



AGENDA COUNCIL WORK SESSION

**Chesterfield City Hall
690 Chesterfield Parkway West
Conference Room 101
Monday, August 07, 2023
4:00 PM**

I. SOUTHWEST QUADRANT

NOTE: *City Council will consider and act upon the matters listed above and such other matters as may be presented at the meeting and determined to be appropriate for discussion at that time.*

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

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

Memorandum Department of Planning



To: Planning and Public Works Committee

From: Petree Powell, Assistant City Planner

Date: July 20, 2023

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

Proposal 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 96.017 acres that includes portions of Chesterfield Mall and surrounding area. The area borders are south of S. Outer 40 Road, west of Clarkson/MO 340, and north and east of Chesterfield Parkway. It does not include the Dillards/Swift Parcels.



The applicant seeks to change the zoning from “C-8” Planned Commercial District to “PC&R” Planned Commercial and Residential District. The request would allow for residential and commercial uses to create “Downtown Chesterfield”. This request was discussed in detail at the Planning Commission Public

Hearing on May 22, 2023. and at the Planning Commission on June 26, 2023 where a recommendation for approval of the above-referenced matter was approved by a vote of 8-0, with one absent.

During the Public Hearing, concerns were raised about density, traffic, open space and lack of certainty under the proposed zoning. Information was provided to the Commission on June 26, 2023 addressing these issues. A copy of the Planning Commission Vote Report is attached. Following discussion of the issues at the June 26, 2023 meeting, the Planning Commission approved a recommendation of approval for the proposed change in zoning for the site.

Attachments: Planning Commission Report dated June 26, 2023
 Attachment A
 Project Submission (Narrative, Preliminary Development Plan)
 Wyse Memorandum on History of the Mall site.



VIII. A.

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Phone: 636-537-4000 • Fax 636-537-4798 • www.chesterfield.mo.us

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.

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.

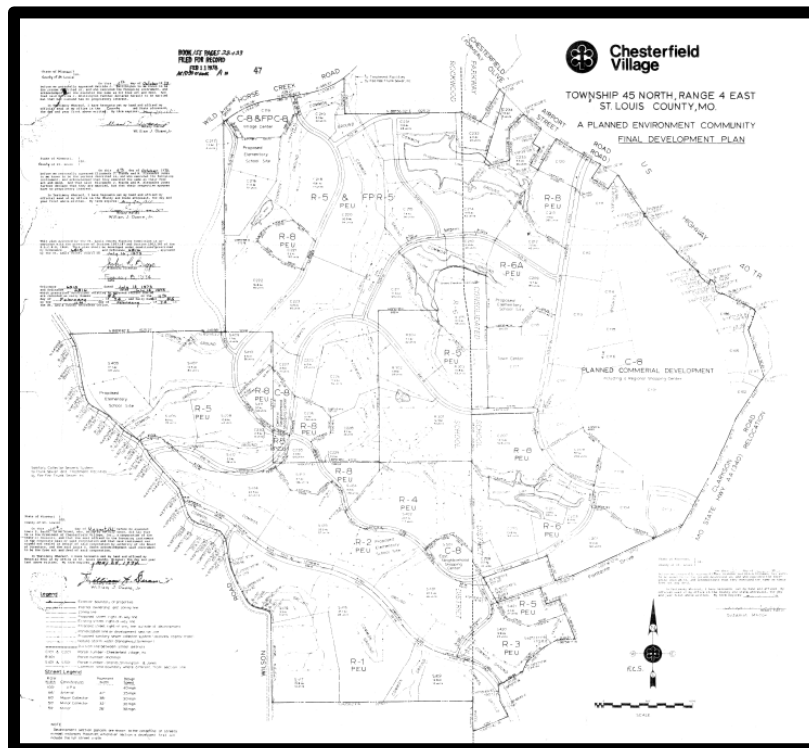


Figure 1: Chesterfield Village-SW Quadrant

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 2017.¹ 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

¹ 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

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

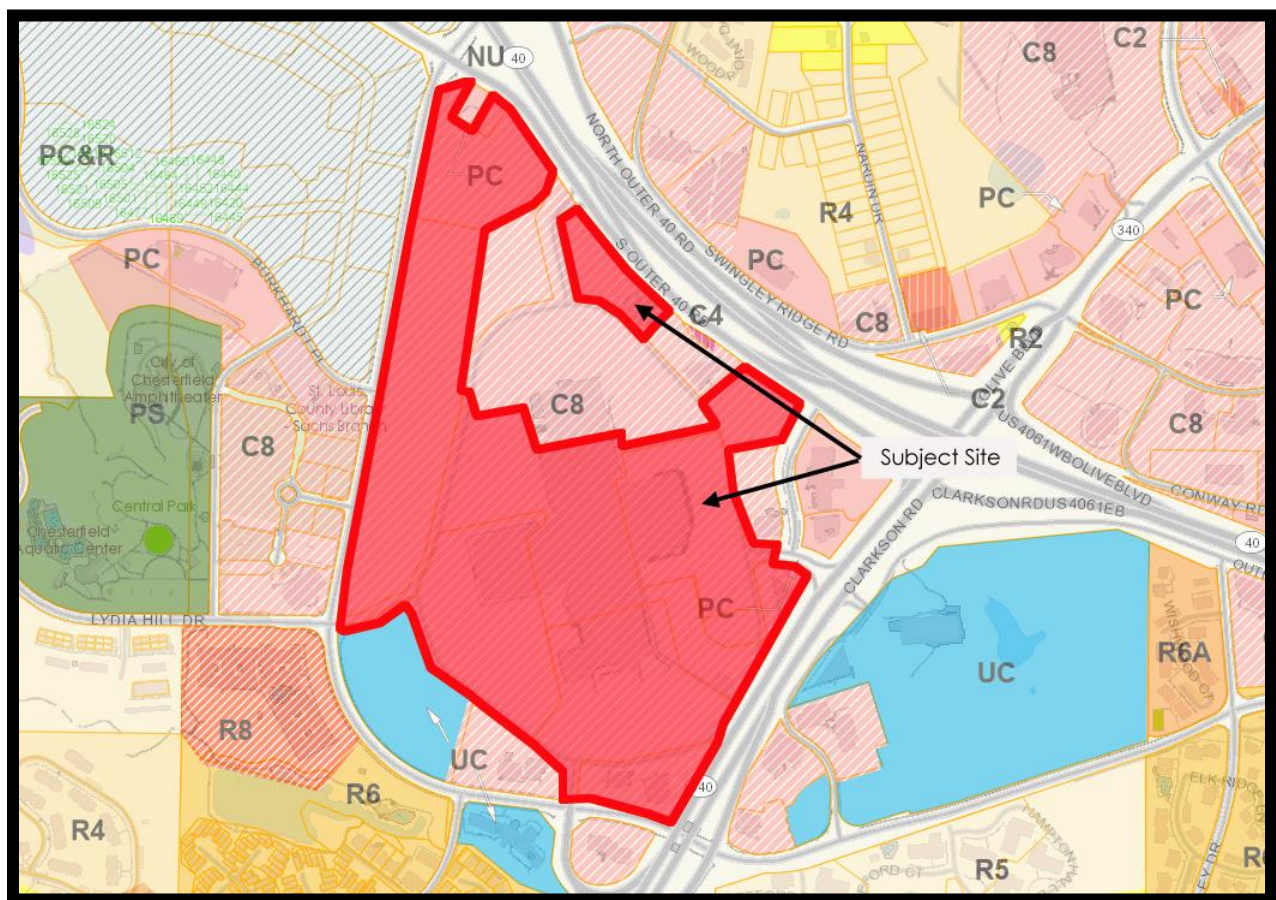


Figure 4: Zoning Map

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

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.

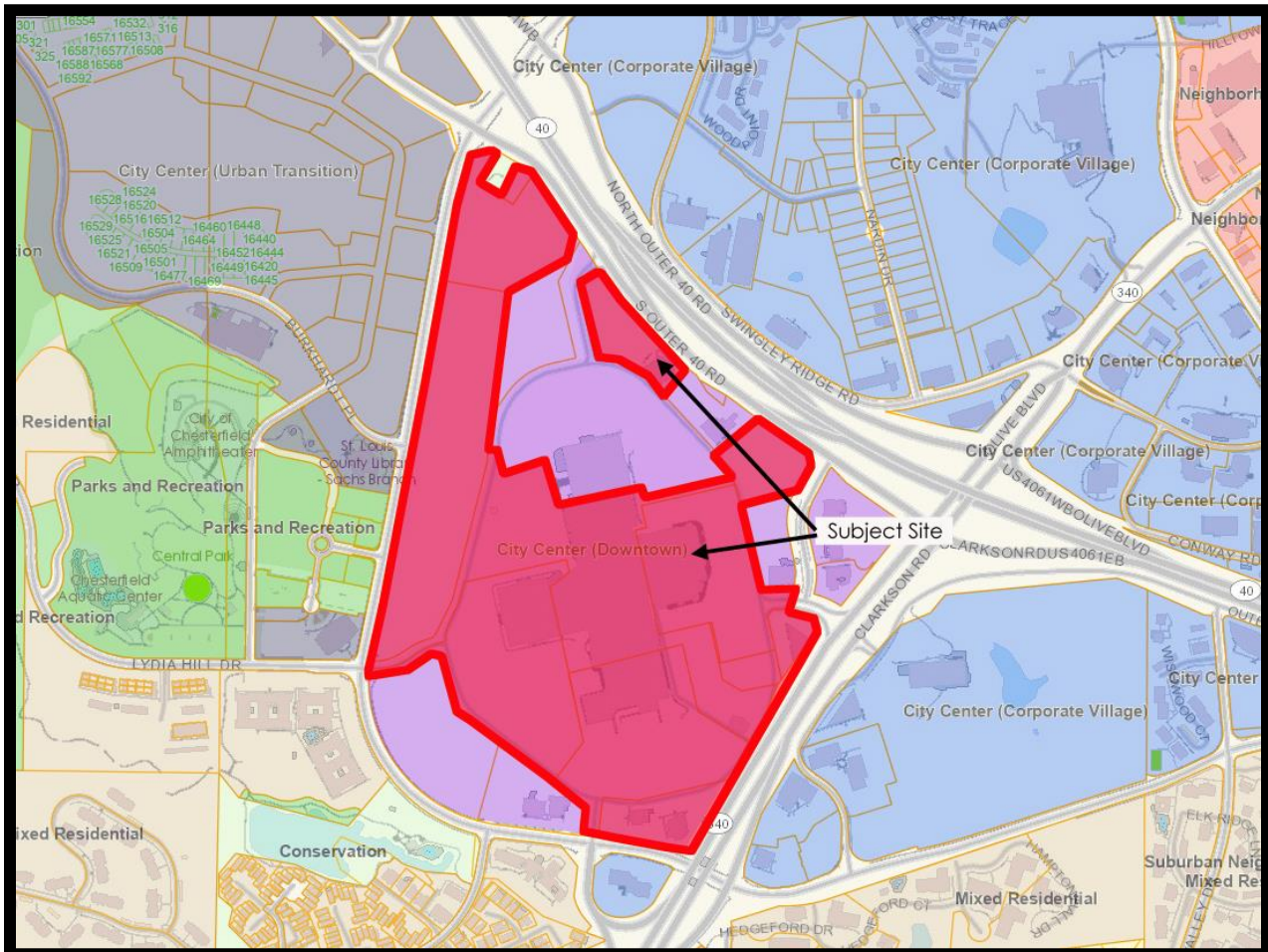


Figure 6: Comprehensive Land use plan

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.”

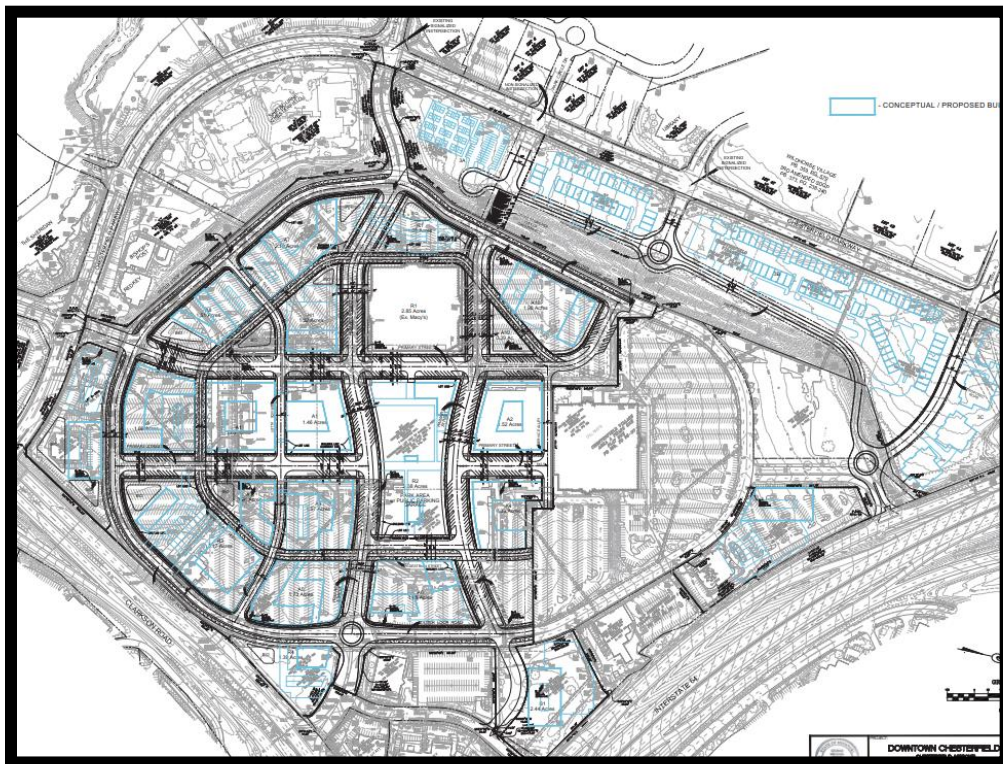


Figure 8: Preliminary Development Plan, Street network

- 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.

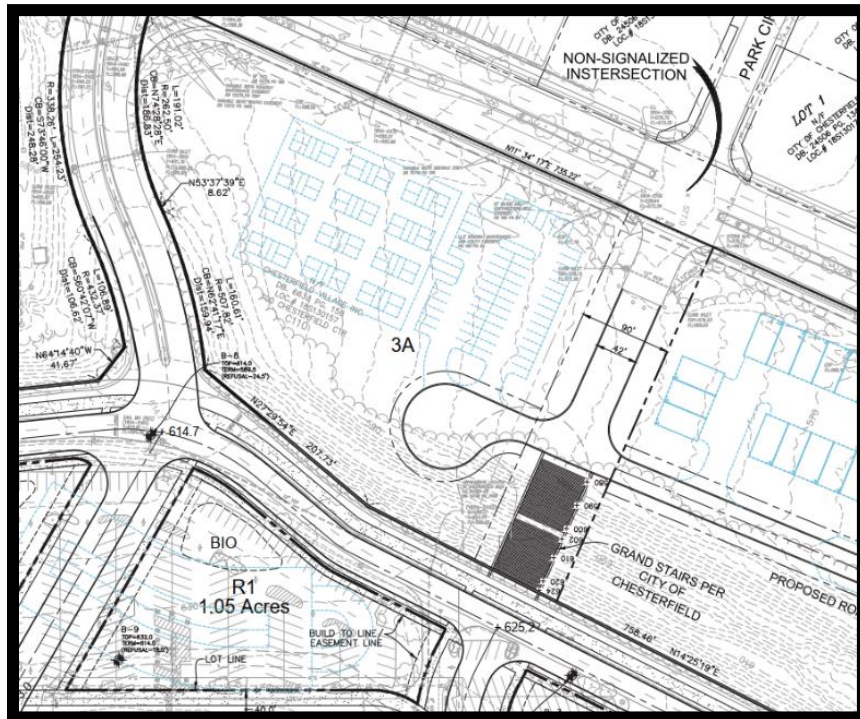


Figure 10: Preliminary Development Plan, pedestrian connection

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.

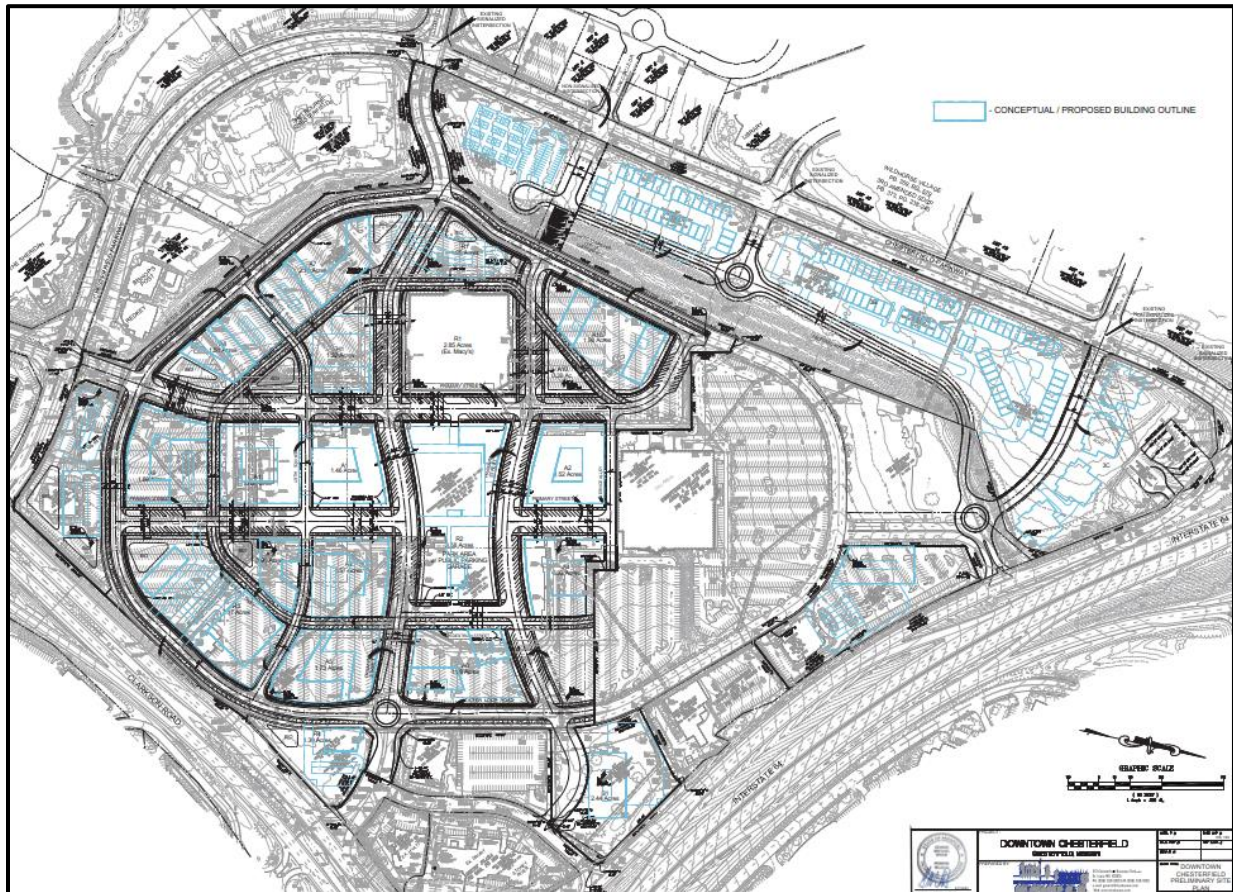


Figure 12: Preliminary Development Plan

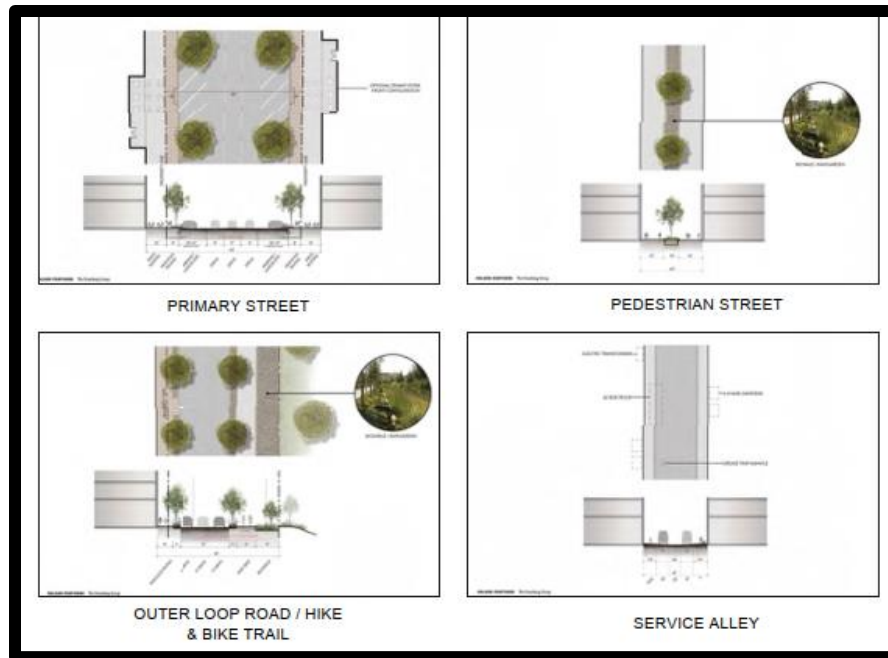


Figure 14: Streets profile

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

REVISED JUNE 15, 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 21st 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 / Unit
Hotel:	0.8 Parking Ratio / Room

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.

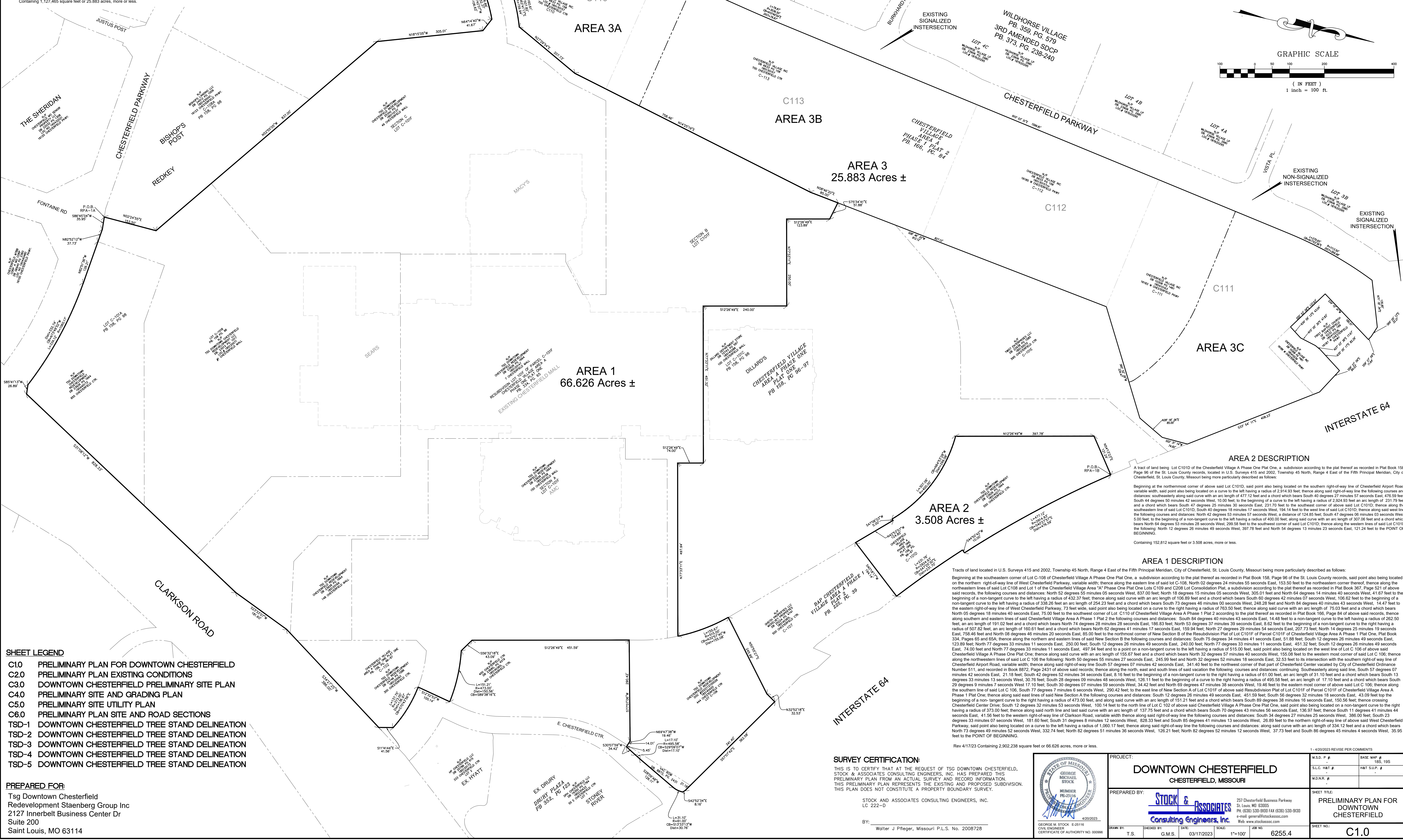
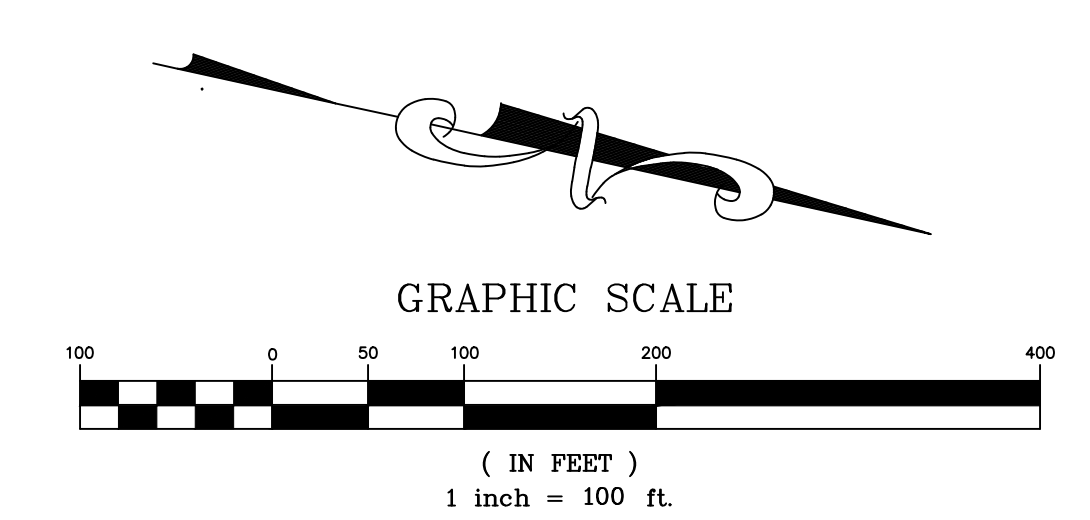
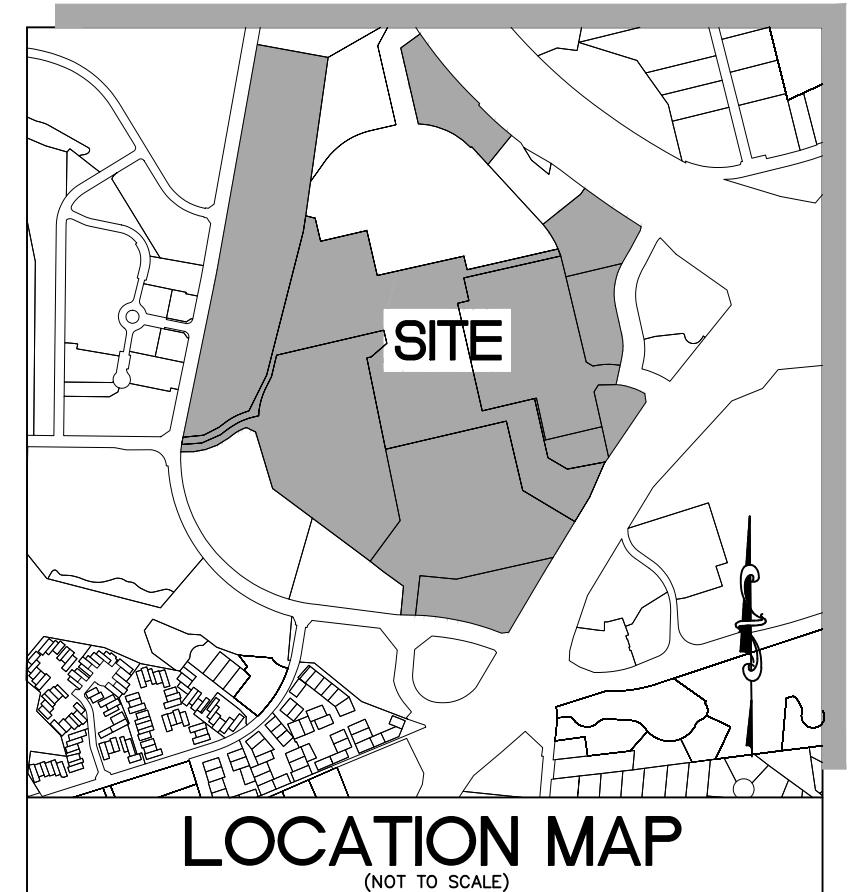
Containing 1,127,465 square feet or 25.883 acres, more or less.

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 2021, 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 507.82 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)



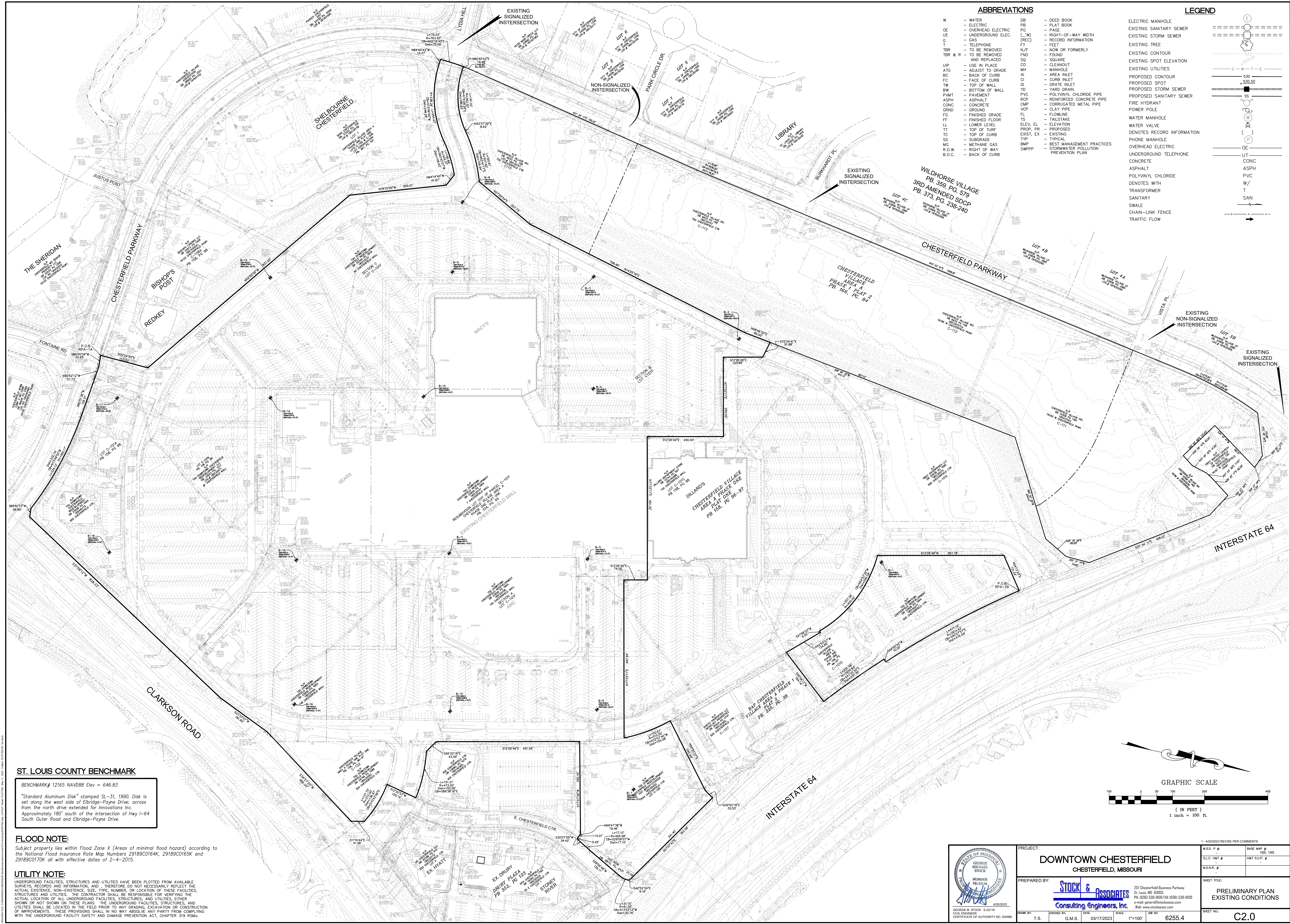
- SHEET LEGEND**
- C10 PRELIMINARY PLAN FOR DOWNTOWN CHESTERFIELD
 - C20 PRELIMINARY PLAN EXISTING CONDITIONS
 - C30 DOWNTOWN CHESTERFIELD PRELIMINARY SITE PLAN
 - C40 PRELIMINARY SITE AND GRADING PLAN
 - C50 PRELIMINARY SITE UTILITY PLAN
 - C60 PRELIMINARY PLAN SITE AND ROAD SECTIONS
 - TSD-1 DOWNTOWN 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

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:	DOWNTOWN CHESTERFIELD		1-4/2023 REVISE PER COMMENTS
		CHESTERFIELD, MISSOURI		M.S.D. P. # _____ BASE MAP # 385, 185
	PREPARED BY:			S.L.C. MET # _____ MET SLIP # _____
	DATE:	03/17/2023		M.D.N.R. # _____
	DRAWN BY:	T.S.		SHEET TITLE:
	CHECKED BY:	G.M.S.		PRELIMINARY PLAN FOR DOWNTOWN CHESTERFIELD
	DATE:	03/17/2023		SHEET NO.:
	SCALE:	1"=100'		C1.0
	JOB NO.:	6255.4		

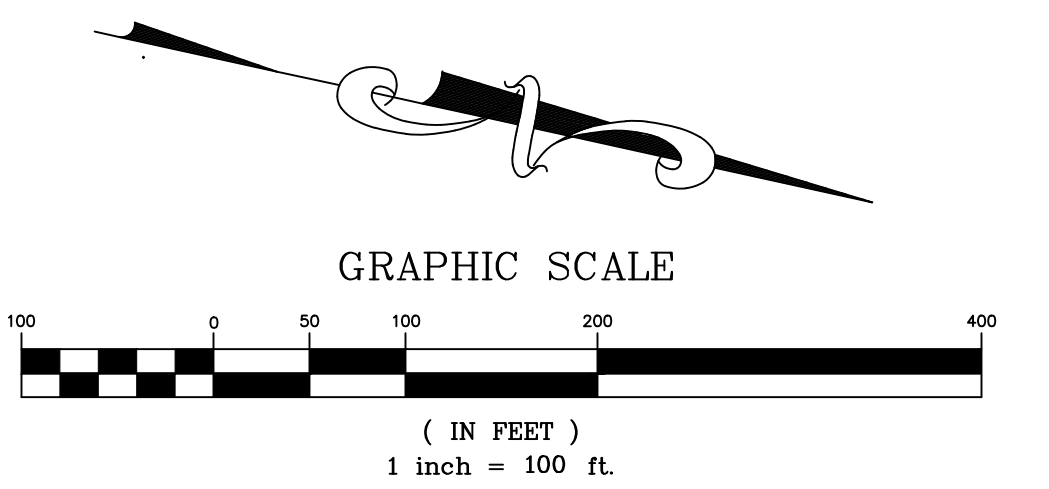


ABBREVIATIONS		LEGEND	
W	- WATER	DB	- DEED BOOK
OE	- OVERHEAD ELECTRIC	PB	- PLAT BOOK
UE	- UNDERGROUND ELEC.	PG	- PAGE
G	- GAS	(C-W)	- RIGHT-OF-WAY WIDTH
T	- TELEPHONE	(REC)	- RECORD INFORMATION
TBR	- TO BE REMOVED	FT	- FEET
TBR & R	- TO BE REMOVED AND REPLACED	N/F	- NOW OR FORMERLY
U/P	- USE IN PLACE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

ST. LOUIS COUNTY BENCHMARK
 BENCHMARK# 12165 NAVD88 Elev = 646.83
 "Standard Aluminum Disk" stamped SL-31, 1990, disk is set along the west side of Elbridge-Payne Drive, across from the north drive extended for Innovations Inc. Approximately 180' south of the intersection of Hwy I-64 South Outer Road and Elbridge-Payne Drive.

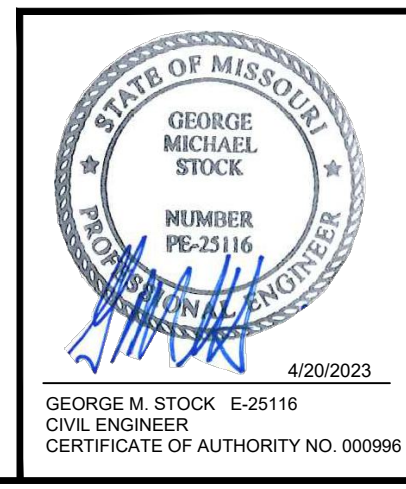
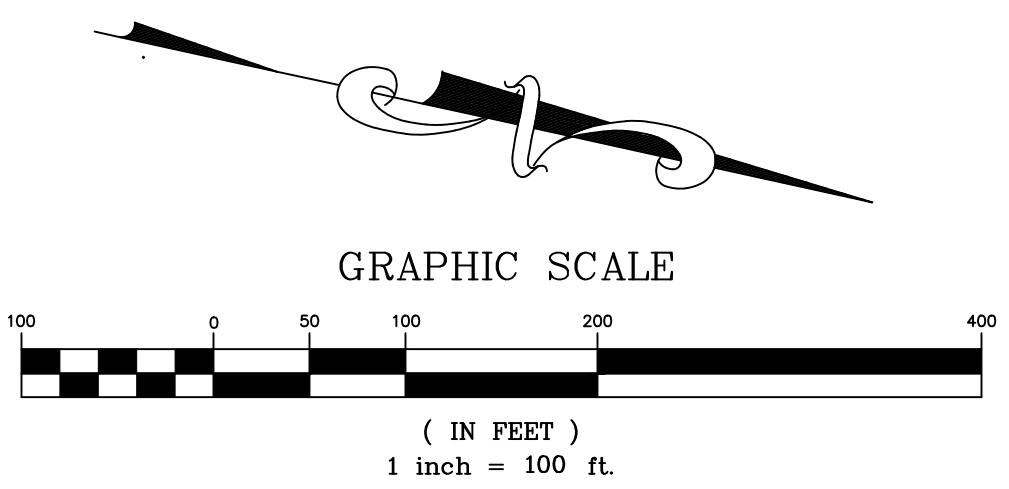
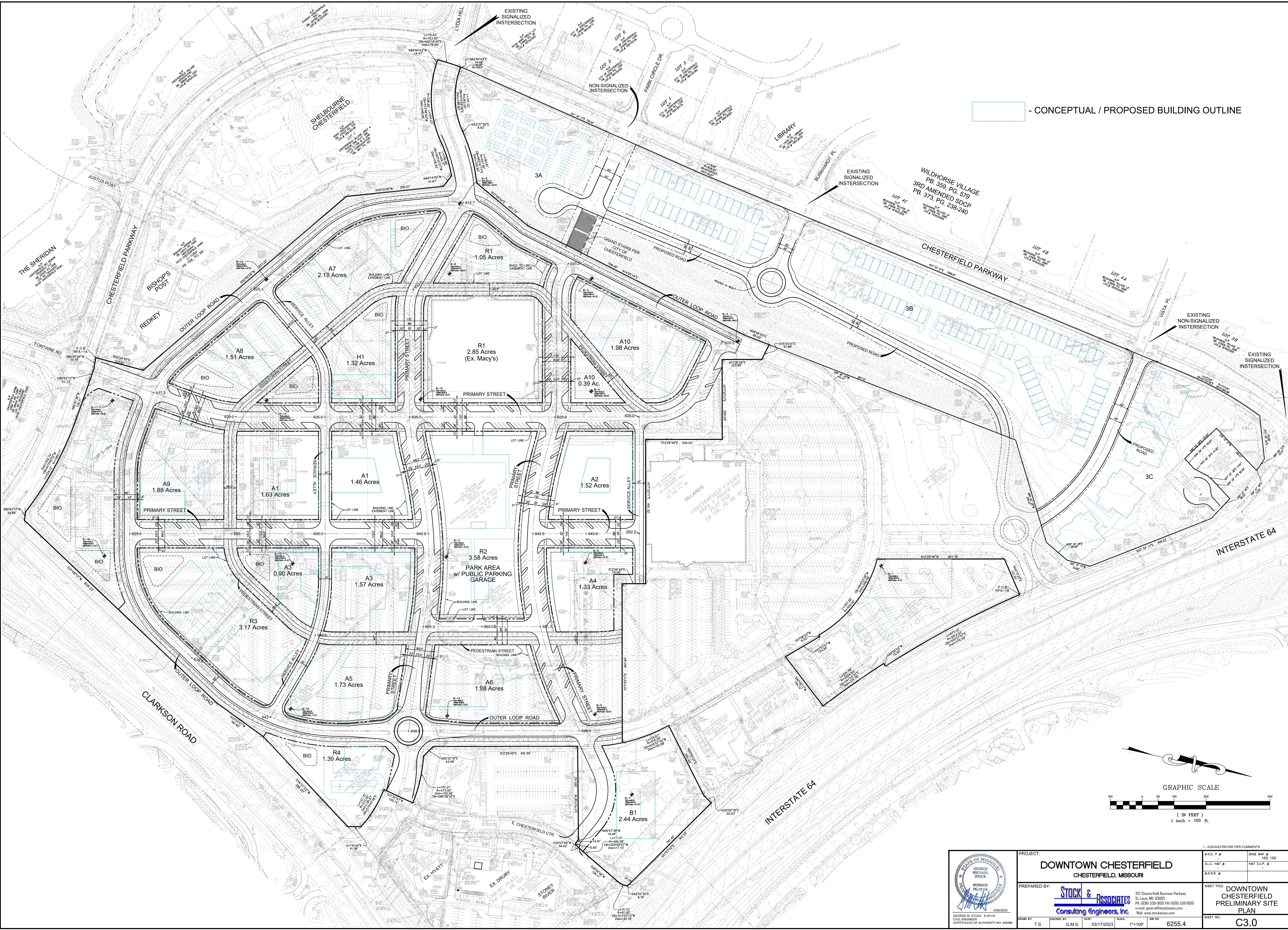
FLOOD NOTE:
 Subject property lies within Flood Zone X (Areas of minimal flood hazard) according to the National Flood Insurance Rate Map Numbers 29189C0164K, 29189C0165K and 29189C0170K all with effective dates of 2-4-2015.

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



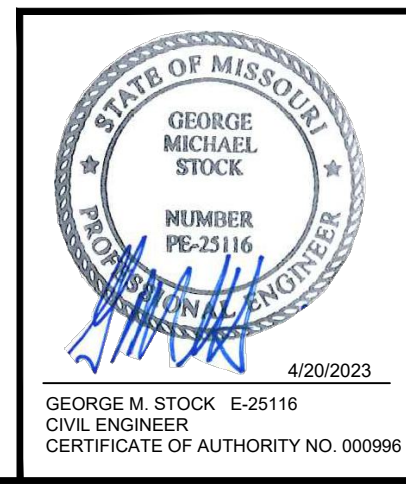
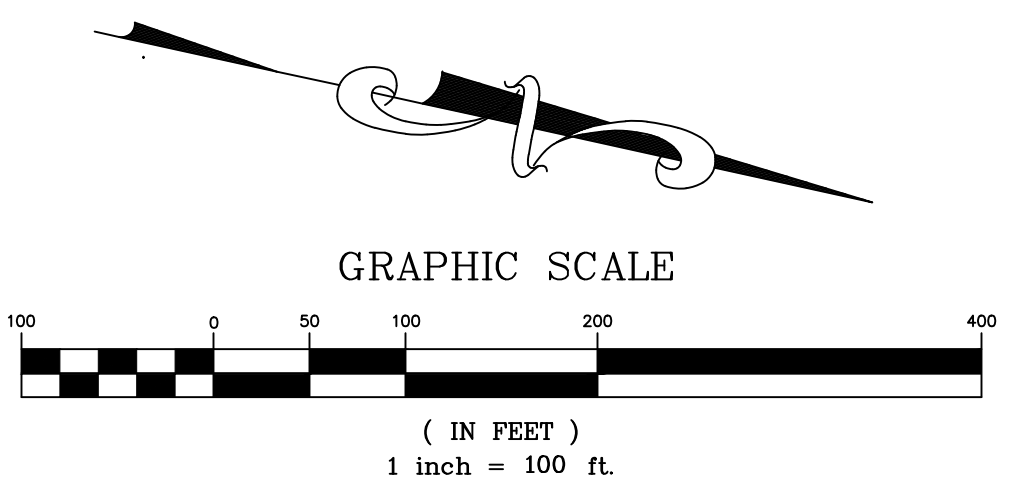
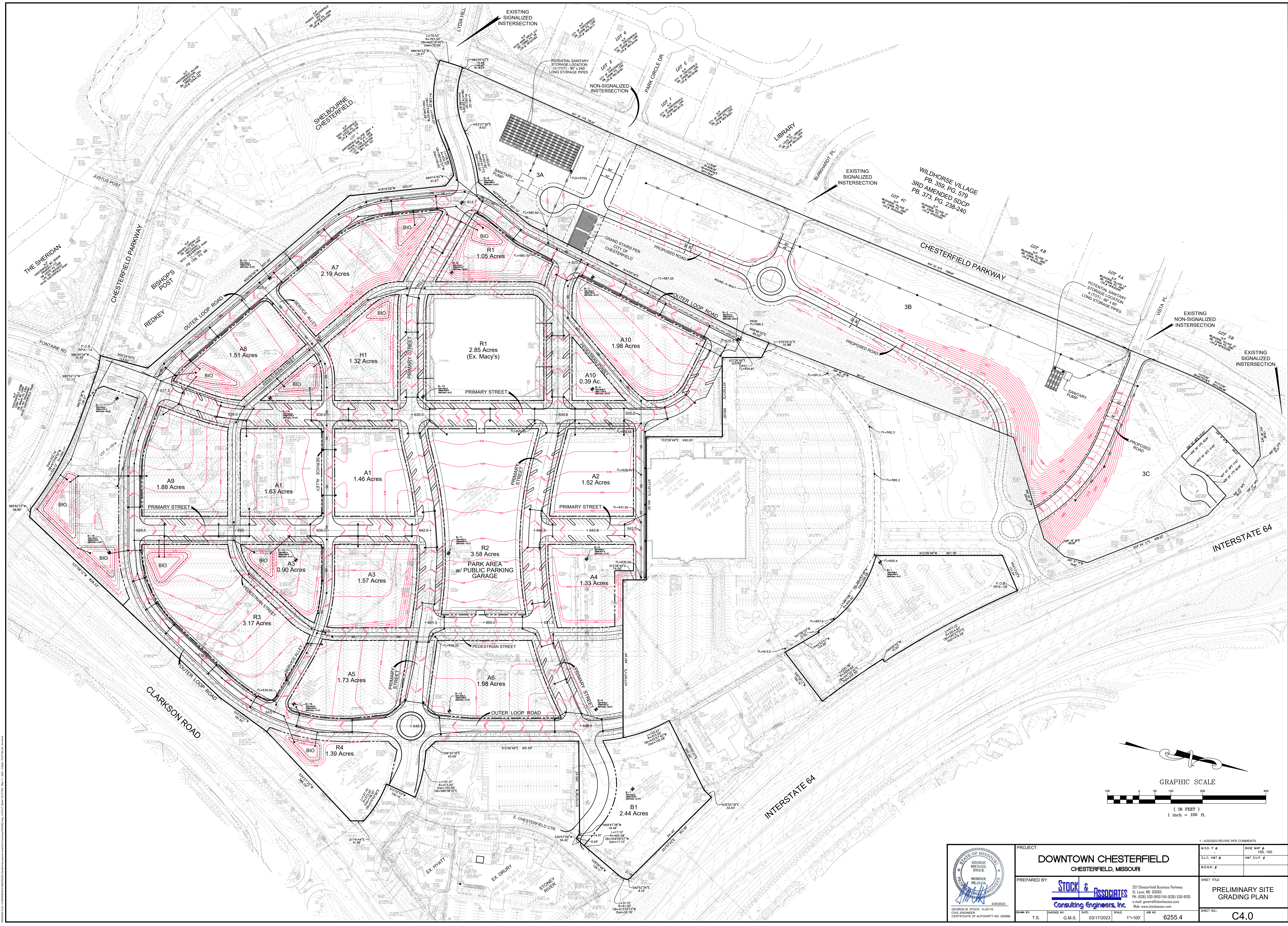
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	PREPARED BY:	STOCK & ASSOCIATES Consulting Engineers, Inc.	S.L.C. H&T #	H&T S.L.P. #	
DATE:	03/17/2023	SCALE:	1"=100'	JOB NO.:	6255.4
DRAWN BY:	T.S.	CHECKED BY:	G.M.S.	SHEET NO.:	C2.0
1-4/20/2023 REVISE PER COMMENTS PRELIMINARY PLAN EXISTING CONDITIONS					

CONCEPTUAL / PROPOSED BUILDING OUTLINE

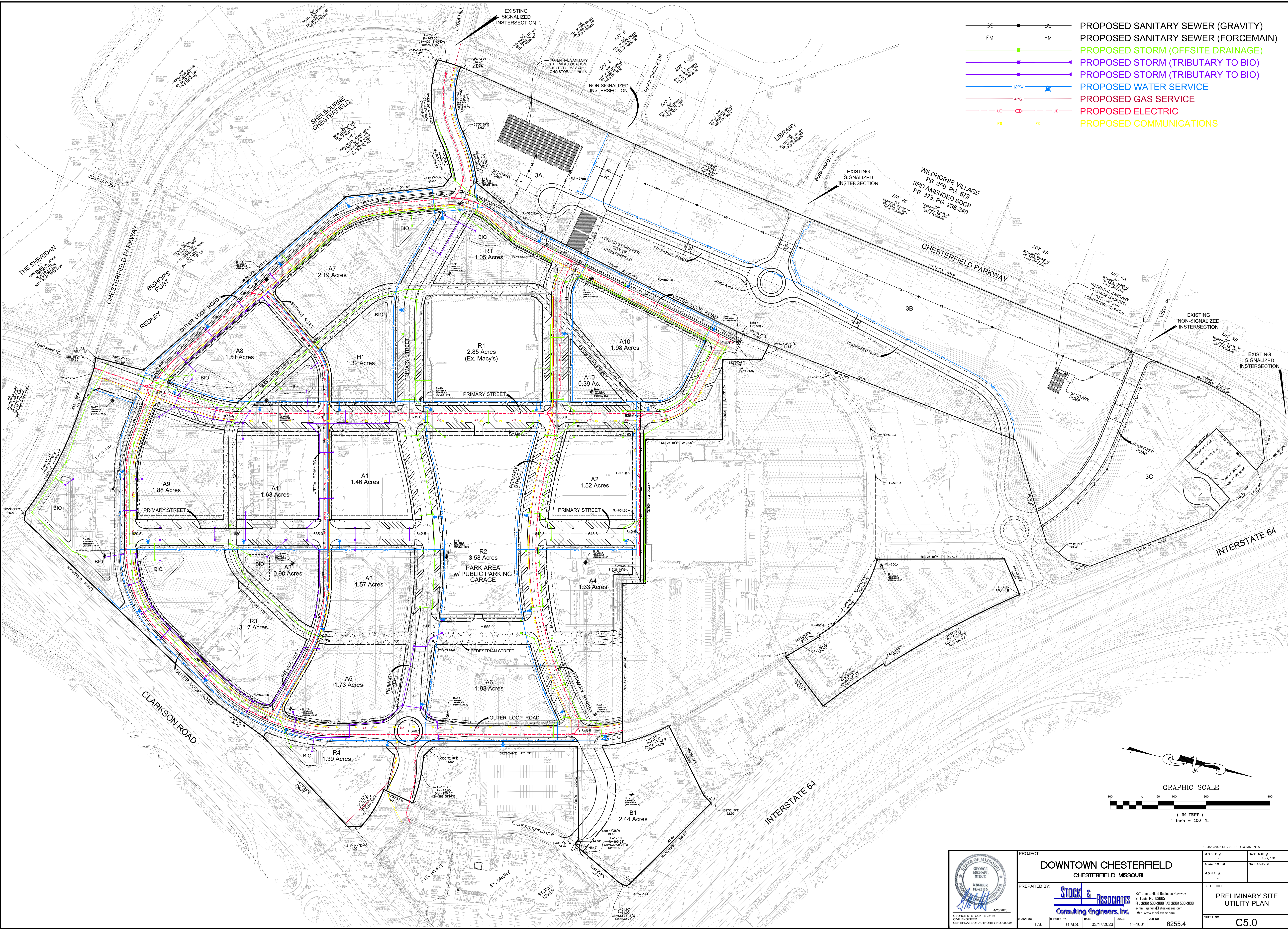


PROJECT: DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI		M.S.D. P. # 185, 195	BASE MAP # -
PREPARED BY: Stock & Associates Consulting Engineers, Inc.		S.L.C. H&T # -	H&T S.L.P. # -
DATE: 03/17/2023		M.D.N.R. # -	SHEET TITLE: DOWNTOWN CHESTERFIELD PRELIMINARY SITE PLAN
SCALE: 1"=100'	JOB NO. 6255.4	SHEET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

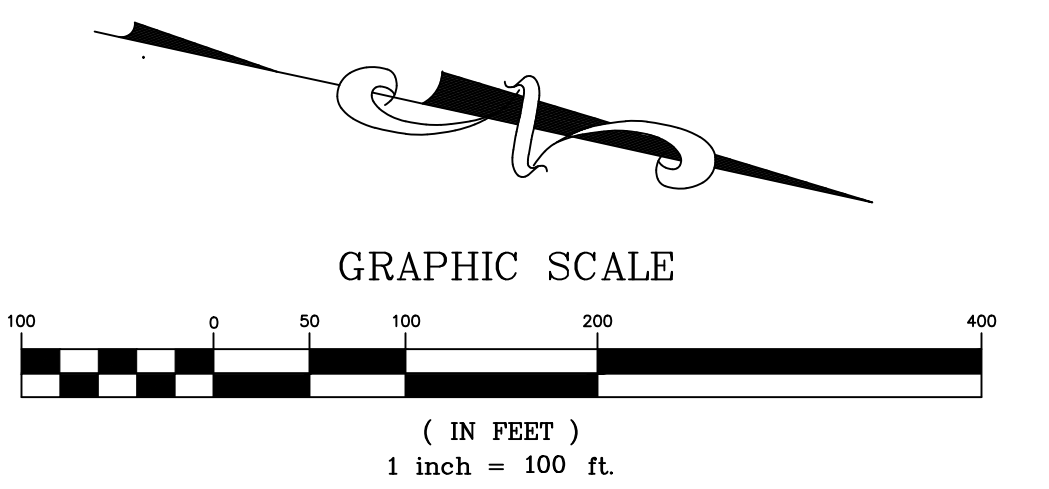
1 - 4/20/2023 REVISE PER COMMENTS



PROJECT: DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI		M.S.D. P. # 185, 195	BASE MAP # -
PREPARED BY: Stock & Associates Consulting Engineers, Inc.		S.L.C. MAP # -	H&T S.L.P. # -
257 Chesterfield Business Parkway St. Louis, MO 63105 PH: (636) 530-9100 FAX: (636) 530-9100 e-mail: gstock@stockandassociates.com Web: www.stockandassociates.com		SHEET TITLE: PRELIMINARY SITE GRADING PLAN	
DRAWN BY: T.S.	CHECKED BY: G.M.S.	DATE: 03/17/2023	SCALE: 1"=100' JOB NO.: 6255.4
SHEET NO.: C4.0		1 - 4/20/2023 REVISE PER COMMENTS	

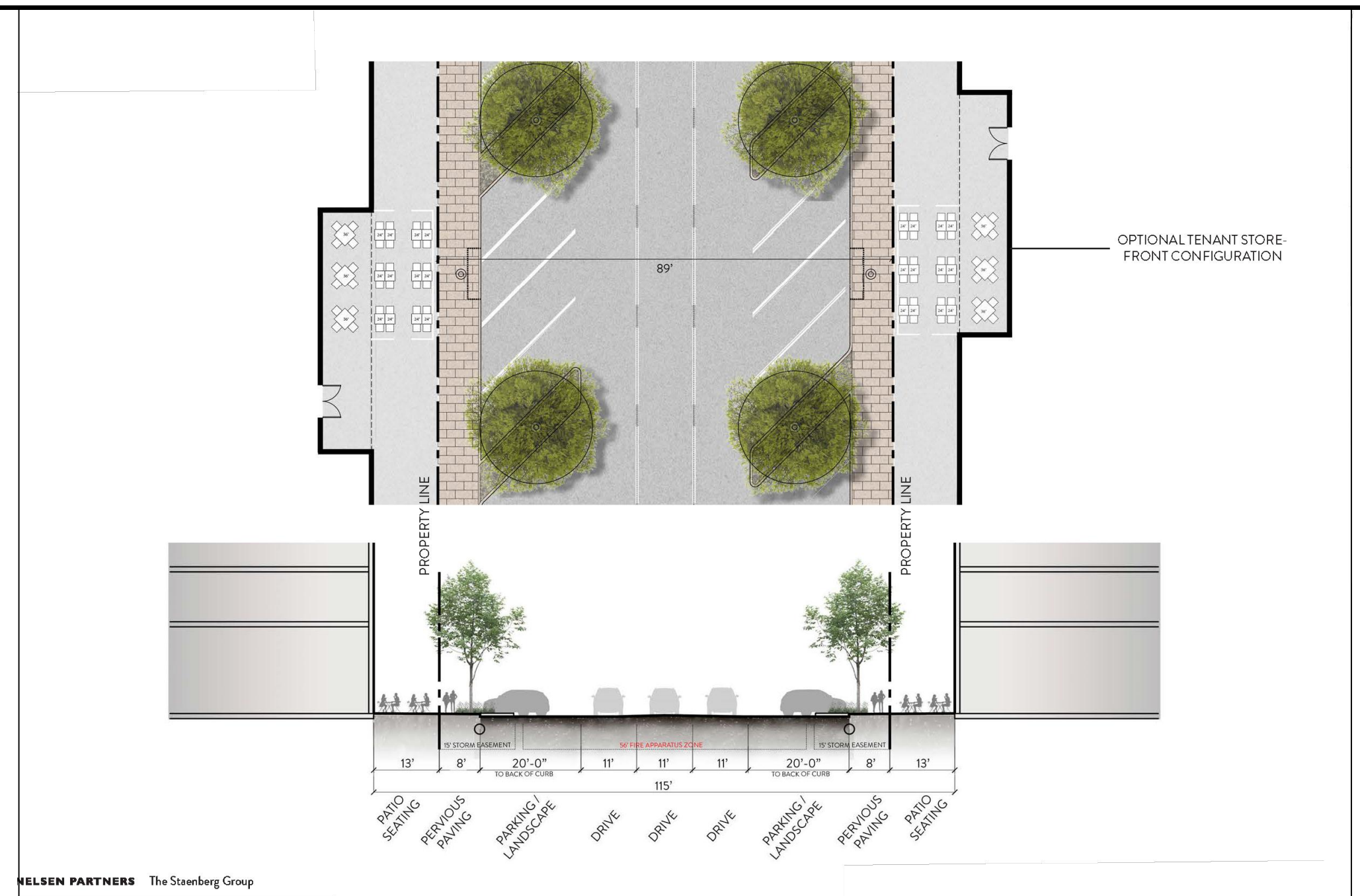


- SS — SS — PROPOSED SANITARY SEWER (GRAVITY)
- FM — FM — PROPOSED SANITARY SEWER (FORCEMAIN)
- PROPOSED STORM (OFFSITE DRAINAGE)
- PROPOSED STORM (TRIBUTARY TO BIO)
- PROPOSED STORM (TRIBUTARY TO BIO)
- PROPOSED WATER SERVICE
- PROPOSED GAS SERVICE
- PROPOSED ELECTRIC
- PROPOSED COMMUNICATIONS

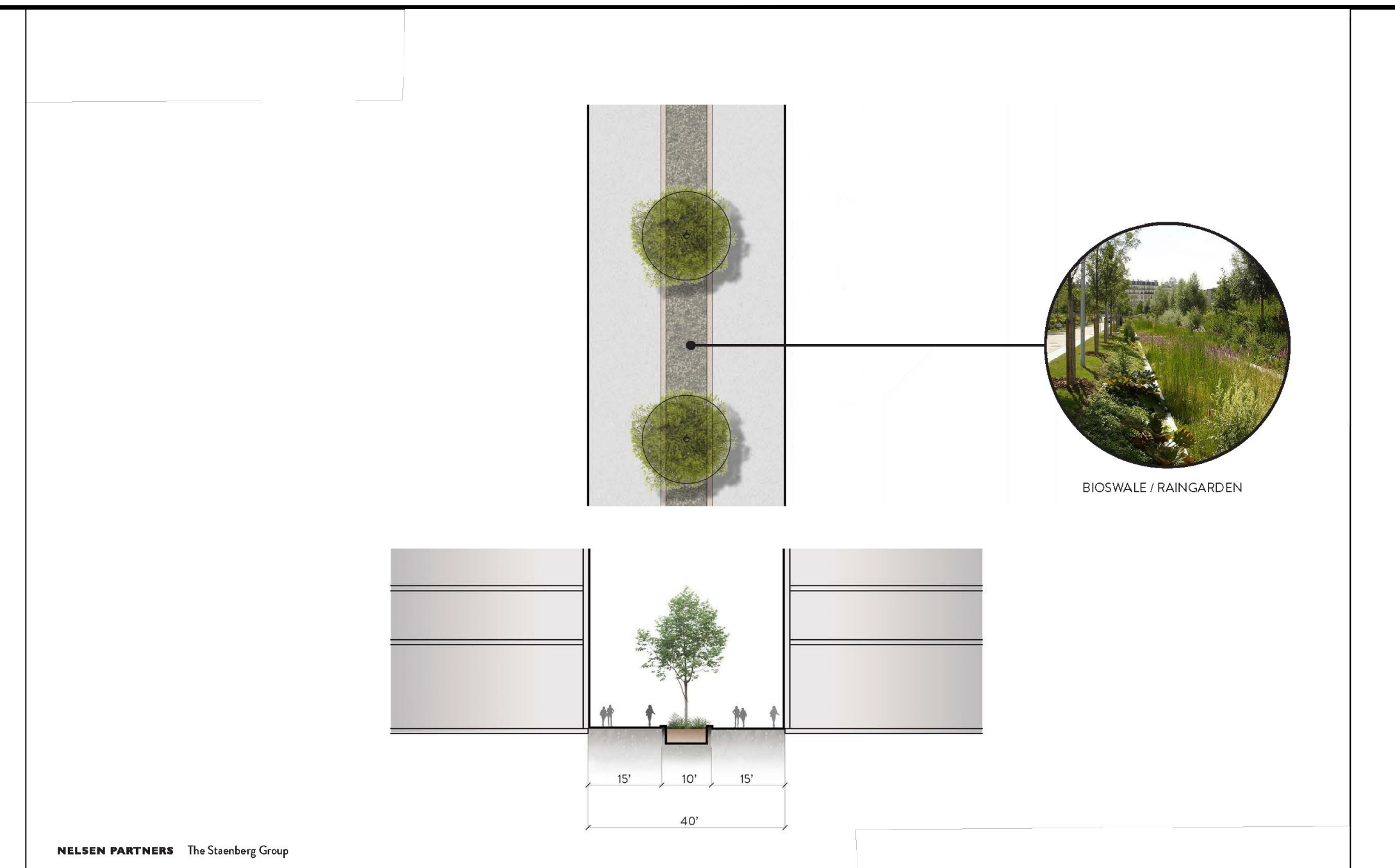


	PROJECT:	DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI		M.S.D. P. #	185, 195
	PREPARED BY:			S.L.C. H&T #	H&T S.L.P. #
GEORGE M. STOCK CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096	DATE:	03/17/2023	SCALE:	1"=100'	JOB NO. 6255.4
SHEET TITLE: PRELIMINARY SITE UTILITY PLAN				SHEET NO.: C5.0	

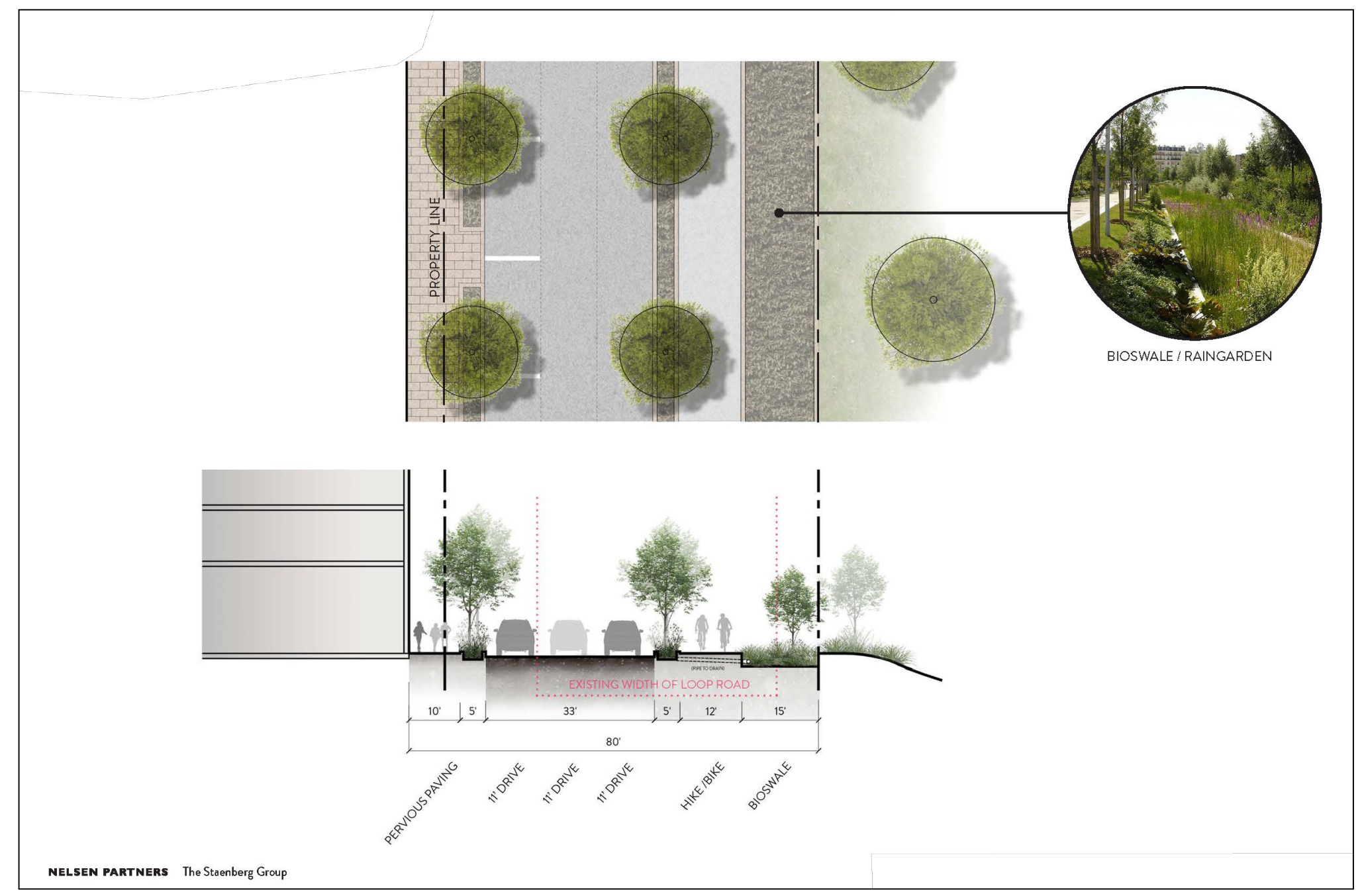
1 - 4/20/2023 REVISE PER COMMENTS



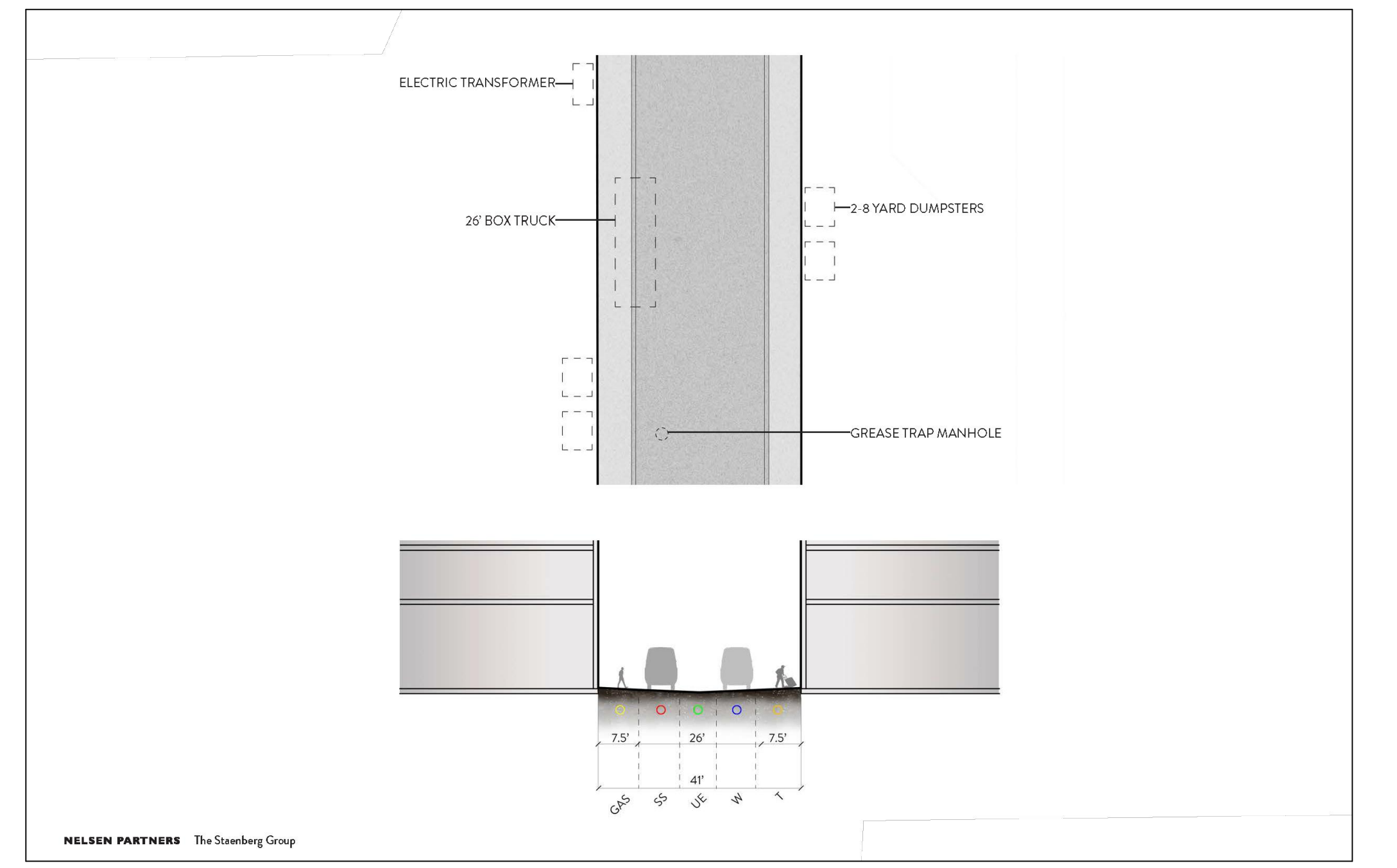
PRIMARY STREET



PEDESTRIAN STREET

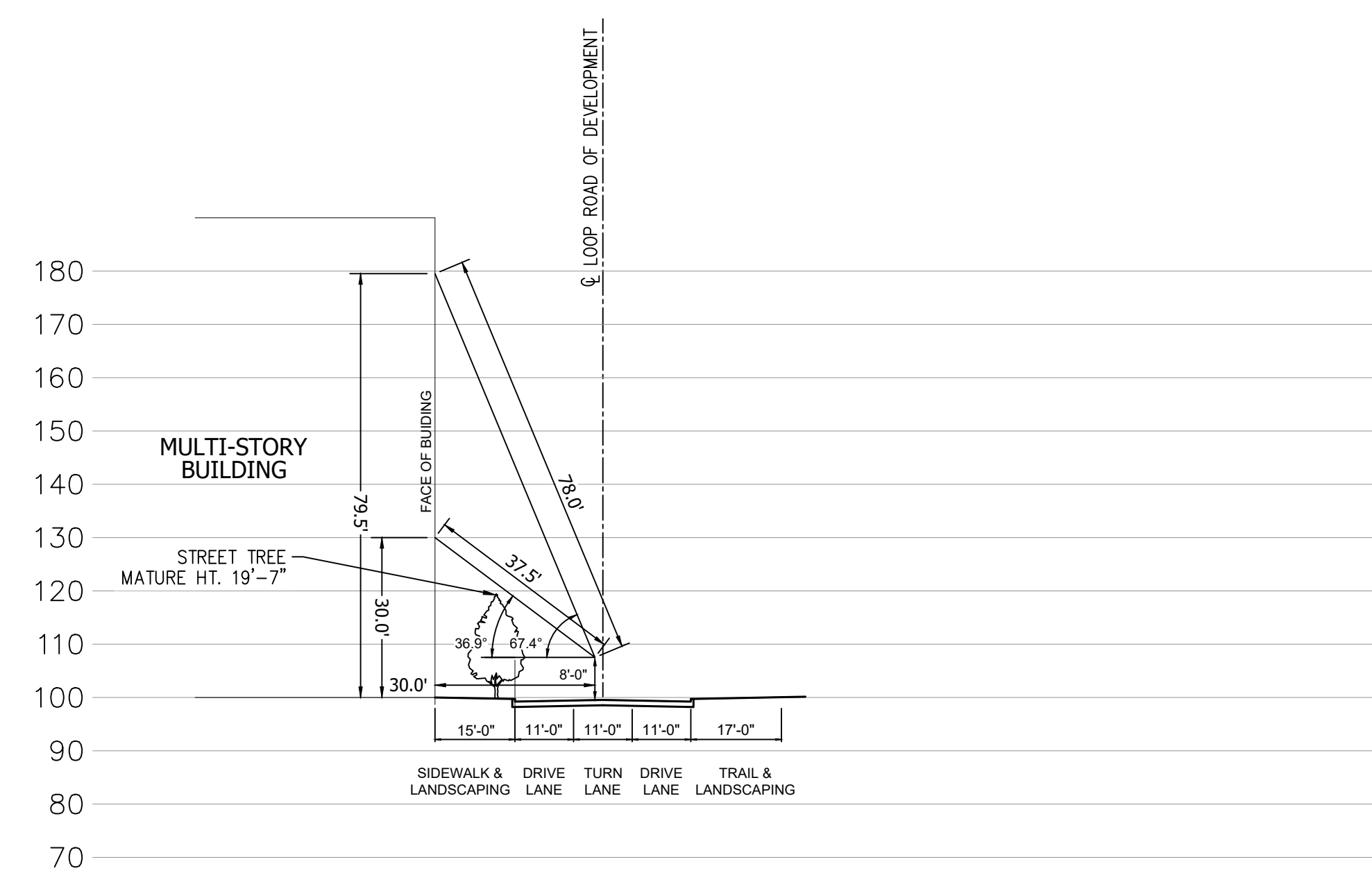


OUTER LOOP ROAD / HIKE & BIKE TRAIL

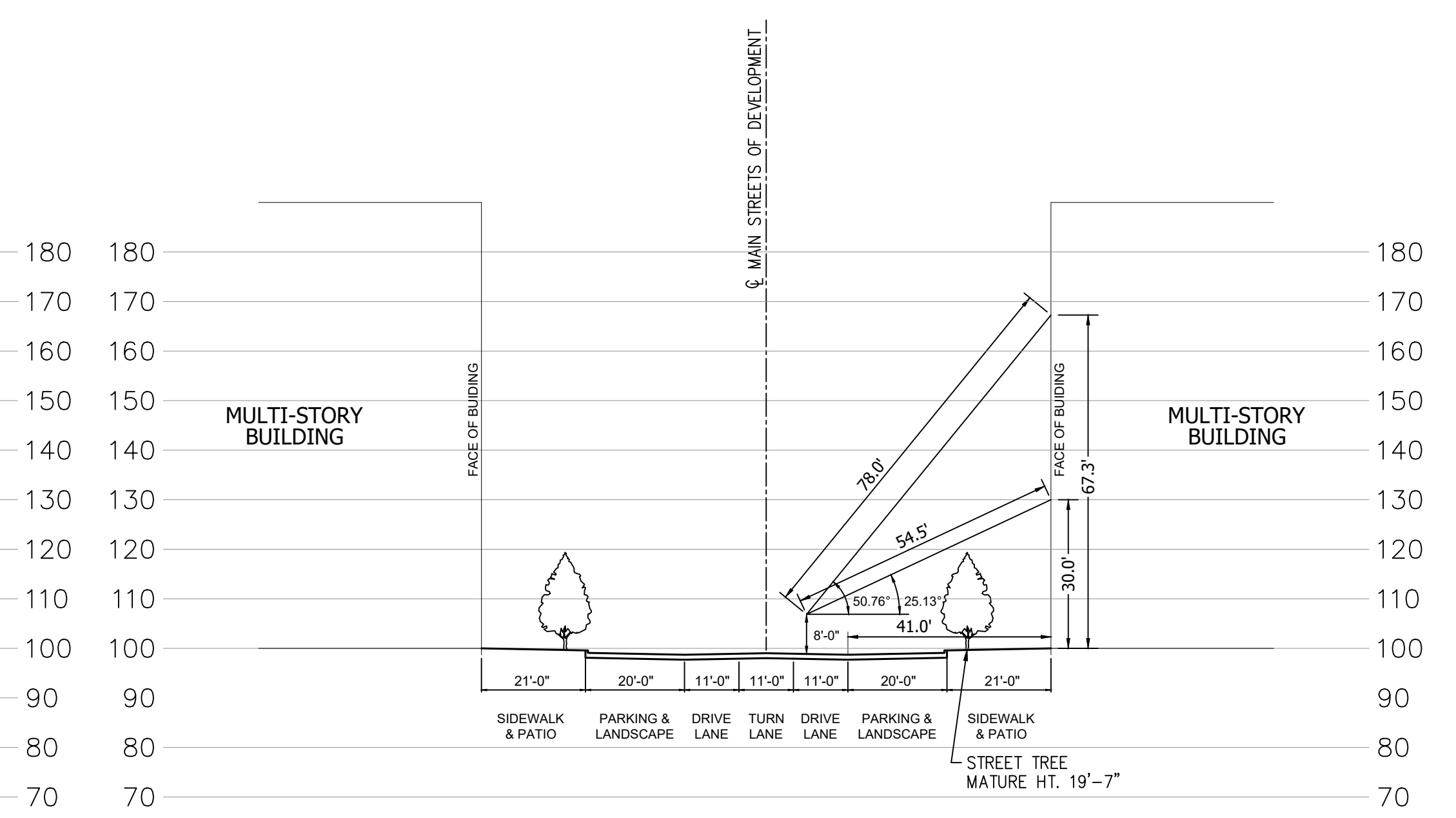


SERVICE ALLEY

NOTE: SECTIONS PER NELSON PARTNERS MASTER PLAN DATED 02.15.2023

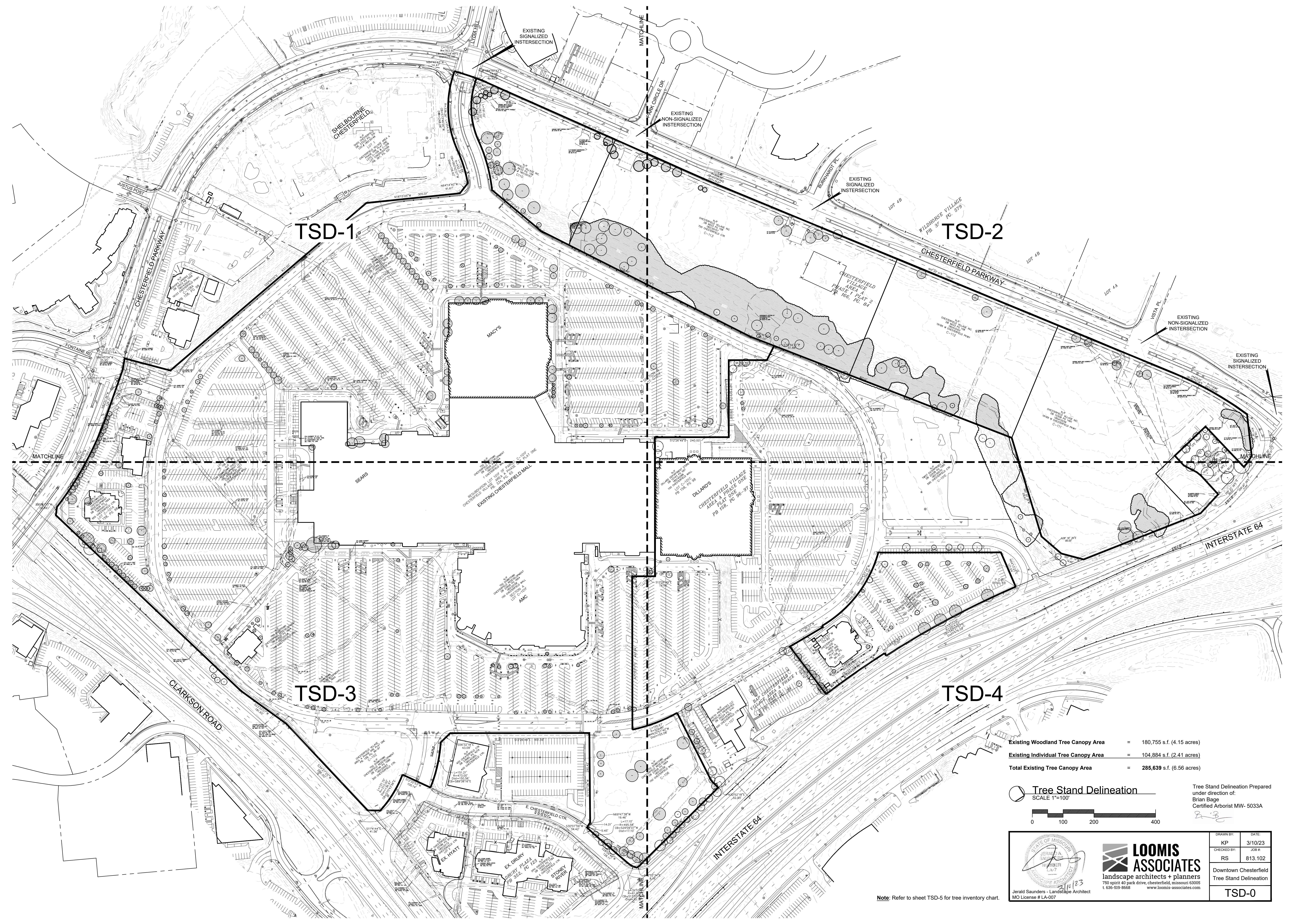


COMPLIANT AERIAL APPARATUS ACCESS SECTION (LOOP ROAD)



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

	PROJECT:	DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI	M.S.D. P. #	185, 195
	PREPARED BY:		S.L.C. H&T #	-
GEORGE M. STOCK CIVIL ENGINEER CERTIFICATE OF AUTHORITY NO. 00096	DATE:	03/17/2023	SCALE:	1"=100'
JOB NO. 6255.4 SHEET NO. C6.0	PROJECT: DOWNTOWN CHESTERFIELD CHESTERFIELD, MISSOURI PREPARED BY: STOCK & ASSOCIATES 257 Chesterfield Business Parkway St. Louis, MO 63305 PH: (636) 530-9100 FAX: (636) 530-9330 e-mail: gstock@stockassoc.com Web: www.stockassoc.com	SHEET TITLE: PRELIMINARY PLAN SITE AND ROAD SECTIONS	SHEET NO.: C6.0	1 - 4/20/2023 REVISE PER COMMENTS



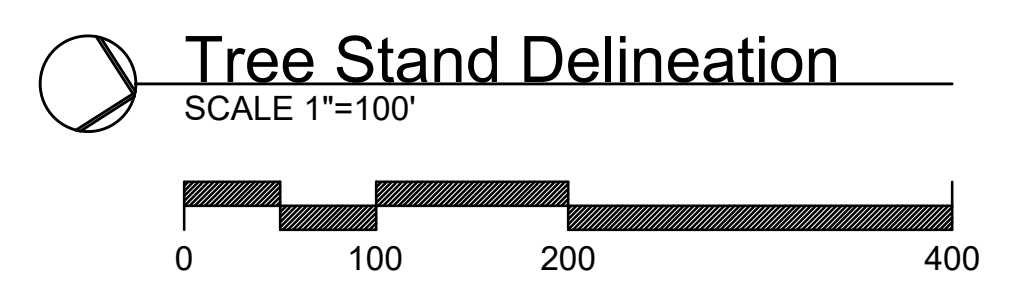
TSD-1

TSD-2

TSD-3

TSD-4

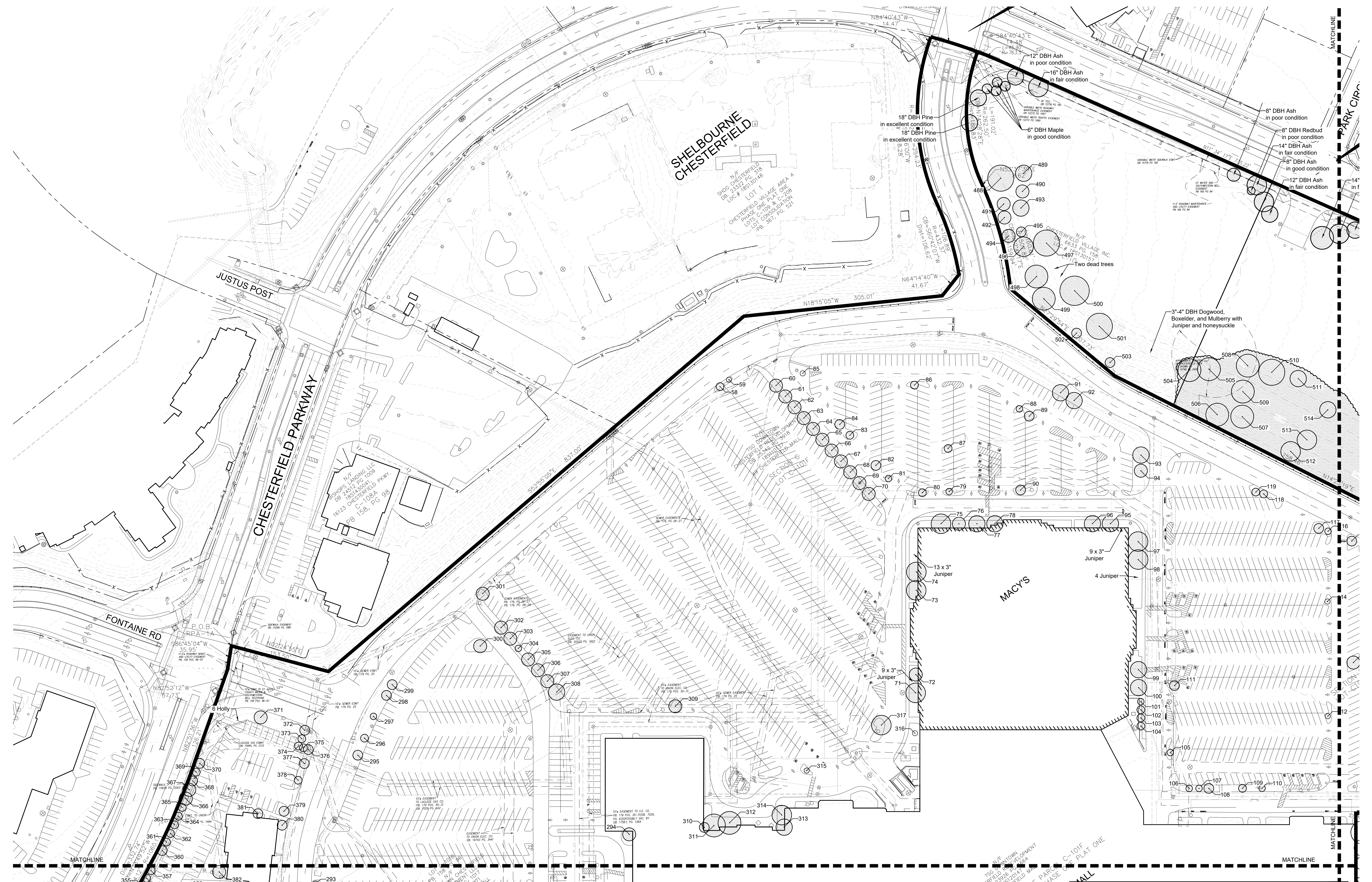
Existing Woodland Tree Canopy Area = 180,755 s.f. (4.15 acres)
 Existing Individual Tree Canopy Area = 104,884 s.f. (2.41 acres)
 Total Existing Tree Canopy Area = 285,639 s.f. (6.56 acres)

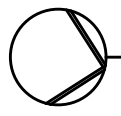
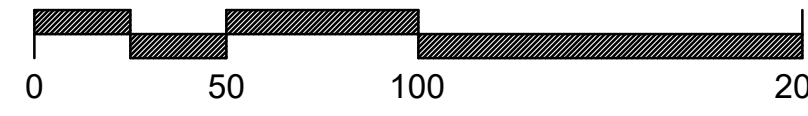


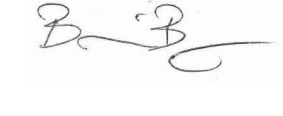
Tree Stand Delineation Prepared under direction of:
 Brian Bage
 Certified Arborist MW- 5033A

	LOOMIS ASSOCIATES landscape architects + planners 750 spirit 40 park drive, chesterfield, missouri 63005 t. 636-639-8668 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.



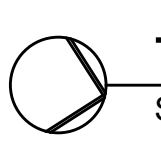
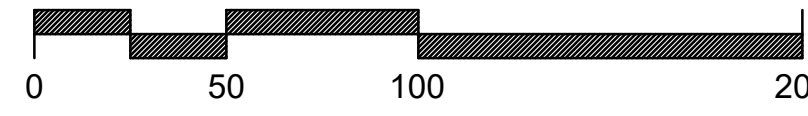

Tree Stand Delineation - Southwest
 SCALE 1"=50'



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	 LOOMIS ASSOCIATES 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		TSD-1	

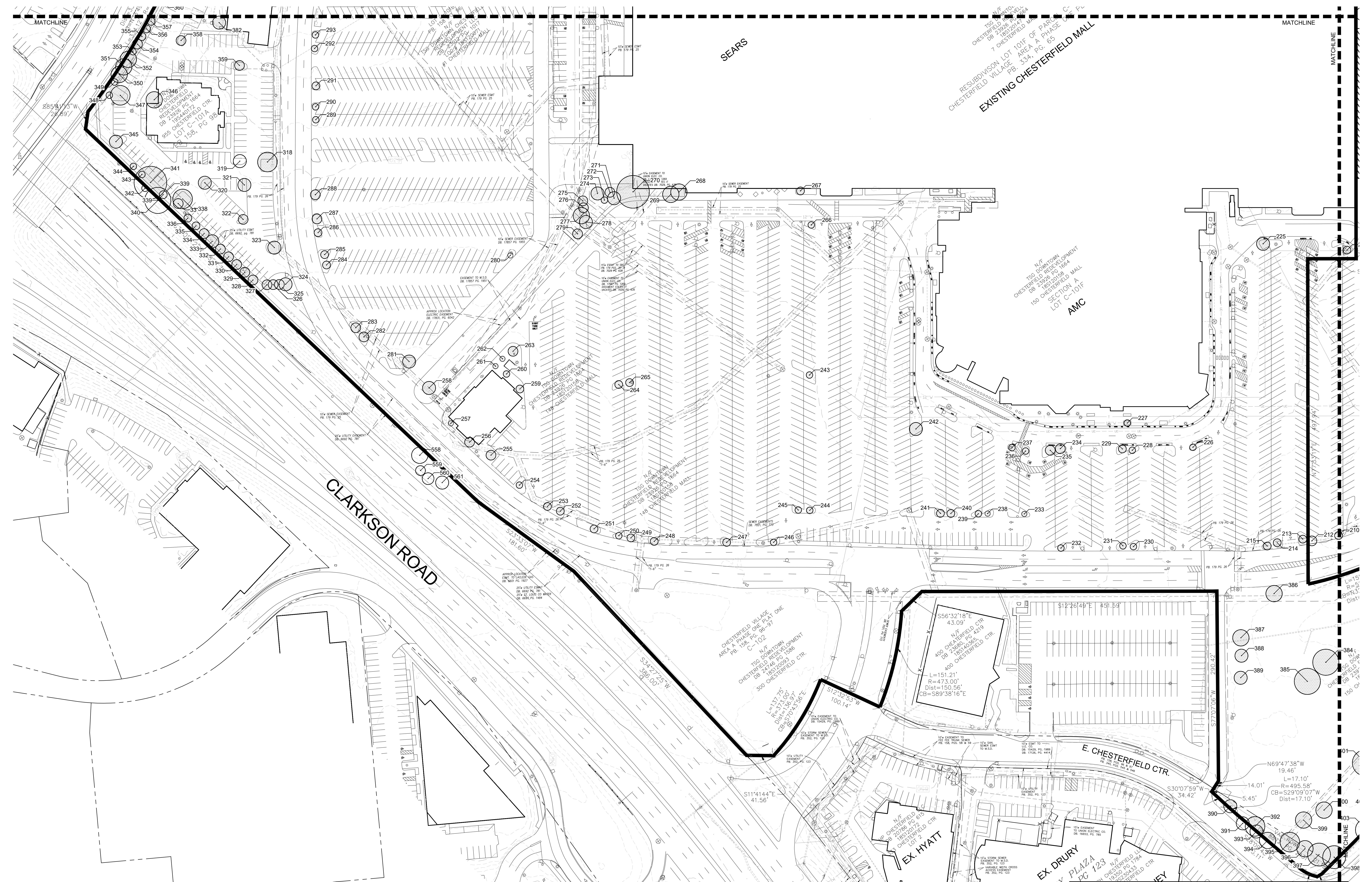



Tree Stand Delineation - Northwest
 SCALE 1"=50'


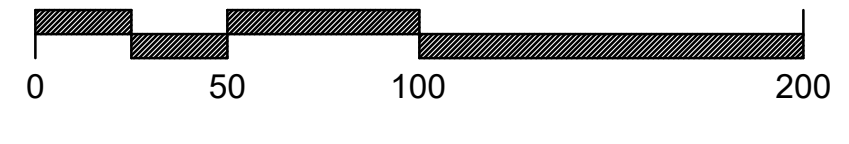
Tree Stand Delineation Prepared
 under direction of:
 Brian Bage
 Certified Arborist MW- 5033A


 Jerald Saunders - Landscape Architect MO License # LA-007	 LOOMIS ASSOCIATES 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 TSD-2	

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



Tree Stand Delineation - Southeast
 SCALE 1"=50'

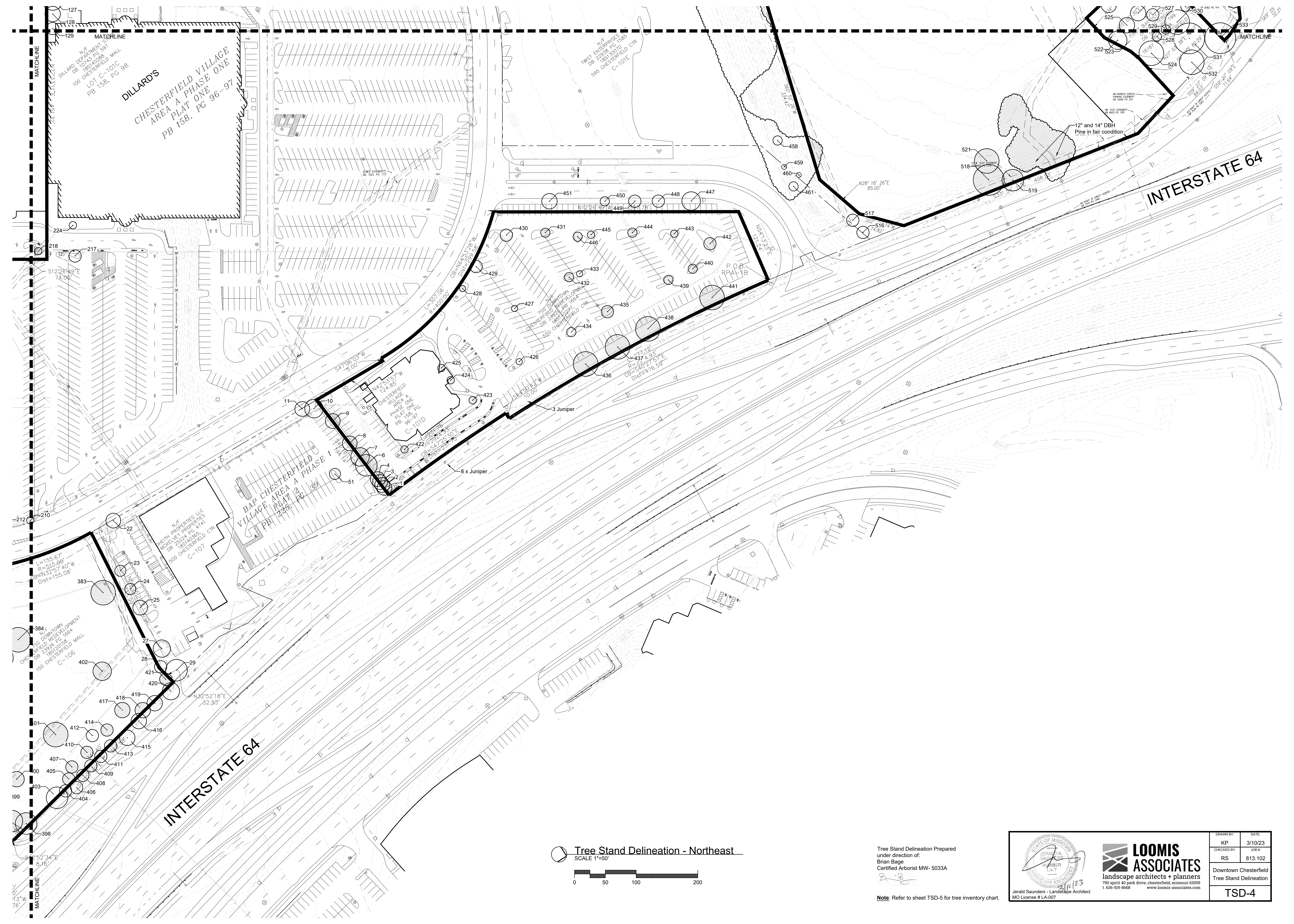


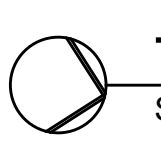
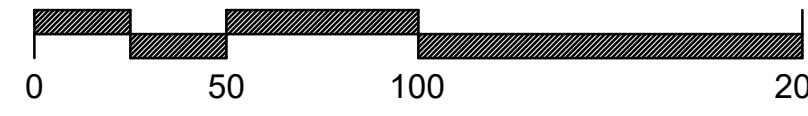
Tree Stand Delineation Prepared under direction of:
 Brian Bage
 Certified Arborist MW- 5033A

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

	DRAWN BY: KP	DATE: 3/10/23
	CHECKED BY: RS	JOB #: 813.102
Downtown Chesterfield Tree Stand Delineation		TSD-3

LOOMIS ASSOCIATES
 landscape architects + planners
 750 spirit 40 park drive, chesterfield, missouri 63005
 t. 636-639-8668 www.loomis-associates.com




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

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.

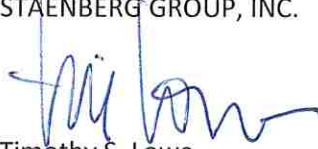
The Concept Plan for Downtown Chesterfield includes a mixture of structured parking, street parking and surface parking. While the parking needs for Downtown Chesterfield are predominantly served by structured parking, both street parking and surface parking are a critical element of the plan. Street 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 25th 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



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

June 2, 2023

Sent via email: 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)
Mike Doster (MDoster@dubllc.com)
John M. Nations (jnations@dubllc.com)

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.

Memorandum

Department of Planning & Development Services



To: Michael O. Geisel, City Administrator
From: Justin Wyse, Director of Planning and Development Services
Date: February 15, 2018
RE: Chesterfield Village/Chesterfield Mall Report

At the August 24, 2017 Planning and Public Works Committee meeting, Staff was directed to prepare a report of Chesterfield Village with a particular focus on the Chesterfield Mall and surrounding areas and the challenges and opportunities that exist given the anticipated redevelopment of the Chesterfield Mall. Members of the Committee expressed a desire for a comprehensive analysis of this area in anticipation of future redevelopment. In response to this direction, Staff has prepared the following information.

The area known as Chesterfield Village 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 the Chesterfield Village remains intact today, with specific zoning entitlements in place to guide the development of the remaining 300 or so acres in accordance with the original vision. However, Chesterfield Village is facing unprecedented challenges in the modern age. Namely, Chesterfield Mall, the heart of Chesterfield Village, has aged beyond its useful life—both in terms of economic productivity and infrastructure integrity. The purpose of this report is to provide a comprehensive view of Chesterfield Village, with a particular focus on Chesterfield Mall. Ultimately, this report will provide a framework for understanding the history, existing conditions, and challenges of Chesterfield Village / Chesterfield Mall. In order to orient readers, the limits of Chesterfield Village as of 2013 are depicted below.

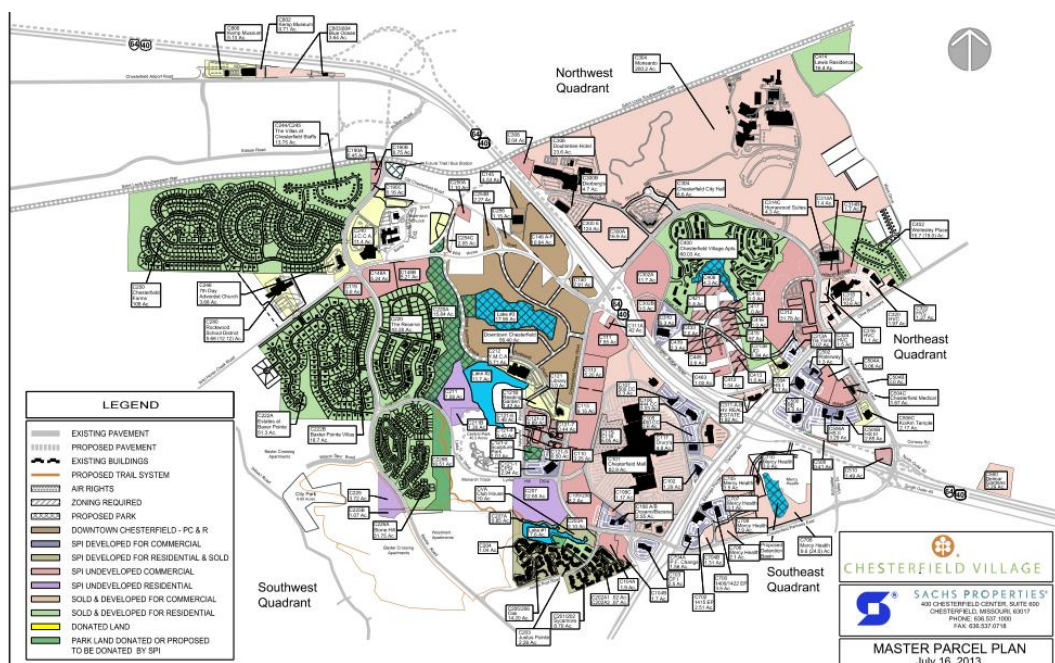


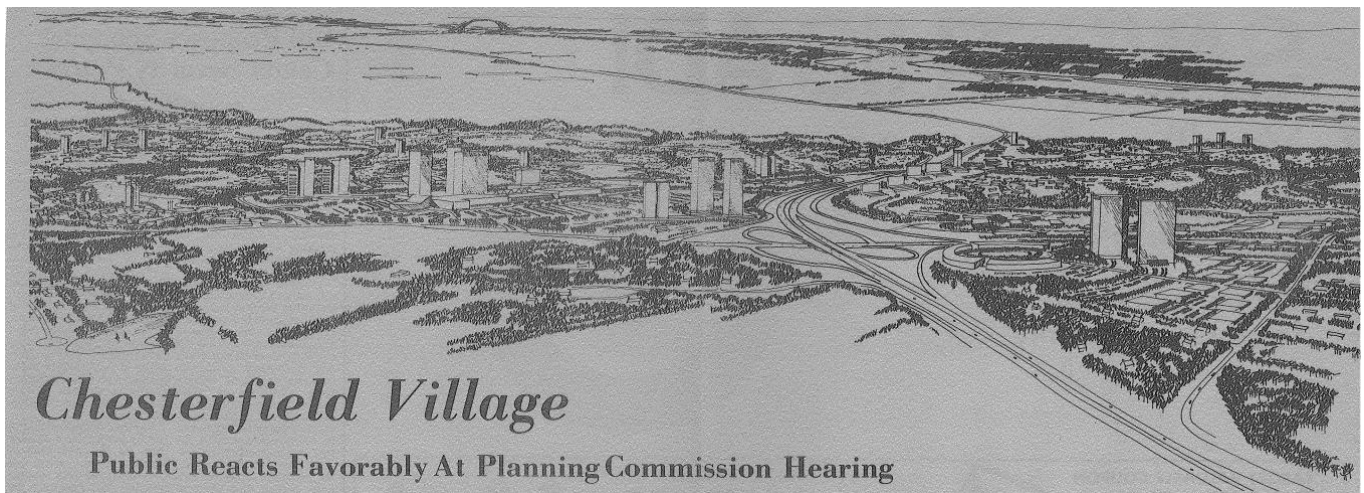
Figure 1--2013 Chesterfield Village Master Parcel Plan

History

Following the master zoning of St. Louis County in 1965, much of the present-day area around Chesterfield Parkway had been zoned non-urban and low-density residential with limited highway-oriented commercial along old U.S. 40 and Old Olive Street. The community that is visible today as Chesterfield Village can trace its formation back to the late 1960s. Louis Sachs had long taken over his family’s electrical contracting business but then only recently had he ventured into real estate. Sachs started by building and leasing strip-malls in the greater St. Louis area. Still, the entrepreneur desired to develop more than just individual commercial properties, rather a community of multiple uses integrated in their design.

Sachs realized the infrastructure improvements that were planned for realigning and improving Olive / Clarkson and Highway 40 presented an ideal location for future development. In 1967, Sachs Properties, Inc. began land assembly and planning for the envisioned community. In 1971, Sachs Properties submitted fifteen separate rezoning and Planned Environment Unit petitions for the southwest and northwest quadrants of relocated State Route 340 and limited-access Highway 40. So sure of this intersection as a future metropolitan center of activity, Sachs persuaded a mall developer to reconsider their proposed Manchester location.

These petitions served to formally present the Chesterfield Village concept to the public and to the St. Louis County Planning Commission. The excerpt below from the October 20, 1971 issue of the West County Journal shows the vision presented by Sachs. The vision included dense nodes of development surrounded by a connected system of open spaces. Height was envisioned as a key element as the taller buildings allowed for less disturbance of natural landscapes and allowed for open spaces to be connected rather than isolated on individual properties.



The rezoning of quiet, wooded hills on the bluffs of the Missouri River valley would not have been appealing to St. Louis County if not for the planned road system and open space management that were integral to the planned community. Central to the proposed community, a regional shopping center and offices were placed close to the new highway interchange surrounded by nearby multi-family dwellings and attached single-family homes. Linking it all together was a new circumferential parkway and a network of bike paths, trails, lakes, and open spaces.

The sudden wave of petitions initially led the St. Louis County Planning Commission to focus exclusively on the southwest quadrant, the largest, first acquired, and location of the proposed mall. Jointly with Shands and Richman, four residential rezonings and subsequent Planned Environment Units were approved. Additionally in light of the plan for the community, four planned commercial districts were approved including a regional shopping center surrounded by offices, restaurants, and retail as well as three separate neighborhood centers.

It was with this first major rezoning that the plan became more publicly visible. Sachs' dedication to his plan was such that he kept a scaled physical model of Chesterfield Village in his office, as shown in the adjacent photo.¹

While acquiring property, parcel numbers were assigned to subsections of properties to be included in the master plan for Chesterfield Village. These three-digit numbers correlate with both existing and future uses in Chesterfield Village. The following is a breakdown of the Sachs Parcel numbers:

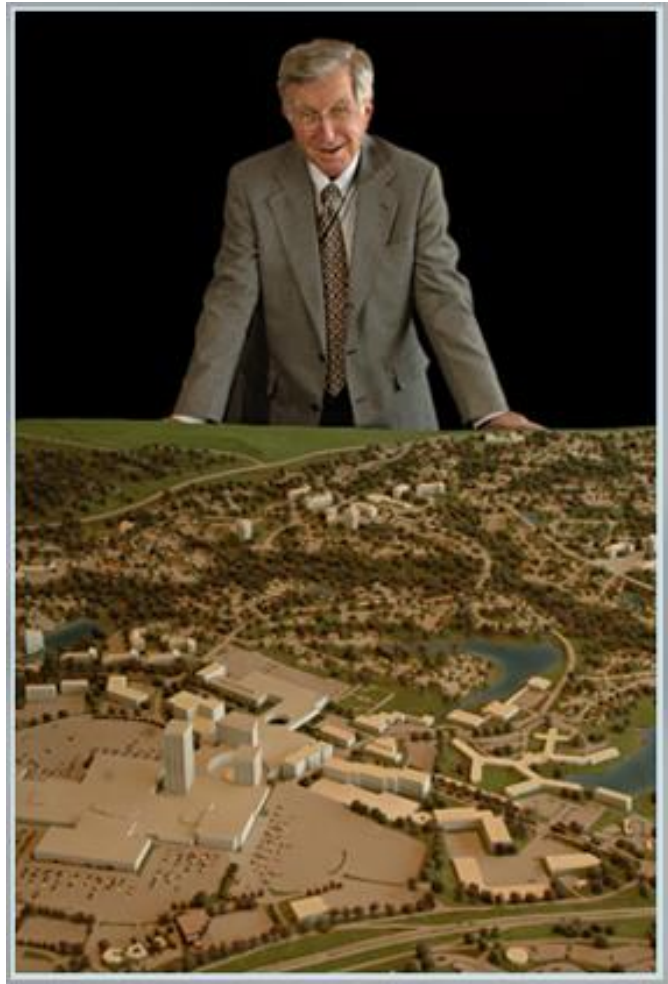


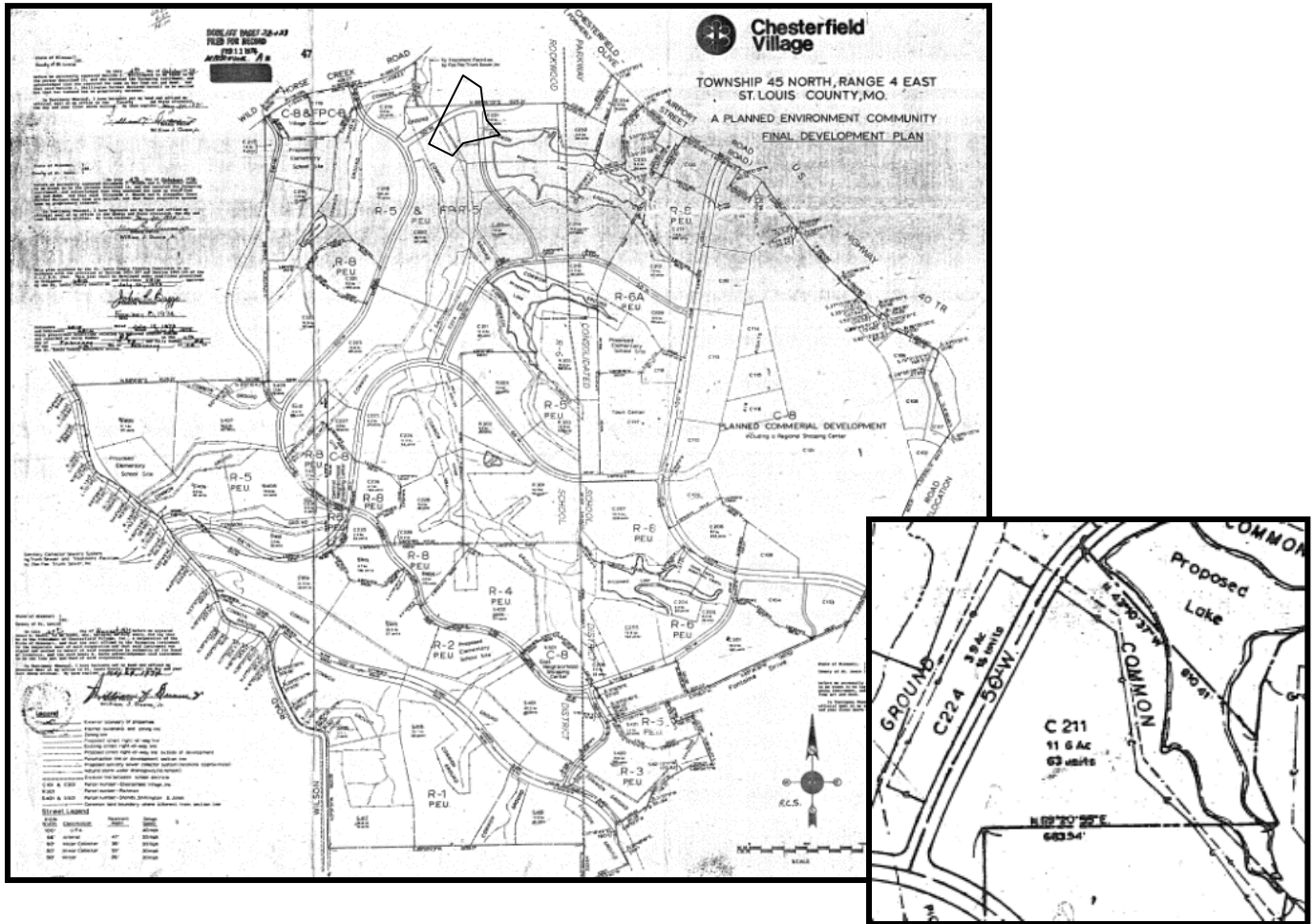
Figure 2—Louis and the Plan

- C-100s: Southwest quadrant commercial
- C-200s: Southwest quadrant residential
- C-300s: Northwest quadrant commercial
- C-400s: Northwest quadrant residential

- C-500s: Northeast quadrant commercial
- C-600s: not used
- C-700s: Southeast quadrant commercial
- C-800s: Valley commercial / light-industrial

Essentially, the numbers start in the southwest quadrant of the intersection of Highway 40 and Olive / Clarkson, the first area acquired, then move clockwise about the quadrants with the first of three digits corresponding to existing or intended uses (odd = commercial, even = residential). This pattern is visible in that today, all Sachs parcels follow in existing zoning for built or approved uses. The exceptions are “NU” Non-Urban District zoned properties and Parcel C-160A, the latter being recently renumbered by Sachs Properties, Inc. and all probable sites for future “PC” rezoning petitions. The use of this parcel identification system began with the first development plan approved in 1974 and shown below. As an example, Parcel C211, which we’ll examine more closely later in this report, is shown.

¹ <http://www.sachsproperties.com/news.asp>



Following rezoning of the southwest quadrant in the mid-1970s, Sachs built Chesterfield Mall, Chesterfield Center, and Oak and Sycamore subdivisions. By 1979 with past rezonings finally resulting in development, Sachs submitted five new petitions for the northwest quadrant, the area on which the St. Louis County Planning Commission originally had held off. As a result, Hilltown Village Center and future office sites on Swingley Ridge Road and Chesterfield Parkway were rezoned.

Following these early successes, development began in earnest. The following timeline uses green text to list major development milestones listed on Sachs Properties' website², with some additional important achievements added into the timeline with the year in blue.

1967: Louis Sachs acquires 37 acres at Hwy. 40 and Olive Blvd.

² <http://www.sachsproperties.com/history.asp>



Figure 3--The site of Chesterfield Village in the 1960's. (above) Louis Sachs reviews plans for the village with a design from Team Four in 1969. (right) <http://www.sachsproperties.com/founder.asp>

1977: Sachs completes a 40,000 SF office building, Chesterfield Parkway I.

1978: Sachs completes a 30,000 SF office building, Fontaine.

1970: Sachs assembles an 87-acre tract for Chesterfield Mall.

1974: Sachs Properties completes its first building in Chesterfield Village, a 30,000 SF warehouse on Chesterfield Airport Rd. It also purchases a retail building adjacent to Chesterfield Mall.

1975: Sachs completes a 30,000 SF office building - its first - at Justus Post Rd.

1976: Sachs completes a 20,000 SF office building, 300 Chesterfield Center.



Figure 4— Site of Chesterfield Mall in 1976 (stlcommercemagazine.com)

1979: Sachs sells 210 acres to Monsanto for its Life Science Center. Sachs also completes three new office buildings totaling 70,500 SF – 333 Chesterfield Center, 444 Chesterfield Center, and 1415 Elbridge Payne – as well as a 7,000 SF restaurant (*Bishop's Post*).

1980: Sachs advances Elbridge Payne Office Park with two new buildings, totaling 60,000 SF and develops a car wash on Olive Street Rd.

1981: Sachs opens 102,000 SF Hilltown Village Center and a small office building.

1982: The DoubleTree Hotel, located just off of Chesterfield Parkway, is approved. It consists of 36,000 SF of conference and event space which can accommodate up to 1,000 guests. The hotel contains tennis courts, deluxe pools, and a 21,000 SF IACC-approved Executive Conference Center.

1984: Sachs completes its largest office building to date – 400 Chesterfield Center with 90,000 SF. Sachs also completes 500 Chesterfield Center, with 40,000 SF.

1986: Sachs completes a 4,000 SF service building on Chesterfield Airport Rd.

1987: Sachs initiates Herman Stemme Office Park, completing 50,000 SF Herman Stemme I.

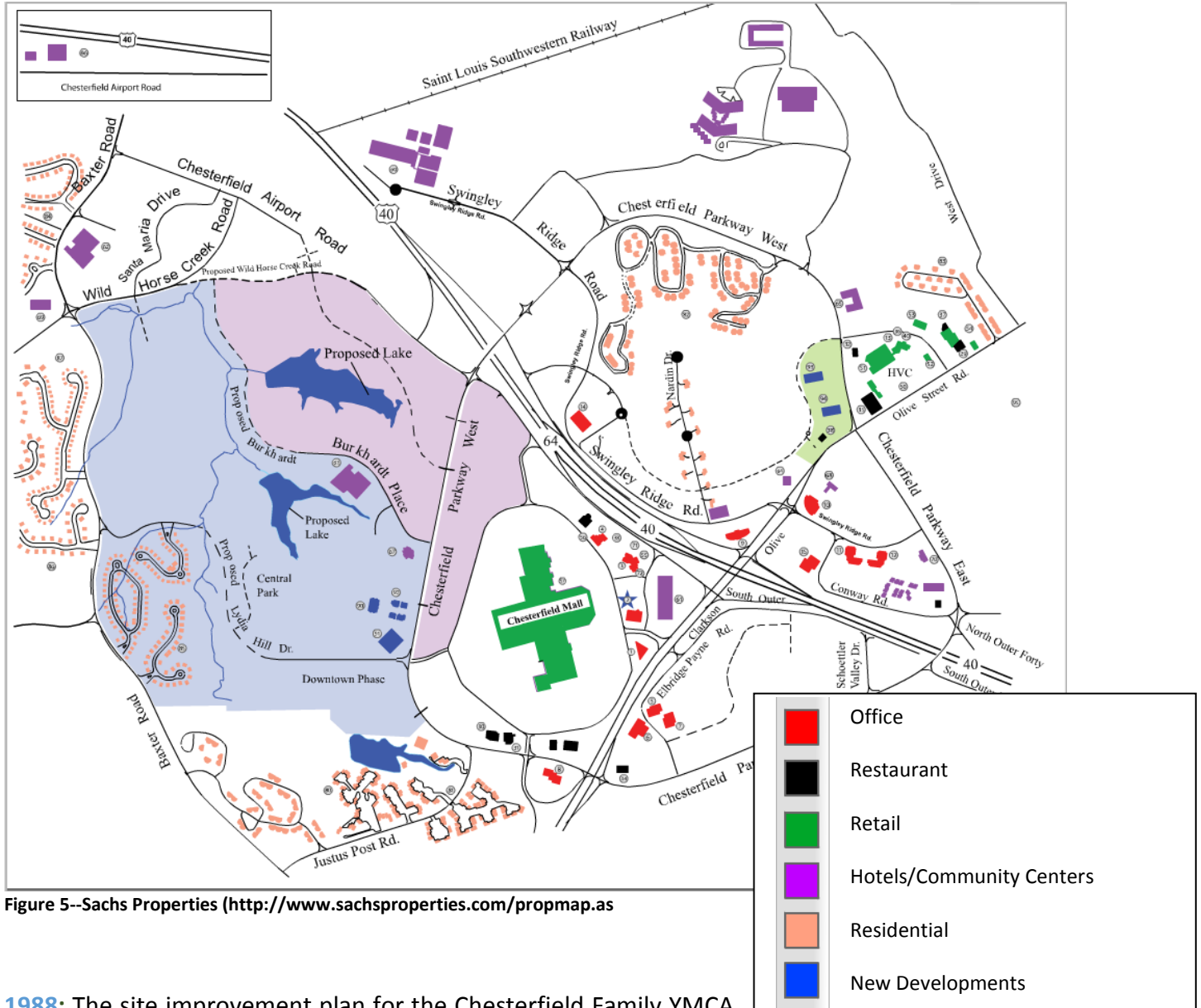


Figure 5--Sachs Properties (<http://www.sachsproperties.com/propmap.as>)

1988: The site improvement plan for the Chesterfield Family YMCA is approved. Today, it boasts a large eight-lane pool, an expanded fitness center, an Early Childhood Education Center, and a 370-seat Chesterfield Community Theatre.

1988: Sachs completes two office buildings, 50,000 SF Herman Stemme II and 23,000 SF Olive/Forty, plus a 15,000 SF retail building and a daycare facility at Hilltown Village Center.

1989: Sachs completes 50,000 SF Herman Stemme III.

1990: Sachs develops a 6,500 SF restaurant. (*Charlie Gitto's*)

1991: Sachs develops an 8,000 SF restaurant. (*Restaurant currently vacant; former Bacana Brazil*).

1993: Sachs expands Chesterfield Parkway I by 10,000 SF.

1998: Sachs acquires the 120,000 SF Roosevelt office building and completes the 154,000 SF Chesterfield Ridge Office Building.

1999: Sachs develops a 7,000 SF restaurant. (*Yia Yia's*)

2000: The present-day Chesterfield City Hall is approved, located between Swingley Ridge Road and Chesterfield Parkway West.

2001: Sachs sells two office buildings and land for a hotel. This becomes the Drury Suites and Hyatt Place hotels.



Figure 6--The Awakening and HOK building
(Photo by Jason Hoffman)

2003: Sachs co-develops a 7,000 SF restaurant. (*P.F. Chang's*)

2007: Sachs begins construction of Phase I of Downtown Chesterfield.

2008: Sachs completes 100,000 SF Central Park Square I office building in Downtown Chesterfield.

2009: Sculpture Garden and Awakening comes to Downtown Chesterfield.



Figure 7--The Amphitheatre

2010: The newly renovated Central Park is approved, and now includes a variety of amenities such as trails, an aquatic center, public art, and an amphitheatre. City enters into a Parkland Donation agreement with Chesterfield Village Inc. to obtain 13.2 acres in exchange for establishing three accounts for greenspace, floor area ratio, and tree preservation development credits. The agreement allows for additions to the roadway, trail, and park systems.

2011: The Chesterfield Amphitheater, which seats up to 4,000 patrons, opens in Central Park. It is set to host a variety of theatrical, musical, educational and corporate events.

2012: The site development plan for the Reinsurance Group of America (RGA) Headquarters is approved. Located on Swingley Ridge Road, the 16.48-acre headquarters contains offices, outdoor walking paths, and a two-story fitness facility.

2015: The four-story, 125,000 SF Mercy Virtual Care Center opens on South Outer 40 Road. The building serves as a hub for telemedicine, allowing providers to deliver care to patients through remote technology. The building is part of a future health campus for the 43 acres of land located north of Chesterfield Parkway East.

2016: Renovations for the Samuel C. Sachs Branch of St. Louis County Library, located on Burkhardt Road, are completed. The renovations include an enhanced children’s area, private study rooms, a business center, and a revamped community meeting room.

2016: The groundbreaking ceremony for the Veterans Honor Park, located on Veterans Place Drive, is held. The 16,000 SF park dedicated to honor and recognize veterans includes a granite star monument and fountain, military seals and threshold pavers, paved sidewalks, and inner ring benches and flagpoles.



Figure 8—Veterans Honor Park

2017: The groundbreaking for the new Pfizer research facility located at 875 West Chesterfield Parkway occurs. The 295,000 SF of laboratory and office space will be used to hone development of medicine and vaccines, and is projected to be completed in mid-2019.

In addition to leading the construction of Chesterfield Parkway and the numerous developments listed above, Sachs was also a philanthropist who recognized the value of civic, cultural, and religious institutions in shaping a community. As part of his overall vision for Chesterfield, Sachs made financial and/or land contributions to the YMCA, JCC, Faust Park, St. Louis County Library, STAGES St. Louis, Junior Chambers International, Seventh Day Adventist Church, Kol Am Temple, Ascension Catholic Church, Antioch Baptist Church cemetery, and the Kemp Auto Museum. Sachs also donated land to the City of Chesterfield for the development of a parks and trail system and created the Chesterfield Arts non-profit organization, resulting in the placement of numerous public art installations throughout Chesterfield, including the now-iconic Awakening sculpture in Central Park.³ Louis Sachs passed away in 2011, leaving

³ West Newsmagazine, Vol. 16. No. 15 June 8, 2011

his many accomplishments and vision for Chesterfield Village in the hands of his family-controlled business, Sachs Properties.

While much of the vision for Chesterfield Village was achieved in Sachs’ lifetime, significant areas of the Village remain undeveloped. The next areas of this report will focus on the Southwest Quadrant of Chesterfield Village and will examine the largest components of Chesterfield Village that present the most pressing challenges for the elected officials of the City of Chesterfield today. Two of these—Downtown Chesterfield and Central Park Condominiums, have not yet been developed. The third, Central Park Square, is partially developed. Finally, 40 years after opening its doors and putting Chesterfield on the map, Chesterfield Mall is facing the well-documented challenges faced by once-iconic shopping malls throughout the country.

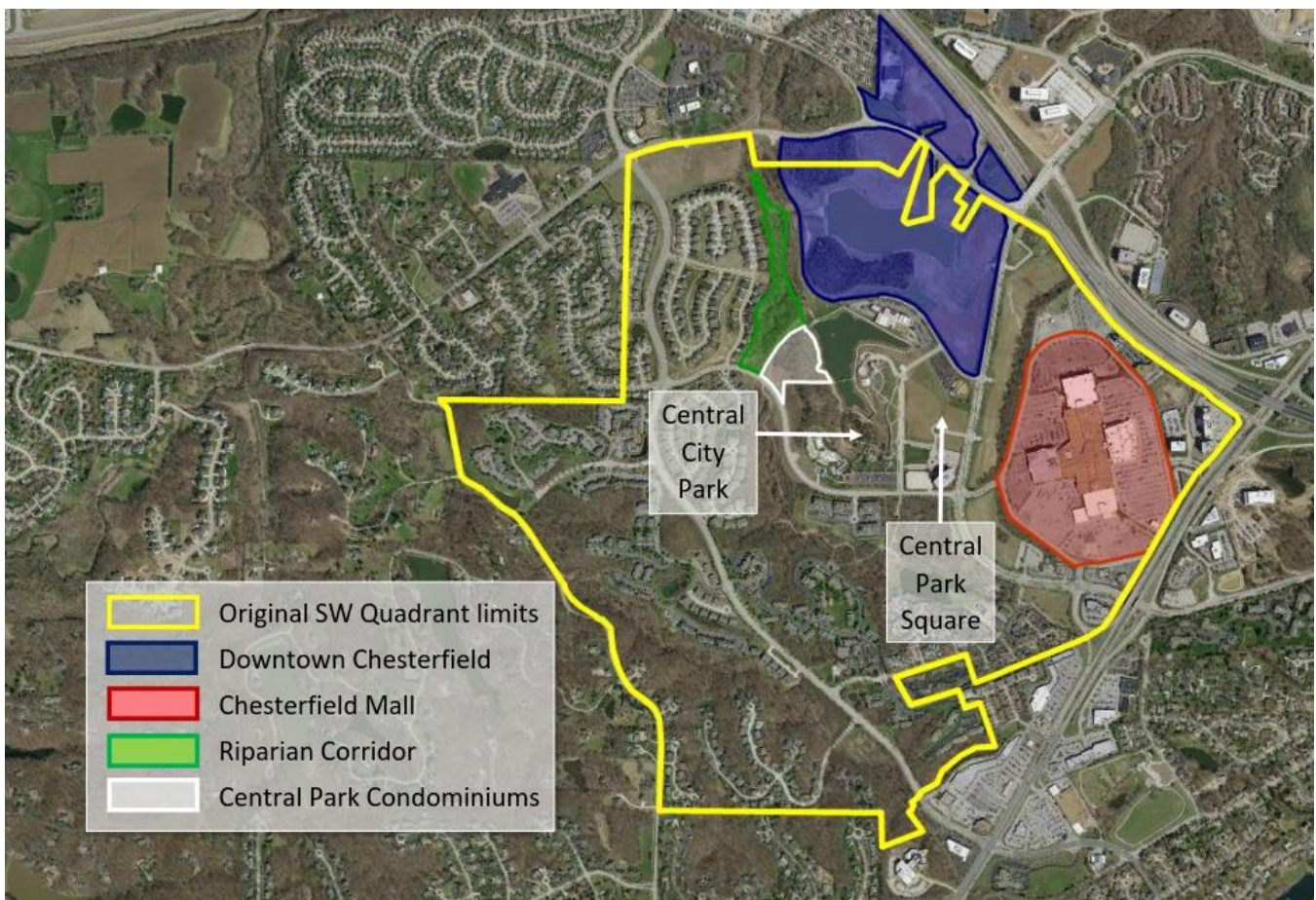
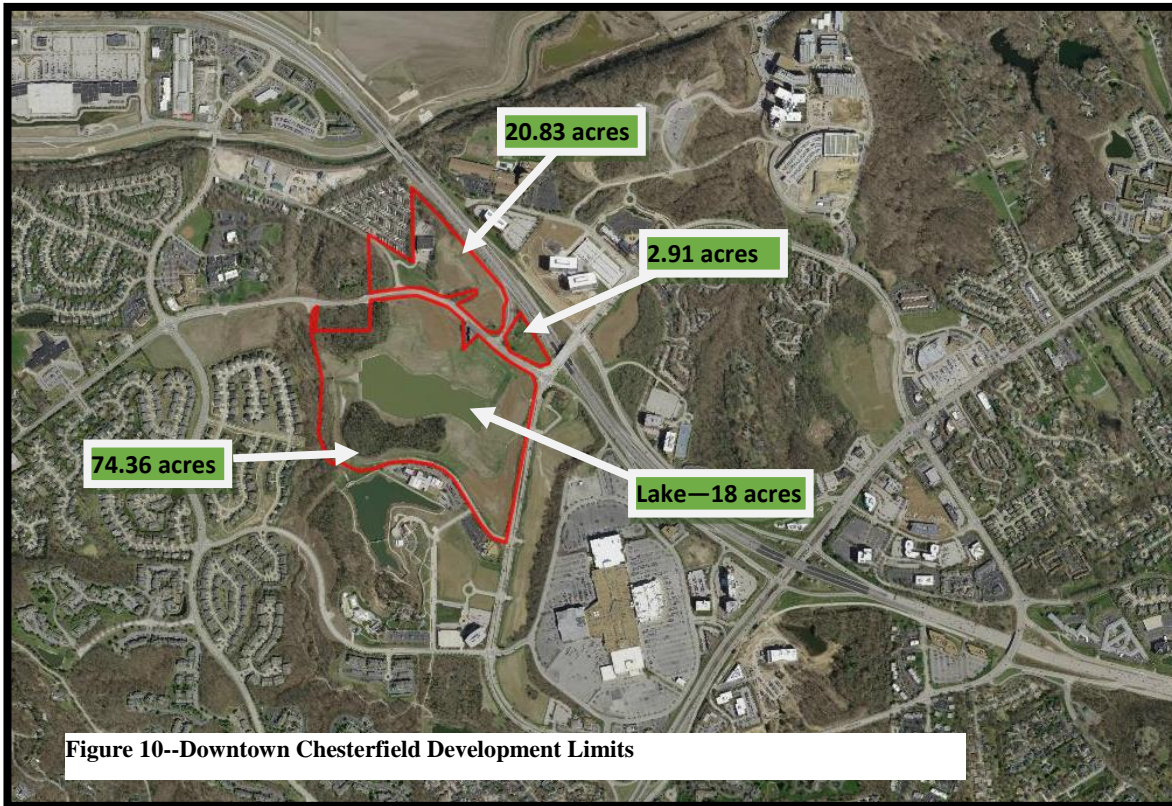


Figure 9 – SW Quadrant of Chesterfield Village

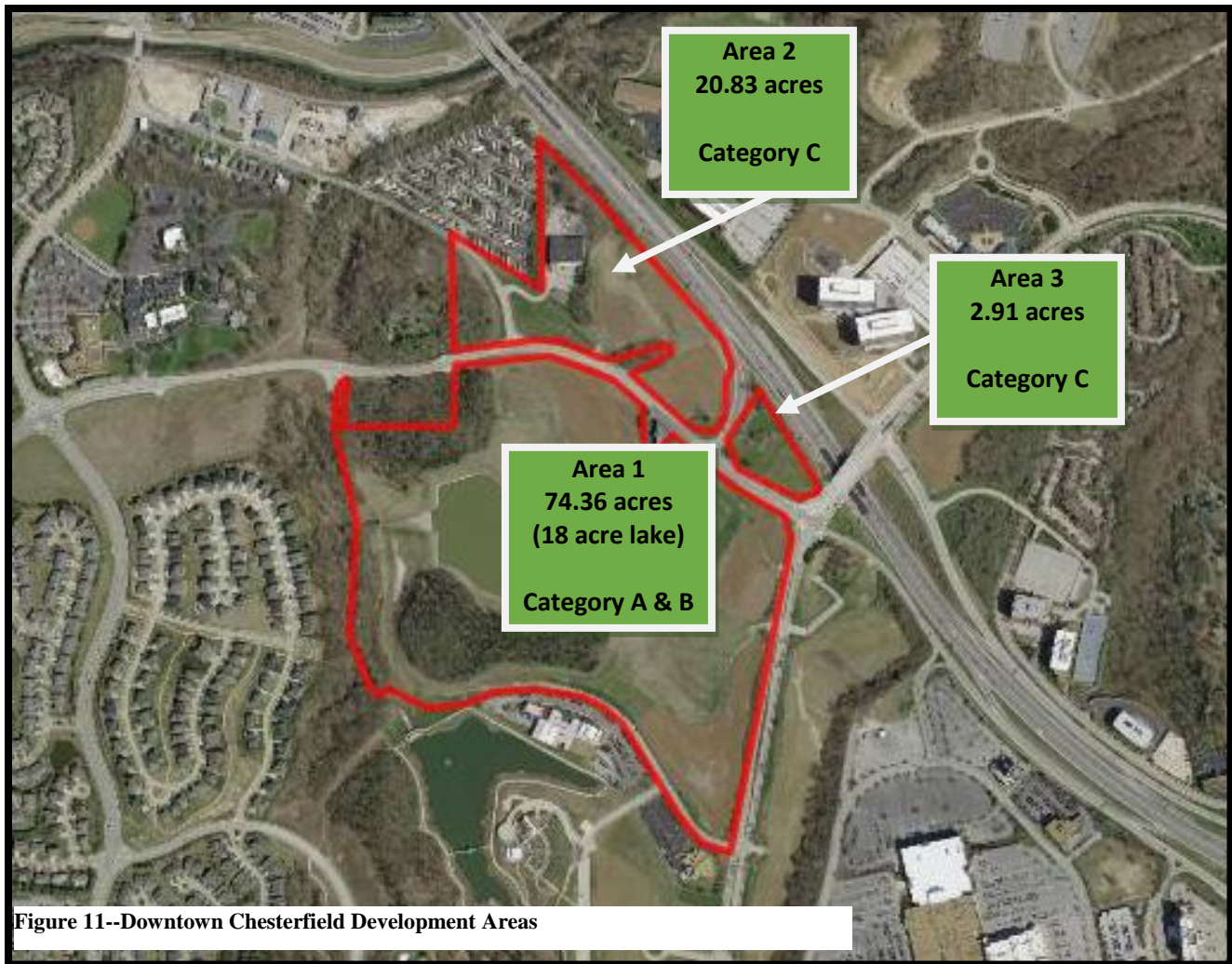
Downtown Chesterfield

The area known as Downtown Chesterfield is comprised of 98.10 acres situated within the southwest quadrant of Chesterfield Village and formed by the intersection of I-64/U.S. 40 and Chesterfield Parkway West. This area was zoned by [Ordinance 2449](#) in 2008 and established a new “PC & R” Planned Commercial and Residential District in the place of the multiple previously existing commercial and residential districts. The general limits of Downtown Chesterfield and acreage breakdown are shown in red below.



As evidenced by the design and development criteria established in Ordinance 2449, Downtown Chesterfield is intended to have an urban form unlike any that currently exists in Chesterfield. Given the geographic separation of the 98.10 acres comprising Downtown Chesterfield, ultimate development density is assigned by area. In addition to the seven use groups, Downtown Chesterfield strives to achieve a specific urban form by establishing development standards for three specific streetscapes, identified as Category A, B, and C. These three categories each have a name—Urban Main Street Development Pattern (A), Urban Mixed Use Development Pattern (B), and Highway Frontage Outlots (C). These categories are also assigned to a geographic area within Downtown Chesterfield. The table and aerial image below show the ultimate density and geographical development categories.

Use Categories	Maximum Density
Total Retail Commercial, Office Commercial, Civic, & Lodging	1,700,00 square feet
Area 1 (Urban Form Category A & B)	1,025,00 square feet
Area 2 (Urban Form Category C)	580,000 square feet
Area 3 (Urban Form Category C)	95,000 square feet
Residential	1,000 units
Parking, Parks & Recreational	None assigned



The Ordinance breaks down the permitted uses into the following seven use groups with specific uses listed for each use group on the following pages.

1. Retail Commercial:

- Barber Shops/Beauty Parlors
- Bookstores
- Financial Institutions
- Restaurants, fast food & sit down (no drive-thru)
- Rental & leasing of new & used automobiles & outdoor storage of said vehicles
- Service facilities, studios, or work areas for antique salespersons, artists, candy makers, craftpersons, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers, including cabinet makers, film processors, fishing tackle and bait shops, and souvenir shops. Goods and services associated with these uses may be sold or provided directly to the public on the premises.
- Souvenir shops & stands, not including any zoological displays or permanent open storage and display of manufacturing goods.

- Stores, shops, markets, service facilities in which goods or services of any kind, including indoor sales of motor vehicles, are being offered for sale or hire to the general public on the premises. Service Facilities to include establishments providing services, as opposed to products, to the general public for personal, business, or household use, including finance, real estate and insurance, personal service, educational, and social services.

2. Office Commerical

- Animal hospitals & veterinary clinics
- Broadcasting studios
- Hospitals
- Medical, dental, and general office

3. Residential Uses

- Dwellings, single-family
- Dwellings, two-family
- Dwellings, multiple-family, row houses, and other group-house arrangements of attached or detached buildings.

4. Civic Uses

- Auditoriums, religious facilities, clubs, lodges, meeting rooms, libraries, reading rooms, theaters, or any other facility for public assembly.
- Child care centers, nursery schools, and day nurseries.
- Colleges and universities
- Museums
- Police, fire, and postal stations
- Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.
- Schools, public or private kindergarten, elementary, secondary, and collegiate.

5. Lodging

- Hotels

6. Parking

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

7. Park & Recreational Uses

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

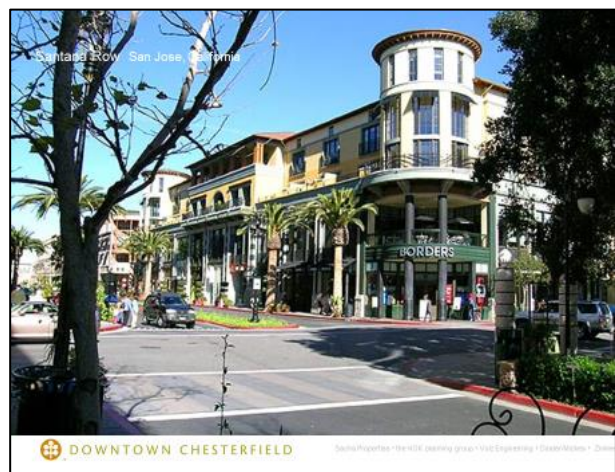
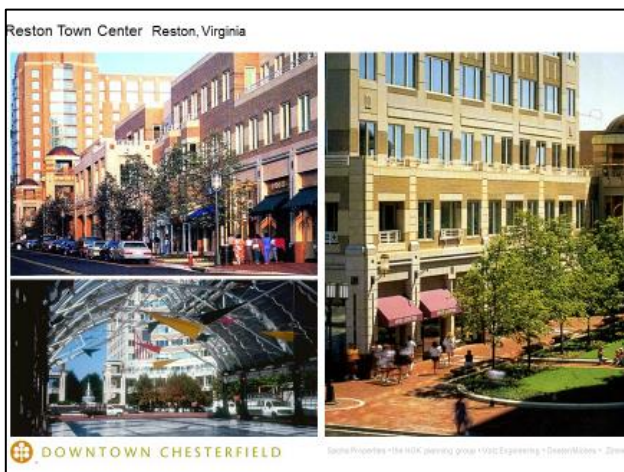
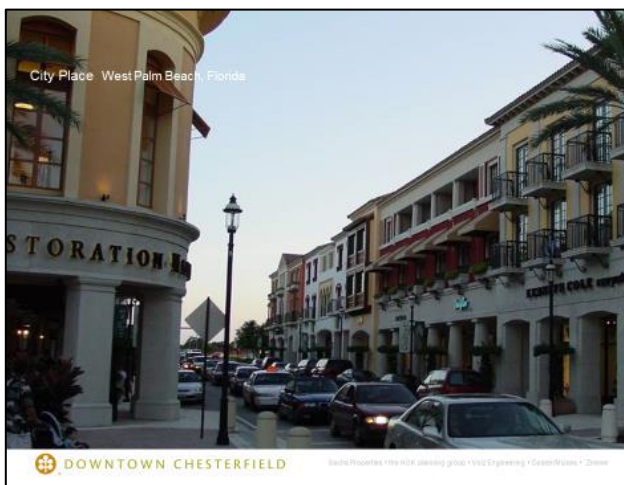
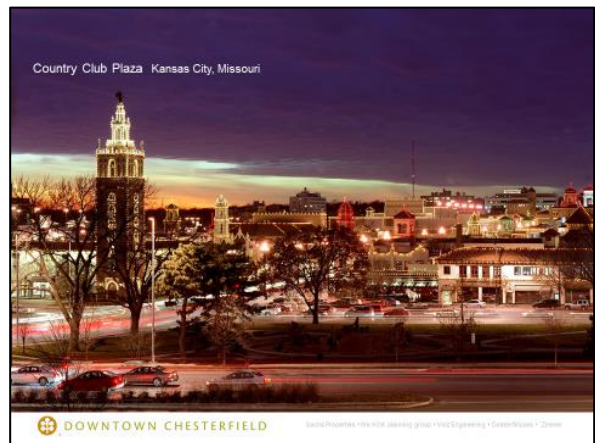
Finally, the Ordinance includes specific requirements for landscaping, signage, lighting, and architecture of the Downtown Chesterfield development. A brief overview is provided below:

1. **Landscaping:** Master landscape concept required with individual landscape plans adhering to overall concept. Landscaping should enhance pedestrian experience, complement architectural features, provide shade, and screen utility areas.
2. **Signage:** Master signage concept required with individual sign packages reviewed and approved by Planning Commission.
3. **Lighting:** Overall lighting fixture plan required to provide for consistent and complementary designs and styles throughout Downtown Chesterfield and already established in Chesterfield Village.
4. **Architecture:** Design package required to create visually appealing development pattern consistent with intent of district.



Figure 12—Downtown Chesterfield rendering from Sachs Properties 2007 presentation

Building on the desired architectural aesthetic, the Petitioner behind Ordinance 2449 showed a number of example developments during the Planning Commission review of the rezoning request. The following images are from the Petitioner's presentation.⁴



⁴ 2007 Sachs Properties Presentation to City of Chesterfield City Council

Central Park Square

As discussed in the previous section, Central Park Square is an approximately 16 acre tract of land located to the east of Central Park. While this tract was originally called Downtown Chesterfield, it was not rezoned as part of the 2008 “PC&R” petition and thus retained its “C-8” Planned Commercial District zoning designation. While only the HOK building and Sachs’ branch of the St. Louis County Library have been constructed to date, an approved development plan provides for the development of the remaining vacant areas of the site. It should be noted that this rezoning and development plan predated the construction of Veterans Place Drive, the Amphitheater and the linear park at Central Park. As such, the development potential and character of this site has different potential than originally conceived. The following images show the current developments on the site and the full build-out potential, which includes office, retail, and restaurant space.⁵



Figure 13—Central Park Square Development Limits & Plan



⁵ Phase I Site Plan from http://www.sachsproperties.com/prop_downtown.asp

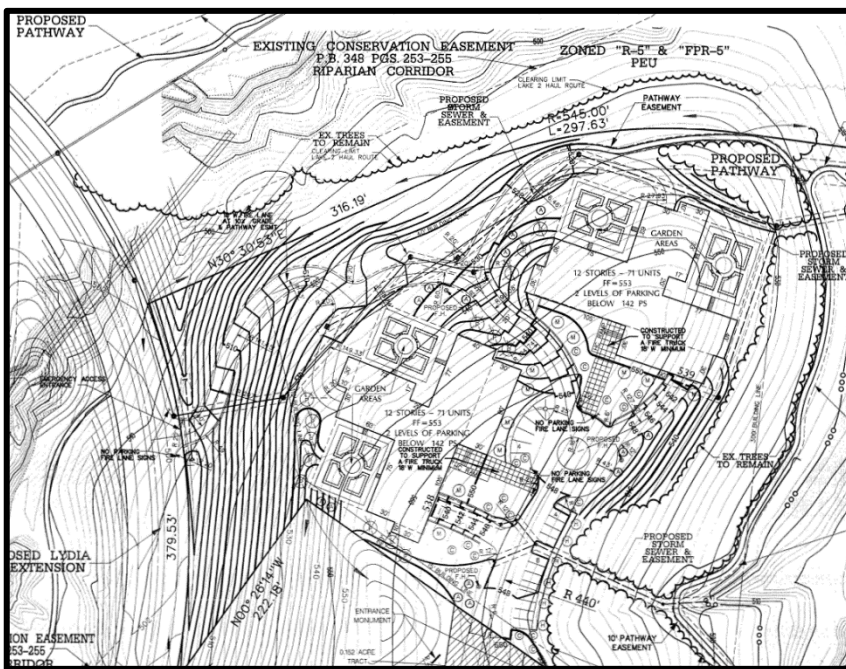
Central Park Condominiums

In 2002, the Planning Commission approved a Final Development Plan for the Central Park Condominiums project site which is shown in the aerial image below. This site forms the western perimeter of the remaining undeveloped area of Chesterfield Village and is sandwiched between Downtown Chesterfield to the east and The Reserve at Chesterfield Village residential subdivision to the west. This site is important not only because of the existing development entitlements, which will be discussed in the following paragraphs, but also because it will serve as a transition between the dense, mixed-use land pattern of Downtown Chesterfield and the single-family, suburban residential pattern of The Reserve. This land use transition is buffered by the conservation easement located on the Central Park Condominiums site which provides a continuous 100' + corridor for the extension of the City's riparian trail.

The approved Final Development Plan for Central Park Condominiums permits two, 12-story multi-family buildings to be constructed on the 15.76 acre site. Each building is to contain 71 units, for a total of 142 units approved.



Figure 14—Central Park Condominiums Development Limits & Plan



The Planning Commission's approval of the Final Development Plan provided that a grading permit not be issued until it comes back before the Planning Commission for review of the landscape plan and architectural elevations. The adjacent excerpt from the Final Development Plan shows the location of the two residential towers on the site.

Significance of Downtown Chesterfield, Central Park Square, and Central Park Condominiums

The importance of Downtown Chesterfield, Central Park Square, and Central Park Condominiums is highlighted in the following exhibit from 2011 which represents a portrayal of what this area might look like if fully-developed under the current zoning entitlements. Whether this area develops before, in conjunction with, or after large-scale redevelopment of the Chesterfield Mall site, the importance of ensuring cohesive, compatible, well-planned development of these areas is critical as this entire area has the potential to serve as the heartbeat of Chesterfield for the next 50 or more years, just as Chesterfield Mall has done for the last 40.

These areas have already been granted zoning entitlements for the highest commercial and residential density within the entire City and are collectively intended to provide Chesterfield with a true downtown. Ultimately transforming Chesterfield from a low-density suburban community to a suburban node along the I-64/US 40 corridor. **Development of Downtown Chesterfield in accordance with the original vision and current zoning entitlements would place Chesterfield as a logical continuation of urban nodes, commencing with St. Louis City and continuing to downtown Clayton. However, given the existing zoning entitlements, which permit for over 1,100 residential units and a couple million square feet of commercial development, integrated development plans will be necessary to achieve a dense, viable mixed-use urban center. It is imperative that future development proposals and any resulting ordinance updates be reviewed and considered with the necessary care and attention to ensure that the integrity of Chesterfield Village is preserved, resulting in a development of lasting architectural, cultural, and civic value.**



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. The photo below was published in a local newspaper written in 1988 titled “Success of mall disproves skeptics.” The photo was captioned “The parking lot at Chesterfield Mall was jammed after its opening.” 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. The plight of shopping malls is well-documented, with blunt headlines such as the following two published on CNN.com this year:

Malls are doomed: 25% will be gone in 5 years

<http://money.cnn.com/2017/06/02/news/economy/doomed-malls/index.html?iid=EL>

America's malls are rotting away

<http://money.cnn.com/2017/12/12/news/companies/mall-closing/index.html>

A quick read of these and any of the other numerous reports on this topic reveals that the headlines are not mere hyperbole; of the 1,211 enclosed shopping malls in the United States, analysts are predicting that 300 will cease operations within 5 years. On the other hand, online sales will grow from 17% of retail sales as of June 2017 to 35% by 2030 according to the first article cited above; this trend already has a name—the Amazon Effect. In the St. Louis Region, nine shopping malls were constructed between the mid-1950’s and 2003; just three of these are economically viable today according to a February 2017 Westnews Magazine article.⁶



Figure 15— “Success of mall disproves skeptics.”

⁶ <https://westnewsmagazine.com/2017/02/20/76712/four-decades-after-opening-chesterfield-mall-awaits-its-fate>

When faced with a declining shopping mall, one of the most obvious questions facing cities is “where do we go from here”?

Behind this simple question is a complex web of factors that span multiple sectors and is subject to both private market and public political forces. The following sections of this report will provide information about the current status of the mall and existing zoning framework.

Chesterfield Mall Status and Future

Chesterfield Mall was built by Richard Jacobs and was sold to the Westfield Group in 2002. 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. The mall foreclosure was finalized in June of 2017, at which time C-III Capital Partners was named the temporary owner. During the last decade of operation, the valuation of Chesterfield Mall decreased from \$286 million in 2006 to just \$55.1 million in 2017.⁷ Given the current status and overall trendline, it is anticipated that the mall will be sold in 2018 and that the site will ultimately be redeveloped.

While the Chesterfield Mall is routinely referred to as a single entity, the property is actually owned by multiple different owners. The image below shows properties lines on the Chesterfield Mall property. The multiple property owners complicates redevelopment as more parties are involved in the process, each representing the interests of a different constituency.

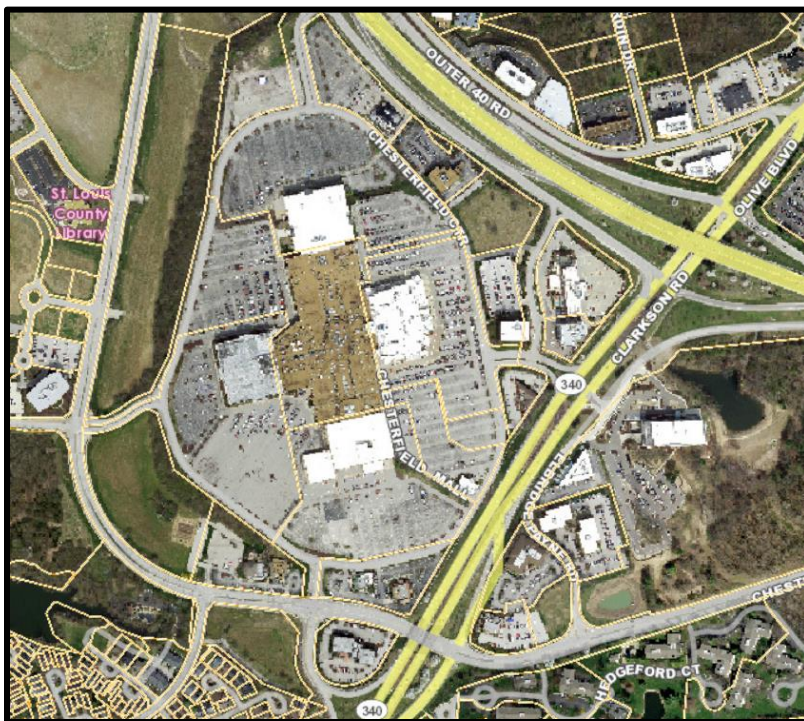
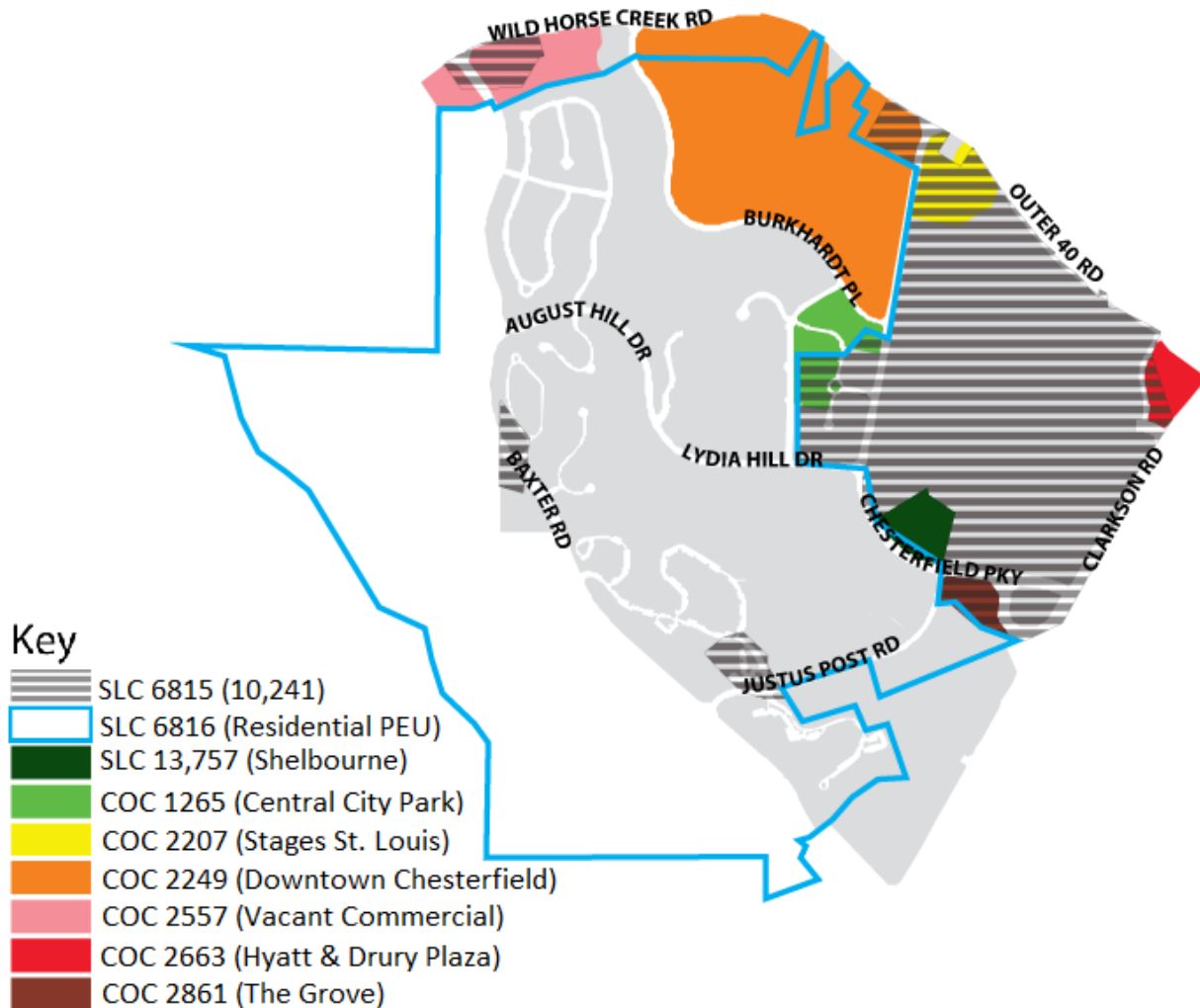


Figure 16—Chesterfield Mall 2017

⁷ 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

Chesterfield Mall Zoning History and Entitlements

Chesterfield Mall is 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. While this section will primarily focus on the mall and remaining outlots tied to the mall through zoning, the image below provides a reference for distinguishing between these “mall” parcels and adjacent developments that are governed under different zoning ordinances.



Given the focus on the mall, the following information pertains only to the gray striped area portrayed in the previous map image and which is governed by Ordinances 6815 and 10,241, which established most of the specific development criteria, which is summarized in the following pages.

The following are the uses permitted in the Regional Shopping Center, broken up roughly by land use type:

1. Residential

- Apartment dwelling unit in buildings primarily designed for occupancy by one or more of the commercial uses permitted in this subsection, wherein occupancy of the dwelling unit shall be limited to the owner, manager, or employee of the permitted use or uses and their respective families. A minimum of 800 square feet of contiguous open space for the dwelling unit, protectively screened from commercial activities directly accessible to the dwelling unit, shall be provided on the premises for the exclusive use of the occupants of such apartment.

2. Food & Restaurants

- Restaurants.
- Employee dining facilities for the specific use of a designated office or research building or group of office or research buildings under the same ownership or management.

3. Office

- Offices or office buildings.
- Business and professional services wholly accessory to office operations and activities.
- Offices or office buildings. No more than ten (10) percent of the gross floor area of a building may be used for retail and personal services.

4. Education & Research

- Colleges and universities.
- Research facilities, professional and scientific laboratories, including photographic processing laboratories used in conjunction therewith. No retail or wholesale sales shall be made from these facilities or laboratories.
- Schools for business, professional, or technical training, but not including outdoor areas for driving or heavy equipment training.

5. Public/Semi-Public

- Public utility facilities.
- Local public utility facilities, provided that any installation, other than poles and equipment attached to the poles, shall be:
 - Adequately screened with landscaping, fencing or walls, or any combination thereof, or
 - Placed underground, or
 - Enclosed in a structure in such a manner so as to blend with and complement the character of the surrounding area.

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

- Police, fire, and postal stations.

- Auditoriums and other facilities for public assembly.
- Churches.
- Clubs, lodges, and meeting rooms.
- Libraries and meeting rooms.
- Mortuaries.
- Recreational facilities, including indoor theaters, but not including drive-in theaters, golf practice driving ranges, and outdoor swimming pools.

6. Retail

- Barber shops and beauty parlors.
- Stores and shops in which food stuff, beverages, pharmaceutical, household supplies, and personal use items are sold directly to the public for consumption elsewhere than on the premises. Drive-through facilities or restaurants are not permitted.
- Stores, shops, markets, service facilities, and automatic vending facilities in which goods or services of any kind, including indoor sale of motor vehicles, are offered for sale or hire to the general public on the premises.
- Automatic vending facilities for (a) ice and solid carbon dioxide (dry ice); (b) beverages; (c) confections.
- Bookstores.
- Welding, sheet metal, and blacksmith shops.

7. Service

- Child care centers, nursery schools, and day nurseries.
- Dry cleaning drop-off and pick-up stations, not including drive-through facilities.
- Film drop-off and pick-up stations, not including drive through facilities.
- Service facilities, studios, or work areas for artists, candy makers, dressmakers, tailors, music teachers, dance teachers, typists, and stenographers. Goods and services associated with these uses may be sold or provided directly to the public on the premises.
- Financial institutions, not including drive-through facilities.
- Medical and dental offices.
- Laundries and dry cleaning plants, but not including personal and individual drop-off and pick-up service.
- Plumbing, electrical, air conditioning, and heating equipment sales, warehousing and repair facilities.

8. Vehicle/Auto

- Parking areas, including garages, for automobiles, but not including any sales of automobiles, or the storage of wrecked or otherwise damaged and immobilized automotive vehicles for a period in excess of seventy-two (72) hours.
- Car washes for automobiles.
- Vehicle washing facilities.
- Filling stations, including emergency towing and repair services, provided that no automobile, truck, or other vehicle may be parked or stored in the open on the premises for longer than

twenty-four (24) hours. A service kiosk, limited in size to 400 square feet of gross retail sale of convenience items. Permitted size of kiosk shall be in addition to area occupied by restrooms, mechanical areas, and storage areas for petroleum products.

- Vehicle service centers.
- Sales, servicing, repairing, cleaning, renting, leasing, and necessary outdoor storage equipment and vehicles used by business, industry, and agriculture, including leasing of automobiles and sales of automobiles affiliated with automobile leasing businesses on the same premises.
- Sales, rental, and leasing of new and used vehicles, including automobiles, trucks, trailers, construction equipment, agricultural equipment, and boats, as well as associated repairs and necessary outdoor storage of said vehicles.
- Terminals for trucks, buses, railroads, and watercraft.

9. Storage & Warehousing

- Storage yards for lumber, coal, and construction materials.
- Warehousing and wholesaling of goods or materials other than live animals, explosives, flammable gases, or liquids.
- Mail order sale warehouses.

10. Others

- Signs (advertising). *Per Ordinance 6815, no outdoor advertising signs shall be permitted within any commercial area, except that upon parcel C-102 one double-faced advertising sign identifying Chesterfield Mall shall be permitted, per section IV.4 as amended by SLC ordinance 10,241.
- Hotels and motels.
- Broadcasting studios for radio and television.
- Animal hospitals, veterinary clinics, and kennels.
- Railroad switching yards.

Other Development Requirements

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 Chili's and Twin Peaks 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 on the next page from Ordinance 10,241:

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

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 are clearly zoned in order to allow a great degree of flexibility in developing and redeveloping the mall. However, while this degree of flexibility has served the mall well over the years, the extremely complicated zoning framework will be a challenge to large-scale future redevelopment, as detailed later in this report.

Redevelopment Impacts

Throughout this report, the importance of the Chesterfield Mall within the context of the greater Southwest Quadrant of Chesterfield Village has been demonstrated. While the tremendous vision for an integrated, planned, mixed-use development has been developed and implemented over the last 50 years, many of the properties that are key to achieving this vision remain undeveloped, even as significant infrastructure, civic and cultural institutions and amenities, and parklands and wetlands necessary to support and bolster this vision have been achieved. All of these existing achievements will be tangibly impacted by large-scale redevelopment of the mall, just as the undeveloped but planned areas discussed earlier in this report will be impacted in an intangible manner. Thus, the great challenge before the City now is to protect not only the vision of greater downtown Chesterfield and all of the existing amenities, but to ensure that redevelopment of the mall emerges as the synergistic catalyst that drives the future of the Southwest Quadrant.

As redevelopment proposals move forward, it is critical that the City be aware of the significant challenges to redevelopment, many of which will require collaboration and coordination with the City of Chesterfield and other jurisdictional authorities to overcome. The following paragraphs present some of these challenges.

Mall Utility Infrastructure: As demonstrated by the water main break which caused the closure of Dillard's and the recent twelve inch water main break on August 10, 2017, the utility infrastructure at the mall is aging. While the City does not have maintenance records, the inability of the plumber to close valves during the most recent break indicates that this utility infrastructure is not being maintained properly. This will be a factor as part of any redevelopment, in that the developer may experience increased costs due to the inability to re-use the existing utility infrastructure.

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 tributary to the improvement. This represents a significant advantage for redevelopment opportunities as significant improvements have already been installed and treated as amenities to future development. However, standards have changed over the years and ensuring that future development does not negatively impact the lakes will need to be a priority.

Roads and Signals: The ultimate use of the Chesterfield Mall parcel, as well as the potential development of Chesterfield Village, could have a substantial impact on area traffic. If additional roads are constructed which would become public, there will be additional maintenance costs to the City. One of these roads would be Burkhardt Place. Of larger concern would be the likelihood that these roads would require traffic signals. The City of Chesterfield currently does not maintain any traffic signals, and the addition of such signals would require maintenance staff designated for that purpose, or an agreement with a contractor to perform this maintenance and emergency response work.

Continued infrastructure improvements will also impact existing land uses. For example, the extension of Burkhardt Place will have an impact on the operation and use of the YMCA facility. This facility has benefited from the use of a dead end street; however, once Burkhardt Place is extending, use of the public roadway for private use will no longer be permitted. The existing zoning conditions for the YMCA specifically prohibits on-street parking on Burkhardt Place.

Traffic: The addition of traffic could negatively impact the functionality of area County and State roadways. Additionally, the development of Chesterfield Village could cause St. Louis County to re-assess the classification of Chesterfield Parkway. If St. Louis County would divest its interest in Chesterfield Parkway, that road would be turned over to the City of Chesterfield as a local road. This would add a number of traffic signals and a large annual maintenance and repair expense. The cost was estimated at \$405,000 annually in 2011. Current estimates would be greater due to inflation.

City Facilities: The City's aquatic facility and amphitheater attract large crowds during peak event times. While these amenities have quickly become beloved by residents of Chesterfield and the greater region since their development, the City does not own parking facilities that have the capacity to accommodate attendees of even modest events. However, this has not posed a problem as the City has an arrangement with the mall that permits individuals to utilize mall parking during event times. Like the other mall infrastructure, the parking areas are in disrepair and no longer meet the minimum City standards for the provision of landscaping and lighting. Large-scale redevelopment of the mall would require completely new and reconfigured parking areas that meet current standards. Additionally, the amount of parking provided is driven by the intensity of the land use with the assumption that only the parking needed to support that land use is permitted. Based on this, the City will need to reevaluate the parking demands generated by the aquatic center and amphitheater and work both internally and with future developers to secure long-term parking for these amenities.

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. Additionally, the area is served by a Metro bus line which has stops at the mall and The Sheridan senior living facility. Close coordination with Metro and the future developer will be necessary to adjust and relocate routes and stops as necessary. Additionally, depending on the density, form, and nature of future large-scale development in the SW Quadrant, it may be appropriate to investigate other transit options, such as dedicated bike lanes, Park n Ride facilities, or a transit hub.

Demographic Impacts: Mixed-use development could substantially increase the residential population of this area, which is summarized below. A mixed use development focusing on high end condos with a high purchase price may tend to increase median age and income while more emphasis on office uses would not directly impact demographics.

- 9,323 people in a one-mile radius; 41,332 in 3 miles and 103,478 in 5 miles
- Median Age of 48 and a slightly larger female to male ratio with the largest segment being 55-59 year olds
- High Average Households Incomes: \$81, 172 within 1 mile, \$111,926 within 3 miles, and \$105,527 within 5 miles.

Such a demographic shift would impact various areas of City operations, particularly in terms of public safety needs and parks programming and maintenance.

Financing / Incentives: A variety of incentives are available for use for redevelopment projects in Missouri; however, many of these are dependent upon City Council approval. Economic development incentive programs include Tax Increment Financing (TIF), Community Improvement District (CID), Transportation Development District (TDD), and Chapter 100 Bond financing for qualifying projects. Additionally the State of Missouri Department of Economic Development has job creation incentives and training funding for qualifying tenants.

The gradual decline of the mall has already impacted sales tax revenues, and a shift to a mixed-use development will have long-term impacts. Mixed-use development often drives job creation, which results in long-term gain in terms of higher assessed values and increased population which drives spending for shopping, dining, and entertainment.

Any participation from the City of Chesterfield in approval of any public funds should be directly related to costs that further integration and reduce negative impacts on adjacent property owners, as well as supplement public amenities within the area.

City Revenues and Expenses: All development increases the cost associated with providing municipal services. The City has been actively reviewing revenue and expense streams. Sales tax collection at the mall has decreased over the years and redevelopment of the area will almost

certainly result in less retail space than is built today. Reduction in area, combined with general declines in sales tax, will impact one of the principal sources of revenue for the City. However, as the City witnessed with the investment in the Chesterfield Valley following the flood in 1993, property values can increase significantly due to redevelopment and targeted investment. As of September 2016, the assessed valuation of the Chesterfield Valley was \$1.8 billion. While several public agencies (e.g. school districts, St. Louis County) may benefit from a sharp increase in the valuation of property, Chesterfield does not currently benefit as the City does not collect property tax to offset municipal operations.

Zoning Implications: The City currently has just three districts that are able to accommodate large, mixed-use, planned development: The “UC” Urban Core District, the “MXD” Mixed Use District, and the “PC&R” Planned Commercial and Residential District. While the Department of Planning and Development Services would work closely with potential redevelopers to identify and pursue the optimal zoning designation, dismantling the existing zoning framework will be a tedious and potentially lengthy process, particularly if the various parcels of the mall remain under numerous separate ownerships. Further, Planning Staff will need to work closely with the Planning Commission, Mayor, and City Council to ensure that any new Planned District Ordinance provides for development that conforms to the City’s vision and goals for this important area.

Chesterfield Village Inc. Parks Donation Agreement: In 2010, the City entered into an agreement with Chesterfield Village Inc. (Sachs Properties) which created three development credit accounts in exchange for a donation of 13.2 acres of land. This land allowed for further development of the riparian trail and parklands as well as the Lydia Hill – August Hill connection. The three development accounts serve as a land bank, allowing Sachs Properties to receive credit for greenspace, floor area ratio (F.A.R.), and tree preservation requirements on properties they own. None of the credits increased the number of residential units or commercial square footage already approved by existing zoning entitlements; these credits were offered in order to ensure larger, interconnected spaces would be retained. This is significant because, in addition to the land that comprises Downtown Chesterfield and Central Park Condominiums, Sachs Properties / Chesterfield Village Inc. owns a substantial portion of the ground around Chesterfield Mall.

Prospective Review of Zoning Regulations

In an effort to be anticipate opportunities within the City’s zoning framework, Staff has reviewed the Unified Development Code. Based on this review, Staff believes that the existing framework and regulations within the UDC create a positive starting point to facilitate a redevelopment while safeguarding key elements to the community. Specifically, the “UC” Urban Core District was created in 2009 in order to implement the vision of the area designated in the Comprehensive Plan as being located within the Urban Core. The district regulations include several key elements that staff believes will be critical in reviewing any future proposals.

Uses: The “UC” District permits vertical and horizontal mixed use developments. This will allow the City to consider any redevelopment as a single project instead of regulation that requires submission of each use type to be submitted individually. Allowing and encouraging fewer submissions allows for interconnected development that promotes multi-modal networks and promotion of integrated green spaces.

Density: The maximum density within the “UC” Urban Core District is set at a Floor Area Ratio (F.A.R.) of 0.55. There is a very high likelihood that any redevelopment of the Chesterfield Mall will exceed this requirement. However, the district regulations do provide a mechanism where the Planning Commission and City Council can modify these requirements. Any modification should be considered in the pursuing items in the purpose statement (including the Comprehensive Plan) and the site design features section of the UDC.

Height: Similar to the discussion on density above, the “UC” Urban Core District includes a maximum height of eight stories. There may, depending on the redevelopment team, be a desire to construct structures in excess of this requirement. However, the City can consider these requests to ensure the purpose and design characteristics of the Comprehensive Plan and UDC are fully integrated into the development proposal. Under the “UC” regulations, structures greater than eight stories can be presented to the Planning Commission, who can recommend approval of the modification with a 2/3 vote. Final approval of the modification is granted by a majority vote of City Council.

The planned district, linear process of development review is a logical and reasonable method to consider a very large redevelopment such as the Chesterfield Mall. Integration of the Preliminary Plan will be a valuable tool in conveying key information on how the property will operate into the future.

As a whole, the “UC” District is well suited to handle any redevelopment proposal. The existing regulations create a framework to provide guidance on items that are considered critical design elements. Coupled with the approved policy of the Comprehensive Plan, Staff does not believe changes are necessary to the code.

Conclusion

As one of the earliest planned communities in the region, Chesterfield has inherited a grand and sweeping vision for a vibrant, dense, mixed-use, Urban Core. While the integrity of this vision remains intact, the City will soon be faced with reconciling the original vision of Chesterfield Village with modern day development forces. The redevelopment of the Chesterfield Mall will require the City to answer the fundamental question of whether Chesterfield is the next suburb along I-64 in western St. Louis County, or whether Chesterfield is the next node of higher density development as envisioned by the Chesterfield Village concept and the City’s Comprehensive Plan.

The City’s Comprehensive Plan states:

The Urban Core was defined as the area known as Chesterfield Village, centered at the intersection of I-64/US 40 and Clarkson Road/Olive Boulevard and primarily served by the Chesterfield Parkway. Land uses for the Urban Core include a mixture of high density residential, retail, and office uses containing the highest density development in Chesterfield.

And Plan Policy 1.8 states:

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

While not meant to be a prescriptive set of answers, this report should serve as an informative resource as the City considers the future of this important area and raise awareness of the decisions forthcoming that will need to be addressed. The offering of a portion of the Chesterfield Mall is anticipated to occur imminently.