

**CITY OF CHESTERFIELD
PLANNING COMMISSION MEETING
MONDAY – JANUARY 8, 2007
7:00 PM**

AGENDA

I. ROLL CALL

II. INVOCATION

III. PLEDGE OF ALLEGIANCE

IV. PUBLIC HEARINGS

V. APPROVAL OF MEETING MINUTES

- A.** Approval of December 11, 2006 Planning Commission Minutes

VI. PUBLIC COMMENT

VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS

A. Anheuser Busch Hangar (Mechanical Enclosure for Generator):

A mechanical enclosure for a 400 Kilowatt Generator located in the Anheuser Busch Hangar Subdivision on a 6.00 acre parcel zoned "M-3" Planned Industrial District. The site is located on the south side along Edison Road and west of Goddard Road.

The Planning Commission may vote on this item tonight.

B. Wal-Mart Supercenter Expansion (Chesterfield Commons):

Amended Site Development Concept Plan, Landscape Plan and Lighting Plan for an expansion into a supercenter located in a "C-8" Planned Commercial District within the Chesterfield Commons development, west of Chesterfield Commons Drive on the south side of Chesterfield Airport Road.

The Planning Commission may vote on this item tonight.

- C. **Wal-Mart Supercenter Expansion (Chesterfield Commons):** Amended Site Development Section Plan, Landscape Plan, Lighting Plan and Architectural Elevations for an expansion into a supercenter located in a "C-8" Planned Commercial District within the Chesterfield Commons development, west of Chesterfield Commons Drive on the south side of Chesterfield Airport Road.

The Planning Commission may vote on this item tonight.

- D. **Terra Corporate Park Amended Site Development Concept Plan:** Amended Site Development Concept Plan and Landscape Plan for a 24.9 acre parcel zoned "PI" Planned Industrial District located north of Chesterfield Airport Road across from its intersection with Trade Center Boulevard.

The Planning Commission may vote on this item tonight.

- E. **Terra Corporate Park Record Plat:** Record Plat for a 24.9 acre parcel zoned "PI" Planned Industrial District located north of Chesterfield Airport Road across from its intersection with Trade Center Boulevard.

The Planning Commission may vote on this item tonight.

- F. **Long Road Crossing/Lipton Parcel (formerly Vantage Pointe Place):** Record Plat for 20.0 acres of land zoned "PI" Planned Industrial District located at the intersection of Chesterfield Industrial Boulevard and Chesterfield Airport Road.

The Planning Commission may vote on this item tonight.

VIII. OLD BUSINESS

- A. **P.Z. 5-2005 Winter Wheat Place (Dollar Building Company):** A request for a change of zoning from "NU" Non-Urban District to E-One Acre for a 4.0 acre tract of land located on Winter Wheat Road, 3000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. (18U220092)

Staff will discuss issues with the Planning Commission.

- B. P.Z. 9-2006 St. Luke's Episcopal Presbyterian Hospitals (Parcel D):** A request for a change of zoning from "NU" Non-Urban District, "FPNU" Flood-Plain Non-Urban District and "R1" Residence District/FPR1" Flood-Plain Residence District to "MU" Medical Use District for four (4) parcels of land located ¼ mile north of the Woods Mill and Conway Roads intersection.

Staff will discuss issues with the Planning Commission.

- C. P.Z. 25-2006 Simply Storage (OB Development, Inc.):** A request for a change of zoning from a Non-Urban "NU" to a Planned Industrial "PI" for an approximately 2.3 acre tract of land located at 17555 and 17551 Chesterfield Airport Road east of the intersection of Long Road and Chesterfield Airport Road.

Staff will discuss issues with the Planning Commission. The Planning Commission may vote on this item tonight.

IX. NEW BUSINESS

X. COMMITTEE REPORTS

XI. ADJOURNMENT

Note: The Planning Commission 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.

PLANNING COMMISSION MEETINGS
January 8, 2007

6:00 p.m. Site Plan Committee
Conference Room 101

6:45 p.m. Work Session
Conference Room 101

7:00 p.m. Planning Commission Meeting
City Council Chambers

**PLANNING COMMISSION
OF THE CITY OF CHESTERFIELD
AT CHESTERFIELD CITY HALL
DECEMBER 11, 2006**

The meeting was called to order at 7:05 p.m.

I. PRESENT

Mr. David Banks
Mr. Fred Broemmer
Ms. Wendy Geckeler
Dr. Lynn O'Connor
Ms. Lu Perantoni
Mr. Gene Schenberg
Ms. Victoria Sherman
Chairman Maurice L. Hirsch, Jr.

ABSENT

Mr. David Asmus

Mayor John Nations
Councilmember Mary Brown, Council Liaison
City Attorney Rob Heggie
Mr. Mike Geisel, Acting Director of Planning
Ms. Aimee Nassif, Senior Planner
Ms. Mara Perry, Senior Planner
Ms. Jennifer Yackley, Project Planner
Ms. Mary Ann Madden, Planning Assistant

II. INVOCATION: Commissioner Schenberg

III. PLEDGE OF ALLEGIANCE – All

Chair Hirsch acknowledged the attendance of Councilmember Mary Brown, Council Liaison; Councilmember Jane Durrell, Ward I; Councilmember Bruce Geiger, Ward II; and Councilmember Connie Fults, Ward IV.

PUBLIC HEARINGS

Chair Hirsch asked for a motion to change the order of the Public Hearings to hear item IV.A as the third Public Hearing rather than the first. Commissioner Broemmer made a motion to amend the agenda to hear Public Hearings IV.B. and IV.C. before IV.A. The motion was seconded by Commissioner Perantoni and **passed by a voice vote of 8 to 0.**

Commissioner Sherman read the "Opening Comments" for the Public Hearings.

B. P.Z. 28-2006 Chesterfield Neighborhood Office Park (17655 and 17659 Wild Horse Creek Road): A request for a change of zoning from "NU" Non-Urban to "PC" Planned Commercial District with a "WH" Wild Horse Creek Road Overlay for 8.04 acre tract of land located north of Wild Horse Creek Road and west of Long Road. (18V510095 & 18V510040) Proposed Uses include:

1. Professional, business, government or institutional office;
2. Medical and dental office, excluding surgical centers;
3. Parks, parkways, and playgrounds, public or private not-for-profit;
4. Forest and wildlife reservations including conservation projects.

Ms. Aimee Nassif, Senior Planner, gave a PowerPoint presentation showing photographs of the site and surrounding area. Ms. Nassif stated the following:

- This project is within the "WH" Wild Horse Overlay District.
- There are 3 land use designations within the "WH" Overlay District:
 - Neighborhood Office;
 - One-Half Acre Residential; and
 - One Acre Residential.
- This parcel of land falls within the "Neighborhood Office" portion of the "WH" District.
- Those parcels of land within the Neighborhood Office portion may petition to rezone to "PC" Planned Commercial District.
- The uses being requested by the Petitioner are available uses within this area.
- Items Currently Under Review - Adherence to the Comprehensive Plan for the "WH" District and Section 1003.110 of the City of Chesterfield Zoning Ordinance. Those items include, but are not limited to, the following:
 - Roadway System
 - Buffers
 - Pedestrian Circulation
 - Open Space and Preservation of Area
 - Parking Requirements - Parking requirement states that there shall be a maximum of 9 parking spaces within the Neighborhood Office Area of the WH District. The Preliminary Plan shows 197 parking spaces. Section 1003.110 states that the requirements may be modified where good cause may be demonstrated to the Planning Commission. Said modifications shall require a two-thirds vote.

Ms. Nassif explained that the parking requirements for the Overlay District were established to prevent regular Planned Commercial areas (large buildings with parking lots) in this section of the Wild Horse Overlay. The Wild Horse District Ordinance requires a

maximum of 9 spaces as a way of controlling use and building size in the bowtie area – similar to a Residential Business Use.

DRAFT

- For this project there will be three (3) votes:
 - Vote on the rezoning from Non-Urban to Planned Commercial;
 - Vote on the “WH” Overlay District; and
 - Vote on the modification to the parking requirements.

Responding to questions from the Commission, Ms. Nassif stated the following:

- **Regarding Parking:** Nine parking spaces would be allowed per parcel – regardless of the size of the parcel. More parking could be allowed on a large parcel as an exception, requiring a separate vote. A large parcel could also be platted into several different lots.

PETITIONER’S PRESENTATION:

1. Mr. Ed Griesedieck, Attorney for the Petitioner – Planned Provisions, LLC, 515 North 6th Street, Ste. 2400, St. Louis, MO gave a PowerPoint Presentation and stated the following:
 - Planned Provisions is the developer of the subject petition and owner of the property.
 - The parcel is 8.04 acres in size. It is separate and distinct from the daycare center.
 - The location of the site is 17655-17659 Wild Horse Creek Road and is presently vacant.
 - The request is for a change of zoning from Non-Urban to Planned Commercial within the Wild Horse Overlay. The Overlay (Ordinance 2286) allows only five uses – Professional Office Building, Medical Office Building, Park - public or private, Conservation Projects, and Schools.
 - The WH Overlay states that the scenic character of the area should be maintained and that development should not negatively impact the adjacent areas. The Overlay also recognizes that the subject site is next to the airport – making it inappropriate for residential uses.
 - The subject site is within 1920 feet of the airport, mandating a rezoning to Planned Commercial.
 - They have worked with the Staff for over three years making multiple changes to the plans for the site. They have also worked with Councilmembers and the various agencies involved with the development.
 - The Tree Stand Delineation Plan shows that the bulk of the trees on the site will be maintained. They have 57% open space for the site - more than what is required.
 - At the City’s request, the petitioner will be building an east/west roadway, which will allow for access to the parcels east and west of the subject site, along with access to the subject site. The road is being built at tremendous expense to the petitioner.
 - The closest proposed building is 600 feet away from Wild Horse Creek Road and 10 feet below it.
 - All four proposed buildings are consistently-themed from an architectural point of view – all the buildings will have the same or similar materials on all four sides of the buildings. They are all low-rise, one-story buildings. No

building will exceed 35 feet in height. They will all be brick, stone and glass. Each of the four buildings will be about 12,000 square feet – having about 48,000 square feet of office space for the entire parcel of 8.04 acres.

- The site is heavily landscaped with existing landscaping and with a dense landscape buffer to be provided both to the south of the site and along the perimeters of the site. Large trees are at the rear of the site, with heavy, more ornamental plantings along the front of the site.
- There are two points of ingress/egress for the parking for the four buildings. The bulk of the parking is located within the interior of the site behind the landscaping.
- Access to the site is off of the roadway connecting to Wild Horse Creek Road, which is a lighted interchange.
- The parking is calculated as under the PC Ordinance. Minimal parking is determined by the Chesterfield City Code.
- In reviewing the various uses allowed under the WH, the petitioner does not feel that 9 parking spaces are adequate for such uses. The petitioner then looked at the PC Zoning Ordinance, which would allow for the parking as proposed. The parking is consistent with the daycare center.
- The hours of operation for the office buildings are typical office hours.
- They have provided a walking path throughout the site through some of the open space. Access has been provided to the parcel to the north. They anticipate that this will be part of a larger trail system for the City.
- Storm water is consistent with MSD and City standards. Trash receptacles are located throughout the site in sight-proof containers. Sidewalks have been provided throughout the site and up to Wild Horse Creek Road. They have low-level safety lighting consistent with the City's standards – all shadowed-boxed to minimize the off-fall of light. Monument signage will be consistent with City standards. They are presently working with the Monarch Fire District to resolve some open issues.
- They believe the neighbors to the east and west of the site support the project.
- The density is consistent with the density of the daycare center immediately to the south. It is also consistent with the Comprehensive Plan.

2. Mr. Branden Harp, Civil Engineer, 11402 Gravois Road, St. Louis, MO was available for questions.

3. Mr. David Dial, Architect, 425 S. Woods Mill Road, Chesterfield, MO was available for questions.

Responding to questions from the Commission, Mr. Griesedieck stated the following:

- **Regarding what the open space and floor area ratio would be if the bluff area to the north is excluded:** Speaker did not have this information available at this time.

- **Regarding changes to the present petition vs. previous petition:** The number of buildings has been reduced from 5 to 4; the square footage has been reduced; additional landscaping has been added; the buildings have been re-configured so they are not as visible from Wild Horse Creek Road; and parking has been moved to the interior of the site.
- **Regarding roofs:** All buildings have hipped roofs – no flat roofs.
- **Regarding height of the retaining wall:** The wall meanders in height from 2 feet to 20 feet.
- **Regarding the walking trail:** Some parts of the walking trail are in hilly areas. The trail goes down to the railroad tracks. The trail is being put in at the request of the City. Mr. Mike Geisel, Acting Director of Planning, stated that the request for a walking trail was made so that pedestrians from the Wild Horse area could get to the levee trail, which is currently being planned.
- **Regarding the area between the east/west roadway and the parking lot:** Commissioner Sherman stated that she would be looking for tall trees in this area.
- **Regarding the possibility of water fowl in swales/ditches near the airport:** There will not be any standing water on the development so it is not anticipated that the site will attract water fowl for any length of time. The proposed plan will be presented to the airport. Chair Hirsch stated that Public Works will also be reviewing the plan for drainage and its impact.

SPEAKERS IN FAVOR:

1. Mr. John Wilmas, 17719 Wild Horse Creek Road, Chesterfield, Mo stated the following:
 - He has lived on his property for over 61 years; he is the third generation to live there; and he is speaking on behalf of the Wilmas family.
 - Their property is directly adjacent to the subject property.
 - They have met with the owner/developer of the property to review the plans and they are in full support of the petition. They believe the proposed development is appropriate for the area with no adverse impact to their farm.
 - With the airport adjacent to the north of this property, residential development is not appropriate. Airport noise and use continues to increase every day.
2. Mr. Frank Emsick, Wild Horse Subdivision, 17434 Highland Way, Chesterfield, MO stated the following:
 - He has reviewed the plans with Mr. Henry and he supports the proposed development.
 - He likes the idea of having medical offices nearby and feels it is a good asset to the area and the community.
 - He feels the development has a very high quality design with brick buildings and a low profile, which is suitable to the area.

- He understands that the neighbors adjacent to the property are in support of the proposal.
 - He also understands that there are a number of neighbors in the Wild Horse Subdivision who are not in support of it but he also knows of many residents in Wild Horse who support the petition.
 - He understands that some residents are in favor of a residential development for the subject site but he feels residential is not appropriate.
 - He asked the Commission to check into property values of homes next to airports with high noise levels.
3. Mr. William Kirchoff, 17627 Wild Horse Creek Road, Chesterfield, MO stated the following: (Chair Hirsch recognized Mr. Kirchoff as a past member of the Planning Commission.)
- His property is immediately east of the subject site.
 - He sees the proposed development as a welcome addition to the neighborhood.
 - He and his wife reviewed the project with Mr. Henry and had two concerns, which the developer has agreed to address:
 - They prefer that the eastern building be moved further away from the property line.
 - They ask that attention be given to some enhanced landscaping between the subject site and their property.
4. Mr. Donald Bowers, 17525 Wild Horse Creek Road, Chesterfield, MO stated the following:
- He owns property east of the site.
 - He feels the petition is an excellent proposal for “Neighborhood Office”.
 - He has reviewed the drawings and feels it will be an attractive addition to the neighborhood.

Commissioner Sherman asked both Mr. Bowers and Mr. Kirchoff if they have concerns about the proposed 197 parking spaces. Mr. Bowers replied that he had no concerns about the proposed parking. He noted that there are large parking lots at the school and nearby churches and the proposed parking is in keeping with the development. Mr. Kirchoff replied that the parking spaces can be easily camouflaged with landscaping. From his property, the site is 5-6 feet lower so they probably won’t see any of the parking.

SPEAKERS IN OPPOSITION:

1. Ms. Renee Heney, Wild Horse Subdivision, 1513 Honey Locust Court, Chesterfield, MO stated the following:
- She is speaking on behalf of Wild Horse Creek Road Association.
 - She noted that this plan has 8 acres with 4 office buildings vs. Planned Provisions original submittal of 10 acres with 6 office buildings.
 - They feel the plan has not changed from the original submittal and their concerns remain the same.

- They are very concerned with the density of the development and they do not feel it is consistent with the area.
- They feel the use of the buildings will dramatically increase the volume of traffic.
- The proposal does not include a lot of green space.
- Their concern about density and traffic is magnified by the rest of the bowtie area being designated for Neighborhood Office use.
- They supported the daycare center but are concerned about the proposed petition. She noted that the City Council denied the original submittal and they do not see many changes to the plan, therefore, they oppose the subject petition.

SPEAKERS – NEUTRAL: None

REBUTTAL:

1. Mr. Ed Griesedieck, Attorney for the Petitioner, stated the following:
 - The daycare center is two acres with 12,000 sq. ft. of building, which is the same density as the subject petition – 6,000 sq. ft. per acre.
 - The subject development is two football fields away from Wild Horse Creek Road with one-story buildings.
 - The bulk of the parking has been moved into the interior of the site with heavy landscaping.
 - They feel the proposal is low intensity, low impact, low-rise, and has low visibility.
 - The site also has the east/west access road to keep traffic off of Wild Horse Creek Road.

ISSUES:

Ms. Nassif stated that since this is the first project in the bowtie area, buffering to the adjacent properties along the roadway, parking setbacks and building setbacks will be reviewed in depth by the Planning Department and the Department of Public Works. Elevations, lighting and signs will be looked at more specifically at Site Plan review. All of the criteria in the Wild Horse Ordinance will be in the Attachment A as well.

The following issues were noted:

1. What would be the open space and the floor area ratio if the bluff area to the north is excluded?
2. Compare the square footage, the amount of buildings, density, height of buildings, and parking of the subject proposal to the previous plans.
3. What type of buffering is being proposed along the internal roadway? What would be the height of the landscaping in this area? Ms. Nassif noted that the Landscape Plan is not required until Site Plan review so she was not sure how specific the Petitioner could be at this time. They are required to provide a 30-foot buffer along the roadway.
4. Provide enhanced landscaping between the subject site and the property directly to the east.

5. Can the eastern building be moved further into the development?
6. Traffic concerns
7. Density concerns
8. Because of the large buildings on the site, heavy landscaping should be provided.
9. Provide the standards for buffering between commercial properties, and buffering between commercial properties and residential properties. Ms. Nassif stated that there is no landscape buffer requirement between two commercial properties; between commercial and residential or non-urban properties, the requirement is 20 feet.

C. P.Z. 29-2006 Wildhorse Bluffs (Wildhorse Partners LLC): A request for a change of zoning from a “NU” Non-Urban District to an “E-One Acre” Estate District with a “WH” Wild Horse Creek Road Overlay for an approximately 4.9 acre tract of land located north of Wild Horse Creek Road and west of Long Road.

Ms. Jennifer Yackley, Project Planner, gave a PowerPoint presentation showing photographs of the site and surrounding area. Ms. Yackley stated the following:

- The Public Hearing Notices were posted on November 22, 2006.
- Items Under Review by the Department:
 - Structure Setbacks
 - Landscape Buffering – The E-Districts require 30-foot landscape buffering around the perimeter.
 - Adherence to Wild Horse District Criteria
 - Preservation of Natural Features
 - Affect of changes to Long Road and Wild Horse Creek Road intersection on the site
- Parcel is located within the One-Acre portion of the Wild Horse District.
- Parcels in this area must rezone to an Estate District. Petitioner wants to rezone to an E-One Acre Estate District.
- Two votes will be required for this rezoning:
 - A vote on the rezoning from Non-Urban to E-One Acre; and
 - A vote on the Wild Horse District Overlay requirements.

Commissioner Banks expressed concern about voting for the Overlay after voting for the rezoning as he is not sure what the conditions will be in the Overlay. Ms. Nassif stated that the Attachment A will have a separate section for the Wild Horse District spelling out all the criteria. Staff will point out any discrepancies or any requirements that were not met. City Attorney Heggie stated he would review how the votes are structured – it’s possible that the vote for the Overlay will be taken before the vote for the rezoning.

PETITIONER’S PRESENTATION:

1. Mr. Paul Ground, Attorney for Wild Horse Partners, LLC, 14611 Manchester Road, Manchester, MO stated the following:

- They believe the proposed development is consistent with the Wild Horse Overlay; consistent with the uses in the area; and consistent with the neighborhood.
- They are faced with a unique tract of land because of the shallow shape of the lot – the subject site is the “knot of the bowtie”. There is not much depth with which to work thereby limiting what can be done with the land.

Responding to questions from the Commission, Mr. Ground stated the following:

- **Regarding whether Monarch Trees 83 and 83A will be saved:** Ms. Yackley stated that it appears that #83 will be saved but she is not sure what 83A is because it is not listed.
- **Regarding the length of the driveway and the number of cars that could be parked in the driveway:** Mr. Ground was not sure of the length of the drive but noted that the garages are side-entry, allowing at least two cars to be parked in front of each garage.

SPEAKERS IN FAVOR:

1. Mr. Donald Bowers, 17525 Wild Horse Creek Road, Chesterfield, MO stated the following:
 - His family owns 3-1/2 acres adjoining the subject property to the west and they support the petition.
 - The subject site is in a high noise area with noise levels measuring as high as 100 decibels. He asks that the Commission consider two things:
 - Requiring the developer to file a noise disclosure with the future owners of the property.
 - Requiring noise insulation on the proposed homes since the bluff is exposed to the end of the runway.

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

REBUTTAL: None

ISSUES:

1. Structure Setbacks
2. Landscape Buffering
3. Adherence to Wild Horse District Criteria
4. Preservation of Natural Features
5. Affect of changes to Long Road and Wild Horse Creek Road intersection on the site
6. Find out if Monarch Tree #83 will be saved. Find out what #83A is.
7. Find out the length of the driveway and the number of cars that can be parked in the driveway with the idea of visitor parking.
8. Explore the possibility of having one curb cut with one branching driveway to all four of the houses. It was noted that comments would be forthcoming from both MoDOT and St. Louis County with respect to curb cuts.

9. Noise disclosure – Ms. Yackley stated that the City does require noise disclosure.
10. Potential noise insulation for the proposed homes.

DRAFT

- A. **P.Z. 4-2006 City of Chesterfield (Tree Manual)**: A request to repeal City of Chesterfield Ordinance 2235 and replace it with a new ordinance that revises the procedures and requirements for reviewing and approving landscape plans, tree stand delineations, and tree preservation plans.

Ms. Yackley, Project Planner, gave a PowerPoint presentation and stated the following:

- Staff provided copies of the new Tree Manual to several area landscape architects and tree specialists for comment. Staff reviewed those comments, as well as comments from both the Planning and Public Works Departments.
- As a result of this collaboration, Staff is proposing the following amendments:
 - Section XIII Landscape Proposals Table 2 (page 15):
Inserted language to require buffers along collector and arterial roadways for all developments, as required in previous versions of the City's Tree Manual.
 - Section XIII Landscape Proposals (page 19):
Language was added to prevent the placement of street trees and shrubs within lines of sight and/or the sight distance triangle.
 - Section XIII Landscape Proposals Table 4 (page 19):
Requirements were added for tree size and tree species for non-residential subdivisions.
 - Appendix A-Recommended Tree List—"Street Tree" Category:
Incorporated changes made by City Council upon the recommendation of the Public Works/Parks Committee.
 - Appendix A-Recommended Tree List:
Removed Green Ash trees because of overpopulation and increased susceptibility to disease.
 - Appendix A-Recommended Tree List:
To allow for greater flexibility, listed the true tree species and any generic tree varieties, when applicable.
- Staff requests the following amendments to the Tree Manual:
 - Section III "Definitions", page 4:
City's Tree Specialist. A Tree Specialist retained by the City to review tree protection and preservation issues at the City's request. ~~This person is not a member of City staff.~~ [Ms. Yackley stated that the deletion does not imply that the City's Tree Specialist is a member of City staff. The City's Tree Specialist is a person who is hired out; however, there is an employee on staff who is also qualified as an arborist, who may review plans from time to time.]
 - Section IX "Preservation Requirements on Construction Site" pg 11:
2. The developer shall not disturb the critical root zone area of any tree to be preserved. ~~to satisfy the canopy coverage requirements.~~

- Section IX “Preservation Requirements on Construction Site” pg 11:
3. A tree specialist shall be named and employed by the developer. Said tree specialist should be available for on-site inspections as directed by the ~~Director of Planning~~ **City**.
- Section X “Special Conditions”, pg 12:
2. Property zoned commercial or industrial which will allow for clearing of the lot for the development of the square footage as previously approved by the current ordinance in place by the City of Chesterfield or St. Louis County on the date of the adoption of the original Tree Ordinance **Number 1345 enacted on November 17, 1997**; or
- Section XI “Mitigation Plan”, pg 13:
D. Where site constraints or other factors prevent replacement on or off site, the developer shall make a cash contribution to the Chesterfield Tree Preservation Account, **according to Section XV of this manual**, in an amount equal to the cost of replacing the trees which are not able to be preserved. Said costs shall include labor and plant material.

(Mayor Nations joined the meeting at 8:15 p.m.)

Responding to questions from the Commission, Ms. Yackley stated the following:

- **Regarding what is allowed to be planted in utility easements:** The Tree Manual does not specifically address this issue. Developers are not allowed to count trees within easements as preserved areas. All plans are reviewed by Ameren UE. Mr. Geisel added that, in all new developments, separate provisions of the code require that all utilities be placed underground.
- **Regarding utility easements on older properties; tear-downs; and areas served by above-ground wiring:** Chair Hirsch stated that such sites would be served by existing site-specific ordinances, so it would be moot in terms of the Tree Manual. Mr. Geisel said the Tree Manual exempts previously-developed and sub-divided lots.

SPEAKERS IN FAVOR: None

SPEAKERS IN OPPOSITION: None

SPEAKERS – NEUTRAL: None

REBUTTAL: None

ISSUES: None

Commissioner Sherman read the Closing Comments for the Public Hearings.

V. APPROVAL OF MEETING MINUTES

Commissioner Schenberg made a motion to approve the minutes of the **November 27, 2006 Planning Commission Meeting**. The motion was seconded by Commissioner Geckeler and **passed by a voice vote of 8 to 0**.

VI. PUBLIC COMMENT - None

VII. SITE PLANS, BUILDING ELEVATIONS AND SIGNS

- A. Chesterfield Village/Altshuler Tract (P.Z. 34-2001 Time Extension): A request for an extension of time for a "PC" Planned Commercial District Site Development Plan located on the north side of North Outer Forty Road near the intersection of North Outer Forty Road and Chesterfield Parkway West.

Commissioner O'Connor, representing the **Site Plan Committee**, made a motion to approve the request for the extension of time. The motion was seconded by Commissioner Perantoni.

Commissioner Banks expressed concern about continuing to approve extensions realizing that there have been considerable changes in various guidelines, policies, etc. over the last five years. He pointed out that the Planning & Zoning Committee made some changes on this particular site with which some of the Planning Commissioners did not agree with respect to tree removal. He feels that the Commission should re-look at some of these sites instead of automatically approving time extensions.

Commissioner Sherman stated she was sympathetic with Commissioner Banks' point of view. However, she had concerns that if the extension is not granted, the petitioner could revise the site plan and still not execute it.

Chair Hirsch stated that the site specific ordinance remains regardless of what the Commission decides to do.

Commissioner Broemmer stated he would not be prone to approve a revised plan that was quickly thrown together.

Chair Hirsch stated that the developer would have two options in this situation: (1) submit a quick preliminary plan, which may, or may not, reflect what they end up doing; or (2) if the time extension is turned down, they would be required to have a Public Hearing on their Preliminary Plan. He noted that if the time extension is granted, the developer will still submit a Preliminary Plan to the Commission – the difference is that if the extension is denied, a Public Hearing will be required for the Preliminary Plan.

Ms. Mara Perry, Senior Planner, stated that the petitioner has the option of putting together a plan that can meet all the guidelines of the ordinance; however, it may not be what will ultimately be built. They would then have to amend the plan and present for approval. The other option is to have the Public Hearing.

Commissioner Geckeler asked if the developer would be subject to newer regulations. Chair Hirsch replied that the site specific ordinance would remain in place.

Commissioner Banks felt a Public Hearing could be helpful because residents of August Hill Subdivision may have some concerns they want to express.

Upon roll call, the vote on the motion to approve the time extension was as follows:

**Aye: Commissioner Geckeler, Commissioner Perantoni,
Commissioner Schenberg, Chairman Hirsch**

**Nay: Commissioner O'Connor, Commissioner Sherman,
Commissioner Banks, Commissioner Broemmer**

The motion failed by a vote of 4 to 4.

Commissioner Sherman made a motion to grant the request for an eighteen-month extension of time with the condition that, at such time as this comes forward, the surrounding residents be notified following the requirements used for a Public Hearing. The motion was seconded by Commissioner Geckeler.

Commissioner Banks felt that the subject building will not be started within the next eighteen months so felt the issue was moot.

Commissioner O'Connor asked how notifying the residents differs from holding a Public Hearing. Chair Hirsch replied that the plan would be presented during Site Plan as opposed to having a full Public Hearing.

Ms. Perry stated that on a past Site Plan, a petitioner was asked to notify and meet with all the adjacent subdivision Trustees.

Upon roll call, the vote was as follows:

**Aye: Commissioner Perantoni, Commissioner Schenberg,
Commissioner Sherman, Commissioner Geckeler,
Chairman Hirsch**

**Nay: Commissioner O'Connor, Commissioner Banks,
Commissioner Broemmer,**

The motion passed by a vote of 5 to 3.

Downtown Chesterfield (Overall/Internal Road System) Partial Amended Site Development Concept Plan: A Partial Amended Site Development Concept Plan, Tree Stand Delineation Plan, Tree Preservation Plan, Lighting Plan, and Landscape Plan for a 15.96 acre lot of land zoned “C-8” “Planned Commercial District” located on the northwest corner of Chesterfield Parkway West and Lydia Hill Road.

Commissioner O’Connor, representing the Site Plan Committee, made a motion to approve the Partial Amended Site Development Concept Plan, Tree Stand Delineation, Tree Preservation Plan, Lighting Plan, and Landscape Plan. The motion was seconded by Commissioner Schenberg.

Commissioner O’Connor referred to the density of this development and expressed concern about not getting to see the “big picture” and not getting the chance to review the impact on residential neighborhoods with respect to changes in traffic because the development of the area is coming in “piecemeal”.

The motion to approve passed by a voice vote of 7 to 1. (Commissioner O’Connor voted “no”.)

- B. Downtown Chesterfield (HOK1) Site Development Section Plan:** A Site Development Section Plan, Architectural Elevations, Lighting Plan, and Landscape Plan for a 4.65 acre lot of land zoned “C-8” “Planned Commercial District” located on the northwest corner of Chesterfield Parkway West and Lydia Hill Road.

Commissioner O’Connor, representing the Site Plan Committee, made a motion to approve the Site Development Section Plan, Architectural Elevations, Lighting Plan, and Landscape Plan with the condition that the Department review the sidewalk within the parking garage. The motion was seconded by Commissioner Schenberg and passed by a voice vote of 7 to 1. (Commissioner O’Connor voted “no”.)

- C. Estates at Wildhorse Canyon - Record Plat:** Record Plat for a 25.13 acre parcel zoned “E-2” Estate Residence District. The site is located on the north side along Wildhorse Creek Road and east of Eatherton Road.

Commissioner O’Connor, representing the Site Plan Committee, made a motion to approve the Record Plat. The motion was seconded by Commissioner Geckeler and passed by a voice vote of 8 to 0.

- D. **The Manors at Schoettler Valley:** A Site Development Plan, Tree Stand Delineation, Tree Preservation Plan, and Landscape Plan for a 8.85 acre lot of land zoned "R-2" Residence District, under a "PEU" Planned Environment Unit Procedure, located approximately 600' NE of the intersection of Squires Way Drive and Schoettler Valley Drive

Commissioner O'Connor, representing the Site Plan Committee, made a motion to approve the Site Development Plan, Tree Stand Delineation, Tree Preservation Plan, and Landscape Plan with Staff approval of a mix of evergreens along the southwest landscape buffer strip and with the condition that the sidewalks continue all the way around the cul-de-sac. The motion was seconded by Commissioner Perantoni and **passed** by a voice vote of 8 to 0.

- F. **Wildhorse Child Care Center - Site Development Plan:** A Site Development Plan, Tree Stand Delineation, Tree Preservation Plan, Landscape Plan, Lighting Plan, and Architectural Elevations for a 2.26 acre parcel zoned "E 1/2" Estate Residence District located on the north side of Wildhorse Creek Road and 5,200 feet west of Long Road.

Commissioner O'Connor, representing the Site Plan Committee, made a motion to approve the Site Development Plan, Tree Stand Delineation, Tree Preservation Plan, Landscape Plan, Lighting Plan, and Architectural Elevations. The motion was seconded by Commissioner Banks and **passed** by a voice vote of 8 to 0.

VIII. OLD BUSINESS

- A. **P.Z. 4-2006 City of Chesterfield (Tree Manual):** A request to repeal City of Chesterfield Ordinance 2235 and replace it with a new ordinance that revises the procedures and requirements for reviewing and approving landscape plans, tree stand delineations, and tree preservation plans.

Commissioner O'Connor made a motion to adopt the Tree Manual with the additional amendments presented earlier in the meeting. The motion was seconded by Commissioner Schenberg.

Upon roll call, the vote was as follows:

Aye: Commissioner Broemmer, Commissioner Geckeler, Commissioner O'Connor, Commissioner Perantoni, Commissioner Schenberg, Commissioner Sherman, Commissioner Banks, Chairman Hirsch

Nay: None

The motion passed by a vote of 8 to 0.

IX. NEW BUSINESS

A. 2007 Meeting Schedule

Chair Hirsch noted that, in the months of May and November, holidays fall on the regularly-scheduled meeting dates. He asked if the Commission wanted to schedule another date for these two months.

Commissioner Broemmer suggested that the Commission meet only once in November and schedule a second meeting in May.

Commissioner O'Connor asked if at certain times of the year more items are on the agenda because builders are trying to get things done before the cold weather. Ms. Aimee Nassif replied that a lot of Site Plans start coming in during the spring; the summer months tend to be very busy; then things begin to drop off during the fall with more ordinances and rezonings; and then things slowing even more in December.

Commissioner Geckeler made a motion to adopt the 2007 Meeting Schedule with the addition of a meeting on Wednesday, May 30th. The motion was seconded by Commissioner Banks and **passed by a voice vote of 8 to 0.**

B. Tutorial on Reading Plans

Commissioner Geckeler stated that she would be meeting with Mr. Geisel for training on reading plans. She stated that this meeting is open to all the Planning Commissioners who are interested in such a tutorial.

C. Underground Utility Lines

Commissioner Broemmer suggested that all new construction be required to have underground utilities installed as part of the development. He noted, however, that Ameren's distribution lines, which are the high voltage lines, would have to remain overhead.

Ms. Nassif stated that the City already requires underground utilities for all new developments. The requirement is included in all Attachment A's for all rezonings and is included in all the updated Ordinance Amendments. All new site plans and new developments have this requirement regardless of zoning.

Commissioner Banks asked if this requirement includes the feeder lines that come from the distribution plant to the subdivision plant. Mr. Geisel replied that it does not include primary feeder lines; but once the lines are in the subdivision, they have to be underground. He also noted that in order to get the power underground when a single lot is being developed, one pole is set on the side for a transformer to go down.

Commissioner Broemmer asked what is required of “re-builds” in an existing subdivision that has overhead utilities. Mr. Geisel stated that it is not part of the building permit process – it is part of the development process. If the site is rezoned, if it requires a planned zoning, or if the site is sub-divided, then the requirement of underground utilities applies.

Commissioner Broemmer asked if anything can be done to get utilities underground in existing developments. City Attorney Rob Heggie stated that this issue has been reviewed; however, it is a very expensive process. He advised that the City does not have the ability to compel Ameren to put the utilities underground. On tear-downs, it is difficult to impose required underground utilities on an individual homeowner when there is only one home in a large subdivision. Mayor Nations stated that in the older subdivisions where there are utility poles, the homeowners have to get their feed off the pole closest to their home. He didn't feel underground utilities would be feasible in these types of neighborhoods.

D. MoDOT Invitation

Chair Hirsch announced that the Commission is invited to MoDot's Transportation Management Center in Chesterfield on December 12th for a training seminar outlining MoDOT's new traffic impact study guidelines.

X. COMMITTEE REPORTS

Commissioner Banks asked if the Department had any plans for any upcoming Committee meetings as he has some items that he feels the various Committees should be reviewing.

Chair Hirsch stated that no Committee meetings are scheduled at this time. There are some items on the docket for the Ordinance Review Committee.

Ms. Nassif stated that the Department is currently focusing most of its attention on chapters of the Unified Development Code, along with criteria and guidelines for the Architectural Review Board. It is anticipated that the Unified Development Code will be presented at a Public Hearing sometime next spring.

XI. ADJOURNMENT

The meeting adjourned at 8:46 p.m.

DRAFT



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

January 3, 2007

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

The Planning Commission agenda for **January 8, 2007** will include the following item for your consideration:

Anheuser Busch Hangar (Mechanical Enclosure for Generator): A mechanical enclosure for a 400 Kilowatt Generator located in the Anheuser Busch Hangar Subdivision on a 6.00 acre parcel zoned "M-3" Planned Industrial District. The site is located on the south side along Edison Road and west of Goddard Road.

Dear Planning Commission:

Sachs Electric on behalf of Anheuser Busch has submitted a mechanical enclosure for your review. The Department of Planning has reviewed this submittal and submits the following report.

BACKGROUND

1. Spirit of St. Louis Airport approved via St. Louis County Ordinance Number 2212 approved rezoning from "NU" Non Urban to "M-3" Planned Industrial District and was subsequently amended by St. Louis County Ordinance Numbers 9642, 11,768, 13,838 and 13,935.
2. On March 2, 1992 the City of Chesterfield adopted Ordinance 656 which amended St. Louis County Ordinance 13,935 and to reduce the right of way on Edison Ave from 60 feet to 40 feet with 10 feet road easement.
3. On April 3, 1994 the City of Chesterfield adopted Ordinance Number 870 which adopted St. Louis County Ordinances 2212, 9642, 11,768, 13,838, and 13,935 and allowed additional permitted uses.
4. On April 15, 1996, the City of Chesterfield adopted Ordinance Number 1156 which amended St. Louis County Ordinance 13,838 and City of Chesterfield Ordinance 656 and repealed City of Chesterfield Ordinance 870 and changes the boundary of the "M-3" Planned Industrial District.
5. On September 15, 1997, the City of Chesterfield adopted ordinance Number 1312 which amended Ordinance 1156 to allow fraternal organizations within the established "M-3" Planned Industrial District.

6. On February 18, 1998 the City of Chesterfield adopted Ordinance Number 1378 which reduced the side yard parking set back for the Anheuser Busch Companies property from 10 feet to zero feet.
7. On July 20 1998, the City of Chesterfield adopted Ordinance Number 1430 which reduced the side yard setback for 660 Goddard from 10 feet to 3 feet from the northern boundary and 9 feet on the southern boundary.

SUBMITTAL INFORMATION

1. The request is for a new 36 feet by 22 feet enclosure for a 400 kilowatt Generator to power the Anheuser Busch Hangar located at 18130 Edison Ave.
2. The enclosure will be located 12 feet to the west of the existing hangar and the enclosure will be 11 feet tall.
3. The enclosure will consists of 8 inch split face, concrete masonry units, on three sides with screened chain link fencing on the south side. Bollards 4 feet high and 8 inch diameter will be placed 2 feet away from the wall and fencing with removable bollards being placed in front of the chain link fencing.
4. Ordinance number 1430 states that, 'All mechanical equipment, rooftop or ground mounted, shall be adequately screened by roofing or other screening, as approved by the Planning Commission.'

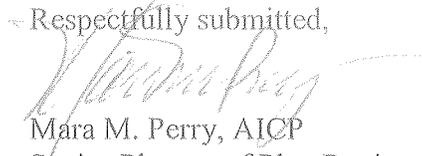
DEPARTMENTAL INPUT

The submittal was reviewed for compliance with City of Chesterfield ordinances. The Department of Planning requests approval of the mechanical enclosure.

Respectfully submitted,

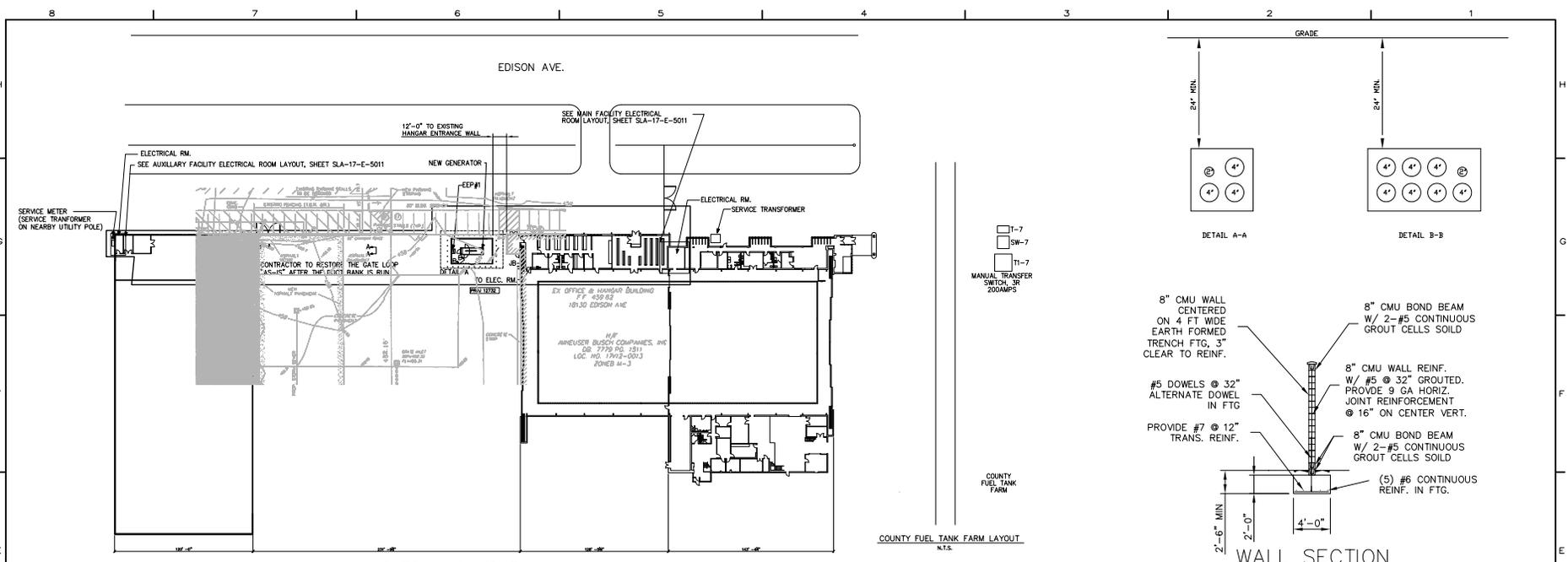

Jarvis Myers
Project Planner

Respectfully submitted,

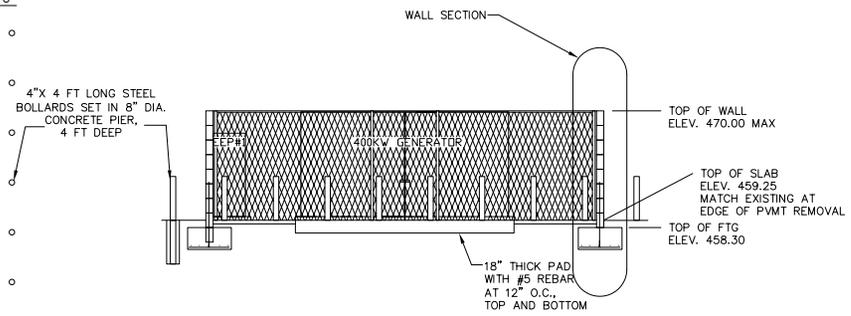
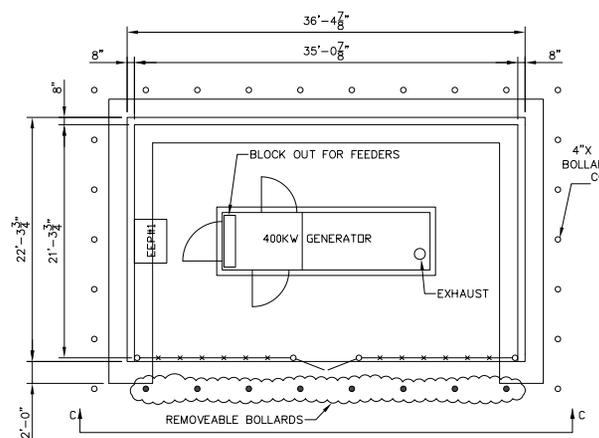
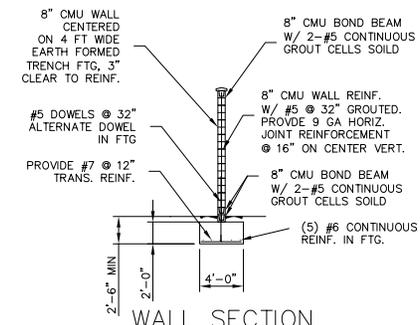
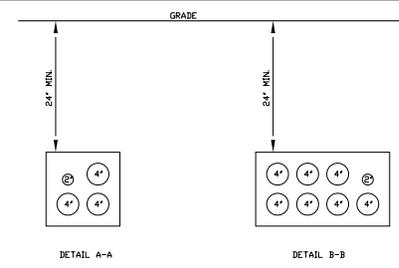

Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments: Mechanical enclosure with elevations
Brochure showing materials that will be used in construction.



OVERALL LAYOUT
SCALE: 1/32"=1'-0"



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SACHS ELECTRIC COMPANY

THE PROFESSIONAL ENGINEER, WHOSE SIGNATURE AND PERSONAL SEAL APPEARING HEREON, APPLIES ONLY TO THE DOCUMENT TO WHICH IT IS AFFIXED, AND EXPRESSLY DISCLAIMS ANY RESPONSIBILITY FOR ALL OTHER PLANS, SPECIFICATIONS, ESTIMATES, REPORTS OR OTHER DOCUMENTS OR INSTRUMENTS NOT SCALED BY THE UNDERSIGNED, RELATING TO, OR INTENDED TO BE USED FOR ANY PART OR PARTS OF THE PROJECT TO WHICH THIS PAGE REFERS.

| | | |
|---|--------------------------|-------|
| ISSUED FOR PERMIT | JCK | CAP |
| DESIGNED CAP | ANHEUSER-BUSCH COMPANIES | 12732 |
| DRAWN JCK | | |
| CHECKED CAP | | |
| SCALE 1/32"=1'-0" | | |
| DATE 11/6/06 | | |
| SPIRIT AIRPORT ELECTRICAL POWER PLAN SERVICE AND GENERATOR LAYOUT | | |
| BLOSSNAME | BLOSSING 17 | |
| ENGINEER APPROVED | OWNER APPROVED | |
| PLANT | BLOSSING | OV. |
| SLA-17-E-5010 | DRAWING | REV. |

CONSULTANT
HAWKINS ASSOCIATES, LLC
1000 R HAWKINS DR
323 FOX BRIAR LANE
BALLWIN, MD 21031

CONSULTANT
Sachs Electric
EMPLOYEE OWNED
1572 LAMAR BELMONT RD
FREDERICK, MD 21704

NOTE: THIS IS A C. A. D. PRODUCED DRAWING / DO NOT MAKE ANY CHANGES ON THIS ORIGINAL



VII. B.

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

January 3, 2007

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

The Planning Commission agenda for **January 8, 2007** will include the following item for your consideration:

Wal-Mart Supercenter Expansion (Chesterfield Commons): Amended Site Development Concept Plan, Landscape Plan and Lighting Plan for an expansion into a supercenter located in a "C-8" Planned Commercial District within the Chesterfield Commons development, west of Chesterfield Commons Drive on the south side of Chesterfield Airport Road.

Dear Planning Commission:

Law Kingdon, Inc., has submitted, on behalf of Wal-Mart an Amended Site Development Concept Plan, Landscape Plan and Lighting Plan for the above referenced project. The Department of Planning has reviewed this request and submits the following report.

BACKGROUND

1. On April 6, 1981, St. Louis County approved Ordinance 10,160 which zoned the property "M-3" Planned Industrial District.
2. On November 17, 1997, The City of Chesterfield approved Ordinance 1344 which changed the boundaries of an "M-3" Planned Industrial District and an "NU" Non-Urban District to a "C-8" Planned Commercial District.
3. On February 7, 2000, The City of Chesterfield approved Ordinance 1600 which amended Ordinance 1344 to add property and revise access requirements.
4. On May 1, 2000, The City of Chesterfield approved Ordinance 1623 which amended Ordinance 1600 to revise the building height requirements.

5. On May 1, 2000, The City of Chesterfield approved Ordinance 1627 which amended Ordinance 1600 to add additional permitted uses.
6. On April 19, 2004, The City of Chesterfield approved Ordinance 2081 which repealed Ordinances 1600 and 1627 and consolidated their conditions into a singular ordinance with the addition of seasonal outdoor storage.

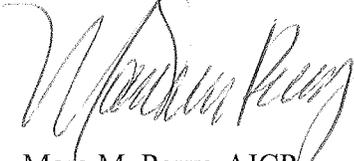
SUBMITTAL INFORMATION

1. The request is for an expansion of the existing 131,566 square foot Wal-Mart into a 190,617 square foot Wal-Mart supercenter located in the Chesterfield Commons development.

DEPARTMENTAL INPUT

The submittal was reviewed and is in compliance with all City of Chesterfield ordinances. The Department of Planning requests action on the Amended Site Development Concept Plan, Lighting Plan, and Landscape Plan.

Respectfully submitted,



Mara M. Perry, AICP
Senior Planner of Plan Review

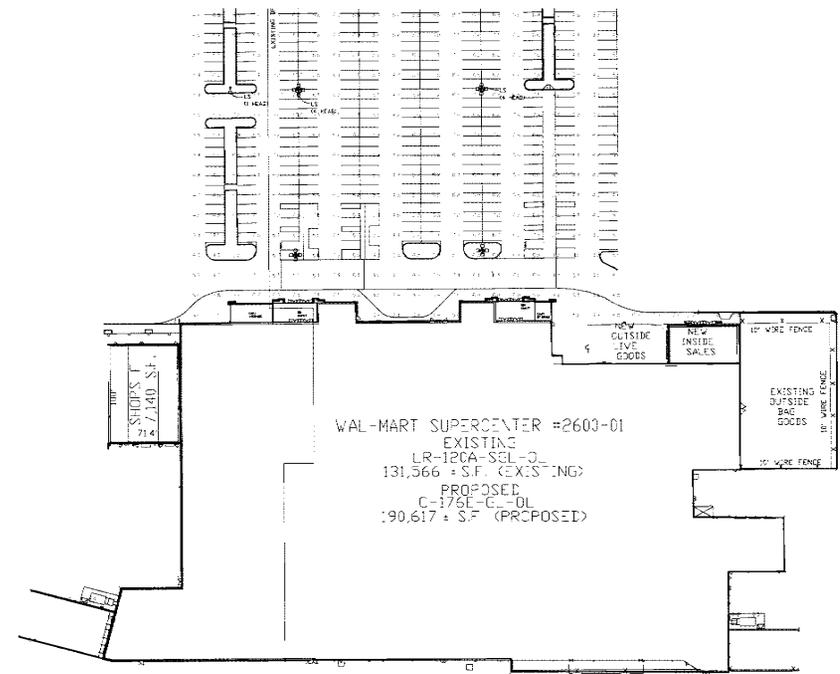
Cc: City Administrator
City Attorney
Department of Public Works

Attachments:
Amended Site Development Concept Plan
Lighting Plan
Landscape Plan

| Statistic | Symbol | Avg | Max | Min | Max-Min | Avg-Min |
|-----------------------|--------|------|------|------|---------|---------|
| Color Rendering Index | 54R | 100% | 100% | 100% | 0% | 0% |
| Beam Spread | 55R | 45R | 100% | 100% | 0% | 0% |
| Beam Diameter | 47R | 65R | 100% | 100% | 0% | 0% |
| Beam Mounting Height | 12R | 100% | 100% | 100% | 0% | 0% |

| Symbol | Label | Qty | Design Number | Description | Notes | File | Lumens | LR | Watts |
|--------|-------|-----|------------------|---|---|-------------|--------|------|-------|
| ••• | A | 22 | 401-100W SFWL | SQUARE AREA LIGHT SWIMMER'S DISTRIBUTION FLAT LENS | ONE 100WATT CLEAR ELECTRICAL WIRE VERTICAL BASE, P POSE ON | 11-11310 EG | 11000 | 0.74 | 4000 |
| ••• | B | 1 | 401-100W SFWL | SQUARE AREA LIGHT SWIMMER'S DISTRIBUTION FLAT LENS | ONE 100WATT CLEAR ELECTRICAL WIRE VERTICAL BASE, P POSE ON | 11-11310 EG | 11000 | 0.74 | 4000 |
| • | C | 2 | 401-100W SFWL | SQUARE AREA LIGHT SWIMMER'S DISTRIBUTION FLAT LENS | ONE 100WATT CLEAR ELECTRICAL WIRE VERTICAL BASE, P POSE ON | 11-11310 EG | 11000 | 0.74 | 4000 |
| • | D | 1 | 401-100W SFWL | SQUARE AREA LIGHT SWIMMER'S DISTRIBUTION FLAT LENS | ONE 100WATT CLEAR ELECTRICAL WIRE VERTICAL BASE, P POSE ON | 11-11310 EG | 11000 | 0.74 | 4000 |

| LUMINAIRE LOCATIONS | | | | | | | | | | | | |
|---------------------|------|-------|--------|------|------|-------------|------|-------|-------|------|---|--|
| Ac | Case | X | Y | Z | W | Orientation | File | X | Y | Z | W | |
| 1 | A | 889.7 | 173.5 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 2 | A | 892.6 | 381.8 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 3 | A | 895.9 | 589.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 4 | A | 898.9 | 797.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 5 | A | 902.0 | 1005.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 6 | A | 904.9 | 1213.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 7 | A | 908.2 | 1421.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 8 | A | 910.8 | 1629.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 9 | A | 913.8 | 1837.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 10 | A | 916.2 | 2045.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 11 | A | 918.9 | 2253.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 12 | A | 921.9 | 2461.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 13 | A | 924.1 | 2669.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 14 | A | 926.4 | 2877.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 15 | A | 928.3 | 3085.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 16 | A | 929.9 | 3293.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 17 | A | 931.2 | 3501.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 18 | B | 932.6 | 3709.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 19 | A | 933.7 | 3917.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 20 | A | 934.6 | 4125.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 21 | A | 935.3 | 4333.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 22 | A | 935.8 | 4541.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 23 | A | 936.1 | 4749.9 | 42.0 | 42.0 | C.C. | C.C. | | | | | |
| 24 | D | 936.3 | 4957.9 | 42.0 | 42.0 | C.C. | C.C. | 133.9 | 581.1 | C.C. | | |
| 25 | D | 924.2 | 481.7 | 42.0 | 42.0 | C.C. | C.C. | 824.0 | 189.9 | C.C. | | |
| 26 | D | 244.3 | 425.1 | 42.0 | 42.0 | C.C. | C.C. | | | | | |



Plan View
Scale: 1" = 10'

12/8/2006



CHESTERFIELD COMMONS WAL-MART
POINT ILLUMINATION STUDY

Designer
JIM ARRAS
Date
NOV. 14, 2006
Scale
AS NOTED
Drawing No.



VII. C.

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

January 3, 2007

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

The Planning Commission agenda for **January 8, 2007** will include the following item for your consideration:

Wal-Mart Supercenter Expansion (Chesterfield Commons): Amended Site Development Section Plan, Landscape Plan, Lighting Plan and Architectural Elevations for an expansion into a supercenter located in a "C-8" Planned Commercial District within the Chesterfield Commons development, west of Chesterfield Commons Drive on the south side of Chesterfield Airport Road.

Dear Planning Commission:

Law Kingdon, Inc., has submitted, on behalf of Wal-Mart an Amended Site Development Section Plan, Landscape Plan, Lighting Plan and Architectural Elevations for the above referenced project. The Department of Planning has reviewed this request and submits the following report.

BACKGROUND

1. On April 6, 1981, St. Louis County approved Ordinance 10,160 which zoned the property "M-3" Planned Industrial District.
2. On November 17, 1997, The City of Chesterfield approved Ordinance 1344 which changed the boundaries of an "M-3" Planned Industrial District and an "NU" Non-Urban District to a "C-8" Planned Commercial District.
3. On February 7, 2000, The City of Chesterfield approved Ordinance 1600 which amended Ordinance 1344 to add property and revise access requirements.
4. On May 1, 2000, The City of Chesterfield approved Ordinance 1623 which amended Ordinance 1600 to revise the building height requirements.
5. On May 1, 2000, The City of Chesterfield approved Ordinance 1627 which amended Ordinance 1600 to add additional permitted uses.

6. On April 19, 2004, The City of Chesterfield approved Ordinance 2081 which repealed Ordinances 1600 and 1627 and consolidated their conditions into a singular ordinance with the addition of seasonal outdoor storage.

SUBMITTAL INFORMATION

1. The request is for an expansion of the existing 131,566 square foot Wal-Mart into a 190,617 square foot Wal-Mart supercenter located in the Chesterfield Commons development.
2. The exterior materials include cmu, utility face brick, cast stone, EIFS, and ornamental metal fencing to match existing materials. Roof materials will be EPDM to match the existing roof.

ARB RECOMMENDATIONS

This project was reviewed by the Architectural Review Board on December 14, 2006. The ARB voted unanimously to recommend approval of the Site Development Section Plan, Architectural Elevations, Lighting Plan and Landscape Plan to the Planning Commission with the following recommendations:

1. Add additional screening with like masonry materials to the outdoor storage areas.

The petitioner has addressed this issue and information is located on the architectural elevations.

DEPARTMENTAL INPUT

The submittal was reviewed and is in compliance with all City of Chesterfield ordinances. The Department of Planning requests action on the Amended Site Development Section Plan, Architectural Elevations, Lighting Plan, and Landscape Plan.

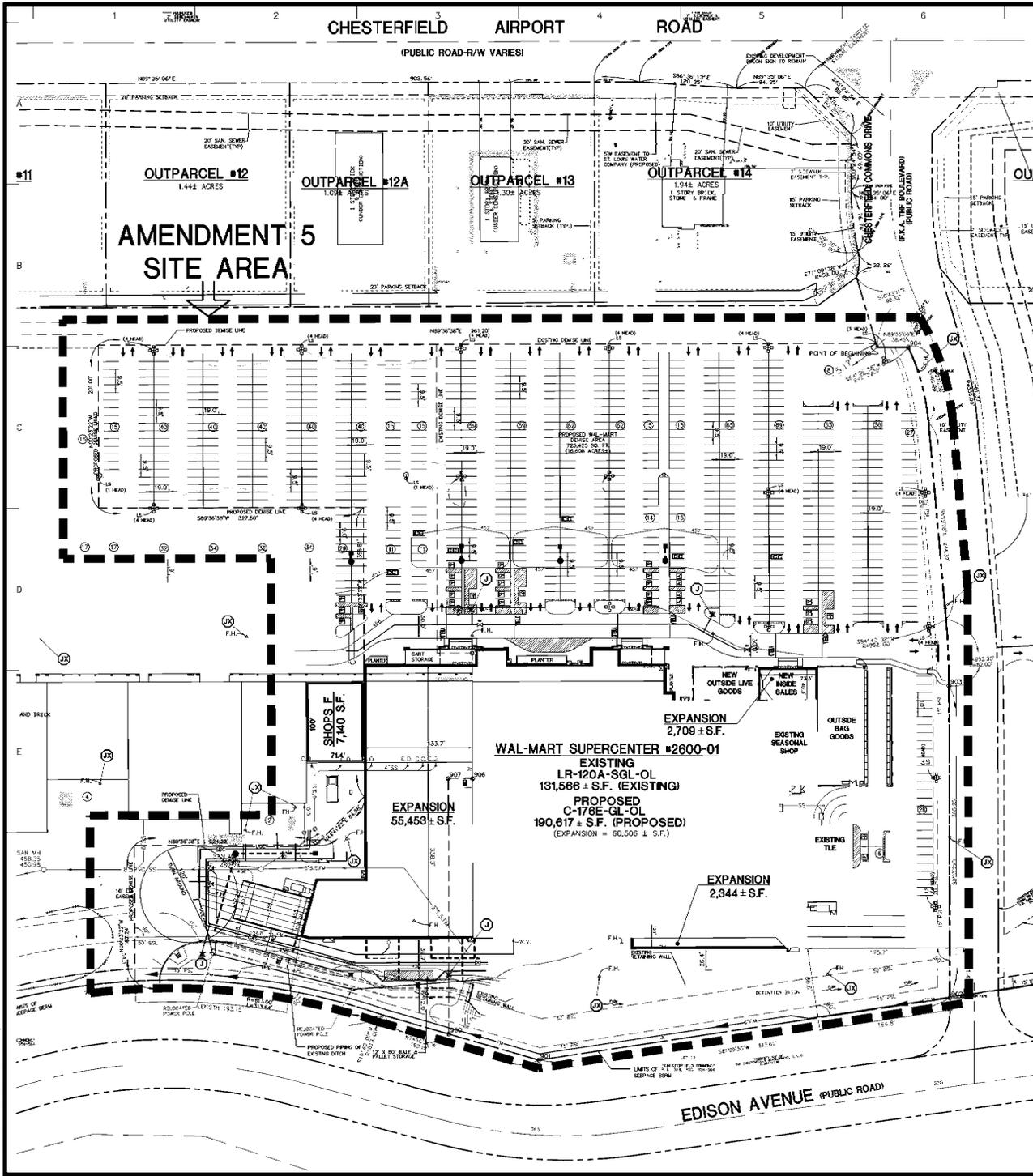
Respectfully submitted,



Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments:
Amended Site Development Section Plan
Architectural Elevations
Lighting Plan
Landscape Plan



NOTE: APPROVAL OF THIS PLAN DOES NOT CONSTITUTE APPROVAL OF SERVICE, SIGN APPROVAL, OR SEPARATE PROCESS.

NOTE: ALL EXISTING PARKING AT REAR OF BUILDING IS DESIGNATED EMPLOYEE PARKING.

NOTE: NO TREES OR SHRUBS MAY BE PLANTED WITHIN THE 40' WATER LIMITS OF THE STORM WATER CHANNEL, EXCEPT IN AREAS AS PLANNED PURSUANT TO RETAINING WALLS.

NOTE: ALL UNUSUAL AREAS ALONG THE FRONT DRIVE ARE TO BE STREET FRONT SIMILAR TO THE CROSSWALKS THROUGHOUT THIS DEVELOPMENT.

NOTE: CHESTERFIELD COMMONS DEVELOPMENT IS TO BE SET BY THE 10:00 A.M. 2010 LOT FOR SET. 2010 LOTS ARE SET IN UPGRADE 1344. 24 HOUR IS NOT PERMITTED ON SITE.

CHESTERFIELD COMMONS SHOPPING CENTER PARKING ANALYSIS

| | REQUIRED | PROVIDED |
|------------|----------|----------|
| OUTPARCELS | 1,058 SP | 1,270 SP |
| LOT 8 | 4,180 SP | 3,917 SP |
| CENTER | 5,955 SP | 5,167 SP |

NOTE: THIS PLAN IS FOR LOCATION PURPOSES ONLY. NOT APPROVED WITH REGARDS TO CHANGES OF SITE PLAN.

LEGEND

(1) PROPOSED PAVEMENT AND ASPHALT TYPICAL AS INDICATED. CONTINUOUS TO INCLUDE PIPE DRAINAGE PROTECTION WITH THE EXISTING 2' CATCH BASIN IN PAVED AREA OR WHITE STONE.

(2) EXISTING FRT - 1584"

GEOLOGICAL ENGINEER'S STATEMENT

MONEST TESTING, AT THE REQUEST OF WOLVERTON & ASSOCIATES, HAS PERFORMED A GEOTECHNICAL EXPLORATION FOR THE PROJECT PROPOSED HEREON. WE HAVE ALSO CONDUCTED, FOR THE REASON, AN UNDERSEAL ANALYSIS TO ASSESS THE IMPACT OF THE PROPOSED CONSTRUCTION ON THE PERFORMANCE OF THE LEAK SEEPAGE BARRIER, AND PROPERTY WITHIN THE DEVELOPMENT AREA. OUR FINDINGS INDICATE THAT THE EXISTING AND UNDERSEAL-RELATED ASPECTS ARE SUITABLE FOR THE DEVELOPMENT PROPOSED HEREON PURSUANT TO THE RECOMMENDATIONS AND CONSIDERATIONS SET FORTH IN OUR MAY 26, 2006 REPORT, TITLED "GEOLOGICAL EXPLORATION ON LOT 8, MO. 10072- WAL-MART EXPANSION - CHESTERFIELD, MISSOURI, AND OUR NOVEMBER 28, 2006 REPORT, TITLED "UNDERSEAL ANALYSIS - LOT NO. 5034 - WAL-MART EXPANSION - CHESTERFIELD COMMONS - CHESTERFIELD, MISSOURI."

MIDWEST TESTING

RICHARD D. CALDWELL, P.E.
MISSOURI REG. NO. 1-20132
12/20/2006
DATE

THE OWNER HAS REVIEWED THE ABOVE REPORT AND HAS ACCEPTED THE RESULTS THEREOF. THE RESULTS OF THE MONEST TESTING AND UNDERSEAL ANALYSIS ARE AS FOLLOWS:

1. THE EXISTING LEAK SEEPAGE BARRIER IS SUITABLE FOR THE PROPOSED CONSTRUCTION.

2. THE EXISTING LEAK SEEPAGE BARRIER IS SUITABLE FOR THE PROPOSED CONSTRUCTION.

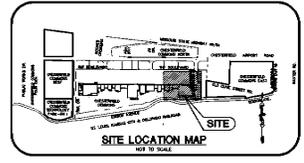
3. THE EXISTING LEAK SEEPAGE BARRIER IS SUITABLE FOR THE PROPOSED CONSTRUCTION.

4. THE EXISTING LEAK SEEPAGE BARRIER IS SUITABLE FOR THE PROPOSED CONSTRUCTION.

WAL-MART STORE #2600-01 ADDRESS TO THE BOLLIVARD, CHESTERFIELD, MO 63005, SAINT LOUIS COUNTY

DEVELOPER:
WAL-MART STORES INC.
ATTENTION: DESIGN DEPARTMENT
2015 N. GUY WIRE RD. #605
MONTICELLO, AR 72110-1800
CONTACT: MICHAEL DODDING (417) 671-2871
PHONE: (417) 671-2871 / (417) 224-2884 (EXT.)
FAX: (417) 224-4500

OWNER:
MR. MICHAEL DODDING LLC
2777 MARKET PLACE DRIVE
ST. LOUIS, MO 63114
CONTACT: MR. LARRY WENIGER
PHONE: (314) 426-0000
FAX: (314) 426-9999



CHESTERFIELD COMMONS LOT 8 - SITE ANALYSIS

| | EXISTING | PROPOSED |
|--------------------|---------------|---------------|
| ANCHOR 1 | 106,997 S.F. | 106,997 S.F. |
| ANCHOR 2 | 19,236 S.F. | 19,236 S.F. |
| ANCHOR 3 | 19,300 S.F. | 19,300 S.F. |
| ANCHOR 4 | 128,969 S.F. | 128,969 S.F. |
| ANCHOR 5 | 45,854 S.F. | 45,854 S.F. |
| ANCHOR 6 | 28,500 S.F. | 28,500 S.F. |
| ANCHOR 7 | 12,000 S.F. | 12,000 S.F. |
| ANCHOR 8 | 24,028 S.F. | 24,028 S.F. |
| ANCHOR 9 | 12,000 S.F. | 12,000 S.F. |
| WAL-MART | 131,568 S.F. | 190,817 S.F. |
| ANCHOR 11 | 38,000 S.F. | 38,000 S.F. |
| ANCHOR 12 | 30,808 S.F. | 30,808 S.F. |
| SHOPS | 66,100 S.F. | 72,830 S.F. |
| LOT 8 BUILDING | 705,241 S.F. | 750,932 S.F. |
| LOT 8 PARKING | 4,022 SPACES | 3,917 SPACES |
| OUTPARCELS PARKING | 1,270 SPACES | 1,270 SPACES |
| CENTER PARKING | 5,167 SPACES | 5,167 SPACES |
| LOT 8/DETENTION | 95,698 ± A.C. | 95,698 ± A.C. |
| LOT 8/DETENTION | 64,718 ± A.C. | 64,718 ± A.C. |
| GREEN AREA | 30,928 ± A.C. | 23,993 ± A.C. |
| OPEN SPACE | 32.32 % | 31.83 % |

WAL-MART SITE ANALYSIS

| | EXISTING | PROPOSED |
|-------------------|--------------|---------------|
| WAL-MART | 131,568 S.F. | 190,817 S.F. |
| STANDARD SPACES | 858 SPACES | 858 SPACES |
| ACCESSIBLE SPACES | 8 SPACES | 27 SPACES |
| TOTAL PARKING | 874 SPACES | 880 SPACES |
| CART CORRAL | 11 SPACES | 10 SPACES |
| DESEAL SITE AREA | 119,244 A.C. | 16,808 ± A.C. |

NOTES

1. ALL CALCULATED BASED ON TOTAL GROSS SQUARE FOOTAGE OF BUILDING.

2. WAL-MART PREFERRED PARKING (AO 09/1/2000 S.F.) REQUIREMENTS.

3. PARKING LAYOUT PARTIALLY MEETS WAL-MART STANDARDS WHICH IS NEARLY LOCAL REQUIREMENTS.

4. PARKING SPACES CONTAINS 90 PARKING SPACES.

EXISTING WAL-MART CENTER AREA TYPICAL DIMENSIONS:
 WIDTH: 55' ±
 DEPTH: 15' ±
 ONE WAY DRIVE: N/A
 ONE WAY DRIVE: N/A

PROPOSED DESEAL AREA EXPANSION TYPICAL DIMENSIONS:
 WIDTH: 55' ±
 DEPTH: 15' ±
 ONE WAY DRIVE: N/A
 ONE WAY DRIVE: N/A

LAND USE CLASSIFICATION: COMMERCIAL
ZONING CLASSIFICATION: C-3 PLANNED COMMERCIAL DISTRICT
LOCAL JURISDICTION: CITY OF CHESTERFIELD
FLOOD ZONE CLASSIFICATION: ZONE 2

BUILDING DATA

GROSS BUILDING AREA: 190,817 ± S.F. (PROPOSED)
BUILDING SETBACKS RECD: 50' FRONT YARD, 25' SIDE YARD-EASTERN, 0' SIDE YARD-WESTERN, 30' REAR YARD
PARKING SETBACKS RECD: 15' SIDE YARD-EASTERN, 0' SIDE YARD-WESTERN, 15' REAR YARD
BUILDING HEIGHT: MAXIMUM BY CODE: 45' AND/OR 3 STORES
WAL-MART SUPERCENTER: 30' ±
BUILDING COVERAGES: WAL-MART SUPERCENTER: 20% ±

AMENDMENT 5 SITE DEVELOPMENT SECTION PLAN FOR WAL-MART EXPANSION #2600-01 WITHIN CHESTERFIELD COMMONS GOVERNING ORDINANCE NO. 2081

GRAPHIC SCALE
 1" = 50'
 1" EACH = 50 FT.

MSD No. P-0027534-00/BASE MAP 17-14

Wolverton & Associates
 Consulting Engineers - Land Surveyors
 615 S. WILSON AVE., SUITE 100
 ST. LOUIS, MO 63105
 PHONE: (314) 426-0000
 FAX: (314) 426-9999
 WWW.WOLVERTONASSOCIATES.COM

AMENDMENT 5 - SITE DEVELOPMENT SECTION PLANS
WAL-MART SUPERCENTER EXPANSION - # 2600-01
CHESTERFIELD, ST. LOUIS COUNTY, MO 63005
WAL-MART STORES INC.
BENTONVILLE, ARKANSAS

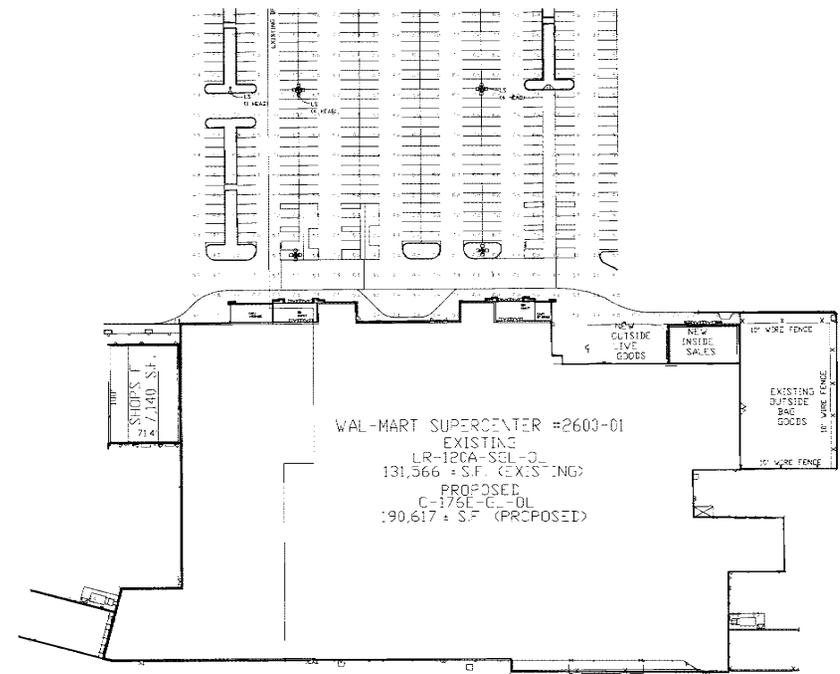
| REVISIONS | BY |
|-----------|-----|
| 1/2/12/06 | DMW |
| 2/20/06 | DMW |

DRAWN BY: CRP
CHECKED BY: DMW
DATE: 11/17/2006
SCALE: 1" = 50'
JOB NO.: 06-109
SHEET NUMBER: SEC-1A
 OF 04ETS

| Statistic | Symbol | Avg | Max | Min | Max-Min | Avg-Min |
|-----------------------|--------|------|------|------|---------|---------|
| Color Rendering Index | 54K | 100% | 100% | 100% | 0% | 0% |
| Beam Spread | 55K | 45K | 100% | 100% | 55% | 55% |
| Beam Diameter | 47K | 65K | 100% | 100% | 53% | 53% |
| Beam Mounting | 52K | 100% | 100% | 100% | 0% | 0% |

| Symbol | Label | Qty | Design Number | Description | Notes | File | Lumens | LLH | Watts |
|--------|-------|-----|---------------|--|--|------------|--------|------|-------|
| ••• | A | 22 | 401-100W SPM | SQUARE AREA LIGHT SWARMER'S DISTRIBUTION FLAT LENS | ONE 100-WATT CLEAR BUSHY BALLAST VENTURA, BAE, P. POB ON | 11-1131-00 | 11000 | 0.74 | 4000 |
| ••• | B | 1 | 401-100W SPM | SQUARE AREA LIGHT SWARMER'S DISTRIBUTION FLAT LENS | ONE 100-WATT CLEAR BUSHY BALLAST VENTURA, BAE, P. POB ON | 11-1131-00 | 11000 | 0.74 | 4000 |
| • | C | 2 | 401-100W SPM | SQUARE AREA LIGHT SWARMER'S DISTRIBUTION FLAT LENS | ONE 100-WATT CLEAR BUSHY BALLAST VENTURA, BAE, P. POB ON | 11-1131-00 | 11000 | 0.74 | 4000 |
| • | D | 1 | 401-100W SPM | SQUARE AREA LIGHT SWARMER'S DISTRIBUTION FLAT LENS | ONE 100-WATT CLEAR BUSHY BALLAST VENTURA, BAE, P. POB ON | 11-1131-00 | 11000 | 0.74 | 4000 |

| LUMINAIRE LOCATIONS | | | | | | | | | | | |
|---------------------|------|-------|--------|------|------|-------------|------|-------|--------|------|---|
| Ac | Case | X | Y | Z | W | Orientation | File | X | Y | Z | W |
| 1 | A | 889.7 | 173.5 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 2 | A | 892.6 | 381.8 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 3 | A | 895.9 | 589.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 4 | A | 898.9 | 797.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 5 | A | 902.0 | 1005.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 6 | A | 904.9 | 1213.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 7 | A | 908.2 | 1421.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 8 | A | 911.4 | 1629.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 9 | A | 914.6 | 1837.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 10 | A | 917.8 | 2045.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 11 | A | 921.0 | 2253.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 12 | A | 924.3 | 2461.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 13 | A | 927.5 | 2669.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 14 | A | 930.8 | 2877.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 15 | A | 934.0 | 3085.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 16 | A | 937.3 | 3293.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 17 | A | 940.5 | 3501.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 18 | B | 943.8 | 3709.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 19 | A | 947.0 | 3917.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 20 | A | 950.3 | 4125.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 21 | A | 953.5 | 4333.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 22 | A | 956.8 | 4541.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 23 | A | 960.0 | 4749.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |
| 24 | D | 963.3 | 4957.9 | 42.0 | 42.0 | C.C. | C.C. | 133.9 | 581.1 | C.C. | |
| 25 | D | 966.5 | 5165.9 | 42.0 | 42.0 | C.C. | C.C. | 524.0 | 1009.0 | C.C. | |
| 26 | D | 969.8 | 5373.9 | 42.0 | 42.0 | C.C. | C.C. | | | | |



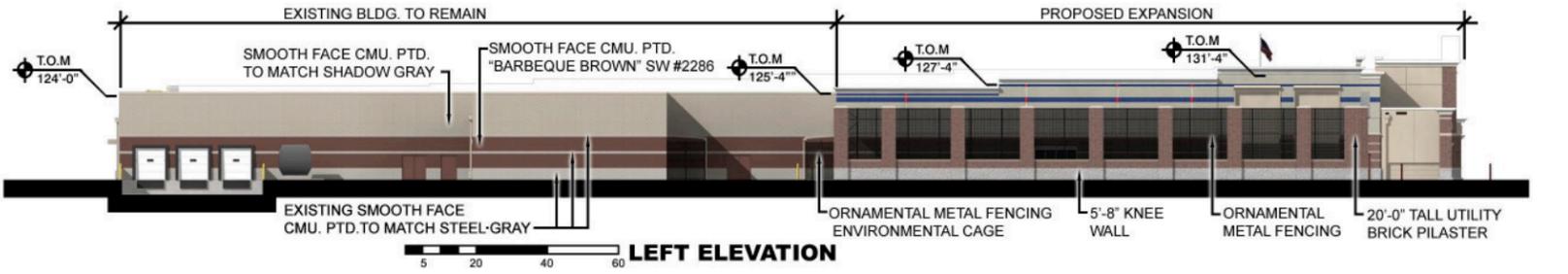
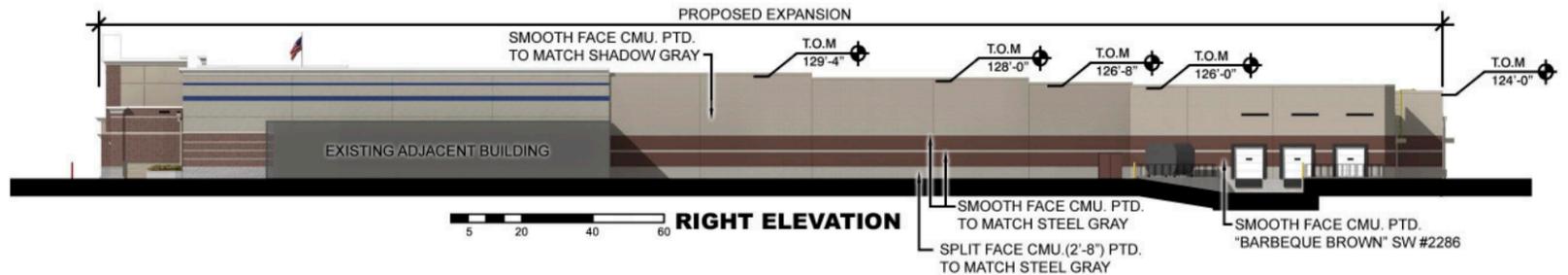
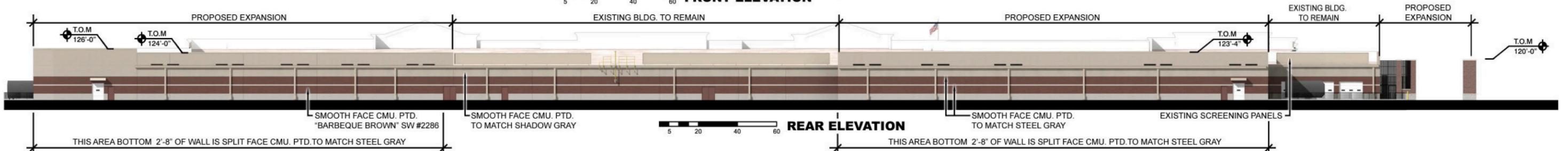
Plan View
Scale: 1/8" = 1'-0"

12/8/2006



CHESTERFIELD COMMONS WAL-MART
 POINT ILLUMINATION STUDY

Designer
 JIM ARRAS
 Date
 NOV. 14, 2006
 Scale
 AS NOTED
 Drawing No.



REPRESENTATION ONLY
NOT FOR CONSTRUCTION

Building images shown are a representation of the design intent and may not reflect any subtle variations in color, material or construction that may occur due to local material differences and final design detailing.



VII. D.

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

January 3, 2007

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

The Planning Commission agenda for **January 8, 2007** will include the following item for your consideration:

Terra Corporate Park Amended Site Development Concept Plan: Amended Site Development Concept Plan and Landscape Plan for a 24.9 acre parcel zoned "PI" Planned Industrial District located north of Chesterfield Airport Road across from its intersection with Trade Center Boulevard.

Dear Planning Commission:

Stock & Associates, on behalf of Chesterfield Airport Road Investments, L.L.C., an Amended Site Development Concept Plan and Landscape Plan for the above referenced project. The Department of Planning has reviewed this request and submits the following report.

BACKGROUND

1. On January 17, 2001, The City of Chesterfield adopted Ordinance 1708 for a change in zoning designation from "M-3" Planned Industrial District to a "PI" Planned Industrial District.
2. On February 22, 2006, The City of Chesterfield adopted Ordinance 2245 which repealed Ordinance 1708 and replaced it with a new ordinance with amendments to several area, height, lot and setback requirements.

SUBMITTAL INFORMATION

1. The request is 223,000 square feet comprised of ten lots with ten buildings to include a bank, two restaurants, one convenience store with gas station, three retail buildings and three general use buildings located on a 24.9 acre site at the Intersection of Trade Center Boulevard and Chesterfield Airport Road.

2. A Sign package is not being submitted at this time and will be submitted for review by the Planning Commission at a later date.
3. This plan amends the previously approved Site Development Concept Plan which included 254,000 square feet comprised of five lots with seven buildings to include office and warehouse uses.

DEPARTMENTAL INPUT

The submittal was reviewed and is in compliance with all City of Chesterfield ordinances. The Department of Planning requests action on the Amended Site Development Concept Plan and Landscape Plan.

Respectfully submitted,

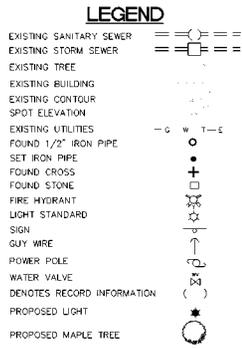


Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments:
Amended Site Development Concept Plan
Landscape Plan

- GENERAL NOTES**
1. TOPOGRAPHIC SURVEY PROVIDED BY STOCK AND ASSOCIATES. BOUNDARY SURVEY PROVIDED BY OTHERS.
 2. GRADING & STORM WATER PER THE CITY OF CHESTERFIELD AND THE ST. LOUIS COUNTY DEPARTMENT OF HIGHWAYS AND TRAFFIC.
 3. NO SLOPE SHALL EXCEED A 3:1 GRADE, EXCLUDING LANDSCAPING BERMS.
 4. ALL UTILITIES SHOWN HEREIN LOCATED BY THE PROPERTY OWNER. AVAILABLE RECORDS. THEIR LOCATION SHOULD BE CONSIDERED APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES COMPANIES. NOTIFY TO CONSTRUCTION TO HAVE EXISTING UTILITIES FIELD LOCATED. SPREAD ANY UTILITIES BE COVERED, THE CONTRACTOR SHALL NOTIFY THE OFFICE OF THE ENGINEER IMMEDIATELY.
 5. ARCHITECTURAL DRAWINGS, TREE LANDSCAPING AND SITE LIGHTING PLANS AND SITE GRADING PLANS SHALL BE SUBMITTED TO THE CITY OF CHESTERFIELD AS ADDITIONAL LOTS AND DEVELOPED ON THEIR OWN DEVELOPMENT PLAN.
 6. FOR CLARITY, STREET LIGHTS WERE NOT SHOWN ON THIS PLAN. STREET LIGHTS SHALL BE LOCATED AT THE INTERSECTION OF THE PROPOSED DRIVE AND EXISTING DRIVE. LONG AND LONG AND CROSSING DRIVE AS REQUIRED FOR THE CITY OF CHESTERFIELD SUBMITTAL SECTION 1005.010.
 7. ON-LINE STORM WATER MANAGEMENT REQUIREMENTS SHALL BE IN ACCORDANCE WITH THE CHESTERFIELD VALLEY MASTER STORM WATER DRAINAGE PLAN.
 8. OFF-SITE GRADING EXISTENTS IF REQUIRED, SHALL BE EXECUTED AND RECORDED FROM TO THE COMMENCEMENT OF ANY OTHER GRADING.
 9. CROSS-ACCESS EXISTENTS WHERE REQUIRED, SHALL BE EXECUTED AND RECORDED AS INDIVIDUAL LOTS AND DEVELOPED.
 10. ALL REINFORCE SHALL BE CONSTRUCTED OF REINFORCING MASONRY, CLASS "B" UP CONCRETE AND/OR PRE CAST CONCRETE PANELS, DESIGN TO SIMILAR TO BUILDINGS CONSTRUCTED WITHIN THE GREAT TRADE CENTER DEVELOPMENT.
 11. PARKING CALCULATIONS:
 - A. PARKING AGREEMENT SHALL BE REACHED AMONG THE BUILDING STRUCTURES ON LOTS 1, 2, 3 AND 4 WHICH PROVIDES FOR SHARED USE OF THE DESIGNATED PARKING AREAS AND PROVIDED FOR EACH SITE DEVELOPMENT SECTION PLAN.
 - PROPOSED LOT 1 AREA = 3,583 S.F. @ 4.1/1000 = 578 SPACES
PARKING PROVIDED = 562 SPACES
 - PROPOSED LOT 2 AREA = 3,448 S.F. @ 4.1/1000 = 554 SPACES
PARKING PROVIDED = 570 SPACES
 - PROPOSED LOT 3 AREA = 4,028 S.F. @ 4.1/1000 = 638 SPACES
PARKING PROVIDED = 625 SPACES
 - PROPOSED LOT 4 AREA = 4,174 S.F. @ 4.1/1000 = 652 SPACES
PARKING PROVIDED = 625 SPACES
 12. REINFORCING BARS:
 - PROPOSED LOT 1 (REIN.)
PARKING PROVIDED = 562 SPACES
 - PROPOSED LOT 2 (REIN.)
PARKING PROVIDED = 570 SPACES
 - PROPOSED LOT 3 (REIN.)
PARKING PROVIDED = 625 SPACES
 - PROPOSED LOT 4 (REIN.)
PARKING PROVIDED = 625 SPACES

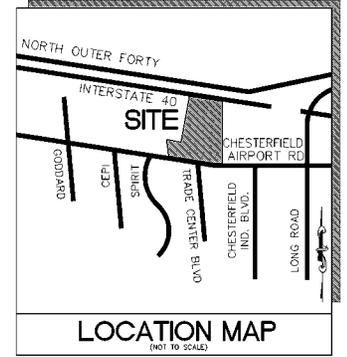


TERRA CORPORATE PARK AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR A "PLANNED INDUSTRIAL" DISTRICT

A TRACT OF LAND BEING
LOCATED IN U.S. SURVEY 1010,
TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH P.M.
ST. LOUIS COUNTY, MISSOURI

(ORIGINAL SITE DEVELOPMENT CONCEPT PLAN RECORDED
IN PLAT BOOK 349, PAGES 549/550)

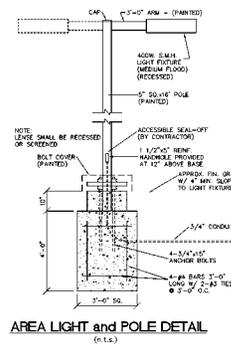
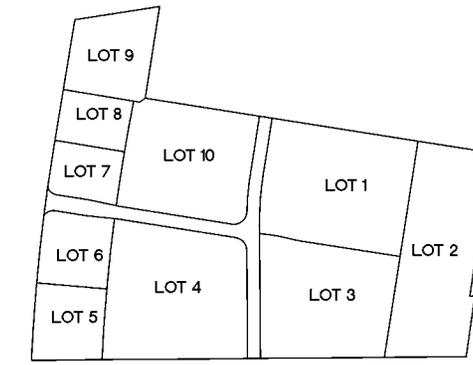
ORDINANCE NO. 1708
AMENDED ORDINANCE NO. 2245



13. REINFORCING BARS:
 - PROPOSED LOT 5 (6-STORY W/OAS)
PARKING PROVIDED = 1,000 S.F. @ 5.1/1000 = 19 SPACE
= 3 EMPLOYEES @ 3 PER EMPLOYEE = 3
PARKING PROVIDED = 3 SPACES
 - PROPOSED LOT 6 (2-STORY)
PARKING PROVIDED = 2,600 S.F. @ 4.5/1000 = 12 SPACES
PARKING PROVIDED = 25 SPACES
 - PROPOSED LOT 7 (2-STORY)
PARKING PROVIDED = 40 SEATS @ 1/3 SEATS = 32
= 10 EMPLOYEES @ 3/3 EMPLOYEE = 7
PARKING PROVIDED = 30 SPACES
 - PROPOSED LOT 8 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 9 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
14. REINFORCING BARS:
 - PROPOSED LOT 10 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 11 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
15. REINFORCING BARS:
 - PROPOSED LOT 12 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 13 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES

PERTINENT DATA

| | |
|------------------|---|
| SITE ACREAGE | = 24,997 ACRES |
| EXISTING ZONING | = I-2 |
| ORDINANCE NO. | = 2245 |
| ERIC DISTRICT | = CHESTERFIELD |
| SCHOOL DISTRICT | = ROCKWOOD |
| SEWER DISTRICT | = METROPOLITAN ST. LOUIS SEWER DIST. |
| WATERSHED AREA | = MISSOURI RIVER |
| WATER SERVICE | = MISSOURI AMERICAN WATER CO. |
| GAS SERVICE | = LACLUDE GAS |
| ELECTRIC SERVICE | = AmeriEnergy |
| PHONE SERVICE | = SOUTHWESTERN BELL |
| LOCATOR NUMBER | = 17V52-0040 |
| | = 17V52-0050 |
| | = 17V52-0072 |
| OWNER | = CHESTERFIELD RD. INVESTMENTS, LLC DB. 14625 PG. 2546 |



OPEN SPACE CALCULATION

| | |
|---------------------|---------|
| 7.76 AC. OPEN SPACE | = 31% ± |
| 25.0 AC. TOTAL SITE | |

GEOTECHNICAL ENGINEERS STATEMENT

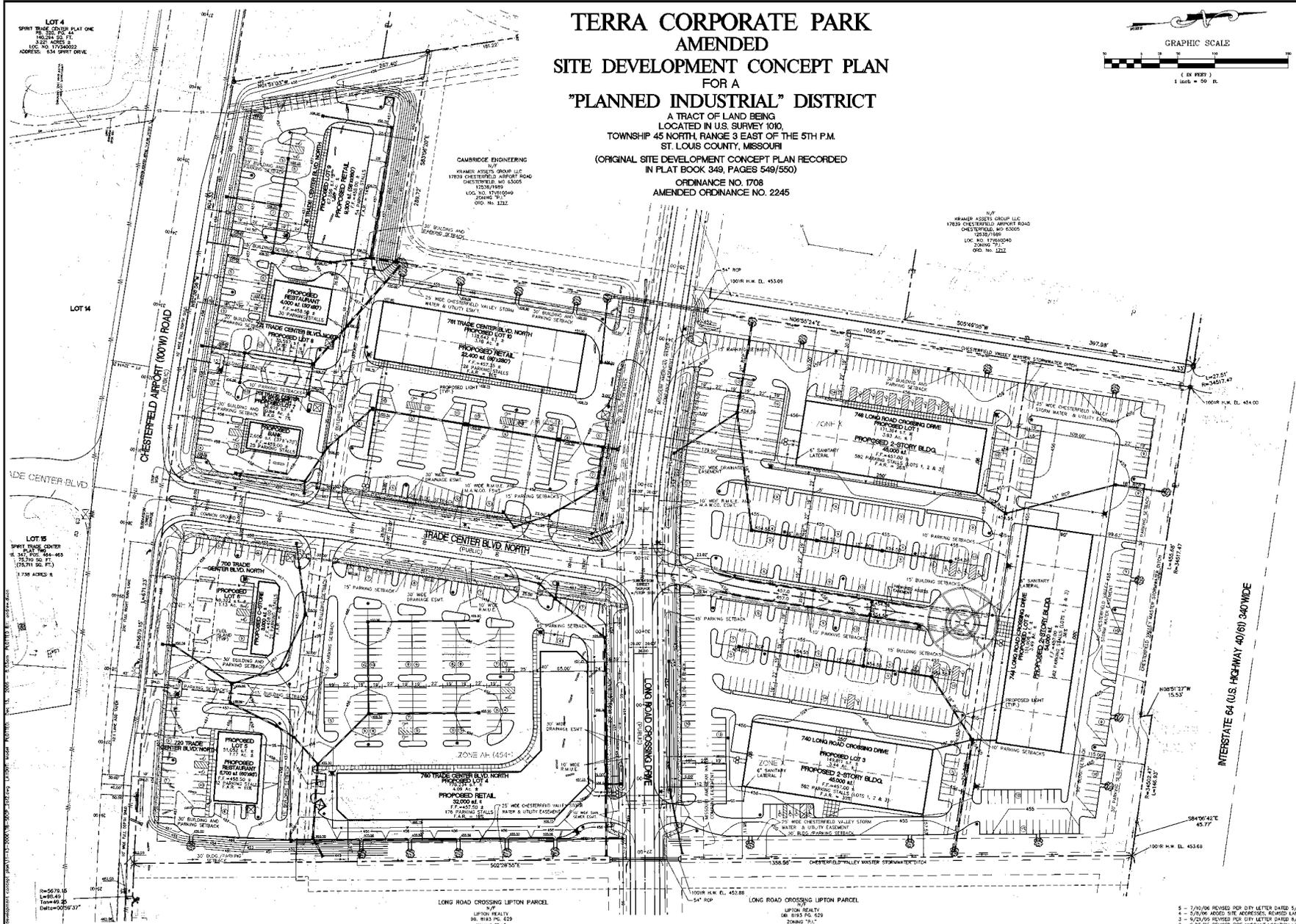
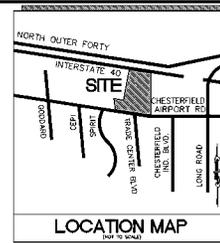
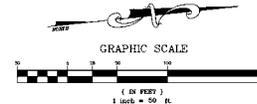
STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. has prepared this statement for the project described herein. It is based on the information provided to us by the client and is not intended to constitute a warranty or representation of any kind. The client is responsible for the accuracy and completeness of the information provided to us. This statement is valid only for the project and site described herein and is not to be used for any other project or site without the written consent of the engineer.

DATE: 7-11-06

16. REINFORCING BARS:
 - PROPOSED LOT 14 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 15 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
17. REINFORCING BARS:
 - PROPOSED LOT 16 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 17 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
18. REINFORCING BARS:
 - PROPOSED LOT 18 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 19 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
19. REINFORCING BARS:
 - PROPOSED LOT 20 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 21 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
20. REINFORCING BARS:
 - PROPOSED LOT 22 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 23 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
21. REINFORCING BARS:
 - PROPOSED LOT 24 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 25 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
22. REINFORCING BARS:
 - PROPOSED LOT 26 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 27 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
23. REINFORCING BARS:
 - PROPOSED LOT 28 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 29 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
24. REINFORCING BARS:
 - PROPOSED LOT 30 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 31 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
25. REINFORCING BARS:
 - PROPOSED LOT 32 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 33 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
26. REINFORCING BARS:
 - PROPOSED LOT 34 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 35 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
27. REINFORCING BARS:
 - PROPOSED LOT 36 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 37 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
28. REINFORCING BARS:
 - PROPOSED LOT 38 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 39 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
29. REINFORCING BARS:
 - PROPOSED LOT 40 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 41 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
30. REINFORCING BARS:
 - PROPOSED LOT 42 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 43 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
31. REINFORCING BARS:
 - PROPOSED LOT 44 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 45 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
32. REINFORCING BARS:
 - PROPOSED LOT 46 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 47 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
33. REINFORCING BARS:
 - PROPOSED LOT 48 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 49 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
34. REINFORCING BARS:
 - PROPOSED LOT 50 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 51 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
35. REINFORCING BARS:
 - PROPOSED LOT 52 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 53 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
36. REINFORCING BARS:
 - PROPOSED LOT 54 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 55 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
37. REINFORCING BARS:
 - PROPOSED LOT 56 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 57 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
38. REINFORCING BARS:
 - PROPOSED LOT 58 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 59 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
39. REINFORCING BARS:
 - PROPOSED LOT 60 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 61 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
40. REINFORCING BARS:
 - PROPOSED LOT 62 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 63 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
41. REINFORCING BARS:
 - PROPOSED LOT 64 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 65 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
42. REINFORCING BARS:
 - PROPOSED LOT 66 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 67 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
43. REINFORCING BARS:
 - PROPOSED LOT 68 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 69 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
44. REINFORCING BARS:
 - PROPOSED LOT 70 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 71 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
45. REINFORCING BARS:
 - PROPOSED LOT 72 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 73 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
46. REINFORCING BARS:
 - PROPOSED LOT 74 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 75 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
47. REINFORCING BARS:
 - PROPOSED LOT 76 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 77 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
48. REINFORCING BARS:
 - PROPOSED LOT 78 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 79 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
49. REINFORCING BARS:
 - PROPOSED LOT 80 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 81 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
50. REINFORCING BARS:
 - PROPOSED LOT 82 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 83 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
51. REINFORCING BARS:
 - PROPOSED LOT 84 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 85 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
52. REINFORCING BARS:
 - PROPOSED LOT 86 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 87 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
53. REINFORCING BARS:
 - PROPOSED LOT 88 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 89 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
54. REINFORCING BARS:
 - PROPOSED LOT 90 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 91 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
55. REINFORCING BARS:
 - PROPOSED LOT 92 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 93 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
56. REINFORCING BARS:
 - PROPOSED LOT 94 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 95 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
57. REINFORCING BARS:
 - PROPOSED LOT 96 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 97 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
58. REINFORCING BARS:
 - PROPOSED LOT 98 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 99 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
59. REINFORCING BARS:
 - PROPOSED LOT 100 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 101 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
60. REINFORCING BARS:
 - PROPOSED LOT 102 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 103 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
61. REINFORCING BARS:
 - PROPOSED LOT 104 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 105 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
62. REINFORCING BARS:
 - PROPOSED LOT 106 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 107 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
63. REINFORCING BARS:
 - PROPOSED LOT 108 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 109 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
64. REINFORCING BARS:
 - PROPOSED LOT 110 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 111 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
65. REINFORCING BARS:
 - PROPOSED LOT 112 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 113 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
66. REINFORCING BARS:
 - PROPOSED LOT 114 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 115 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
67. REINFORCING BARS:
 - PROPOSED LOT 116 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 117 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
68. REINFORCING BARS:
 - PROPOSED LOT 118 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 119 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
69. REINFORCING BARS:
 - PROPOSED LOT 120 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 121 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
70. REINFORCING BARS:
 - PROPOSED LOT 122 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 123 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
71. REINFORCING BARS:
 - PROPOSED LOT 124 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 125 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
72. REINFORCING BARS:
 - PROPOSED LOT 126 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 127 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
73. REINFORCING BARS:
 - PROPOSED LOT 128 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 129 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
74. REINFORCING BARS:
 - PROPOSED LOT 130 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 131 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
75. REINFORCING BARS:
 - PROPOSED LOT 132 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 133 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
76. REINFORCING BARS:
 - PROPOSED LOT 134 (RETAIL)
PARKING PROVIDED = 3,000 S.F. @ 5.5/1000 = 50 SPACES
PARKING PROVIDED = 54 SPACES
 - PROPOSED LOT 135 (RETAIL)
PARKING PROVIDED = 22,400 S.F. @ 5.5/1000 = 424 SPACES
PARKING PROVIDED = 425 SPACES
77. REINFORCING BARS:
 - PROPOSED LOT 136 (RETAIL)
PARKING PROVIDED =

TERRA CORPORATE PARK AMENDED SITE DEVELOPMENT CONCEPT PLAN FOR A "PLANNED INDUSTRIAL" DISTRICT

A TRACT OF LAND BEING
LOCATED IN U.S. SURVEY 1010,
TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH P.M.
ST. LOUIS COUNTY, MISSOURI
(ORIGINAL SITE DEVELOPMENT CONCEPT PLAN RECORDED
IN PLAT BOOK 349, PAGES 549/550)
ORDINANCE NO. 1708
AMENDED ORDINANCE NO. 2245



LOT 4
SPIRIT TRAIL GROUP PLAT ONE
RECORDED IN PLAT BOOK 349
PAGE 549 & 550
ADDRESS: 1534 SPIRIT DRIVE

LOT 14

LOT 15
SPIRIT TRAIL CENTER
RECORDED IN PLAT BOOK 349
PAGE 549 & 550
ADDRESS: 1738 ACRES S

R=5678.15
L=60.41
T=100.40
DATA=0059337

CAMBRIDGE ENGINEERING
N/P
WEAVER ASSETS GROUP LLC
1708 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MO 63005
12857/186
LONG ROAD CROSSING
ZONING "I-1"
ORD. NO. 1212

N/P
WEAVER ASSETS GROUP LLC
1708 CHESTERFIELD AIRPORT ROAD
CHESTERFIELD, MO 63005
12857/186
LONG ROAD CROSSING
ZONING "I-1"
ORD. NO. 1212

LONG ROAD CROSSING LIPTON PARCEL
N/P
LIPTON REALTY
DE. 9183 P.C. 429
ZONING "I-1"
ORD. NO. 1586

LONG ROAD CROSSING LIPTON PARCEL
N/P
LIPTON REALTY
DE. 9183 P.C. 429
ZONING "I-1"
ORD. NO. 1586

FLOODPLAIN INFORMATION

Special Flood Hazard Area per FEMA Map No. 22862CZ and Map No. 22920DQZ, both of which have been revised to reflect LOAR data as of April 11, 2005. The floodplain information shall be shown based on the most recent information available.
100 YEAR HIGHWATER ELEVATIONS PER THE CITY OF CHESTERFIELD MASTER STORMWATER PLAN ARE AS FOLLOWS:
Northwest property corner: Elev=54.00
Northwest property corner: Elev=53.08
West property line at Long Road Crossing Drive: Elev=53.09
East property line at Long Road Crossing Drive: Elev=52.88

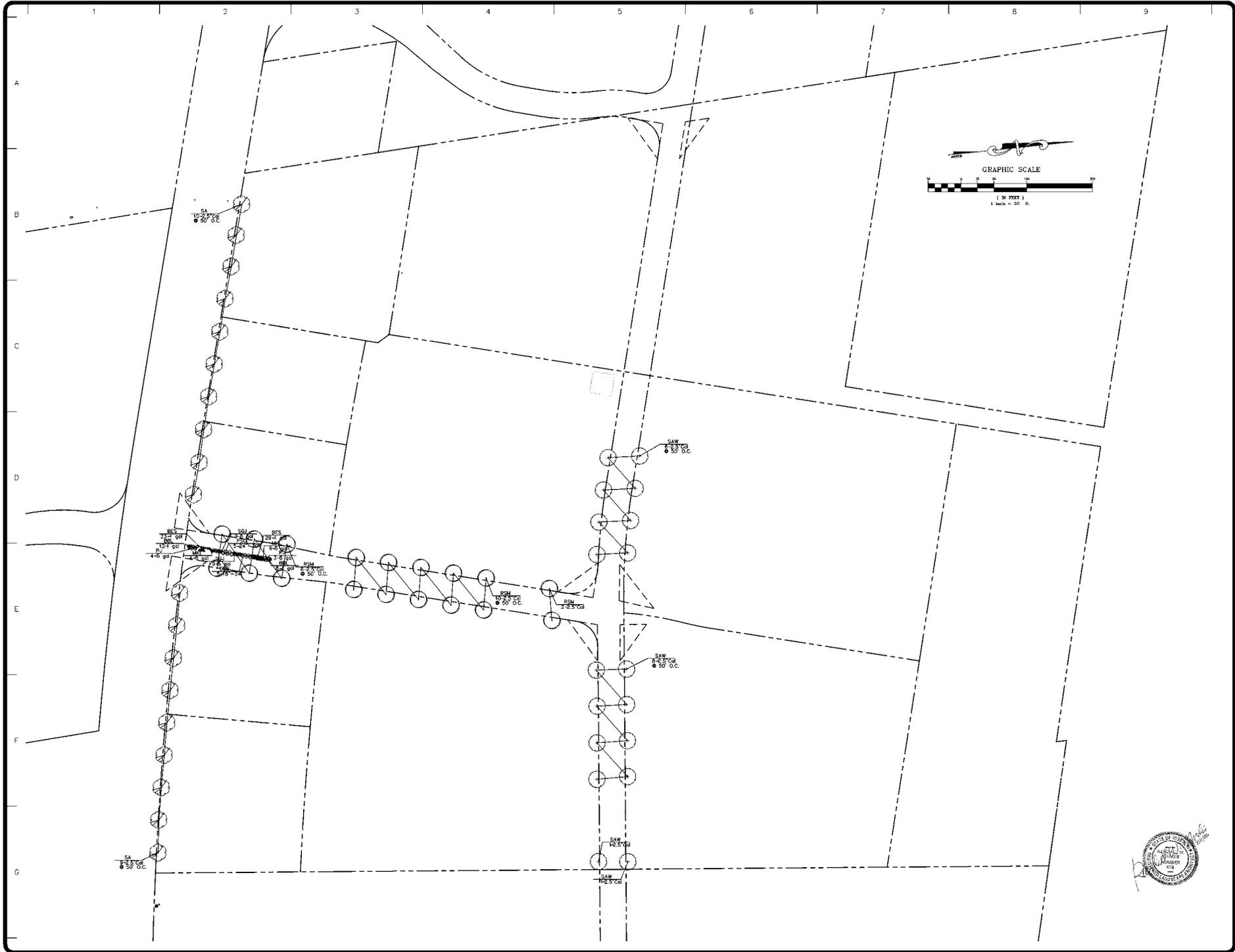
M.S.D. BENCHMARK
M.S.D. BENCHMARK IS AT ELEV=44.85
50' ON SOUTHWEST CORNER OF CONCRETE STEP TO HOUSE AT 100' FROM CHESTERFIELD AIRPORT ROAD.
SITE BENCHMARK
ELEV=44.00
HOUSE CORNER IN POWER POLE IS APPROXIMATELY 100' SOUTH OF CORNER OF LONG ROAD CROSSING DRIVE ENGINEERING WAREHOUSE BUILDING.

- 1. 7/10/06 REVISED FOR CITY LETTER DATED 5/22/2006 & COUNTY LETTER DATED 5/26/2006
- 2. 5/10/06 REVISED FOR ADDRESS, REVISIONS LINDSAY PLAN, AMEND ORDINANCE 2245
- 3. 5/29/06 REVISED FOR CITY LETTER DATED 5/29/2006
- 4. 5/11/06 REVISED FOR WYOMING LOCATION LOT 1
- 5. 5/10/06 REVISED FOR FIRE PROTECTION LETTER DATED 7/12/05

TERRA CORPORATE PARK
Amended Site Development Concept Plan

STOCK & ASSOCIATES
Consulting Engineers, Inc.

257 Chesterfield Business Parkway
St. Louis, MO 63005
PH: (636) 538-8100
FAX: (636) 538-8025
e-mail: general@stockassoc.com
Web: www.stockassoc.com



| REVISIONS | BY |
|---------------|-----|
| JULY 21, 2006 | RMM |
| | |
| | |
| | |
| | |
| | |


 LANDSCAPING TECHNOLOGIES
 2720 S. BROADWAY, SUITE 200
 ST. LOUIS, MISSOURI 63104
 TEL: (314) 437-1200
 FAX: (314) 437-1202

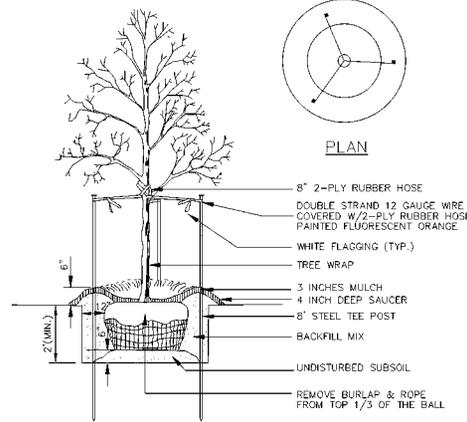
STREET TREE PLANTING PLAN FOR THE PROPOSED
Terra Corporate Park
 CHESTERFIELD, MISSOURI



| | | |
|---------------|---------------|-----|
| DRAWN | BY | MM |
| CHECKED | BY | RMM |
| DATE | JUNE 21, 2006 | |
| SCALE | 1" = 30' | |
| JOB NO. | 2006-158 | |
| SHEET | 1-1 | |
| OF TWO SHEETS | | |

LANDSCAPE SCHEDULE:

| TREES | QTY | COMMON/BOTANICAL | SIZE |
|--------------------|-----|---|----------|
| RSM | 18 | 'Red Sunset' Maple / <i>Acer rubrum</i> 'Franksred' | 2.5" Cal |
| SA | 19 | Summit Ash / <i>Fraxinus pennsylvanica</i> 'Summit' | 2.5" Cal |
| SAW | 18 | Sawtooth Oak / <i>Quercus acutissima</i> | 2.5" Cal |
| SHRUBS | QTY | COMMON/BOTANICAL | SIZE |
| DBB | 5 | Compact Burning Bush / <i>Euonymus alatus</i> 'Compactus' | 18"-24" |
| SGJ | 18 | Sea Green Juniper / <i>Juniperus chinensis</i> 'Sea Green' | 5 gal |
| PJ | 7 | Procumbens Juniper / <i>Juniperus procumbens</i> 'Nana' | 5 gal |
| PSC | 5 | Purple Sand Cherry / <i>Prunus X cistena</i> | 24"-30" |
| MKL | 14 | Miss Kim Lilac / <i>Syringa patula</i> 'Miss Kim' | 5 gal |
| ANNUALS/PERENNIALS | QTY | COMMON/BOTANICAL | SIZE |
| BBL | 20 | Big Blue Liriope / <i>Liriope muscari</i> 'Big Blue' | 1 gal |
| BES | 52 | Goldsturm Black-eyed Susan / <i>Rudbeckia fulgida</i> 'Goldsturm' | 1 gal |



NOTE: USE SHREDDED BARK MULCH ONLY
DECIDUOUS TREE PLANTING

N.T.S.

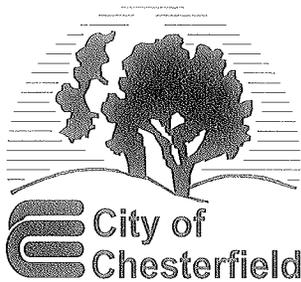
NOTES:

- All natural vegetation shall be maintained where it does not interfere with construction or the permanent plan of operation. Every effort possible shall be made to protect existing structures or vegetation from damage due to equipment usage. Contractor shall at all times protect all materials and work against injury to public.
- The landscape contractor shall be responsible for any coordination with other site related work being performed by other contractors. Refer to architectural drawings for further coordination of work to be done.
- Underground facilities, structures and utilities must be considered approximate only. There may be others not presently known or shown. It shall be the landscape contractor's responsibility to determine or verify the existence of and exact location of the above (Call 1-800-DIG-RITE).
- Plant material are to be planted in the same relationship to grade as was grown in nursery conditions.
- All mulch to be shredded oak bark mulch at 3" depth (after compaction) unless otherwise noted. Mulch shall be clean and free of all foreign materials. Edge all beds with spade-cut edge unless otherwise noted.
- It shall be the landscape contractor's responsibility to:
 - Verify all existing and proposed features shown on the drawings prior to commencement of work.
 - Report all discrepancies found with regard to existing conditions or proposed design to the landscape architect immediately for a decision.
 - Stake the locations of all proposed plant material and obtain the approval of the owner's representative or landscape architect prior to installation.
- The landscape contractor is to receive the site graded to within 1/10 of a foot. Landscape contractor to obtain letter of grade certification from the general contractor prior to commencement of work.
- All planting beds shall be cultivated to 6" depth minimum and graded smooth immediately before planting of plants. Plant groundcover to within 12" of trunk of trees or shrubs planted within the area.
- All plant material (excluding ground cover, perennials and annuals) are to be warranted for a period of 12 months after installation at 100% of the installed price.
- All disturbed lawn areas to be seeded with a mixture of Turf-Type fescue (30% per acre) and bluegrass (15% per acre). Landscape contractor shall offer an alternate price for sod in lieu of seed. Lawn areas shall be unconditionally warranted for a period of 90 days from date of final acceptance. Bare areas more than one square foot per any 50 square feet shall be replaced.
- Items shown on this drawing take precedence over the material list. It shall be the landscape contractor's responsibility to verify all quantities and conditions prior to implementation of this plan. No substitutions of types or size of plant materials will be accepted without written approval from landscape architect.
- Siltation controls may be required to prevent run-off. Straw bales placed end-to-end shall be used, anchored with no less than two 3/8" X 36" reinforcing rods. Bales shall remain until all graded areas are seeded or sodded.
- The minimum setback is 10'-0" from an existing or proposed right of way.
- One (1) tree is required for every fifty (50) lineal feet of landscape setback area.
- Landscape islands shall be placed at the ends of parking aisles as required by Section 1003.164 of the City of Chesterfield Zoning Ordinance:
 - There shall be a minimum landscape width of six (6) feet and a minimum area of 100 square feet. Provide one (1) deciduous tree per island.
 - At the end of double row parking, a minimum of 210 square feet shall be provided for with a minimum of two (2) deciduous trees per island.
 - Islands shall have plantings consisting of groundcovers such as shrubs, ivy, flowers and grasses. Mulch or rock may be used instead of grass or in combination with grass.
- Consideration shall be given to the type of grass to be used due to need for drought tolerance in areas without in-ground irrigation systems. (Examples: Turf Type Tall Fescue blend less than five years old, and Crossfire, a semi-dwarf variety, blended with 5-10% bluegrass and referred to as a Transition mix).
- A minimum of sixty percent (60%) of the deciduous trees must be of a species which matures at +35', evenly dispersed throughout the project.
- If the estimated materials cost of new landscaping indicated on the Site Development Plan, as required by the Planning Commission, exceeds one thousand (1,000) dollars, as determined by a plant nursery, the petitioner shall furnish a two (2) year bond or escrow sufficient in amount to guarantee the installation of said landscaping.
- Upon release of the landscape installation bond, a two (2) year Landscape Maintenance Bond shall be required.

| REVISIONS | BY |
|---------------|-----|
| JULY 21, 2006 | KRM |
| | |
| | |
| | |
| | |

STREET TREE PLANTING PLAN FOR THE PROPOSED
Terra Corporate Park
 CHESTERFIELD, MISSOURI

| | |
|---------|---------------|
| DESIGN | K. WINDS |
| CHECKED | KRM |
| DATE | JUNE 21, 2006 |
| SCALE | N. E. |
| JOB NO. | 2006-158 |
| SHEET | L-2 |



V.I.L.E.

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

January 3, 2007

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

The Planning Commission agenda for **January 8, 2007** will include the following item for your consideration:

Terra Corporate Park Record Plat: Record Plat for a 24.9 acre parcel zoned “PI” Planned Industrial District located north of Chesterfield Airport Road across from its intersection with Trade Center Boulevard.

Dear Planning Commission:

Stock & Associates, on behalf of Chesterfield Airport Road Investments, L.L.C., have submitted a Record Plat for your review. The Department of Planning has reviewed this submittal and submits the following report.

BACKGROUND

1. On January 17, 2001, The City of Chesterfield adopted Ordinance 1708 for a change in zoning designation from “M-3” Planned Industrial District to a “PI” Planned Industrial District.
2. On February 22, 2006, The City of Chesterfield adopted Ordinance 2245 which repealed Ordinance 1708 and replaced it with a new ordinance with amendments to several area, height, lot and setback requirements.

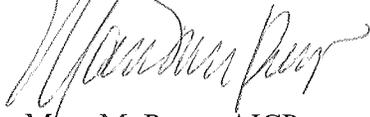
PURPOSE

The purpose of the record plat is to subdivide a 24.9 acre tract of land into 10 lots and to dedicate the right of way for Long Road Crossing Drive for public use.

DEPARTMENTAL INPUT

The submittal was reviewed for compliance with all City of Chesterfield ordinances. The Department of Planning requests action on the Record Plat.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Mara M. Perry".

Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments: Record Plat

OWNERS CERTIFICATION

We, the undersigned owners of the tract of land planned and further described in the foregoing Surveyor's Certification, have caused the same to be surveyed and subdivided in the manner shown on this plat, which subdivision shall hereafter be known as:

"TERRA CORPORATE PARK"

All easements shown on this plat, unless designated for other specific purposes, are hereby dedicated to the City of Chesterfield, Missouri, Missouri American Water Company, Laclede Gas Company, AmerenUE's Union Electric Company, Southwestern Bell Telephone Company d/b/a SBC Missouri, The Metropolitan St. Louis Sewer District, the relevant cable company, their successors and assigns as their interest may appear for the purpose of improving, constructing, maintaining and repairing public utilities and sewers and drainage facilities, with a right of temporary use of adjacent ground not occupied for improvements for excavation and storage of materials during installation, repair or replacement of said utilities, sewers, and drainage facilities.

All Building Lines as shown on this plat are hereby established.

It is hereby certified that all existing easements are shown on this plat as of the time and date of the recording of this plat.

Long Road Crossing Drive, 40' wide, and Trade Center Boulevard North, variable width, along with all its easements as shown "HATCHED" on this plat, is hereby dedicated to the City of Chesterfield, St. Louis County, Missouri for public use forever.

The area, which for better identification is shown "cross hatched" on this plat is hereby established as a cross-access and ingress/egress easement, reserved by the present and future owners of Lots 1 through 10 and their respective successors and assigns, their tenants, sub-tenants, lessees, and their respective officers, employees, agents, representatives, invitees, for the non-exclusive rights and privilege for ingress and egress by pedestrian, automobiles, passenger vehicles, and trucks to and from Long Road Crossing Drive. As their interest may appear, the owners of Lots 1 through 10 agree not to obstruct the foregoing easement by means of a fence or other barrier, and further, to keep the area open and useable on their property and said easement shall be perpetual, and further shall run with the real estate.

The Common Ground, located in the divided street island, is hereby dedicated to the trustees of the subdivision for maintenance. However, no above ground structure, other than required street lights or other public utilities in accordance with the approved improvement plans may be constructed or installed in the divided street island without authorization by the City of Chesterfield, Missouri through the issuance of a Special Use Permit.

The Chesterfield Valley Storm Water Easement shown on this plat is hereby dedicated to the City of Chesterfield, Missouri, their successors and assigns as their interest may appear for the purpose of construction, maintaining and repair of the dry-well basins, channels, drainage facilities and sewer lines in conformance with the Chesterfield Valley Storm Water Plat. The property owner(s) shall be responsible for maintaining the dry-well basins, channels, drainage facilities and sewer lines, located within the easement, as well as the portion of the easement located in the Missouri Department of Transportation's right-of-way, in good working order and in good repair as appropriate. In the event that the property owner(s) or its successors in title to said property shall fail to maintain the dry-well basins, channels, drainage facilities and sewer lines in accordance with the approved Chesterfield Valley Storm Water Plat, the City of Chesterfield, Missouri, their successors and assigns shall be permitted to enter onto the property and make the repairs and corrections and perform such maintenance as it deems necessary and bill the property owners of said property for services performed. It is further agreed that in the event that said bill or charge for services performed shall not be paid within a period of thirty (30) days said sum shall become a lien on the real property and shall accrue interest at a rate of eight percent (8%) until paid in full.

The 10' wide right of way, maintenance and utility easement is hereby dedicated to the City of Chesterfield, Missouri for public use forever.

Two (2) permanent monuments for each block created, and semi-permanent monuments at all lot corners will be set within twelve (12) months after the recording of this subdivision plat, in accordance with 10 CSR 30-2.0 of the Missouri Department of Natural Resources. In addition, other monuments indicated on this subdivision plat, required by the Subdivision Ordinance of the City of Chesterfield, Missouri will be set.

IN WITNESS WHEREOF, the parties have hereunto set their hand this day of 2006.

CHESTERFIELD AIRPORT ROAD INVESTMENTS, L.L.C.

By: Print Name Print Title

STATE OF MISSOURI) COUNTY OF ST. LOUIS)

On this day of 2006, before me personally appeared, who being by me duly sworn, did say he is the

of CHESTERFIELD AIRPORT ROAD INVESTMENTS, L.L.C. and that said instrument was signed on behalf of said company, and that said limited liability acknowledged said instrument to be the free and lawful deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, the day and year first written.

Notary Public

Print Name

My commission expires:

LANDER'S CERTIFICATE

The undersigned holder or legal owner of note secured by Deed of Trust recorded in Book Page of the St. Louis County Records, joins in and approves, in every detail, this "TERRA CORPORATE PARK."

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed our corporate seal in the County and State the day and year first above written.

ENTERPRISE BANK

By:

Print Name

Print Title

STATE OF MISSOURI) COUNTY OF ST. LOUIS)

On this day of 2006, before me appeared to me personally known, who, being by me duly sworn, did say he is the

of Enterprise Bank and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said acknowledged said instrument to be the free and lawful deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State the day and year first above written.

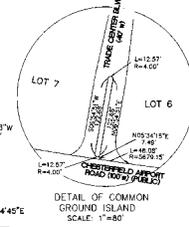
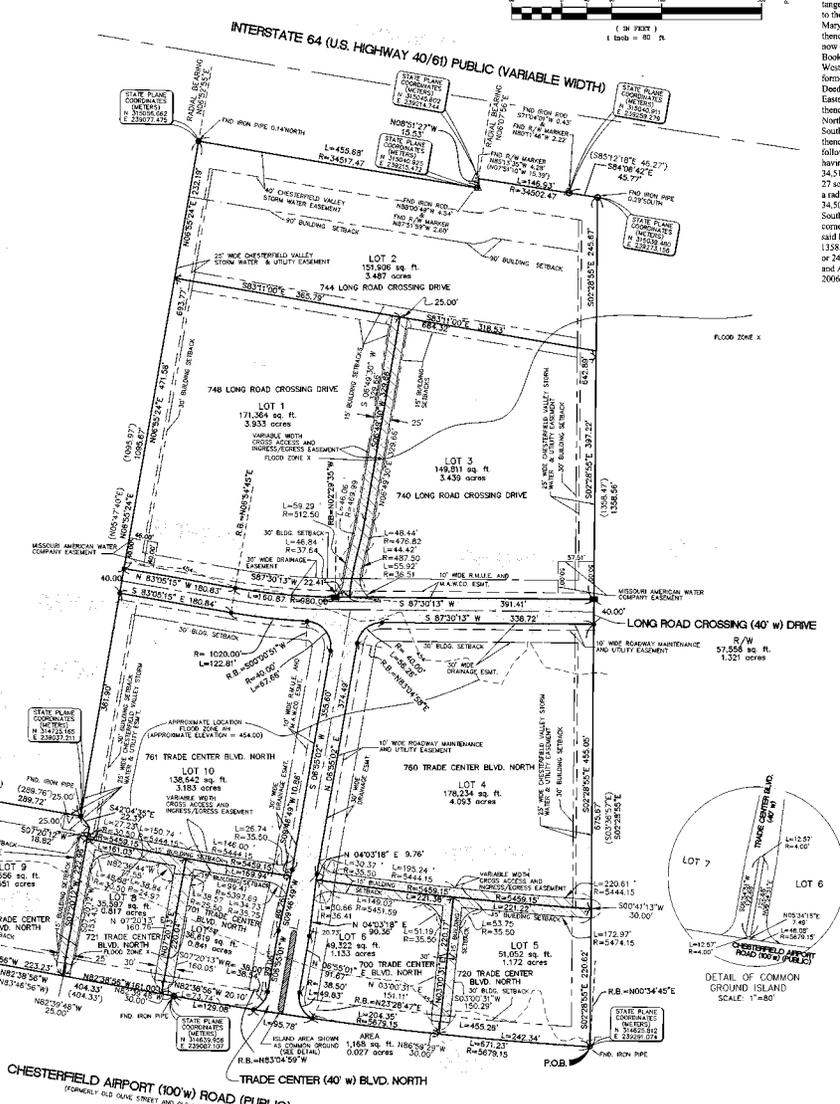
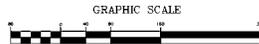
Notary Public

Print Name

My commission expires:

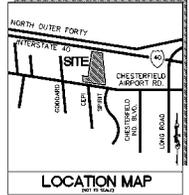
TERRA CORPORATE PARK

A TRACT OF LAND BEING LOCATED IN U.S. SURVEY 1010, TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI THIS PLAT CONTAINS 24,997 ACRES MORE OR LESS



PROPERTY DESCRIPTION

A tract of land being part of U.S. Survey 1010, Township 45 North, Range 3 East of the 5th Principal Meridian, St. Louis County, Missouri, to be more particularly described as follows: Beginning at a point on the Northern line of Chesterfield Airport Road 100 feet East said point being the Southwesterly corner of a tract of land now or formerly conveyed to Lipton Realty, Inc., as recorded in Deed Book 4193 Page 628 of the St. Louis County Record; thence along the Northern line of said Chesterfield Airport Road the following courses and distances; thence along a curve to the right, said curve having a radius point bearing North 00 degrees 24 minutes 45 seconds East 5670.15 feet, an arc length of 071.23 feet to a point of tangency; thence North 82 degrees 38 minutes 56 seconds West 404.33 feet to the Southwesterly corner of a tract of land now or formerly conveyed to Mary L. Dramer as recorded in Deed Book 1309 Page 1105 of said records; thence along the Northwesterly line of said Dramer tract, and a tract of land now or formerly conveyed to James A. Walker, Trustee, as recorded in Deed Book 11260 Page 28 of said records North 10 degrees 51 minutes 03 seconds West 267.40 feet to the Southwesterly corner of a tract of land now or formerly conveyed to John and Florence Kramer, Trustees as recorded in Deed Book 3065 Page 1239 of said records; thence along the Southerly and Easterly lines of said Kramer tract the following courses and distances; thence South 83 degrees 06 minutes 20 seconds East 289.72 feet; thence North 16 degrees 55 minutes 24 seconds East 1095.07 feet to a point on the Southerly line of Missouri Interstate Highway 64 (U.S. Highway 4061); thence along said Southerly line of Missouri Interstate Highway 64 the following courses and distances; thence along a curve to the left, said curve having a radius point bearing North 06 degrees 52 minutes 55 seconds East 24,502.47 feet an arc distance of 146,932 feet to a point of tangency; thence South 84 degrees 06 minutes 45 seconds East 45.77 feet to the Northerly corner of above said Lipton Realty Tract; thence along the Westerly line of said Lipton Realty Tract South 07 degrees 28 minutes 55 seconds East 1328.56 feet to the Point of Beginning and containing 1,088,881 square feet or 24,997 acres more or less according to calculations performed by Stock and Associates Consulting Engineers, Inc. during February, 2000 and March, 2000.



GENERAL NOTES

- 1. P4 (Planned Industrial) Ordinance No. 2245, City of Chesterfield
2. Basis of bearings adopted from Plat Book 353, Page 22.
3. Subject property lies within Flood Zone "C" (area of 500-year flood, area of 100-year flood with average depths of less than one (1) foot or with drainage area less than one (1) square mile, and areas protected by levee from 100-year flood) and Flood Zone "A1" (depths of 1.5 feet, usually areas of ponding, base flood elevation = 454) per the National Flood Insurance Program Flood Insurance Rate Map for St. Louis County, Missouri and incorporated into the Flood Insurance Map No. 29189C0120 H and Map No. 29189C0140 H, both with an effective date of August 2, 1995 and revised to reflect LOMR dated April 17, 2000.
4. STATEMENT OF STATE PLANE COORDINATE: TH: STATION: SL-38 GRID FACTOR = 0.9999175 NORTH (Y) = 314628.250 EAST (X) = 239962.018 NOTE: 1 METER = 3.28083333 FEET ALL STATE PLANE COORDINATES ARE IN METERS. STATION: SL-38, ADJUSTED IN 2000 Station SL-38 to SL-38A Grid Azimuth = 266 Degrees 49 Minutes 04 Seconds

The Missouri Coordinate System of 1983 East Zone Coordinate Values reported herein were determined based upon a field traverse during March, 2000 using a Wild T-501 Total Station and Trimble 4000 GPS receivers, and we believe the reported State Plane Coordinates meet the Accuracy Standards of the Missouri Minimum Standards for Property Boundary Surveys. Title 4 CSR 30-16.05 effective as of September 30, 2003 for "Urban Property". The basis of bearings shown on this plat were adopted from Plat Book 353 Page 22. The grid bearing along the Easterly line on this plat is found to be North 02 degrees 28 minutes 49 seconds West. The measured bearing labeled along the same line is North 02 degrees 28 minutes 55 seconds East. The grid bearing from SL-38 to the Southeast corner on this plat is South 89 degrees 42 minutes 32 seconds West 61,949 meters with the scale factor applied.

SURVEYS CERTIFICATION

This is to certify that Stock & Associates Consulting Engineers, Inc. have during April 2006, by order of and for the use of Chesterfield Airport Road Investments, L.L.C., executed a Property Boundary Survey and Subdivision of a tract of land being located in U.S. Survey 1010, Township 45 North, Range 3 East of the 5th Principal Meridian, City of Chesterfield, St. Louis County, Missouri, and that the results of said survey and subdivision are shown herein. We further certify that the above plat was prepared from an actual survey, and according to the records available and reviewed said survey meets or exceeds the current minimum standards for Property Boundary Surveys for "Class Urban Property" as defined in Chapter R, Land Surveying 2 CSR 30-2.040 of the Missouri Standards for Property Boundary Surveys, and adopted by the Missouri Board for Architects, Professional Engineers, Professional Land Surveyors and Landscape Architects.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. L.C. NO. 222-12

By: Donald W. Taylor, Missouri P.L.S. No. 2041

- 12/20/06 REVISED PER CITY COMMENTS
10/30/06 REVISED PER CITY COMMENTS
9/18/08 REVISED PER CITY COMMENTS
7/12/06 REVISED PER CITY COMMENTS

RECORD PLAT

TERRA CORPORATE PARK

Stock & Associates Consulting Engineers, Inc. 257 Chesterfield Business Parkway St. Louis, MO 63005 PH: (636) 530-9100 FAX: (636) 530-9133 e-mail: gtorner@stockandassociates.com Web: www.stockandassociates.com



V.I.F.

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

January 3, 2007

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, MO 63017

The Planning Commission agenda for **January 8, 2007** will include the following item for your consideration:

Long Road Crossing/Lipton Parcel (formerly Vantage Pointe Place): Record Plat for 20.0 acres of land zoned "PI" Planned Industrial District located at the intersection of Chesterfield Industrial Boulevard and Chesterfield Airport Road.

Dear Planning Commission:

Stock & Associates, on behalf of Lipton realty, Inc., have submitted a Record Plat for your review. The Department of Planning has reviewed this submittal and submits the following report.

BACKGROUND

1. On August 2, 1999 The City of Chesterfield approved Ordinance 1540 which changed the boundaries of an "M-3" Planned Industrial District to a "PI" Planned Industrial District.

PURPOSE

The purpose of the record plat is to subdivide a 20.0 acre tract of land into 10 lots and to dedicate the right of way for Long Road Crossing Drive for public use.

DEPARTMENTAL INPUT

The submittal was reviewed for compliance with all City of Chesterfield ordinances. The Department of Planning requests action on the Record Plat.

Respectfully submitted,

Mara M. Perry, AICP
Senior Planner of Plan Review

Cc: City Administrator
City Attorney
Department of Public Works

Attachments: Record Plat

LONG ROAD CROSSING/LIPTON PARCEL

A TRACT OF LAND BEING
 LOCATED IN U.S. SURVEY 1010, TOWNSHIP 45 NORTH, RANGE 3 EAST OF THE 5TH PRINCIPAL MERIDIAN,
 CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI
 THIS PLAT CONTAINS 20.003 ACRES MORE OR LESS

OWNERS CERTIFICATION

We, the undersigned owners of the tract of land placed and further described in the foregoing Surveyor's Certification, have caused the same to be surveyed and subdivided in the manner shown on this plat, which subdivision shall hereinafter be known as:

"LONG ROAD CROSSING - LIPTON PARCEL"

Long Road Crossing Drive, 40' wide, and Chesterfield Industrial Boulevard North, 40 feet wide and variable width, together with all easements and appurtenances as shown "ATTACHED" on this plat, is hereby dedicated to the City of Chesterfield, St. Louis County, Missouri for public use forever.

The area, which for better identification is shown "cross hatched" on this plat is hereby established as a cross-access and ingress/egress easement, reserved by the present and future owners of Lots 1 through 10 and their respective successors and assigns, their tenants, sub-tenants, licensees, and their respective officers, employees, agents, representatives, invitees, for the non-exclusive rights and privilege for ingress and egress by pedestrian, automobile, passenger vehicles, and trucks to and from Long Road Crossing Drive. As their interest may appear, the owners of Lots 1 through 10 agree not to obstruct the foregoing easement by means of a fence or other barrier, and further, to keep the area open and usable on their property and said easement shall be perpetual, and shall run with the real estate.

The Common Ground, located in the divided street island, is hereby dedicated to the trustees of the subdivision for maintenance. No above ground structure, other than required street lights or other public utilities, in accordance with the approved improvement plans may be constructed or installed in the divided street island, without authorization by the City of Chesterfield, Missouri through the issuance of a Special Use Permit.

The Chesterfield Valley Storm Water Easement shown on this plat is hereby dedicated to the City of Chesterfield, Missouri, their successors and assigns as their interest may appear for the purpose of constructing, maintaining and repair of the drywell basin, channels, drainage facilities and sewer lines, located within the easement, as well as the portion of the reservoir located on the Missouri Department of Transportation's right-of-way, in good working order and in good repair as appropriate. In the event that the property owner(s) or its successors in title to said property shall fail to maintain the drywell basin, channels, drainage facilities and sewer lines in accordance with the approved Chesterfield Valley Storm Water Plan, the City of Chesterfield, Missouri, their successors and assigns shall be permitted to enter upon the property and make the repairs and corrections and perform such maintenance as it deems necessary and all the property owners of said property shall be held responsible therefor. It is further agreed that in the event that said bill or charge for services performed shall not be paid within a period of thirty (30) days said sum shall become a lien on the real property and said access interest in a rate of eight percent (8%) shall be paid in full.

All easements shown on this plat, unless designated for other specific purposes, are hereby dedicated to the City of Chesterfield, Missouri, Missouri American Water Company, Laclede Gas Company, AmerenUE d/b/a Union Electric Company, Southwestern Bell Telephone Company d/b/a AT&T, The Metropolitan St. Louis Sewer District, the relevant cable company, their successors and assigns as their interest may appear for the purpose of installing, constructing, maintaining, and operating public utilities and sewers and drainage facilities, with a right of temporary use of adjacent ground not occupied for improvements for excavation and storage of materials during installation, repair or replacement of said utilities, sewers, and drainage facilities.

All Building Lines as shown on this plat are hereby established.

It is hereby certified that all existing easements are shown on this plat as of the time and date of the recording of this plat.

The 10' wide right of way, maintenance and utility easement is hereby dedicated to the City of Chesterfield, Missouri for public use forever.

Two (2) permanent monuments for each block created, and semi-permanent monuments at all lot corners will be set within twelve (12) months after the recording of this subdivision plat, in accordance with 10 CSR 30-2.10 of the Missouri Department of Natural Resources. In addition, other survey monuments indicated on this subdivision plat, required by the Subdivision Ordinance of the City of Chesterfield, Missouri will be set.

This subdivision is subject to Dedications of Protective Conditions, Covenants, Restrictions, Reservations and Easements to be recorded simultaneously with this plat.

There are no outstanding liens that affect this property as of the time and date of the recording of this plat.

IN WITNESS WHEREOF, the parties have hereunto set their hand this _____ day of _____, 2006.

Lipton Realty, Inc.

By: _____

Print Name

Print Title

STATE OF MISSOURI)
 COUNTY OF ST. LOUIS)

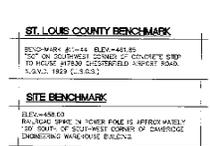
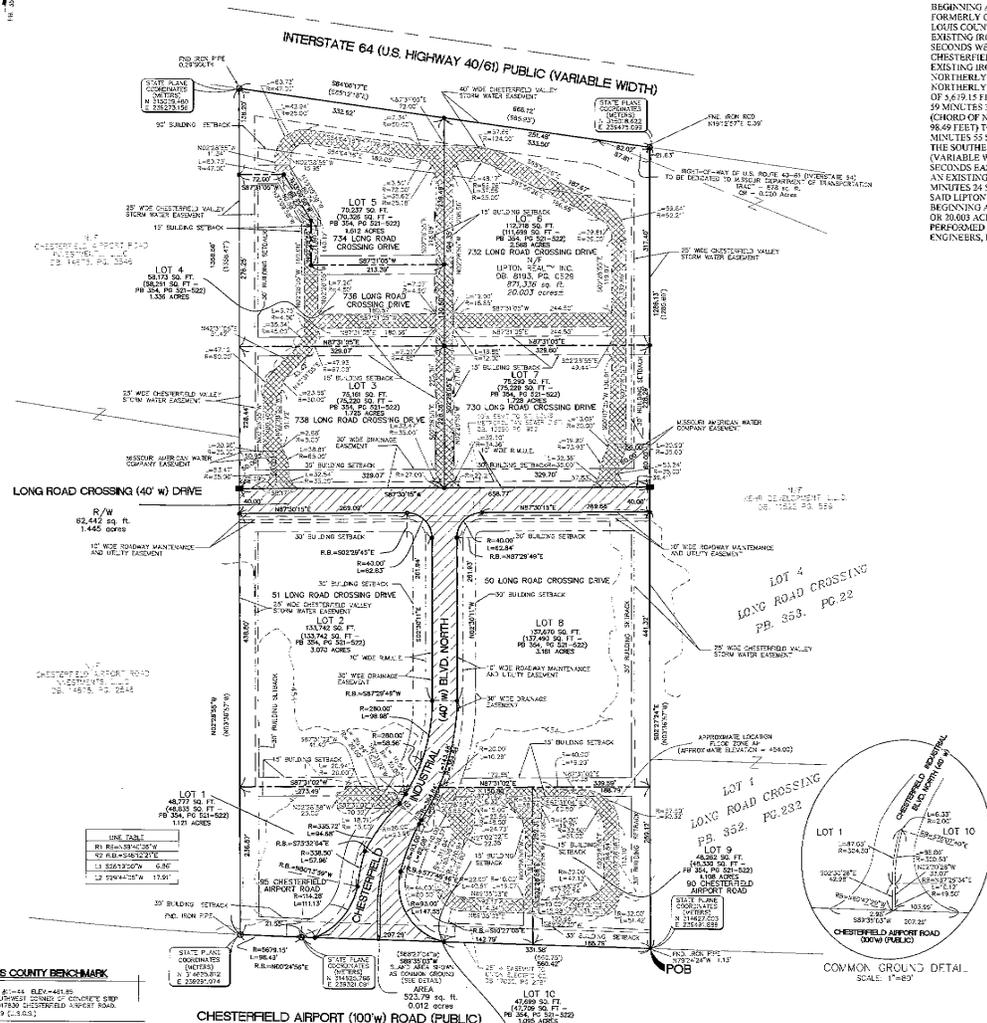
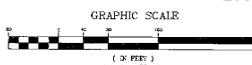
On this _____ day of _____, 2006, before me appeared _____, to be personally known, who, being duly sworn, did say he is the owner of Lipton Realty, Inc., a Corporation of the State of Missouri, and that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation, by authority of its Board of Directors, and that he is duly authorized to acknowledge said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal in the County and State aforesaid, on the day and year first written.

Notary Public

Name _____ Print
 My Commission Expires: _____

PREPARED FOR:
 LIPTON REALTY, INC.
 6000 WOODSON ROAD
 ST. LOUIS, MISSOURI 63114

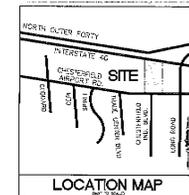


LEGEND

| | |
|--|------|
| FOUND 1/2" ROD PIPES | + |
| FOUND CROSS | + |
| FOUND STAKE | + |
| DENOTES RECORD INFORMATION | (OO) |
| SET 5/0" x 24" BEAR 3/2" ALUMINUM CAP 70 PS SET AFTER CONSTRUCTION AND/OR WITH-IN 12 MONTHS AFTER RECORDING OF THIS PLAT | ■ |
| SET 3/4" x 18" IRON PIPE TO BE SET AFTER CONSTRUCTION AND/OR WITH-IN 12 MONTHS AFTER RECORDING OF THIS PLAT | ● |

ABBREVIATIONS

| | |
|----------|---|
| CON | CONCRETE CORNER |
| CL | CHISEL POINT |
| FL | FOUND |
| FP | FOUND FORMERLY |
| PL | PLAT BOOK |
| ROW | RIGHT-OF-WAY WIDTH |
| POB | POINT OF BEGINNING |
| LC | LOCALITY |
| LV | LINE OF WAY, MAINTENANCE AND UTILITY EASEMENT |
| M.A.R.C. | MISSOURI AMERICAN WATER COMPANY |



PROPERTY DESCRIPTION

A TRACT OF LAND LYING WITHIN UNITED STATES SURVEY NO. 1010, TOWNSHIP 45 NORTH, RANGE 3 EAST, FIFTH PRINCIPAL MERIDIAN, CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI AND FURTHER DESCRIBED AS FOLLOWS:
 BEGINNING AT A SOUTHEASTERLY CORNER OF LANDS NOW OR FORMERLY OF LIPTON REALTY, INC., BOOK 8191 PAGE 629, ST. LOUIS COUNTY RECORDS, SAID CORNER MARKED WITH AN EXISTING IRON PIPE, THENCE SOUTH 89 DEGREES 31 MINUTES 03 SECONDS WEST ALONG THE NORTHERLY LINE OF CHESTERFIELD ROAD AND OLD HIGHWAY 40 400.840 FEET TO AN EXISTING IRON PIPE MARKING A POINT OF CURVE ON THE NORTHERLY LINE OF SAID ROAD, THENCE ALONG SAID NORTHERLY LINE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 6179.15 FEET, THROUGH A CENTRAL ANGLE OF 90 DEGREES 59 MINUTES 37 SECONDS, AN ARC DISTANCE OF 98.89 FEET (CHORD OF NORTH 89 DEGREES 59 MINUTES 06 SECONDS WEST 98.89 FEET) TO A IRON PIPE, THENCE NORTH 02 DEGREES 38 MINUTES 55 SECONDS WEST 1338.56 FEET TO A IRON PIPE ON THE SOUTHERLY LINE OF MISSOURI STATE ROUTE 40 TR (VARIABLE WIDTH), THENCE SOUTH 86 DEGREES 06 MINUTES 17 SECONDS EAST ALONG SAID SOUTHERLY LINE 606.12 FEET TO AN EXISTING IRON PIPE, THENCE SOUTH 02 DEGREES 27 MINUTES 34 SECONDS EAST ALONG THE EASTERLY LINE OF SAID LIPTON REALTY LANDS 1286.12 FEET TO THE POINT OF BEGINNING AND CONTAINING AN AREA OF 371,329 SQUARE FEET OR 8.6003 ACRES MORE OR LESS ACCORDING TO CALCULATIONS PERFORMED BY STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC. DURING DECEMBER, 1998 AND MARCH, 2006.

GENERAL NOTES

- P 1 (Planned Industrial) Ordinance No. 1540, City of Chesterfield
- Basins of bearings adopted from Plat Book 353, Page 22
- Subdivided property lies within Flood Zone "X" (area of 500-year flood, area of 100-year flood with average depths of less one (1) foot or with drainage area less than one (1) square mile, and areas protected by levee from 100-year floods and Flood Zone "AE" (flood depths of 1.5 feet, usually areas of ponding, base flood elevation = 451) per the National Flood Insurance Program Flood Insurance Rate Map for St. Louis County, Missouri and Encouraged Areas. The map is identified as Map No. 29183C020 H and Map No. 29183C040 H, both with an effective date of August 2, 1995 and revised to reflect LOMR Dated April 17, 2000.
- STATEMENT OF STATE PLANE COORDINATE:

STATION: SL-38
 GRID FACTOR = 0.9999175
 NORTHING = 314623.250
 EASTING = 259963.018

NOTE: 1 METER = 3.2808333 FEET
 ALL STATE PLANE COORDINATES ARE IN METERS.

STATION: SL-38, ADJUSTED IN 2000

Station SL-38 to SL-38A
 Grid Azimuth = 206 Degrees 49 Minutes 04 Seconds

The Missouri Coordinate System of 1983 East Zone Coordinate Values reported herein were determined based upon a field traverse during March, 2006 using a WMM 10K-905 Total Station and Trimble 4800 GPS receiver, and we believe the reported State Plane Coordinates meet the Accuracy Standards of the Missouri Minimum Standards for Property Boundary Surveys, Title 4 CSR 30-16.05 effective as of September 30, 2003 for "Urban Property". The basis of bearings shown on this plat were adopted from Plat Book 353 Page 22. The grid bearing along the Easterly line on this plat is found to be North 02 degrees 27 minutes 17 seconds West. The measured bearing labeled along the same line is South 02 degrees 27 minutes 24 seconds East. The grid bearing from SL-38 to the Southeast corner of this plat is South 89 degrees 59 minutes 54 seconds West 471.132 meters with the scale factor applied.

SURVEYORS CERTIFICATION

This is to certify that Stock & Associates Consulting Engineers, Inc. on or about May 2006, by order of and for the use of Chesterfield Airport Road Investments, L.L.C., executed a Property Boundary Survey and Subdivision of a tract of land being located in U.S. Survey 1010, Township 45 North, Range 3 East of the 5th Principal Meridian, City of Chesterfield, St. Louis County, Missouri, and that the results of said survey and subdivision are shown hereon. We further certify that the above plat was prepared from an actual survey, and according to the records available and recorded and that survey results do not exceed the current minimum standards for Property Boundary Surveys for "Class Urban Property" as defined in Chapter 4, Land Surveying 2 CSR 30-2.010 of the Missouri Standards for Property Boundary Surveys, and adopted by the Missouri Board of Architects, Professional Engineers, Professional Land Surveyors and Landscape Architects.

STOCK AND ASSOCIATES CONSULTING ENGINEERS, INC.
 LICENSE NO. 2321D

By: Donald W. Taylor, Missouri Professional Engineer
 License No. 1000000000

- ① 12/20/06 REVISED PER CITY COMMENTS
- ② 10/30/06 REVISED PER CITY COMMENTS
- ③ 9/8/06 REVISED PER CITY COMMENTS
- ④ 7/12/06 REVISED PER CITY COMMENTS

This is to certify that the Record Plat of _____ was approved by the City Council for the City of Chesterfield by Ordinance No. _____ on the _____ day of _____, 2006, and thereby authorizes the recording of this Record Plat with the office of the St. Louis County Recorder of Deeds.

John Nations, Mayor

Mary DeMay, City Clerk

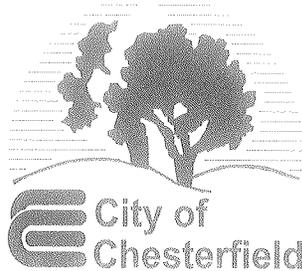
RECORD PLAT

LONG ROAD CROSSING/LIPTON PARCEL

Stock & Associates
 Consulting Engineers, Inc.

257 Chesterfield Business Parkway
 St. Louis, MO 63005
 PH: (636) 510-8100
 FAX: (636) 510-9130
 e-mail: general@stksassoc.com
 Web: www.stksassoc.com

W.J.P. 05/17/06 D.W.T. 05/17/06 98-1740-1 1 of 1



VIIA.

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

December 29, 2006

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63017

The agenda for the Planning Commission meeting on January 8, 2007 will include the below referenced matter for your review:

P.Z. 5-2005 Winter Wheat Place (Dollar Building Company): a request for a change of zoning from "NU" Non-Urban District to E-One Acre for a 4.0 acre tract of land located on Winter Wheat Road, 3000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. (18U220092)

The above-referenced project was last on the Planning Commission agenda on February 13, 2006 for vote. At that meeting, the petitioner's request that it be held from the agenda was granted by the Commission by a vote of 6-0. At its March 13, 2006 session, the following issues were raised by the Commission:

1. Provide additional information regarding the history of the Winter Wheat road as it goes through Bentley Place and behind the properties that have been subdivided. Is there any history of what the thinking was about the access road at the time Bentley Place was approved?

Staff Response: Staff has reviewed the meeting summaries for the petition to zone Bentley Place. Winter Wheat was in existence prior to the development of Bentley Place. There was no discussion regarding necessary improvements to Winter Wheat, Cripple Creek or Wildhorse Ridge Roads. However, the developer of Bentley Place agreed to widen Wild Horse Ridge Road, landscape the roadway and provide a new entryway that was to be comparable in design and structure for Bentley.

2. Provide information from Public Works as to how they would perceive the road which goes from Wild Horse back to the subject site. Provide information as to how and when would it be developed – especially with the view that there may be additional properties to the back that also use this road as an access. If these properties were to be developed, when would the beginning part of the road be developed?

Staff Response: The previous requirements provided for this proposed development have been changed. Please see pg 4, K.1-4. In addition, the Public Works Department has reviewed access in the area as it relates to future development. In their memorandum, they have advised that "...Chesterfield Manors and Winter Wheat developments will be responsible for improving the entire length of Wild Horse Ridge Road and portions of Cripple Creek Road and Winter Wheat Road to City standards. Future development of the 50 acres would also require improvements and or reconfiguration to the remaining unimproved portions of Cripple Creek and Winter Wheat Roads."

3. Review the possibility of zoning the site "LLR".

Petitioner's Response: The Comprehensive Plan calls for one-acre density in the area that includes the site. New subdivisions that are in close proximity to this subdivision, Bentley Place (approved by the City in 1994 and Country Place approved by St. Louis County in 1985) are zoned R1/R1A and R1, respectively. The Intent and Purpose of "LLR" as expressed in Section 1003.106 do not apply to this site. For the forgoing reasons, "LLR is not appropriate."

Staff Response: The Intent and Purpose of the "LLR" Large Lot Residential District is as follows:

Intent and purpose: The purpose of the "LLR" Large Lot Residential District is to provide for residential uses and activities, and other compatible uses in areas where the normal provision of community infrastructure is not desirable or not feasible. Single-family residential development in this district is intended to conform to standards set forth in Section 1005.135 of the City's Subdivision Regulations (large lot subdivision). The large lot subdivision standards, generally, do not require minimum pavement widths, sidewalks, streetlights and other improvements applicable to residential subdivisions containing lots of less than three (3) acres.

Staff has attached the previous issue and vote report for the Commission to review. No vote is requested for the January 8, 2007 meeting. A draft of the revised Attachment A is also attached for your review.

Respectfully Submitted,



Annissa G. McCaskill-Clay, AICP
Assistant Director of Planning

ATTACHMENT A

In keeping with the following Comprehensive Plan policies, these conditions have been developed:

- 1.2 Adherence to the Plan
- 2.1 Quality Residential Development
- 2.1.1 Conservation of Existing Quality of Life
- 2.1.3 Encourage Preservation of Existing Residential Neighborhoods
- 2.1.4 Compatible In-Fill Residential Construction
- 7.2.9 Access Management
- 8.2.2 Underground Electric Service
- 8.3 Stormwater Management

I. SPECIFIC CRITERIA

A. Information to be shown on the Site Development Concept Plan shall be limited to those conditions specified in Section A, General Criteria-Concept Plan. Site Development Plans and Site Development Section Plans shall adhere to specific design criteria.

B. Definitions

1. **Site Development Concept Plan is a conceptual plan for development in a planned district being done in phases. A concept plan provides an overall picture of a development that is being divided into sections to be developed in phases.**
2. **A Site Development Section Plan is a plan for development for sections of the overall concept plan.**
3. **Site Development Plan is a plan for development in planned districts that is being done in one phase.**

C. PERMITTED USES

1. The use allowed this E One Acre District shall be:
 - a. Three (3) Detached single family homes
2. The above uses in the E One Acre District shall be restricted as follows:
 - a. The average lot size shall be 1.3 acres.

- b. The minimum lot size shall be no less than twenty-two thousand (22,000) square feet.

D. LOT SIZE, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS

1. HEIGHT

- a. The maximum height of the detached single family homes shall be fifty (50) feet.

E. STRUCTURE SETBACKS

1. STRUCTURE SETBACKS

No building or structure, other than a freestanding subdivision monument sign, boundary and retaining walls, light standards, flag poles or fences will be located within the following setbacks:

- a. Seventy-five feet from the northern boundary (N0°55'22"W) of the "E-One Acre" District.
- b. The Site Development Plan shall provide clearing lines for each lot which shall in total meet the 39% preserved woodland as set out in G.1.

2. LOT CRITERIA

In addition to the above-referenced requirements, no building or structures other than boundary and retaining walls, light standards, flag poles or fences, the following lot criteria shall apply:

- a. Front yard: Twenty-five (25) feet from the Winter Wheat Road easement on the western boundary of the "E-One Acre" District.
- b. Side yard: Twenty (20) feet from the side property line.
 - i. A minimum of forty (40) feet must be maintained between structures.
- c. Rear yard setback: Twenty-five (25) feet from the rear property line.

F. PARKING REQUIREMENTS

1. Parking for this development will be as required in the City of Chesterfield Code.
2. Construction Parking
 - a. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
 - b. No construction related parking shall be permitted within the Winter Wheat Drive roadway easement.

G. LANDSCAPE AND TREE REQUIREMENTS

1. A minimum of 39% of the existing tree cover shall be maintained.
2. The development of the subject site shall adhere to the requirements of the City of Chesterfield Tree Manual.
3. Driveways and parking in the proposed development shall be located in such a way that Tree #3, Tree#7 and Tree #9 and their root systems are not disturbed or destroyed.
4. Provide tree protection techniques such as fencing and possible branch pruning toward new house, and root pruning or others as directed by the City of Chesterfield in order to preserve Tree #22 or Tree #24.

H. SIGN REQUIREMENTS

1. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield for sight distance considerations prior to installation or construction.
2. No advertising signs, temporary signs, portable signs, off site signs, or attention getting devices shall be permitted in this development.
3. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Code.

I. LIGHT REQUIREMENTS

1. Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.

J. ACCESS/ACCESS MANAGEMENT

1. Provide a fifty (50) foot wide private roadway easement or other appropriate legal instrument(s) guaranteeing permanent access to the adjacent properties that currently utilized Winter Wheat Road for access.

K. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Provide all easements or other legal instruments necessary to provide for the required improvements to Cripple Creek Road and Winter Wheat Road.
2. Improve Winter Wheat Road along the entire frontage of the site to provide a 24 foot wide pavement, and storm drainage facilities, as directed by the Department of Public Works. The existing pavement shall be cored to verify that it meets City Standards. If it is determined that the existing pavement section does not meet City standards, the existing pavement will have to be brought up to City standards, as directed by the Department of Public Works. This work may include adding an asphalt overlay or may involve the complete reconstruction of the road.
3. Improvements to Winter Wheat Road and Cripple Creek Road shall be completed prior to the issuance of building permits exceeding 60% of the approved dwelling units. Delays due to utility relocation and/or adjustment, for which the developer is responsible monetarily, shall not constitute a cause to issue permits in excess of 60%.
4. Improve Cripple Creek Road along the entire frontage of the site and through the intersection with Wild Horse Ridge Road to provide for ½ of a 24 foot wide pavement section and storm drainage facilities, as directed by the Department of Public Works. The existing pavement shall be cored to verify that it meets City standards. If it is determined that the existing pavement section does not meet City standards, the existing pavement shall be brought up to City

standards, as directed by the Department of Public Works. This work may include adding an asphalt overlay or may involve the complete reconstruction of the road.

L. TRAFFIC STUDY

Provide a traffic study as directed by the City of Chesterfield. 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, regional issues shall be addressed as directed by the City of Chesterfield.

M. POWER OF REVIEW

Either Councilmember of the Ward where a development is proposed, or the Mayor, may request that the site plan be reviewed and approved by the entire City Council. This request must be made no later than twenty-four (24) hours before posting the agenda for the next City Council meeting after Planning Commission review and approval of the site plan. The City Council will then take appropriate action relative to the proposal.

N. STORMWATER AND SANITARY SEWER

1. Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, as directed by the City of Chesterfield and the Metropolitan St. Louis Sewer District.
2. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system.
3. Detention/retention and other storm water quantity and quality management measures are to be provided in each watershed as required by the City of Chesterfield. The storm water quantity management facilities, related to flood and channel protection, shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The

location and types of storm water management facilities shall be identified on the Site Development Plan.

O. ROADWAY IMPROVEMENTS AND CURB CUTS.

Obtain approval from the City of Chesterfield Department of Public Works for the locations of proposed curb cuts, areas of new dedication, and roadway improvements.

P. GEOTECHNICAL REPORT.

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 Works. 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 the Site Development Plan.

Q. MISCELLANEOUS

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.
2. Sleeves for future telecommunication services are required to be installed adjacent and/or parallel to any proposed roadway, or other location as directed by the City of Chesterfield, in order to facilitate the installation of utilities and telecommunication infrastructure for current and future users.

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

- A. The developer shall submit a Site Development Plan within eighteen (18) months of City Council approval of the Preliminary Development Plan. This requirement shall be accomplished prior to issuance of building permits.
- B. Failure to comply with these submittal requirements will result in the expiration of the preliminary development plan and will require a new public hearing.
- C. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.

- D. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

III. COMMENCEMENT OF CONSTRUCTION

- A. Substantial construction shall commence within two (2) years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance. Substantial construction means final grading for roadways necessary for first approved plat or phase of construction and commencement of installation of sanitary storm sewers.
- B. Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.

IV. GENERAL CRITERIA – SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

- A. Site Development Plan shall include, but is not limited to, the following:
1. Location map, north arrow, and plan scale. The scale shall be no greater than 1 inch equals 100 feet.
 2. Outboundary plat and legal description of the property.
 3. Density Calculations, including the square footage of each lot.
 4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
 5. Provide open space percentage for overall development including separate percentage for each lot on the plan.
 6. Zoning District lines and floodplain boundaries.
 7. A note indicating all utilities will be installed underground.
 8. A note indicating signage approval is a separate process.
 9. The location of all buildings, including size, height and square footage.
 10. Specific structure and parking setbacks along all roadways and property lines.
 11. Provide the greenspace percentage for each lot on the plan.

12. Provide open space percentage.
13. Address trees and landscaping in accordance with the City of Chesterfield Code.
14. Provide a lighting plan in accordance with the City of Chesterfield Code.
15. Floodplain boundaries.
16. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Ordinance.
17. Confirmation of compliance with the sky exposure plan and height restrictions as set forth in this ordinance.
18. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.
19. 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.
20. Indicate the location of proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
21. Size and approximate location of existing and proposed internal and adjacent roadway, drives, major utility easements, necessary right-of-way dedications, road improvements and curb cuts on and adjacent to property in question.
22. Show location of curb cuts, necessary right-of-way dedication, road improvements, and driveways on opposite side of street.
23. Show existing and proposed contours at intervals of not more than two (2) foot, and extending one hundred fifty (150) feet beyond the limits of the site.
24. Show existing and proposed roadway, drives, and walkways on and adjacent to the property in question, including location of curb cuts, necessary right-of-way dedications and road improvements, and locations of the existing roads and driveways on the opposite side of the development.

25. Show preliminary stormwater and sanitary sewer facilities.
26. Show the location of significant natural features, such as wooded areas and rock formations that are to remain or be removed.
27. 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.
28. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, and Spirit of St. Louis Airport.
29. Show location and size, including height above sea level, of all buildings, parking and loading areas, light standards, fencing, free-standing signs, trash enclosures, and all other above-ground structures and landscaping.

V. TRUST FUND CONTRIBUTION

- A. The developer will contribute to the Eatherton-Kehrs Mill Road Trust Fund as directed. This contribution will not exceed an amount established by multiplying the ordinance required parking spaces by the following rate schedule:

| <u>Type of Development</u> | <u>Required Contribution</u> |
|----------------------------|------------------------------|
| S.F. Dwelling | \$879.10/parking space |

(Parking spaces as required by the City of Chesterfield Code.)

If types of development differ from those listed, the Department of Highways and Traffic will provide rates.

Credits for roadway improvements will be as approved by the City of Chesterfield and/or St. Louis County Department of Highways and Traffic.

If this development is located within a trust fund area, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development will be retained in the appropriate trust fund.

The amount of this required contribution, if not submitted by January 1, 2006 will be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the St. Louis County Department of Highways and Traffic.

V. 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.

VI. VERIFICATION PRIOR TO IMPROVEMENT PLAN APPROVAL

Prior to improvement plan approval, the developer will provide the following:

1. Comments/approvals from the appropriate Fire District, Spirit of St. Louis Airport, and the Metropolitan St. Louis Sewer District.
2. Copies of recorded easements for off-site work, including book and page information, will be provided.

VII. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

A. Subsequent to approval of the Site Development Plan and prior to the issuance of any foundation or building permit, the following requirements will be met:

1. Notification of Department of Planning

Prior to the issuance of foundation or building permits, all approvals from the above mentioned agencies and the City of Chesterfield Department of Public Works, as applicable, must be received by the City of Chesterfield Department of Planning.

2. Notification of St. Louis County Department of Public Works

Prior to issuance of foundation or building permits, all approvals from the City of Chesterfield, the appropriate Fire District, Spirit of St. Louis Airport and the Metropolitan Sewer District.

3. Certification of Plans

Provide verification that construction plans are designed to conform to the requirements and conditions of the Geotechnical Report. The

Geotechnical Engineer will be required to sign and seal all plans with a certification that the proposed construction will be completed in accordance with the grading and soil requirements and conditions contained in the report.

VIII. OCCUPANCY PERMIT/FINAL OCCUPANCY

Prior to final occupancy of any building and/or release of subdivision escrows, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.

XIV. FINAL RELEASE OF ESCROW

Prior to the release of final escrow, the developer will provide certification by a Registered Land Surveyor that all monumentation depicted on the Record Plat has been installed and that the U.S. Public Land Survey Corners have not been disturbed during the construction activities or that they have been corrected and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.

All conditions of the Escrow as stated in the Escrow Agreement shall be met and approved by the Department of Public Works per the established Escrow Agreement.

XV. GENERAL DEVELOPMENT CONDITIONS

All streets within this development shall be private and remain private forever. Private street signage, in conformance with Section 1005.180 of the Subdivision Ordinance, shall be posted within 30 days of the placement of the adjacent street pavement.

XVI. ENFORCEMENT

1. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Site Development Plan approved by the City of Chesterfield and the terms of this Attachment A.
2. Failure to comply with any or all the conditions of this ordinance will be adequate cause for revocation of permits by issuing Departments and Commissions.
3. 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.

4. Waiver of Notice of Violation per the City of Chesterfield Code.
5. This document shall be read as a whole and any inconsistency to be integrated to carry out the overall intent of this Attachment A.

DRAFT

MEMORANDUM



DATE: December 27, 2006
TO: Mike Geisel, DPW/CE
FROM: Brian McGownd, ^{B/M}DDPW/ACE
RE: Winter Wheat and Chesterfield Manors – Access Related to Future Development

The above referenced residential developments have been proposed along the south side of Wild Horse Creek Road, just west and south of the Bentley Place subdivision. Access to both developments will be provided via Bentley Place Drive and Wild Horse Ridge Road, with Bentley Place Drive providing direct access to Wild Horse Creek Road.

Once completed, the new developments would add seven homes with one existing home being demolished; therefore, a total of six new homes will utilize the current access. It is our understanding that a concern has arisen regarding the possibility of future development/redevelopment of the approximately 80 acres of property south and east of the proposed developments. The Public Works Department has been asked to evaluate the adequacy of the current access to Wild Horse Creek Road under the assumption that if the above referenced 80 acres were ever developed/redeveloped, the development would be routed to Wild Horse Creek Road via Bentley Place Drive. As you know, emergency access to developments is controlled and dictated by the appropriate fire district, not by the City, therefore, the requested evaluation of the adequacy of the existing access to Wild Horse Creek Road does not include nor address emergency access issues.

Thirty acres of the 80 acres under question is common ground for the Chesterfield Estates subdivision. This common ground is heavily encumbered by regulatory floodplain. Even if allowed by the subdivision's indentures, development of the 30 acres would be difficult at best. It is highly unlikely that this common ground will ever be developed, therefore, this 30 acres of common ground has been excluded from this analysis.

The topography of the remaining 50 acres consists of four ridge lines rising 100 feet from the low lying areas immediately adjacent to Caulks Creek. The comprehensive plan provides for one acre single family residences in this area, but due to the challenging terrain it would be difficult to achieve a density of 50 one acre lots, therefore, it would be realistic that development of the 50 acres would yield approximately 25 two acre lots. Of these 25 potential homes, seven currently exist; therefore a yield of 18 homes would be generated from the development/redevelopment of the 80 acres in question. Therefore, 18 potential new homes, seven existing homes, seven proposed homes and the existing 12 homes in Bentley Place add up to a total of 44 homes that will utilize Bentley Place Drive to access Wild Horse Creek Road.

The access utilized for the developments discussed above would be via Wild Horse Ridge Road that connects to Bentley Place Drive which ultimately connects to Wild Horse Creek Road. The Chesterfield Manors and Winter Wheat developments will be responsible for improving the entire length of Wild Horse Ridge Road and portions of Cripple Creek Road and Winter Wheat Road to City standards. Future development of the 50 acres would also require improvements and or

reconfiguration to the remaining unimproved portions of Cripple Creek and Winter Wheat Roads. Ideally it would be advantageous to improve Winter Wheat Road in a manner that would loop back into Cripple Creek Road from the east, but the topography of the eastern boundaries of the area in question would make this difficult to achieve.

A second point of access through the Country Place or Chesterfield Estates subdivisions would be beneficial, but due to the topographic constraints and locations of existing homes, it would be difficult to construct such an access. The proposed Fox Hill Farms subdivision, currently under review, is located immediately east of the Chesterfield Estates common ground, but once again the subdivision layout, alignment of Caulks Creek, and topographic constraints would make a roadway connection difficult at best.

Although a second point of access is desirable for all developments, it appears from our analysis that, in this instance, a second point of access and/or some sort of looping of interior roads is not practical. As you know, several developments within the City, both old and recent, have been approved with one means of access. The adjacent Country Place subdivision, which contains over 100 homes, has one point of access to Wild Horse Creek Road. The recently approved Kendall Bluff subdivision contains approximately 115 homes, and also has only one access point to Ladue Road.

Therefore, due to the fact that the proposed developments, the existing Bentley Place subdivision and the potential development/redevelopment of the surrounding parcels will yield approximately 44 single family homes, and with the improvement of all the existing roads to City standards, we believe the current access to Wild Horse Creek Road via Bentley Place Drive is adequate.

cc: Bonnie Hubert, Superintendent of Engineering Operations
Jeff Paskiewicz, Civil Engineer
Aimee Nassif, Senior Planner for Zoning Administration



VIII. A.

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

February 8, 2006

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63017

Director of Planning

Dear Commission Members:

The following petition is hereby submitted for your consideration:

Petition: P.Z. 5-2006 Winter Wheat Place

Petitioner: Dollar Building Company

Requests: A change of zoning from an "NU" Non-Urban District to a "E" One Acre District

Location: 18U220092

Hearing Dates: June 13, 2005

Speakers:

In favor: 0
In opposition: 7
Neutral: 0

Petitioner's Request

A change of zoning from an "NU" Non-Urban District to an "E" One Acre District for a parcel located on Winter Wheat Road. Total area to be rezoned: 4 acres.

Area Land Use and Zoning

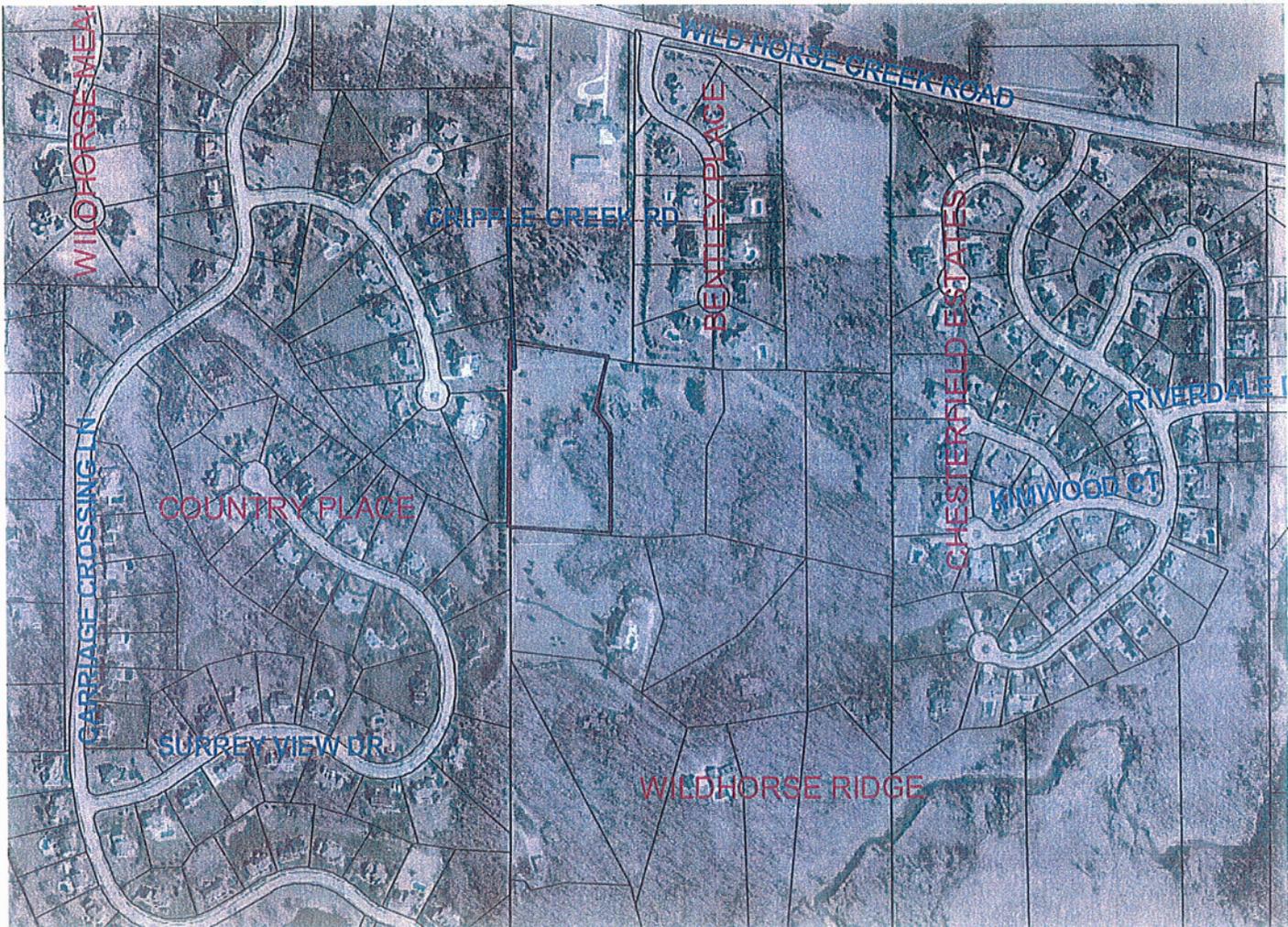
The subject site is located on Winter Wheat Road, 3000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. They were zoned "NU" Non-Urban District prior to incorporation by the City of Chesterfield.

Surrounding Land Use and Zoning

The land use and zoning for the properties surrounding this parcel are as follows:

North: North of the subject site is a vacant property zoned NU Non-Urban.

South/East: To the South and the East are Wildhorse Ridge Subdivision (NU). Further east is Chesterfield Estates (R1)



West: The property to the west is Country Place Subdivision. (R1)

Site Area History

The subject site is located was zoned "NU" Non-Urban prior to incorporation of the City of Chesterfield.

Infrastructure Improvements and Related Comments

The Metropolitan St. Louis Sewer District (MSD), the Monarch Fire Protection District, the City of Chesterfield Public Works, have all submitted comments concerning this petition.

Comprehensive Plan and Policies

The City of Chesterfield Comprehensive Plan provides that Single Family Residential with a one (1)-acre density is an appropriate land use for this site.

PROJECT ISSUES

The following are the list of issues that were identified at the Issues Meeting on November 14, 2005:

1. Provide information about what is happening with the topography in the northwest corner of the site.

Staff Response: *The Petitioner has advised that they have acquired an off-site easement for future grading.*

2. Request that the Department of Public Works re-look at the issue of requiring the Petitioner to improve only that part of the road in front of the development and explain why they are not requiring the whole road to be improved.

Staff Response: *Attached please find correspondence from resident Tom Fleming and a memorandum from the Director of Public Works regarding this issue.*

3. Provide wording on how the following trees can be saved – Tree #3, 7, 11, and 22 or 24.
4. Provide wording with respect to screening and root pruning, etc. that would be needed to save the trees per Mr. Rocca.

Staff Response: *As the Commission may remember, Mr. Rocca provided previously provided comments on all these trees with the exception of #11. He has re-reviewed these tree with the addition of #11. Please see the table below. It includes possible language to save the listed trees, where possible.*

| <i>Tree Number</i> | <i>Type</i> | <i>Condition</i> | <i>Possible Language for Measures Needed to Save</i> |
|--------------------|--------------|------------------|--|
| 3 | Silver Maple | Good | Locate the driveway on Lot One (1) in such a way that the Tree #3 and its root system are not negatively impacted. Note: This will likely involve moving the driveway further North. |
| 7 | Crabapple | Good | Locate the driveway on Lot One (1) in such a way that the Tree #7 and its root |

| | | | |
|----|---------------------|-------------|---|
| | | | <i>the Trees # 3 and 7 and their root systems are not negatively impacted. Note: This will likely involve moving the driveway further North.</i> |
| 9 | <i>Silver Maple</i> | <i>Fair</i> | <i>Locate the driveway and parking on Lot One (1) in such a way that Tree # 9 and its root systems are not negatively impacted. Note: Would still be difficult to save.</i> |
| 11 | <i>Willow</i> | <i>Poor</i> | <i>There are no protection measures that could save this tree.</i> |
| 22 | <i>Pin Oak</i> | <i>Good</i> | <i>Provide tree protection techniques such as fencing and possible branch pruning toward new house, and root pruning or others as directed by the City of Chesterfield in order to preserve Tree #22.</i> |
| 24 | <i>Pin Oak</i> | <i>Good</i> | <i>Provide tree protection techniques such as fencing and possible branch pruning toward new house, and root pruning or others as directed by the City of Chesterfield in order to preserve Tree #24.</i> |

5. Notify Mr. Fleming and his association as to when this petition is on the agenda again. Also inform Mr. Fleming of the results of this meeting.

Staff Response: Mr. Fleming has been notified and been provided a copy of this report and Attachment A.

The following are issues that were identified at the Public Hearing.

G. LANDSCAPE AND TREE REQUIREMENTS PG. 3

1. The Commission requested that the Petitioner review the current plan of removing 30 of the existing 50 trees on the subject site.

- ♦ Specifically, the Commission wanted the Petitioner to review its plan regarding the 7 Monarch trees on the lot.

Petitioner's Response: "Petitioner can save tree numbers 7 and 18 listed on the Tree Preservation Plan. Also, either tree number 22 or 24 can be saved. Grading issues prevent both from being saved. Many of the trees to be taken down are close to the existing house and most likely would not survive the house's demolition. Others are in the footprint of the proposed home sites.

It should be noted that Petitioner is saving 39.3% of the site's trees, where 30% is required. Petitioner will save as many trees as possible, as it is in both the City's and Petitioner's interest to keep the site's trees for the enjoyment of future home owners."

2. Staff was requested to have the City of Chesterfield Tree Consultant review whether the following trees can be saved:

- ♦ Tree #18 (a 38" diameter Silver Maple)
- ♦ Tree #9 (a 32" diameter Silver Maple)
- ♦ Tree #7
- ♦ Tree #22
- ♦ Tree #3
- ♦ Tree #24

Petitioner's Response: "See response to TREES Issue #1 above."

J. ACCESS/ACCESS MANAGEMENT PGS. 4-5

1. Has the developer looked at any alternate public routes for access rather than coming through Bentley Place?

Petitioner's Response: "There is no other feasible access. The proposed access already exists for the benefit of the subject site."

2. How long is it from the public road to the last property?

Petitioner's Response: "Approximately 3,000 feet."

K. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION PG. 5

1. Will the street be paved?

Petitioner's Response: "Yes."

2. Regarding the City road being built in the project, is it something other than the City's standards? If this is to be a private road but built to City standards, contrast it to what it would be compared to how it is now.

Petitioner's Response: "The road in front of the subject site will be built to City standards."

N. STORM WATER AND SANITARY SEWER PG. 6-7

1. Provide information on the water run-off and its effect downstream on Caulks Creek. Does it need retention? If not, why not?

Petitioner's Response: "This site drains to Bonhomme Creek and Caulks Creek. The differential runoff from the proposed lots will be well below the minimum 2.0 cfs required to generate the need for detention. A letter from MSD stating that detention is not required is attached to this letter."

2. Is there an MSD requirement that would force owners to join MSD sewer?

Petitioner's Response: "There is no such requirement."

R. MISCELLANEOUS PG. 9

1. Will there be provisions for sewer, water and gas to neighboring lots?

Petitioner's Response: "Sewer, water, and gas will be provided along the frontage of the proposed lots. Extending these utilities could be done by neighboring properties at their own expense, coordination and approval by the utility companies."

2. How are utilities getting to the subject site?

Petitioner's Response: Existing utilities will be extended from Chaise Ridge which lies west of the subject site.

BACKGROUND ISSUES (NON-ATTACHMENT A ISSUES)

1. What property owners have the Petitioner met with— Bentley Place and the surrounding area?

Petitioner's Response: Petitioner met with the following property owners:

5-16-05 – Petitioner met with Maria Wilmas of 17716 Wild Horse Creek Road. She owns the lot at 17050 Cripple Creek. Petitioner met with Ms. Wilmas and gave her a copy of the Preliminary Plan with an attached comment sheet. She stated that she would send her comments to Tom Fleming after reviewing the plan.

5-16-05 – Petitioner met with Maria Wilmas of 17716 Wild Horse Creek Road. She owns the lot at 17050 Cripple Creek. Petitioner met with Ms. Wilmas and gave her a copy of the Preliminary Plan with an attached comment sheet. She stated that she would send her comments to Tom Fleming after reviewing the plan.

5-18-05 – Petitioner called the agent for the property owner at 699 Wildhorse Ridge Road as requested by a posted sign. Petitioner left messages with the owner's agent in an attempt to get an address or telephone number of the property owner to discuss the pending rezoning petition. Petitioner called twice, three days apart, with no response.

5-25-05 – Petitioner went to 17067 Rooster Ridge, home of Tom Fleming. Petitioner found nobody home at the time of his visit. Petitioner left a copy of the Preliminary Plan and a comment form, including Petitioner's address and telephone number if the homeowner had questions regarding the petition. Mr. Fleming returned the comment form to Petitioner, including signatures from eight (8) area neighbors.

5-26-05 – Petitioner met with the Strocker's at 17111 Chaise Ridge (Country Ridge Subdivision). Petitioner spoke with Vivian Strocker and gave her a copy of the Preliminary Plan and comment sheet.

5-29-05 – To Petitioner's knowledge, Mr. Harry Fangchin at 17101 Chaise Ridge Road received a copy of the Preliminary Plan from the Strocker's.

6-09-05 – Mr. Harry Fangchin called Petitioner to discuss the Preliminary Plan. Mr. Fangchin was concerned that the pine trees between his property and the subject site were going to be removed. Petitioner stated that some of the trees were on his (Fangchins) property and some were on the subject site. Petitioner told Mr. Fangchin that the all trees will remain.

Petitioner did not contact residents of Bentley Place.

2. Was a title search done for this specific parcel?

Petitioner's Response: Yes. It was done by the title company that insured the title.

3. Describe what is happening with the road before the entrance to the subdivision from Bentley Place.

- a. Provide history of the road;
- b. Provide information as to who owns the road;
- c. Provide information about the road agreements and how they work;
- d. How many properties are currently served by the road?

Petitioner's Response: "See copy of Road Easement Agreement attached, recorded at Book 6753, Page 738, St. Louis County Records. The Road Easement Agreement created a 50-foot wide road easement "*for the benefit of the owners of the tracts of land as described in deed recorded in Book 6725, Page 364 and their heirs and assigns.*" A copy of that deed is attached to this letter, and the legal description includes the subject property and all properties currently served by the road easement."

4. Who maintains the section of the road on which the subject site has frontage?

Petitioner's Response: "By law, it is the responsibility of the properties using the road to fairly share the cost of maintaining the road. The Road Easement Agreement does not specifically provide for maintenance; it only creates the easement."

5. What was done with the road that accesses this area when Bentley Place was reviewed?

Petitioner's Response: "Permanent access was provided to Bentley Place Drive."

6. Regarding the Road Agreement ("Road Maintenance Agreement") provided by Mr. Tom Fleming, what are the rights and responsibilities of the property owners to maintain/assist in the maintenance of the road?

Petitioner's Response: "See copy of the letter from Title Company, attached. The subject site is not bound by the Road Maintenance Agreement. However, see responses to "General Road" numbers 1 and 2. (*Please see Items #2 and #3 of this section for the responses referenced by the petitioner.*)"

7. Was Bentley Place included in the Road Maintenance Agreement?

Petitioner's Response: "No."

8. Clarify the subdivision map. Explain the map section surrounding area "129" where the City boundary line is.

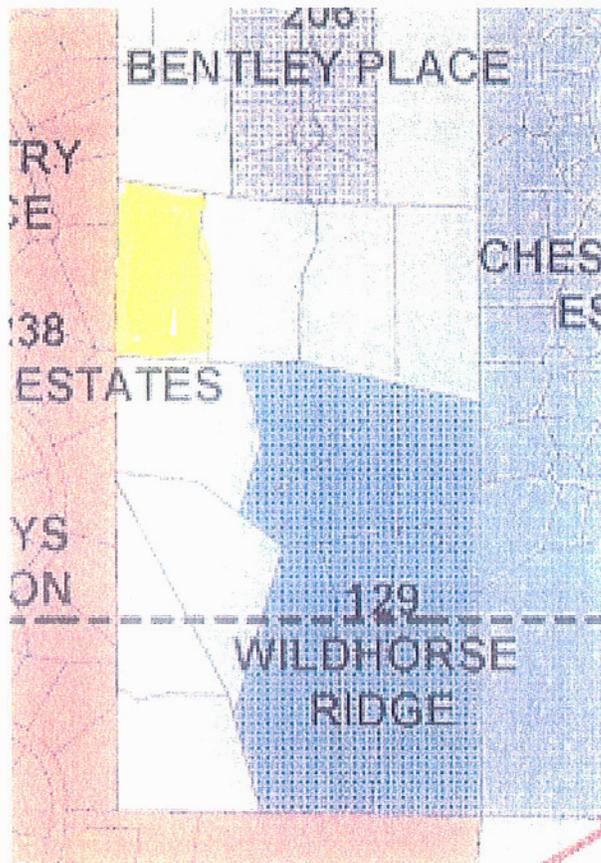
- ♦ What does "129 Wildhorse Ridge" stand for?
- ♦ Research whether "Wildhorse Ridge" refers only to the areas over "129".
- ♦ What do the dotted lines denote on the map?

Petitioner's Response:

- ♦ "129 Wildhorse Ridge" is the designation for *Wildhorse Ridge Subdivision* on the City's Subdivision Base Map, as indicated below. The subject site is outlined in RED.
- ♦ Yes – "Wildhorse Ridge" refers only to the areas over "129" encompassing six (6) parcels – 17061 Rooster Ridge Drive, 17055 Rooster Ridge Drive, 17040 Rooster Ridge Drive, 17058 Rooster Ridge Drive, 17052 Rooster Ridge Drive

and 17046 Rooster Ridge Drive. Parcels NOT shaded in blue are NOT part of *Wildhorse Ridge Subdivision*.

- ◆ The dotted line on the Subdivision Base Map illustrates the dividing line for locator numbers. Parcels above this line have "18U..." locator numbers. Parcels below this line have "19U..." locator numbers.



3. Was the subject site included when the subdivision was platted?

Petitioner's Response: "No."

4. Do the indentures for Wildhorse Ridge include a legal description or list of included properties?

Petitioner's Response: "There are no indentures applicable to the subject site."

5. Provide clarification as to what parcels consist of "Wildhorse Ridge Subdivision".

Petitioner's Response: "Wildhorse Ridge subdivision consists of the following six parcels:

1. 17061 Rooster Ridge Drive;
2. 17055 Rooster Ridge Drive;
3. 17040 Rooster Ridge Drive;
4. 17058 Rooster Ridge Drive;
5. 17052 Rooster Ridge Drive; and
6. 17046 Rooster Ridge Drive.”

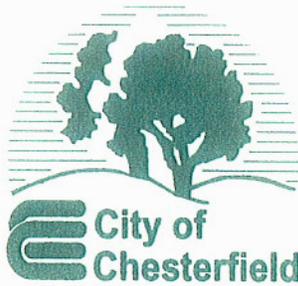
12. Why is the subject site not shown as a part of the Wildhorse Ridge Subdivision on the Subdivision Map?

Petitioner's Response: “It is not part of *Wildhorse Ridge Subdivision* or any other subdivision. ”

Respectfully Submitted,

Annissa G. McCaskill-Clay, AICP
Assistant Director of Planning

Attachments



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

November 8, 2005

Planning Commission
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield, Missouri 63017

Director of Planning 

The agenda for the Planning Commission meeting on November 14, 2005 will include the below referenced matter for your review:

P.Z. 5-2005 Winter Wheat Place (Dollar Building Company): a request for a change of zoning from “NU” Non-Urban District to E-One Acre for a 4.0 acre tract of land located on Winter Wheat Road, 3000 feet southeast of the intersection of Wild Horse Creek Road and Long Road. (18U220092)

A public hearing for the above-referenced petition was held on June 13, 2005. At that time, issues were identified for response by the petitioner and staff. Staff response includes:

ISSUE HAS BEEN ADDRESSED- The Department of Planning has reviewed the material submitted and found the information complete and therefore the issue has been addressed. Unless directed by Planning Commission, this issue will be considered resolved and will be removed from future reports.

PETITIONER HAS ADDRESSED THE ISSUE- The Department of Planning has reviewed the material submitted and request direction from the Planning Commission whether the issue has been resolved.

ISSUE REMAINS OPEN- The Department of Planning has reviewed the petitioner’s response to this issue and finds it incomplete. The Planning Commission has an opportunity to clarify the issue with Staff and request additional information.

G. LANDSCAPE AND TREE REQUIREMENTS

1. The Commission requested that the Petitioner review the current plan of removing 30 of the existing 50 trees on the subject site.
 - ♦ Specifically, the Commission wanted the Petitioner to review its plan regarding the 7 Monarch trees on the lot.

Petitioner’s Response:Petitioner can save tree numbers 7 and 18 listed on the Tree Preservation Plan. Also, either tree number 22 or 24 can be saved. Grading issues prevent both from being saved. Many of the trees to be taken down are close to the existing house and most likely would not survive the house’s demolition. Others are in the footprint of the proposed home sites.

It should be noted that Petitioner is saving 39.3% of the site's trees, where 30% is required. Petitioner will save as many trees as possible, as it is in both the City's and Petitioner's interest to keep the site's trees for the enjoyment of future home owners.

Staff Response: ISSUE HAS BEEN ADDRESSED.

2. Staff was requested to have the City of Chesterfield Tree Consultant review whether the following trees can be saved:

- ◆ Tree #18 (a 38" diameter Silver Maple)
- ◆ Tree #9 (a 32" diameter Silver Maple)
- ◆ Tree #7
- ◆ Tree #22
- ◆ Tree #3
- ◆ Tree #24

Petitioner's Response: See response to TREES Issue #1 above.

Staff Response: The table below outlines Mr. James Rocca's response to the Commission's request

| <i>Tree Number</i> | <i>Type</i> | <i>Condition</i> | <i>Measures Needed to Save</i> |
|--------------------|---------------------|------------------|--|
| 3 | <i>Silver Maple</i> | <i>Good</i> | <i>Driveway would have to be moved to the North.</i> |
| 7 | <i>Crabapple</i> | <i>Good</i> | <i>Driveway would have to be moved to the North.</i> |
| 9 | <i>Silver Maple</i> | <i>Fair</i> | <i>Would still be difficult to save. A change in the location of new driveway and parking.</i> |
| 18 | <i>Silver Maple</i> | <i>Good</i> | <i>Demolition equipment would have to be kept away from this tree and protective fencing could be used.</i> |
| 22 | <i>Pin Oak</i> | <i>Good</i> | <i>Tree protection techniques including fencing and possible branch pruning toward new house, and root pruning.</i> |
| 24 | <i>Pin Oak</i> | <i>Good</i> | <i>Tree protection techniques including fencing and possible branch pruning toward new house, elimination of soil fill around base and root pruning.</i> |

A copy of Mr. Rocca's comments is attached for the Commission's review. (Exhibit 1)

ISSUE HAS BEEN ADDRESSED.

K. ACCESS/ACCESS MANAGEMENT

1. Has the developer looked at any alternate public routes for access rather than coming through Bentley Place?

Petitioner's Response: There is no other feasible access. The proposed access already exists for the benefit of the subject site.

Staff response: PETITIONER HAS ADDRESSED THE ISSUE

2. How long is it from the public road to the last property?

Petitioner's Response: Approximately 3,000 feet.

Staff Response: ISSUE HAS BEEN ADDRESSED

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Will the street be paved?

Petitioner's Response: Yes.

Staff Response: The Department of Public Works is requiring that the Petitioner improve Winter Wheat along the frontage of the site to provide a twenty-four (24) foot wide pavement.

ISSUE HAS BEEN ADDRESSED.

2. Regarding the City road being built in the project, is it something other than the City's standards? If this is to be a private road but built to City standards, contrast it to what it would be compared to how it is now.

Petitioner's Response: The road in front of the subject site will be built to City standards.

Staff Response: The Department of Public Works is requiring that the improvements done along the frontage of the site conform to City standards.

PETITIONER HAS ADDRESSED THE ISSUE.

Q. STORM WATER AND SANITARY SEWER

1. Provide information on the water run-off and its effect downstream on Caulks Creek. Does it need retention? If not, why not?

Petitioner's Response: This site drains to Bonhomme Creek and Caulks Creek. The differential runoff from the proposed lots will be well below the minimum 2.0 cfs required to generate the need for detention. A letter from MSD stating that detention is not required is attached to this letter.

Staff Response: *PETITIONER HAS ADDRESSED THE ISSUE.*

2. Is there an MSD requirement that would force owners to join MSD sewer?

Petitioner's Response: There is no such requirement.

Staff Response: *ISSUE HAS BEEN ADDRESSED.*

R. MISCELLANEOUS

1. Will there be provisions for sewer, water and gas to neighboring lots?

Petitioner's Response: Sewer, water, and gas will be provided along the frontage of the proposed lots. Extending these utilities could be done by neighboring properties at their own expense, coordination and approval by the utility companies.

Staff Response: *ISSUE HAS BEEN ADDRESSED.*

2. How are utilities getting to the subject site?

Petitioner's Response: Existing utilities will be extended from Chaise Ridge which lies west of the subject site.

Staff Response: *ISSUE HAS BEEN ADDRESSED.*

BACKGROUND ISSUES (NON-ATTACHMENT A ISSUES)

1. What property owners have the Petitioner met with— Bentley Place and the surrounding area?

Petitioner's Response: Petitioner met with the following property owners:

5-16-05 – Petitioner met with Maria Wilmas of 17716 Wild Horse Creek Road. She owns the lot at 17050 Cripple Creek. Petitioner met with Ms. Wilmas and gave her a copy of the Preliminary Plan with an attached comment sheet. She stated that she would send her comments to Tom Fleming after reviewing the plan.

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Petitioner's address and telephone number if the homeowner had questions regarding the petition. Mr. Fleming returned the comment form to Petitioner, including signatures from eight (8) area neighbors.

5-26-05 – Petitioner met with the Strockers at 17111 Chaise Ridge (Country Ridge Subdivision). Petitioner spoke with Vivian Strocker and gave her a copy of the Preliminary Plan and comment sheet.

5-29-05 – To Petitioner's knowledge, Mr. Harry Fangchin at 17101 Chaise Ridge Road received a copy of the Preliminary Plan from the Strockers.

6-09-05 – Mr. Harry Fangchin called Petitioner to discuss the Preliminary Plan. Mr. Fangchin was concerned that the pine trees between his property and the subject site were going to be removed. Petitioner stated that some of the trees were on his (Fangchins) property and some were on the subject site. Petitioner told Mr. Fangchin that the all trees will remain.

Petitioner did not contact residents of Bentley Place.

Staff Response: *ISSUE HAS BEEN ADDRESSED.*

2. Was a title search done for this specific parcel?

Petitioner's Response: Yes. It was done by the title company that insured the title.

Staff Response: *ISSUE HAS BEEN ADDRESSED.*

3. Describe what is happening with the road before the entrance to the subdivision from Bentley Place.
- Provide history of the road;
 - Provide information as to who owns the road;
 - Provide information about the road agreements and how they work;
 - How many properties are currently served by the road?

Petitioner's Response: See copy of Road Easement Agreement attached, recorded at Book 6753, Page 738, St. Louis County Records. The Road Easement Agreement created a 50-foot wide road easement "for the benefit of the owners of the tracts of land as described in deed recorded in Book 6725, Page 364 and their heirs and assigns." A copy of that deed is attached to this letter, and the legal description includes the subject property and all properties currently served by the road easement.

Staff Response: *PETITIONER HAS ADDRESSED THE ISSUE.*

4. Who maintains the section of the road on which the subject site has frontage?

Petitioner's Response: By law, it is the responsibility of the properties using the road to fairly share the cost of maintaining the road. The Road Easement Agreement does not specifically provide for maintenance; it only creates the easement.

Staff Response: *Attached please find correspondence provided by Mr. Tom Fleming, Trustee of Wildhorse Ridge Subdivision for inclusion with the "Issues" Packet. (Exhibit 2) Included is a Road Maintenance Agreement for Wildhorse Ridge Subdivision. Included in the signature area of the agreement are then-owners of the subject site which is 406 Winter Wheat. This agreement was recorded on September 4, 1986.*

ISSUE REMAINS OPEN

5. What was done with the road that accesses this area when Bentley Place was reviewed?

Petitioner's Response: Permanent access was provided to Bentley Place Drive.

Staff Response: *PETITIONER HAS ADDRESSED THE ISSUE.*

6. Regarding the Road Agreement ("Road Maintenance Agreement") provided by Mr. Tom Fleming, what are the rights and responsibilities of the property owners to maintain/assist in the maintenance of the road?

Petitioner's Response: See copy of the letter from Title Company, attached. The subject site is not bound by the Road Maintenance Agreement. However, see responses to "General Road" numbers 1 and 2. *(Please see Items #2 and #3 of this section for the responses referenced by the petitioner.)*

Staff Response: *See Staff's response to Item #4 of this section.*

ISSUE REMAINS OPEN

7. Was Bentley Place included in the Road Maintenance Agreement?

Petitioner's Response: No.

Staff Response: *Bentley Place was zoned by the City of Chesterfield in 1994, several years after the execution of the Road Maintenance Agreement.*

ISSUE HAS BEEN ADDRESSED.

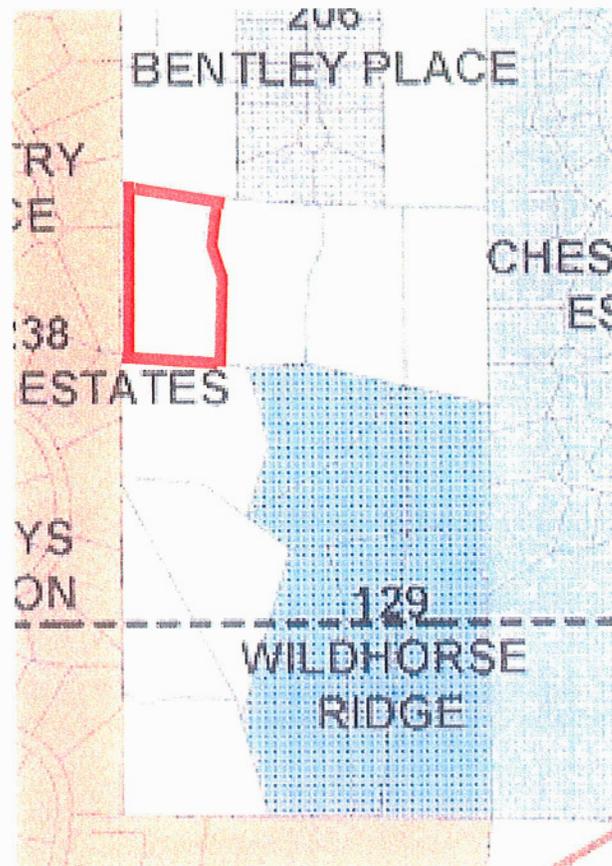
8. Clarify the subdivision map. Explain the map section surrounding area "129" where the City boundary line is.

- ◆ What does "129 Wildhorse Ridge" stand for?
- ◆ Research whether "Wildhorse Ridge" refers only to the areas over "129".
- ◆ What do the dotted lines denote on the map?

Petitioner's Response:

- ◆ "129 Wildhorse Ridge" is the designation for *Wildhorse Ridge Subdivision* on the City's Subdivision Base Map, as indicated below. The subject site is outlined in **RED**.

- ♦ Yes – “Wildhorse Ridge” refers only to the areas over “129” encompassing six (6) parcels – 17061 Rooster Ridge Drive, 17055 Rooster Ridge Drive, 17040 Rooster Ridge Drive, 17058 Rooster Ridge Drive, 17052 Rooster Ridge Drive and 17046 Rooster Ridge Drive. Parcels NOT shaded in blue are NOT part of *Wildhorse Ridge Subdivision*.
- ♦ The dotted line on the Subdivision Base Map illustrates the dividing line for locator numbers. Parcels above this line have “18U...” locator numbers. Parcels below this line have “19U...” locator numbers.



Staff Response: The Petitioner's explanation is correct.

ISSUE HAS BEEN ADDRESSED.

3. Was the subject site included when the subdivision was platted?

Petitioner's Response: No.

Staff Response: Staff has provided copies of plats for Wildhorse Ridge. The subject site is highlighted in green and is not included in the properties platted as part of the subdivision. (Exhibits and)

ISSUE HAS BEEN ADDRESSED.

4. Do the indentures for Wildhorse Ridge include a legal description or list of included properties?

Petitioner's Response: There are no indentures applicable to the subject site.

Staff Response: ISSUE HAS BEEN ADDRESSED.

5. Provide clarification as to what parcels consist of "Wildhorse Ridge Subdivision".

Petitioner's Response: Wildhorse Ridge subdivision consists of the following six parcels:

1. 17061 Rooster Ridge Drive;
2. 17055 Rooster Ridge Drive;
3. 17040 Rooster Ridge Drive;
4. 17058 Rooster Ridge Drive;
5. 17052 Rooster Ridge Drive; and
6. 17046 Rooster Ridge Drive.

Staff Response: Staff has reviewed these addresses and verified that these are the only addresses of record for Wildhorse Ridge Subdivision according to St. Louis County records.

ISSUE HAS BEEN ADDRESSED.

12. Why is the subject site not shown as a part of the Wildhorse Ridge Subdivision on the Subdivision Map?

Petitioner's Response: It is not part of *Wildhorse Ridge Subdivision* or any other subdivision.

Staff Response: The City of Chesterfield Subdivision map is drawn to show properties according to recorded plats. As shown in Exhibits 3 and 4, the subject site was not platted as a part of Wildhorse Ridge Subdivision.

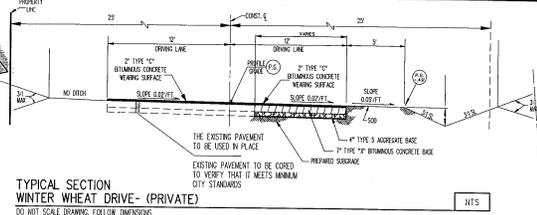
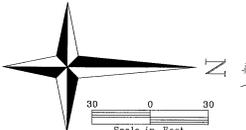
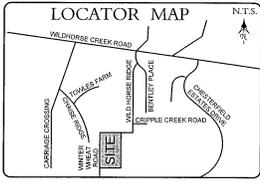
ISSUE HAS BEEN ADDRESSED.

The Department of Planning requests review of issues for P.Z. 5-2005 Winter Wheat Place (Dollar Building Company).

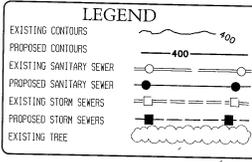
Respectfully Submitted,


Anissa G. McCaskill-Clay, AICP
Assistant Director of Planning

Attachments: Exhibit 1: Comments from the City's consultant regarding trees.
Exhibit 2: Information received from Tom Fleming
Exhibit 3: Plat for Wildhorse Ridge recorded 1976
Exhibit 4: Plat for Wildhorse Ridge recorded 1977



LEGEND
 CO CLEAN OUT
 L.S. LIGHT STANDARD
 -X- FENCE



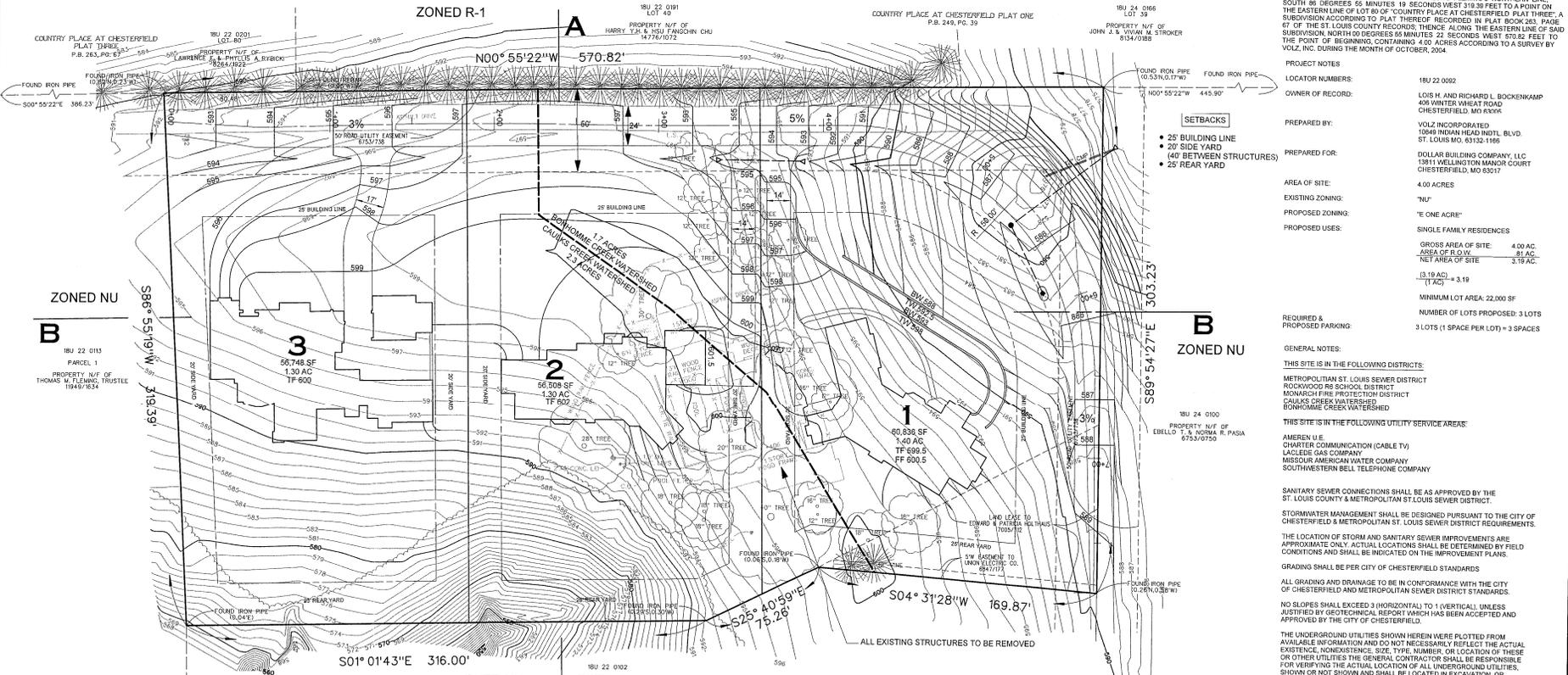
LEGAL DESCRIPTION
 A TRACT OF LAND BEING PART OF THAT PARCEL CONVEYED TO THE 'MILD BUNCH' BY DEED RECORDED IN BOOK 8725, PAGE 634 OF THE ST. LOUIS COUNTY RECORDS, SITUATED IN U.S. SURVEY 885 TOWNSHIP 45 NORTH, RANGE 4 EAST, IN THE CITY OF CHESTERFIELD, ST. LOUIS COUNTY, MISSOURI, BEING MORE PARTICULARLY DESCRIBED AS:

BEGINNING AT A POINT ON THE EASTERN LINE OF LOT 38 OF 'COUNTRY PLACE AT CHESTERFIELD PLAT ONE' A SUBDIVISION ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 249, PAGE 93 OF THE ST. LOUIS COUNTY RECORDS AT THE SOUTHWESTERN CORNER OF A TRACT OF LAND CONVEYED TO EBELLO AND NORMA RECORDS, THENCE ALONG PASAS SOUTHERN LINE; SOUTH 89 DEGREES 54 MINUTES 27 SECONDS EAST 303.23 FEET TO THE NORTHWESTERN CORNER OF A TRACT OF LAND CONVEYED TO DIRNS WALSH, ETAL. BY DEED RECORDED IN BOOK 885, PAGE 608 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG WALSH'S WESTERN LINE; SOUTH 04 DEGREES 31 MINUTES 28 SECONDS WEST 76.26 FEET TO A POINT; THENCE SOUTH 01 DEGREE 44 MINUTES 59 SECONDS EAST 75.26 FEET TO A POINT; THENCE SOUTH 01 DEGREE 01 MINUTE 43 SECONDS EAST 314.00 FEET TO A POINT ON THE NORTHERN LINE OF PARCEL 1 OF THOSE TRACTS OF LAND CONVEYED TO THOMAS FLEMING, TRUSTEE BY DEED RECORDED IN BOOK 11948, PAGE 1634 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG FLEMING'S NORTHERN LINE; SOUTH 88 DEGREES 59 MINUTES 19 SECONDS WEST 319.38 FEET TO A POINT ON THE EASTERN LINE OF LOT 80 OF 'COUNTRY PLACE AT CHESTERFIELD PLAT THREE'; A SUBDIVISION ACCORDING TO PLAT THEREOF RECORDED IN PLAT BOOK 623, PAGE 67 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG THE EASTERN LINE OF SAID PARCEL; NORTH 00 DEGREES 55 MINUTES 22 SECONDS WEST 570.82 FEET TO THE POINT OF BEGINNING, CONTAINING 4.00 ACRES ACCORDING TO A SURVEY BY VOLZ, INC. DURING THE MONTH OF OCTOBER, 2004.

DOLLAR BUILDING COMPANY LLC
 13811 WELLINGTON MANOR COURT
 CHESTERFIELD, MO 63017
 PHONE: 636-221-1100
 FAX: 636-221-1100



WINTER WHEAT PLACE



- SETBACKS
- 25' BUILDING LINE
 - 20' SIDE YARD
 - 140' BETWEEN STRUCTURES
 - 25' REAR YARD

PROJECT NOTES
 LOCATOR NUMBERS: 18U 22 0022
 OWNER OF RECORD: LOIS H. AND RICHARD L. BOCKENKAMP
 48 WINTER WHEAT ROAD
 CHESTERFIELD, MO 63017
 PREPARED BY: VOLZ BUILDING COMPANY
 16948 INMAN HEAD INDTL. BLVD.
 ST. LOUIS, MO. 63124-1166
 PREPARED FOR: DOLLAR BUILDING COMPANY, LLC
 13811 WELLINGTON MANOR COURT
 CHESTERFIELD, MO 63017
 AREA OF SITE: 4.00 ACRES
 EXISTING ZONING: "NU"
 PROPOSED ZONING: "E ONE ACRE"
 PROPOSED USES: SINGLE FAMILY RESIDENCES
 GROSS AREA OF SITE: 4.00 AC.
 AREA OF FLOW: 31.41 AC.
 NET AREA OF SITE: 3.59 AC.
 (3.19 AC.) + 3.19
 (1 AC.)
 MINIMUM LOT AREA: 22,000 SF
 NUMBER OF LOTS PROPOSED: 3 LOTS
 REQUIRED & PROPOSED PARKING: 3 LOTS (1 SPACE PER LOT) = 3 SPACES

GENERAL NOTES
 THIS SITE IS IN THE FOLLOWING DISTRICTS:
 METROPOLITAN ST. LOUIS SEWER DISTRICT
 ROCKWOOD SCHOOL DISTRICT
 MONARCH FIRE PROTECTION DISTRICT
 CAUMUS CREEK WATER-SHED
 BONHOMME CREEK WATER-SHED
 THIS SITE IS IN THE FOLLOWING UTILITY SERVICE AREAS:
 AMEREN U.E.
 CHARTER COMMUNICATION (CABLE TV)
 LACROSSE GAS COMPANY
 MISSOURI AMERICAN WATER COMPANY
 SOUTHWESTERN BELL TELEPHONE COMPANY

SANITARY SEWER CONNECTIONS SHALL BE AS APPROVED BY THE ST. LOUIS COUNTY & METROPOLITAN ST. LOUIS SEWER DISTRICT.
 STORMWATER MANAGEMENT SHALL BE DESIGNED PURSUANT TO THE CITY OF CHESTERFIELD & METROPOLITAN ST. LOUIS SEWER DISTRICT REQUIREMENTS.
 THE LOCATION OF STORM AND SANITARY SEWER IMPROVEMENTS ARE APPROXIMATE ONLY. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AND SHALL BE INDICATED ON THE IMPROVEMENT PLANS.
 GRADING SHALL BE PER CITY OF CHESTERFIELD STANDARDS
 ALL GRADING AND DRAINAGE TO BE IN CONFORMANCE WITH THE CITY OF CHESTERFIELD AND METROPOLITAN SEWER DISTRICT STANDARDS.
 NO SLOPES SHALL EXCEED 3 (HORIZONTAL) TO 1 (VERTICAL), UNLESS JUSTIFIED BY GEOTECHNICAL REPORT WHICH HAS BEEN ACCEPTED AND APPROVED BY THE CITY OF CHESTERFIELD.

THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES SHOWN OR NOT SHOWN AND SHALL BE LOCATED IN EXCAVATION, OR CONSTRUCTION OF IMPROVEMENTS IN THE FIELD. THESE PROVISIONS SHALL IN NO WAY ABSOLVE ANY PARTY FROM COMPLYING WITH THE UNDERGROUND FACILITY SAFETY AND DAMAGE PREVENTION ACT, CHAPTER 319, RSMO.

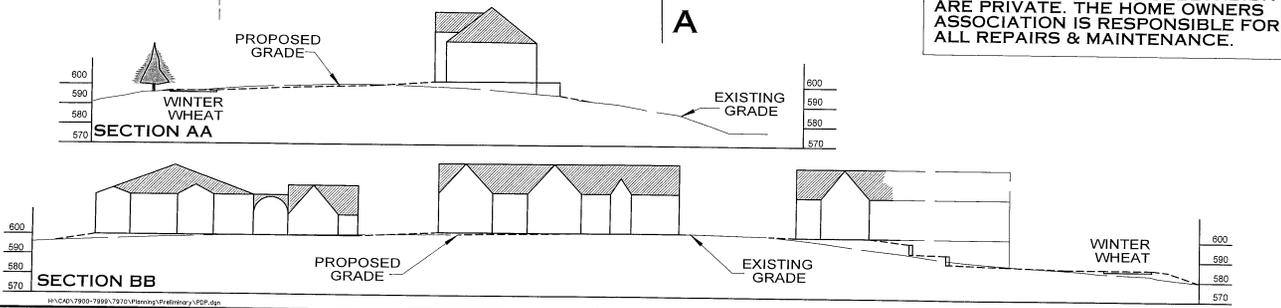
BY THE ORDER OF DOLLAR BUILDING COMPANY, LLC, WE HAVE PREPARED A PRELIMINARY DEVELOPMENT PLAN. THE RESULTS OF WHICH ARE CURRENTLY REPRESENTED IN THE DRAWINGS, WHICH IS A PRELIMINARY DEVELOPMENT PLAN - NOT FOR CONSTRUCTION AND WAS PREPARED FOR THE SOLE LIMITED PURPOSE OF PROVIDING A CONCEPT FOR THE PROPOSED DEVELOPMENT OF THE TRACT, AND IS INTENDED ONLY FOR THE PRELIMINARY USE OF GOVERNMENTAL REVIEWING SUCH COMMENTS, RECOMMENDATIONS OR REVISIONS AS MAY BE DEEMED NECESSARY OR APPROPRIATE IN FURTHERANCE OF SUCH PURPOSES.

IN THE PREPARATION OF THIS PLAN, NO GRADING BALANCE HAVE BEEN DONE AND THIS CONCEPT PLAN IS SUBJECT TO THAT WHICH A MORE DETAILED EVALUATION MAY INDICATE SOILS AND SUBSURFACE INFORMATION HAVE NOT BEEN MADE AVAILABLE AND HENCE NOT TAKEN INTO ACCOUNT. BOUNDARY LINES HAVE INFORMATION FROM INFORMATION SUPPLIED BY THE CLIENT WITHOUT BENEFIT OF TITLE SEARCH OR FIELD SURVEYS. TOPOGRAPHIC DATA HAS BEEN TAKEN FROM EXISTING MAPS AND NOT VERIFIED BY PHYSICAL ELEVATIONS. ZONING DENSITY AVAILABLE INFORMATION WITHOUT VERIFICATION. ACCORDINGLY, THE UNDERSIGNED DISCLAIMS RESPONSIBILITY FOR THE ACCURACY OF THE AFORESAID MATTERS AND FOR DILIGENCE THAT WOULD BE NECESSARY TO ADDRESS ALL OTHER ISSUES OF DEVELOPMENT.

THIS IS TO CERTIFY THAT THIS SITE DEVELOPMENT PLAN IS A CORRECT REPRESENTATION OF ALL EXISTING AND PROPOSED LAND DIVISIONS. THIS IS A PRELIMINARY PLAT - NOT FOR CONSTRUCTION.

TIMOTHY J. WINTER, P.E.
 12/16/06
 RICHARD W. NOVELL, P.L.S.
 MO. REG. P.L.S. #1437

THE STREETS IN THIS SUBDIVISION ARE PRIVATE. THE HOME OWNERS ASSOCIATION IS RESPONSIBLE FOR ALL REPAIRS & MAINTENANCE.



MO-CAD 7800-7898-7870:Planmgt\Subdivisions\2006

PRELIMINARY DEVELOPMENT PLAN
 7970
 01-12-2006



VIII. B.

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

December 28, 2006

Planning Commission
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 630170-0760

The agenda for the Planning Commission meeting on **January 8, 2007** will include the below referenced matter for your review.

P.Z. 9-2006 St. Luke's Episcopal Presbyterian Hospitals (Parcel D): a request for a change of zoning from "NU" Non-Urban District, "FPNU" Flood-Plain Non-Urban District and "R1" Residence District/FPR1" Flood-Plain Residence District to "MU" Medical Use District for four (4) parcels of land located ¼ mile north of the Woods Mill and Conway Roads intersection.

A public hearing was held on April 14, 2006. For the purpose of this report staff responses will include:

Issue has been addressed- The Department of Planning has reviewed the material submitted and found the information complete and therefore the issue has been addressed. Unless directed by Planning Commission, this issue will be considered resolved and will be removed from future reports.

Petitioner has addressed the issue- The Department of Planning has reviewed the material submitted and request direction from the Planning Commission whether the issue has been resolved.

Issue remains open- The Department of Planning has reviewed the petitioner's response to this issue and finds it incomplete. The Planning Commission has an opportunity to clarify the issue with Staff and request additional information.

ISSUES IDENTIFIED AT PUBLIC HEARING AND BY CITY OF CHESTERFIELD STAFF FOR PETITIONER TO ADDRESS:

1. Comprehensive Plan compliance – the Comp Plan designates the site as "residential".

Petitioner's Response: *A few years ago, the City requested St. Luke's Hospital to present (sic) its long range plan. Subsequently, St. Luke's applied for rezoning of Parcels "A" and "B" to "MU" Medical Use District. When that application was presented, St. Luke's presented a conceptual long range plan that included the Cowee and Church properties collectively now known as Parcel "D" and subject to the current rezoning request. While St. Luke's owned the Church property at the time of the application for rezoning of Parcels "A" and "B", it did not own the Cowee property and therefore could not present Parcel "D" at the same time. St. Luke's now owns the Cowee property.*

Parcels "A" and "B" were rezoned to "MU" Medical Use District. St. Luke's is seeking the same zoning for Parcel "D" which abuts Parcel "B". The Comprehensive Plan also shows Parcel "B" as "residential". Rezoning Parcel "B" effectively updates the Comprehensive Plan (which by its terms is a statement of "policies and recommendations" that are "adaptable to changing needs"). We believe it has been generally recognized for some time that the properties abutting Highway 141(as it is planned to be improved) in this area are more suitable for the Medical Use District uses than residential uses.

This issue was also raised during the rezoning of Parcels "A" and "B". Our response to this issue in that rezoning is still appropriate. Our response, in pertinent part, was as follows:

"Given the existing Hospital facilities and the need to redevelop and expand if St. Luke's is to continue to provide the best health care services to the community, the public interest would certainly be served by allowing the redevelopment and expansion as proposed so long as it is done pursuant to a reasonable and appropriate plan. We believe the Preliminary Plan is a reasonable and appropriate plan, and we further believe that the properties that are included in the plan are appropriate for a Medical Use District. In summary, we believe the proposal is in harmony with the intent of the Comprehensive Plan and fits with the area."

Staff response: Petitioner has addressed the issue.

2. Provide cross-sections showing an analysis to the homes in Ladue Farms.

Petitioner's Response: *The attached cross-sections for the site have been extended across Highway 141 to include Ladue Farms.*

Staff response: Issue has been addressed.

3. Development west of the creek.

Petitioner's Response: *As this area is in flood-plain, we have no intention – now or in the future – of developing any portion of the St. Luke's site west of the creek.*

Staff response: The Attachment A prohibits development west of the creek shown on the preliminary plan and all setbacks are written in consideration of this prohibition.

Issue has been addressed.

4. Approval by the Fire Protection District and other applicable agencies.

Petitioner's Response: *The revised Preliminary Development Plan has been submitted to the appropriate agencies for comment and approval.*

Staff response: Attached are comments received to date from the Metropolitan Fire Protection District and the Missouri Department of Transportation.

Issue remains open.

5. Does the expansion (the proposed buildings) need to be near the hospital for any particular medical reasons?

Petitioner's Response: *The west Campus expansion of St. Luke's is designed to be patient/ user friendly. All of the diagnostic and medical services required by a patient can be provided in one recognized geographic area of the City of Chesterfield. It is an ideal circumstance, not available to most other medical centers, that St. Luke's can separate the diagnostic services from the major medical services on two complimentary adjacent parcels, thereby making the campus more accessible and user friendly. Each campus provides a unique service to patients and the separation makes each one more efficient and patient oriented. On the rare occasion where emergency treatment is required within the diagnostic campus the emergency treatment is immediately available in the shortest time possible. There are also those circumstances where patients need more extensive testing and that service would be immediately available on the main campus.*

The ideal situation is where diagnostic analysis and treatment can compliment each other while making all the available medical services convenient and readily available to the majority of patients. St. Luke's is committed to maintaining it's top 100 provider position in the nation and this new diagnostic availability is yet another step in that commitment to excellence.

Staff response: Issue has been addressed.

6. Impact of heavy construction equipment on the subject site and residential developments in the area. Can this cause problems with foundations?

Petitioner's Response: *Construction during this project will not cause structural and foundation problems for the nearby residences.*

Staff Response: Issue has been addressed.

7. Is the hospital complex becoming too big and unmanageable?

Petitioner's Response: See responses to #1 and #5 above.

Staff Response: Issue has been addressed.

8. Notification of residents.

Petitioner's Response: We understand that Staff is responding to this issue.

Staff Response: The following is the notification process utilized by the City of Chesterfield:

- The Notice of Public Hearing was published in St. Louis Countian and Suburban Journal 15 days prior to the public hearing
- The Notice of Public Hearing is posted at City Hall and on the City of Chesterfield website.
- The properties subject to the rezoning request were also posted

Issue has been addressed.

9. In several locations the plan refers to Old Woods Mill Road. This should be revised to South Woods Mill Road.

Petitioner's Response: The Preliminary Development Plan has been changed.

Staff Response: Issue has been addressed.

10. Visibility of the proposed development from the adjacent residential neighborhoods, as well as from Woods Mill Road.

a. Are the heights of the trees adequate for proper screening?

Petitioner's Response: The height of the trees is adequate to screen the buildings. The attached site sections further illustrate the relationship of the building, tree heights and the existing residences.

Staff Response: Petitioner has addressed the issue.

b. Can the hospital begin increasing its buffering and density now to insure mature plantings by the time construction begins?

Petitioner's Response: We agree to plant trees now to insure a better buffer by the time construction begins in the future.

Staff Response: Section of the Draft Attachment A contains criteria for additional plantings to be shown on the Site Development Plan and to be planted prior to commencement of construction.

Issue has been addressed.

II. LIGHTING

1. Lighting of the proposed development.

Petitioner's Response: The development of Parcel D will comply with the City of Chesterfield Lighting Ordinance.

Staff Response: See Section of the Draft Attachment A. As with Ordinance , which governs Parcels A & B, additional criteria has been added regarding shut off times.

Issue has been addressed.

III. ACCESS

1. Access to the existing subdivision on Parcel A.

Petitioner's Response: We believe MoDOT may accept a "right-in-only" access in addition to the existing access. No official approval has been received. We are still working on this. In any event, under the current zoning for Parcel A, the obligation to address this access has not been triggered. Nevertheless, St. Luke's wants a reasonable and feasible solution as soon as reasonably practicable.

Staff Response: Petitioner has addressed the issue.

IV. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Improvements to South Woods Mill Road will be required. Currently the preliminary plan indicates that the road will be reconstructed to be 24' wide. South Woods Mill Road will need to be improved to a 39 foot wide pavement section, with curb and gutter and all attendant drainage facilities, along the entire frontage of the proposed development. The right-of-way will need to be a minimum of 60 feet wide with a 10 foot wide Roadway Maintenance and Utility

Easements on the west side. Should the development of the site occur prior to the improvements to the State Route 141 corridor, proposed to be constructed by the Missouri Department of Transportation (MoDOT); a temporary turnaround will need to be constructed at the northern terminus of South Woods Mill Road.

Petitioner's Response: *We acknowledge this requirement.*

Staff Response: *Issue has been addressed.*

2. A sidewalk, 5 feet wide minimum, will be required to be constructed along the west side of South Woods Mill Road along the entire frontage of the project.

Petitioner's Response: *We acknowledge this requirement.*

Staff Response: *Issue has been addressed.*

V. TRAFFIC

1. The traffic study for the St. Luke's Campus will need to be updated to address the additional building square footage and the additional access point.

Petitioner's Response: *The Traffic Study is currently being updated to include Parcel D. We will submit the Study when it is complete.*

2. The impact of traffic on the surrounding neighborhoods.

Petitioner's Response: *The Traffic Study is currently being updated to include Parcel D. We will submit the Study when it is complete.*

3. Traffic circulation.

Petitioner's Response: *The Traffic Study is currently being updated to include Parcel D. We will submit the Study when it is complete.*

4. How possible increased traffic from the proposed development may affect the area.

Petitioner's Response: *The Traffic Study is currently being updated to include Parcel D. We will submit the Study when it is complete.*

5. Road improvements in the subject area – particularly the timing of the improvements and cooperation/coordination with MoDOT.

Petitioner's Response: *The Traffic Study is currently being updated to include Parcel D. We will submit the Study when it is complete.*

Staff Response: *The City of Chesterfield received the Traffic Study in support of this project on September 5, 2006. The attached issues were forwarded to the Petitioner. To date, staff has not received a response.*

Issue remains open.

VI. STORMWATER AND SANITARY SEWER

1. General site drainage.

Petitioner's Response: *As proposed on Parcel B, the site will utilize underground detention basins to collect and disperse storm water.*

Staff Response: Issue has been addressed.

2. The preliminary plan does not indicate storm water detention facilities on the proposed development. The recent changes to the storm water regulations promulgated by the Metropolitan St. Louis Sewer District may have a significant impact on the layout of the site.

Petitioner's Response: *No changes are expected from the new MSD storm water regulations.*

Staff Response: Issue has been addressed.

3. The layout of the site may be impacted by storm sewer and underground detention basins shown on the Site Development Section Plan for the northern portion of Parcel B. These improvements are not shown on this preliminary plan and may impact the connection of parking structure "D" to the parking structure on Parcel B.

Petitioner's Response: *The placement of underground detention basins on Parcel D will not impact the connection of the parking garage on Parcels B and D.*

Staff Response: Issue has been addressed.

Attached are copies of all agency comments received to date, the draft Attachment A and Preliminary Plans.

Respectfully Submitted,



Annissa G. McCaskill-Clay, AICP
Assistant Director of Planning

ATTACHMENT A

In keeping with the following Comprehensive Plan policies, these conditions have been developed:

- 1.4 Quality New Development
- 2.1.5 Provide Buffer for Existing Residential Development
- 4.1 Buffering of Neighborhoods
- 4.2 High Density Office Development
- 7.2 Multi-Modal Transportation Design
 - 7.2.1 Maintain Proper Level of Service
 - 7.2.3 Maintain Proper Traffic Flow
- 7.4.2 Encourage Sidewalks
- 8.2.2 Underground Electric Service
- 8.3 Stormwater Control
- 10.1 Open Space Preservation and Creation
 - 10.1.3 Landscape Buffers
- 10.2 Preservation of Natural Features and Open Space

I. SPECIFIC CRITERIA

A. Information to be shown on the Site Development Concept Plan shall adhere to conditions specified under General Criteria-Concept Plan. Site Development Plans and Site Development Section Plans shall adhere to specific design criteria.

B. Definitions

- 1. A Site Development Concept Plan is a conceptual plan for development in a planned district being done in phases.**
- 2. A Site Development Section Plan is a plan for development for sections of the overall concept plan.**
- 3. A Site Development Plan is a plan for development in planned districts that is being done in one phase.**
4. Permitted and Ancillary Uses for this development are as defined below:
 - a. Permitted Land Uses:
 - i. Educational Services to the Public related to Health Care – Services provided to the Public which provide education

regarding health matters, with the objective of improving physical and emotional health status.

- ii. Health Services; including clinics of doctors and dentists – Health care services offered by appointment on an ambulatory basis. Services may include, but is not limited to, outpatient surgery, examination, diagnosis, and treatment of a variety of medical conditions on a non-emergency basis, and laboratory and other diagnostic testing as ordered by staff or outside physician referral.
- iii. Laboratories – Specialized facilities capable of providing a variety of procedures specific to clinical laboratory services to health provider organizations, which are available on a regular and conveniently basis.
- iv. Medical Care Facilities – Facilities providing health care services, including, but not limited to, hospitals, medical centers, ambulatory clinics, physicians offices, surgical centers, skilled nursing centers, long-term care centers, assisted living, residential care and treatment facilities, diagnostic centers, psychiatric care, medical imaging centers, reproductive health and fertility centers, physical rehabilitation, respiratory therapy, dentistry, hospice and home health services.
- v. Research Facilities – Facilities where research is conducted in support of clinical care and the collection of research data for clinical research programs.
- vi. Residential Care and Treatment Facilities – Facilities that provide custodial care and/or treatment services to persons who are not able to live independently. Residential facilities may include, but are not limited to, nursing homes, assisted living facilities, group homes or supported living arrangements.
- vii. Schools for the Handicapped – Centers equipped and staffed to provide education, support and encouragement to handicapped individuals and their families.

b. Ancillary Uses:

- i. Assisted Living –A senior residence assisted by congregate meals, housekeeping, and personal services for persons who have difficulties with one or more essentials of daily living, but for whom full-time professional medical care is unnecessary.

- ii. Cafeterias for use by employees and guests of primary uses – A restaurant in which employees and guests of primary users are served at a counter and carry their meals on trays to tables after paying.
- iii. Day Care, including Adult Day Care – A facility providing care for five (5) or more children under the age of thirteen (13), for less than twenty-four (24) hours per day. Adult day care facilities are those that receive payment for the care of persons over 18 years of age for less than twenty-four (24) hours per day. The adult day-care center shall provide a structured program of personalized care for adults who are not capable of full independent living as a result of physical disability, developmental disabilities, emotional impairment, or frailty resulting from advanced age.
- iv. Duplicating, Mailing, Stenographic and Office Services – Services which provide reproduction of text, drawings, plans, maps, or other copy, by blueprinting, photocopying, mimeographing, reproducing shorthand or other methods of duplication, and providing clerical or professional services.
- v. Hospitality Houses – Facilities that provides lodging and other supportive services to patients and their families.
- vi. Orthopedic Stores – A store where orthopedic support devices for physically impaired individuals are sold and additional services, such as proper measurement and fitting of devices, and education on the proper use/maintenance of said devices is provided.
- vii. Parking Structures, Public or Private –

Parking area – An area of land used or intended for off-stree parking facilities for motor vehicles (City of Chesterfield Zoning Ordinance)

Parking space – A durably dust-proofed, properly graded for drainage, usable space, enclosed in a main building or in an accessory building, or unenclosed, reserved for the temporary storage of one vehicle, and connected to a street, alley, or other designated roadway by a surfaced aisle or driveway. Each such designated space shall comply with the dimensional requirements set forth in Section 1003.165, "Off-Street Parking and Loading Requirements."(City of Chesterfield Zoning Ordinance)

- viii. Pharmacies – A facility where prescription drugs are dispensed or compounded under the supervision of a registered pharmacist.
- ix. Schools and training facilities related to the Medical Professions, including, but not limited to schools for nursing – Facilities which provide education and training, including but not limited to licensing and/or certifications, of individuals working in various areas of health care.
- x. Social Services – Services or activities undertaken to advance the welfare of citizens in need. Such services or activities may include, but are not limited to:
 - a. Assistance and counseling to patients and their families dealing with social, emotional and environmental problems associated with illness or disability.
 - b. Outpatient social work services – the above provided in ambulatory settings
 - c. Emergency department social work services the above provided in Emergency department settings within a hospital/medical center facility.
- xi. Substance Abuse Treatment Facility, Outpatient – Organized hospital/medical services that provide medical care and/or rehabilitative treatment services to outpatients for whom the primary diagnosis is alcoholism or other chemical dependency on an out-patient basis.
- xii. Terminals for buses and other Public Mass Transit vehicles – A depot building or area specifically designated for the storage of transfer of persons or material, or temporary storage and service of operable vehicles used in the transport of persons, goods or materials.

C. PERMITTED USES

1. The uses allowed in this “MU” Medical Use District shall be:
 - (a) Educational services to the public related to health care;
 - (b) Health services; including clinics of doctors and dentists;

- (d) Laboratories;
- (e) Medical care facilities; Excluding Hospitals
- (f) Research facilities;
- (g) Residential care and treatment facilities;
- (h) Schools for the handicapped

2. The following ancillary uses shall be permitted:

- (a) Assisted Living;
- (b) Cafeterias for use by employees and guests of primary uses;
- (c) Day Care, including adult day care
- (d) Duplicating, mailing, stenographic and office services;
- (l) Hospitality houses;
- (m) Orthopedic stores;
- (n) Parking structures, public or private;
- (o) Pharmacies;
- (p) Restaurants, under 2,000 square feet in gross floor area without drive-thrus or drive-ins;
- (q) Schools and training facilities related to the medical professions including, but not limited to, schools for nursing;
- (r) Social services;
- (s) Substance Abuse Treatment Facility, Outpatient;
- (t) Substance Abuse Treatment Facility, Residential;
- (u) Terminals for buses and other public mass transit vehicles

D. FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS

1. FLOOR AREA

Total building floor area shall not exceed 385,000square feet.

2. HEIGHT

- a. The maximum height of the building, exclusive of roof screening, shall not exceed five stories or **xxxx** feet.
- b. The maximum height for the parking structure shall not exceed six levels or **xxxxx** feet.

3. BUILDING REQUIREMENTS

- a. Openspace: Openspace includes all areas excluding the building or areas for vehicular circulation

A minimum of xxxxx openspace is required for this development.

- b. Floor Area Ratio: F.A.R. is the gross floor area of all buildings on a lot divided by the total lot area. This square footage does not include any structured or surface parking. Planning Commission may request two (2) calculations: one (1) calculation for those areas above grade and another that includes building area below grade.

This development shall have a maximum Floor Area Ratio (F.A.R.) of .63

E. SETBACKS

1. STRUCTURE SETBACKS

No building or structure, other than: a freestanding project identification sign, boundary and retaining walls, light standards, flag poles or fences will be located within the following setbacks:

- a. No development shall be permitted west of the creek as shown on the preliminary plan.
- b. Fifty (50) feet from the right-of-way of Old Woods Mill Road on the eastern boundary of this "MU" Medical District.
- c. Twenty-five (25) feet of the northern or southern boundaries of this "MU" Medical Use District.
- d. One hundred fifty-five (155) feet of the western boundary of this "MU" Medical Use District.

2. PARKING AND LOADING SPACE SETBACKS

No parking stall, internal driveway, or roadway, except points of ingress and egress, will be located within the following setbacks:

- a. No surface parking will be permitted.
- b. Fifty (50) feet from the right-of-way of Old Woods Mill Road on the eastern boundary of this "MU" Medical Use District.
- e. Fifty (50) feet from the right-of-way of Old Woods Mill Road on the eastern boundary of this "MU" Medical District.
- f. Twenty-five (25) feet of the northern or southern boundaries of this "MU" Medical Use District.
- g. One hundred fifty-five (155) feet of the western boundary of this "MU" Medical Use District.

F. PARKING AND LOADING REQUIREMENTS

1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
2. Construction Parking
 - a. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.
 - b. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
 - c. Construction parking shall not be permitted on public-maintained roadways. Adequate off-street stabilized parking area(s) shall be provided for construction employees.
3. Parking lots shall not be used as streets.

G. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall submit a landscape plan, tree stand delineation, and tree preservation plan which adheres to the Tree Manual of the City of Chesterfield Code.
2. Landscaping in the right of way, if proposed, shall be reviewed by the City of Chesterfield Department of Public Works, and/or the St. Louis County Department of Highways and Traffic.

H. SIGN REQUIREMENTS

1. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic, for sight distance considerations prior to installation or construction.
2. Signs shall be permitted in accordance with the regulations of the City of Chesterfield Code.

I. LIGHT REQUIREMENTS

Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.

J. ARCHITECTURAL

1. The developer shall submit architectural elevations, including but not limited to, colored renderings and building materials. Architectural information is to be reviewed by the Architectural Review Board and the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or direction. Extremely long facades shall be designed with sufficient building articulation and landscaping to avoid a monotonous or overpowering appearance.
3. Trash enclosures: The location and elevation of any trash enclosures will be as approved by the Planning Commission on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure complimented by adequate landscaping approved by the Planning Commission on the Site Development Plan. The material will be as approved by the Planning Commission in conjunction with the Site Development Plan.
4. Mechanical equipment will be adequately screened by roofing or other material as approved by the Planning Commission.

K. ACCESS/ACCESS MANAGEMENT

1. Access to South Woods Mill Road shall be limited to one approach. The location of the drive approach shall be as directed by the Department of Public Works and the Missouri Department of Transportation.
2. No direct access to State Route 141 will be allowed from this parcel.
3. Provide cross access easements or other appropriate legal instrument(s) guaranteeing permanent access to the adjacent property to the south as directed.

4. Any drive/street internal to the proposed development on Parcel D will be required to be private.
5. Streets and drives related to this development shall be designed and located in conformance with the Chesterfield Driveway Access Location and Design Standards, as originally adopted by Ordinance No. 2103 and as may be amended from time to time.

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Internal streets shall be constructed in accordance with Section 1005.180 of the Subdivision Ordinance of the City of Chesterfield.
2. Provide any additional right of way and improve South Woods Mill Road along the entire frontage of the site to a 60 foot right of way and a 39 foot wide pavement including curb, and storm drainage facilities or equivalent section, as directed by the Department of Public Works. A 10 foot wide Roadway Maintenance and Utility Easements on the west side of South Woods Mill Road will also be required as directed by the Department of Public Works.
3. The developer shall be responsible for improvements to South Woods Mill Road. The extent of development of the Parcel D at which the improvements to South Woods Mill Road are required shall be indicated on the Site Development Concept Plan and/or Site Development Section Plan, as directed by the Department of Public Works. The Department of Public Works shall establish thresholds of development based upon a percentage of the square footage that is completed consistent with those approved with the required traffic study. The improvements shall be designed and approved and an appropriate escrow shall be established prior to the issuance of building permits on the Parcel D in excess of said threshold.
4. The improvements to South Woods Mill Road shall be constructed within one year of issuance of any building permit or prior to occupancy of any building in excess of said threshold for Parcel D as directed by the Department of Public Works. If, near the end of the improvement completion period, the South Woods Mill Road improvements have not been completed in accordance with the approved plans, the developer may request an extension to the improvement completion period. If, after review by the Department of Public Works, such longer period is deemed necessary to facilitate adequate and coordinated provisions for transportation, utility facilities, or other required improvements, the Director of

Public Works may grant an extension so long as all guarantees are extended. The Director may require as a condition of the extension, completion of certain items, recalculation of deposit amounts or other reasonable conditions as he may deem necessary.

5. Should improvements to South Woods Mill Road be required prior to the connection of South Woods Mill Road to Ladue Road, as shown on the MoDOT master plan for improvements to the State Route 141 corridor, a temporary turn around at the terminus of South Woods Mill Road will need to be constructed as directed by the Department of Public Works.
6. Provide any additional right-of-way and construct any improvements to State Route 141 as required by the Missouri Department of Transportation.
7. Provide a 5 foot wide sidewalk, conforming to ADA standards, along the west side of South Woods Mill Road along the entire length of the site as directed by the Department of Public Works.
8. If street grades in excess of six percent (6%) are desired, steep grade approval must be obtained. In no case shall slopes in excess of twelve percent (12%) be considered. Any request for steep street grades must include justification prepared, signed and sealed by a registered professional engineer and include plans, profiles, boring logs, cross-sections, etc., in accordance with the Street Grade Design Policy. The justification should clearly indicate site conditions and alternatives considered. If steep grades are approved for this site, a disclosure statement shall be provided to all potential buyers and a note indicating that priority snow removal will not be given to this site shall be included on the Site Development Plan and Record Plat.
9. Obtain approvals from the Department of Public Works and the Missouri Department of Transportation for areas of new dedication,, and roadway improvements.

M. TRAFFIC STUDY (if applicable)

1. Provide a traffic study as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and shall include 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, regional issues shall be addressed as directed by the City of Chesterfield. The study shall also identify the thresholds of development at which intersection and roadway improvement will be required to be constructed. Said thresholds are to be reviewed and approved by the Department of Public Works.

2. The traffic study shall be submitted with the Site Development Concept Plan/Site Development Section Plan (whichever is the first to occur) and shall be updated as deemed necessary by the Department of Planning.

N. POWER OF REVIEW

The Mayor or a Councilmember of the Ward in which a development is proposed may request that the site plan be reviewed and approved by the entire City Council. This request must be made no later than 24 hours before posting the agenda for the next City Council meeting after Planning Commission review and approval of the site plan. The City Council will then take appropriate action relative to the proposal.

O. STORMWATER AND SANITARY SEWER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system. The adequacy and condition of the existing downstream systems shall be verified and upgraded if necessary.
2. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the Department of Public Works.
3. Detention/retention is to be provided in each watershed as required by the City of Chesterfield. Detention of storm water runoff is required by providing permanent detention/retention facilities, such as dry reservoirs, ponds, underground vaults or other alternatives acceptable to the Department of Public Works. The maximum fluctuation from the permanent pool elevation to the maximum ponding elevation of a basin shall be three feet, as directed. Wetland mitigation shall not be permitted within a detention/retention basin. The detention/retention facilities shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding 60 percent of the approved dwelling units in each plat, watershed or phase of residential developments. The location and

types of detention/retention facilities shall be identified on the Site Development Plan.

4. The lowest opening of all structures shall be set at least 2 feet higher than the 100-year high water elevation in detention/retention facilities. All structures shall be set at least 30 feet horizontally from the limits of the 100-year high water.
5. Adequate provision shall be made to prevent any surface waters from damaging the cut face of an excavation or the sloping surface of a hill. Existing erodible slopes that are to remain undisturbed shall be protected from storm water runoff associated with any disturbed or developer area. No storm water shall be allowed to flow from an area that has been graded or improved to the undisturbed slope. Grading and storm sewer systems shall be designed to collect or direct storm water to an adequate natural discharge point.

Q. GEOTECHNICAL REPORT.

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 Works. 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.

R. MISCELLANEOUS

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.
2. Sleeves for future telecommunication services are required to be installed adjacent and/or parallel to any proposed roadway, or other location as directed by the City of Chesterfield, in order to facilitate the installation of utilities and telecommunication infrastructure for current and future users.
3. If any development in, or alteration of, the floodplain is proposed, the developer shall submit a Floodplain Study and Floodplain Development Permit/Application as directed by the Department of

Public Works. The Floodplain Study must be approved prior to approval of the Site Development Plan, as directed. The Floodplain Development Permit must be approved prior to the approval of a Grading Permit or Improvement Plans. If any change in the location of the Special Flood Hazard Area is proposed, the Developer shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency (FEMA). The LOMR must be issued by FEMA prior to the final release of any escrow held for improvements in the development.

If any lot is proposed to be located in an existing, or proposed, Special Flood Hazard Area the lot shall be clearly labeled as being located in the floodplain on the Site Development Plan and Improvement Plans. The lowest Reference Level (floor), as defined by FEMA, shall be constructed a minimum of two (2) feet above the base flood elevation. The Reference Level (floor) of structures in areas removed from or within 100 feet of the Special Flood Hazard Area shall be constructed a minimum of two (2) feet above the highest base flood elevation in the vicinity of the lot, unless other actions are taken that assure the structures are reasonably safe from flooding as defined by FEMA and approved by the Department of Public Works. The minimum elevation for the Reference Level for each lot shall be indicated on the Site Development Plan and Improvement Plans, and an Elevation Certificate, on the form developed by FEMA for that purpose, shall be submitted immediately after construction of each structure. Occupancy permits shall not be issued for structures for which an Elevation Certificate has not been submitted.

4. All new roads within and adjacent to this site shall be constructed at least one (1) foot above the base flood elevation of the Special Flood Hazard Area or protected from flood waters by an appropriate levee. Improvements to existing roadways shall be required as necessary to provide at least one access route to each lot that is at least one (1) foot above the base flood elevation.

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

- A. The developer shall submit a concept plan within 18 months of City Council approval of the Preliminary Development Plan. This requirement shall be accomplished prior to issuance of building permits.
- B. In lieu of submitting a Site Development Concept Plan and Site Development Section Plans, the petitioner may submit a Site

Development Plan for the entire development within 18 months of the date of approval of the Preliminary Development Plan by the City.

- C. Failure to comply with these submittal requirements will result in the expiration of the preliminary development plan and will require a new public hearing.
- D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

III. COMMENCEMENT OF CONSTRUCTION

- A. Substantial construction shall commence within two years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance. Substantial construction means final grading for roadways necessary for first approved plat or phase of construction and commencement of installation of sanitary storm sewers.
- B. Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.
- C. Grading and Improvement Plan Requirements shall be met prior to start of work.
- D. A grading permit or improvement plan approval is required prior to any clearing or grading

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT CONCEPT PLAN SUBMITTAL REQUIREMENTS

The Site Development Concept Plan shall include, but not be limited to, the following:

1. Outboundary plat and legal description of the property.
2. Location of all roadways adjacent to the property and general location, size, and pavement widths of all interior roadways.

3. General design of the development including unit types (i.e., single-family detached, single-family attached, garden apartment), number of each unit type proposed, location of units, minimum and maximum size of single-family lots, approximate size of multiple-family structures, and location and size of common areas and recreation facilities.
4. Location and size of any commercial uses, types of uses proposed and general parking layout.
5. Zoning district lines and floodplain boundaries.
6. Density calculations.
7. Provide a conceptual landscape plan in accordance with the City of Chesterfield Code.
8. Provide a lighting plan in accordance with the City of Chesterfield Code.

B. SITE DEVELOPMENT SECTION PLAN SUBMITTAL REQUIREMENTS

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

1. Location map, north arrow, and plan scale. The scale shall be no greater than 1 inch equals 100 feet.
2. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
3. Provide open space percentage for overall development including separate percentage for each lot on the plan.
4. Provide Floor Area Ratio (F.A.R.).
5. A note indicating all utilities will be installed underground.
6. A note indicating signage approval is separate process.
7. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.

8. Specific structure and parking setbacks along all roadways and property lines.
9. Indicate location of all existing and proposed freestanding monument signs
10. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
11. Floodplain boundaries.
12. Depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.
13. 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.
14. Indicate the location of the proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.
15. Depict existing and proposed contours at intervals of not more than two (2) feet and extending 150 feet beyond the limits of the site as directed.
16. Address trees and landscaping in accordance with the City of Chesterfield Code.
17. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Regulations per the City of Chesterfield Code.
18. Signed and sealed in conformance with the State of Missouri Department of Economic Development, Division of Professional Registration, Missouri Board for Architects, Professional Engineers and Land Surveyors requirements.
19. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, and the Missouri Department of Transportation.
20. Compliance with Sky Exposure Plane.

C. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

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

1. Location map, north arrow, and plan scale. The scale shall be no greater than 1 inch equals 100 feet.
2. Outboundary plat and legal description of the property.
3. Density Calculations.
4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
5. Provide open space percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.
9. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
13. Floodplain boundaries.
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, and significant natural features, such as wooded areas and rock formations, 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 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 two (2) feet and extending 150 feet beyond the limits of the site as directed.
18. Address trees and landscaping in accordance with the City of Chesterfield Code.
19. Provide a lighting plan in accordance with the City of Chesterfield Code.
20. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Ordinance.
21. 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.
22. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County Department of Highways and Traffic, and the Missouri Department of Transportation.
23. Compliance with Sky Exposure Plane.

V. GRADING AND IMPROVEMENT PLAN REQUIREMENTS

- A. A Site Development Plan and Tree Preservation Plan must be approved prior to issuance of a grading permit or approval of improvement plans.
- B. Prior to approval of a grading permit or improvement plans, a Storm Water Pollution Prevention Plan (SWPPP) must be submitted and approved. The SWPPP shall address installation and maintenance of required erosion control practices specific to site conditions. The purpose of the SWPPP is to ensure the design, implementation, management and maintenance of Best Management Practices (BMPs) to control erosion and reduce the amount of sediment and other pollutants in storm water discharges associated with land disturbance activities, and ensure

compliance with the terms and conditions stated in the Sediment and Erosion Control Manual.

- C. No grading which results in a change in watersheds will be permitted.
- D. If existing City maintained streets are to be used as construction access to this site, prior to approval of a grading permit or improvement plans, or any construction related traffic or delivery of any construction equipment to the site, the following items must be addressed:
 - 1. The travel route must be approved by the Department of Public Works. No deviation from the approved route will be permitted.
 - 2. An evaluation, including film record, of the current condition of the pavement on the approved travel route must be submitted.
 - 3. An appropriate bond must be submitted, as approved by the City of Chesterfield, to ensure that any damage to existing pavement is repaired. Repair of damage to existing streets will not be included in the subdivision escrow; a separate bond must be established.
 - 4. All plan sheets shall indicate that vehicle loads of construction traffic using this route are not to exceed 22,400 pounds axle load or 60,000 gross vehicle weight, and that no tri-axle trucks are to be used. Weight tickets may be used to determine conformance with this requirement.
 - 5. Additional protective measures, as deemed necessary by the Department of Public Works, may also be required.
- E. Prior to grading permit or improvement plan approval, provide comments/approvals from the appropriate Fire District, **Missouri Department of Transportation**, the Metropolitan St. Louis Sewer District.
- F. Prior to approval of a grading permit or improvement plans, copies of recorded easements, including book and page of record, for all off-site work and off-site areas inundated by headwater from on-site improvements must be submitted.

VIII. RECORDING

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

IX. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE

Prior to any Special Use Permit being issued by St. Louis County Department of Highways and Traffic, a special cash escrow must be established with this Department to guarantee completion of the required roadway improvements.

X VERIFICATION PRIOR TO RECORD PLAT APPROVAL

The developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the outboundaries 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

XI. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

- A. A grading permit or improvement plan approval is required prior to issuance of a building permit. In extenuating circumstances, an exception to this requirement may be granted.
- B. All required subdivision improvements in each plat of a subdivision shall be completed prior to issuance of more than 85 percent of the building permits for all lots in the plat.
- C. Prior to the issuance of foundation or building permits, all approvals from all applicable agencies and the Department of Public Works, as applicable, must be received by the City of Chesterfield Department of Planning.
- D. Prior to issuance of foundation or building permits, all approvals from the City of Chesterfield, the Missouri Department of Transportation Department of Highways and Traffic and the Metropolitan St. Louis Sewer District must be received by the St. Louis County Department of Public Works.

XII. OCCUPANCY PERMIT/FINAL OCCUPANCY

- A. Prior to the issuance of any occupancy permit, floodplain management requirements shall be met.
- B. All lots shall be seeded and mulched or sodded before an occupancy permit shall be issued, except that a temporary occupancy permit may be issued in cases of undue hardship because of unfavorable ground conditions. Seed and mulch shall be applied at rates that meet or exceed the minimum requirements stated in the Sediment and Erosion Control Manual.

- C. Prior to final occupancy of any building, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.
- D. Prior to the issuance of any occupancy permits on Parcel D in excess of the threshold established on the Site Development Concept Plan/Site Development Section Plan consistent with those approved with the TRAFFIC STUDY, improvements to South Woods Mill Road shall be completed and approved.

XIII. FINAL RELEASE OF SUBDIVISION DEPOSITS

Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.

XIV. GENERAL DEVELOPMENT CONDITIONS

- A. Erosion and siltation control devices shall be installed prior to any clearing or grading and be maintained throughout the project until adequate vegetative growth insures no future erosion of the soil and work is accepted by the owner and controlling regulatory agency.
- B. General development conditions relating to the operation, construction, improvement and regulatory requirements to be adhered to by the developer are as follows:
 - 1. When clearing and/or grading operations are completed or will be suspended for more than five (5) days, all necessary precautions shall be taken to retain soil materials on site. Protective measures may include a combination of seeding, periodic wetting, mulching, or other suitable means.
 - 2. If cut and fill operations occur during a season not favorable for immediate establishment of permanent ground cover, unless alternate storm water detention and erosion control devices have been designed and established, a fast germinating annual, such as rye or sudan grasses, shall be utilized to retard erosion.

3. If cut or fill slopes in excess of the standard maximum of 3:1 horizontal run to vertical rise are desired, approval for the steeper slopes must be obtained from the Director of Public Works. Approval of steeper slopes is limited to individual and isolated slopes, rock dikes, undisturbed and stable natural slopes and slopes blending with the natural terrain. Design of the steep slopes must be performed by a registered professional engineer and include recommendations regarding construction methods and long-term maintenance of the slope. Any steep slope proposed on a Site Development Plan shall be labeled and referenced with the following note: *Approval of this plan does not constitute approval of slopes in excess of 3:1. Steep slopes are subject to the review and approval of the Director of Public Works. Review of the proposed steep slope will be concurrent with the review of the grading permit or improvement plans for the project.*
4. Soft soils in the bottom and banks of any existing or former pond sites or tributaries or any sediment basins or traps should be removed, spread out and permitted to dry sufficiently to be used as fill. This material shall not be placed in proposed public right-of-way locations or in any storm sewer location.
5. All fills placed under proposed storm and sanitary sewer lines and/or paved areas, including trench backfill within and off the road right-of-way, shall be compacted to 90 percent of maximum density as determined by the "Modified AASHTO T-180 Compaction Test" (ASTM D-1557) for the entire depth of the fill. Compacted granular backfill is required in all trench excavation within the street right-of-way and under all paved areas. All tests shall be performed concurrent with grading and backfilling operations under the direction of a geotechnical engineer who shall verify the test results.
6. This development may require an NPDES permit from the Missouri Department of Natural Resources. NPDES permits are applicable to construction activities that disturb one or more acres.

XV. 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 integrated to carry out the overall intent of this Attachment A.

DRAFT

MISSOURI DEPARTMENT OF TRANSPORTATION PLANNING AND ZONING COMMENTS

DATE: April 24, 2006
PETITION NO: P.Z. 9-2006
PETITIONER: St. Luke's Episcopal Presbyterian Hospital (Part D)
MoDOT ROUTE: WOR 141
MUNICIPALITY: Chesterfield
COUNTY: St Louis



APPROXIMATE LOCATION: On the West Outer Road 141 (Old Woods Mill Road), north of Conway Road.

COMMENTS:

1. Ingress and egress must conform to MoDOT's Access Management Guidelines and must be reviewed and approved by MoDOT. Any improvements within MoDOT's right of way will require permit. To the entrance geometrics and drainage design shall be in accordance with Missouri Department of Transportation (MoDOT) standards.
2. The petitioner shall provide adequate detention and/or hydraulic calculations for review and approval of all storm water that will encroach on MODOT right of way.
3. We request that all drainage detention storage facilities be placed outside of the standard governmental agency planning and zoning setbacks, or 15 feet from the new or existing right of way line, whichever is greater.

MONARCH FIRE PROTECTION DISTRICT

13725 Olive Blvd., Chesterfield, MO 63017-2640
Phone: 314-514-0900, ext 313 Fax: 314-514-0696
www.monarchfpd.org

BOARD OF DIRECTORS
Michelle Sleet, President
Richard Gans, Secretary
David A. Terschluse, Treasurer

FIRE CHIEF
Clifford (Chip) Biele

June 26, 2006

Mr. Joseph E. Fischer, Sr. Project Engineer
Stock & Associates
257 Chesterfield Business Pkwy
Chesterfield, MO 63005

Re: Revised Preliminary Development Plan for St. Luke's Hospital Expansion, northwest corner of Brooking Park Dr & Woods Mill Rd (Parcel D)

Dear Mr. Fischer:

I have reviewed the above Preliminary Development Plan and cannot approve it, because it does not provide adequate access for our emergency vehicles, as follows:

1. A portion of the east wall of Bldg D-2 is more than 150 feet from a fire lane.
2. Not all of Parking Garage C is within 150 feet of a fire lane. Your letter of Transmittal states that the fire trucks will have access to one level (I presume the 1st level), but your plan doesn't show how this will be accomplished.

The fire hydrant placement along the new main drive is not approved. The southernmost new hydrant is too far from the last hydrant shown on the earlier plan. Hydrant spacing is 300 feet.

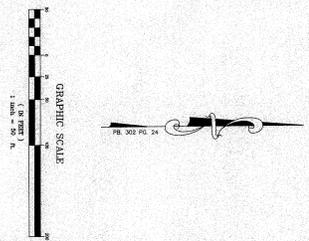
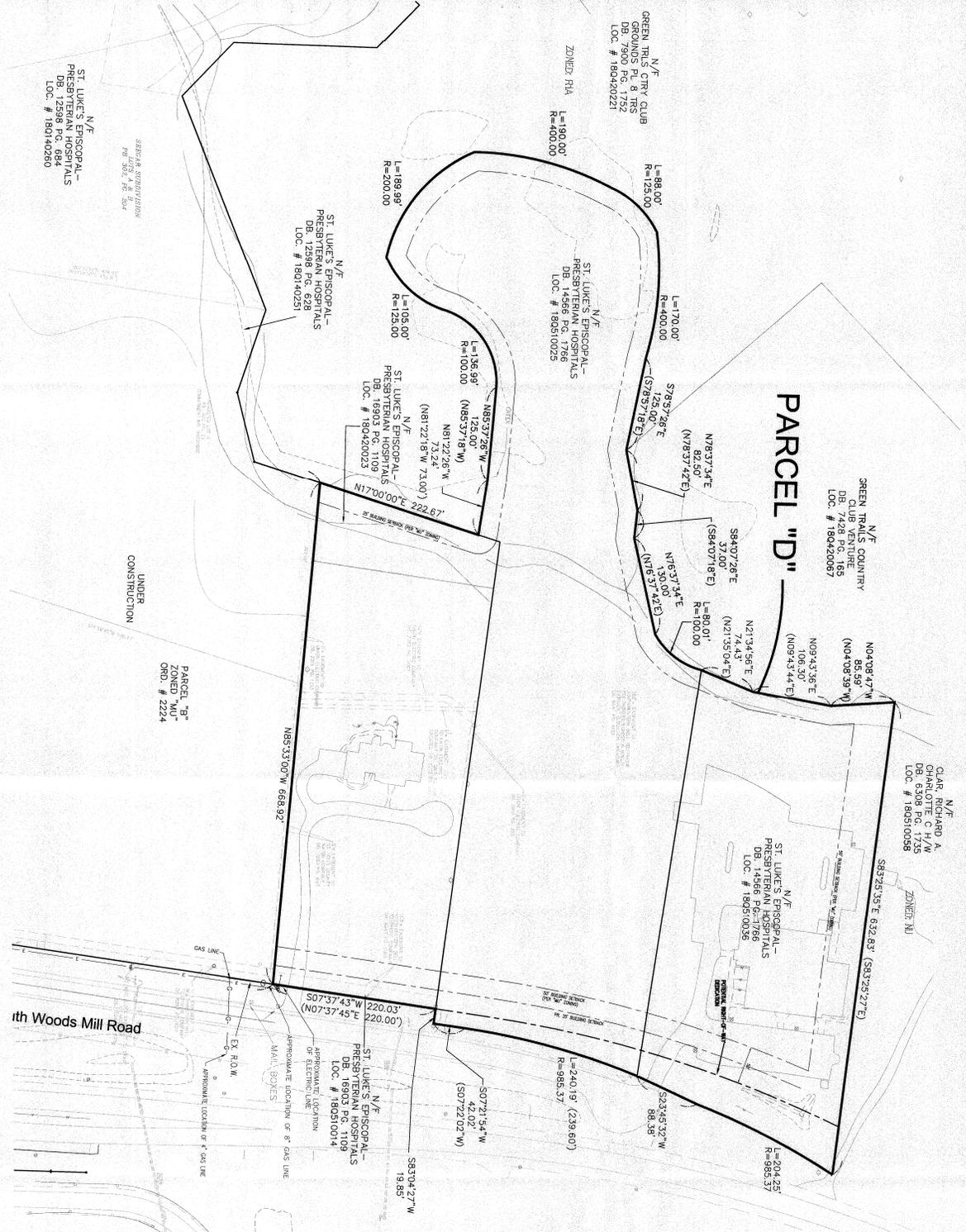
Before any construction begins, we must approve the changes in the street layout and what the existing and new streets will be named.

If I can answer any questions, please give me a call.

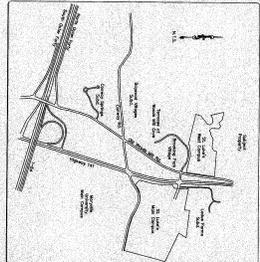
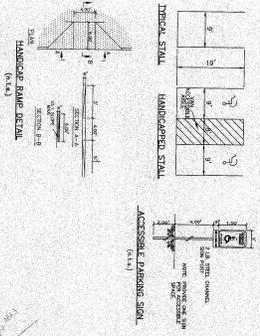
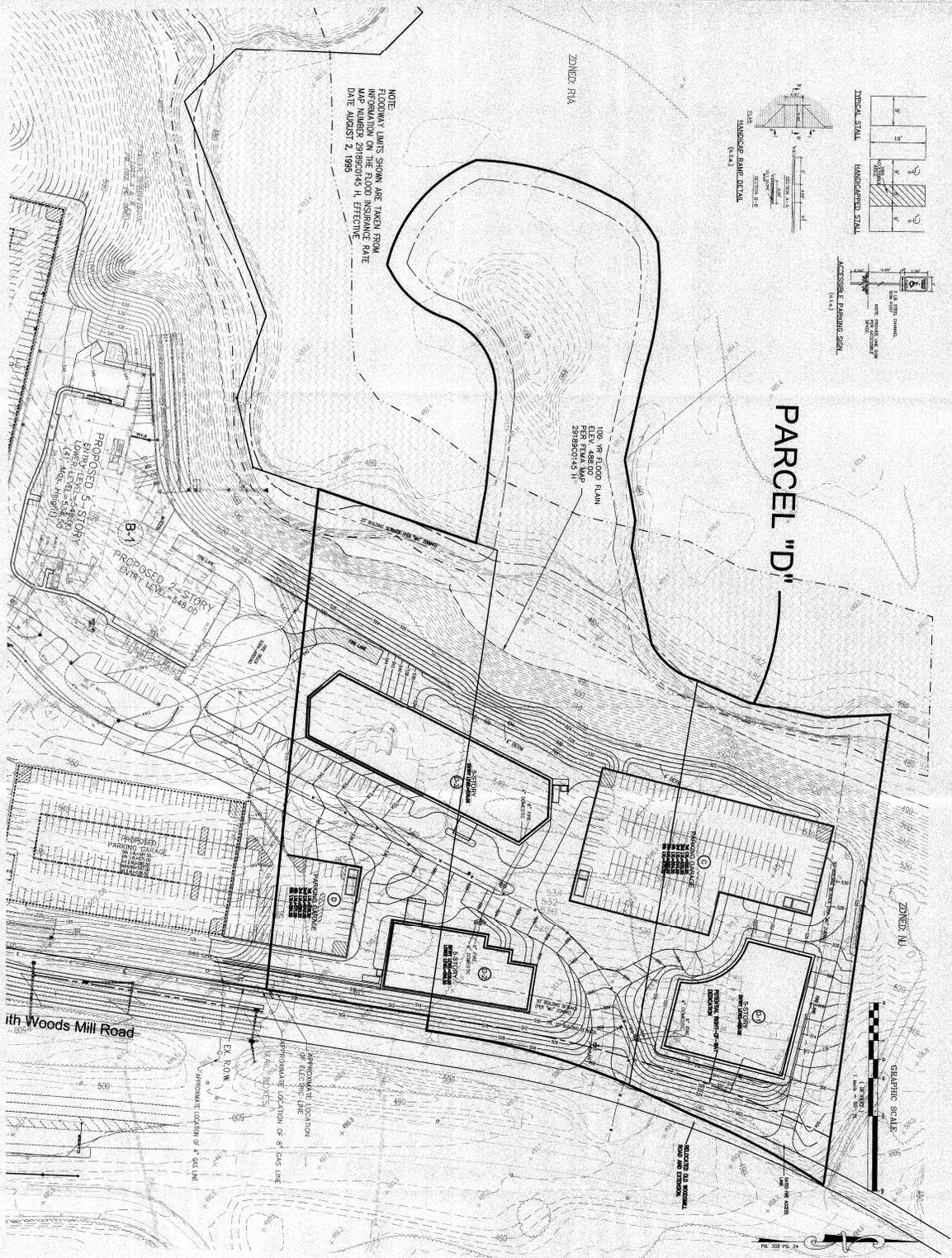
Sincerely,

David B. Nichols
Fire Marshal

cc: Marty Coad, Chesterfield Planning Department, via email



PROJECT BACKGROUND:
 A new 100,000 sq. ft. addition to the existing St. Luke's Hospital is being constructed on the site of Parcel 'D' located at the intersection of Woods Mill Road and the existing hospital campus. The project is being developed by Doster, Mickes, James & Ullo, LLC. The site plan shows the location of the new building, parking areas, and other site features. The plan is based on a survey conducted by David L. Stokk, P.E., dated 11/11/2010. The plan is subject to the approval of the local planning and zoning commissions and the local health department. The plan is also subject to the approval of the local utility companies. The plan is prepared in accordance with the standards and practices of the Missouri Board of Professional Engineers. The plan is prepared for the use of the local planning and zoning commissions and the local health department. The plan is prepared for the use of the local utility companies. The plan is prepared for the use of the local planning and zoning commissions and the local health department. The plan is prepared for the use of the local utility companies.



NOTE:
LOADWAY LIMITS SHOWN ARE TAKEN FROM
MPP NUMBER 291980045 IN EFFECTIVE
DATE AUGUST 2, 1999

100' NR FLOOD PLAIN
FEET = 488.00
MPP NUMBER 291980045 IN
EFFECTIVE DATE AUGUST 2, 1999

PERMIT DATA

DESIGNER: ST. LUKE'S HOSPITAL
PROJECT NO.: 294-33145
PROJECT NAME: ST. LUKES EPISCOPAL PRESBYTERIAN HOSPITAL CAMPUS
PROJECT LOCATION: CHESTERFIELD, MISSOURI
PROJECT OWNER: ST. LUKE'S HOSPITAL
PROJECT ARCHITECT: TKH ARCHITECTS
PROJECT ENGINEER: JAMES M. DOSTER
PROJECT CIVIL ENGINEER: JAMES M. DOSTER
PROJECT LANDSCAPE ARCHITECT: LOOMIS ASSOCIATES

GENERAL NOTES

1. ALL PERMITS AND APPROVALS FOR THIS PROJECT ARE THE RESPONSIBILITY OF THE CLIENT.
2. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE DESIGN OF THIS PROJECT IS BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS AND HAS BEEN PROVIDED WITH ALL NECESSARY INFORMATION.
4. THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS AND HAS BEEN PROVIDED WITH ALL NECESSARY INFORMATION.
5. THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS AND HAS BEEN PROVIDED WITH ALL NECESSARY INFORMATION.
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10. THE DESIGNER HAS CONDUCTED VISUAL INSPECTIONS AND HAS BEEN PROVIDED WITH ALL NECESSARY INFORMATION.

WEST CAMPUS NOTES

- 1. PROPOSED 5-STORY MEDICAL: 125,280 SF
- 2. PROPOSED 5-STORY MEDICAL: 91,600 SF
- 3. PROPOSED 5-STORY MEDICAL: 171,000 SF

CONCRETE AND FLOOR AREA AND AS REQUIRED BY THE CITY OF CHESTERFIELD

| NO. | DESCRIPTION | AREA (SQ. FT.) | REMARKS |
|--------------|--------------------------|----------------|---------|
| 1 | PROPOSED 5-STORY MEDICAL | 125,280 | |
| 2 | PROPOSED 5-STORY MEDICAL | 91,600 | |
| 3 | PROPOSED 5-STORY MEDICAL | 171,000 | |
| TOTAL | | 387,880 | |

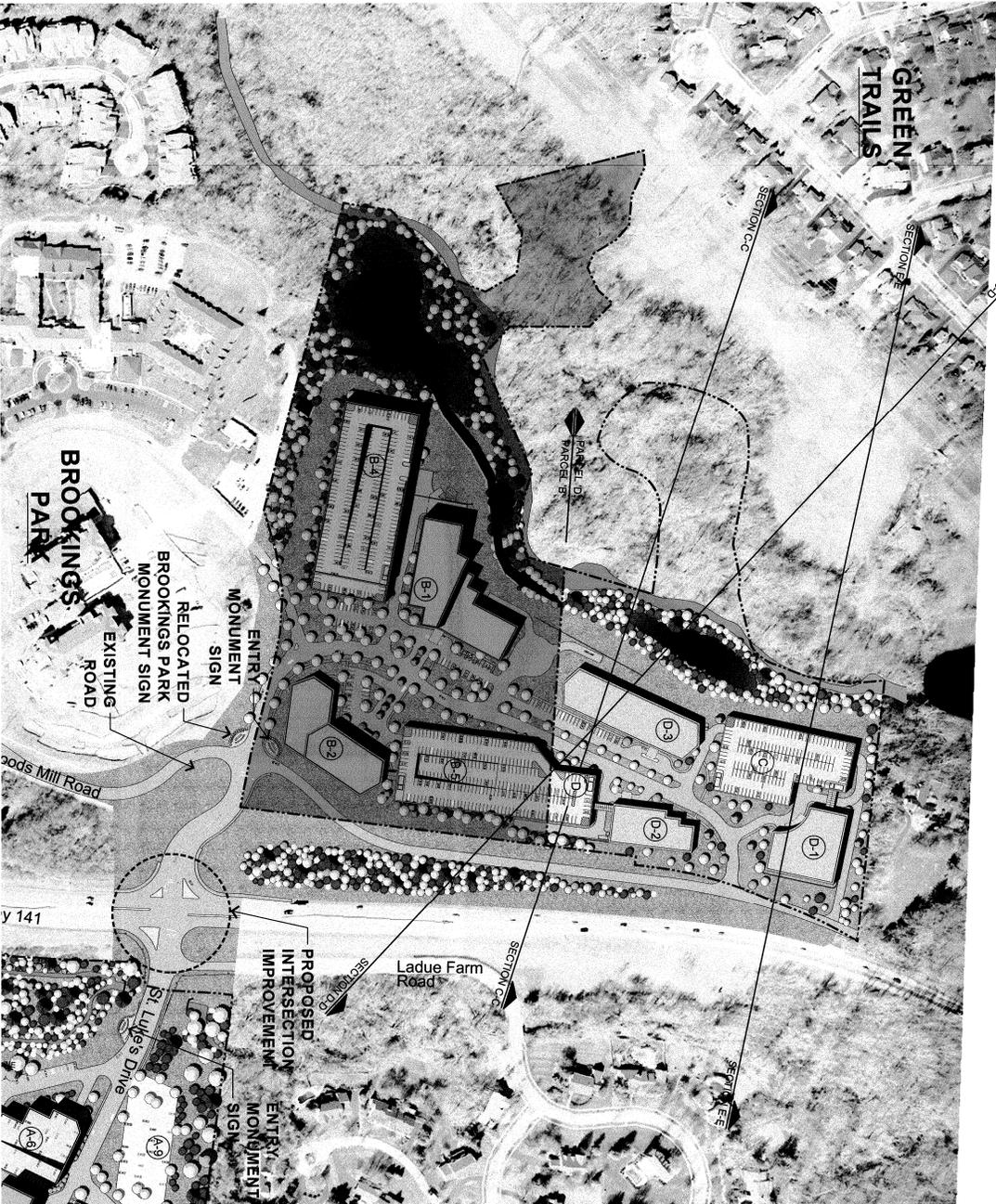


St. Luke's
HOSPITAL

ST. LUKE'S EPISCOPAL PRESBYTERIAN
HOSPITAL CAMPUS
CHESTERFIELD, MISSOURI

OWNERS REPRESENTATIVE:
HOSPITAL PLANNER:
ARCHITECT:
CIVIL ENGINEER:
LANDSCAPE ARCHITECT:

DOEYER, WIGGS, SMITH & SULLIVAN, LLC
TAMARA WIGGS
ANDREW WIGGS
STOXILL ASSOCIATES, INC.
LOUISIANA ASSOCIATES



PARCEL-B:
PROPOSED MAX BUILDING AREA: 340,000 SF
TOTAL PARKING REQUIRED: 1,100 SPACES @ 1750/1000 SF

PARCEL-B NOTES

- B-1 PROPOSED 5 STORY ANGIOLOGY 220,000 SF
CARE CENTER w/ FULL BBSHED
- B-2 PROPOSED 5 STORY MEDICAL 120,000 SF
OFFICE BUILDING

TOTAL: 340,000 SF ±

- B-4 PROPOSED 5 STORY 1,250 CAR PARKING GARAGE
- B-5 PROPOSED 5 STORY 930 CAR PARKING GARAGE

PARCEL-D:
PROPOSED MAX BUILDING AREA: 381,500 SF
TOTAL PARKING: 1,922 SPACES @ 1750/1000 SF

PARCEL-D NOTES

- D-1 PROPOSED 5 STORY MEDICAL 122,200 SF
OFFICE BUILDING
- D-2 PROPOSED 5 STORY MEDICAL 93,200 SF
OFFICE BUILDING
- D-3 PROPOSED 5 STORY MEDICAL 170,000 SF
OFFICE BUILDING

TOTAL: 381,500 SF ±

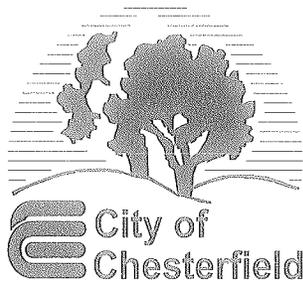
- C PROPOSED 6 STORY 1,030 CAR PARKING GARAGE
- D PROPOSED 5 STORY 443 CAR PARKING GARAGE EXPANSION



PARCEL-B&D
PHASE III SITE PLAN
1" = 100'-0"

SCALE: 1/8" = 10'-0"
REVISIONS:
DATE: 12/15/11
DRAWN BY: JLS
CHECKED BY: JLS
APPROVED BY: JLS





VIII. C.

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

December 28, 2006

Planning Commission
City of Chesterfield
690 Chesterfield Pkwy W
Chesterfield, MO 630170-0760

Dear Commission Members:

The following petition is hereby submitted for your consideration:

Petition: **P.Z. 25-2006 Simply Storage (OB Development, Inc.)**

Petitioner: OB Development, Inc.

Request: A request for rezoning from "NU" Non-Urban District to a "PI" Planned Industrial District.

Location: 17555 and 17551 Chesterfield Airport Road.

Hearing Date: November 13, 2006

Speakers: In favor 0
In opposition 1 (letter submitted 12/21/06)
Neutral 0

Petitioner's Request

OB Development Inc., requests approval for a change of zoning from a "NU" Non-Urban District to a "PI" Planned Industrial District.

Area Land Use and Zoning

The subject site consists of approximately 2.3 acres of land located at 17555 and 17551 Chesterfield Airport Road east of the intersection of Long Road and Chesterfield Airport Road.

Surrounding Land Use and Zoning

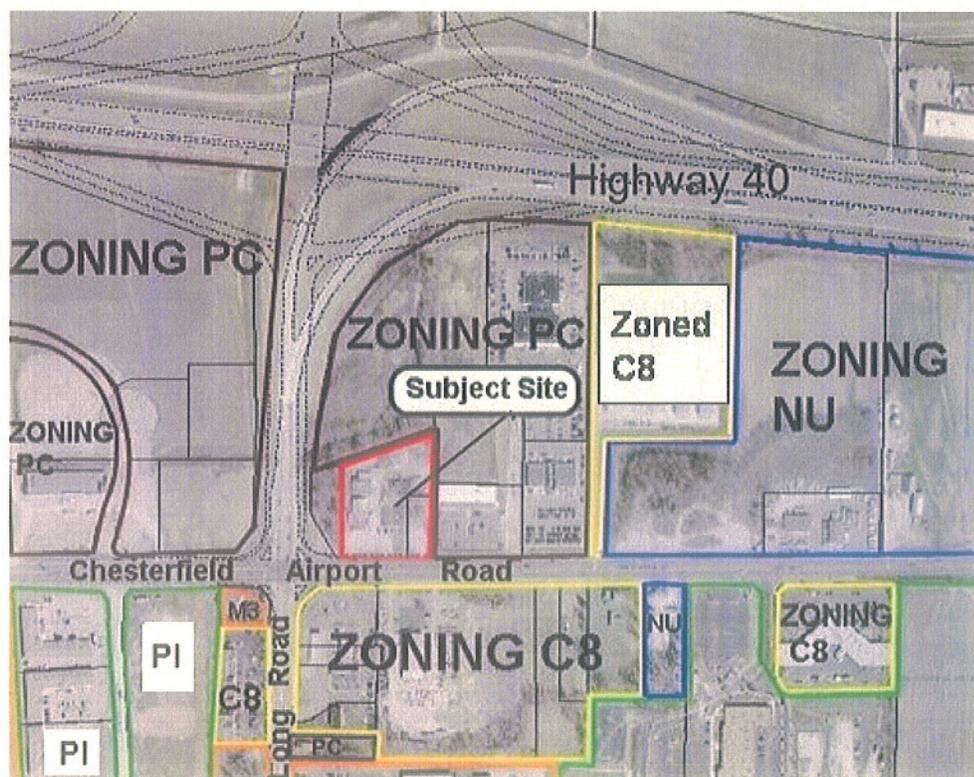
The land use and zoning for the properties surrounding this parcel are as follows:

North: The property located to the north of this site is zoned "PC" Planned Commercial.

South: The property located to the south of the site is zoned "C8" Planned Commercial.

East: The property located to the east of the site is zoned "C8" Planned Commercial.

West: The property located to the west of the site is zoned "NU" Non-Urban.



Site Area History

The site was zoned "NU" Non-Urban by St. Louis County prior to the incorporation of the City of Chesterfield.

Infrastructure Improvements and Related Comments

The Metropolitan St. Louis Sewer District (MSD), the Monarch Fire Protection District, St. Louis County Department of Highways and Traffic, Missouri Department of Transportation, Spirit of St. Louis Airport, Chesterfield Valley Master Plan Committee, and Monarch-Chesterfield Levee District have all submitted comments concerning this petition.

Comprehensive Plan and Policies

According to the City of Chesterfield Comprehensive Plan, retail, low-density and mid-density office and office/warehouse facilities are appropriate land uses for this site.

A public hearing was held on November 13, 2006. On December 21, 2006, the petitioner submitted a revised plan based on the issues brought forth at the public hearing. Additionally, John Burrows, submitted a letter to the City outlining his concerns about this petition. His letter is also attached.

For the purpose of this report staff responses will include:

Issue has been addressed- The Department of Planning has reviewed the material submitted and found the information complete and therefore the issue has been addressed. Unless directed by Planning Commission, this issue will be considered resolved and will be removed from future reports.

Petitioner has addressed the issue- The Department of Planning has reviewed the material submitted and request direction from the Planning Commission whether the issue has been resolved.

Issue remains open- The Department of Planning has reviewed the petitioner's response to this issue and finds it incomplete. The Planning Commission has an opportunity to clarify the issue with Staff and request additional information.

THE FOLLOWING ISSUE REMAINS OPEN WITH THE DEPARTMENT OF PLANNING AND ARE CURRENTLY UNDER REVIEW:

1. The City of Chesterfield Zoning Ordinance Section 1003.150 requires a minimum side yard area of twenty-five (25) feet when a Planned Industrial property adjoins a Non-Urban District.

Petitioner's response: "We will be applying for a variance for the setback."

Staff response: Issue remains open. The twenty-five (25) foot requirement has been included in Section E. "Setbacks" on page 3 of the Attachment A.

Zoning Ordinance Section 1003.150 requires an additional one (1) foot setback for every two (2) feet of building height greater than thirty (30) feet. The proposed building is fifty-three (53) feet. Therefore, the minimum side yard parking setback is thirty-seven (37) feet.

The petitioner will have to apply for a variance from the Board of Adjustment after the rezoning is complete.

2. Provide national association data regarding the types (private or commercial) and numbers of vehicles using the site on a daily basis for similar developments with retail and storage uses.

Petitioner's response: "Please refer to the attached information on Parking Data."

Staff response: Petitioner has addressed the issue. See attached parking analysis (Exhibit A) provided by petitioner. Staff reviewed the parking for this site and finds that the parking is comparable to the parking provided at other facilities in the City. Staff did not receive any traffic data or information from the petitioner.

THE FOLLOWING ISSUES HAVE BEEN ADDRESSED

1. What is the open space for the development?

Petitioner's response: "Open space is 29,994 S.F. or 30% of site. Plans have been revised to reflect building and site calculation changes.

Staff response: Issue has been addressed. Language has been added in Section D. "Floor Area, Height, Building and Parking Structure Requirements" on page 2 of the Attachment A.

2. What is the Floor Area Ratio (FAR) for the development?

Petitioner's response: "The floor area ratio is 29,754 S.F. or 29.5%."

Staff response: Issue has been addressed. Language has been added in Section D. "Floor Area, Height, Building and Parking Structure Requirements" on page 2 of the Attachment A.

4. What is the square footage of the building?

Petitioner's response: "The total building square footage is 101,740 s.f. for all floors."

Staff response: Issue has been addressed. Language has been added in Section D. "Floor Area, Height, Building and Parking Structure Requirements" on page 2 of the Attachment A.

5. Please be advised that the development must adhere to the City of Chesterfield Tree Manual.

Petitioner's response: "Project will meet City requirements for the Tree Manual."

Staff response: Issue has been addressed. Language has been added to Section G. "Landscape and Tree Requirements" on page 4 of the Attachment A.

6. Will a sign package be proposed for this development?

Petitioner's response: "Yes. We will be submitting for a sign package for this site."

Staff response: Issue has been addressed. Language has been added to Section H. "Sign Requirements" on page 4 of the Attachment A.

7. How does the scale of the proposed building compare with the surrounding buildings?

Petitioner's response: "The scale is comparable to other buildings in Chesterfield Valley. The two buildings that are on the adjoining lots are one story but they are also on smaller lots. We can provide the City at a later date a comparison with the Gundaker Building, which is a block to the West."

Staff response: Issue has been addressed.

8. Provide comments from the Valley Master Plan Committee.

Petitioner's response: "Comments should have been forwarded to your office. Zavrados & Polk, Inc. was notified by the commission that they had no issues with this project."

Staff response: Issue has been addressed. See attached agency comments.

9. Provide comments from St. Louis County Department of Highways and Traffic regarding access onto Chesterfield Airport Road.

Petitioner's response: "Please refer to the previously submitted copy (Nov. 30th, 2006)"

Staff response: Issue has been addressed. See attached agency comments.

10. Is the request for a "PI" Planned Industrial District consistent with the Comprehensive Plan Land Use Designation?

Petitioner's response: "Yes, the Comprehensive Plan calls for Mixed Commercial Use which includes retail, low density office, limited office/warehouse facilities."

Staff response: Issue has been addressed.

11. Will hazardous, explosive or flammable materials be stored on the site?

Petitioner's response: "No."

Staff response: Issue has been addressed. Language has been added to Section C. "Permitted Uses" on page 2 of the Attachment A.

12. For the term in use (iii) "goods and services of any kind" provide clarification as to what type of goods and services specifically are to be used at this location.

Petitioner's response: "Our client would like the option to leave these listed for potential future use and if they (O.B. Companies) have a tenant that is interested in leasing space, they (future tenant) would have the opportunity to go before the City prior to receiving an occupancy permit to make sure that their service will comply with all the City's regulations."

Staff response: Issue has been addressed. Language has been added to Section C. "Permitted Uses" on page 1 of the Attachment A.

13. The parking notes on the plan denote 61 total parking spaces. Only 57 spaces are depicted on the plan.

Petitioner's response: "The original layout had the other 4 spaces located inside the drive thru tunnel. The revised plans now show all parking spaces (63) outside of the building."

Staff response: Issue has been addressed. Language has been added to Section F. "Parking and Loading Requirements" on page 3 of the Attachment A.

14. Per the Chesterfield Driveway Access Location and Design Standards (Ordinance No. 2103), a Driveway Throat Length (DTL) of 80 feet is required when an entrance abuts a Major Arterial such as Chesterfield Airport Road. The plan indicates that the DTL is less than the required 80 feet. It appears that a few of the parking stalls in the southeast corner of the site may need to be relocated.

Petitioner's response: "Plans have been revised to reflect the DTL as

requested.”

Staff response: Issue has been addressed in Section XII “Enforcement” on page 14 of the Attachment A.

15. All storm water runoff from the site shall drain to the proposed reservoir located immediately north of the site.

Petitioner’s response: “Proposed plans will reflect the reservoir taking the storm runoff.

Staff response: Issue has been addressed. Language has been added to Section O. “Stormwater and Sanitary Sewer” on page 7 of the Attachment A.

16. The plan does not depict the proposed finish floor elevation.

Petitioner’s response: “Revised plans show the new finished floor elevations. It should be noted that the building is stepped between the retail and the drive-thru and the storage facility.”

Staff response: Issue has been addressed.

17. The downstream low pressure sewer system shall be evaluated to ensure adequate capacity and to ensure that the project has no negative impacts to the existing sewer system.

Petitioner’s response: “Project will comply with all MSD requirements for project analysis.”

Staff response: Issue has been addressed. Language has been added to Section O. “Stormwater and Sanitary Sewer” on page 7 of the Attachment A.

18. Stormwater should be controlled as required by the Chesterfield Valley Master Facility Plan.

Petitioner’s response: “Project will comply with all requirements.”

Staff response: Issue has been addressed. Language has been added to Section O. “Stormwater and Sanitary Sewer” on page 7 of the Attachment A.

19. Treatment will be required at this site for water quality per MSD February 2006 guidelines.

Petitioner’s response: “Plans will comply with all MSD guidelines.”

Staff response: Issue has been addressed. Language has been added to Section O. "Stormwater and Sanitary Sewer" on page 7 of the Attachment A.

20. This project is in the Caulks Creek Surcharge area and is subject to a surcharge of \$2750.00 per acre.

Petitioner's response: "Client will comply with fees assessed."

Staff response: Issue has been addressed. Language has been added to Section O. "Stormwater and Sanitary Sewer" on page 8 of the Attachment A.

21. Access to Chesterfield Airport Road shall be limited to one drive entrance. The entrance shall be as close to the east property line as practical and adequate sight distance shall be provided, as directed by the Department of Public Works and the St. Louis County Department of Highways and Traffic.

Petitioner's response: "Project will comply with all City and County requirements for entrance location and sight distance as requested."

Staff response: Issue has been addressed. Language has been added to Section K. "Access/Access Management" on page 5 of the Attachment A.

22. Provide cross access easement(s) or other appropriate legal instrument(s) guaranteeing permanent access to the adjacent parcel to the west as directed.

Petitioner's response: "Plans have been revised to reflect needed easements. Prior to recording of the Site Development Plan, legal documents will be produced for the cross access."

Staff response: Issue has been addressed. Language has been added to Section K. "Access/Access Management" on page 5 of the Attachment A.

23. Provide any additional right-of-way and construct any improvements to Chesterfield Airport Road, as required by the St. Louis County Department of Highways and Traffic and the Department of Public Works.

Petitioner's response: "Project will comply with all County requirements."

Staff response: Issue has been addressed. Language has been added to Section L. "Public/Private Road Improvements, including Pedestrian Circulation" on page 5 of the Attachment A.

24. Provide a 5 foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road frontage of the site.

Petitioner's response: "Plans submitted show walk along Chesterfield Airport Road. It should be noted that at the present time, there is no adjoining sidewalk on either side of the project to connect to. Sidewalk will go from property line to property line."

Staff response: Issue has been addressed. Language has been added to Section L. "Public/Private Road Improvements, including Pedestrian Circulation" on page 6 of the Attachment A.

25. No construction related parking shall be permitted within the Chesterfield Airport right of way.

Petitioner's response: "Plans will be noted and revised to reflect request."

Staff response: Issue has been addressed. Language has been added to Section F. "Parking and Loading Requirements" on page 4 of the Attachment A.

26. Provide a traffic study as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, 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, regional issues shall be addressed as directed by the City of Chesterfield.

Petitioner's response: "Study will be provided if either the City or MoDOT requires it."

Staff response: Issue has been addressed. Language has been added to Section M. "Traffic Study" on page 6 of the Attachment A.

27. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrance onto Chesterfield Airport Road. 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 and/or the St. Louis County Department of Highways and Traffic.

Petitioner's response: "Evaluation will be provided to the City if deemed necessary."

Staff response: Issue has been addressed. Language has been added to Section M. "Traffic Study" on page 6 of the Attachment A.

28. All storm water runoff from the site shall drain to the proposed reservoir located immediately north of the site.

Petitioner's response: "Proposed plans will reflect the reservoir taking the storm runoff."

Staff response: Issue has been addressed. Language has been added to Section O. "Stormwater and Sanitary Sewer" on page 7 of the Attachment A.

29. If any lot is proposed to be located in an existing or proposed Special Flood Hazard Area, the lot shall be clearly labeled as being located in the floodplain on the Site Development Plan and improvement plans. If any development in, or alteration of, the floodplain is proposed, the developer shall obtain a Floodplain Development Permit from the Department of Public Works. The developer must demonstrate that the proposed work will have no adverse impact on other properties in Chesterfield Valley. The Floodplain Development Permit must be approved prior to the approval of a grading permit or improvement plans. If any change in the location of the Special Flood Hazard Area is proposed, the developer shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. The LOMR must be issued by FEMA prior to the final issuance of an occupancy permit and final release of any escrow for improvements in the development.

Petitioner's response: "Even though this is not in the flood plain, the project will comply with all City, State and Federal regulations pertaining to Development in or near the flood plain."

Staff response: Issue has been addressed. Language has been added to Section O. "Stormwater and Sanitary Sewer" on page 7 of the Attachment A.

30. The lowest Reference Level (floor) of any structure, as defined by FEMA, shall be constructed a minimum of one (1) foot above the base flood elevation and a minimum of one (1) foot above the 100-year high water elevation as produced by the Chesterfield Valley Master Storm Water Plan model. The minimum elevation for the Reference Level for each lot shall be indicated on the Site Development Plan and improvement plans, and an Elevation Certificate, on the form developed by FEMA for that purpose, shall be submitted immediately after construction of each structure. Occupancy permits shall not be issued for structures for which an Elevation Certificate has not been submitted.

Petitioner's response: "The plans have been revised to show the finished floor of the retail at 463.00 and the storage area will be 462.00. This elevation is well above the 453 elevation shown on the FEMA map (Please see attached plan). Once Construction plans commence the grading plan will be verified to ensure elevations comply will all regulations."

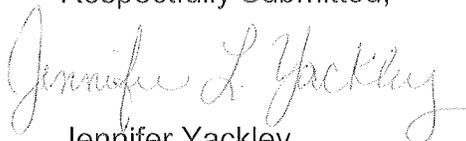
Staff response: See Exhibit B. Issue has been addressed. Language has been added to Section O. "Stormwater and Sanitary Sewer" on page 7 of the Attachment A.

31. Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, as directed by the Metropolitan St. Louis Sewer District Conceptual Sewer Master Plan for Chesterfield Valley.

Petitioner's response: "Plans have been submitted and reviewed by MSD. They have indicated that the Re-Zoning Plans are conceptually approved and they will require Construction Plans for their review prior to the City's final Improvement Plan submittal."

Staff response: Issue has been addressed. Language has been added to Section O. "Stormwater and Sanitary Sewer" on page 7 of the Attachment A.

Respectfully Submitted,



Jennifer Yackley
Project Planner

Respectfully submitted,



Aimee Nassif
Senior Planner
of Zoning Administration

Planning Commission
January 8, 2007

P.Z. 25-2006 Simply Storage (OB Development)
Page 12

Cc: 1. Petitioner
2. Department of Public Works
3. City Attorney
4. City Administrator

Attachments:

1. Attachment A
2. Comprehensive Plan Worksheet
3. Agency Comments
4. John Burrows' Letter
5. Petitioner's Exhibits
6. Plans

ATTACHMENT A

In keeping with the following Comprehensive Plan policies, these conditions have been developed:

- 1.4 Quality New Development
- 1.7 Chesterfield Valley
- 3.1 Quality Commercial Development
- 3.1.1 Quality of Design
- 3.5.1 Chesterfield Valley Regional Retail and Low Intensity Industry

I. SPECIFIC CRITERIA

A. Information to be shown on the Site Development Plan shall adhere to conditions specified under General Criteria-Site Development Plan. Site Development Plans and Site Development Section Plans shall adhere to specific design criteria.

B. Definitions

- 1. A Site Development Concept Plan is a conceptual plan for development in a planned district being done in phases.**
- 2. A Site Development Section Plan is a plan for development for sections of the overall concept plan.**
- 3. A Site Development Plan is a plan for development in planned districts that is being done in one phase.**

C. PERMITTED USES

1. The uses allowed in this "PI" Planned Industrial District shall be:
 - a. Business service establishments.
 - b. Restaurants, fast food with drive-thru service.
 - c. Restaurants, sit down.
 - d. Stores, shops, markets, service facilities, and automatic vending facilities in which goods or services of any kind, including indoor sale of motor vehicles, are being offered for sale or hire to the general public on the premises.
 - e. Warehousing and storage.

2. The above uses in the "PI" Planned Industrial District shall be restricted as follows:
 - a. Storage of hazardous, explosive or flammable materials shall not be allowed in this development.

D. FLOOR AREA, HEIGHT, BUILDING AND PARKING STRUCTURE REQUIREMENTS

1. FLOOR AREA

Total building floor area shall not exceed 101,740 square feet.

2. HEIGHT

- a. The maximum height of the building, exclusive of roof screening, shall not exceed fifty-three (53) feet.

3. BUILDING REQUIREMENTS

- a. Openspace: Openspace includes all areas excluding the building or areas for vehicular circulation

A minimum of thirty percent (30%) openspace is required for this development.

- b. Floor Area Ratio: F.A.R. is the gross floor area of all buildings on a lot divided by the total lot area. This square footage does not include any structured or surface parking. Planning Commission may request two (2) calculations: one (1) calculation for those areas above grade and another that includes building area below grade.

This development shall have a maximum Floor Area Ratio (F.A.R.) of (1.01).

E. SETBACKS

1. STRUCTURE SETBACKS

No building or structure, other than: a freestanding project identification sign, boundary and retaining walls, light standards, flag poles or fences will be located within the following setbacks:

- a. Ninety (90) feet from the right-of-way of Chesterfield Airport Road on the southern boundary of the Planned Industrial (PI) District.
- b. Thirty-eight (38) feet from the western boundary of the Planned Industrial (PI) District.

- c. Forty (40) feet from the northern boundary of the Planned Industrial (PI) District.
- d. Fifty-five (55) feet from the eastern boundary of the Planned Industrial (PI) District.

2. PARKING SETBACKS

No parking stall, internal driveway, or roadway, except points of ingress and egress, will be located within the following setbacks:

- a. Twenty-five (25) feet from the right-of-way of Chesterfield Airport Road.
- b. Thirty-seven (37) feet from the western boundary of the Planned Industrial (PI) District.
- c. Eight (8) feet from the northern boundary of the Planned Industrial (PI) District.
- d. Eight (8) feet from the eastern boundary of the Planned Industrial (PI) District.

3. LOADING SPACE SETBACKS

No loading space will be located within the following setbacks:

- a. One hundred seventy-five (175) feet from the right-of-way of Chesterfield Airport Road.
- b. Sixty (60) feet from the western boundary of the Planned Industrial (PI) District.
- c. Forty (40) feet from the northern boundary of the Planned Industrial (PI) District.
- d. Fifty (50) feet from the eastern boundary of the Planned Industrial (PI) District.

F. PARKING AND LOADING REQUIREMENTS

- 1. Parking and loading spaces for this development will be as required in the City of Chesterfield Code.
- 2. Construction Parking
 - a. The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.

- b. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.
 - c. No construction related parking shall be permitted within the Chesterfield Airport Road right of way.
3. Parking lots shall not be used as streets.

G. LANDSCAPE AND TREE REQUIREMENTS

1. The developer shall submit a landscape plan, tree stand delineation, and tree preservation plan which adheres to the Tree Manual of the City of Chesterfield Code.
2. Landscaping in the right of way, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic.

H. SIGN REQUIREMENTS

1. Sign package submittal materials shall be required for this development. All sign packages shall be reviewed and approved by the City of Chesterfield Planning Commission.
2. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the City of Chesterfield, and/or the St. Louis County Department of Highways and Traffic, for sight distance considerations prior to installation or construction.

I. LIGHT REQUIREMENTS

Provide a lighting plan and cut sheet in accordance with the City of Chesterfield Code.

J. ARCHITECTURAL

1. The developer shall submit architectural elevations, including but not limited to, colored renderings and building materials. Architectural information is to be reviewed by the Architectural Review Board and the Planning Commission.
2. Building facades should be articulated by using color, arrangement or change in materials to emphasize the facade elements. The planes of the exterior walls may be varied in height, depth or

direction. Extremely long facades shall be designed with sufficient building articulation and landscaping to avoid a monotonous or overpowering appearance.

3. Trash enclosures: The location and elevation of any trash enclosures will be as approved by the Planning Commission on the Site Development Plan. All exterior trash areas will be enclosed with a six (6) foot high sight-proof enclosure complimented by adequate landscaping approved by the Planning Commission on the Site Development Plan. The material will be as approved by the Planning Commission in conjunction with the Site Development Plan.
4. Mechanical equipment will be adequately screened by roofing or other material as approved by the Planning Commission.

K. ACCESS/ACCESS MANAGEMENT

1. Access to Chesterfield Airport Road shall be limited to one drive entrance. The entrance shall be as close to the east property line as practical and adequate sight distance shall be provided, as directed by the City of Chesterfield and the St. Louis County Department of Highways and Traffic.
2. Provide cross access easement(s) or other appropriate legal instrument(s) guaranteeing permanent access to the adjacent parcel to the west as directed.

L. PUBLIC/PRIVATE ROAD IMPROVEMENTS, INCLUDING PEDESTRIAN CIRCULATION

1. Obtain approvals from the City of Chesterfield, St. Louis County Department of Highways and Traffic, and the Missouri Department of Transportation for areas of new dedication, and roadway improvements.
2. Provide any additional right-of-way and construct any improvements to Chesterfield Airport Road, as required by the St. Louis Department of Highways and Traffic, and the City of Chesterfield.
3. If required sight distance cannot be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the St. Louis County Department of Highways and Traffic.

4. Provide a five (5) foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road frontage of the site.

M. TRAFFIC STUDY

1. Provide a traffic study as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, 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, regional issues shall be addressed as directed by the City of Chesterfield.
2. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrance onto Chesterfield Airport Road. 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 and/or the St. Louis County Department of Highways and Traffic.

N. POWER OF REVIEW

The Mayor or a Councilmember of the Ward in which a development is proposed may request that the site plan be reviewed and approved by the entire City Council. This request must be made no later than 24 hours before posting the agenda for the next City Council meeting after Planning Commission review and approval of the site plan. The City Council will then take appropriate action relative to the proposal.

O. STORMWATER AND SANITARY SEWER

1. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system.
2. Detention/retention and other storm water quantity and quality management measures are to be provided in each watershed as required by the City of Chesterfield. The storm water quantity management facilities, related to flood and channel protection, shall be operational prior to paving of any driveways or parking areas in non-residential development or issuance of building permits exceeding sixty (60%) of approved dwelling units in each plat, watershed or phase of residential developments. The location and

types of storm water management facilities shall be identified on the Site Development Plan.

3. All storm water runoff from the site shall drain to the proposed reservoir located immediately north of the site.
4. If any lot is proposed to be located in an existing or proposed Special Flood Hazard Area, the lot shall be clearly labeled as being located in the floodplain on the Site Development Plan and improvement plans. If any development in, or alteration of, the floodplain is proposed, the developer shall obtain a Floodplain Development Permit from the Department of Public Works. The developer must demonstrate that the proposed work will have no adverse impact on other properties in Chesterfield Valley. The Floodplain Development Permit must be approved prior to the approval of a grading permit or improvement plans. If any change in the location of the Special Flood Hazard Area is proposed, the developer shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. The LOMR must be issued by FEMA prior to the final issuance of an occupancy permit and final release of any escrow for improvements in the development.
5. The lowest Reference Level (floor) of any structure, as defined by FEMA, shall be constructed a minimum of one (1) foot above the base flood elevation and a minimum of one (1) foot above the 100-year high water elevation as produced by the Chesterfield Valley Master Storm Water Plan model. The minimum elevation for the Reference Level for each lot shall be indicated on the Site Development Plan and improvement plans, and an Elevation Certificate, on the form developed by FEMA for that purpose, shall be submitted immediately after construction of each structure. Occupancy permits shall not be issued for structures for which an Elevation Certificate has not been submitted.
6. Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, in accordance with the Metropolitan St. Louis Sewer District Conceptual Sewer Master Plan for Chesterfield Valley.
7. The downstream low pressure sewer system shall be evaluated to ensure adequate capacity and to ensure that the project has no negative impacts to the existing sewer system.
8. Stormwater should be controlled as required by the Chesterfield Valley Master Facility Plan.
9. Treatment will be required at this site for water quality per MSD February 2006 guidelines.

10. This project is in the Caulks Creek Surcharge area and is subject to a surcharge of \$2750.00 per acre.

P. GEOTECHNICAL REPORT

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 Works. 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.

Q. MISCELLANEOUS

1. All utilities will be installed underground. The development of this parcel will coordinate the installation of all utilities in conjunction with the construction of any roadway on site.
2. Sleeves for future telecommunication services are required to be installed adjacent and/or parallel to any proposed roadway, or other location as directed by the City of Chesterfield, in order to facilitate the installation of utilities and telecommunication infrastructure for current and future users.
3. Utility companies will require compensation for relocation of their facilities with public road right-of-way. Utility relocation cost shall not be considered as an allowable credit against the petitioner's traffic generation assessment contributions. The developer should also be aware of extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.

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

- A. The developer shall submit a concept plan within eighteen (18) months of City Council approval of the Preliminary Development Plan. This requirement shall be accomplished prior to issuance of building permits.
- B. In lieu of submitting a Site Development Concept Plan and Site Development Section Plans, the petitioner may submit a Site Development Plan for the entire development within 18 months of the date of approval of the Preliminary Development Plan by the City.
- C. Failure to comply with these submittal requirements will result in the expiration of the preliminary development plan and will require a new public hearing.

- D. Said Plan shall be submitted in accordance with the combined requirements for Site Development Section and Concept Plans. The submission of Amended Site Development Plans by sections of this project to the Planning Commission shall be permitted if this option is utilized.
- E. Where due cause is shown by the developer, this time interval for plan submittal may be extended through appeal to and approval by the Planning Commission.

III. COMMENCEMENT OF CONSTRUCTION

- A. Substantial construction shall commence within two (2) years of approval of the site development concept plan or site development plan, unless otherwise authorized by ordinance. Substantial construction means final grading for roadways necessary for first approved plat or phase of construction and commencement of installation of sanitary storm sewers.
- B. Where due cause is shown by the developer, the Commission may extend the period to commence construction for not more than one additional year.

IV. GENERAL CRITERIA

A. SITE DEVELOPMENT PLAN SUBMITTAL REQUIREMENTS

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

1. Location map, north arrow, and plan scale. The scale shall be no greater than one (1) inch equals one hundred (100) feet.
2. Outboundary plat and legal description of the property.
3. Density Calculations.
4. Parking calculations. Including calculation for all off street parking spaces, required and proposed, and the number, size and location for handicap designed.
5. Provide open space percentage for overall development including separate percentage for each lot on the plan.
6. Provide Floor Area Ratio (F.A.R.).
7. A note indicating all utilities will be installed underground.
8. A note indicating signage approval is separate process.

9. Depict the location of all buildings, size, including height and distance from adjacent property lines and proposed use.
10. Specific structure and parking setbacks along all roadways and property lines.
11. Indicate location of all existing and proposed freestanding monument signs.
12. Zoning district lines, subdivision name, lot number, dimensions, and area, and zoning of adjacent parcels where different than site.
13. Floodplain boundaries.
14. Depict existing and proposed improvements within one hundred-fifty (150) feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.
15. Depict all existing and proposed easements and rights-of-way within one hundred-fifty (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 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. Address trees and landscaping in accordance with the City of Chesterfield Code.
19. Provide a lighting plan in accordance with the City of Chesterfield Code.
20. Comply with all preliminary plat requirements of the City of Chesterfield Subdivision Ordinance.
21. 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.
22. Provide comments/approvals from the appropriate Fire District, the Metropolitan St. Louis Sewer District, the St. Louis County

Department of Highways and Traffic, Monarch Levee District, Spirit of St. Louis Airport.

23. Compliance with Sky Exposure Plane.

V. TRUST FUND CONTRIBUTION

A. The developer will contribute to the Chesterfield Valley Trust Fund. The roadway improvement contribution is based on land and building use. The roadway contributions are necessary to help defray the cost of engineering, right of way acquisition, and major roadway construction in accordance with the Chesterfield Valley Road Improvement Plan on file with the St. Louis County Department of Highways and Traffic. The amount of the developer's contribution to this fund shall be computed based on the following:

| <u>Type of Development</u> | <u>Required Contribution</u> |
|----------------------------|----------------------------------|
| Commercial | \$2.05/sq. ft. of building space |
| Office | \$1.43/sq. ft. of building space |
| Industrial | \$4,937.22/acre |

If types of development differ from those listed, the Department of Highways and Traffic will provide rates.

Credits for roadway improvements will be as approved by the City of Chesterfield and/or St. Louis County Department of Highways and Traffic.

If this development is located within a trust fund area, any portion of the traffic generation assessment contribution which remains following completion of road improvements required by the development, will be retained in the appropriate trust fund.

The roadway improvement contribution shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by St. Louis County Highways and Traffic. Funds shall be payable to the Treasurer, Saint Louis County.

The amount of this required contribution, if not submitted by January 1, 2007 will be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the St. Louis County Department of Highways and Traffic.

VI. CHESTERFIELD VALLEY TRUST FUND

Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of \$648.18 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of constructing the primary water line serving the Chesterfield Valley area.

The primary water line contribution shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before approval of the Site Development Plan by the St. Louis County Department of Highways and Traffic. Funds shall be payable to the Treasurer, St. Louis County.

Stormwater

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by St. Louis County and the Metropolitan St. Louis Sewer District. The amount of the storm water contribution will be computed based on \$2,056.58 per acre for the total area as approved on the Site Development Plan. The storm water contributions to the Trust Fund shall be deposited with the St. Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P) by St. Louis County Department of Highways and Traffic. Funds shall be payable to the Treasurer, St. Louis County.

Sanitary Sewer

The sanitary sewer contribution is collected as the Caulks Creek impact fee.

The sanitary sewer contribution within Chesterfield Valley area shall be deposited with the Metropolitan St. Louis Sewer District as required by the District.

The amount of these required contributions for the roadway, storm water and primary water line improvements, if not submitted by January 1, 2007 shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the St. Louis County Department of Highways and Traffic.

Trust Fund contributions shall be deposited with St. Louis County in the form of a cash escrow prior to the issuance of building permits.

The amount of this required contribution, if not submitted by January 1, 2007 will be adjusted on that date and on the first day of January in each succeeding year

thereafter in accordance with the construction cost index as determined by the St. Louis County Department of Highways and Traffic.

VII. RECORDING

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

VIII. VERIFICATION PRIOR TO SPECIAL USE PERMIT ISSUANCE

Prior to any Special Use Permit being issued by St. Louis County Department of Highways and Traffic, a special cash escrow must be established with this Department to guarantee completion of the required roadway improvements.

IX. VERIFICATION PRIOR TO RECORD PLAT APPROVAL

The developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the outboundaries 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

X. VERIFICATION PRIOR TO FOUNDATION OR BUILDING PERMITS

- A. Prior to the issuance of foundation or building permits, all approvals from all applicable agencies and the Department of Public Works, as applicable, must be received by the City of Chesterfield Department of Planning.
- B. Prior to issuance of foundation or building permits, all approvals from the City of Chesterfield, St. Louis County Department of Highways and Traffic and the Metropolitan St. Louis Sewer District must be received by the St. Louis County Department of Public Works.

XI. FINAL RELEASE OF SUBDIVISION DEPOSITS

Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.

XII. ENFORCEMENT

- A. The City of Chesterfield, Missouri will enforce the conditions of this ordinance in accordance with the Site Development 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 integrated to carry out the overall intent of this Attachment A.



DEPARTMENT OF PLANNING

COMPREHENSIVE PLAN POLICIES

The Chesterfield Comprehensive Plan is the official statement of the City of Chesterfield Planning Commission. The Plan sets forth policies and recommendations concerning future land use and physical development of the City. It is a coordinated and unified policy document to be used by the Planning Commission and Staff for guidance on private and public development issues.

As stated in **Policy 1.2 Adherence to the Plan:** “Through adherence to the Comprehensive Plan, elected officials, appointed officials, and City staff should make decisions and take appropriate actions that over time, will strive to achieve the residents’ vision regarding the physical aspects of the City of Chesterfield as laid out in the Plan.”

An evaluation of each of the development-related plan policies is provided below.

| Comprehensive Plan Policy | Staff Assessment/Comment |
|--|---------------------------------|
| General Policies | |
| 1.4 Quality New Development | <i>Satisfied</i> |
| 1.5 Diversity of Development | <i>n/a</i> |
| 1.6 Lighting Plan and Program | <i>n/a</i> |
| 1.7 Chesterfield Valley | <i>Satisfied</i> |
| 1.8 Urban Core | <i>n/a</i> |
| 1.9 Wild Horse Creek Sub Area | <i>n/a</i> |
| Residential Development Policies | |
| 2.1.1 Conservation of Existing Quality of Life | <i>n/a</i> |
| 2.1.2 Historic Preservation | <i>n/a</i> |
| 2.1.3 Encourage Preservation of Existing Residential Neighborhoods | <i>n/a</i> |
| 2.1.4 Compatible In-Fill Residential Construction | <i>n/a</i> |
| 2.1.5 Provide Buffer for Existing Residential | <i>n/a</i> |
| 2.1.6 Reinforce Existing Residential Development Pattern | <i>n/a</i> |
| 2.1.7 Multiple-Family Projects in Higher Density Areas | <i>n/a</i> |

COMPREHENSIVE PLAN POLICIES Continued...

| Comprehensive Plan Policy | Staff Assessment/Comment |
|--|---------------------------------|
| 2.1.8 Transitional Use between Single-Family Detached and Higher Density Development | <i>n/a</i> |
| 2.1.9 Encourage Planned Residential Development | <i>n/a</i> |
| 2.1.10 Encourage Diversity in Housing Opportunities | <i>n/a</i> |
| 2.1.11 Restrict Access of Individual Homes on Arterial Streets | <i>n/a</i> |
| 2.1.12 Residential Subdivision Access | <i>n/a</i> |
| 2.2 No Residential Projects in the Valley | <i>n/a</i> |
| 2.3 Homes in West Sub-Area | <i>n/a</i> |
| 2.4 Higher Density Residential in Urban Core | <i>n/a</i> |
| 2.5 Westland Acres | <i>n/a</i> |
| Commercial Development Policies | |
| 3.1 Quality Commercial Development | <i>Satisfied</i> |
| 3.1.1 Quality of Design | <i>Satisfied</i> |
| 3.1.2 Buffering of Neighborhoods | <i>n/a</i> |
| 3.2 Hierarchy of Retail Facilities | <i>n/a</i> |
| 3.2.1 Neighborhood Retail Facilities | <i>n/a</i> |
| 3.2.2 Community Retail Facilities | <i>n/a</i> |
| 3.2.3 Regional Retail Facilities | <i>n/a</i> |
| 3.3 "Strip Commercial" Development | <i>n/a</i> |
| 3.3.1 Development Between Nodes | <i>n/a</i> |
| 3.4 Signage Considerations | <i>n/a</i> |
| 3.4.1 Preserve Aesthetics and Public Safety | <i>n/a</i> |
| 3.4.2 Discouragement of Billboards | <i>n/a</i> |
| 3.5 Chesterfield Valley | <i>n/a</i> |
| 3.5.1 Chesterfield Valley Regional Retail and Low Intensity Industry | <i>Satisfied</i> |
| 3.5.2 Chesterfield Valley Airport Compatibility | <i>n/a</i> |
| 3.7 Urban Core | <i>n/a</i> |
| 3.7.1 High-Density Office | <i>n/a</i> |
| 3.7.2 Mixed-Use Community Center | <i>n/a</i> |
| 3.7.3 Regional Shopping Area | <i>n/a</i> |
| 3.7.4 City Center | <i>n/a</i> |

COMPREHENSIVE PLAN POLICIES Continued...

| Comprehensive Plan Policy | Staff Assessment/Comment |
|--|---------------------------------|
| 3.7.5 Chesterfield Village | <i>n/a</i> |
| 3.7.6 Multimodal Transportation Choices | <i>n/a</i> |
| 3.7.7 Underground Parking | <i>n/a</i> |
| Office Development Policies | |
| 4.1 Buffering of Neighborhoods | <i>n/a</i> |
| 4.2 High-Density Office Development | <i>n/a</i> |
| 4.3 Low-Density Office Development | <i>n/a</i> |
| Research and Development Business Parks and Corporate Campuses Policies | |
| 5.1 Research and Development Business Parks and Corporate Campuses | <i>n/a</i> |
| Industrial Development Policies | |
| 6.1 Low-Intensity Industrial | <i>n/a</i> |
| Transportation Policies | |
| 7.2 Multi-Modal Transportation Design | <i>n/a</i> |
| 7.2.1 Maintain Proper Level of Service | <i>n/a</i> |
| 7.2.2 Arterial Medians | <i>n/a</i> |
| 7.2.3 Maintain Proper Traffic Flow | <i>n/a</i> |
| 7.2.4 Encourage Sidewalks | <i>n/a</i> |
| 7.2.5 Right-of-Way Dedication | <i>n/a</i> |
| 7.2.6 Cross-Access Circulation | <i>n/a</i> |
| 7.2.7 Collectors and Local Streets | <i>n/a</i> |
| 7.2.8 Traffic Control Devices and Signs | <i>n/a</i> |
| 7.2.9 Access Management | <i>n/a</i> |
| 7.2.10 Multimodal Transportation Choice | <i>n/a</i> |
| 7.3.1 Alternative Transportation | <i>n/a</i> |
| 7.3.2 Public Transportation | <i>n/a</i> |
| 7.3.3 Transportation Enhancement Projects | <i>n/a</i> |
| 7.3.4 Transportation Demand Management | <i>n/a</i> |
| 7.4 Cooperation with Other Agencies | <i>n/a</i> |
| 7.4.1 I-64/Highway 40 Access | <i>n/a</i> |
| 7.4.2 Encourage Highway 109 and Chesterfield Valley Spur Road Projects | <i>n/a</i> |
| 7.4.3 Encourage Highway 141, Page Avenue, and Earth City Expressway Projects | <i>n/a</i> |

COMPREHENSIVE PLAN POLICIES Continued...

| Comprehensive Plan Policy | Staff Assessment/Comment |
|--|---------------------------------|
| 7.4.4 Encourage North Outer Forty, Chesterfield Parkway Projects | <i>n/a</i> |
| Utility Policies | |
| 8.1 Provision of Utilities - The City of Chesterfield should ensure the provision of utility service for the safety and quality of life of all City residents. | <i>n/a</i> |
| 8.2.1 Coordinated Growth | <i>n/a</i> |
| 8.2.2 Underground Electric Service | <i>n/a</i> |
| 8.3 Stormwater Management | <i>n/a</i> |
| 8.3.1 New Development Review for Stormwater Control | <i>n/a</i> |
| 8.3.2 Cooperation with Other Municipalities | <i>n/a</i> |
| 8.4.1 Placement of Telecommunications Towers and Facilities | <i>n/a</i> |
| 8.4.2 Safety Concerns | <i>n/a</i> |
| 8.4.3 Aesthetic Impact | <i>n/a</i> |
| Public Facilities Policies | |
| 9.1 Public Facilities Strategy | <i>n/a</i> |
| 9.2 Coordination with School Districts | <i>n/a</i> |
| 9.3 Cooperation with Solid Waste Management Plan | <i>n/a</i> |
| 9.4 Growth of Spirit of St. Louis Airport | <i>n/a</i> |
| 9.4.1 Noise and Environment Compatibility | <i>n/a</i> |
| 9.4.2 Airport Overlay Zoning District | <i>n/a</i> |
| 9.4.2 Implementation of FAR part 150 Program | |
| Parks and Open Space Policies | |
| 10.1 Open Space Preservation and Creation | <i>n/a</i> |
| 10.1.1 Coordination with Parks Plans | <i>n/a</i> |
| 10.1.2 Encourage Clustering within Planned Environmental Units | <i>n/a</i> |
| 10.1.3 Landscape Buffers | <i>n/a</i> |
| 10.2 Preservation of Natural Features and Open Space | <i>n/a</i> |
| 10.2.1 Open Space/Public Space | <i>n/a</i> |
| 10.2.2 Unstructured Parks and Open Space | <i>n/a</i> |
| 10.2.3 Trail System | <i>n/a</i> |
| 10.3 Missouri River Recreation | <i>n/a</i> |

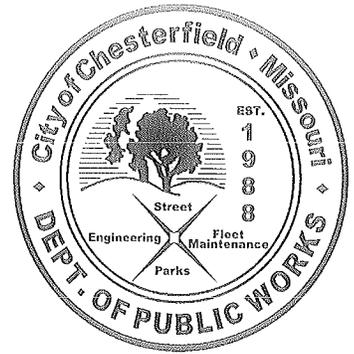
MEMORANDUM

DATE: November 20, 2006

TO: Jennifer Yackley, Project Planner

FROM: Brian McGownd, Deputy Director of Public Works/Assistant City Engineer

RE: Simply Storage – 10/4/2006 Submittal
PZ 25-2006, NU to PI



The Department of Public Works has reviewed the preliminary plan for the pending rezoning. The review revealed the following design considerations related to the information on the preliminary plan.

1. Per the Chesterfield Driveway Access Location and Design Standards (Ordinance No. 2103), a Driveway Throat Length (DTL) of 80 feet is required when an entrance abuts a Major Arterial such as Chesterfield Airport Road. The plan indicates that the DTL is less than the required 80 feet. It appears that a few of the parking stalls in the southeast corner of the site may need to be relocated.
2. All storm water runoff from the site shall drain to the proposed reservoir located immediately north of the site.
3. The plan does not depict the proposed finish floor elevation.

The Department of Public Works recommends the following conditions related to site specific issues be applied to the rezoning petition:

Access

4. Access to Chesterfield Airport Road shall be limited to one drive entrance. The entrance shall be as close to the east property line as practical and adequate sight distance shall be provided, as directed by the Department of Public Works and the St. Louis County Department of Highways and Traffic.
5. Provide cross access easement(s) or other appropriate legal instrument(s) guaranteeing permanent access to the adjacent parcel to the west as directed.

Road Improvements

6. Provide any additional right-of-way and construct any improvements to Chesterfield Airport Road, as required by the St. Louis Department of Highways and Traffic, and the Department of Public Works.

Pedestrian Circulation

7. Provide a 5 foot wide sidewalk, conforming to ADA standards, along the Chesterfield Airport Road frontage of the site.

Parking

8. No construction related parking shall be permitted within the Chesterfield Airport right of way.

Traffic Studies

9. Provide a traffic study as directed by the City of Chesterfield and/or the Missouri Department of Transportation. The scope of the study shall include internal and external circulation and may be limited to site specific impacts, such as the need for additional lanes, entrance configuration, 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, regional issues shall be addressed as directed by the City of Chesterfield.
10. Provide a sight distance evaluation report, as required by the City of Chesterfield, for the proposed entrance onto Chesterfield Airport Road. 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 and/or the St. Louis County Department of Highways and Traffic.

Storm water and Floodplain

11. All storm water runoff from the site shall drain to the proposed reservoir located immediately north of the site.
12. If any lot is proposed to be located in an existing or proposed Special Flood Hazard Area, the lot shall be clearly labeled as being located in the floodplain on the Site Development Plan and improvement plans. If any development in, or alteration of, the floodplain is proposed, the developer shall obtain a Floodplain Development Permit from the Department of Public Works. The developer must demonstrate that the proposed work will have no adverse impact on other properties in Chesterfield Valley. The Floodplain Development Permit must be approved prior to the approval of a grading permit or improvement plans. If any change in the location of the Special Flood Hazard Area is proposed, the developer shall be required to obtain a Letter of Map Revision (LOMR) from the Federal Emergency Management Agency. The LOMR must be issued by FEMA prior to the final issuance of an occupancy permit and final release of any escrow for improvements in the development.
13. The lowest Reference Level (floor) of any structure, as defined by FEMA, shall be constructed a minimum of one (1) foot above the base flood elevation and a minimum of one (1) foot above the 100-year high water elevation as produced by the Chesterfield Valley Master Storm Water Plan model. The minimum elevation for the Reference Level for each lot shall be indicated on the Site Development Plan and improvement plans, and an Elevation Certificate, on the form developed by FEMA for that purpose, shall be submitted immediately after construction of each structure. Occupancy permits shall not be issued for structures for which an Elevation Certificate has not been submitted.

Sanitary Sewers

14. Provide public sewer service for the site, including sanitary force main, gravity lines and/or regional pump stations, in accordance with the Metropolitan St. Louis Sewer District Conceptual Sewer Master Plan for Chesterfield Valley.

Furthermore, the Department of Public Works recommends the following general conditions be applied to the petition. Please note, any modification to the standard wording of these general conditions is set in bold font to facilitate identification.

Commencement of Work

- G-1. A grading permit or improvement plan approval is required prior to any clearing or grading.

Access Management

- G-2. Streets and drives related to this development shall be designed and located in conformance with the Chesterfield Driveway Access Location and Design Standards, as originally adopted by Ordinance No. 2103 and as may be amended from time to time.

Road Improvements

G-3. **NOT USED - DELETED**

G-4. **NOT USED - DELETED**

G-5. **NOT USED - DELETED**

G-6. **NOT USED - DELETED**

Storm water

- G-7. The site shall provide for the positive drainage of storm water and it shall be discharged at an adequate natural discharge point or an adequate piped system. The adequacy and condition of the existing downstream systems shall be verified and upgraded if necessary.

- G-8. Emergency overflow drainage ways to accommodate runoff from the 100-year storm event shall be provided for all storm sewers, as directed by the Department of Public Works.

- G-9. Detention/retention and other storm water quantity and quality management measures are to be provided in each watershed as required by the City of Chesterfield. The storm water quantity management facilities, related to flood and channel protection, shall be operational prior to paving of any driveways or parking areas in non-residential developments or issuance of building permits exceeding sixty (60%) of the approved dwelling units in each plat, watershed or phase of residential developments. The location and types of storm water management facilities shall be identified on the Site Development Plan.

Detention of storm water runoff is required by providing permanent detention/retention facilities, such as dry reservoirs, ponds, underground vaults or other alternatives acceptable to the Department of Public Works. The maximum fluctuation from the permanent pool elevation to the maximum ponding elevation of a basin shall be three (3) feet, as directed. Wetland mitigation shall not be permitted within a detention/retention basin.

The lowest opening of all structures shall be set at least two (2) feet higher than the 100-year high water elevation in detention/retention facilities. All structures shall be set at least 30 feet horizontally from the limits of the 100-year high water.

Geotechnical Report

G-10. 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 Works. 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.

Site Development Plan Requirements

G-11. Prior to Site Development Plan approval, depict existing and proposed contours, at intervals of not more than one (1) foot, extending a minimum of 150 feet beyond the limits of the site as directed.

G-12. Prior to Site Development Plan approval, depict existing and proposed improvements within 150 feet of the site as directed. Improvements include, but are not limited to, roadways, driveways and walkways adjacent to and across the street from the site, and significant natural features, such as wooded areas and rock formations, that are to remain or be removed.

G-13. Prior to Site Development Plan approval, 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.

G-14. Prior to Site Development Plan approval, indicate the location of proposed storm sewers, detention basins, sanitary sewers and connection(s) to the existing systems.

G-15. Prior to Site Development Plan approval, provide comments/approvals from the appropriate Fire District, St. Louis County Department of Highways and Traffic, Spirit of St. Louis Airport, Monarch Chesterfield Levee District, and the Metropolitan St. Louis Sewer District.

Grading Permit and Improvement Plan Requirements

- G-16. A Site Development Plan and Tree Preservation Plan must be approved prior to issuance of a grading permit or approval of improvement plans.
- G-17. Prior to approval of a grading permit or improvement plans, a Storm Water Pollution Prevention Plan (SWPPP) must be submitted and approved. The SWPPP shall address installation and maintenance of required erosion control practices specific to site conditions. The purpose of the SWPPP is to ensure the design, implementation, management and maintenance of Best Management Practices (BMPs) to control erosion and reduce the amount of sediment and other pollutants in storm water discharges associated with land disturbance activities, and ensure compliance with the terms and conditions stated in the Sediment and Erosion Control Manual.
- G-18. No grading which results in a change in watersheds will be permitted.
- G-19. If existing City maintained streets are to be used as construction access to this site, prior to approval of a grading permit or improvement plans, or any construction related traffic or delivery of any construction equipment to the site, the following items must be addressed:
- a. The travel route must be approved by the Department of Public Works. No deviation from the approved route will be permitted.
 - b. An evaluation, including film record, of the current condition of the pavement on the approved travel route must be submitted.
 - c. An appropriate bond must be submitted, as approved by the City of Chesterfield, to ensure that any damage to existing pavement is repaired. Repair of damage to existing streets will not be included in the subdivision escrow; a separate bond must be established.
 - d. All plan sheets shall indicate that vehicle loads of construction traffic using this route are not to exceed 22,400 pounds axle load or 60,000 gross vehicle weight and that no tri-axle trucks are to be used. Weight tickets may be used to determine conformance with this requirement.
 - e. Additional protective measures, as deemed necessary by the Department of Public Works, may also be required.
- G-20. Prior to grading permit or improvement plan approval, provide comments/approvals from the appropriate Fire District, St. Louis County Department of Highways and Traffic, Spirit of St. Louis Airport, Monarch Chesterfield Levee District, and the Metropolitan St. Louis Sewer District.
- G-21. Prior to approval of a grading permit or improvement plans, copies of recorded easements, including book and page of record, for all off-site work and off-site areas inundated by headwater from on-site improvements must be submitted.

Verification Prior to Record Plat Approval

- G-22. The developer shall cause, at his expense and prior to the recording of any plat, the reestablishment, restoration or appropriate witnessing of all Corners of the United States Public Land Survey located within, or which define or lie upon, the outboundaries 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.

Building Permits

G-23. A grading permit or improvement plan approval is required prior to issuance of a building permit. In extenuating circumstances, an exception to this requirement may be granted.

G-24. All required subdivision improvements in each plat of a subdivision shall be completed prior to issuance of more than 85% of the building permits for all lots in the plat.

Occupancy Permits

G-25. Prior to the issuance of any occupancy permit, floodplain management requirements shall be met.

G-26. All lots shall be seeded and mulched or sodded before an occupancy permit shall be issued, except that a temporary occupancy permit may be issued in cases of undue hardship because of unfavorable ground conditions. Seed and mulch shall be applied at rates that meet or exceed the minimum requirements stated in the Sediment and Erosion Control Manual.

G-27. Prior to final occupancy of any building, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.

Final Release of Subdivision Deposits

G-28. Prior to final release of subdivision construction deposits, the developer shall provide certification by a registered land surveyor that all monumentation depicted on the record plat has been installed and United States Public Land Survey Corners have not been disturbed during construction activities or that they have been reestablished and the appropriate documents filed with the Missouri Department of Natural Resources Land Survey Program.

General Development Conditions

G-29. Erosion and siltation control devices shall be installed prior to any clearing or grading and be maintained throughout the project until adequate vegetative growth insures no future erosion of the soil and work is accepted by the owner and controlling regulatory agency.

G-30. Provide adequate off-street stabilized parking area(s) for construction employees and a washdown station for construction vehicles entering and leaving the site in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

The streets surrounding this development and any street used for construction access thereto shall be cleaned throughout the day. The developer shall keep the road clear of mud and debris at all times.

- G-31. When clearing and/or grading operations are completed or will be suspended for more than 5 days, all necessary precautions shall be taken to retain soil materials on site. Protective measures may include a combination of seeding, periodic wetting, mulching, or other suitable means.
- G-32. If cut and fill operations occur during a season not favorable for immediate establishment of permanent ground cover, unless alternate storm water detention and erosion control devices have been designed and established, a fast germinating annual, such as rye or sudan grasses, shall be utilized to retard erosion.
- G-33. If cut or fill slopes in excess of the standard maximum of 3:1 horizontal run to vertical rise are desired, approval for the steeper slopes must be obtained from the Director of Public Works. Approval of steeper slopes is limited to individual and isolated slopes, rock dikes, undisturbed and stable natural slopes and slopes blending with the natural terrain. Design of the steep slopes must be performed by a registered professional engineer and include recommendations regarding construction methods and long-term maintenance of the slope. Any steep slope proposed on a Site Development Plan shall be labeled and referenced with the following note: *Approval of this plan does not constitute approval of slopes in excess of 3:1. Steep slopes are subject to the review and approval of the Director of Public Works. Review of the proposed steep slope will be concurrent with the review of the grading permit or improvement plans for the project.*
- G-34. Soft soils in the bottom and banks of any existing or former pond sites or tributaries or any sediment basins or traps should be removed, spread out and permitted to dry sufficiently to be used as fill. This material shall not be placed in proposed public right of way locations or in any storm sewer location.
- G-35. All fills placed under proposed storm and sanitary sewer lines and/or paved areas, including trench backfill within and off the road right of way, shall be compacted to 90% of maximum density as determined by the "Modified AASHTO T-180 Compaction Test" (ASTM D-1557) for the entire depth of the fill. Compacted granular backfill is required in all trench excavation within the street right of way and under all paved areas. All tests shall be performed concurrent with grading and backfilling operations under the direction of a geotechnical engineer who shall verify the test results.
- G-36. Access/utility easements shall be required throughout the development. A continuous 15 foot wide rear yard easement shall be provided. At a minimum, a 10 foot wide utility/access easement shall be provided at every other lot line or break between structures, as directed.
- G-37. Should the design of the subdivision include retaining walls that serve multiple properties, those walls shall be located within common ground or special easements, including easements needed for access to the walls.

Simply Storage, PZ 25-2006, NU to PI

November 20, 2006

Page 8 of 8

G-38. Ornamental Entrance Monument construction, if proposed, shall be reviewed by the St. Louis County Department of Highways and Traffic, the Missouri Department of Transportation and the City of Chesterfield for sight distance considerations prior to installation or construction.

G-39. This development may require an NPDES permit from the Missouri Department of Natural Resources. NPDES permits are applicable to construction activities that disturb one (1) or more acres.

cc: Michael Geisel, Director of Public Works/City Engineer
Bonnie Hubert, Superintendent of Engineering
Aimee Nassif, Senior Planner for Zoning Administration

Charlie A. Dooley
County Executive

Saint Louis
COUNTY
HIGHWAYS & TRAFFIC

Garry W. Earls, P.E.
Acting Director

November 30, 2006

Ms. Teresa Price
City of Chesterfield
690 Chesterfield Parkway West
Chesterfield MO 63017



Subject: Department of Highways and Traffic
P.Z. 25-2006

Dear Ms. Price:

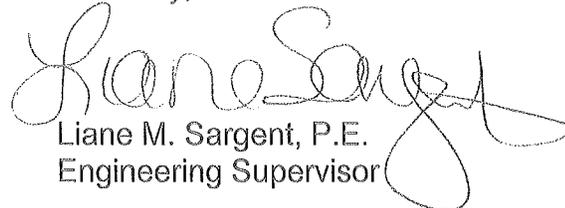
In regard to the public hearing held on November 13, 2006, the attachment contains the comments and recommendations of the Saint Louis County Department of Highways and Traffic. This information is provided for inclusion in the ordinance conditions that may be adopted to regulate the development. For standard rezoning petitions that do not generate a site-specific ordinance with conditions, this information is intended to apprise the petitioner and City officials of the road improvement responsibilities connected with the tract being developed.

We are forwarding a copy of our comments to the petitioner and their engineer/architect.

If you require additional information, please contact me at (314) 615-8517 or by e-mail at lsargent@stlouisco.com.

Attachments: Comments to PZ 25-2006

Sincerely,


Liane M. Sargent, P.E.
Engineering Supervisor

LMS/pc

Our mission: plan, build, and maintain a safe and efficient transportation network.

Chesterfield
Department of Planning

Public Hearing
November 13, 2006

P.Z. 25-2006 Simply Storage (OB Development, LLC)

Relative to this rezoning, we request that the following special conditions be met:

1. Access to this development from Chesterfield Airport Road shall be restricted to one (1) commercial entrance located as far east as possible, located to provide adequate sight distance and constructed to St. Louis County standards, as directed by the St. Louis County Department of Highways and Traffic.
2. If required sight distance can not be provided at the access locations, acquisition of right-of-way, reconstruction of pavement including correction to the vertical alignment and other off-site improvements may be required to provide adequate sight distance as directed by the St. Louis County Department of Highways and Traffic.
3. Installation of Landscaping and Ornamental Entrance Monument or Identification Signage construction shall be reviewed by the Saint Louis County Department of Highways and Traffic for sight distance consideration and approved prior to installation or construction.
4. 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 as an allowable credit against the petitioner's traffic generation assessment contributions. The developer should also be aware of extensive delays in utility company relocation and adjustments. Such delays will not constitute a cause to allow occupancy prior to completion of road improvements.
5. The developer shall be required to contribute to the Chesterfield Valley Trust Fund.

Roads

The roadway improvement contribution is based on land and building use. The roadway contributions are necessary to help defray the cost of engineering, right-of-way acquisition, and major roadway construction in accordance with the Chester Valley Road

Improvement Plan on file with the Saint Louis County Department of Highways and Traffic. The amount of the developer's contribution to this fund shall be computed based on the following:

| <u>Type of Development</u> | <u>Required Contribution</u> |
|----------------------------|----------------------------------|
| Commercial | \$2.05/sq. ft. of building space |
| Office | \$1.43/sq. ft. of building space |
| Industrial | \$4,937.22/acre |



Chesterfield
Department of Planning

Public Hearing
November 13, 2006

P.Z. 25-2006 Simply Storage (OB Development, LLC)

If the types of development proposed differ from those listed, rates shall be provided by the Saint Louis County Department of Highways and Traffic.

Credits for roadway improvements required will be awarded as directed by the Saint Louis County Highways and Traffic. Any portion of the roadway improvement contribution that remains, following completion of road improvements required by the development shall be retained in the trust fund.

The roadway improvement contribution shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Highways and Traffic. Funds shall be payable to the Treasurer, Saint Louis County.

Water Main

The primary water line contribution is based on gross acreage of the development land area. The contribution shall be a sum of \$648.18 per acre for the total area as approved on the Site Development Plan to be used solely to help defray the cost of constructing the primary water line serving the Chesterfield Valley area.

The primary water line contribution shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before approval of the Site Development Plan by the Saint Louis County Department of Highways and Traffic. Funds shall be payable to the Treasurer, St. Louis County.

Storm water

The storm water contribution is based on gross acreage of the development land area. These funds are necessary to help defray the cost of engineering and construction improvements for the collection and disposal of storm water from the Chesterfield Valley in accordance with the Master Plan on file with and jointly approved by Saint Louis County and the Metropolitan Saint Louis Sewer District. The amount of the storm water contribution will be computed based on \$2,056.58 per acre for the total area as approved on the Site Development Plan. The storm water contributions to the Trust Fund shall be deposited with the Saint Louis County Department of Highways and Traffic. The deposit shall be made before the issuance of a Special Use Permit (S.U.P.) by Saint Louis County Department of Highways and Traffic. Funds shall be payable to the Treasurer, St. Louis County.

Sanitary Sewer

The sanitary sewer contribution is collected as the Caulks Creek impact fee.

The sanitary sewer contribution within Chesterfield Valley area shall be deposited with the Metropolitan St. Louis Sewer District as required by the District.

Chesterfield
Department of Planning

Public Hearing
November 13, 2006

P.Z. 25-2006 Simply Storage (OB Development, LLC)

The amount of these required contributions for the roadway, storm water and primary water line improvements, if not submitted by January 1, 2007 shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accordance with the construction cost index as determined by the Saint Louis County Department of Highways and Traffic.

Trust Fund contributions shall be deposited with Saint Louis County in the form of a cash escrow prior to the issuance of building permits.

6. The amount of the required contribution/improvements, if not approved for construction by January 1, 2007, shall be adjusted on that date and on the first day of January in each succeeding year thereafter in accord with the construction cost index as determined by the Saint Louis County Department of Highways and Traffic.

In addition, we request the following general conditions be met:

1. Prior to Special Use Permit issuance by the Saint Louis County Department of Highways and Traffic, a special cash escrow or a special escrow supported by an Irrevocable Letter of Credit, must be established with the Saint Louis County Department of Highways and Traffic to guarantee completion of the required roadway improvements.
2. Provide adequate temporary off-street parking for construction employees. Parking on non-surfaced areas shall be prohibited in order to eliminate the condition whereby mud from construction and employee vehicles is tracked onto the pavement causing hazardous roadway and driving conditions.

cc: Zavrados & Polk, Inc., 17813 Edison Avenue, Suite 201, Chesterfield, MO 63005
Strickland Construction Company, 720 South Rogers Road, Suite B, Olathe, KS
66062

SPIRIT

**Of St. Louis
Airport**

SINCE 1964

**Business Aviation
Center of the U.S.**

Charlie A. Dooley,
County Executive

Richard E. Hrabko, A.A.E.
Director of Aviation

November 2, 2006

City of Chesterfield
Attn: Mr. Maurice Hirsch – Planning Commission
690 Chesterfield, Pkwy W
Chesterfield, Missouri 63017-0760

RE: P.Z. 25-2006 Simply Storage (OB Development, LLC)

Dear Chairman Hirsch:

This letter is in response to your zoning change request for P.Z. 25-2006 from "NU" Non-Urban to "PI" Planned Industrial, for a 2.3 acre tract of land located at 17555 and 17551 Chesterfield Airport Road east of the intersection of Long Road and Chesterfield Airport Road. (17U140263 and 17U140203)

We take no exceptions to the proposed zoning change but we will require that a FAA Form 7460-1 be filed for any proposed structure and associated construction equipment. The FAA form may be found on the faa.gov website. Comments should be returned by the FAA prior to initiating construction on the project.

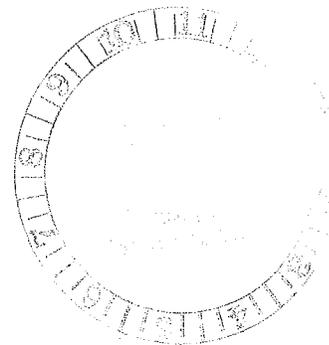
Please feel free to call, should you have any questions or comments.

Sincerely;

SPIRIT OF ST. LOUIS AIRPORT



Angel E. Ramos, P.E.
Airport Engineer



CC Mr. Richard Hrabko, AAE
Director of Aviation – Spirit of St. Louis Airport



From: "Michael Buechter" <MTBUEC@stlmsd.com>
To: "Martha Coad" <MCoad@chesterfield.mo.us>
Date: Wed, Nov 8, 2006 3:32 PM
Subject: Notice of Public Hearing: P.Z. 25-2006 Simply Storage (OB Development, LLC)

Notice of Public Hearing: P.Z. 25-2006 Simply Storage (OB Development, LLC)
(MSD P-0027489-00)

Comments applicable to this project include:

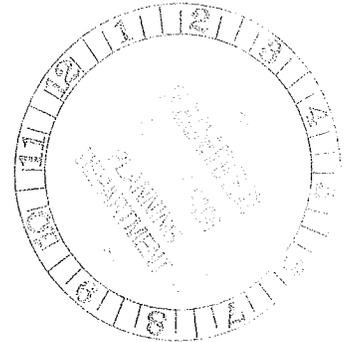
The downstream low pressure sewer system shall be evaluated to ensure adequate capacity and to ensure that the project has no negative impacts to the existing sewer system.

Stormwater should be controlled as required by the Chesterfield Valley Master Facility Plan.

Treatment will be required at this site for water quality per MSD February 2006 guidelines.

This project is in the Caulks Creek Surcharge area and is subject to a surcharge of \$2750.00 per acre.

Formal plan submittal and approval is required by the District prior to the issuance of permits.



Electronic Letterhead

MONARCH FIRE PROTECTION DISTRICT

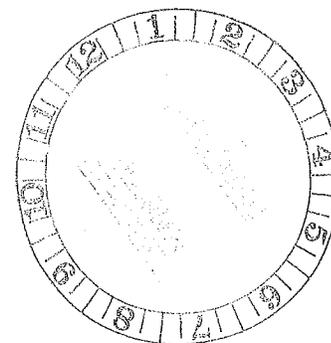
13725 Olive Blvd., Chesterfield, MO 63017-2640

Phone: 314-514-0900, ext 313 Fax: 314-514-0696

www.monarchfpd.org

BOARD OF DIRECTORS
Michelle Sleet, President
Richard Gans, Secretary
David A. Terschulose, Treasurer

FIRE CHIEF
Clifford (Chip) Biele



October 30, 2006

Mr. Jim Exler
Zavradinos & Polk
17813 Edison Ave, Suite 201
Chesterfield, MO 63005

p2 25-2006

Re: Site Plan for Simply Storage, north side of Chesterfield Airport Rd, just east of Long Rd

Dear Mr. Exler:

I have reviewed the above site plan and cannot approve it because it does not provide adequate access for our emergency vehicles. The loading zones along the north drive must be removed or relocated to provide a fire lane that is at least 20 feet wide.

"No Parking – Fire Lane" signs are required on both sides of the west drive and both sides of the north drive. Place them at intervals of no more than 75 feet. Also place 2 signs along the east wall of the retail portion, where it appears there is a sidewalk.

Two private hydrants are required for this building. Please place one in the island at the southwest corner of the building. Place the other in the island at the northeast corner of the building. Eliminate the one at the northwest corner of the building.

The fire department connection for the fire sprinkler system must be located on the south wall of the building, within 75 feet of a fire hydrant. If you locate the fire department connection toward the west end of the south wall, the hydrant at the southwest corner will satisfy this requirement.

If I can answer any questions, please feel free to call me at 314-514-0900, ext 313.

Sincerely,

David B. Nichols
Fire Marshal

cc: Marty Coad, Chesterfield Planning Department, via email

MISSOURI DEPARTMENT OF TRANSPORTATION
PLANNING AND ZONING COMMENTS

DATE: November 8, 2006

PETITION NO.: P.Z. 25-2006

PETITIONER: Simply Storage (OB Development, LLC)

MoDOT ROUTE: N/A

MUNICIPALITY: Chesterfield

COUNTY: St Louis

APPROXIMATE LOCATION: At 17555 and 17551 Chesterfield Airport Road east of the intersection of Long Road and Chesterfield Airport Road.

COMMENTS:

1. The Missouri Department of Transportation has no comment regarding said petition because this development does not appear to warrant any roadway improvements.



cc. J. Yackley, m. Geisel, M. Lafond 10/31/2006

10/31/2006 16:53

3148786801

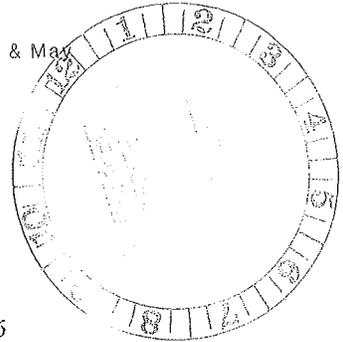
FMSM_ENG

PAGE 02



Fuller, Mossbarger, Scott & May
 Engineers, Inc.
 1856 Craig Park Court
 St. Louis, Missouri
 63146

 314-878-6800
 314-878-6801 Fax
 www.fmsmengineers.com



MEMORANDUM

October 31, 2006

TO: David R. Human, Monarch-Chesterfield Levee District, 314-480-1500, 480-1505 fax)

FROM: Stephen L. McCaskie (314-878-6800, 878-6801 fax)

SUBJECT: Review of Proposed Simply Storage, Site Plans for Rezoning (10/24/06), City of Chesterfield, Monarch-Chesterfield Levee District, FMSM Project No. SL2002001

We have reviewed the Proposed Simply Storage, Site Plans for Rezoning (10/24/06), prepared by Zavradinis & Polk. The project site is located on/north of Chesterfield Airport Road east of Long Road in the City of Chesterfield. The site improvements include: storage and retail building, parking and roadway area.

Based on our review of the information made available, considering their distance from any levee / flood control system component, the proposed site improvements are not expected to have an adverse effect on the Monarch-Chesterfield Levee System nor flood protection of Chesterfield Valley from the Missouri River or Bonhomme Creek. We have no other comments at this time.

Should you have any questions, or require additional information, please call us. Thank You.

cc: Jim Exler (Zavradinis 636-449-0148 fax)

MANTY COAO
 TERESA PHILIP (CITY OF CHESTERFIELD)
 636-537-4798 FAX



December 19, 2006

City of Chesterfield
Attn: Mike Geisel
Acting Director of Planning
690 Chesterfield, MO. 63017



Dear Mike,

Here is a short letter describing the letter I wish to submit to the city regarding PZ 25-2006.

I do not know the procedure for entering an objection regarding this rezoning. I have never before objected to zoning of any kind but have to object for the reasons stated in the accompanying letter, which you said would be read into the record.

My interests may seem self-motivated, but I assure you that should the City approve the requested zoning, the long-term implications are bound to be more disastrous for the City than myself. The income for this kind of business is limited to demand. Eventually, both businesses will stabilize at a new lower level for both that will be determined over about a 7-year period and neither business can afford the huge tax base required by the City. Right now I pay over \$108,000 in taxes each year, that's \$9,000 per month just to open the doors.

In my opinion, I will still keep the majority of the business, because of location. The majority of the visitors to Chesterfield Commons, come from the easterly direction and have to pass my store both coming and going. Almost all of my units are on the ground floor making them easier to load and unload vs. units on the second or third floor that have to be unloaded, loaded on an elevator and unloaded again to store on the second or third floor. To make matters worse for the storage portion of the business, part of the ground floor is dedicated to retail.

We also have shelves in all the units allowing storage space up to 15% more than the size stated. No matter what the new complex takes from me financially it will not make it worthwhile to stay and watch my business suffer. They will take some business, no matter what, just because they are there.

I feel I have served this community well during the last 21 years. However, should the rezoning occur, I will have to sell and move on after battling the floods, tornados and fires associated with this property. The floods in 1993 almost bankrupt me.

Who knows maybe it's a good thing for me. At least I won't have to worry about being wiped out by another flood. I don't have time to go thru another 11 years to get it back to where it is now. When I buy or build the next one it won't be behind a levee. Incidentally, their underwriter that approved the package, did not know his property was behind a levee until I told him.

Please read my letter. I am not crying wolf. Moving is up there on the trauma scale with Death, Divorce, Marriage and Taxes, even for me and I'm in the business.

Sincerely,

John R. Burrows

storagemasters.net

16824 Chesterfield Airport Rd.
Chesterfield, MO 63005
636•532•MINI (6464)
Fax: 636•536•4627

2601 East Terra Lane
O'Fallon, MO 63366
636•278•MINI (6464)
Fax: 636•278•5815

1025 Hemsath Road
St. Charles, MO 63303
636•928•MINI (6464)
Fax: 636•477•7760

4633 Hedgcoxe Road
Plano, TX 75024
972•208•STORE (7867)
Fax: 972•712•6239

8881 East Florida Avenue
Denver, CO 80247
303•750•MINI (6464)
Fax: 303•751•3198

December 19, 2006



City of Chesterfield
Planning Department
690 Chesterfield Parkway West
Chesterfield, MO. 63017-0760

Re: Proposed zoning PZ25-2006

Planning Commission,

My name is John Burrows. I own and operate the only self-storage in Chesterfield. I also own and operate 7 other facilities, two more in St. Louis, one in Denver, where I have 40 competitors in a 5-mile radius, 1 in the Dallas area, and 3 more in Orlando. As you will see later in this letter, there is good reason why there is only one self-storage in Chesterfield.

First I would like you to know that I was born and raised here. I went to Southwest High School and graduated from Missouri School of Mines with a Masters Degree in Mechanical Engineering. I have been in business at 16824 Chesterfield Airport Road since 1986, shortly before the city was incorporated. I also own a residence at 941 Chesterfield Villa Circle.

In July of 1993, as you know the now Chesterfield Commons flooded. My location was 10 feet under water with only the roofs being above water. It took 6 months and 250 – 30-yard dumpsters to remove the mud and debris from the buildings before I could start rebuilding the property for occupancy. During the rebuilding period and after spending \$250,000, the property flooded 2 more times wiping out all this work, because of breaches in the levee.

I opened on April 15, 1994 (tax day) and in July of 1994 there was a tornado in Chesterfield. The tornado destroyed one of the buildings and placed it in the lot next door as well as lifting the roofs on 6 of the other buildings. In all, I have had 3 floods and 1 tornado at this site. The only damage in Chesterfield from the tornado was at my facility.

The purpose of this letter is to draw your attention to an “Inconvenient Reality”, the truth. The reason there is only one self-storage facility in Chesterfield is that local operators know there is only enough business to support one self-storage.

In support of this statement I offer the following information. Prior to the flood I had about 350 tenants. It took about 5 years to reach this level. After the flood it took about 3 and ½ years to reach that level of occupancy, about 350, with many of these rentals being former tenants. It took another 8 years to double that amount or about 700. The most units I have been able to rent during the 13-year period after the flood is 724. Right now I am sitting with about 710 rentals. My self-storage has about 850 units so in its best year it was only about 85% full or at average capacity.

There is no Silver Bullet in this business. There are no top secrets that will make the business double. This business is in many respects like the beer business. You can only sell so many bottles of beer to a person in a year because they can't drink any more. The only way you can increase your business is to steal it from a competitor. In fact the only way to make room for another self-storage in Chesterfield Commons is for the population to double in Zip codes 63005 and 63017. I don't think that is a realistic event.

The majority of people that visit Chesterfield Commons come from east on Highway 40-64, and enters at the main entrance Boones Lick Crossings. In doing so they pass by my location. Upon leaving they either pass my location on 40-64 or Chesterfield Airport Road. After 21 years in this location most local residents know of my location.

The subject location on Long Road is not in the normal travel path for most visitors to Chesterfield Commons. The Long Road exit is mainly for local residents.

This business is "Event Driven", by that I mean some event has happened in a persons life that requires storage. I cannot sell you storage until some event in your life forces you to seek me out. In many respects we are similar to the funeral home business. You do not need my services until unfortunately that service is required.

I have to be as visible as possible so you remember my location and the business name. Hence being along your path both coming and going helps in that regard as well as the local resident. Long Road is mostly for local traffic. Shoppers generally do not exit at Long Road going west or Chesterfield Airport Road going east.

I have contacted the OB companies and given them more detailed information as regards the self-storage business. At this time I do not know of there decision to proceed or withdraw. Sometimes, once started along a path such as this and having spent the time and money to proceed this far, some people refuse to admit to facts other than the ones they wish to believe in, be they real or not.

If you work as an employee of the company, it is not always easy to go back and admit that money already spent on a project may have been done because of an error in your information that approved the project in the first place. It is sometimes better to bury the truth because the error will not show up for several years. In the mean time everyone along the way makes his or her share for design and construction. Admitting to ones mistake, even if it saves the company money in the long run, can be devastating to ones career or job for that matter. In fact, when giving OB companies information on this subject, they were unaware it was behind a levee.

As further evidence to prove my point I wish to point out that next door to this property Lipton Realty owns a 20-acre parcel. Don Lipton has owned this parcel for over 20 years, long before the city was incorporated. His family has been in the real estate business in St. Louis for about 100 years. They own other property in the Chesterfield Valley and Chesterfield Commons both developed and undeveloped.

Lipton Realty owns 8 self-storage facilities in the St. Louis area. I discussed the present zoning proposal with them. In fact, Randy Weisman who runs the day-to-day operations of the self-storage business is the one who brought the present zoning proposal to my attention, because he monitors information affecting their holdings in Chesterfield. His comment to me was that he decided not to build another self-storage facility in the valley even though they own the land to do so because they understand there is room for only one operator.

Don't you think if the business were there, to be had, Lipton would have done so already? Instead, even though they own land in the valley, they purchased land in Illinois and are in the process of building another self-storage there.

In conclusion I want to point out that I pay about \$108,000 in real estate taxes every year for this property. Realistically, there is room for only one self-storage in the valley or anywhere else for that matter in the City of Chesterfield.

Since the amount of business is fixed that leads to only one conclusion. We will end up after many years, say 7, and with half the business say 350 or even 400 customers each. Neither one of us will be able to pay the real estate taxes imposed. The city will end up with 2 properties that will have to be sold at auction for taxes.

After 21 years of serving this community through thick and thin, 3 floods, a tornado and a fire, I am left with only one conclusion. I had to suffer in silence with natural disasters, at least with this one I can have some say even if no one listens. I will have to sell and let someone else deal with the inevitable fallout.

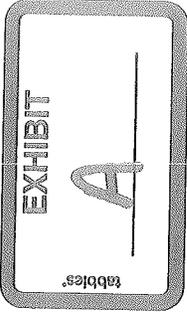
Forget about me, I will have to deal with your decision, should you decide to approve this zoning. I will be able to sell long before the inevitable outcome. Think about the long-term outcome for the City of Chesterfield.

In light of the above facts, disapproval of the zoning for all those concerned with this request for zoning should be disapproval.

Sincerely,



John R. Burrows



Self Storage Parking Requirements Analysis

OTHER CITY REQUIREMENTS

| CITY | PARKING REQUIREMENT |
|---------------|---|
| Ames, IA | <200 units = 5 parking spaces; >200 units = 5 spaces plus 1 for each 100 units above 200 units |
| Larkspur, CA | 1 employee space, 4 minimum (including 1 handicap space) |
| Lincoln, NE | 2 spaces for manager's quarters + 1 space for every 200 storage units |
| Redding, CA | 3 spaces + 2 spaces for manager's unit where individual units are accessible by vehicles, or 1 space per 10,000sf where individual units are not accessible by vehicles |
| San Diego, CA | 1 space for every 10,000sf + 3.3 spaces per 1,000sf of office space |
| Suffolk, VA | 4 spaces plus 2 for manager's quarters |

FACILITIES PREVIOUSLY BUILT BY STRICKLAND CONSTRUCTION COMPANY

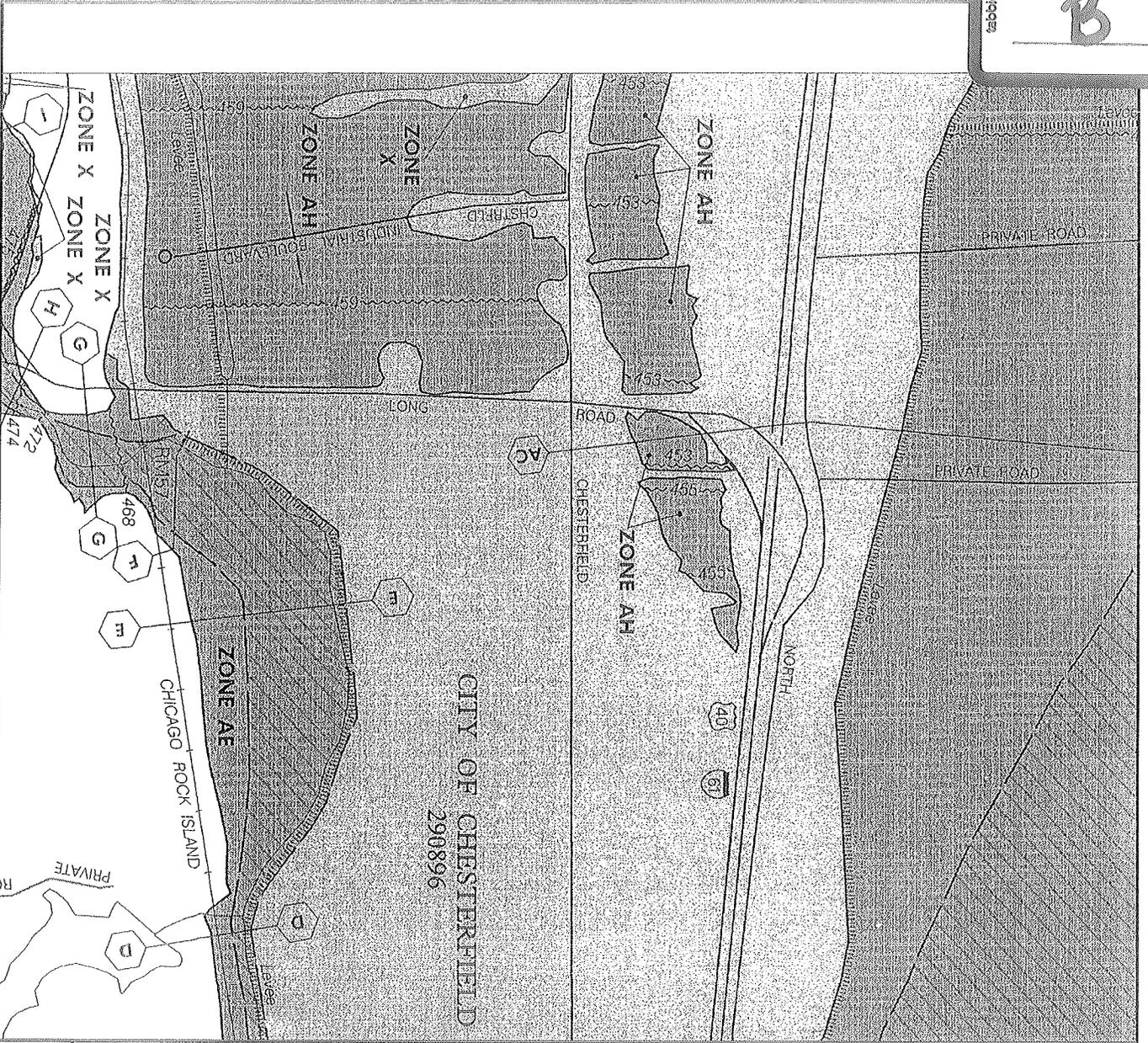
| CITY | FACILITY NAME | # PARKING SPACES | TOTAL S.F.* | YEAR BUILT |
|-------------------|------------------------------|------------------|-------------|------------|
| Olathe, KS | Attic Storage of Olathe | 5 | 97,505 | 1999 |
| Olathe, KS | Attic Storage Needmor | 4 | 36,500 | 1998 |
| Belton, MO | Attic Storage of Belton | 5 | 85,295 | 1998 |
| Kansas City, KS | Attic Storage of KCK | 5 | 61,675 | 2002 |
| Liberty, MO | Attic Storage of Liberty | 5 | 75,611 | 1998 |
| Platte City, MO | Attic Storage of Platte City | 5 | 56,025 | 2002 |
| Eudora, KS | ATA | 4 | | 2006 |
| Kansas City, KS | Simply Storage | 4 | | 2006 |
| Owasso, OK | Attic Storage of Owasso | 5 | 87,994 | 1996 |
| Overland Park, KS | Attic Storage of Blue Valley | 7 | | 1997 |

Self Storage Parking Requirements Analysis

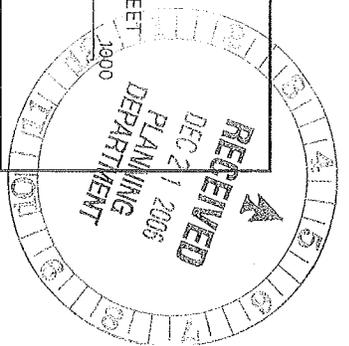
| | | | | |
|------------------|---------------------------|---|--------|------|
| Lee's Summit, MO | Attic Storage of LS | 4 | 56,610 | 2003 |
| Lawrence, KS | Space Saver | 4 | 42,000 | 2000 |
| Knobtown, MO | Attic Storage of Knobtown | 4 | 45,450 | 2002 |
| Omaha, NE | Attic Storage of Omaha | 4 | 76,835 | 2000 |

* does not include outside RV rental spaces

21000000 STOKES E CHESTERFIELD (LATEST FIRM MAP)



APPROXIMATE SCALE IN FEET
 1000 0 1000



NATIONAL FLOOD INSURANCE PROGRAM

FIRM
 FLOOD INSURANCE RATE MAP

ST. LOUIS COUNTY,
 MISSOURI AND
 INCORPORATED AREAS

PANEL 140 OF 420
 (SEE MAP INDEX FOR PANELS NOT PRINTED)

| CONTAINS: | NUMBER | PANEL | SUFFIX |
|-----------|--------|-------|--------|
| COMMUNITY | 290896 | 0140 | H |

MAP NUMBER
 29189C0140 H
 EFFECTIVE DATE:
 AUGUST 2, 1995



Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



FEMA

Map Service Center

[Product Catalog](#) | [Map Search](#) | [Quick Order](#) | [Digital Post Office](#) | [Help](#)

[Log on](#)

[Home](#) > [Map Search Results](#)

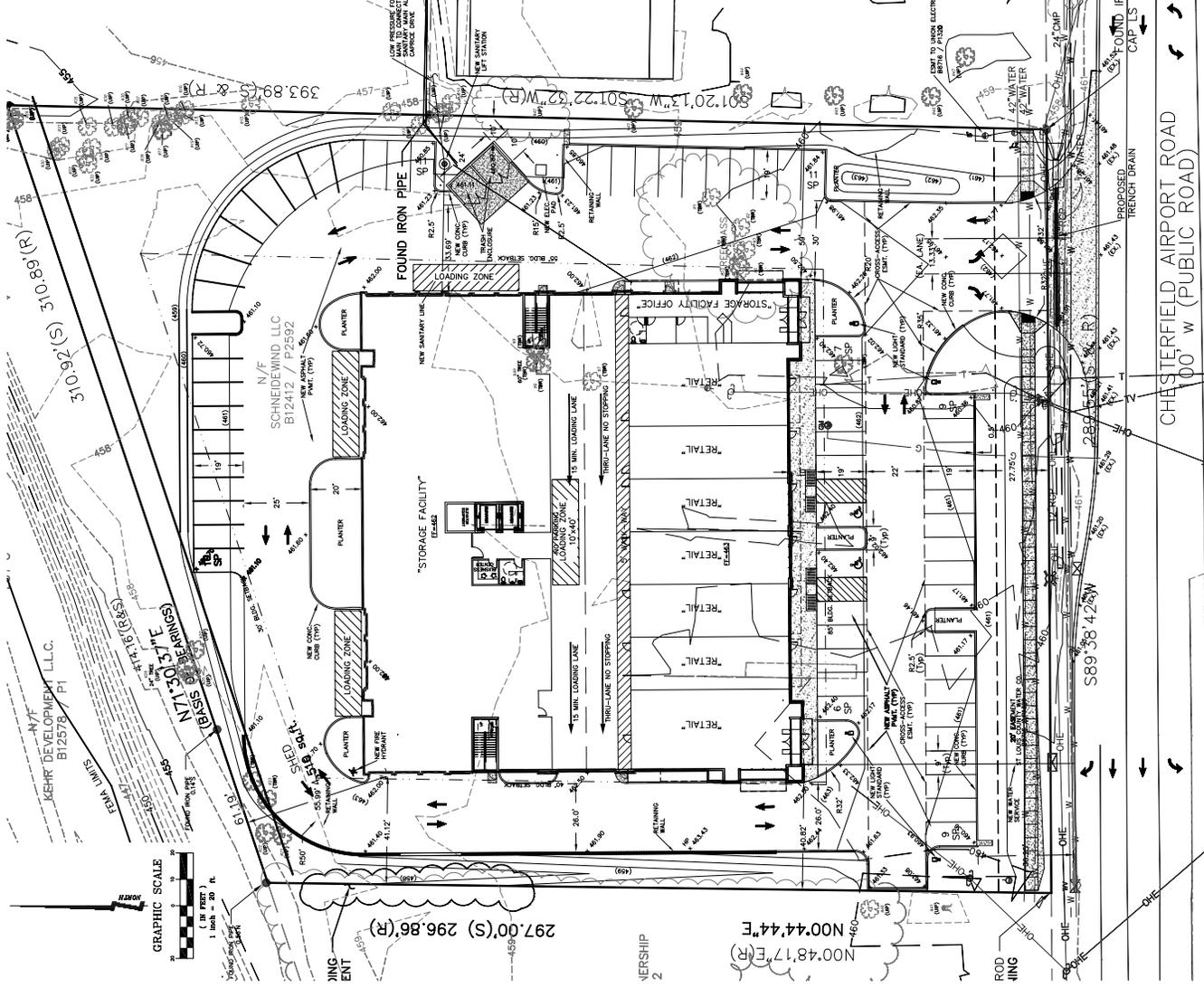
Map Search Results

FEMA issued Flood Maps

| Map Item ID | Description | Effective Date | Show Topic | View | Buy |
|-------------|--------------------------------|----------------|------------|------|-----|
| 29189C0140H | ST. LOUIS CO., UNINC&INC AREAS | 08/02/1995 | = | | |
| LOMC | 01-07-719A-290896 | 02/20/2002 | | | |
| LOMC | 01-07-785A-290896 | 03/22/2002 | | | |
| LOMC | 02-07-497A-290896 | 04/17/2002 | | | |
| LOMC | 02-07-884A-290896 | 07/17/2002 | | | |
| LOMC | 96-07-256P-290896 | 09/10/1997 | | | |
| LOMC | 96-07-256P-290922 | 09/10/1997 | | | |
| LOMC | 99-07-214P-290896 | 04/17/2000 | | | |
| LOMC | 99-07-666P-290896 | 11/24/1999 | | | |
| LOMC | 03-07-746X-290896 | 04/02/2003 | | | |

Rezoning for Simply Storage

LOT 5 FRAZER ESTATES
TOWNSHIP 45 NORTH, RANGE 4 EAST
CITY OF CHESTERFIELD, MISSOURI



297.00(S) 296.86(R)

310.92(S) 310.88(R)

393.89(S) 393.85(R)

456.00(S) 456.00(R)

511.00(S) 511.00(R)

566.00(S) 566.00(R)

621.00(S) 621.00(R)

676.00(S) 676.00(R)

731.00(S) 731.00(R)

786.00(S) 786.00(R)

841.00(S) 841.00(R)

896.00(S) 896.00(R)

951.00(S) 951.00(R)

1006.00(S) 1006.00(R)

1061.00(S) 1061.00(R)

1116.00(S) 1116.00(R)

1171.00(S) 1171.00(R)

1226.00(S) 1226.00(R)

1281.00(S) 1281.00(R)

1336.00(S) 1336.00(R)

1391.00(S) 1391.00(R)

1446.00(S) 1446.00(R)

1501.00(S) 1501.00(R)

1556.00(S) 1556.00(R)

1611.00(S) 1611.00(R)

1666.00(S) 1666.00(R)

1721.00(S) 1721.00(R)

1776.00(S) 1776.00(R)

1831.00(S) 1831.00(R)

1886.00(S) 1886.00(R)

1941.00(S) 1941.00(R)

1996.00(S) 1996.00(R)

2051.00(S) 2051.00(R)

2106.00(S) 2106.00(R)

2161.00(S) 2161.00(R)

2216.00(S) 2216.00(R)

2271.00(S) 2271.00(R)

2326.00(S) 2326.00(R)

2381.00(S) 2381.00(R)

2436.00(S) 2436.00(R)

297.00(S) 296.86(R)

310.92(S) 310.88(R)

393.89(S) 393.85(R)

456.00(S) 456.00(R)

511.00(S) 511.00(R)

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676.00(S) 676.00(R)

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1886.00(S) 1886.00(R)

1941.00(S) 1941.00(R)

1996.00(S) 1996.00(R)

2051.00(S) 2051.00(R)

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2161.00(S) 2161.00(R)

2216.00(S) 2216.00(R)

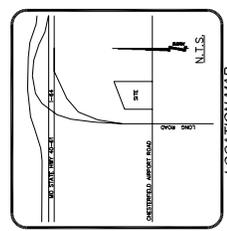
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2326.00(S) 2326.00(R)

2381.00(S) 2381.00(R)

2436.00(S) 2436.00(R)

2491.00(S) 2491.00(R)



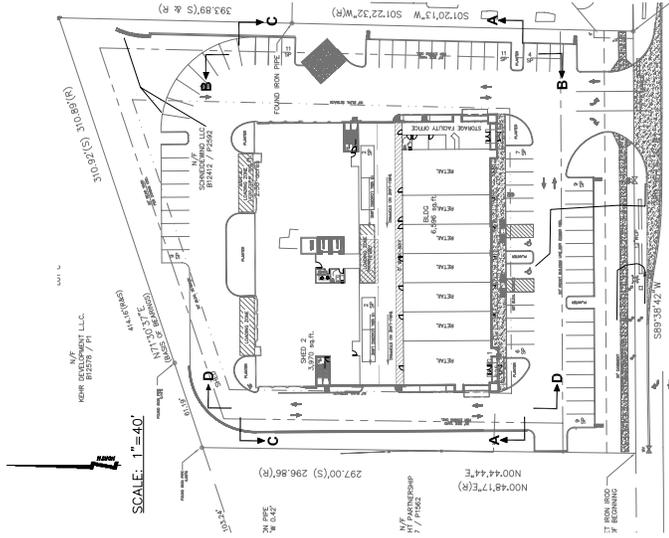
PROPOSED SETBACKS:
 50' NORTH PROPERTY LINE
 50' SOUTH PROPERTY LINE
 BE 1' PER 2' IN HEIGHT ABOVE 30'
 40' WEST PROPERTY LINE
 25' EAST PROPERTY LINE
EXISTING SETBACKS:
 50' NORTH PROPERTY LINE
 50' SOUTH PROPERTY LINE
 40' WEST PROPERTY LINE
 25' EAST PROPERTY LINE

GENERAL NOTES:
 1. THE SITE AREA IS 100,894 S.F., 2.31 AC.
 2. PROPOSED USE: EXISTING STRUCTURES ARE TO BE RAISED AND REPAIRED BY NEW RETAIL / STORAGE FACILITY.
 3. LOCATION #2 PARCEL NO. - 17U4023, 17U40203 BK 12412/P2 2592, BK 12412/P2 2592
 4. PROPERTY OWNER/CONTRACTOR: OB COMPANIES (816) 224-4578
 5. PROPERTY DEVELOPER: MASON, L.L.C. (816) 224-4578
 6. CURRENT ZONING: R1 NON-URBAN.
 7. PROPOSED ZONING: R1 PLANNED INDUSTRIAL.
 8. SETBACKS REQUIRED: NONE (TO BE ESTABLISHED BY ORDINANCE).
 9. LOT AREA: 100,894 S.F. (2.31 AC).
 10. LOT DIMENSIONS: 310.92' X 310.88' X 393.89' X 456.00' X 511.00' X 566.00' X 621.00' X 676.00' X 731.00' X 786.00' X 841.00' X 896.00' X 951.00' X 1006.00' X 1061.00' X 1116.00' X 1171.00' X 1226.00' X 1281.00' X 1336.00' X 1391.00' X 1446.00' X 1501.00' X 1556.00' X 1611.00' X 1666.00' X 1721.00' X 1776.00' X 1831.00' X 1886.00' X 1941.00' X 1996.00' X 2051.00' X 2106.00' X 2161.00' X 2216.00' X 2271.00' X 2326.00' X 2381.00' X 2436.00' X 2491.00' X 2546.00' X 2601.00' X 2656.00' X 2711.00' X 2766.00' X 2821.00' X 2876.00' X 2931.00' X 2986.00' X 3041.00' X 3096.00' X 3151.00' X 3206.00' X 3261.00' X 3316.00' X 3371.00' X 3426.00' X 3481.00' X 3536.00' X 3591.00' X 3646.00' X 3701.00' X 3756.00' X 3811.00' X 3866.00' X 3921.00' X 3976.00' X 4031.00' X 4086.00' X 4141.00' X 4196.00' X 4251.00' X 4306.00' X 4361.00' X 4416.00' X 4471.00' X 4526.00' X 4581.00' X 4636.00' X 4691.00' X 4746.00' X 4801.00' X 4856.00' X 4911.00' X 4966.00' X 5021.00' X 5076.00' X 5131.00' X 5186.00' X 5241.00' X 5296.00' X 5351.00' X 5406.00' X 5461.00' X 5516.00' X 5571.00' X 5626.00' X 5681.00' X 5736.00' X 5791.00' X 5846.00' X 5901.00' X 5956.00' X 6011.00' X 6066.00' X 6121.00' X 6176.00' X 6231.00' X 6286.00' X 6341.00' X 6396.00' X 6451.00' X 6506.00' X 6561.00' X 6616.00' X 6671.00' X 6726.00' X 6781.00' X 6836.00' X 6891.00' X 6946.00' X 7001.00' X 7056.00' X 7111.00' X 7166.00' X 7221.00' X 7276.00' X 7331.00' X 7386.00' X 7441.00' X 7496.00' X 7551.00' X 7606.00' X 7661.00' X 7716.00' X 7771.00' X 7826.00' X 7881.00' X 7936.00' X 7991.00' X 8046.00' X 8101.00' X 8156.00' X 8211.00' X 8266.00' X 8321.00' X 8376.00' X 8431.00' X 8486.00' X 8541.00' X 8596.00' X 8651.00' X 8706.00' X 8761.00' X 8816.00' X 8871.00' X 8926.00' X 8981.00' X 9036.00' X 9091.00' X 9146.00' X 9201.00' X 9256.00' X 9311.00' X 9366.00' X 9421.00' X 9476.00' X 9531.00' X 9586.00' X 9641.00' X 9696.00' X 9751.00' X 9806.00' X 9861.00' X 9916.00' X 9971.00' X 10026.00' X 10081.00' X 10136.00' X 10191.00' X 10246.00' X 10301.00' X 10356.00' X 10411.00' X 10466.00' X 10521.00' X 10576.00' X 10631.00' X 10686.00' X 10741.00' X 10796.00' X 10851.00' X 10906.00' X 10961.00' X 11016.00' X 11071.00' X 11126.00' X 11181.00' X 11236.00' X 11291.00' X 11346.00' X 11401.00' X 11456.00' X 11511.00' X 11566.00' X 11621.00' X 11676.00' X 11731.00' X 11786.00' X 11841.00' X 11896.00' X 11951.00' X 12006.00' X 12061.00' X 12116.00' X 12171.00' X 12226.00' X 12281.00' X 12336.00' X 12391.00' X 12446.00' X 12501.00' X 12556.00' X 12611.00' X 12666.00' X 12721.00' X 12776.00' X 12831.00' X 12886.00' X 12941.00' X 12996.00' X 13051.00' X 13106.00' X 13161.00' X 13216.00' X 13271.00' X 13326.00' X 13381.00' X 13436.00' X 13491.00' X 13546.00' X 13601.00' X 13656.00' X 13711.00' X 13766.00' X 13821.00' X 13876.00' X 13931.00' X 13986.00' X 14041.00' X 14096.00' X 14151.00' X 14206.00' X 14261.00' X 14316.00' X 14371.00' X 14426.00' X 14481.00' X 14536.00' X 14591.00' X 14646.00' X 14701.00' X 14756.00' X 14811.00' X 14866.00' X 14921.00' X 14976.00' X 15031.00' X 15086.00' X 15141.00' X 15196.00' X 15251.00' X 15306.00' X 15361.00' X 15416.00' X 15471.00' X 15526.00' X 15581.00' X 15636.00' X 15691.00' X 15746.00' X 15801.00' X 15856.00' X 15911.00' X 15966.00' X 16021.00' X 16076.00' X 16131.00' X 16186.00' X 16241.00' X 16296.00' X 16351.00' X 16406.00' X 16461.00' X 16516.00' X 16571.00' X 16626.00' X 16681.00' X 16736.00' X 16791.00' X 16846.00' X 16901.00' X 16956.00' X 17011.00' X 17066.00' X 17121.00' X 17176.00' X 17231.00' X 17286.00' X 17341.00' X 17396.00' X 17451.00' X 17506.00' X 17561.00' X 17616.00' X 17671.00' X 17726.00' X 17781.00' X 17836.00' X 17891.00' X 17946.00' X 18001.00' X 18056.00' X 18111.00' X 18166.00' X 18221.00' X 18276.00' X 18331.00' X 18386.00' X 18441.00' X 18496.00' X 18551.00' X 18606.00' X 18661.00' X 18716.00' X 18771.00' X 18826.00' X 18881.00' X 18936.00' X 18991.00' X 19046.00' X 19101.00' X 19156.00' X 19211.00' X 19266.00' X 19321.00' X 19376.00' X 19431.00' X 19486.00' X 19541.00' X 19596.00' X 19651.00' X 19706.00' X 19761.00' X 19816.00' X 19871.00' X 19926.00' X 19981.00' X 20036.00' X 20091.00' X 20146.00' X 20201.00' X 20256.00' X 20311.00' X 20366.00' X 20421.00' X 20476.00' X 20531.00' X 20586.00' X 20641.00' X 20696.00' X 20751.00' X 20806.00' X 20861.00' X 20916.00' X 20971.00' X 21026.00' X 21081.00' X 21136.00' X 21191.00' X 21246.00' X 21301.00' X 21356.00' X 21411.00' X 21466.00' X 21521.00' X 21576.00' X 21631.00' X 21686.00' X 21741.00' X 21796.00' X 21851.00' X 21906.00' X 21961.00' X 22016.00' X 22071.00' X 22126.00' X 22181.00' X 22236.00' X 22291.00' X 22346.00' X 22401.00' X 22456.00' X 22511.00' X 22566.00' X 22621.00' X 22676.00' X 22731.00' X 22786.00' X 22841.00' X 22896.00' X 22951.00' X 23006.00' X 23061.00' X 23116.00' X 23171.00' X 23226.00' X 23281.00' X 23336.00' X 23391.00' X 23446.00' X 23501.00' X 23556.00' X 23611.00' X 23666.00' X 23721.00' X 23776.00' X 23831.00' X 23886.00' X 23941.00' X 23996.00' X 24051.00' X 24106.00' X 24161.00' X 24216.00' X 24271.00' X 24326.00' X 24381.00' X 24436.00' X 24491.00' X 24546.00' X 24601.00' X 24656.00' X 24711.00' X 24766.00' X 24821.00' X 24876.00' X 24931.00' X 24986.00' X 25041.00' X 25096.00' X 25151.00' X 25206.00' X 25261.00' X 25316.00' X 25371.00' X 25426.00' X 25481.00' X 25536.00' X 25591.00' X 25646.00' X 25701.00' X 25756.00' X 25811.00' X 25866.00' X 25921.00' X 25976.00' X 26031.00' X 26086.00' X 26141.00' X 26196.00' X 26251.00' X 26306.00' X 26361.00' X 26416.00' X 26471.00' X 26526.00' X 26581.00' X 26636.00' X 26691.00' X 26746.00' X 26801.00' X 26856.00' X 26911.00' X 26966.00' X 27021.00' X 27076.00' X 27131.00' X 27186.00' X 27241.00' X 27296.00' X 27351.00' X 27406.00' X 27461.00' X 27516.00' X 27571.00' X 27626.00' X 27681.00' X 27736.00' X 27791.00' X 27846.00' X 27901.00' X 27956.00' X 28011.00' X 28066.00' X 28121.00' X 28176.00' X 28231.00' X 28286.00' X 28341.00' X 28396.00' X 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33016.00' X 33071.00' X 33126.00' X 33181.00' X 33236.00' X 33291.00' X 33346.00' X 33401.00' X 33456.00' X 33511.00' X 33566.00' X 33621.00' X 33676.00' X 33731.00' X 33786.00' X 33841.00' X 33896.00' X 33951.00' X 34006.00' X 34061.00' X 34116.00' X 34171.00' X 34226.00' X 34281.00' X 34336.00' X 34391.00' X 34446.00' X 34501.00' X 34556.00' X 34611.00' X 34666.00' X 34721.00' X 34776.00' X 34831.00' X 34886.00' X 34941.00' X 34996.00' X 35051.00' X 35106.00' X 35161.00' X 35216.00' X 35271.00' X 35326.00' X 35381.00' X 35436.00' X 35491.00' X 35546.00' X 35601.00' X 35656.00

OVERALL PARCEL DESCRIPTION

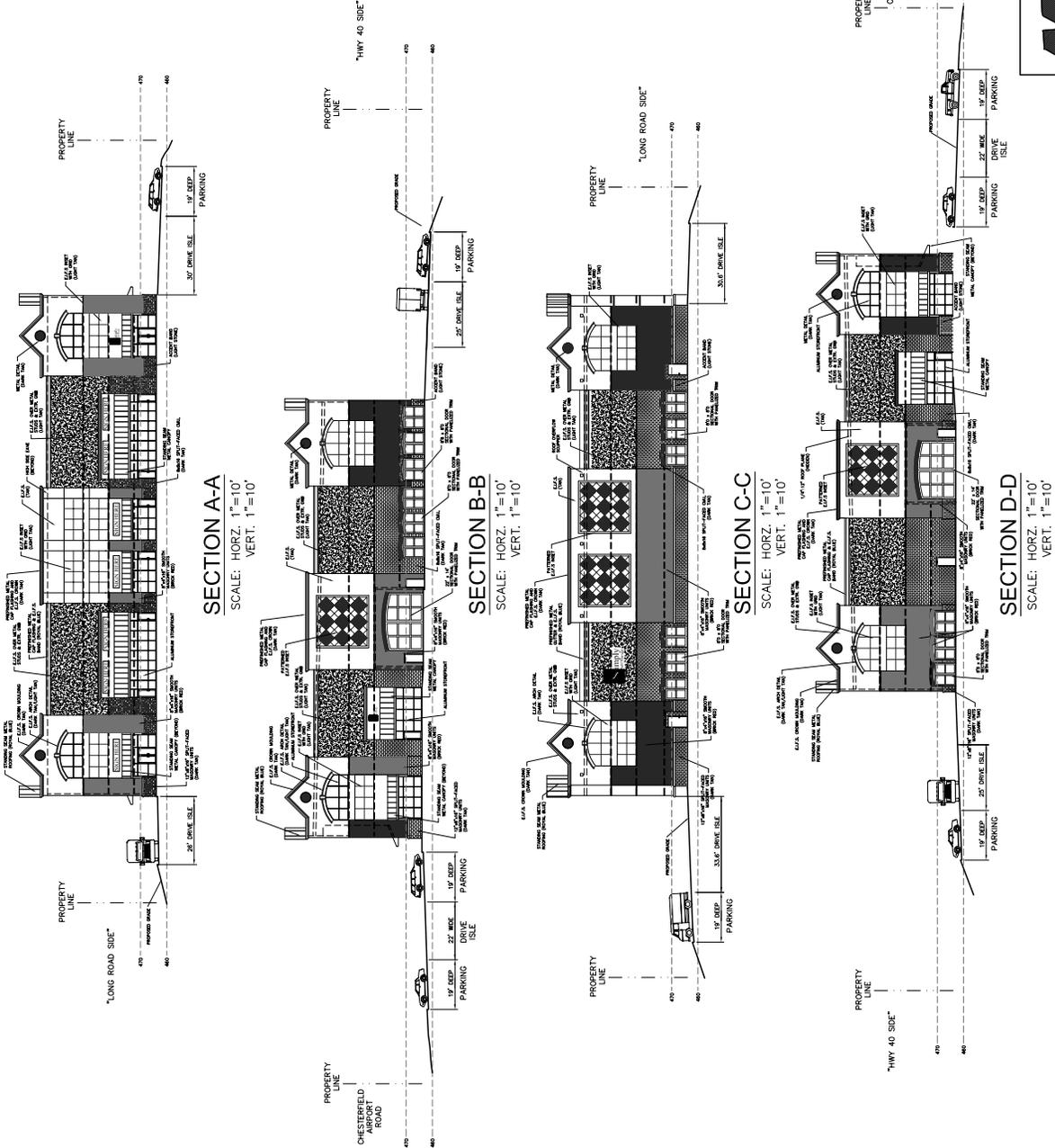
PROPERTY DESCRIPTION
 A TRACT OF LAND BEING PART OF LOT 5, OF FRAZIER ESTATES IN U. S. SURVEY 126 IN TOWNSHIP 45 NORTH, RANGE 4 EAST, ST. LOUIS COUNTY, MISSOURI AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A THE POINT OF INTERSECTION OF THE NORTHERN LINE OF CHESTERFIELD AIRPORT ROAD (40 FEET WIDE) WITH THE EASTERN LINE OF A TRACT OF LAND DESCRIBED IN A DEED TO JELINEK EIGHT PARTNERSHIP AS RECORDED IN BOOK 8387, PAGE 1562 OF THE ST. LOUIS COUNTY RECORDS; THENCE ALONG SAID EASTERN LINE NORTH 00 DEGREES 44 MINUTES 44 SECONDS EAST, 297.00 FEET TO A POINT ON THE SOUTHERN LINE OF LOT B OF THE RESUBDIVISION OF LOT 1 OF HIGHWAY FORT PLANK AS RECORDED IN PLATBOOK 5478DS; THENCE ALONG SAID SOUTHERN LINE NORTH 71 DEGREES 30 MINUTES 37 SECONDS EAST, 310.92 FEET TO A STONE IN THE WESTERN LINE OF LOT B OF THE AFORESAID RESUBDIVISION; THENCE ALONG SAID WESTERN LINE SOUTH 01 DEGREES 20 MINUTES 13 SECONDS WEST, 393.89 FEET TO AN IRON ROD WITH A CAP FROM LS 2190 ON THE NORTHERN LINE OF CHESTERFIELD AIRPORT ROAD; THENCE ALONG SAID NORTHERN LINE SOUTH 89 DEGREES 38 MINUTES 42 SECONDS WEST, 289.55 FEET TO THE POINT OF BEGINNING AND CONTAINING 2.30 ACRES MORE OR LESS.



SECTION LOCATIONS

SITE CROSS SECTIONS



City/County Job No. 05217 2
 Project No. 8-15-06
 Original Issue Date
 CAD Filename
 Proj Manager
 BACKSLIP 17-11-4
 MJD P-
 Strickland Construction Co.

Strickland Construction Co.
 720 S. Rogers Road, Suite B
 Ocala, KS 66062
 (913) 764-7000
 Rogers Strickland

Simply Storage, Chesterfield
 Site Cross Section Plan
 Zavradinos & Polk Inc.
 17815 Edison Ave., Suite 201 • Chesterfield, MO 63005
 636-946-5555 • 636-448-0148 Fax • www.zavradinos.com

| No. | Date | Revision/Issue |
|-----|----------|----------------|
| 1 | 12-19-06 | City comments |

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