. Research has shown that dense downtown mixed-use developments drive success. Further, high density multi-family housing—here condominiums and luxury apartments—are in high demand. The stigma associated with the old notion of "renters" is obsolete and is not applicable here. Renters in high density mixed-use developments are there out of choice, not necessity and prefer public amenities, access to retail and restaurants, sense of community and walkability.*

**Issue three:**

**Concern was raised about having surface parking within the Downtown.**

*Applicant's Response: The applicant contemplates a mixture of structured parking, street parking, and surface parking. The parking needs for the anticipated uses will be satisfied primarily by structured parking and street parking. Surface parking will be utilized in some*



*selected areas, such as the grocery store or other uses where quick access is needed. It will not be predominant especially in the core area flanking the centralized park.*

**Issue four:**

**Concern was raised about the possibility of unmarked grave sites that might be located outside the fence in portion of the First Baptist Church cemetery at South Outer 40 Road and Chesterfield Parkway.**

*Applicant's Response: TSG is currently under contract to acquire the Sach's parcels adjacent to the cemetery. Midwest Testing performed ground penetrating radar and electromagnetic survey to investigate whether unmarked graves were outside the fenced area and found none.*

**Attachments:**

1. Applicant Narrative Statement
2. Preliminary Development Plan
3. Proposed Attachment A
4. Letter from The Staenberg Group

March 17, 2023

REVISED April 5, 2023

REVISED May 15, 2023

**REVISED JUNE 13, 2023**

**PROJECT NARRATIVE**

**A Rezoning Request for Downtown Chesterfield**

(Stock Project No. 218-6255.4)

*TSG Downtown Chesterfield Redevelopment, LLC* respectfully requests the City of Chesterfield’s consideration in rezoning +/- 96.017 Acre tract of land located at and around the former Chesterfield Mall to a “PC&R” Planned Commercial & Residence District.

Downtown Chesterfield is a unique 21<sup>st</sup> Century NEW Central Business District for the City of Chesterfield, Missouri. Unlike other mixed use / retail developments being developed throughout the US, Downtown Chesterfield is a true downtown urban core with high rise office, hotel and density residential uses organized through a landscaped public realm including a 3.5-acre central park at the heart of the development and will be home to hundreds of shops and restaurants, corporate headquarters, office workers and thousands of residents living in a unique urban environment.

The planning concept includes a one-mile loop - pedestrian only path that is integrated into the development and places all residents, retail and office tenants, and visitors within a 5 – 10-minute walk of any destination within Downtown Chesterfield. A central park, pocket parks, jogging trails and bicycle paths are carefully allocated throughout to provide access to all areas of Downtown Chesterfield and connectivity to the surrounding community.

With a grid of treelined urban streets designed for corporate headquarters, office buildings, luxury condominiums, apartments, hotels, retail, restaurants and entertainment, Downtown Chesterfield offers a walkable, safe, and ecologically sustainable urban core that gives priority to the pedestrian over the automobile. Nine acres of park space, with over 25% of the site dedicated to public plazas and sidewalks, parks, bicycle trails, pedestrian street and rain gardens thereby reducing the heat island effect of the development and ensuring its legacy as a new vision for a downtown in Chesterfield, Missouri.

For many years the Chesterfield community desired a true “Downtown” where people could live, work and play. A true “Downtown” is defined by mixed use, but in the early 2000s when the then largest property owner in Chesterfield Village and Chesterfield officials and staff began to look at what needed to be accomplished to facilitate such a development, they discovered that there was no appropriate zoning district available under the City’s Code. After much research and discussion, the

City adopted PC&R (Section 405.03.040 (J)). It is a unique zoning district in that it is only to be used for a downtown development “in the area bounded on the east by State Route 340 (Clarkson Road), on the west by Baxter Road, on the north by State Route 40/I-64, and on the south by Lydia Hill Drive/August Hill Drive.”

Any proposed development requesting PC & R must also contain “a minimum of seventy (70) acres”. While it was originally envisioned that “Downtown” would be located where Wildhorse Village is being developed, the failure of the Chesterfield Mall changed the community’s perspective. The Envision Chesterfield Comprehensive Plan 2020 (the “Comprehensive Plan”) envisions “Downtown” now being located in the area bounded by State Route 340 on the east and Chesterfield Parkway West on the west. Because the City had the foresight, the prescribed area for PC & R includes the new location for “Downtown”.

The Primary Land Uses identified in the Comprehensive Plan include “High density residential, Office, Lodging, Institutional (and) Retail and Personal Service” uses. PC & R permits any of the “commercial uses permitted in the Planned Commercial (PC) District or any of the residential uses in any of the residential districts listed in Table A-1 in section 405.03.020.” The permitted uses must be listed in the site-specific PC & R zoning ordinance, and they may be integrated vertically or horizontally and located as shown on a Site Development Plan, Site Development Concept Plan, OR Site Development Section Plan. The permitted uses requested are the following:

The uses allowed in this Planned Commercial and Residence (“PC&R”) District shall be:

1. Administrative offices for educational or religious institutions
2. Church and other places of worship
3. Community center
4. Library
5. Parks
6. Dwelling, multi-family
7. Single Family Attached
8. Single Family Detached
9. Home Occupation
10. Art Gallery
11. Art Studio
12. Auditorium
13. Banquet Facility
14. Club
15. Farmer’s market
16. Gymnasium

17. Museum
18. Reading Room
19. Recreation Facility
20. Office-dental
21. Office-general
22. Office-medical
23. Automobile Dealership (Storefront Only)
24. Bakery
25. Bar
26. Bowling Center
27. Brewery
28. Brewpub
29. Coffee shop
30. Grocery-community
31. Grocery-neighborhood
32. Grocery-supercenter
33. Newspaper stands.
34. Restaurant-sit down
35. Restaurant-fast food – No Drive Thru
36. Restaurant-takeout
37. Restaurant-takeout - Neighborhood
38. Retail sales establishment – community
39. Retail sales establishment – regional
40. Animal grooming service
41. Barber or beauty shop
42. Broadcasting studio
43. Commercial service facility
44. Day care center
45. Drug store and pharmacy
46. Dry cleaning establishment
47. Financial institution, no drive-thru
48. Hospital
49. Hotel and motel
50. Hotel and motel-extended stay
51. Kennel, boarding
52. Kennel, private
53. Laboratory-professional, scientific
54. Laboratory
55. Laundromat
56. Nursing home



57. Parking area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours.
58. Professional and technical service facility
59. Research laboratory and facility
60. Theatre, indoor
61. Theatre, outdoor
62. Veterinary clinic
63. College/university
64. Kindergarten or nursery school
65. Specialized private school.

Because of the size, complexity, mix of uses and length of time to build out a downtown development in a PC & R district, more flexibility is provided in anticipation of future changes that naturally occur due to passage of time and changes in market conditions. That flexibility is reflected in the fact that PC & R permits performance standards to be established in the site-specific zoning ordinance OR in the Site Development Plan, Site Development Concept Plan, OR Site Development Section Plan. The following performance standards are requested to be included in the site-specific zoning ordinance:

#### DENSITY LIMITATIONS

1. The cumulative gross floor area for Commercial Uses in this District shall be limited to not more than a Floor Area Ratio (F.A.R.) = 1.0. Floor Area Ratio (F.A.R.) shall be Calculated by Total Gross Floor Area of all buildings divided by the Gross Area of land within the “PC&R” District. F.A.R. shall not be calculated on a lot-by-lot basis.
2. The maximum number of residential units allowable within this District shall be 30-Units / Acre. Acreage shall be Calculated by the Gross Area of land within the “PC&R” District and shall not be calculated on a lot-by-lot basis.
3. The maximum number of rooms for hotels and lodging shall be 300 rooms; the maximum number of square feet for hotels and lodging shall be 350,000 square feet.

#### BUILDING AND STRUCTURE LOCATION

1. Location of Buildings and Structures shall be approved on the Site Development Concept Plan or Site Development Section Plan.
2. Build-to Line location shall be approved on the Site Development Concept Plan or Site Development Section Plan.

3. Additional space between buildings for walkways and pedestrian paths connecting to parking or open space, shall be approved on the Site Development Concept Plan or Site Development Section Plan.

#### BUILDING HEIGHT

1. Total building height for any permitted use shall not exceed 300-feet as measured from average street elevation.

#### BUILDING AND STRUCTURE FUNCTION

1. Ground floor of all buildings shall include pedestrian access to retail, restaurant, office, multi-family residential, or hotel uses. Access shall not require such uses to be located within a building, but such uses may be located within a building. Parking garage access shall be allowed from the primary streets.
2. Trash pickup, receiving, loading, and service functions shall be located off the outer loop road and service alleys when feasible.

#### PARKING

- Surface parking shall be allowed as shown on the Site Development Concept Plan.

#### PARKING REQUIREMENTS

1. Required parking shall be determined cumulatively by use category for the entire “PC&R” District and shall not be calculated on an individual lot-by-lot basis; parking shall be calculated for each use category as follows:

##### **Minimum Parking Required**

Retail/Restaurant:	4.0 Parking Ratio / 1,000 G.F.A.
Grocery:	5.0 Parking Ratio / 1,000 G.F.A.
Office:	3.0 Parking Ratio / 1,000 G.F.A.
Residential:	1.5 Parking Ratio / 1,000 G.F.A.
Hotel:	0.8 Parking Ratio / 1,000 G.F.A.

2. Required parking shall be provided at not less than 80% of the above-described calculations.

All other performance standards would be established in the Site Development Plan, Site Development Concept Plan, OR Site Development Section Plan.

The proposed downtown development will comply with the Development Policy applicable to “Downtown” in the Comprehensive Plan.

# **PROPERTY DESCRIPTIONS**



## Property Descriptions

### Area 1

Beginning at the southeastern corner of Lot C-108 of Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, said point also being located on the northern right-of-way line of West Chesterfield Parkway, variable width; thence along the eastern line of said lot C-108, North 02 degrees 24 minutes 55 seconds East, 153.50 feet to the northeastern corner thereof, thence along the northeastern lines of said Lot C108 and Lot 1 of the Chesterfield Village Area "A" Phase One Plat One Lots C109 and C208 Lot Consolidation Plat, a subdivision according to the plat thereof as recorded in Plat Book 367, Page 521 of above said records, the following courses and distances: North 52 degrees 55 minutes 05 seconds West, 837.00 feet; North 18 degrees 15 minutes 05 seconds West, 305.01 feet and North 64 degrees 14 minutes 40 seconds West, 41.67 feet to the beginning of a non-tangent curve to the left having a radius of 432.37 feet; thence along said curve with an arc length of 106.89 feet and a chord which bears South 60 degrees 42 minutes 07 seconds West, 106.62 feet to the beginning of a non-tangent curve to the left having a radius of 338.26 feet an arc length of 254.23 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 248.28 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a curve to the right having a radius of 763.50 feet; thence along said curve with an arc length of 75.03 feet and a chord which bears North 05 degrees 18 minutes 40 seconds East, 75.00 feet to the southwest corner of Lot C110 of Chesterfield Village Area A Phase 1 Plat 2 according to the plat thereof as recorded in Plat Book 166, Page 84 of above said records, thence along southern and eastern lines of said Chesterfield Village Area A Phase 1 Plat 2 the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.48 feet to a non-tangent curve to the left having a radius of 262.50 feet, an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 37 minutes 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.82 feet, an arc length of 160.61 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 85.00 feet to the northmost corner of New Section B of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One, Plat Book 334, Pages 65 and 65A; thence along the northern and eastern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet; North 77 degrees 33 minutes 11 seconds East, 250.00 feet; South 12 degrees 26 minutes 49 seconds East, 240.00 feet; North 77 degrees 33 minutes 11 seconds East, 451.32 feet; South 12 degrees 26 minutes 49 seconds East, 74.00 feet and North 77 degrees 33 minutes 11 seconds East, 497.94 feet and to a point on a non-tangent curve to the left having a radius of 515.00 feet, said point also being located on the west line of Lot C 106 of above said Chesterfield Village A Phase One Plat One; thence along said curve with an arc length of 155.67 feet and a chord which bears North 32 degrees 57 minutes 40 seconds West, 155.08 feet to the western most corner of said Lot C 106; thence along the northwestern lines of said Lot C 106 the following: North 50 degrees 55 minutes 27 seconds East, 245.99 feet and North 32 degrees 52 minutes 18 seconds East,

32.53 feet to its intersection with the southern right-of way line of Chesterfield Airport Road, variable width; thence along said right-of-way line South 57 degrees 07 minutes 42 seconds East, 341.40 feet to the northwest corner of that part of Chesterfield Center vacated by City of Chesterfield Ordinance Number 511, and recorded in Book 8872, Page 2431 of above said records; thence along the north, east and south lines of said vacation the following courses and distances: continuing Southeasterly along said line, South 57 degrees 07 minutes 42 seconds East, 21.18 feet; South 42 degrees 52 minutes 34 seconds East, 8.16 feet to the beginning of a non-tangent curve to the right having a radius of 61.00 feet, an arc length of 31.10 feet and a chord which bears South 13 degrees 33 minutes 13 seconds West, 30.76 feet; South 28 degrees 09 minutes 48 seconds West, 126.11 feet to the beginning of a curve to the right having a radius of 495.58 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; South 30 degrees 07 minutes 59 seconds West, 34.42 feet and North 69 degrees 47 minutes 38 seconds West, 19.46 feet to the eastern most corner of above said Lot C 106; thence along the southern line of said Lot C 106, South 77 degrees 7 minutes 6 seconds West, 290.42 feet; to the east line of New Section A of Lot C101F of above said Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One; thence along said east lines of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet to the beginning of a non-tangent curve to the right having a radius of 473.00 feet, and along said curve with an arc length of 151.21 feet and a chord which bears South 89 degrees 38 minutes 16 seconds East, 150.56 feet; thence crossing Chesterfield Center Drive; South 12 degrees 32 minutes 53 seconds West, 100.14 feet to the north line of Lot C 102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the right having a radius of 373.00 feet; thence along said north line and last said curve with an arc length of 137.75 feet and a chord which bears South 70 degrees 43 minutes 56 seconds East, 136.97 feet; thence South 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clarkson Road, variable width thence along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 386.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.60 feet; South 31 degrees 8 minutes 12 seconds West, 828.33 feet and South 85 degrees 41 minutes 13 seconds West, 26.89 feet to the northern right-of-way line of above said West Chesterfield Parkway, said point also being located on a curve to the left having a radius of 1,060.17 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 334.12 feet and a chord which bears North 73 degrees 49 minutes 52 seconds West, 332.74 feet; North 82 degrees 51 minutes 36 seconds West, 126.21 feet; North 82 degrees 52 minutes 12 seconds West, 37.73 feet and South 86 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING. Rev 4/17/23

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

## Area 2

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

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

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

### Area 3

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

Beginning at the southwestern corner of above said Lot C110, said point also being located on the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a non-tangent curve to the right having a radius of 763.50 feet, thence along said right-of-way line the following courses and distances:

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

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

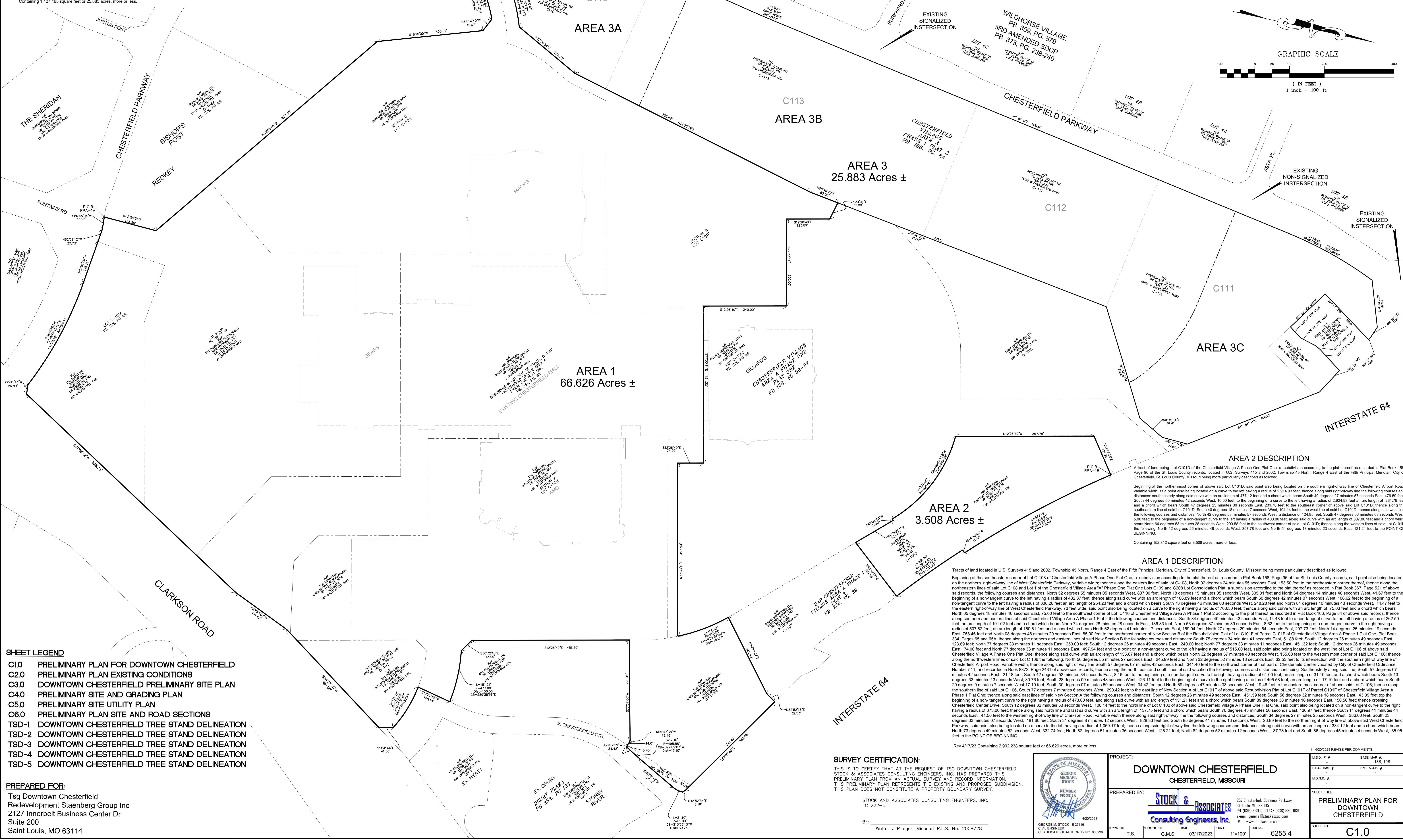
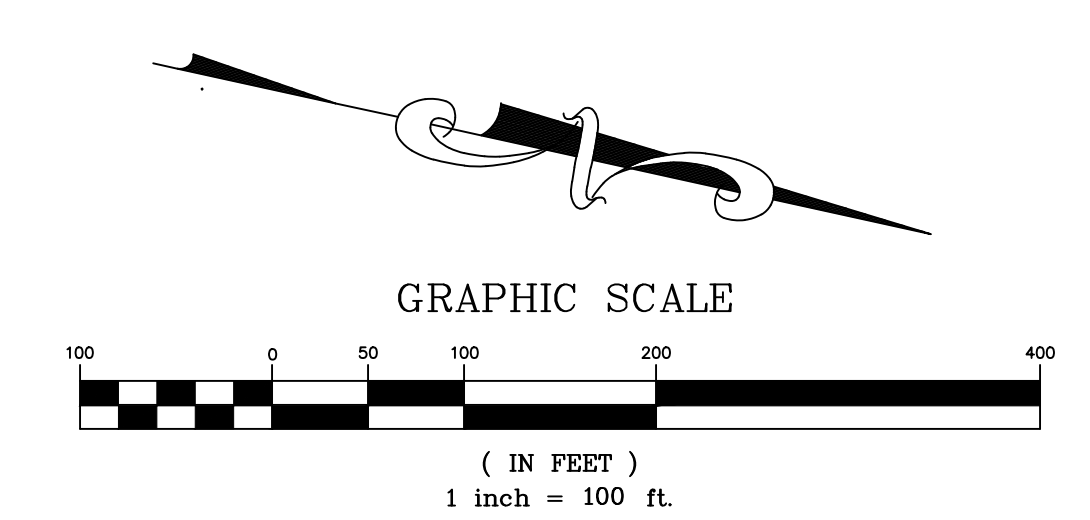
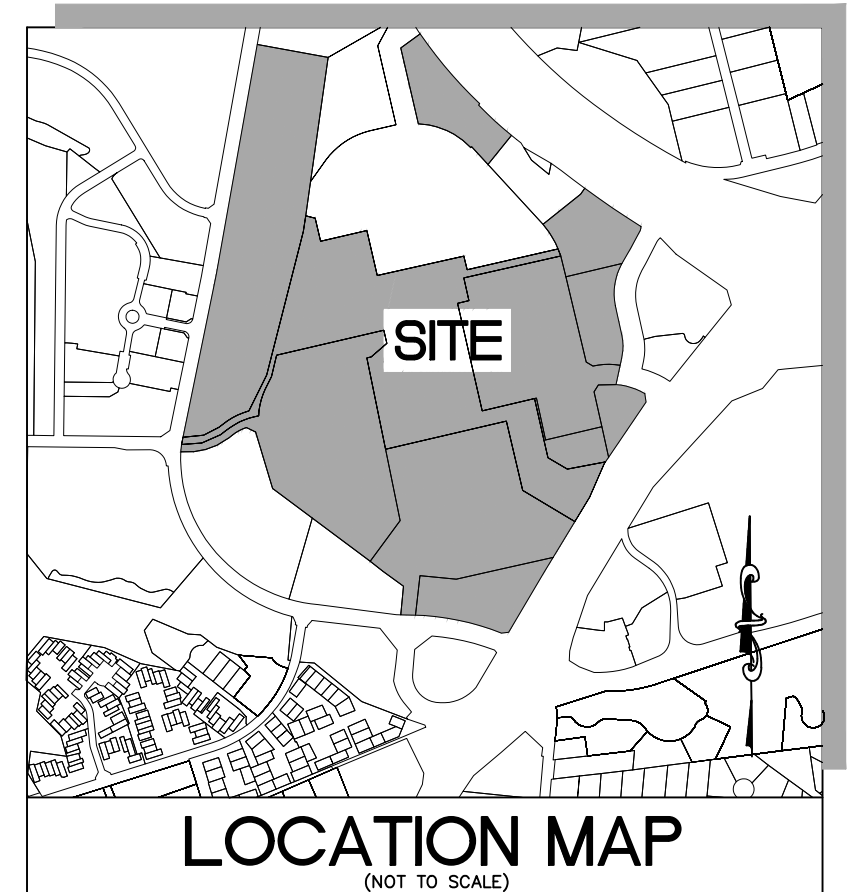


**AREA 3**  
 Tracts of land being Lots C110, C111, C112, and C113 of Chesterfield Village Area A Phase One Plat Two as recorded in Plat Book 166, Page 84, and Part of U.S. Survey 415, as described in Book 10306, Page 1461 both of the St. Louis County Records, located in U.S. Survey 415 and 2022, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:

Beginning at the southwestern corner of above said Lot C110, said point also being located on the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a non-tangent curve to the right having a radius of 763.50 feet, thence along said right-of-way line the following courses and distances: along said curve with an arc length of 45.90 feet and a chord which bears North 10 degrees 04 minutes 33 seconds East, 45.90 feet; North 11 degrees 34 minutes 17 seconds East, 735.22 feet to the beginning of a curve to the left having a radius of 3,036.50 feet, along said curve with an arc length of 79.87 feet and a chord which bears North 10 degrees 49 minutes 04 seconds East 79.87 feet; North 10 degrees 03 minutes 51 seconds East, 1,599.81 feet to the beginning of a non-tangent curve to the right having a radius of 1,113.50 feet and a chord which bears North 17 degrees 03 minutes 36 seconds East, 209.98 feet and North 71 degrees 18 minutes 34 seconds East, 130.85 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width, thence along said right-of-way line the following: South 69 degrees 05 minutes 13 seconds East, 32.21 feet and South 59 degrees 27 minutes 09 seconds East, 11.94 feet to the northwest corner of a tract of land as conveyed to First Baptist Church, by instrument recorded in Book 5232, Page 199 of above said records, thence along the west, south and eastern lines of said Church tract the following courses and distances: South 34 degrees 10 minutes 41 seconds West, 180.51 feet; South 55 degrees 03 minutes 58 seconds East, 137.63 feet; North 34 degrees 59 minutes 13 seconds East, 43.04 feet; North 15 degrees 05 minutes 30 seconds East, 47.83 feet and North 27 degrees 03 minutes 38 seconds East, 17.67 feet and North 35 degrees 05 minutes 17 seconds East, 82.29 feet to the southern right-of-way line of above said Chesterfield Airport Road, thence along said right-of-way line the following: South 59 degrees 27 minutes 09 seconds East, 84.03 feet and South 33 degrees 54 minutes 11 seconds East, 408.23 feet to the easternmost corner of above said Lot C111, thence along the eastern and southern lines of said Chesterfield Village Area A Phase One Plat Two the following courses and distances: South 02 degrees 31 minutes 25 seconds West, 74.82 feet; South 28 degrees 18 minutes 28 seconds West, 85.00 feet; South 60 degrees 52 minutes 24 seconds West, 334.47 feet; South 08 degrees 46 minutes 20 seconds West, 912.12 feet; South 14 degrees 25 minutes 19 seconds West, a distance of 756.46 feet; South 27 degrees 29 minutes 54 seconds West, 207.73 feet to the beginning of a non-tangent curve to the left having a radius of 507.92 feet, along said curve with an arc length of 160.51 feet and a chord which bears South 52 degrees 41 minutes 17 seconds West, 159.94 feet; South 53 degrees 37 minutes 39 seconds West, a distance of 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 282.50 feet, along said curve with an arc length of 191.02 feet and a chord which bears South 74 degrees 28 minutes 28 seconds West, 186.83 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the POINT OF BEGINNING.

Containing 1,127,465 square feet or 25,883 acres, more or less.

PRELIMINARY PLAN  
**DOWNTOWN CHESTERFIELD**  
**PHASE ONE**  
**AREA 1, AREA 2 AND AREA 3**  
 TRACTS OF LAND BEING LOCATED IN U.S. SURVEYS 415, AND 2021  
 TOWNSHIP 45 NORTH, RANGE 4 EAST OF THE 5TH PRINCIPAL MERIDIAN  
 CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI  
**TOTAL AREA=96.017 AC± (PHASE ONE -AREAS 1, 2 AND 3)**



- SHEET LEGEND**
- C10 PRELIMINARY PLAN FOR DOWNTOWN CHESTERFIELD
  - C20 PRELIMINARY PLAN EXISTING CONDITIONS
  - C30 DOWNTOWN CHESTERFIELD PRELIMINARY SITE PLAN
  - C40 PRELIMINARY SITE AND GRADING PLAN
  - C50 PRELIMINARY SITE UTILITY PLAN
  - C60 PRELIMINARY PLAN SITE AND ROAD SECTIONS
  - TSD-1 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
  - TSD-2 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
  - TSD-3 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
  - TSD-4 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION
  - TSD-5 DOWNTOWN CHESTERFIELD TREE STAND DELINEATION

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

**AREA 2 DESCRIPTION**  
 A tract of land being Lot C101D of the Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:  
 Beginning at the northernmost corner of above said Lot C101D, said point also being located on the southern right-of-way line of Chesterfield Airport Road, variable width, said point also being located on a curve to the left having a radius of 2,914.93 feet, thence along said right-of-way line the following courses and distances: southeasterly along said curve with an arc length of 477.12 feet and a chord which bears South 40 degrees 27 minutes 57 seconds East, 476.59 feet; South 44 degrees 50 minutes 42 seconds West, 10.00 feet; to the beginning of a curve to the left having a radius of 2,824.93 feet in an arc length of 231.79 feet and a chord which bears South 47 degrees 25 minutes 30 seconds East, 231.70 feet to the southeast corner of above said Lot C101D, thence along the southern line of said Lot C101D, South 40 degrees 18 minutes 17 seconds West, 194.14 feet to the west line of said Lot C101D, thence along said west line the following courses and distances: North 42 degrees 53 minutes 57 seconds West, a distance of 124.85 feet; South 47 degrees 06 minutes 03 seconds West, 5.00 feet; to the beginning of a non-tangent curve to the left having a radius of 400.00 feet, along said curve with an arc length of 307.06 feet and a chord which bears North 64 degrees 53 minutes 28 seconds West, 299.56 feet to the southwest corner of said Lot C101D, thence along the western line of said Lot C101D the following: North 12 degrees 26 minutes 49 seconds West, 397.78 feet and North 54 degrees 13 minutes 23 seconds East, 121.24 feet to the POINT OF BEGINNING.  
 Containing 152,812 square feet or 3,508 acres, more or less.

**AREA 1 DESCRIPTION**  
 Tracts of land located in U.S. Surveys 415 and 2002, Township 45 North, Range 4 East of the Fifth Principal Meridian, City of Chesterfield, St. Louis County, Missouri being more particularly described as follows:  
 Beginning at the southeastern corner of Lot C-108 of Chesterfield Village A Phase One Plat One, a subdivision according to the plat thereof as recorded in Plat Book 158, Page 96 of the St. Louis County records, said point also being located on the northern right-of-way line of West Chesterfield Parkway, variable width, thence along the eastern line of said Lot C-108, North 02 degrees 24 minutes 55 seconds East, 153.50 feet to the northeastern corner thereof, thence along the northeastern lines of said Lot C108 and Lot 1 of the Chesterfield Village Area "A" Phase One Plat One Lots C109 and C208 Lot Consolidation Plat, a subdivision according to the plat thereof as recorded in Plat Book 367, Page 52 of above said records, the following courses and distances: North 52 degrees 55 minutes 05 seconds West, 837.00 feet; North 18 degrees 15 minutes 05 seconds West, 205.01 feet and North 64 degrees 14 minutes 40 seconds West, 41.87 feet to the beginning of a non-tangent curve to the left having a radius of 432.37 feet, thence along said curve with an arc length of 106.89 feet and a chord which bears South 60 degrees 42 minutes 07 seconds West, 106.82 feet to the beginning of a non-tangent curve to the left having a radius of 338.26 feet in an arc length of 254.23 feet and a chord which bears South 73 degrees 46 minutes 00 seconds West, 248.26 feet and North 84 degrees 40 minutes 43 seconds West, 14.47 feet to the eastern right-of-way line of West Chesterfield Parkway, 73 feet wide, said point also being located on a curve to the right having a radius of 763.50 feet, thence along said curve with an arc length of 75.03 feet and a chord which bears North 05 degrees 18 minutes 40 seconds East, 75.00 feet to the southwest corner of Lot C110 of Chesterfield Village Area A Phase 1 Plat 2 according to the plat thereof as recorded in Plat Book 166, Page 84 of above said records, thence along the southern and eastern lines of said Chesterfield Village Area A Phase 1 Plat 2 the following courses and distances: South 84 degrees 40 minutes 43 seconds East, 14.45 feet to a non-tangent curve to the left having a radius of 262.50 feet, an arc length of 191.02 feet and a chord which bears North 74 degrees 28 minutes 28 seconds East, 186.83 feet; North 53 degrees 37 minutes 39 seconds East, 8.62 feet to the beginning of a non-tangent curve to the right having a radius of 507.92 feet, an arc length of 160.51 feet and a chord which bears North 62 degrees 41 minutes 17 seconds East, 159.94 feet; North 27 degrees 29 minutes 54 seconds East, 207.73 feet; North 14 degrees 25 minutes 19 seconds East, 758.46 feet and North 08 degrees 46 minutes 20 seconds East, 85.00 feet to the northernmost corner of New Section B of the Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One, Plat Book 334, Pages 65 and 65A; thence along the northern and eastern lines of said New Section B the following courses and distances: South 75 degrees 34 minutes 41 seconds East, 51.88 feet; South 12 degrees 26 minutes 49 seconds East, 123.89 feet; North 77 degrees 33 minutes 11 seconds East, 250.00 feet; North 77 degrees 33 minutes 11 seconds East, 451.32 feet; South 12 degrees 26 minutes 49 seconds East, 74.00 feet and North 77 degrees 33 minutes 11 seconds East, 497.94 feet and to a point on a non-tangent curve to the left having a radius of 515.00 feet, said point also being located on the west line of Lot C106 of above said Chesterfield Village A Phase One Plat One, thence along said curve with an arc length of 155.67 feet and a chord which bears North 32 degrees 57 minutes 40 seconds West, 155.66 feet to the westernmost corner of said Lot C106; thence along the northwestern lines of said Lot C106 the following: North 50 degrees 55 minutes 27 seconds East, 245.99 feet and North 32 degrees 52 minutes 18 seconds East, 325.53 feet to its intersection with the southern right-of-way line of Chesterfield Airport Road, variable width, thence along said right-of-way line South 57 degrees 07 minutes 42 seconds East, 341.40 feet to the northwest corner of that part of Chesterfield Center vacated by City of Chesterfield Ordinance Number 511, and recorded in Book 8872, Page 2431 of above said records, thence along the north, east and south lines of said vacation the following courses and distances: continuing Southeasterly along said line, South 57 degrees 07 minutes 42 seconds East, 21.18 feet; South 42 degrees 52 minutes 34 seconds East, 8.16 feet to the beginning of a non-tangent curve to the right having a radius of 31.10 feet and a chord which bears South 13 degrees 53 minutes 13 seconds West, 30.70 feet; South 28 degrees 09 minutes 48 seconds West, 126.11 feet to the beginning of a curve to the right having a radius of 656.58 feet, an arc length of 17.10 feet and a chord which bears South 29 degrees 9 minutes 7 seconds West 17.10 feet; South 30 degrees 07 minutes 59 seconds West, 34.42 feet and North 69 degrees 47 minutes 38 seconds West, 10.46 feet to the easternmost corner of above said Lot C106; thence along the southern line of said Lot C106, South 77 degrees 7 minutes 6 seconds West, 250.42 feet, to the east line of above said Resubdivision Plat of Lot C101F of Parcel C101F of Chesterfield Village Area A Phase 1 Plat One, thence along said east line of said New Section A the following courses and distances: South 12 degrees 26 minutes 49 seconds East, 451.59 feet; South 56 degrees 32 minutes 18 seconds East, 43.09 feet to the beginning of a non-tangent curve to the right having a radius of 473.00 feet, and along said curve with an arc length of 151.21 feet and a chord which bears South 89 degrees 38 minutes 16 seconds East, 150.56 feet, thence crossing Chesterfield Center Drive, South 12 degrees 26 minutes 49 seconds West, 100.14 feet to the north line of Lot C102 of above said Chesterfield Village A Phase One Plat One, said point also being located on a non-tangent curve to the left having a radius of 373.00 feet, thence along said north line and east side curve with an arc length of 137.75 feet and a chord which bears North 70 degrees 43 minutes 56 seconds East, 136.97 feet; North 11 degrees 41 minutes 44 seconds East, 41.56 feet to the western right-of-way line of Clarkson Road, variable width thence along said right-of-way line the following courses and distances: South 34 degrees 27 minutes 25 seconds West, 386.00 feet; South 23 degrees 33 minutes 07 seconds West, 181.80 feet; South 31 degrees 8 minutes 12 seconds West, 26.89 feet to the northern right-of-way line of above said West Chesterfield Parkway, said point also being located on a curve to the left having a radius of 1,060.17 feet; thence along said right-of-way line the following courses and distances: along said curve with an arc length of 334.12 feet and a chord which bears North 73 degrees 49 minutes 52 seconds West, 332.74 feet; North 82 degrees 51 minutes 36 seconds West, 126.21 feet; North 82 degrees 52 minutes 12 seconds West, 37.73 feet and South 86 degrees 45 minutes 4 seconds West, 35.95 feet to the POINT OF BEGINNING.  
 Rev 4/17/23 Containing 2,902,238 square feet or 66,626 acres, more or less.

**SURVEY CERTIFICATION:**  
 THIS IS TO CERTIFY THAT AT THE REQUEST OF TSG DOWNTOWN CHESTERFIELD, STOCK & ASSOCIATES CONSULTING ENGINEERS, INC. HAS PREPARED THIS PRELIMINARY PLAN FROM AN ACTUAL 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.  
 122-D  
 BY: Walter J Pfeiffer, Missouri P.L.S. No. 2008728

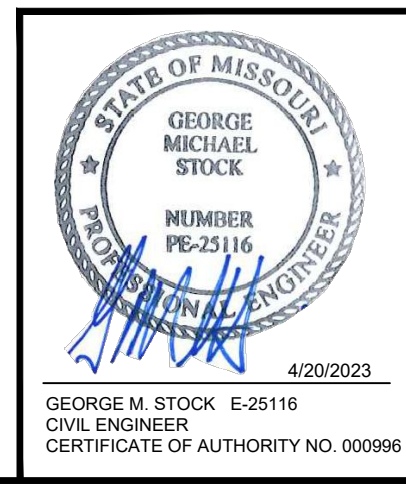
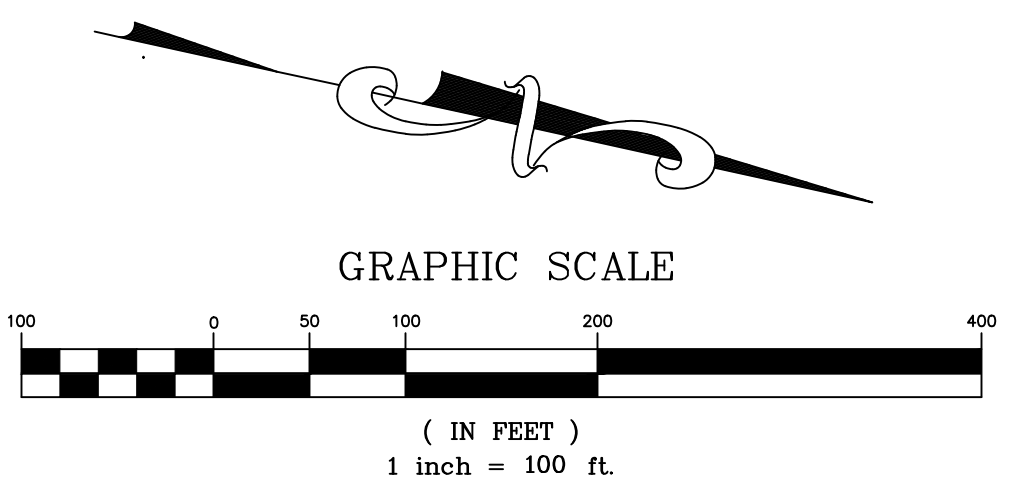
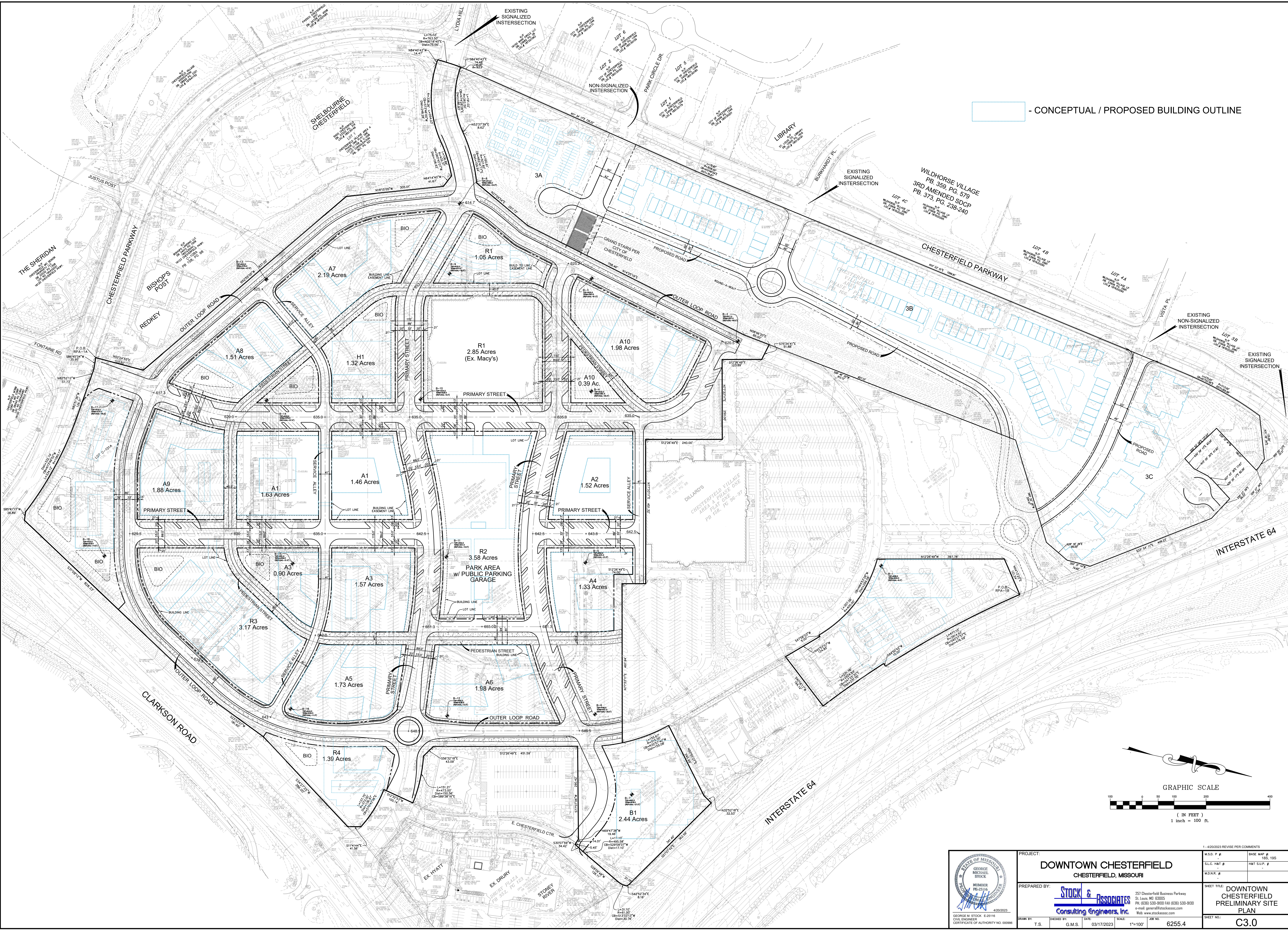
	PROJECT:	<b>DOWNTOWN CHESTERFIELD</b>		1-4/20/2023 REVISE PER COMMENTS
		CHESTERFIELD, MISSOURI		M.S.D. P. # _____ BASE MAP # 385, 185
	PREPARED BY:			S.L.C. MET # _____ MET SUFF. # _____
	DRAWN BY:	T.S.	CHECKED BY:	G.M.S.
	DATE:	03/17/2023	SCALE:	1"=100'
	JOB NO.:	6255.4	SHEET NO.:	C1.0







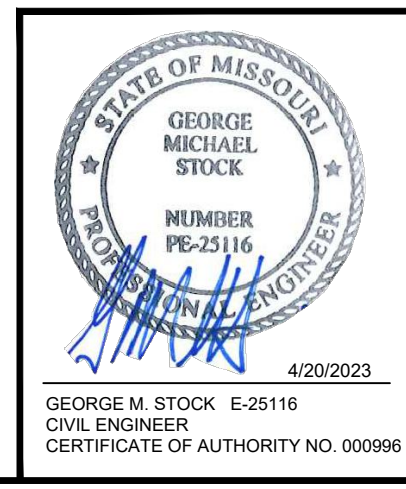
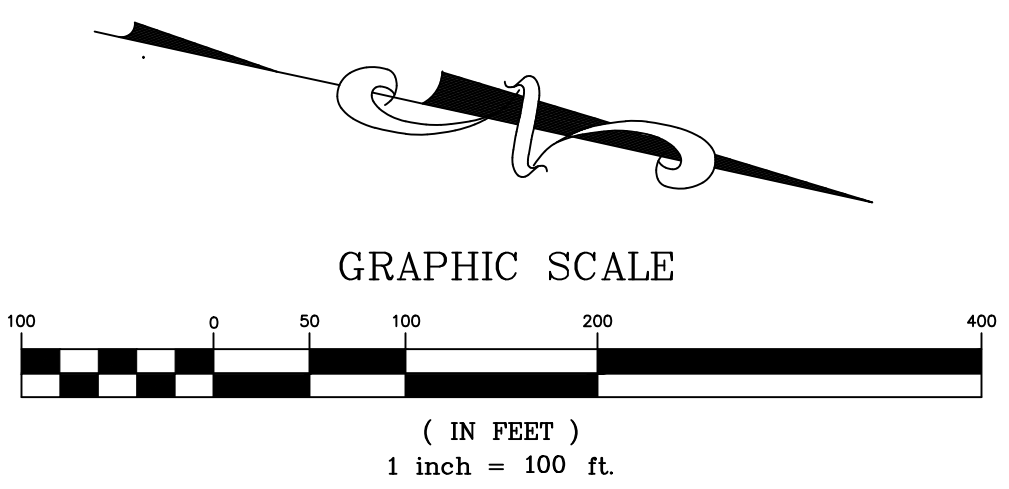
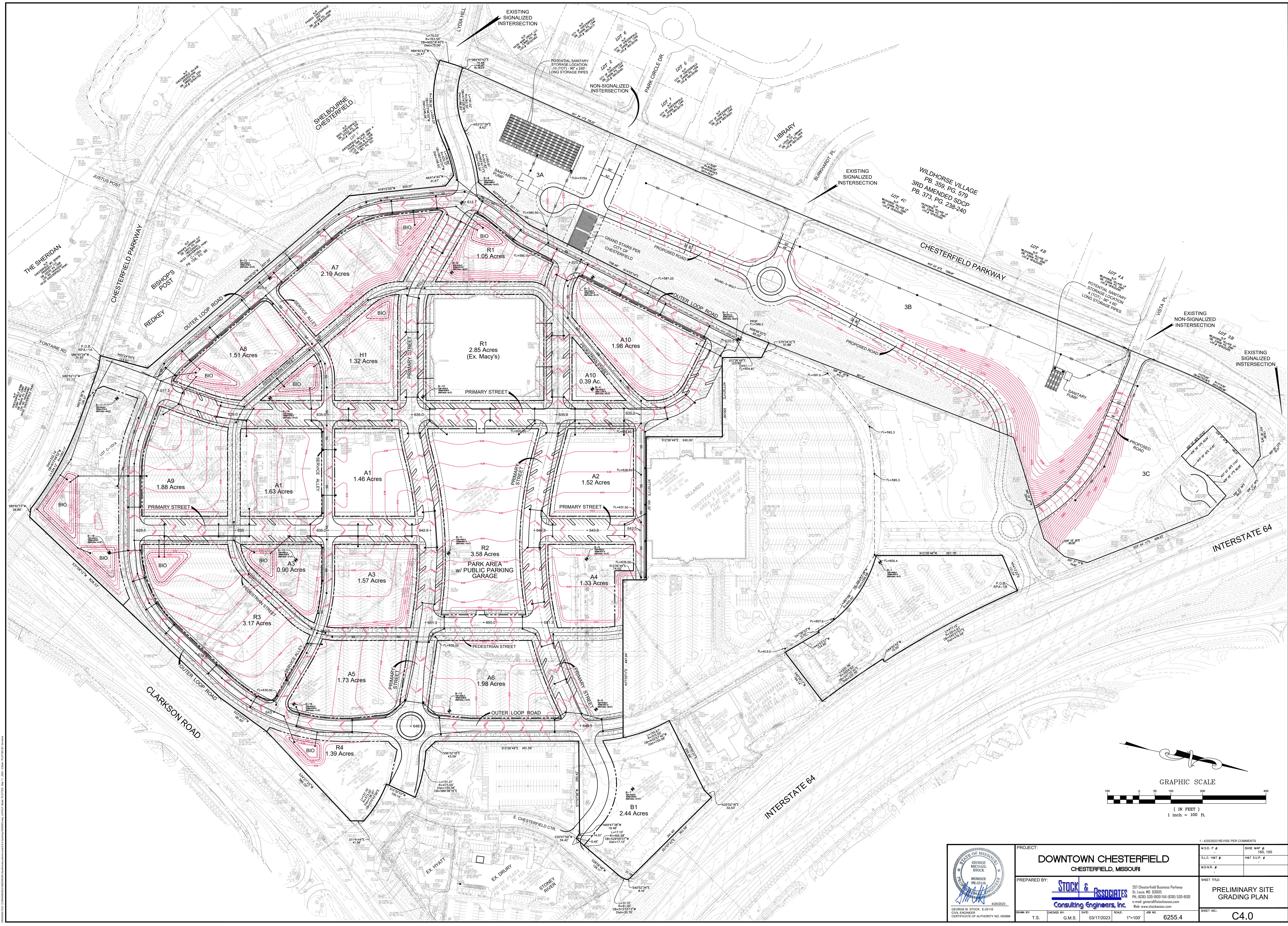
CONCEPTUAL / PROPOSED BUILDING OUTLINE



PROJECT: <b>DOWNTOWN CHESTERFIELD</b> CHESTERFIELD, MISSOURI		M.S.D. P. # 185, 195	BASE MAP # -
PREPARED BY: <b>Stock &amp; Associates</b> Consulting Engineers, Inc.		S.L.C. H&T # -	H&T S.L.P. # -
DATE: 03/17/2023		M.D.N.R. # -	SHEET TITLE: <b>DOWNTOWN CHESTERFIELD PRELIMINARY SITE PLAN</b>
SCALE: 1"=100'	JOB NO. 6255.4	SHEET NO.: <b>C3.0</b>	

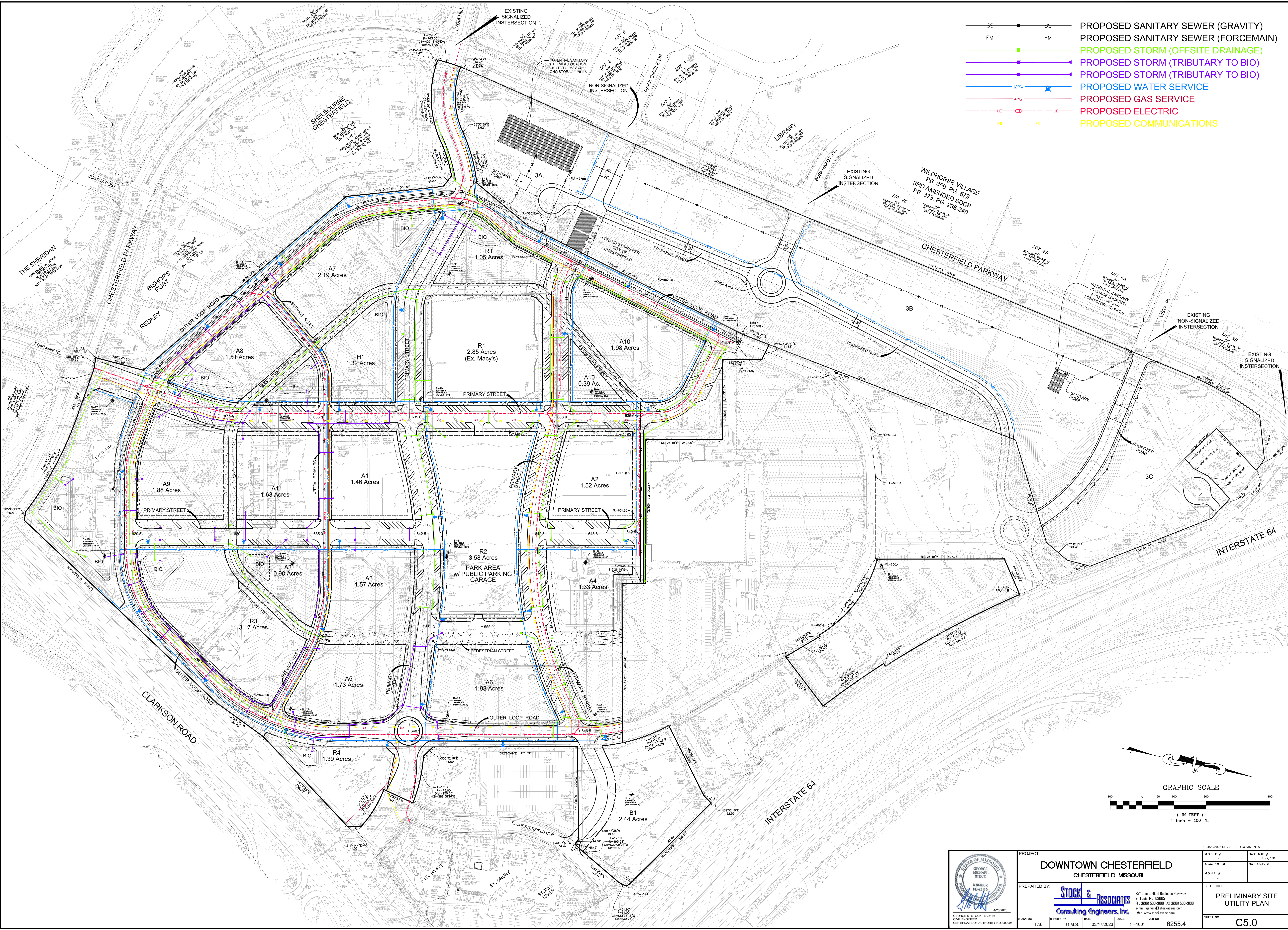
1-4/20/2023 REVISE PER COMMENTS



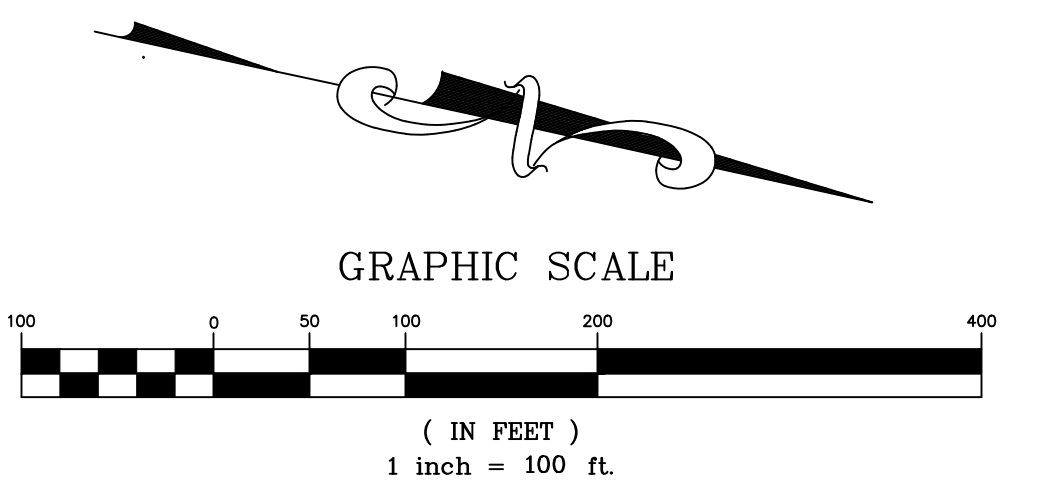


<b>PROJECT:</b> DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI		M.S.D. P. # S.L.C. H&T # M.D.N.R. #	BASE MAP # H&T S.L.P. #
<b>PREPARED BY:</b> <b>STOCK &amp; ASSOCIATES</b> Consulting Engineers, Inc.		SHEET TITLE: <b>PRELIMINARY SITE GRADING PLAN</b>	
DRAWN BY: T.S.	CHECKED BY: G.M.S.	DATE: 03/17/2023	SCALE: 1"=100' JOB NO. 6255.4
SHEET NO.: <b>C4.0</b>		1 - 4/20/2023 REVISE PER COMMENTS	





- SS — SS — PROPOSED SANITARY SEWER (GRAVITY)
- FM — FM — PROPOSED SANITARY SEWER (FORCEMAIN)
- PROPOSED STORM (OFFSITE DRAINAGE)
- PROPOSED STORM (TRIBUTARY TO BIO)
- PROPOSED STORM (TRIBUTARY TO BIO)
- PROPOSED WATER SERVICE
- PROPOSED GAS SERVICE
- PROPOSED ELECTRIC
- PROPOSED COMMUNICATIONS

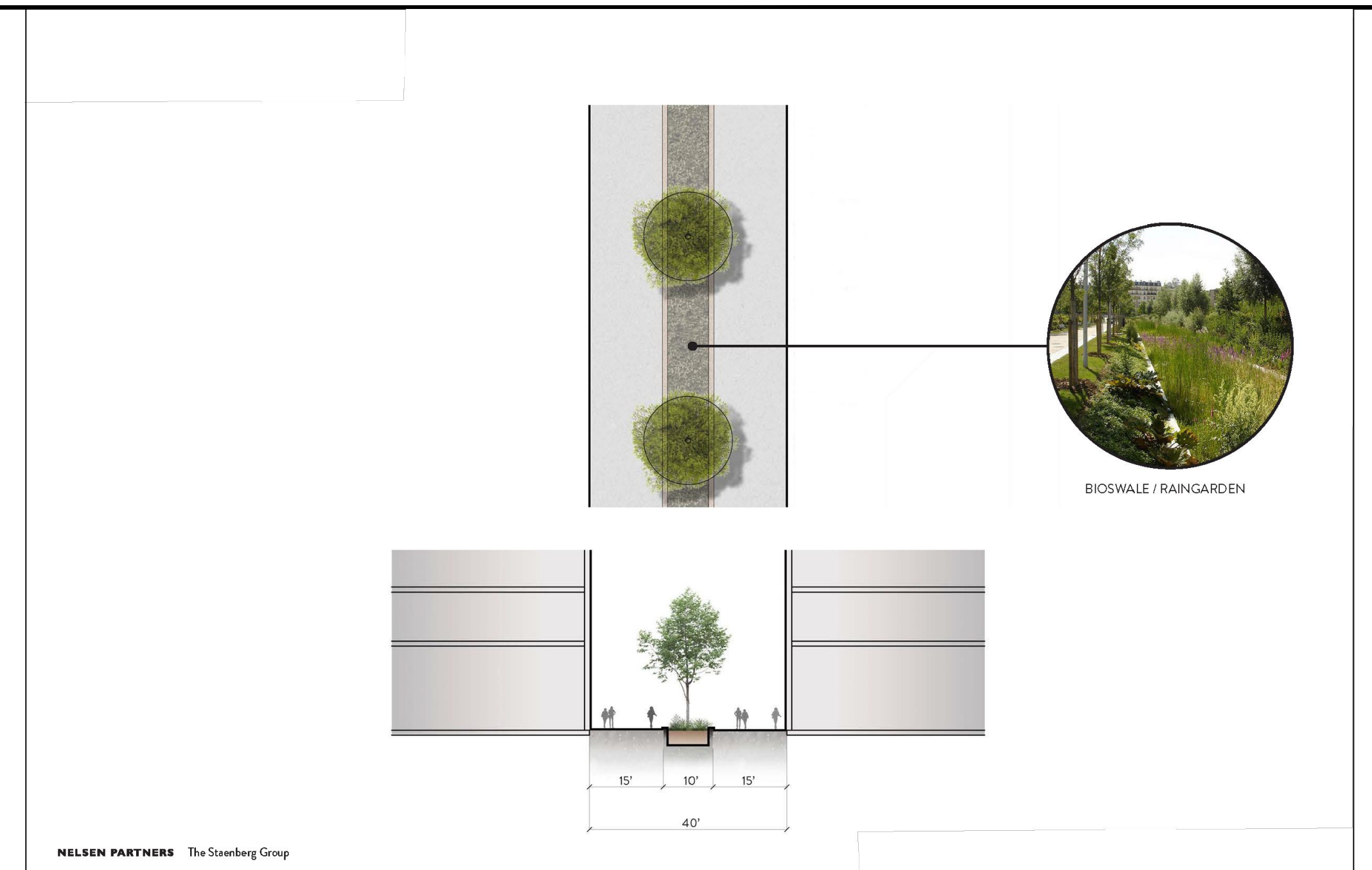


	PROJECT:	<b>DOWNTOWN CHESTERFIELD</b>		M.S.D. P. #	185, 195	
		CHESTERFIELD, MISSOURI		S.L.C. H&T #		
	PREPARED BY:			M.D.N.R. #		
	DATE:	03/17/2023	SCALE:	1"=100'	JOB NO. 6255.4	
	DRAWN BY:	T.S.	CHECKED BY:	G.M.S.	SHEET NO. C5.0	
1-4/20/2023 REVISE PER COMMENTS					SHEET TITLE:	<b>PRELIMINARY SITE UTILITY PLAN</b>

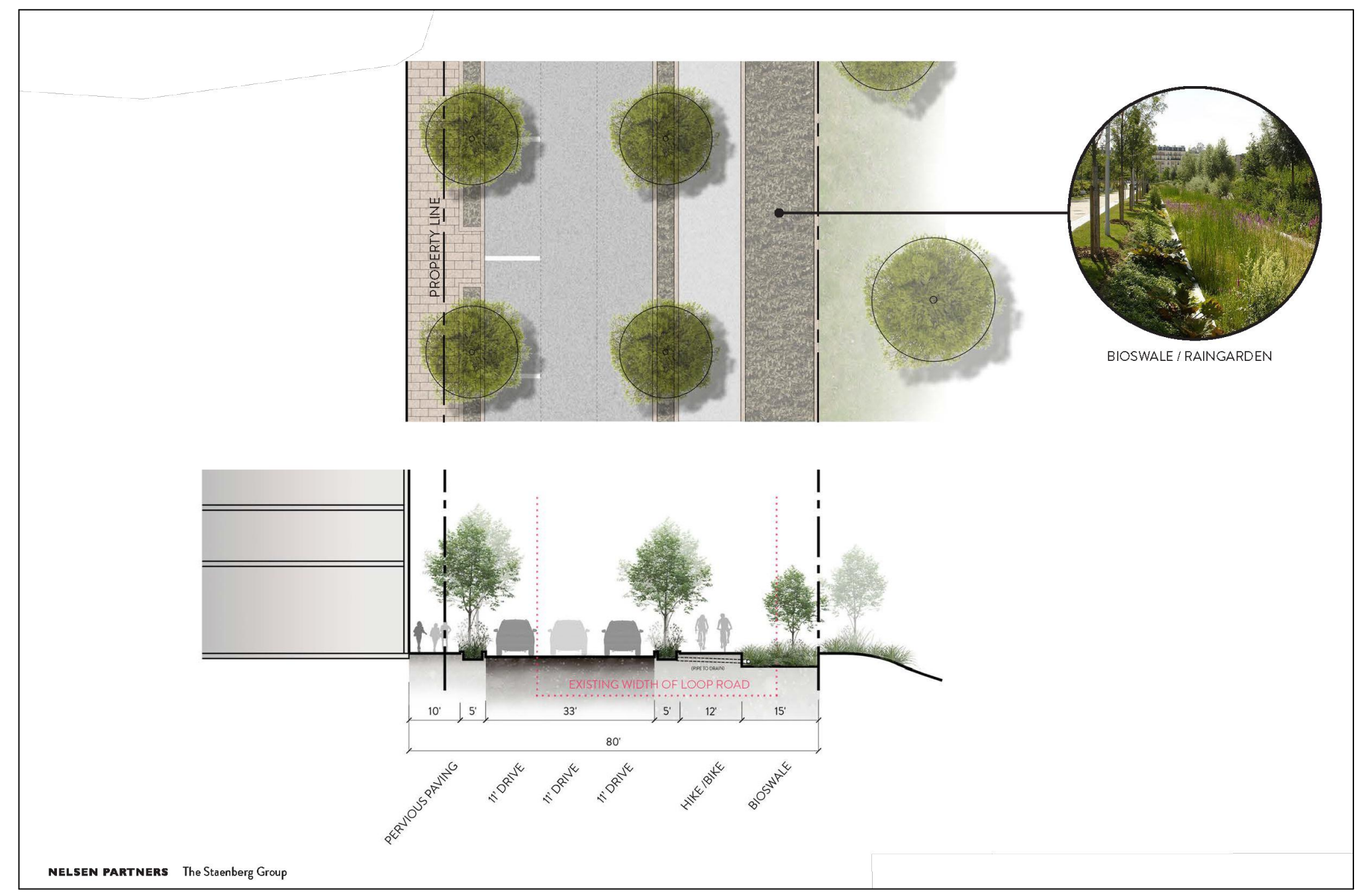




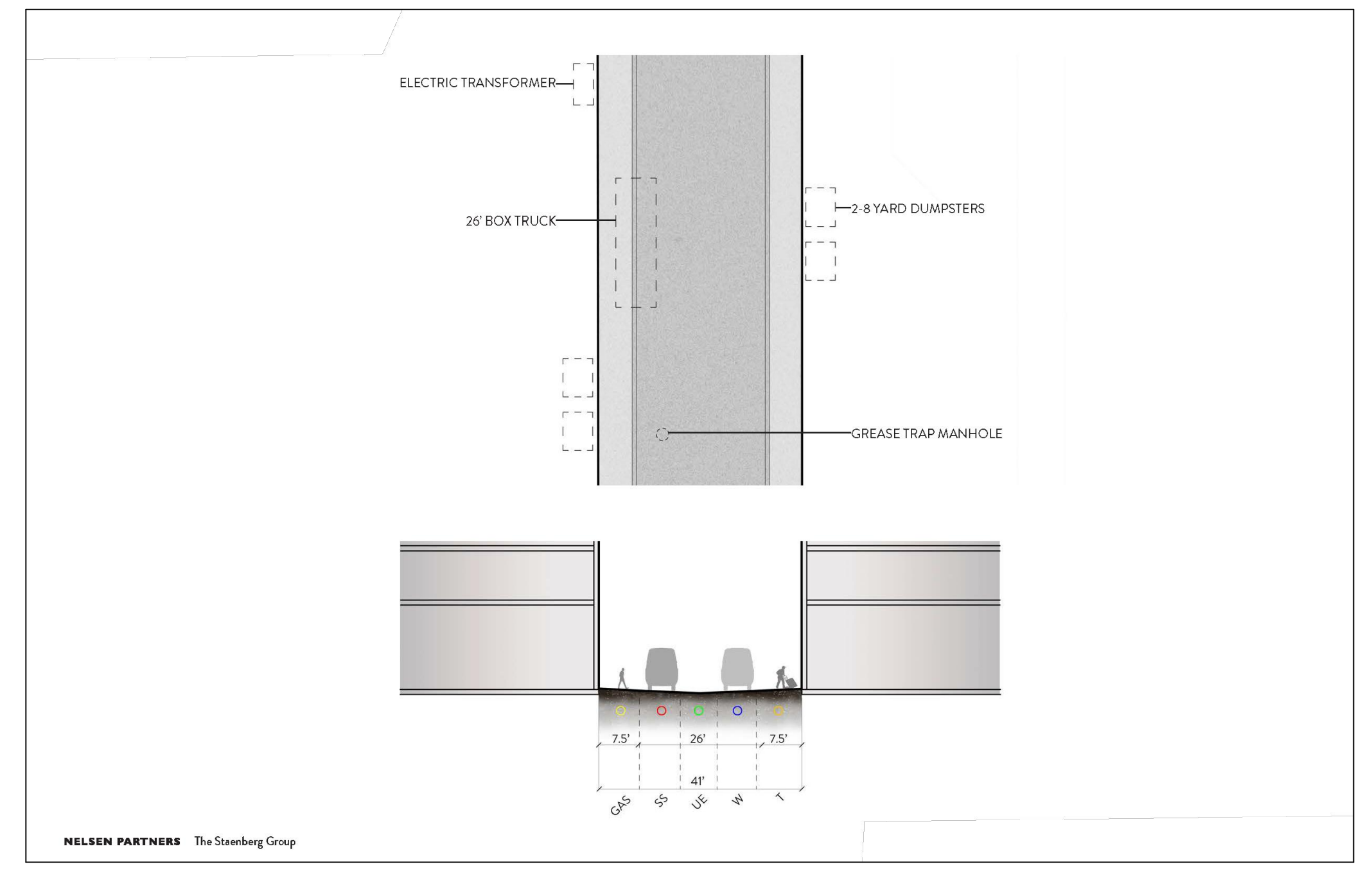
PRIMARY STREET



PEDESTRIAN STREET

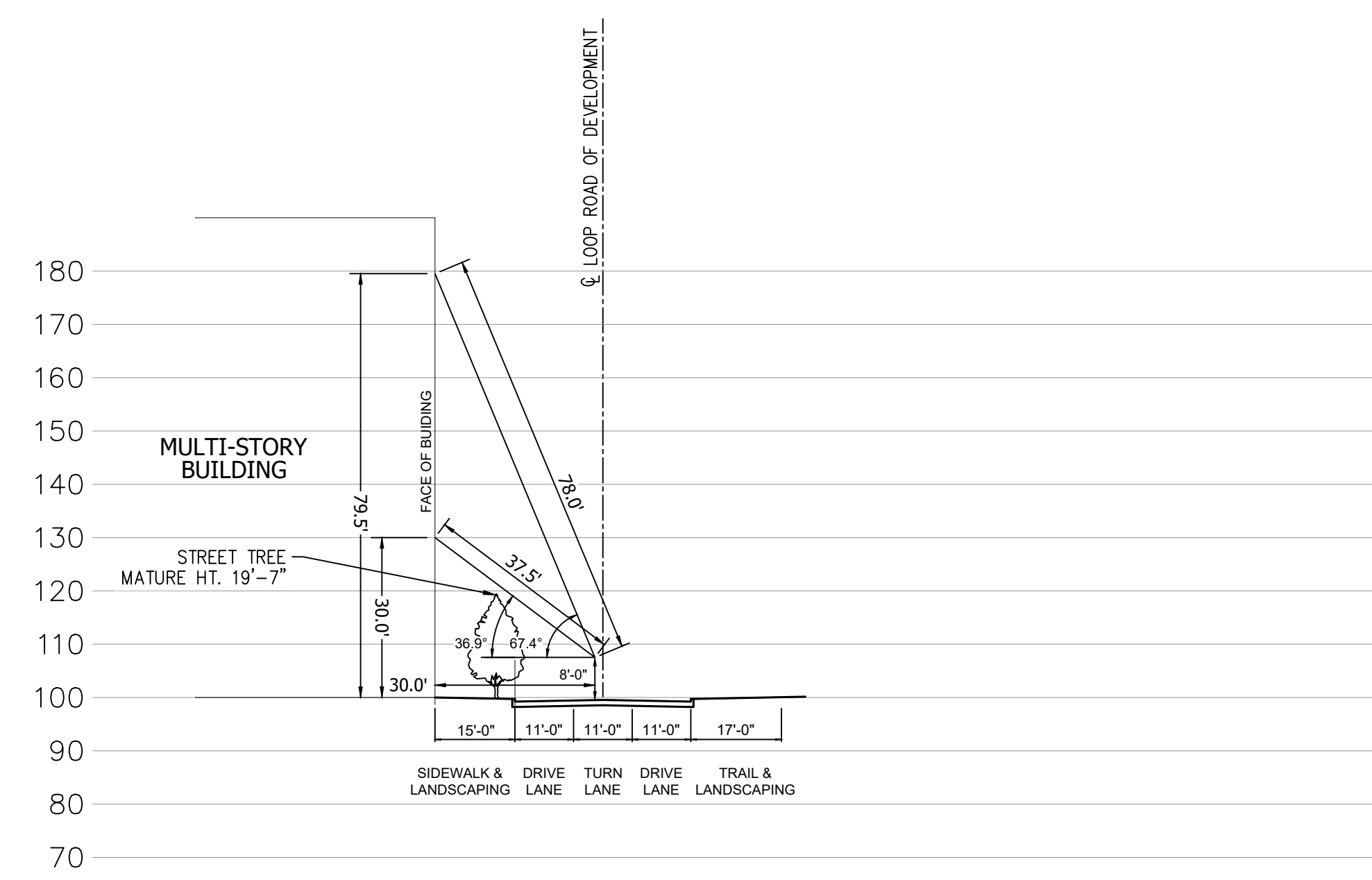


OUTER LOOP ROAD / HIKE & BIKE TRAIL

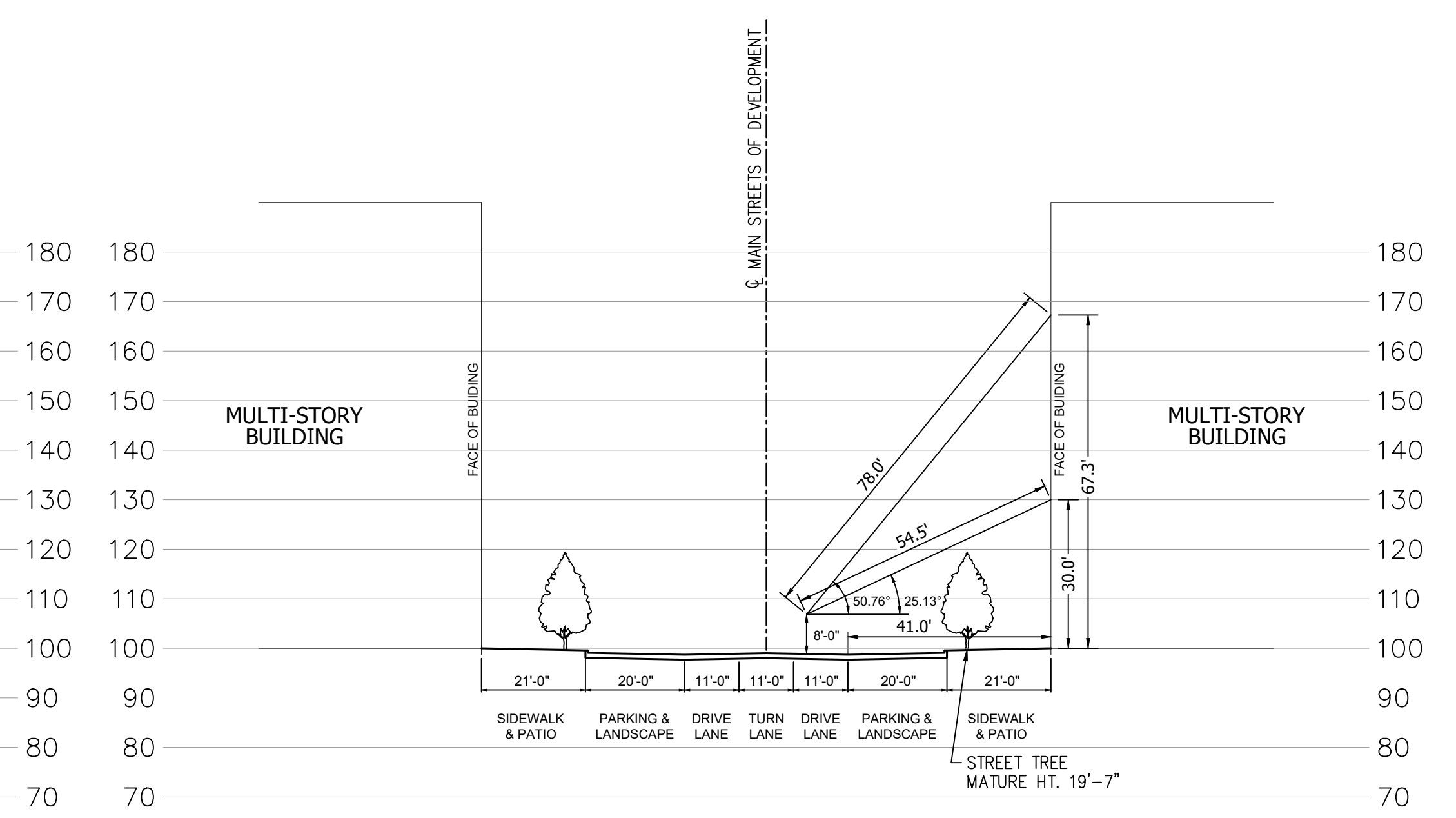


SERVICE ALLEY

NOTE: SECTIONS PER NELSON PARTNERS MASTER PLAN DATED 02.15.2023



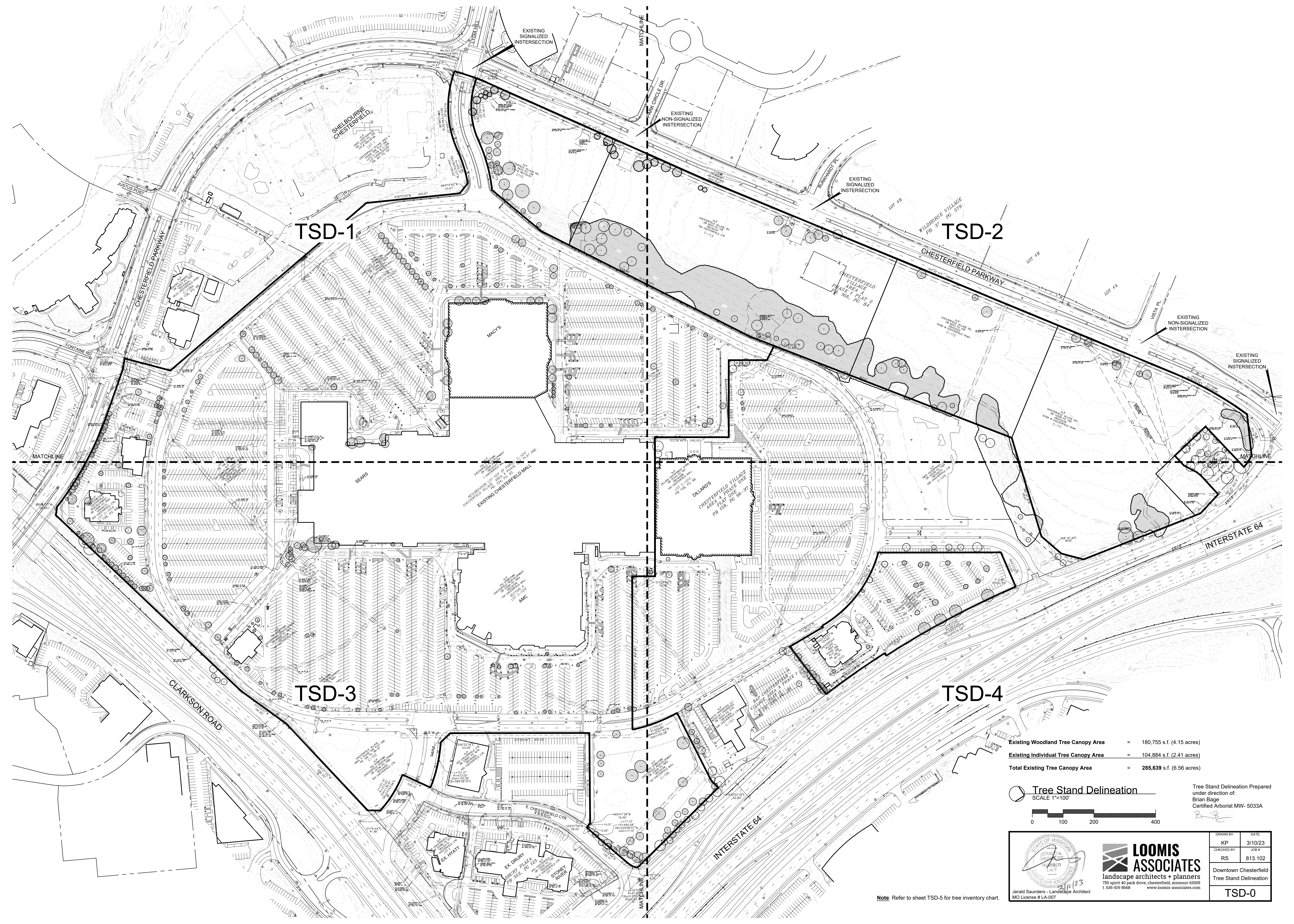
COMPLIANT AERIAL APPARATUS ACCESS SECTION (LOOP ROAD)



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

	PROJECT: DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI		M.S.D. P. # 185, 195	BASE MAP #
	PREPARED BY: <b>Stock &amp; Associates</b> Consulting Engineers, Inc.		S.L.C. H&T #	H&T S.L.P. #
	257 Chesterfield Business Parkway St. Louis, MO 63305 PH: (636) 530-9100 FAX: (636) 530-9330 e-mail: gstock@stockandassociates.com Web: www.stockandassociates.com		M.D.N.R. #	
GEORGE M. STOCK, L-25116 CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096	DRAWN BY: T.S. CHECKED BY: G.M.S. DATE: 03/17/2023 SCALE: 1"=100' JOB NO.: 6255.4	SHEET TITLE: PRELIMINARY PLAN SITE AND ROAD SECTIONS SHEET NO.: C6.0	1 - 4/20/2023 REVISE PER COMMENTS	





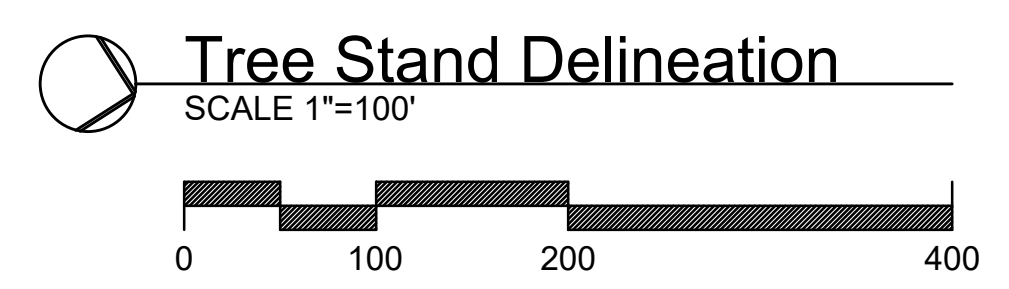
TSD-1

TSD-2

TSD-3

TSD-4

Existing Woodland Tree Canopy Area = 180,755 s.f. (4.15 acres)  
 Existing Individual Tree Canopy Area = 104,884 s.f. (2.41 acres)  
 Total Existing Tree Canopy Area = 285,639 s.f. (6.56 acres)

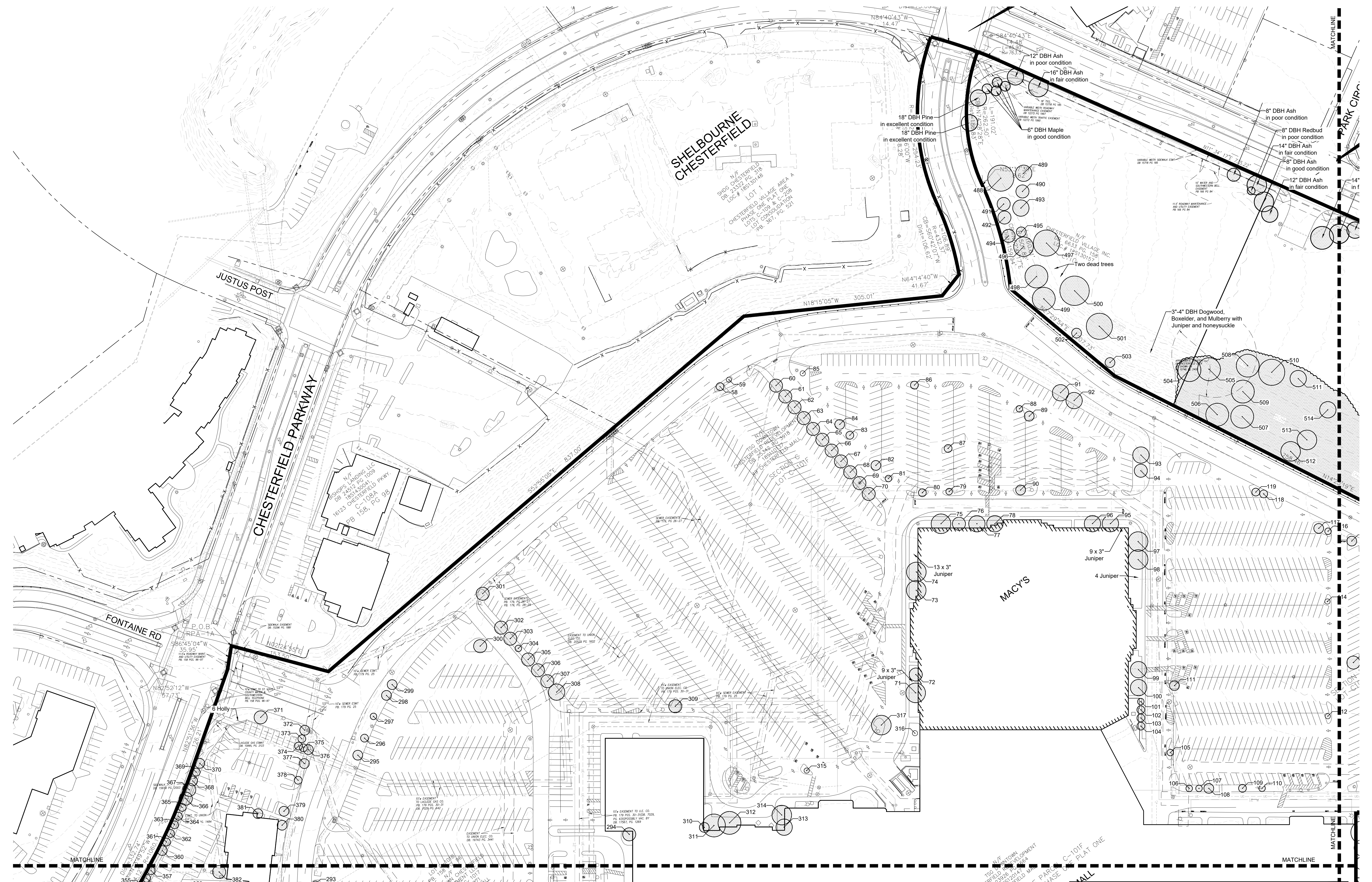


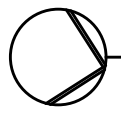
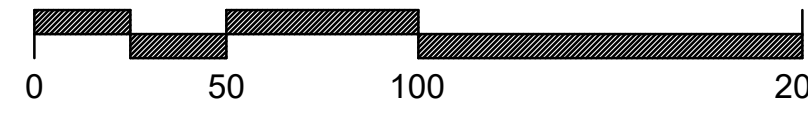
Tree Stand Delineation Prepared under direction of:  
 Brian Bage  
 Certified Arborist MW- 5033A

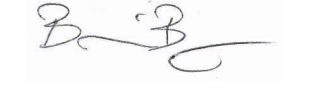
	<b>LOOMIS ASSOCIATES</b> landscape architects + planners 750 spirit 40 park drive, chesterfield, missouri 63005 t. 636-519-8668 www.loomis-associates.com	DRAWN BY:	DATE:
		RS	3/10/23
		CHECKED BY:	JOB #:
		RS	813.102
		Downtown Chesterfield Tree Stand Delineation	
		TSD-0	

Note: Refer to sheet TSD-5 for tree inventory chart.





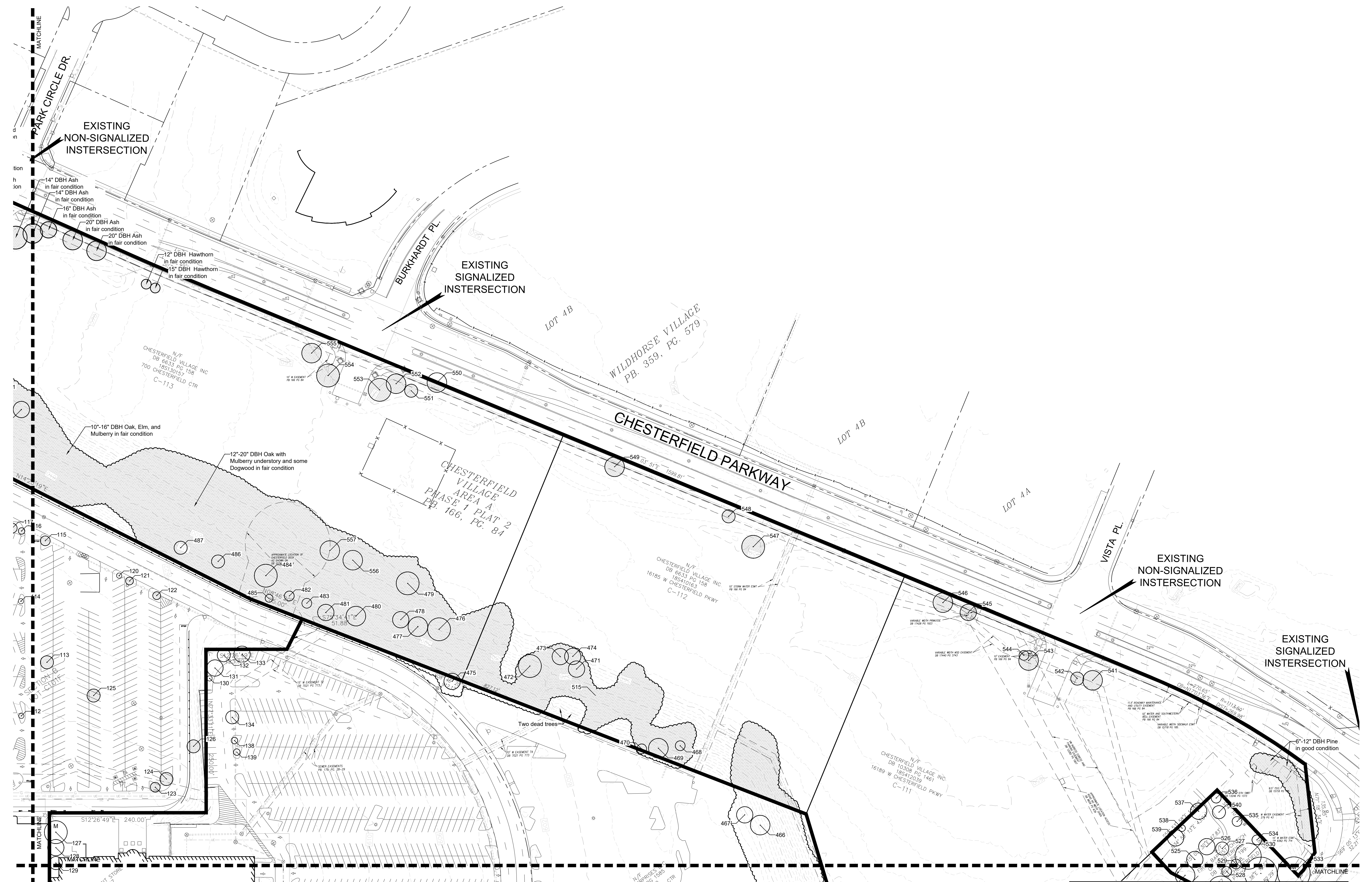

**Tree Stand Delineation - Southwest**  
 SCALE 1"=50'  


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


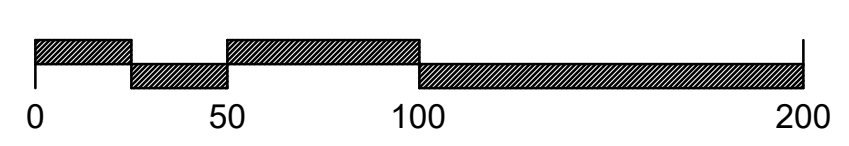
**Note:** Refer to sheet TSD-5 for tree inventory chart.

 Jerald Saunders - Landscape Architect MO License # LA-007	 <b>LOOMIS ASSOCIATES</b> landscape architects + planners 790 spirit 40 park drive, Chesterfield, Missouri 63005 t. 636-639-8668 www.loomis-associates.com	DRAWN BY: KP	DATE: 3/10/23
		CHECKED BY: RS	JOB #: 813.102
Downtown Chesterfield Tree Stand Delineation		<b>TSD-1</b>	





Tree Stand Delineation - Northwest  
 SCALE 1"=50'

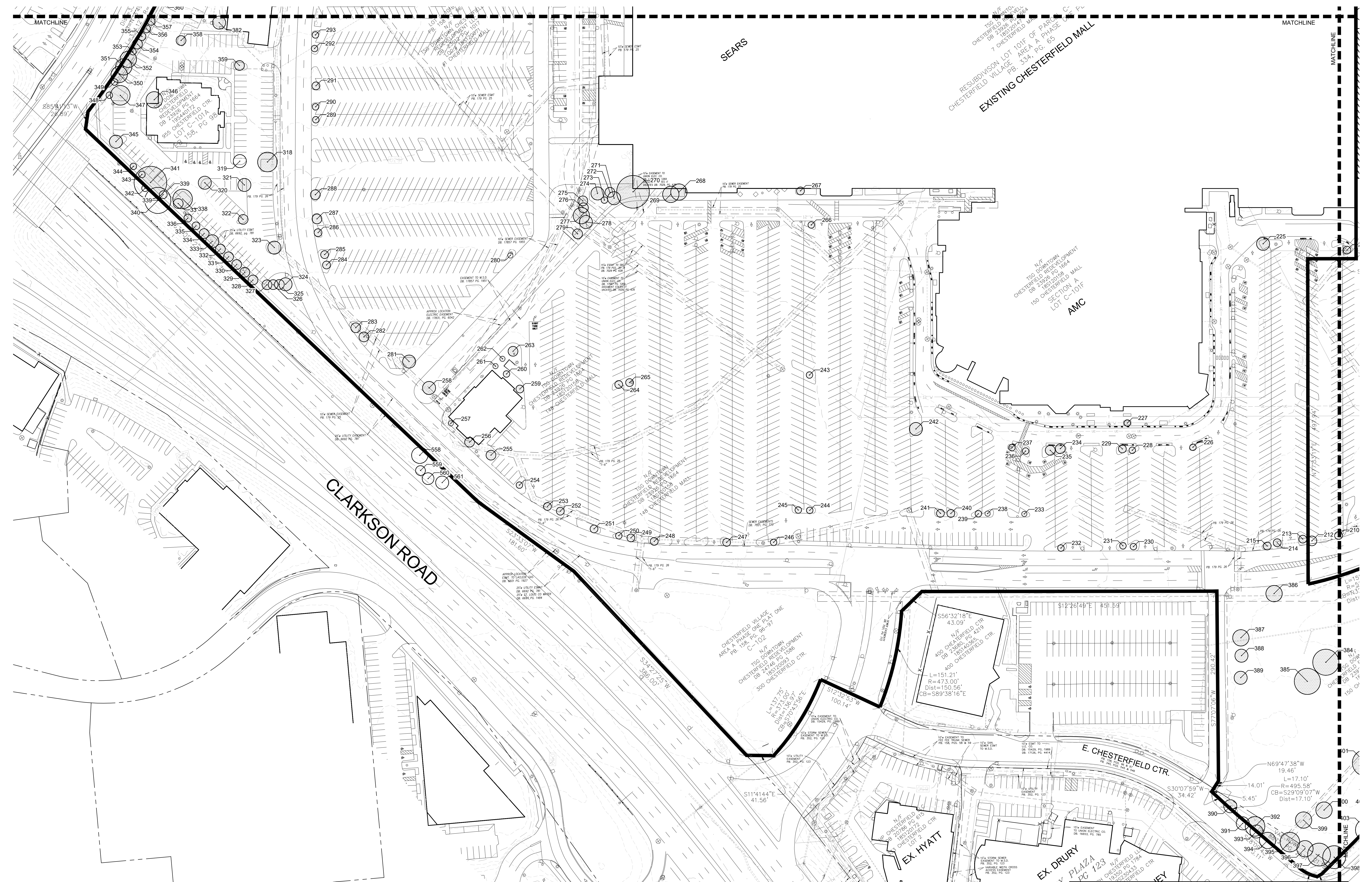


Tree Stand Delineation Prepared under direction of:  
 Brian Bage  
 Certified Arborist MW- 5033A

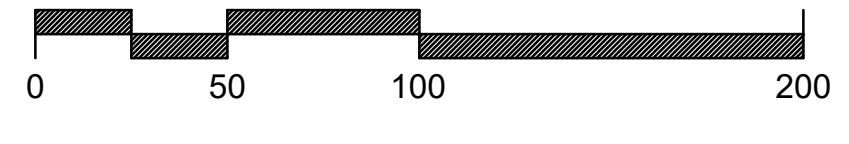
Note: Refer to sheet TSD-5 for tree inventory chart.

	<b>LOOMIS ASSOCIATES</b> landscape architects + planners 750 spirit 40 park drive, chesterfield, missouri 63005 t. 636-519-8669 www.loomis-associates.com	DRAWN BY: KP CHECKED BY: RS DATE: 3/10/23 JOB #: 813.102
	Downtown Chesterfield Tree Stand Delineation <b>TSD-2</b>	





Tree Stand Delineation - Southeast  
 SCALE 1"=50'

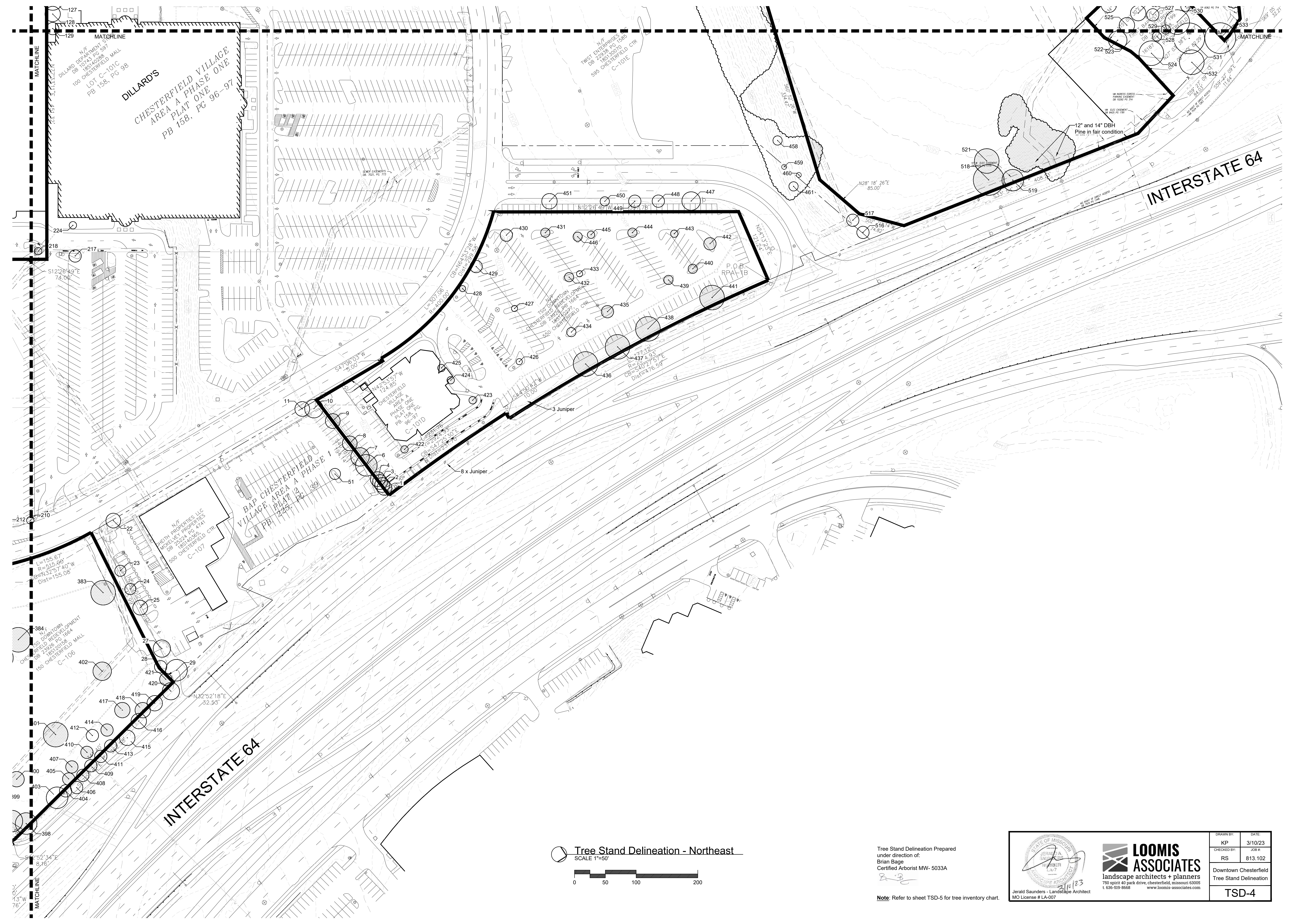


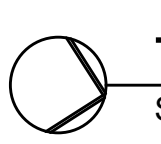
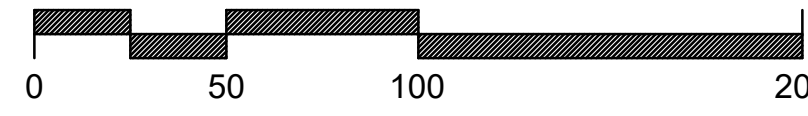
Tree Stand Delineation Prepared under direction of:  
 Brian Bage  
 Certified Arborist MW- 5033A

Note: Refer to sheet TSD-5 for tree inventory chart.

	<b>LOOMIS ASSOCIATES</b> landscape architects + planners 750 spirit 40 park drive, chesterfield, missouri 63005 t. 636-639-8668 www.loomis-associates.com	DRAWN BY: KP CHECKED BY: RS DATE: 3/10/23 JOB #: 813.102
	Downtown Chesterfield Tree Stand Delineation <b>TSD-3</b>	






**Tree Stand Delineation - Northeast**  
 SCALE 1"=50'  


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

**Note:** Refer to sheet TSD-5 for tree inventory chart.

 Jerald Saunders - Landscape Architect MO License # LA-007	 <b>LOOMIS ASSOCIATES</b> landscape architects + planners 750 spirit 40 park drive, chesterfield, missouri 63005 t. 636-519-8668 www.loomis-associates.com	DRAWN BY: KP CHECKED BY: RS	DATE: 3/10/23 JOB #: 813.102
		Downtown Chesterfield Tree Stand Delineation <b>TSD-4</b>	



Tree Inventory					
ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment
1	Amur Maple	8	24	1	
2	Amur Maple	10	24	1	
3	Amur Maple	7	24	1	
4	Amur Maple	8	24	1	
6	Ash	15	35	2	
7	Ash	20	30	2	
8	Honeylocust	6	24	3	
9	Maple	12	24	2	
10	Maple	20	30	2	
11	Maple	9	24	2	
22	Redbud	10	24	3	
23	Honeylocust	6	18	3	
24	Honeylocust	7	18	3	
25	Honeylocust	8	24	3	
27	Maple	20	28	3	
28	Maple	7	20	3	
29	Maple	20	35	3	
51	Honeylocust	4	18	1	
58	Linden	6	12	1	Trunk damage
59	Cherry	4	8	2	Steel cable embedded
60	Pear	12	20	2	Crown loss
61	Pear	8	20	2	
62	Pear	8	20	2	
63	Pear	8	20	2	Dieback
64	Pear	8	20	2	Dieback
65	Pear	10	20	2	
66	Pear	10	20	2	
67	Pear	8	15	2	
68	Pear	10	20	2	
69	Pear	12	20	2	
70	Pear	12	20	2	
71	Ash	14	30	1	
72	Ash	12	20	1	
73	Ash	12	30	1	
74	Ash	16	30	2	
75	Ash	12	30	1	Dieback
76	Ash	14	25	1	
77	Ash	14	25	1	
78	Ash	14	25	1	
79	Crabapple	5	10	2	
80	Crabapple	6	12	1	
81	Crabapple	5	10	2	
82	Crabapple	5	15	2	
83	Crabapple	5	12	2	
84	Crabapple	5	15	2	
85	Dead	10		0	Dead
86	Crabapple	5	12	2	
87	Crabapple	4	12	2	
88	Crabapple	5	10	2	
89	Crabapple	4	15	2	
90	Crabapple	6	15	2	
91	Hawthorn	20	25	1	2x trunks
92	Hawthorn	12	25	1	Lean
93	Red Maple	12	25	2	Chlorotic
94	Red Maple	10	20	1	Dieback
95	Ash	10	25	1	
96	Ash	10	25	1	
97	Ash	14	30	2	
98	Ash	16	30	2	
99	Ash	10	25	1	
100	Ash	10	25	1	
101	Ash	5	10	1	
102	Ash	7	12	1	
103	Ash	7	12	1	
104	Ash	7	12	1	
105	Ash	5	10	1	
106	Crabapple	3	10	2	
107	Crabapple	3	10	2	
108	Crabapple	5	15	3	
109	Crabapple	4	12	2	
110	Crabapple	3	10	2	
111	Crabapple	5	15	3	
112	Pear	4	8	1	
113	Honeylocust	12	20	1	Dieback
114	Pear	3	5	1	
115	Maple	8	15	2	
116	Crabapple	4	10	1	
117	Crabapple	6	15	2	
118	Crabapple	4	12	2	
119	Crabapple	4	12	1	
120	Elm	2	4	3	
121	Maple	5	12	2	
122	Maple	5	12	2	
123	Honeylocust	6	15	2	
124	Honeylocust	6	20	2	
125	White Pine	8	20	2	Offsite
126	Pear	8	20	3	
127	Red Maple	24	35	3	Offsite, Monarch
128	White Pine	10	25	3	Offsite
129	White Pine	8	20	2	Offsite
130	Oak	4	6	1	Offsite
131	Bald Cypress	12	25	3	Offsite
132	Bald Cypress	10	20	3	Offsite
133	Bald Cypress	12	25	3	Offsite
134	Ash	12	20	1	Offsite
138	Cherry	5	10	1	Offsite
139	Maple	5	10	2	Offsite
210	Pear	8	12	2	Offsite
212	Ash	8	15	1	Offsite
213	Ash	6	12	1	

Tree Inventory					
ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment
214	Pear	6	12	3	
215	Pear	6	12	2	
217	Honeylocust	10	20	3	Offsite
218	Crabapple	6	12	1	
224	Pine	6	12	3	Offsite
225	Pear	14	20	2	
226	Pear	6	10	1	
227	Maple	6	10	3	
228	Pear	4	10	2	
229	Pear	6	12	2	
230	Pear	6	10	1	
231	Pear	6	10	1	
232	Pear	5	10	3	
233	Pear	5	8	1	
234	Pear	6	15	2	
235	Hawthorn	8	15	2	
236	Pear	6	10	2	
237	Pear	5	10	2	
238	Pear	5	6	1	
239	Pear	6	10	1	
240	Pear	6	12	2	
241	Pear	6	12	2	
242	Maple	8	20	2	
243	Pear	5	10	3	
244	Pear	4	10	2	
245	Pear	5	10	2	
246	Pear	5	10	2	
247	Ash	6	12	1	
248	Ash	6	12	3	
249	Pear	6	12	3	
250	Pear	4	10	2	
251	Ash	5	12	2	
252	Pear	5	12	2	
253	Pear	6	12	2	
254	Maple	5	10	1	
255	Maple	6	15	3	
256	Redbud	6	15	3	
257	Redbud	3	6	3	
258	Pear	10	20	3	
259	Redbud	5	12	2	Mower damage
260	Spruce	6	10	3	
261	Spruce	5	8	3	
262	Spruce	5	8	3	
263	Redbud	8	15	2	
264	Pear	5	12	3	
265	Pear	5	12	2	
266	Honeylocust	4	10	2	
267	Crabapple	4	12	2	
268	Hawthorn	20	25	3	Multi-stem
269	Hawthorn	20	25	3	Multi-stem
270	Honeylocust	40	50	3	Multi-stem
271	Honeylocust	16	20	2	
272	Pine	12	15	1	
273	Pine	8	10	2	
274	Pine	16	20	2	
275	Pine	10	15	2	
276	Pine	12	15	2	
277	Maple	12	25	3	
278	Pine	14	20	2	
279	Pine	12	15	1	
280	Dead	10		0	Dead
281	Ash	8	20	1	
282	Pear	6	15	3	
283	Pear	6	15	2	
284	Pear	6	12	2	
285	Pear	6	12	2	
286	Ash	6	12	1	
287	Ash	6	15	1	
288	Pear	6	15	2	
289	Pear	6	10	3	
290	Pear	6	10	2	
291	Ash	6	12	2	
292	Pear	6	10	2	
293	Pear	6	10	2	
294	Pear	10	20	2	
295	Linden	8	15	1	
296	Crabapple	4	12	2	
297	Cherry	5	10	3	
298	Crabapple	4	15	2	
299	Linden	6	15	3	
300	Maple	12	20	2	
301	Maple	10	20	2	
302	Pear	1	20	3	
303	Pear	10	20	3	
304	Pear	8	10	1	
305	Pear	10	20	2	
306	Pear	8	20	2	
307	Pear	10	20	2	
308	Pear	12	25	2	
309	Ash	8	20	1	
310	Pear	6	15	2	
311	Honeylocust	14	35	2	
312	Honeylocust	12	35	2	
313	Pear	8	25	2	
314	Honeylocust	12	30	3	
315	Crabapple	15	8	1	
316	Dead	10		0	Dead
317	Ash	8	30	1	
318	Honeylocust	10	30	3	
319	Ash	8	20	0	Dead

Tree Inventory					
ID	Tree Name	DBH	Canopy Diam.	Condition Rating	Comment
320	Ash	10	20	1	
321	Honeylocust	8	20	2	
322	Honeylocust	4	15	2	
323	Red Maple	8	20	2	
324	Red Maple	8	20	3	
325	Hawthorn	15	15	2	Multi-stem
326	Hawthorn	15	15	2	Multi-stem
327	Hawthorn	15	15	2	Multi-stem
328	Hawthorn	15	15	2	Multi-stem
329	Hawthorn	15	15	2	Multi-stem
330	Hawthorn	12	15	2	Multi-stem
331	Red Maple	6	15	3	
332	Red Maple	7	15	3	
333	Red Maple	8	20	3	
334	Hawthorn	10	15	2	
335	Hawthorn	10	12	1	Mixed with 2" Dogwood
336	Hawthorn	8	12	1	
337	Dogwood	12	15	2	Multi-stem
338	Honeylocust	14	30	3	
339	Red Maple	6	12	1	Trunk cavity
340	Pear	16	40	2	Twin
341	Pear	36	50	3	Multi-stem
342	Ash	14	10	1	
343	Ash	14	10	1	
344	Ash	10	20	1	
345	Ash	10	20	1	
346	Riverbirch	12	25	3	
347	Honeylocust	12	30	3	
348	Crabapple	6	10	0	Dead
349	Crabapple	8	10	0	Dead
350	Honeylocust	10	25	2	
351	Honeylocust	8	25	3	
352	Honeylocust	8	25	3	
353	Crabapple	6	10	0	Dead
354	Crabapple	8	15	1	
355	Hawthorn	12	12	2	Multi-stem
356	Hawthorn	10	12	2	Multi-stem
357	Hawthorn	12	12	2	Multi-stem
358	Red Maple	5	15	1	
359	Honeylocust	6	15	2	
360	Hawthorn	12	15	2	
361	Hawthorn	12	12	2	
362	Hawthorn	10	12	2	
363	Hawthorn	12	12	2	
364	Hawthorn	10	12	1	
365	Hawthorn	12	12	2	
366	Honeylocust	7	20	3	
367	Honeylocust	7	20	2	
368	Crabapple	8	15	2	
369	Crabapple	8	12	1	
370	Crabapple	8	15	2	
371	Red Maple	8	20	2	
372	Hawthorn	15	15	2	Multi-stem
373	Hawthorn	12	12	2	Multi-stem
374	Hawthorn	15	12	2	Multi-stem
375	Hawthorn	12	12	1	Multi-stem
376	Hawthorn	12	15	2	Multi-stem
377	Red Maple	5	15	2	Lost leader
378	Red Maple	5	12	1	
379	Red Maple	7	15	3	
380	Pear	7	15	3	
381	Japanese Maple	12	15	3	
382	Spruce	12	20	3	Vines
383	Honeylocust	20	40	3	
384	Honeylocust	18	40	3	
385	Honeylocust	20	40	2	
386	Ash	12	25	1	
387	Honeylocust	10	25	2	
388	Honeylocust	8	20	2	
389	Honeylocust	7	20	3	
390	Sweetgum	12	20	2	
391	Sweetgum	12	20	2	
392	Sweetgum	12	30	2	
393	Sweetgum	8	20	2	
394	Sweetgum	12	25		



## ATTACHMENT A

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

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

### **I. SPECIFIC CRITERIA FOR ALL DEVELOPMENT**

Residential and commercial uses may be combined in the same building, combined on the same lot in separate buildings or on separate lots within the development.

#### **A. PERMITTED USES**

1. The uses allowed in this PC&R District (“District”) shall be:
  - a. Administrative offices for educational or religious institutions
  - b. Church and other places of worship
  - c. Community center
  - d. Library
  - e. Parks
  - f. Dwelling, multi-family
  - g. Single Family Attached
  - h. Single Family Detached
  - i. Home Occupation
  - j. Art Gallery
  - k. Art Studio
  - l. Auditorium
  - m. Banquet Facility

- n. Club
- o. Farmer's market
- p. Gymnasium
- q. Museum
- r. Reading Room
- s. Recreation Facility
- t. Office-dental
- u. Office-general
- v. Office-medical
- w. Automobile Dealership (Storefront Only)
- x. Bakery
- y. Bar
- z. Bowling Center
- aa. Brewery
- bb. Brewpub
- cc. Coffee shop
- dd. Grocery-community
- ee. Grocery-neighborhood
- ff. Grocery-supercenter
- gg. Newspaper stands.
- hh. Restaurant-sit down
- ii. Restaurant-fast food – No Drive Thru
- jj. Restaurant-takeout
- kk. Restaurant-takeout - Neighborhood
- ll. Retail sales establishment – community



- mm. Retail sales establishment – regional
- nn. Animal grooming service
- oo. Barber or beauty shop
- pp. Broadcasting studio
- qq. Commercial service facility
- rr. Day care center
- ss. Drug store and pharmacy
- tt. Dry cleaning establishment
- uu. Financial institution, no drive-thru
- vv. Hospital
- ww. Hotel and motel
- xx. Hotel and motel-extended stay
- yy. Kennel, boarding
- zz. Kennel, private
- aaa. Laboratory-professional, scientific
- bbb. Laboratory
- ccc. Laundromat
- ddd. Nursing home
- eee. Parking area (stand-alone), including garages for automobiles. Not including sales or storage of damaged vehicles for more than 72 hours.
- fff. Professional and technical service facility
- ggg. Research laboratory and facility
- hhh. Theatre, indoor
- iii. Theatre, outdoor
- jjj. Veterinary clinic
- kkk. College/university

- III. Kindergarten or nursery school
- mmm. Specialized private school.
- 2. The District shall prioritize the following:
  - a. Ground floor development on portion of the primary streets that flank Park Area R2 on the Preliminary Development Site Plan, shall prioritize a mix of pedestrian-oriented commercial uses.
  - b. Developer shall prioritize build-to-line, excluding sidewalks, in lieu of prescribed setbacks on the portion of the primary streets that flank Park Area R2 shown on the Preliminary Development Site Plan.
- 3. Hours of Operation.
  - a. Hours of operation for this “PC&R” District shall not be restricted.
- 4. Telecommunication siting permits may be issued for wireless telecommunications facilities per the requirements of the City Code.

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

- 1. Density Limitations
  - a. The cumulative gross floor area for Commercial Uses in this District shall be limited to not more than a Floor Area Ratio (F.A.R.) = 1.0. Floor Area Ratio (F.A.R.) shall be Calculated by Total Gross Floor Area of all buildings divided by the Gross Area of land within the “PC&R” District. F.A.R. shall not be calculated on a lot-by-lot basis.
  - b. The maximum number of residential units allowable within this District shall not be more than 30-Units / Acre cumulatively. Acreage shall be Calculated by the Gross Area of land within the “PC&R” District and shall not be calculated on a lot-by-lot basis.
  - c. The maximum number of rooms for hotels and lodging shall be 300 rooms; the maximum number of square feet for hotels and lodging shall be 350,000 square feet.
  - d. Developer shall provide a distribution of density by area on the Site Development Concept Plan. The Site Development Concept Plan shall be amended when allocation of density changes.
- 2. Height Requirements

Total building height for any permitted use shall not exceed 300 feet as measured from street elevation.

### 3. Setbacks

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

### 4. Open Space Requirements

- a. Open space in Park Area R2 and Area 3A south of Chesterfield Parkway and Park Circle shall be provided on the Site Development Concept Plan and substantially conform to the Preliminary Development Site Plan. Additional open space including pocket parks, plazas, natural areas and seating areas shall be depicted on the Site Development Concept Plan and/or Site Development Sections Plans.

## C. BUILDING AND STRUCTURE FUNCTION

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

## D. PARKING AND LOADING REQUIREMENTS

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

### Minimum Parking Required

Retail/Restaurant: 4.0 Parking Ratio / 1,000 G.F.A.  
Grocery: 5.0 Parking Ratio / 1,000 G.F.A.  
Office: 3.0 Parking Ratio / 1,000 G.F.A.  
Residential: 1.5 Parking spaces per unit  
Hotel: 0.8 Parking spaces per room

4. Off-street surface parking shall be allowed as shown on the Site Development Concept Plan but shall be minimized and designed to mitigate the visual impact

on the development and be consistent with the purpose and intent of this PC&R District.

5. Joint parking to meet minimum parking standards may be permitted through approval of the Site Development Section Plan and shall require an appropriate legal instrument binding the owners of the properties and their successors and assigns to the agreement.
6. Parking lots shall not be used as streets.
7. No construction related parking shall be permitted within rights of way or on any existing roadways. All construction related parking shall be confined to the District. Construction parking shall be depicted on all Improvement Plans for lots within the district.

#### **E. LANDSCAPING AND TREE REQUIREMENTS**

1. The developer shall adhere to the Tree Preservation and Landscape requirements of the Unified Development Code Chapter 405, Section 405.040.020 et seq. and submit a Concept Landscape Plan with the Site Development Concept Plan. Landscaping shall enhance the pedestrian experience, compliment architectural features, provide shade and screen utility areas and surface parking. The developer shall provide for street furnishings such as benches, planters, bike racks, drinking fountains, pedestrian trash receptacles, public art and water features in the Site Development Concept Plan. Locations for street furnishings shall be detailed in the Site Development Concept Plan and Site Development Section Plans.

#### **F. SIGN REQUIREMENTS**

1. The developer shall adhere the City's Sign Ordinance Chapter 405 Section 405.04.050 et seq. and/or submit a Comprehensive Sign Package by Area in the Site Development Concept Plan and/or Site Development Section Plans. All individual signs including street and wayfaring signage in the public and private spaces shall be coordinated and consistent with the signage concept contained therein.

#### **G. LIGHTING REQUIREMENTS**

1. The developer shall adopt the City's Lighting Ordinance Chapter 405, Section 405.04.030 et seq and/or submit an Architectural Specialty Lighting Package. All lighting, in the public and private spaces, shall be coordinated and consistent with the lighting concept contained therein.

## **H. ARCHITECTURAL REQUIREMENTS**

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

## **I. ACCESS/ACCESS MANAGEMENT**

1. Access to the development from external roadways shall be shown on the Site Development Concept Plan and as directed by the City of Chesterfield, the Missouri Department of Transportation and the St. Louis County Department of Transportation, as applicable.
2. Any improvements within Missouri Department of Transportation's right-of-way will require a permit. The entrance geometries and drainage design shall be in accordance with Missouri Department of Transportation standards.

## **J. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION**

1. Sidewalks shall substantially conform with the Preliminary Development Plan. ADA compliant sidewalks will be required along all roadways and connections to existing sidewalks of all roadways adjacent to the District shall be provided. The design and layout of the sidewalks and pedestrian ways shall be detailed in the Site Development Concept Plan and Site Development Section Plans.



2. Sidewalks and pedestrian trails/bicycle path shall provide future connectivity to adjacent developments and/or roadway projects. Sidewalks may be located within a right-of-way controlled by another agency if permitted by that agency, or on private property within a sidewalk, maintenance and utility easement dedicated to the City of Chesterfield.
3. Evaluate and provide pedestrian access and connectivity from the District to Central Park in the Site Development Concept Plan.
4. On street parking shall substantially conform with the Preliminary Development Plan. On-street parking stalls shall be designed and located such that vehicles do not back out into an intersection. Corner clearance distance shall be not less than 30 feet between the edge of the parking stall and the intersection. The design and layout of the on street parking shall be finalized on the Site Development Concept Plan.
5. Obtain approvals from the City of Chesterfield, St. Louis County Department of Transportation and the Missouri Department of Transportation as necessary for locations of proposed curb cuts and access points, areas of new dedication, and roadway improvements.
6. Additional right-of-way and road improvements shall be provided, as required by the Missouri Department of Transportation, St. Louis County Department of Transportation, and the City of Chesterfield.
7. Pedestrian crossing of roadways is required to be at a 90-degree angle in order to minimize the crossing distance for pedestrians.

#### **K. TRAFFIC STUDY**

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

## **L. STORM WATER**

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

## **M. SANITARY SEWER**

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

## **N. POWER OF REVIEW**

The development shall adhere to the Power of Review Requirements of the City of Chesterfield Code.

## **O. GEOTECHNICAL REPORT**

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

## **P. MISCELLANEOUS**

1. All utilities shall be installed underground.
2. Prior to record plat approval, the developer shall cause, at its expense and prior to recording any plat, the reestablishment, restoration or appropriate witnessing of Corners of the United States Public Land Survey located within, or which define or lie upon, the out boundaries of the subject tract in accordance with the Missouri Minimum Standards relating to the preservation and maintenance of the United States Public Land Survey Corners, as necessary US Survey Corners located on or near the development site must be protected and shall be restored if disturbed due to construction.
3. Prior to the release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and the United States Public Land Survey Corners have not been disturbed during construction activities or that have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program, as necessary.
4. Any retaining wall along public right of way shall be private and remain private forever and shall be located such that it is not necessary to support any public improvements.
5. Road improvements and right-of-way dedication shall be completed prior to the issuance of an occupancy permit. If development phasing is anticipated, the developer shall complete road improvements, right-of-way dedication, and access requirements for each phase of development as directed by the City of Chesterfield. Delays due to utility relocation and adjustments will not constitute a cause to allow occupancy prior to completion of road improvements.
6. Applicant/Owners of parcels submitting Site Development Section Plans shall be required to contribute a Traffic Generation Assessment (TGA)-Fund D to the City of Chesterfield. Allowable credits for required improvements will be awarded as directed by the City of Chesterfield.

7. The TGA deposit shall be made prior to the issuance of a Municipal Zoning Approval (MZA) by the City of Chesterfield.
8. The developer is advised that utility companies will require compensation for relocation of their facilities with public road right of way. Utility relocation cost shall not be considered an allowable credit against the petitioner's traffic generation assessment contributions. The developer should also be aware of the extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.

## **II. GENERAL CRITERIA**

### **A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL**

The Site Development Concept Plan shall include all items previously referenced in this Attachment and:

1. Any Site Development Concept Plan shall show all information required on a preliminary plat as required in the City of Chesterfield Code and as required herein.
2. Provide comments/approvals from the appropriate Fire District, the St. Louis County Department of Highways and Traffic, Monarch Chesterfield Levee District, Spirit of St. Louis Airport and the Missouri Department of Transportation.
3. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.
4. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
5. Out boundary plat and legal description of property.
6. A note indicating all utilities will be installed underground.
7. Adhere to the Tree Preservation and Landscape requirements of the UDC and submit a Concept Landscape Plan.
8. Adhere to the Lighting requirements of the UDC and/or submit a Specialty Lighting package.
9. Adhere to the Signage requirements of the UDC and/or submit a comprehensive sign package.
10. Provide a design standards for all public spaces and street character.

11. Where known, depict the location of all buildings, size, including height and distance from adjacent property lines, and proposed use.
12. Specific structure, parking setbacks and build-to lines along all roadways and property lines.
13. Indicate location of all existing and proposed freestanding development monument signs.
14. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
15. Depict existing and proposed improvements within 150 feet of the site. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
16. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
17. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
18. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
19. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
20. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.

## **B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS**

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

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Parking calculation, including calculation for all spaces, required and proposed, and the number, size and location for handicap designed.



3. For commercial development, provide square footage proposed.
4. For residential development provide the number of units proposed to be built.
5. For hotel development provide the square footage and number of rooms proposed.
6. A note indicating all utilities will be installed underground.
7. Address all signage in accordance with the City of Chesterfield Code and provided in the Site Development Concept Plan.
8. Address landscaping in accordance with the Tree Preservation and Landscape requirements in the UDC and provided in the Site Development Concept Plan.
9. Address all lighting in accordance with the Lighting requirements in the UDC and provided in the Site Development Concept Plan.
10. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
11. Specific structure, parking setbacks and build-to lines along all roadways and property lines.
12. Indicate location of all existing and proposed freestanding monument signs.
13. Zoning district lines, subdivision name, lot number, lot dimensions, lot area, and zoning of adjacent parcels where different than site.
14. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, significant natural features, such as wooded areas and rock formations, and other karst features that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within 150 feet of the site and all existing or proposed off-site easements and rights-of-way required for proposed improvements.
16. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
17. Depict existing and proposed contours at intervals of not more than one (1) foot, and extending 150 feet beyond the limits of the site as directed.
18. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri

Board for Architects, Professional Engineers and Land Surveyors requirements.

19. Provide comments/approvals from the appropriate Fire District, Monarch Levee District, Spirit of St. Louis Airport, St. Louis Department of Highways and Traffic, Metropolitan St. Louis Sewer District (MSD) and the Missouri Department of Transportation.
20. Compliance with the current Metropolitan Sewer District Site Guidance as adopted by the City of Chesterfield.

### **III. RECORDING**

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

### **IV. ENFORCEMENT**

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

June 8, 2023

Petree A. Powell  
Assistant City Planner  
City of Chesterfield  
690 Chesterfield Parkway West  
Chesterfield, MO 63017

Re: PZ 06-2023 Chesterfield Village Mall  
(TSG Downtown Chesterfield Redevelopment, LLC)

Dear Petree:

In response to your letter of June 2, 2023 regarding items discussed at the May 22, 2023 Public Hearing for the proposed rezone of Downtown Chesterfield, I offer the following response to each item of concern.

**1. Concerns were raised that there was not enough specificity in defining and requiring certain mixed use. There was concern that the lack of specificity could lead to development not envisioned in the Comprehensive Plan.**

This concern is not new. It was a focus of planning staff and representatives of Sachs Properties in the research and discussions that led to the adoption of Ordinance No. 2388 adding the PC & R Zoning District ("PC & R") to the City's Zoning Code. PC & R was specifically designed for Downtown, and it reflected the challenges of developing a mixed-use downtown. Because of the size, complexity and longevity of development, unforeseeable market conditions and opportunities will arise. PC & R must be flexible, and it is structured to be flexible. Fixed standards (such as formulaic mixtures and set locations) are arbitrary and inexpert guesswork and most likely would result in multiple amendments to the site-specific zoning ordinance which would have a "chilling" effect on the developer and any end user because of the risk and time involved.

PC & R addresses this concern by including a standard of review for the Site Development Concept Plan: "The Site Development Concept Plan shall assure consistency and continuity of the "downtown" concept . . . ." PC & R defines the "downtown" concept as follows:

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 of two 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”.

When a Site Development Concept Plan (or an amendment to it) is presented to the City, Staff and the Planning Commission review it applying the standard of review required by PC & R.

**2. Concern was raised about adding 2,880 residential units.**

The abundance of residential units, both multi-family rental and owner-occupied condominiums, is the most critical component of creating a vibrant urban downtown economy and community. A higher level of residential density contributes significantly to attracting quality retail and restaurant tenants. Corporate office tenants prefer mixed-use developments that include residential and public amenities to attract and keep employees. A healthy downtown residential district generates a constant flow of daily activity creating a vibrant and desirable urban downtown community. Residential development also financially supports and promotes public amenities including parks, pedestrian walkways, bike paths, etc. Downtown residential must serve multiple housing segments from young professionals to empty nesters.

When researching successful dense downtown mixed-use developments and discussing these projects with developers, municipalities and planning consultants, the consistent feedback was that the major driver for success was “a dense residential component”. The Urban Land Institute (ULI) research indicated that citizen opposition to higher density development is typically based on an outdated notion of what higher density looks like. High density multi-family housing is not the housing of last resort for households unable to afford a single-family home. Condominiums and the luxury apartment market is in high demand and rapidly expanding. Renters in high density mixed-use developments typically rent out of choice and not out of necessity and prefer the public amenities, access to retail and restaurants, sense of community and walkability that these developments offer. Planning Consultants typically recommend between 30 and 50 units per acre for mixed-use developments to create the residential density that attracts the higher quality retail, restaurant and corporate office developments and supports the public amenities required to create an urban downtown community.

**3. Concern was raised about having surface parking within the Downtown.**

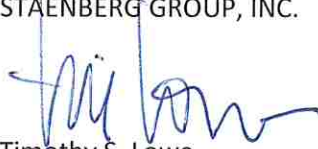
The Concept Plan for Downtown Chesterfield includes a mixture of structured parking, street parking and surface parking. While the parking needs for Downtown Chesterfield are predominantly served by structured parking, both street parking and surface parking are a critical element of the plan. Street parking reduces vehicle speeds along a roadway which encourages people to walk and creates a buffer between the roadway and sidewalk. Surface parking in selected areas is critical to provide “quick access” to ground floor retail/restaurants, the grocery store and visitor or short-term parking for office and/or residential buildings.

**4. Concern was raised about the possible unmarked graves sites that might be located outside the fenced in portion of the First Baptist Church cemetery at South Outer 40 Road and Chesterfield Parkway.**

TSG is currently under contract to acquire the Sachs' parcels adjacent to the First Baptist Church Cemetery. We met with the First Baptist Church Executive Ministry team on April 25<sup>th</sup> to discuss any potential impacts. During our due diligence process, Midwest Testing will perform a Ground Penetrating Radar and Electromagnetic Survey to investigate the presence of unmarked graves outside the fenced cemetery boundary.

Please feel free to contact me should you have any questions or require additional information.

Sincerely,  
STAENBERG GROUP, INC.

A handwritten signature in blue ink, appearing to read 'Tim Lowe', written over a vertical blue line.

Timothy S. Lowe  
Senior Vice President – Leasing & Development

cc: Justin Wyse  
George Stock  
Mike Doster  
John Nations



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June 2, 2023

Sent via email: [tlowe@tsgproperties.com](mailto:tlowe@tsgproperties.com)

Tim Lowe  
The Staenberg Group  
2127 Innerbelt Business Center Drive, Suite 200  
St. Louis, MO 63114

**RE: PZ. 06-2023 Chesterfield Village Mall (TSG Downtown Chesterfield Redevelopment, LLC)**

Dear Tim,

A Public Hearing was held for the project referenced above on May 22, 2023. The following is a list of items discussed at the Public Hearing which must be addressed in writing prior to being scheduled for a future Planning Commission agenda:

1. Concerns were raised that there was not enough specificity in defining and requiring certain mixed use. There was concern that the lack of specificity could lead to development not envisioned by in the Comprehensive Plan.
2. Concern was raised about adding 2,880 residential units.
3. Concern was raised about having surface parking within the Downtown.
4. Concern was raised about the possible unmarked graves sites that might be located outside the fenced in portion of the First Baptist Church cemetery at South Outer 40 Road and Chesterfield Parkway.

Please provide a response to address these as soon as possible so that we can move forward in completing a working draft of the new zoning Ordinance and its Attachment A. Thank you.

Sincerely,

*Petree A Powell*

Petree A. Powell, JD, MCP  
Assistant City Planner

cc: George Stock ([george.stock@stockassoc.com](mailto:george.stock@stockassoc.com))  
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